SUMMARY

Applicant:	Billbergia Pty Limited
Owner:	Fairmead Business Pty Ltd
Application No.:	DA-111/2010
Description of Land:	Lot 10 DP 776611, Lease Jetty 120sqm, Iron Ramp, 1 Burroway Road, WENTWORTH POINT
Proposed Development:	Construction of a 4 to 8 storey residential flat building consisting of 285 apartments above 2 levels of underground car parking with 383 spaces and associated street, landscaping, stormwater and public domain works
Site Area:	109,870sqm
Zoning:	Excluded Area
Disclosure of political donations and gifts:	Nil disclosure
Report by:	Auburn City Council

Recommendation

1. **That Development Application DA-111/2010 for construction of a 4 to 8 storey residential flat building consisting of 285 apartments above 2 levels of underground car parking with 383 spaces and associated street, landscaping, stormwater and public domain works on land at 1 Burroway Road, Wentworth Point, be approved subject to conditions of consent.**

History

A number of historic applications for the subject site were made to and subsequently consents were issued by the NSW Department of Infrastructure, Planning and Natural Resources, prior to consent authority status for the Homebush Bay peninsula being bestowed on Auburn City Council. Applications lodged to Council in recent years and related to the subject application are as follows.

A development application (DA-488/2005) for the demolition of existing site improvements, the partial construction of Footbridge Boulevard, Waterways Street and Half Street (including on street visitor parking) and construction of a residential flat building, 4 to 8 storeys in height and containing 235 units (131 x 1 bedroom units, 94 x 2 bedroom units and 10 x 3 bedroom units) over 2 levels of infill car park for 258 cars was lodged Council on 25 November 2005. At the meeting of 3 October 2007, Council resolved to approve DA-488/2005 subject to a number of conditions of consent.

An integrated development application (DA-202/2006) for the construction of a temporary site sales office and display unit (associated with the building subject to DA-488/2005 and future proposed developments for the site) with landscaping and access works was lodged to Council on 1 June 2006. The application was approved and development consent issued on 2 February 2007.

A pre-lodgement application (PL-15/2009) was lodged with Council 18 September 2009 which proposed the modification of DA-488/2005. Modifications included increasing the number of units to 340 (comprising 221 x studio/1 bedroom units, 102 x 2 bedroom units and 17 x 3 bedroom units), increasing the number of underground parking to 390 spaces and various changes to the built form of the approved building. In its advice to the applicant dated 16 November 2009, Council advised that the proposed changes were too excessive to be considered as a modification of DA-488/2005 under Section 96 of the *Environmental Planning and Assessment Act 1979* (NSW) and that the proposal would be required to be lodged as a new full development application. A number of non-compliances with State Environmental Planning Policy No.65 – Quality Design of Residential Flat Development, the No.1 Burroway Road DCP and the Homebush Bay West DCP were also highlighted.

A development for subdivision (DA-386/2009) was lodged with Council 30 October 2009. The application proposed the subdivision of the subject site into 5 torrens title lots, consistent with the Block plan under No.1 Burroway Road DCP. Following several consultations with the applicant, the application was approved for 4 torrens title lots on 8 June 2010.

A further pre-lodgement application (PL-20/2009) was lodged with Council 16 November 2009. This again proposed the modification of DA-488/2005, on slightly lesser scale than that of PL-15/2009. Modifications included increasing the number of units to 328 (comprising 239 x studio/1 bedroom units, 76 x 2 bedroom units and 13 x 3 bedroom units), increasing the number of underground parking to 428 spaces and various changes to the built form of the approved building. Once again, Council advised that the proposed changes were too excessive to be considered as a modification of DA-488/2005 under Section 96 of the *Environmental Planning and Assessment Act 1979* (NSW) and that the proposal would be required to be lodged as a new full development application. A number of non-compliances with State Environmental Planning Policy No.65 – Quality Design of Residential Flat Development, the No.1 Burroway Road DCP and the Homebush Bay West DCP were also highlighted.

A new development application (DA-453/2009) was lodged with Council on 15 December 2009. The application proposed the modification of conditions of consent of the approved development of DA-488/2005, in accordance with Section 80A (b) of the Environmental Planning and Assessment Act 1979. The proposed changes included an increase in the number of units (235 to 329), underground car parking spaces (258 to 435) and various building form and layout changes. The application basically reflected the proposed changes presented under PL-20/2009, packaged as a new development application. Following referral and discussion with the Joint Regional Planning Panel on the matter, Council advised that the proposal was inappropriate and should be withdrawn. The application was formally withdrawn on 16 March 2010.

The subject application was lodged with Council on 16 March 2010 and proposed the construction of a 4 to 8 storey residential flat building consisting of 326 apartments above 2 levels of underground car parking with 435 spaces and associated street, landscaping, stormwater and public domain works. The application was referred to the Joint Regional Planning Panel for consideration and a briefing session was held between the Panel and Council staff on 6 May 2010. The proposed development has since been further amended to that which is now the subject of this report. A detailed description of the current proposed development and consultations that have taken place between the applicant and Council during the assessment process are provided in individual sections below.

The latest application to be lodged for the site is a Subdivision Certificate for the torrens title subdivision of the site in to 2 lots and was submitted to Council on 1 July 2010. The subdivision is proposed in accordance with the development consent (DA-275-11-2004) issued by the (former) NSW Department of Infrastructure, Planning and Natural Resources, rather than that of DA-386/2009. This application is currently under assessment.

Consultations

A detailed assessment of the original proposal was conducted and highlighted a number of issues, including compliance with the No.1 Burroway Road DCP in terms of the proposed building configuration, setbacks, heights and floor spaces, consistency with the provisions of State Environmental Planning Policy No.65 and the Homebush Bay West DCP in relation to issues such as building and unit depth, setbacks, natural ventilation, separation between dwellings, private open space areas, solar access, the number of single-aspect units, apartment size and mix and private and communal open spaces and other issues such as building classification, stormwater and parking. These issues were raised with the applicant at a meeting on 18 March 2010 and provided in writing by way of e-mail on 22 April 2010.

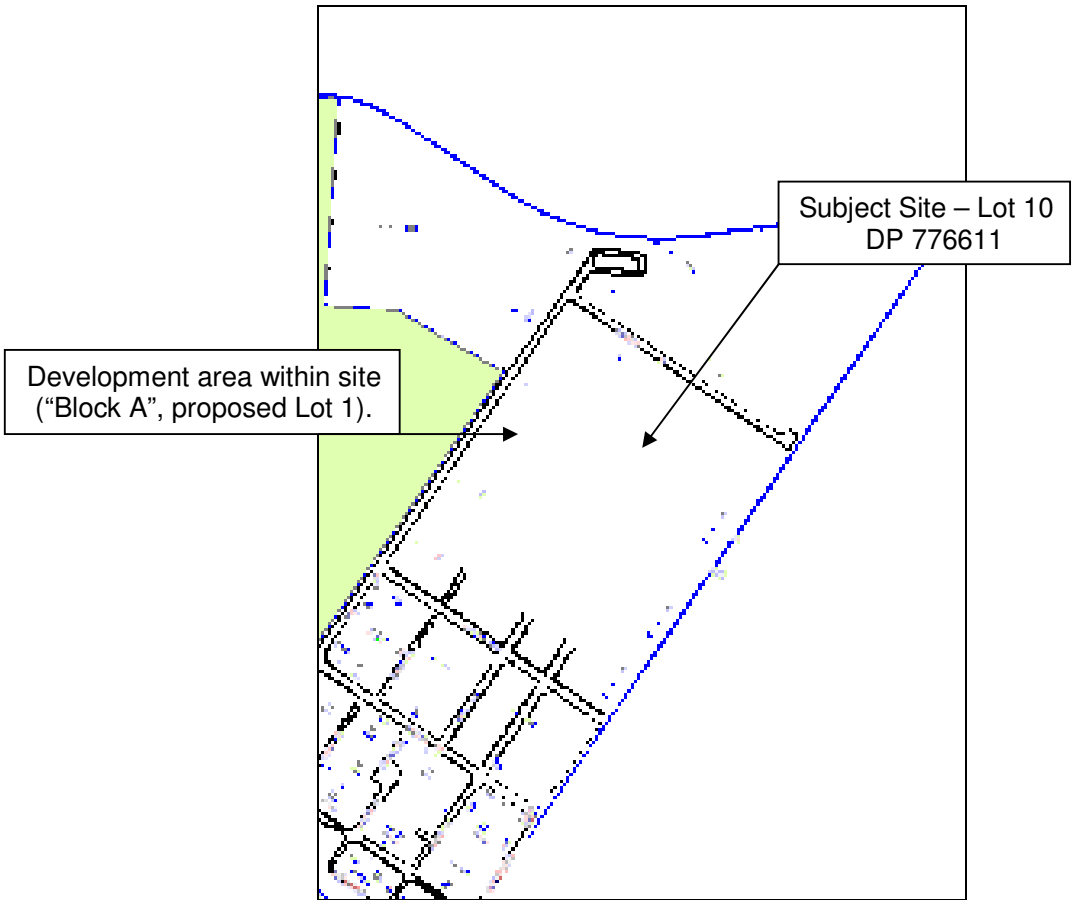
A formal response to the above correspondence was received by Council on 29 March 2010. The submission provided a new revision of plans reflecting a number of changes made to the proposal and supporting documentation which sought to justify particular variations in regards to single-aspect apartments and solar access.

A briefing session was held between Council staff and the members of the Joint Regional Planning Panel – Sydney West on 6 May 2010, following which a second letter (dated 17 May 2010) was sent to the applicant. The letter identified the predominant issues which had been discussed during the briefing. These included compliance with the No.1 Burroway Road DCP in terms of the proposed building configuration, setbacks, heights and floor spaces and consistency with the provisions of State Environmental Planning Policy No.65 and the Homebush Bay West DCP in relation to issues such as building and unit depth, solar access, the number of single-aspect units, apartment size and mix and private and communal open spaces.

Council received an amended proposal on 10 June 2010 which demonstrated a significant reduction in the total number of units and greatly improved the proposal's performance in relation to the relevant planning controls. It is based on this submission that the proposal is recommended to be presented to the Joint Regional Panel for determination.

Site and Locality Description

The subject site is identified as Lot 10 DP 776611 and known as No.1 Burroway Road, Wentworth Point (formerly Homebush Bay). The site is located on the southern side of Burroway Road, with Hill Road adjoining to the west and Homebush Bay to the east. The site is rectangular in shape and has dimensions of 263.7 metres to 269.84 metres (width to Hill Road and Homebush Bay respectively) by 400.5 metres to 406.7 metres (depth to Hill Road and southern boundary respectively), giving a total site area of approximately 109,870sqm. There are a number of traditional-style industrial buildings which vary in area, scale and use, and various concreted areas currently occupying the site. There is little by way of landscaping present within the site, being limited to grassed areas with some trees of unknown species along the western (adjoining Hill Road) and eastern (adjoining Homebush Bay) boundaries. The development area to which this proposal relates is the south-western corner of the site, fronting Hill Road (referred to as "Block A" and proposed Lot 1 as approved under DA-386/2009).



Surrounding development consists of a mixture of industrial and residential uses. Adjoining the site to the south are industrial buildings of a similar scale and form to those found on the subject site. Adjoining the north (across Burroway Road) is NSW Maritime-owned land which is currently used for a number of informal industrial yards and depots with few buildings. Adjoining to the east are the waters of Homebush Bay and to the west (across Hill Road) are the parklands of Sydney Olympic Park.

In the wider locality, the southern part of the peninsular has undergone transition from industrial to high-density residential. This area is now characterised by high density residential flat buildings of between 4 and 8 storeys in height. The future of the locality is for all sites east of Hill Road and south of Burroway Road to be developed for high density residential purposes as reflected by the draft zoning (R4 High Density Residential) under the Draft Auburn LEP 2009 (adopted by Council 12 May 2010) and the applicable DCPs (Homebush Bay West DCP and Burroway Road DCP) which were gazetted a number of years ago.

Description of Proposed Development

Council is in receipt of a development application for the construction of a residential flat building over two levels of underground parking with a central internal courtyard, surrounding roads and ancillary site works. The development is to be confined to the south-western corner of the subject site, identified as Block A. The proposed development is to specifically consist of:

- A total of 285 residential dwellings, being 7 studio units, 139 one-bedroom units, 117 two-bedroom units and 22 three-bedroom units, and one community-use unit;
- A total floor area of 18,564sqm;
- Two building towers ranging from four to eight storeys in height;
- A podium central communal open space area within the building towers of 1,648sqm;
- Two levels of underground parking below the communal open space, building towers and surrounding streets (Footbridge Boulevard, Waterways Street and Half Street), with space for a total of 383 vehicles and various ancillary facilities such as service and car wash bays, storage areas for waste, bicycles and residential units and essential services rooms;
- Construction of the immediate surrounding street network (within Block A only, the remainder of streets will be developed in association with the development of each block within the site), including Footbridge Boulevard (adjoining to the north), Waterways Street (to the east) and Half Street (to the south);
- Ancillary site works such as the grading of land to create an incline away from Hill Road, stormwater drainage works (connecting to the WRAMS system), landscaping and public domain works (to the surrounding streets).

Referrals

Internal Referrals

Development Engineer

The development application was referred to Council's Development Engineer for comment who has raised no objections to the proposed development subject to the inclusion of a number of recommended conditions in any development consent issued for the proposal.

Building Surveyor

The development application was referred to Council's Building Surveyor for comment who has raised no objections to the proposed development subject to the inclusion of a number of recommended conditions in any development consent issued for the proposal.

External Referrals

Sydney Olympic Park Authority

Council received a written response from Sydney Olympic Park Authority to notification of the proposal on 30 April 2010. The issues raised by the Authority are generally in relation to compliance with the Homebush Bay West DCP and do not take into consideration the site-specific No.1 Burroway Road DCP 2006, the controls of which take precedent. The points made in the response are detailed and commented upon as follows:

1. Building Height:

- *The Homebush Bay West DCP (HBW DCP) requires that the maximum height for buildings is not to exceed AHD 29 (the height of the Millenium* [sic] *Marker), including lift overruns, service or any other roof extrusions. The drawings indicate building heights up to 30.25 on Hill Road and 33.35 on Footbridge Boulevard, which breach this height limit.*

Comment: The provisions of the No.1 Burroway Road DCP, being a site specific Master Plan, take precedent over those of the Homebush Bay West DCP. The No.1 Burroway Road DCP states that a height of RL32.5 applies to Block A and the maximum height for the whole site is RL33.4. The proposed development is generally consistent with the building height of RL32.5, with some minor exceptions which are discussed later.

- *Hill Rd & Footbridge Boulevard: The HBW DCP requires that the maximum height for buildings along these roads is not to exceed 8 stories* [sic] *including lift overruns, service or any other roof extrusions. The lift overruns and plant area on both roads constitutes a ninth storey.*

Comment: The building height requirement for both Hill Road and Footbridge Boulevard is 8 storeys. This should be interpreted as 8 habitable storeys as neither Clause 3.4.2 of the Homebush Bay West or the Building Height and Massing provisions of the No.1 Burroway Road DCP 2006 state that rooftop plant are to be included as a full storey of the building.

- *Half Street & Waterways Street: The HBW DCP requires that the maximum height for buildings along these roads is not to exceed 4 stories* [sic] *including lift overruns, service or any other roof extrusions. The 6 storey building heights (including lift overruns and plant) for the apartment blocks facing Half Street breach the height limit by 2 stories* [sic]. *The 5 storey predominant building height for the elevation facing Half Street breach the limit by 1 storey. Additionally, the 9 storey corner block (at Footbridge Boulevard) extends along the Waterways elevation for c. 32 metres, thus exceeding the building height by 5 storeys at this point. It is recommended that a 4 storey height limit be adhered to for the entire Waterways elevation (including corner block).*

Comment: Half Street and Waterways Street are both generally required to be 4 storeys in height. However, Clause 3.4.2 (vii) of the Homebush Bay West DCP allows a further 2 storeys, to "...*enable modulation of the skyline and provide for flexibility within developments while still maintaining a consistent datum appropriate to the street hierarchy*..." Therefore, providing the additional upper floors are no more than 10% of the footprint below and suitably setback in accordance with Clause 3.4.6 (vii) (compliance with these requirements is achieved) the height variations are permissible.

In regards to the "9 storey" element to Waterways Street, this was a result of the 8 storey Footbridge Boulevard elevation wrapping around the corner. This has now been cut back to the width of the Footbridge Boulevard elevation only and as such, compliance with the Waterways Street height requirement is considered to be achieved.

2. Streets/Public Domain Design:

- *The extent of the DA is unclear. The building extends under 3 of the 4 surrounding streets, so are the streets included in the DA? A public domain design should be submitted with the DA, by a suitably qualified Landscape Architect, including irrigation, street drainage, tree species etc. (See also item 3, Site Configuration, below.)*

Comment: Construction of surrounding streets, to the area immediately surrounding Block A, is included in the proposal as identified in the development description. This means construction of the first stages of Half Street, Waterways Street and Footbridge Boulevard form part of the subject proposal and their continuation is to be subject to further, future applications. Parking below streets is permitted by the No.1 Burroway Road DCP 2006. Public domain and landscaping plans are submitted with the application and considered acceptable.

- *Footbridge Boulevard is a major east-west street, and a nominated 'green finger', and the street section proposed is not consistent with the HBW DCP, which stipulates a 25 metre width, including a 7 metre wide planted median, and 3.5 metre wide footpaths (with 1m planted verge). The proposed street section excludes a median (and associated trees), and the proposed footpath appears narrow at approx. 2 metres width. Street trees have been placed in the parking lanes, which will reduce parking availability.*

Comment: The requirements of Clause 3.2.2 of the Homebush Bay West DCP for major east-west streets are correctly identified (with the exception of the centre median, which is required to be "wide" rather than 7 metres exactly). The submission fails however to consider the more detailed street design controls of Clause 3.2.2 of the No.1 Burroway Road DCP 2006, which states a 24 metre wide right of way, 1 metre wide verge, 2.5 metre wide footpaths and 3.5 metre wide linear park with no centre median are required. The proposal is consistent with these requirements.

- *Setbacks: The HBW DCP has an allowance for private terraces to encroach 600 mm into a nominated setback, for a maximum of 50% of the frontage.*

  The private terraces along the Hill Road frontage encroach approx. 7 metres into the 8 metre setback, which extends for c. 85% of the frontage. The private terraces along the Half Street frontage encroach approx. 2 metres into the 3 metre setback, which extends for c. 66% of this frontage. The private terraces along the Waterways Street frontage encroach approx. 2 metres into the 3 metre setback, which extends for the majority of this frontage.

Comment: Private terraces of ground-floor apartments are located within the building setback areas. This is considered acceptable as it is considered a better design outcome in terms of residential amenity to maximise areas of private open space where possible and where the impact is negligible. Indeed, the DCP and SEPP 65 actively promote this through the minimum ground-floor private open space requirements and no such restriction exists in the No.1 Burroway Road DCP 2006. An active frontage is ensured through the provision of living areas facing the outdoor space and individual entries to each ground-floor unit.

3. Site Configuration:

- *The HBW DCP requires that a minimum of 15% of the private open space is a deep soil zone. It is questionable as to whether this has been achieved.*

Comment: Less than 15% of the private open space areas are to be deep soil zone. It is considered that this requirement is not realistically achievable as the majority of private open space will be provided as elevated balconies, which cannot contain deep soil. As identified by the figures of Clause 3.1.4 of the No.1 Burroway Road DCP 2006, underground car parking is to be located below buildings, further limiting the opportunity for providing deep soil. Therefore, a variation is considered acceptable.

- *The HBW DCP requires that the car park should be within the building footprint to provide deep soil zones around the outside of the block, in the setback areas. The proposal indicates a car park that extends not only under the setback area, but also under 3 of the adjacent streets (Footbridge Boulevard, Waterways Street and Half Street). This is unacceptable, as it will prevent the establishment of large street trees in these areas.*

Comment: As noted above, the No.1 Burroway Road DCP 2006 allows for underground parking levels to extend below streets. Suitable soil depths are to be provided to ensure street trees and other landscaping in the public domain can be implemented.

- *The HBW DCP requires that a minimum of 25% of the site area is provided as communal open space. It is questionable as to whether this has been achieved.*

Comment: The proposed development provides 1,648sqm or 21% of the total site area of Block A as communal open space. This includes a central, internal courtyard and the linear park along Footbridge Boulevard. It is noted that the No.1 Burroway Road DCP 2006 does not provide any minimum requirements for the area of communal open space required and the Residential Flat Design Code states "...*where communal open space is difficult to accommodate on site, Council's may consider the adequacy of public open space provision in the locality*." It is noted that in the wider site (beyond Block A), there are substantial areas of public open space required in the form of the foreshore promenade and the central park (as well as the surrounding parklands outside of the site). Many of the proposed apartments also have greater private open space areas than as required. Therefore, a variation is considered acceptable.

4. Built Form and Building Configuration:

- *The apartments exceed the maximum 22 metre building depth/ 18 metres glassline – glassline, as per the requirements of the HBW DCP* [sic].

Comment: The proposal generally complies with the 18 metre and 22 metre building depth requirements. However, there are instances (particularly to the Hill Road and Footbridge Boulevard elevations) where building depth is greater, up to a maximum of 22.4 metres. This affects approximately 45 dwellings (15%) to varying degrees but is not considered to adversely affect amenity of the affected dwellings and thus a variation is considered acceptable.

- *The majority of apartments are single aspect apartments, and do not have cross ventilation. At a minimum, 50% of the units should be provided with cross-ventilation, as per the requirements of the HBW DCP.*

Comment: Of the 285 apartments of the current proposal, 22% are to be single-aspect and only 35% can be naturally ventilated. The Authority's comments were made based on the original proposal which had a far higher concentration of single-aspect apartments and less capable of natural ventilation. Non-compliances with the Residential Design Code recommendations and the Homebush Bay West DCP requirements are acknowledged (and discussed in greater detail below) however it is considered that residential amenity is not duly affected.

- *Single aspect apartments should be a maximum of 8 metres in depth, as per the requirements of the HBW DCP. The majority of single aspect apartments proposed exceed this, up to 10 metres in depth* [sic].

Comment: Approximately 44% of all single-aspect apartments are in excess of 8 metres. However, the non-compliance predominantly no more than 1 metre (and at worst 2.5 metres) and only affects non-habitable internal areas such as laundries, bathrooms or entries. Given that the amenity of living areas and bedrooms is not affected, a variation is considered acceptable.

- *There appears to be a high number of internal habitable rooms, which is not desirable.*

Comment: Council is unsure as to the point being made. Generally, all units have open-plan living and dining areas, separate bedrooms and occasionally a study. This is considered consistent with modern residential flat design and provides a suitable level of residential amenity.

- *The floor to ceiling levels for ground and first floor residential units should be 3.3 metres, to allow for future flexibility of use, as per the requirements of the HBW DCP. They are currently shown as floor to floor height of 3.1 metres (ie approx. 2.7 metre floor to ceiling).*

Comment: Block A is identified under the Homebush Bay West and No.1 Burroway Road DCPs as being a predominantly residential development. Only a very limited area of the building (ground-floor on the corner of Hill Road and Footbridge Boulevard) is earmarked as "potential" retail/commercial use. Indeed, the proposed development is wholly residential and does not seek to utilise the commercial potential. Objection has already been raised to the overall height of the building, when increasing ceiling heights would add to the overall height of the building. Therefore, the proposed ceiling heights, being suitable for residential purposes and minimising unnecessary building height, are considered acceptable.

- *Although most of the ground floor apartments are provided with access from the street to their private outdoor spaces, this is not primary access. Consideration should be given to providing street entries to ground floor apartments.*

Comment: All ground-floor apartments have entries from the surrounding streets and this is considered acceptable.

5. Building Amenity/SEPP 65 Provisions:

- *The residential blocks fronting Half Street (c. 12% of total) do not comply with SEPP 65 requirements for mid winter daylight access as they would receive no direct sunlight at all during the winter solstice. This could be addressed by providing dual aspect apartments at this location.*

Comment: The Residential Flat Design Code "rule of thumb" is for a minimum 70% of apartments to have 3 hours of solar access to living areas and private open spaces between 9am and 3pm in mid winter. The proposed development provides 66% apartments which will achieve this requirement and is greatly improved from the original proposal on which the SOPA comments are made. The Code also states that the requirement may be reduced to 2 hours of solar access (which was adopted for the Homebush Bay West DCP) for "dense urban areas" which the locality can be considered as given the density proposed under the DCPs. Approximately 72.2% of apartments will achieve at least 2 hours of solar access, complying with the reduced requirement.

6. Apartment Mix:

- *It would be desirable for a larger proportion of 3 bedroom apartments to be provided at ground level with direct access to private and communal open space.*

Comment: The Residential Flat Design Code requires a mixture of 1 and 3 bedroom apartments on the ground-floor, while the Homebush Bay West DCP requires a mix of 1, 2 and 3 bedroom apartments on the ground-floor. The No.1 Burroway Road DCP 2006 does not contain any additional requirements. Therefore, the proposal is consistent with the planning controls.

Roads and Traffic Authority of NSW

The original proposal, consisting of 329 dwellings and 435 car parking spaces, constituted a "traffic generating development" in accordance with Schedule 3 of the SEPP. Therefore the application was referred to the Roads and Traffic Authority of NSW for consideration. In a letter received by Council on 27 April 2010, it was advised that the proposal was considered at the Sydney Regional Development Advisory Committee meeting of 21 April 2010 and that no objections were raised as traffic impacts would be negligible. A number of additional comments were made and are summarised under the SEPP (Infrastructure) 2007 assessment below.

The provisions of any Environmental Planning Instruments (E P & A Act s79C (1)(a)(i))

State Environmental Planning Policies

The proposed development is affected by the following State Environmental Planning Policies:

State Environmental Planning Policy No.55 – Remediation of Land

The requirement at Clause 7 of SEPP 55 for Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development has been considered in the following table:

Matter for Consideration	Yes/No
Does the application involve re-development of the site or a change of land use?	☒ Yes ☐ No
In the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?	☒ Yes ☐ No
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? Acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation	☒ Yes ☐ No
Is the site listed on Council's Contaminated Land database?	☐ Yes ☒ No
Is the site subject to EPA clean-up order or other EPA restrictions?	☐ Yes ☒ No
Has the site been the subject of known pollution incidents or illegal dumping?	☐ Yes ☒ No
Does the site adjoin any contaminated land/previously contaminated land?	☒ Yes ☐ No
Details of contamination investigations carried out at the site: A number of site investigations have been carried out in recent years. The consolidated report for Block A, prepared by Environmental Resources Management (ERM) Australia and dated April 2005, collates the findings and recommendations of various investigations for the site and provides that: • Two underground storage tanks have already been removed in accordance with a previous Remediation Action Plan; • Hydrocarbon impacts in the north-eastern corner of Block A shall be addressed prior to or during the redevelopment of the site; • The dissolved phase groundwater concentrations of the identified contaminates are considered to represent a significant risk of harm to the Homebush Bay receptor; • Acid sulphate soils are to be lime stabilised and managed as per the requirements of NSW Acid Sulphate Soil Management Advisory Committee (1998 Acid Sulphate Soil Manual). • The subject site (Block A) is suitable for redevelopment as a park, recreational open space or residential property with minimal access to soil. The report was used in the preparation and validation of a site audit statement for Block A (prepared by HLA-Envirosciences Pty Ltd and dated 6 May 2005). Correspondence from ERM dated 12 March 2010 has confirmed this documentation remains relevant and valid in relation to the contamination conditions of Block A. Any redevelopment of the remainder of the overall site will require suitable investigations to be carried out.	
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	☒ Yes ☐ No

State Environmental Planning Policy No.65 – Quality Design of Residential Flat Development

The relevant provisions and design quality principles of Part 2 of SEPP 65 have been considered in the assessment of the development application within the following table:

Requirement	Yes	No	N/A	Comment
Clause 2 Aims objectives etc. *(3) Improving the design quality of residential flat development aims:* *(a) To ensure that it contributes to the sustainable development of NSW:* *(i) by providing sustainable housing in social and environmental terms;* *(ii) By being a long-term asset to its neighbourhood;* *(ii) By achieving the urban planning policies for its regional and local contexts.* *(b) To achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define.* *(c) To better satisfy the increasing demand, the changing social and demographic profile of the community, and the needs of the widest range of people from childhood to old age, including those with disabilities.* *(d) To maximise amenity, safety and security for the benefit of its occupants and the wider community.* *(e) To minimise the consumption of energy from non-renewable resources to conserve the environment and to reduce greenhouse gas emissions.*	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	The proposal is generally considered to satisfy the aims and objectives of SEPP 65 and discussed in greater detail throughout the report.
Part 2 Design quality principles				
Principle 1: Context *Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.* *Responding to context involves identifying the desirable elements of a location's current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity if the area.*	☒	☐	☐	The Wentworth Point precinct is a locality undergoing transition from industrial to residential land-use. The planning intentions and detailed development controls in place encourage redevelopment for the purpose of high-density residential with lesser elements of commercial and retail. The southern section of the precinct already has a number of established residential flat buildings and the proposed development is would be the first in the northern-most development site (Billbergia Pty Ltd land holding).
Principle 2: Scale *Good design provides an appropriate scale in terms of the bulk and height that suits the scale if the street and the surrounding buildings.* *Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.*	☒	☐	☐	The scale of the proposed development is generally considered to be consistent with the adopted site and locality specific DCPs (refer to detailed assessments below). In this regard, the proposal established the level of height and bulk which shall be continued throughout the site.
Principle 3: Built form *Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.* *Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.*	☒	☐	☐	The proposed built form is generally considered to be consistent with the adopted site and locality specific DCPs (refer to detailed assessments below). Building towers which respond to the hierarchy of the surrounding streets as well as a centrally located private open space area and public domain form part of the proposal.
Principle 4: Density *Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).* *Appropriate densities are sustainable and consistent with the existing density in an area, or in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.*	☒	☐	☐	The total floor space of the proposed building (18,564sqm) is in excess of the indicative total floor space for the subject block (17,554sqm). This reflects a minor increase of approximately 900sqm, or 5%. The applicant states that it is a design intention to provide a reduction in development density towards the waterfront and other future developments shall be adjusted to ensure the overall maximal floor space for the site (142,649sqm) is not exceeded. In this instance it is considered acceptable.

Requirement	Yes	No	N/A	Comment
Principle 5: Resource, energy and water efficiency *Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.* *Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.*	☒	☐	☐	Submitted with the application are a BASIX Certificate and an ABSA assessment which respectively require and demonstrate sustainable building features to be implemented. From the original proposal, the design has also been improved to provide greater solar access to dwellings and provisions are made for the use of recycled building materials (such as steel reinforcements and timbers), energy efficient fixtures and fittings and for water reuse.
Principle 6: Landscape *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.* *Landscape design buildings on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat vales. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.* *Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbour's amenity, and provide for practical establishment and long term management.*	☒	☐	☐	Landscaping is to be used to distinguish boundaries of public/private spaces, provide visual privacy and to soften the built form at ground level surrounding the development, within the central communal open space area and within the surrounding public domain. The first section of the lineal park along the southern side of Footbridge Boulevard is also established. Approximately 18% of the total site area is to consist of landscaping, with indigenous species used throughout. The topography of the site is to be altered to create a slight hill over the site as a whole, to allow for the establishment of underground parking and views to waterways.
Principle 7: Amenity *Good design provides amenity through the physical, spatial and environmental quality of a development.* *Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.*	☒	☐	☐	Council is satisfied that the amended proposal will deliver sufficient amenity to residents of the buildings. The proposal substantially complies with the Residential Flat Design Code and No.1 Burroway Road and Homebush Bay West DCPs in regards to apartment dimensions, solar access, visual and acoustic privacy and private open space and thus suitable amenity will be provided.
Principal 8: Safety and security *Good design optimises safety and security, both internal to the development and for the public domain.* *This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.*	☒	☐	☐	Passive surveillance of public and communal open space is maximised through orientation of units. Living areas and private open space (balconies, terraces) are to face and overlook outdoor spaces. All access ways are to be clear, well defined and secured with gates and intercom. Individual ground-floor dwellings shall also have suitable fencing and landscaped buffers for security and privacy.
Principal 9: Social dimensions *Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.* *New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood, or in the case of precincts undergoing transition, provide for the desired future community.*	☒	☐	☐	The proposed development contains an acceptable range of dwelling types, sizes and affordability which will allow for and cater to a social mix. Additional community facilities shall be provided as the wider site is developed.

Requirement	Yes	No	N/A	Comment
Principle 10: Aesthetics *Quality aesthetics reflect the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.*	☒	☐	☐	The proposal is considered to be a high-quality design, with suitably high-quality materials and finishes to be used. The building elevations are visually interesting and create an appropriate basis for the redevelopment of the rest of the site.
Clause 30 Determination of DAs *After receipt of a DA, the advice of the relevant design review panel (if any) is to be obtained concerning the design quality of the residential flat development.* *In determining a DA, the following is to be considered:* • *The advice of the design review panel (if any);* • *The design quality of the residential flat development when evaluated in accordance with the design quality principles;* *The publication "Residential Flat Design Code" – Department of Planning, September 2002.*	☐ ☐ ☒ ☒	☐ ☐ ☐ ☐	☒ ☒ ☐ ☐	Auburn City Council does not employ a formal design review panel. The design quality principles are considered above and the Residential Flat Design Code is considered in the assessment table immediately below.

Associated with SEPP 65 is the Residential Flat Design Code. The relevant provisions of the Code are considered within the following assessment table:

Requirement	Yes	No	N/A	Comment
Part 1 – Local Context				
Building Type				
• Residential Flat Building. • Terrace. • Townhouse. • Mixed-use development. • Hybrid.	☒ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☐ ☒ ☒ ☒ ☒	The proposed development consists of a residential flat building.
Subdivision and Amalgamation				
Objectives • Subdivision/amalgamation pattern arising from the development site suitable given surrounding local context and future desired context. • Isolated or disadvantaged sites avoided.	☒ ☐	☐ ☐	☐ ☒	Subdivision of the site as a whole was approved under DA-386/2009 and is consistent with the Master Plan provisions.
Building Height				
Objectives • To ensure future development responds to the desired scale and character of the street and local area. • To allow reasonable daylight access to all developments and the public domain.	☒ ☐	☐ ☒	☐ ☐	The proposed building heights are consistent with the site specific DCP requirements. Variations in relation to solar access to apartments and the public domain are discussed in detail later.
Building Depth				
Objectives • To ensure that the bulk of the development is in scale with the existing or desired future context. • To provide adequate amenity for building occupants in terms of sun access and natural ventilation. • To provide for dual aspect apartments.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed building is generally consistent with the bulk and scale provisions of the site specific DCP and the future desired character of the locality. Compliance with specific solar access and dual-aspect apartment controls is considered in greater detail below.

Requirement	Yes	No	N/A	Comment
Controls • The maximum internal plan depth of a building should be 18 metres from glass line to glass line.	☐	☒	☐	**Refer to non-compliance discussion below in relation to building depths.**
• Freestanding buildings (the big house or tower building types) may have greater depth than 18 metres only if they still achieve satisfactory daylight and natural ventilation.	☐	☐	☒	
• Slim buildings facilitate dual aspect apartments, daylight access and natural ventilation.	☒	☐	☐	Where possible, dual aspect apartments are provided.
• In general an apartment building depth of 10-18 metres is appropriate. Developments that propose wider than 18 metres must demonstrate for satisfactory day lighting and natural ventilation are to be achieved.	☒	☐	☐	Of the 57 units affected by the building depth being more than 18 metres, 20 get 2hrs solar access. Remainder do not.
Building Separation				
Objectives • To ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings.	☒	☐	☐	The proposed development is considered to be consistent with the Building Separation objectives as appropriate spacing and visual and acoustic privacy is provided between apartments.
• To provide visual and acoustic privacy for existing and new residents.	☒	☐	☐	
• To control overshadowing of adjacent properties and private or shared open space.	☒	☐	☐	
• To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.	☒	☐	☐	
• To provide deep soil zones for stormwater management and tree planting, where contextual and site conditions allow.	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
Controls • For buildings over three storeys, building separation should increase in proportion to building height: ○ Up to 4 storeys/12 metres: ▪ 12 metres between habitable rooms/balconies; ▪ 9 metres between habitable rooms/balconies and non habitable rooms; ▪ 6 metres between non habitable rooms. ○ 5-8 storeys/up to 25 metres: ▪ 18 metres between habitable rooms/balconies; ▪ 13 metres between habitable rooms/balconies and non habitable rooms; ▪ 9 metres between non habitable rooms. ○ 9 storeys and above/over 25 metres: ▪ 24 metres between habitable rooms/balconies; ▪ 18 metres between habitable rooms/balconies and non habitable rooms; ▪ 12 metres between non habitable rooms. • Allow zero separation in appropriate contexts, such as in urban areas between street wall building types (party walls). • Where a building step back creates a terrace, the building separation distance for the floor below applies. • Coordinate building separation controls with side and rear setback controls – in a suburban area where a strong rhythm has been established between buildings, smaller building separations may be appropriate. • Coordinate building separation controls with controls for daylight access, visual privacy and acoustic privacy. • Protect the privacy of neighbours who share a building entry and whose apartments face each other by designing internal courtyards with greater building separation. • Developments that propose less than the recommended distances apart must demonstrate that daylight access, urban form and visual and acoustic privacy has been satisfactorily achieved.	☐ ☐ ☐ ☒ ☒ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☒ ☐ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☐ ☐ ☐ ☒ ☒ ☒ ☒ ☐ ☐ ☐ ☒ ☐ ☐	The building is between 4 and 8 storeys in height. Adequate separation is provided between building towers which are aligned parallel to each other. The Footbridge Boulevard tower and Half Street tower are 23.4 metres apart and the Hill Road and Waterways Street towers are separated by 36 metres. Where separation is unavoidably less, i.e. in the corners where the towers of each elevation adjoin, suitable privacy treatments such as balcony location, privacy screening and louvers are used to negate privacy impacts. Dual aspect apartments are also maximised in these locations to ensure solar access is available and primary private open spaces can be separated.
Street Setbacks				
Objectives • To establish the desired spatial proportions of the street and define the street edge. • To create a clear threshold by providing a transition between public and private space. • To assist in achieving good visual privacy to apartments from the street. • To create good quality entry spaces to lobbies, foyers or individual dwelling entrances. • To allow an outlook to and surveillance of the street. • To allow for street landscape character.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	Setbacks in accordance with the site specific DCP are provided (one minor non-compliance is discussed under the DCP assessment below) are proposed. The setbacks are to be utilised for landscaping and private open space areas for ground-floor units. Greater setbacks are provided immediately outside communal entrances and lobbies to the building which provide spacious thresholds.
Controls • Minimise overshadowing of the street and/or other buildings. • In general no part of a building or above ground structure may encroach into a setback zone – exceptions are underground parking structures no more than 1.2 metres above ground where this is consistent with the desired streetscape, awnings, balconies and bay windows.	☐ ☒	☐ ☐	☒ ☐	Given the orientation of the site and the required design outcomes of the site and locality specific DCPs, overshadowing of streets is inevitable and unavoidable. Setbacks in accordance with the site specific DCP are provided (one minor non-compliance is discussed under the DCP assessment below) are proposed.
Side & Rear Setbacks				

Requirement	Yes	No	N/A	Comment
Objectives • To minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings. • To retain or create a rhythm or pattern of development that positively defines the streetscape so that space is not just what is left over around the building form. Objectives – Rear Setbacks • To maintain deep soil zones to maximise natural site drainage and protect the water table. • To maximise the opportunity to retain and reinforce mature vegetation. • To optimise the use of land at the rear and surveillance of the street at the front. • To maximise building separation to provide visual and acoustic privacy.	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒	The proposed building is to be surrounded on all four sides by roads and streets. As such, side and rear building setbacks from a common boundary are not applicable.
Controls • Where setbacks are limited by lot size and adjacent buildings, 'step in' the plan on deep building to provide internal courtyards and to limit the length of walls facing boundaries. • In general no part of a building or above ground structure may encroach into a setback zone – exceptions are underground parking structures no more than 1.2 metres above ground where this is consistent with the desired streetscape, awnings, balconies and bay windows.	☐ ☐	☐ ☐	☒ ☒	The proposed building is to be surrounded on all four sides by roads and streets. As such, side and rear building setbacks from a common boundary are not applicable.
Floor Space Ratio				
Objectives • To ensure that development is in keeping with the optimum capacity of the site and the local area. • To define allowable development density for generic building types. • To provide opportunities for modulation and depth of external walls within the allowable FSR. • To promote thin cross section buildings, which maximise daylight access and natural ventilation. • To allow generous habitable balconies.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development is considered to be generally consistent with the density requirements imposed by the site specific DCP. The proposal includes a number of cross-through/dual-aspect units which achieve solar access and natural ventilation requirements. Compliance with specific solar access and dual-aspect apartment controls is considered in greater detail below. Suitably sized balconies are provided for all units.
Part 02 Site Design				
Site Analysis				
• Site analysis should include plan and section drawings of the existing features of the site, at the same scale as the site and landscape plan, together with appropriate written material. • A written statement explaining how the design of the proposed development has responded to the site analysis must accompany the application.	☒ ☒	☐ ☐	☐ ☐	The development is accompanied by a Statement of Environmental Effects, which includes detailed site analysis information in relation to existing conditions, the proposed development and the No.1 Burroway Road DCP provisions.
Deep Soil Zones				
Objectives • To assist with management of the water table. • To assist with management of water quality. • To improve the amenity of developments through the retention and/or planting of large and medium size trees.	☐ ☐ ☐	☒ ☒ ☒	☐ ☐ ☐	**Refer to non-compliance discussion below regarding deep soil.**

Requirement	Yes	No	N/A	Comment
Design Practice • Optimise the provision of consolidated deep soil zones within a site by the design of basement and sub basement car parking so as not to fully cover the site; and the use of front and side setbacks. • Optimise the extent of deep soil zones beyond the site boundaries by locating them with the deep soil zones of adjacent properties. • Promote landscape health by supporting for a rich variety of vegetation type and size. • Increase the permeability of paved areas by limiting the area of paving and/or using impervious materials. • A minimum of 25% of the open space area of a site should be a deep soil zone.	☐ ☐ ☒ ☐ ☐	☒ ☒ ☐ ☒ ☒	☐ ☐ ☐ ☐ ☐	**Refer to non-compliance discussion below regarding deep soil.**
Fences and Walls				
Objectives • To define the edges between public and private land. • To define the boundaries between areas within the development having different functions or owners. • To provide privacy and security. • To contribute positively to the public domain.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Fences and Walls objectives as suitable barriers between the public and private areas are proposed in the form of low-level walls and landscaping.
Design Practice • Respond to the identified architectural character for the street and/or the area. • Clearly delineate the private and public domain without compromising safety and security by designing fences and walls which provide privacy and security while not eliminating views, outlook, light and air; and limiting the length and height of retaining walls along street frontages. • Contribute to the amenity, beauty and useability of private and communal open spaces by incorporating benches and seats; planter boxes; pergolas and trellises; BBQs; water features; composting boxes and worm farms. • Retain and enhance the amenity of the public domain by avoiding the use of continuous blank walls at street level; and using planting to soften the edges of any raised terraces to the street, such as over sub basement car parking and reduce their apparent scale. • Select durable materials which are easily cleaned and graffiti resistant.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development provides low-level boundary walls behind a landscape buffer to ground-floor apartments to clearly delineate between public and private spaces. The proposed fencing will provide visual privacy to apartments while also creating a sense of overlooking and casual surveillance of public areas.
Landscape Design				
Objectives • To add value to residents' quality of life within the development in the forms of privacy, outlook and views. • To provide habitat for native indigenous plants and animals. • To improve stormwater quality and reduce quantity. • To improve the microclimate and solar performance within the development. • To improve urban air quality. • To contribute to biodiversity.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Landscape Design objectives as suitable landscaping is to be used to soften the impact of the built form on surrounding streetscapes and within the internal courtyard.

Requirement	Yes	No	N/A	Comment
Design Practice • Improve the amenity of open space with landscape design which: provides appropriate shade from trees or structures; provides accessible routes through the space and between buildings; screens cars, communal drying areas, swimming pools and the courtyards of ground floor units; allows for locating art works where they can be viewed by users of open space and/or from within apartments.	☒	☐	☐	A landscape plan, prepared by a suitably qualified consultant, is submitted with the application. The plan identifies relevant landscaping elements to soften the built form, contribute to streetscape and provide for natural screening and shading.
• Contribute to streetscape character and the amenity of the public domain by: relating landscape design to the desired proportions and character of the streetscape; using planting and landscape elements appropriate to the scale of the development; mediating between and visually softening the bulk of large development for the person on the street.	☒	☐	☐	
• Improve the energy efficiency and solar efficiency of dwellings and the microclimate of private open spaces.	☒	☐	☐	
• Design landscape which contributes to the site's particular and positive characteristics.	☒	☐	☐	
• Contribute to water and stormwater efficiency by integrating landscape design with water and stormwater management.	☒	☐	☐	
• Provide a sufficient depth of soil above paving slabs to enable growth of mature trees.	☒	☐	☐	
• Minimise maintenance by using robust landscape elements.	☒	☐	☐	
Open Space				
Objectives • To provide residents with passive and active recreational opportunities.	☒	☐	☐	The proposed development is considered to be consistent with the Open Space objectives as communal open space is provided in the form of an internal courtyard and a linear park along Footbridge Boulevard, allowing for passive and active recreation.
• To provide an area on site that enables soft landscaping and deep soil planting.	☒	☐	☐	
• To ensure that communal open space is consolidated, configured and designed to be useable and attractive.	☒	☐	☐	
• To provide a pleasant outlook.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
Design Practice • Provide communal open space with is appropriate and relevant to the building's setting.	☒	☐	☐	Two areas of communal open space are provided within the development site. The main area is the central courtyard which is surrounded on each side by the building and contains landscaping and feature elements to allow for passive and active recreation. A second area of communal open space is provided in the form of a linear park along Footbridge Boulevard.
• Where communal open space is provided, facilitate its use for the desired range of activities by locating it in relation to buildings to optimise solar access to apartments; consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape; designing its size and dimensions to allow for the program of uses it will contain; minimising overshadowing; carefully locating ventilation duct outlets from basement car parks.	☒	☐	☐	
• Provide open space for each apartment capable of enhancing residential amenity in the form of balcony, deck, terrace, garden, yard, courtyard and/or roof terrace.	☒	☐	☐	All apartments are provided with at least 1 suitably sized area of private open space. These include terraces, balconies and winter gardens and increase the level of residential amenity. Private open spaces are positioned to optimise solar access, views of surrounding parklands and waterways and to ensure visual privacy between apartments.
• Locate open space to increase the potential for residential amenity by designing apartment buildings which: are sited to allow for landscape design; are sited to optimise daylight access in winter and shade in summer; have a pleasant outlook; have increased visual privacy between apartments.	☒	☐	☐	
• Provide environmental benefits including habitat for native fauna, native vegetation and mature trees, a pleasant microclimate, rainwater percolation and outdoor drying area.	☒	☐	☐	The landscaped areas are to contain trees and native plantings.
• The area of communal open space required should generally be at least 25-30% of the site area. Larger sites and brownfield sites may have potential for more than 30%.	☐	☒	☐	**Refer to non-compliance table below in regards to communal open space.**
• Where developments are unable to achieve the recommended communal open space, they must demonstrate that residential amenity is provided in the form of increased private open space and/or a contribution to public open space.	☒	☐	☐	Areas of public open space within the locality are cited as part of the non-compliance discussion below.
• Minimum recommended area of private open space for each apartment at ground level or similar space on structure is 25sqm and the minimum preferred dimension is 4 metres.	☒	☐	☐	All ground-floor units are proposed to have a minimum of 25sqm, with many having in excess of this.
Orientation				
Objectives • To optimise solar access to residential apartments within the development and adjacent development.	☒	☐	☐	The proposed development is considered to be consistent with the Orientation objectives as it is consistent with the layout envisaged by site and locality specific DCPs. Existing developments are not duly affected and will be demolished for future redevelopment anyway.
• To contribute positively to desired streetscape character.	☒	☐	☐	
• To support landscape design of consolidated open space areas.	☒	☐	☐	
• To protect the amenity of existing development.	☐	☐	☒	
• To improve the amenity of existing development.	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
Design Practice • Plan the site to optimise solar access by: positioning and orienting buildings to maximise north facing walls (within 30^0 east and 20^0 west of north) where possible; and providing adequate building separation within the development and to adjacent buildings.	☒	☐	☐	The higher density elements of the proposal, i.e. the 8 storey towers to Hill Road and Footbridge Boulevard are orientated to the north. More than the required building separation is provided to maximise solar access.
• Select building types or layouts which respond to the streetscape while optimising solar access. Where streets are to be edged and defined by buildings: align buildings to the street on east-west streets; and use courtyards, L-shaped configurations and increased setbacks to northern side boundaries on north-south streets.	☒	☐	☐	
• Optimise solar access to living spaces and associated private open spaces by orienting them to the north.	☒	☐	☐	Living areas and private open spaces of north-facing apartments are optimised.
• Detail building elements to modify environmental conditions as required to maximise sun access in winter and sun shading in summer.	☒	☐	☐	
Planting on Structures				
Objectives • To contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards.	☒	☐	☐	The proposed development is considered to be consistent with the Planting on Structures objectives as sufficient soil depth is provided above the parking level podium to allow the communal open space area to be planted landscaped and include trees.
• To encourage the establishment and healthy growth of trees in urban areas.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
Design Practice • Design for optimum conditions for plant growth by: providing soil depth, soil volume and soil area appropriate to the size of the plants to be established; providing appropriate soil conditions and irrigation methods, providing appropriate drainage. • Design planters to support the appropriate soil depth and plant selection by: ensuring planter proportions accommodate the largest volume of soil possible; and providing square or rectangular planting areas rather than long narrow linear areas. Minimum soil depths will vary depending on the size of the plant however soli depths greater than 1.5 metres are unlikely to have any benefits for tree growth. • Increase minimum soil depths in accordance with: the mix of plants in a planter; the level of landscape management; anchorage requirements of large and medium trees; soil type and quality. • Minimum standards: o Large trees such as figs (canopy diameter of up to 16 metres at maturity): ▪ Minimum soil volume 150cum; ▪ Minimum soil depth 1.3 metres; ▪ Minimum soil area 10 metres by 10 metres. o Medium trees (canopy diameter of up to 8 metres at maturity): ▪ Minimum soil volume 35cum; ▪ Minimum soil depth 1 metre; ▪ Approximate soil area 6 metres by 6 metres. o Small trees (canopy diameter of up to 4 metres at maturity): ▪ Minimum soil volume 9cum; ▪ Minimum soil depth 800mm; ▪ Approximate soil area 3.5 metres by 3.5 metres. o Shrubs: ▪ Minimum soil depths 500-600mm o Ground cover: ▪ Minimum soil depths 300-450mm o Turf: ▪ Minimum soil depth 100-300mm ▪ Any subsurface drainage requirements are in addition to the minimum soil depths.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	The depth of soil within the central communal open space area (above the parking level podium) is to be approximately 1.8 metres. It shall also have dimensions well in excess of 10 metres by 10 metres and volume of more than 150cum. Therefore, sufficient planting conditions will be provided for a range of tree sizes, shrubs and ground covers.
Stormwater Management				
Objectives • To minimise the impacts of residential flat development and associated infrastructure on the health and amenity of natural waterways. • To preserve existing topographic and natural features including waterways and wetlands. • To minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Stormwater Management objectives as a suitable method of stormwater drainage is proposed which will have negligible impact upon existing and future environmental conditions in the surrounding locality.

Requirement	Yes	No	N/A	Comment
Design Practice • Reduce the volume impact of stormwater on infrastructure by retaining it on site. • Optimise deep soil zones. All development must address the potential for deep soil zones. • On dense urban sites where there is no potential for deep soil zones to contribute to stormwater management, seek alternative solutions. • Protect stormwater quality by providing for stormwater filters, traps or basins for hard surfaces, treatment of stormwater collected in sediment traps on soils containing dispersive clays. • Reduce the need for expensive sediment trapping techniques by controlling erosion. • Consider using grey water for site irrigation.	☒ ☐ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☒ ☐ ☐ ☐ ☐	Council's Engineering Department has assessed the proposed stormwater drainage plans and deemed them to be satisfactory subject to the inclusion of a number of conditions, should the application be recommended for approval.
Safety				
Objectives • To ensure residential flat developments are safe and secure for residents and visitors. • To contribute to the safety of the public domain.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Safety objectives as secure access to communal entries to the building and as casual surveillance of the public domain from living and open space areas is to be provided.
Design Practice • Reinforce the development boundary to strengthen the distinction between public and private space. This can be actual or symbolic and may include: employing a level change at the site and/or building threshold; signage; entry awnings; fences; walls and gates; change of material in paving between the street and the development.	☒	☐	☐	As mentioned above, suitable landscaping and fencing is to be provided to boundaries between public and private areas. Level changes along street elevations aide in providing additional physical barriers.
• Optimise the visibility, functionality and safety of building entrances by: orienting entrances towards the public street; providing clear lines of sight between entrance foyers and the street; providing direct entry to ground level apartments from the street rather than through a common foyer; direct and well lit access between car parks and dwellings, between car parks and lift lobbies and to all unit entrances.	☒	☐	☐	Communal building entries are to be orientated to the adjoining street and have greater setbacks, lighting, open forecourts and glazed elevations to provide for a suitable level of visibility and functionality. Internally, direct and convenient access ways from parking levels to the building are proposed.
• Improve the opportunities for casual surveillance by: orienting living areas with views over public or communal open spaces where possible; using bay windows and balconies which protrude beyond the main façade and enable a wider angle of vision to the street; using corner windows which provide oblique views of the street; providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.	☒	☐	☐	Fencing and balustrades to private open space areas are to consist of transparent elements to ensure an appropriate level of casual surveillance of public areas is achieved.
• Minimise opportunities for concealment by: avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parking, along corridors and walkways; providing well lit routes throughout the development; providing appropriate levels of illumination for all common areas; providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.	☒	☐	☐	As mentioned above, additional setbacks and open forecourts are provided near communal entries to avoid opportunities for concealment.
• Control access to the development by: making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings; separating the residential component of a development's car parking from any other building use and controlling car park access from public and common areas; providing direct access from car parks to apartment lobbies for residents; providing separate access for residents in mixed-use buildings; providing an audio or video intercom system at the entry or in the lobby for visitors to communicate with residents, providing key card	☒	☐	☐	Secure access doors/gates are to be provided to communal access points, physical barriers are to be provided between private open spaces and an intercom system to access pedestrian and vehicular access ways is to be provided to all apartments.

Requirement	Yes	No	N/A	Comment
access for residents. • Carry out a formal crime risk assessment for all residential developments of more than 20 new dwellings.	☒	☐	☐	An assessment of the proposal in relation to Council's Policy on Crime Prevention Through Environmental Design 2006 is provided, which addresses the relevant provisions.
Visual Privacy				
Objectives • To provide reasonable levels of visual privacy externally and internally during the day and night. • To maximise outlook and views from principal rooms and private open space without compromising visual privacy.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Visual Privacy Objectives as outlook of open space is maximised where possible, without creating more than reasonable privacy impacts.
Design Practice • Locate and orient new development to maximise visual privacy between buildings on site and adjacent buildings by providing adequate building separation, employing appropriate rear and side setbacks, utilise the site layout to increase building separation. • Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to apartments by: balconies to screen other balconies and any ground level private open space; separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms; changing the level between ground floor apartments with their associated private open space, and the public domain or communal open space. • Use detailed site and building design elements to increase privacy without compromising access to light and air.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	Building separation, locations of windows and private open spaces and the use of privacy screening, blade walls and louvers contribute to maximising visual privacy between apartments.
Building Entry				
Objectives • To create entrances which provide a desirable residential identity for the development. • To orient the visitor. • To contribute positively to the streetscape and building facade design.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Building Entry Objectives as multiple communal entries with open forecourts and which are easily identifiable are proposed.
Design Practice • Improve the presentation of the development to the street by: locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network; designing the entry as a clearly identifiable element of the building in the street; utilising multiple entries where it is desirable to activate the street edge or reinforce a rhythm of entries along a street. • Provide as direct a physical and visual connection as possible between the street and the entry. • Achieve clear lines of transition between the public street, the shared private circulation spaces and the apartment unit. • Ensure equal access for all. • Provide safe and secure access. • Provide separate entries from the street for pedestrians and cars; different uses and ground floor apartments. • Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces. • Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Multiple communal entries are to be provided, which integrate with the public domain through the provision of forecourt areas with feature paving and landscaping. Entry foyers are spacious, feature glazing for clear sight lines and will be secured with resident-access locked doors. Minimal level changes between foyers, forecourts and adjoining public domain (entries from Hill Road are level with the adjoining forecourt and public domain) to allow equitable access. Should the application be recommended for approval, a condition will be included in any consent for suitable mail facilities in appropriate locations shall be included in any consent.
Parking				

Requirement	Yes	No	N/A	Comment
Objectives • To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport – public transport, bicycling and walking. • To provide adequate car parking for the building's users and visitors depending on building type and proximity to public transport. • To integrate the location and design of car parking with the design of the site and the building.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Parking objectives as a suitable number of resident and visitor car and bicycle parking spaces are provided within underground levels which do not impact upon the aesthetic design of the building. Further, the site is well positioned in relation to existing public transport links.
Design Practice • Determine the appropriate car parking spaces in relation to the development's proximity to public transport, shopping and recreational facilities; the density of the development and the local area; the site's ability to accommodate car parking.	☒	☐	☐	The proposed development is generally consistent with the parking requirements adopted by the Homebush Bay West DCP.
• Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant.	☐	☐	☒	A suitable number of visitor parking spaces is accommodated within the parking levels and additional casual spaces are provided in the surrounding streets.
• Give preference to underground parking wherever possible. Design considerations include: retaining and optimising the consolidated areas of deep soil zones; facilitating natural ventilation to basement and sub basement car parking areas; integrating ventilation grills or screening devices of car park openings into the façade design and landscape design; providing safe and secure access for building users, including direct access to residential apartments where possible; provide a logical and efficient structural grid.	☒	☐	☐	The change to the site topography allows all formal and allocated parking areas to be provided within underground levels. Parking levels have appropriate natural ventilation intakes, secure access and direct and convenient access to the building.
• Where aboveground enclosed parking cannot be avoided ensure the design of the development mitigates any negative impact on streetscape and street amenity by avoiding exposed parking on the street frontage; hiding car parking behind the building façade – where wall openings occur, ensure they are integrated into the overall façade scale, proportions and detail; wrapping the car parks with other uses.	☐	☐	☒	Only casual on-street parking is provided at ground-level as required by the street provisions of the No.1 Burroway Road and Homebush Bay West DCPs.
• Minimise the impact of on grade parking by: locating parking on the side or rear of the lot away from the primary street frontage; screening cars from view of streets and buildings; allowing for safe and direct access to building entry points; incorporating parking into the landscape design of the site.	☐	☐	☒	
• Provide bicycle parking which is easily accessible from ground level and from apartments.	☒	☐	☐	Bicycle storage areas are provided within parking levels and are suitably accessible.
Pedestrian Access				
Objectives • To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain. • To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartments and use communal areas via minimum grade ramps, paths, access ways or lifts.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Pedestrian Access objectives as barrier free communal entries are provided to access cores of all units.

Requirement	Yes	No	N/A	Comment
Design Practice • Utilise the site and its planning to optimise accessibility to the development.	☒	☐	☐	The proposed building is stepped to reflect the new topography of the site. Ground-floor apartments have individual entries from the respective streets and access cores are accessible from within parking areas.
• Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal roads.	☒	☐	☐	
• Promote equity by ensuring the main building entrance is accessible for all from the street and from car parking areas; integrating ramps into the overall building and landscape design.	☒	☐	☐	Vehicular and pedestrian entries are well separated and the proposed street network provides vehicular and pedestrian links through the wider site (this will be continued as part of future applications).
• Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space.	☒	☐	☐	
• Maximise the number of accessible, visitable and adaptable apartments in a building.	☒	☐	☐	The 3 communal entries from Hill Road are to have level access from the public domain to building foyers and lifts, providing the 108 apartments (38% of all apartments) serviced by these entries as barrier-free. Only minimal level changes are proposed for the communal entries from Footbridge Boulevard, Half Street and Waterways Street.
• Separate and clearly distinguish between pedestrian access ways and vehicle access ways.	☒	☐	☐	
• Consider the provision of public through site pedestrian access ways in large development sites.	☒	☐	☐	
• Identify the access requirements from the street or car parking area to the apartment entrance.	☒	☐	☐	
• Follow the accessibility standard set out in AS1428 as a minimum.	☒	☐	☐	
• Provide barrier free access to at least 20% of dwellings in the development.	☒	☐	☐	
Vehicle Access				
Objectives • To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety.	☒	☐	☐	The proposed development is considered to be consistent with the Vehicle Access objectives as entries are suitably located and integrated into building elevations.
• To encourage the active use of street frontages.	☒	☐	☐	
Design Practice • Ensure that pedestrian safety is maintained by minimising potential pedestrian/vehicle conflicts.	☒	☐	☐	One vehicular access way is each provided to Footbridge Boulevard and Half Street. This is consistent with the No.1 Burroway Road DCP 2006 requirements.
• Ensure adequate separation distances between vehicular entries and street intersections.	☒	☐	☐	
• Optimise the opportunities for active street frontages and streetscape design by: making vehicle access points as narrow as possible; limit the number of vehicle access ways to a minimum; locating car park entry and access from secondary streets and lanes.	☒	☐	☐	Driveway widths are not excessive and are well setback from intersections and areas of high pedestrian activity (such as communal entries to the building).
• Improve the appearance of car parking and service vehicle entries by: screening garbage collection, loading and servicing areas visually away from the street; setback or recess car park entries from the main façade line; avoid 'black holes' in the façade by providing security doors to car park entries; where doors are not provided, ensure that the visible interior of the car park is incorporated into the façade design and materials selection and that building services – pipes and ducts – are concealed; return the façade material into the car park entry recess for the extent visible from the street as a minimum.	☒	☐	☐	Service areas such as garbage storage (within specific rooms) and loading spaces are contained within the parking levels and not visible from public areas.
• Generally limit the width of driveways to a maximum of 6 metres.	☒	☐	☐	Driveways are 6 metres wide.
• Locate vehicle entries away from main pedestrian entries and on secondary frontages.	☒	☐	☐	
Part 03 Building Design				
Apartment Layout				

Requirement	Yes	No	N/A	Comment
Objectives • To ensure the spatial arrangement of apartments is functional and well organised. • To ensure that apartment layouts provide high standards of residential amenity. • To maximise the environmental performance of apartments. • To accommodate a variety of household activities and occupants' needs.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Apartment Layout objectives as layouts are suitably sized, dimensioned and as living areas are orientated to maximise solar access and aspect.
Design Practice • Determine appropriate sizes in relation to: geographic location and market demands; the spatial configuration of an apartments; affordability. • Ensure apartment layouts are resilient over time by accommodating a variety of furniture arrangements; providing for a range of activities and privacy levels between different spaces within the apartment; utilising flexible room sizes and proportions or open plans; ensuring circulation by stairs, corridors and through rooms is planned as efficiently as possible thereby increasing the amount of floor space in rooms. • Design apartment layouts which respond to the natural and built environments and optimise site opportunities by: providing private open space in the form of a balcony, terrace, courtyard or garden for every apartment; orienting main living areas toward the primary outlook and aspect and away from neighbouring noise sources or windows. • Locating main living spaces adjacent to main private open space; locating habitable rooms, and where possible kitchens and bathrooms, on the external face of buildings; maximising opportunities to facilitate natural ventilation and to capitalise on natural daylight by providing corner apartments, cross-over/cross-through apartments; split-level/maisonette apartments, shallow/single aspect apartments. • Avoid locating kitchen as part of the main circulation spaces of an apartment, such as a hallway or entry space. • Include adequate storage space in apartment • Ensure apartment layouts and dimensions facilitate furniture removal and placement. • Single aspect apartments should be limited in depth to 8 metres from a window. • The back of a kitchen should be no more than 8 metres from a window. • The width of cross-over/cross-through apartments over 15 metres deep should be 4 metres or greater. • Buildings not meeting the minimum standards must demonstrate how satisfactory day lighting and natural ventilation can be achieved, particularly for habitable rooms. • If Council chooses to standardise apartment sizes, a range of sizes that do not exclude affordable housing should be used. As a guide, the Affordable Housing Service suggest minimum apartment sizes: 1 bed = 50sqm, 2 bed = 70sqm, 3 bed = 95sqm.	☒ ☒ ☒ ☒ ☐ ☒ ☐ ☐ ☒ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☒ ☒ ☐ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Apartment layouts are considered satisfactory as they orientate living areas and private open spaces to optimise solar access and aspect, generally allow for flexibility of furniture layout, enable suitable levels of visual and acoustic privacy and are suitably dimensioned. **Refer to non-compliance discussion below.** All cross-through apartments are a minimum of 4 metres wide. **Refer to non-compliance discussion below.**
Apartment Mix				
Objectives • To provide a diversity of apartment types, which cater for different household requirements now and in the future. • To maintain equitable access to new housing by cultural and socio-economic groups.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Apartment Mix objectives as an acceptable mixture of studio and 1, 2, and 3 bedroom apartments are proposed which will cater for a range of household requirements.

Requirement	Yes	No	N/A	Comment
Design Practice • Provide a variety of apartment types particularly in large apartment buildings. Variety may not be possible in smaller buildings (up to 6 units). • Refine the appropriate mix for a location by considering population trends in the future as well as present market demands; noting the apartment's location in relation to public transport, public facilities, employment areas, schools, universities and retail centres. • Locate a mix of 1 and 3 bed apartments on the ground level where accessibility is more easily achieved. • Optimise the number of accessible and adaptable units to cater for a wider range of occupants. • Investigate the possibility of flexible apartment configurations which support change in the future.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development consists of: • 7 x studio apartments (2.35%); • 139 x 1 bedroom apartments (49%); • 117 x 2 bedroom apartments (41%); • 22 x 3 bedroom apartments (7.65%). This is very similar to the mixture approved under DA-488/2005 and is considered to provide a suitable range of apartment types. Ground-floor levels contain a mixture of all apartment types. Accessibility and adaptability is to be maximised as discussed elsewhere.
Balconies				
Objectives • To provide all apartments with private open space. • To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents. • To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings. • To contribute to the safety and liveliness of the street by allowing for casual overlooking and address.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Balconies objectives as all apartments are provided with suitably sized private open spaces which integrate with the overall architectural form of the building and provide casual overlooking of communal and public areas.
Design Practice • Where other private open space is not provided, provide at least one primary balcony. • Primary balconies should be: located adjacent to the main living areas, such as living room, dining room or kitchen to extend the dwelling living space; sufficiently large and well proportioned to be functional and promote indoor/outdoor livening – a dining table and 2 chairs (small apartment) and 4 chairs (larger apartment) should fit on the majority of balconies in the development. • Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice: in larger apartments; adjacent to bedrooms; for clothes drying, site balconies off laundries or bathrooms and they should be screened from the public domain. • Design and detail balconies in response to the local climate and context thereby increasing the usefulness of balconies by: locating balconies which predominantly face north, east or west to provide solar access; utilising sun screens, pergolas, shutters ad operable walls to control sunlight and wind; providing balconies with operable screens, Juliet balconies or operable walls in special locations where noise or high windows prohibit other solutions; choose cantilevered balconies, partly cantilevered balconies and/or recessed balconies in response to daylight, wind, acoustic privacy and visual privacy; ensuring balconies are not so deep that they prevent sunlight entering the apartment below. • Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. • Coordinate and integrate building services, such	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	All apartments have at least one balcony. Access is provided directly from living areas and where possible, secondary access is provided from primary bedrooms. Secondary balconies or terraces are provided to cross-through/dual-aspect apartments and generally accessed from bedrooms. Private open spaces are provided in the form of terraces, balconies and winter gardens as the orientation and aspect of the building dictates. Transparent balustrades are proposed through-out to maximise solar access, casual surveillance and to maximise views. If the application is recommended for approval,

Requirement	Yes	No	N/A	Comment
as drainage pipes, with overall façade and balcony design.	☒	☐	☐	relevant conditions shall be included in any consent for the subtle treatment of building services, as not to detract from the appearance of the building.
• Consider supplying a tap and gas point on primary balconies.	☒	☐	☐	
• Provide primary balconies for all apartments with a minimum depth of 2 metres (2 chairs) and 2.4 metres (4 chairs).	☒	☐	☐	All apartments are to be provided with a primary balcony of at least 2 metres in depth. The majority of apartments have balconies of greater depth to accommodate more outdoor furniture.
• Developments which seek to vary from the minimum standards must demonstrate that negative impacts from the context – noise, wind, cannot be satisfactorily ameliorated with design solutions.	☐	☐	☒	
• Require scale plans of balcony with furniture layout to confirm adequate, useable space when an alternate balcony depth is proposed.	☒	☐	☐	Suitable plans are provided.
Ceiling Heights				
Objectives • To increase the sense of space in apartments and provide well proportioned rooms.	☒	☐	☐	The proposed development is considered to be consistent with the Ceiling Heights objectives as suitable ceiling heights are provided for the residential nature of apartments.
• To promote the penetration of daylight into the depths of the apartment.	☒	☐	☐	
• To contribute to flexibility of use.	☒	☐	☐	
• To achieve quality interior spaces while considering the external building form requirements.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
Design Practice • Design better quality spaces in apartments by using ceilings to define a spatial hierarchy between areas of an apartment using double height spaces, raked ceilings, changes in ceiling heights and/or the location of bulkheads; enable better proportioned rooms; maximise heights in habitable rooms by stacking wet areas from floor to floor; promote the use of ceiling fans for cooling/heating distribution.	☒	☐	☐	The proposed building shall have ceiling heights of 2.7 metres. Ceiling heights are maximised but limited by the overall building height restrictions of the No.1 Burroway Road DCP 2006. This is considered acceptable for solar access and general residential amenity. The building does not consist of any double height apartments and additional heights for future changes of use are not a necessity as the Block A is identified by the No.1 Burroway Road DCP 2006 as a residential site with only minimal opportunity for retail/commercial use on the Hill Road/Footbridge Boulevard corner.
• Facilitate better access to natural light by using ceiling heights which enable the effectiveness of light shelves in enhancing daylight distribution into deep interiors; promote the use of taller windows, highlight windows and fan lights. This is particularly important for apartments with limited light access such as ground floor apartments and apartments with deep floor plans.	☒	☐	☐	
• Design ceiling heights which promote building flexibility over time for a range of other uses, including retail or commercial, where appropriate.	☐	☐	☒	
• Coordinate internal ceiling heights and slab levels with external height requirements and key datum lines.	☒	☐	☐	
• Count double height spaces with mezzanines as two storeys.	☐	☐	☒	
• Cross check ceiling heights with building height controls to ensure compatibility of dimensions, especially where multiple uses are proposed.	☒	☐	☐	
• Minimum dimensions from finished floor level to finished ceiling level: o Mixed use buildings: 3.3 metres minimum for ground floor retail/commercial and for first floor residential, retail or commercial.	☐	☐	☒	
o For RFBs in mixed use areas 3.3 metres minimum for ground floor;	☐	☐	☒	
o For RFBs or other residential floors in mixed use buildings: 2.7 metres minimum for all habitable rooms on all floors, 2.4 metres preferred minimum for non-habitable rooms but no less than 2.25 metres;	☒	☐	☐	
o 2 storey units: 2.4 metres for second storey if 50% or more of the apartments has 2.7 metres minimum ceiling heights;	☐	☐	☒	
o 2 storey units with a 2 storey void space: 2.4 metres minimum;	☐	☐	☒	
o Attic spaces: 1.5 metres minimum wall height at edge of room with a 30^0 minimum ceiling slope.	☐	☐	☒	
• Developments which seek to vary the recommended ceiling heights must demonstrate that apartments will receive satisfactory daylight.	☐	☐	☒	
Flexibility				
Objectives • To encourage housing designs which meet the broadest range of the occupants' needs as possible.	☒	☐	☐	The proposed development is considered to be consistent with the Flexibility objectives as layouts promote changes to furniture arrangement and a suitable number can be adapted to the changing needs of residents.
• To promote 'long life loose fit' buildings, which can accommodate whole or partial changes of use.	☒	☐	☐	
• To encourage adaptive reuse.	☒	☐	☐	
• To save the embodied energy expended in building demolition.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
Design Practice • Provide robust building configurations, which utilise multiple entries and circulation cores, especially in larger buildings over 15 metres long by: thin building cross sections, which are suitable for residential or commercial uses; a mix of apartment types; higher ceilings in particular on the ground floor and first floor; separate entries for the ground floor level and the upper levels; sliding and/or moveable wall systems.	☒	☐	☐	Block A is earmarked to be predominantly residential with only a very limited area on the corner of Hill Road and Footbridge Boulevard permitted for retail/commercial use. As a result, the scope for change is limited. Apartment layout provides for basic changes to internal configuration.
• Provide apartment layouts which accommodate the changing use of rooms.	☒	☐	☐	Accessible and visitable apartments are promoted. Only 10% of apartments are to constructed as adaptable dwellings, however should the application be recommended for approval, a condition shall be included in any consent for a minimum of 20% of all apartments be constructed as adaptable dwellings.
• Utilise structural systems which support a degree of future change in building use or configuration.	☒	☐	☐	
• Promote accessibility and adaptability by ensuring: the number of accessible and visitable apartments is optimised; and adequate pedestrian mobility and access is provided.	☒	☐	☐	
Ground Floor Apartments				
Objectives • To contribute to the desired streetscape of an area and to create active safe streets.	☒	☐	☐	The proposed development is considered to be consistent with the Ground-floor Apartment objectives as a range of ground-floor apartments are proposed which contribute to an active streetscape.
• To increase the housing and lifestyle choices available in apartment buildings.	☒	☐	☐	
Design Practice • Design front gardens or terraces which contribute to the spatial and visual structure of the street while maintaining adequate privacy for apartment occupants.	☒	☐	☐	All ground-floor apartments are setback from the boundaries with adjoining streets. These setback areas are utilised for oversized private terraces accessible from internal living areas and individual entries, bounded by fencing and landscaping which provides sufficient visual privacy.
• Ensure adequate privacy and safety of ground floor units located in urban areas with no street setbacks by: stepping up the ground floor level from the level of the footpath a maximum of 1.2 metres; designing balustrades and establishing window sill heights to minimise site lines into apartments, particularly in areas with no street setbacks; determining appropriateness of individual entries; ensuring safety bars or screens are integrated into the overall elevation design and detailing.	☐	☐	☒	
• Promoting house choice by: providing private gardens, which are directly accessible from the main living spaces of the apartment and support a variety of activities; maximising the number of accessible and visitable apartments on the ground floor; supporting a change or partial change in use, such as a home office accessible from the street or a corner shop.	☒	☐	☐	
• Increase opportunities for solar access in ground floor units, particularly in denser areas by: providing higher ceilings and taller windows; choosing trees and shrubs which provide solar access in winter and shade in summer.	☒	☐	☐	
• Optimise the number of ground floor apartments with separate entries and consider requiring an appropriate percentage of accessible units.	☒	☐	☐	
• Provide ground floor apartments with access to private open space, preferably as a terrace or garden.	☒	☐	☐	
Internal Circulation				

Requirement	Yes	No	N/A	Comment
Objectives • To create safe and pleasant spaces for the circulation of people and their personal possessions. • To facilitate quality apartment layouts, such as dual aspect apartments. • To contribute positively to the form and articulation of the building façade and its relationship to the urban environment. • To encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Internal Circulation objectives as spacious access hallways and apartments are provided.
Design Practice • Increase amenity and safety in circulation spaces by: providing generous corridor widths and ceiling heights particularly in lobbies, outside lifts and apartment entry doors; providing appropriate levels of lighting, including the use of natural daylight where possible; minimising corridor lengths to give short, clear sight lines; avoiding tight corners; providing legible signage noting apartment numbers, common areas and general directional finding; providing adequate ventilation. • Support better apartment building layouts by designing buildings with multiple cores which: increase the number of entries along a street; increase the number of vertical circulation points; give more articulation to the façade; limiting the number of units off a circulation core on a single level. • Articulate longer corridors by: utilising a series of foyer areas and/or providing windows along or at the end of a corridor. • Minimise maintenance and maintain durability by using robust materials in common circulation areas. • Where units are arranged off a double loaded corridor, the number of units accessible from a single core/corridor should be limited to 8 – exceptions for: adaptive reuse buildings; where developments can demonstrate the achievement of the desired streetscape character and entry response; where developments can demonstrate a high level of amenity for common lobbies, corridors and units.	☒ ☒ ☒ ☐	☐ ☐ ☐ ☒	☐ ☐ ☐ ☐	Corridor, foyer and hallway widths are sufficiently lit, articulated and dimensioned to promote safety and movement of residents and their belongings. Multiple access cores are provided to service the different areas of the building. **Refer to non-compliance discussion below.**
Mixed Use				

Requirement	Yes	No	N/A	Comment
Objectives • To support a mix of uses that complement and reinforce the character, economics and function of the local area. • Choose a compatible mix of uses. • Consider building depth and form in relation to each use's requirements for servicing and amenity. • Design legible circulation systems, which ensure the safety of users by: isolating commercial service requirements such as loading docks from residential access, servicing needs and primary outlook; locating clearly demarcated residential entries directly from the public street; clearly distinguishing commercial and residential entries and vertical access points; providing security entries to all entrances into private areas, including car parks and internal courtyards; providing safe pedestrian routes through the site, where required. • Ensure the building positively contributes to the public domain and streetscape by: fronting onto major streets with active uses; avoiding the use of blank walls at the ground level. • Address acoustic requirements for each use by: separate residential uses, where possible, from ground floor retail or leisure uses by utilising an intermediate quiet-use barrier, such as offices; design for acoustic privacy from the beginning of the project to ensure that future services, such as air conditioning, do not cause acoustic problems later. • Recognising the ownership/lease patterns and separating requirements for purposes of BCA.	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒	The Mixed Use objectives are not applicable to the proposed development as exclusive residential use is proposed.
Storage				
Objectives • To provide adequate storage for everyday household items within easy access of the apartment. • To provide storage for sporting, leisure, fitness and hobby equipment.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Storage objectives as sufficient areas for storage are provided to each apartment, whether internally or within parking levels.

Requirement	Yes	No	N/A	Comment
Design Practice • Locate storage conveniently for apartments including: at least 50% of the required storage within each apartment and accessible from either the hall or living area – best provided as cupboards accessible from entries and hallways and/or under internal stairs; dedicated storage rooms on each floor within the development, which can be leased by residents as required; providing dedicated and/or leasable storage in internal or basement car parks.	☐	☒	☐	Apartments are to have varying levels of storage areas. Some are to have cupboards, study rooms and nooks while some do not have any substantial storage internally. All however will have individual, secure storage cages with the parking levels for storage of a range of belongings.
• Provide storage which is suitable for the needs of residents in the local area and able to accommodate larger items such as sporting equipment and bicycles.	☒	☐	☐	Designated bicycle parking areas are provided in the parking levels.
• Ensure that storage separated from apartments is secure for individual use.	☒	☐	☐	
• Where basement storage is provided: ensure that it does not compromise natural ventilation in car parks or create potential conflicts with fire regulations; exclude it from FSR calculations.	☒	☐	☐	
• Consider providing additional storage in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces.	☒	☐	☐	
• In addition to kitchen cupboards and wardrobes, provide accessible storage facilities at the following rates: ○ Studio = 6cum; ○ 1 bed = 6cum; ○ 2 bed = 8cum; ○ 3+ bed = 10cum.	☐	☒	☐	**Refer to non-compliance discussion below.**
Acoustic Amenity				
Objectives • To ensure a high level of amenity by protecting the privacy of residents within residential flat buildings both within the apartments and in private open spaces.	☒	☐	☐	The proposed development is considered to be consistent with the Acoustic Amenity objectives as acoustic intrusion is minimised through building separation and the grouping of like-use rooms in apartments together.
Design Practice • Utilise the site and building layout to maximise the potential for acoustic privacy by providing adequate building separation within the development and from neighbouring buildings.	☒	☐	☐	Suitable building separation is provided to allow private open space areas to be located away from each other.
• Arrange apartments within a development to minimise noise transition between flats by: locating busy, noisy areas next to each other and quieter areas next to other quieter areas (kitchen near kitchen, bedroom near bedroom); using storage or circulation zones within an apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas; minimising the amount of party walls with other apartments.	☒	☐	☐	Like-use areas of apartments are grouped to avoid acoustic disturbance of neighbouring apartments, i.e. bedrooms adjoin bedrooms, living areas adjoin living areas. Where possible, noisier areas such as bathrooms and laundries are distanced from bedrooms.
• Design the internal apartment layout to separate noisier from quieter spaces by: grouping uses within an apartment – bedrooms with bedrooms and service areas like kitchen, bathroom, laundry together.	☒	☐	☐	
• Resolve conflicts between noise, outlook and views by using design measures including: double glazing, operable screened balconies; continuous walls to ground level courtyards where they do not conflict with streetscape or other amenity requirements.	☒	☐	☐	All apartments are to have double-glazed openings.
• Reduce noise transmission from common corridors or outside the building by providing seals at entry doors.	☐	☐	☒	The Acoustic Report provided with the application, prepared by Acoustic Logic Consultancy Pty Ltd, does not identify the requirement for any specialist seals to doors.
Daylight Access				

Requirement	Yes	No	N/A	Comment
Objectives • To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development. • To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours. • To provide residents with the ability to adjust the quantity of daylight to suit their needs.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be generally consistent with the Daylight Access objectives as the orientation of living areas allows for daylight infiltration.
Design Practice • Plan the site so that new residential flat development is oriented to optimise northern aspect. • Ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer. • Optimise the number of apartments receiving daylight access to habitable rooms and principal windows: ensure daylight access to habitable rooms and private open space, particularly in winter; use skylights, clerestory windows and fanlights to supplement daylight access; promote two storey and mezzanine, ground floor apartments or locations where daylight is limited to facilitate daylight access to living rooms and private open spaces; limit the depth of single aspect apartments; ensure single aspect , single storey apartments have a northerly or easterly aspect; locate living areas to the north and service areas to the south and west of development; limit the number of south acing apartments and increase their window area; use light shelves to reflect light into deeper apartments. • Design for shading and glare control, particularly in summer: using shading devices such as eaves, awnings, colonnades, balconies, pergolas, external louvres and planting; optimising the number of north facing living spaces; providing external horizontal shading to north facing windows; providing vertical shading to east or west windows; using high performance glass but minimising external glare off windows (avoid reflective films, use a glass reflectance below 20%, consider reduced tint glass). • Limit the use of light wells as a source of daylight by prohibiting their use as the primary source of daylight in habitable rooms. • Where light wells are used: relate light well dimensions to building separation; conceal building services and provide appropriate detail and materials to visible walls; ensure light wells are fully open to the sky; allow exceptions for adaptive reuse buildings, if satisfactory performance is demonstrated. • Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of 3 hours direct sunlight between 9am and 3pm in midwinter. In dense urban areas, a minimum of 2 hours may be acceptable. • Limit the number of single aspect apartments with a southerly aspect (SW-SE) to a maximum of 10% of the total units proposed. • Developments which seek to vary from the minimum standards must demonstrate how site constrains and orientation prohibits the achievement of these standards and how energy efficiency is addressed.	☒ ☐ ☒ ☒ ☐ ☐ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☒ ☒ ☐	☐ ☒ ☐ ☐ ☒ ☐ ☐ ☐	The proposal is consistent with the master Plan configuration of the No.1 Burroway Road DCP 2006 and higher density elements of the building are orientated to the northern aspect. The central courtyard (communal open space) is likely to receive a limited amount of direct sunlight during the March to September period. The linear park in Footbridge Boulevard will receive plenty sunlight being located to the north of the building, however this is likely to be reduced as the northern side of Footbridge Boulevard (Block D) is redeveloped to a similar scale. Landscaping of a suitable scale is proposed and shall provide shading in summertime. Apartment living areas and bedrooms are provided with openings to outdoor space to maximise access to daylight and where possible, north-facing openings, living areas and private open spaces are optimised. Overhanging balconies and louvers are proposed to provide shading to private open spaces. Should the application be recommended for approval, a condition shall be included in any consent in regards to reflectivity of glazing. Light wells are not proposed for primary access to daylight. Approximately 66% of all apartments will have 3 hours of solar access between 9.00am and 3.00pm in midwinter. The locality is considered a future dense urban area (once redevelopment is complete) and thus the reduced requirement is applicable. Approximately 72% of all apartments achieve 2 hours of solar access. **Refer to non-compliance discussion below.**
Natural Ventilation				

Requirement	Yes	No	N/A	Comment
Objectives • To ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants. • To provide natural ventilation in non-habitable rooms, where possible. • To reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Natural Ventilation objectives as all habitable rooms, and where possible non-habitable rooms, have sufficient openings for ventilation and BASIX commitments dictate energy consumption requirements. Non-compliances with the number of dual-aspect rooms are discussed below.
Design Practice • Plan the site to promote and guide natural breezes by: determining prevailing breezes and orient buildings to maximise use, where possible; locating vegetation to direct breezes and cool air as it flows across the site and by selecting planting or trees that do not inhibit air flow. • Utilise the building layout and section to increase the potential for natural ventilation. • Design the internal apartment layout to promote natural ventilation by: minimising interruptions in air flow through an apartment; grouping rooms with similar usage together. • Select doors and operable windows to maximise natural ventilation opportunities established by the apartment layout. • Coordinate design for natural ventilation with passive solar design techniques. • Explore innovative technologies to naturally ventilate internal building areas or rooms. • Building depths which support natural ventilation typically range from 10-18 metres. • 60% of residential units should be naturally cross ventilated. • 25% of kitchen within a development should have access to natural ventilation. • Developments which seek to vary from the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved particularly in relation to habitable rooms.	☒ ☒ ☒ ☒ ☒ ☐ ☐ ☐ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☒ ☒ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☒ ☐ ☐ ☐ ☐	The building and apartment layouts are designed to maximise natural ventilation through the use of open-plan living areas and generous openings to living areas and bedrooms. All of the living areas of single-aspect apartments are generally within 8 metres of openings. Where natural ventilation cannot be provided, mechanical ventilation which satisfies the BASIX performance criteria is proposed. **Refer to non-compliance discussion below.** All kitchens are located within 8 metres of an opening and are thus considered to be suitably naturally ventilated.
Awnings and Signage				
Objectives • To provide shelter for public streets. • To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design	☐ ☐	☐ ☐	☒ ☒	The Awnings and Signage Objectives are not applicable to the proposed development as no awnings over the public domain or any signage are proposed.

Requirement	Yes	No	N/A	Comment
Design Practice *Awnings* • Encourage pedestrian activity on streets by providing awnings to retail strips, where appropriate, which: give continuous cover in areas which have a desired pattern of continuous awnings; complement the height, depth and form of the desired character or existing pattern of awnings; provide sufficient protection for sun and rain.	☐	☐	☒	No awnings over the surrounding public domain are proposed. In this instance, where the proposal consists of units for a wholly residential use and where pedestrian traffic is to be limited, no awnings are considered necessary.
• Contribute to the legibility of the residential flat development and amenity of the public domain by locating local awnings over building entries.	☐	☐	☒	
• Enhance safety for pedestrians by providing under-awning lighting.	☐	☐	☒	
Signage • Councils should prepare guidelines for signage based on the desired character and scale of the local area.	☐	☐	☒	No signage of any kind is proposed under this application. Again, being a residential development, no signage is considered necessary. Further, should the proposal be recommended for approval, a condition can be included in any consent requiring further applications be submitted to Council for the erection of any signage.
• Integrate signage with the design of the development by responding to scale, proportions and architectural detailing.	☐	☐	☒	
• Provide clear and legible way finding for residents and visitors.	☐	☐	☒	
Facades				
Objectives • To promote high architectural quality in residential flat buildings.	☒	☐	☐	The proposed development is considered to be consistent with the Facade objectives as elevations of high architectural design quality which include modulation and articulation are proposed.
• To ensure that new developments have facades which define and enhance the public domain and desired street character.	☒	☐	☐	
• To ensure that building elements are integrated into the overall building form and façade design.	☒	☐	☐	
Design Practice • Consider the relationship between the whole building form and the façade and/or building elements.	☒	☐	☐	Elevations are provided in accordance with the scale requirements of the No.1 Burroway Road and Homebush Bay West DCPs and consist of high-quality design elements. A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades. Unsightly elements such as services, piping and plant is to be suitably located and/or screened so as not to detract from the visual quality of facades.
• Compose facades with an appropriate scale, rhythm and proportion, which respond to the building's use and the desired contextual character.	☒	☐	☐	
• Design facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls, depending on the façade orientation.	☒	☐	☐	
• Express important corners by giving visual prominence to parts of the façade.	☒	☐	☐	
• Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design.	☒	☐	☐	
• Coordinate security grills/screens, ventilation louvres and car park entry doors with the overall façade design.	☒	☐	☐	
Roof Design				
Objectives • To provide quality roof designs, which contribute to the overall design and performance of residential flat buildings.	☒	☐	☐	The proposed development is considered to be consistent with the Roof Design objectives as a flat roof with no elements which detract from the overall building appearance is proposed.
• To integrate the design of the roof into the overall façade, building composition and desired contextual response.	☒	☐	☐	
• To increase the longevity of the building through weather protection.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
Design Practice • Relate roof design to the desired built form. • Design the roof to relate to the size and scale of the building, the building elevations and three dimensional building form. This includes the design of any parapet or terminating elements and the selection of roof materials. • Design roofs to respond to the orientation of the site. • Minimise the visual intrusiveness of service elements (lift overruns, service plants, chimneys, vent stacks, telecommunication infrastructure, gutters, downpipes, signage) by integrating them into the design of the roof. • Support the use of roofs for quality open space in denser urban areas by: providing space and appropriate building systems to support the desired landscape design; incorporating shade structures and wind screens to encourage open space use; ensuring open space is accessible. • Facilitate the use or future use of the roof for sustainable functions e.g. rainwater tanks, photovoltaics, water features. • Where habitable space is provided within the roof optimise residential amenity in the form or attics or penthouse apartments.	☒ ☒ ☒ ☒ ☒ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☒	The proposed building is to have a flat roof which will not have any impact upon its overall appearance. Rooftop plant is to be suitably setback to ensure it is not visible from street elevations. Some of the roof areas (where the stepped building elements are evident) is utilised for private open space areas.
Energy Efficiency				
Objectives • To reduce the necessity for mechanical heating and cooling. • To reduce reliance on fossil fuels. • To minimise greenhouse gas emissions. • To support and promote renewable energy initiatives.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Energy Efficiency objectives as a BASIX Certificate which achieves the relevant energy targets is provided and the relevant commitments shown on plans.
Design Practice Requirements superseded by BASIX.	☐	☐	☒	A BASIX Certificate is provided with the application for sustainability.
Maintenance				
Objectives • To ensure long life and ease of maintenance for the development.	☒	☐	☐	The proposed development is considered to be consistent with the Maintenance objectives as relevant conditions shall be included in any consent to ensure the site is suitably maintained.
Design Practice • Design windows to enable cleaning from inside the building, where possible. • Select manually operated systems in preference to mechanical systems. • Incorporate and integrate building maintenance systems into the design of the building form, roof and façade. • Select durable materials, which are easily cleaned and are graffiti resistant. • Select appropriate landscape elements and vegetation and provide appropriate irrigation systems. • For developments with communal open space, provide a garden maintenance and storage area, which is efficient and convenient to use and is connected to water and drainage.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	Should the application be recommended for approval, relevant conditions in relation to use of high-quality materials and general maintenance of the site, shall be included in any consent.
Waste Management				

Requirement	Yes	No	N/A	Comment
Objectives • To avoid the generation of waste through design, material selection and building practices. • To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development. • To encourage waste minimisation, including source separation, reuse and recycling. • To ensure efficient storage and collection of waste and quality design of facilities.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Waste Management objectives as suitable arrangements and facilities for waste disposal and storage are proposed.
Design Practice • Incorporate existing built elements into new work, where possible. • Recycle and reuse demolished materials, where possible. • Specify building materials that can be reused and recycled at the end of their life. • Integrate waste management processes into all stages of the project, including the design stage. • Support waste management during the design stage by: specifying modestly for the project needs; reducing waste by utilising the standard product/component sizes of materials to be used; incorporating durability, adaptability and ease of future service upgrades. • Prepare a waste management plan for green and putrescible waste, garbage, glass, containers and paper. • Locate storage areas for rubbish bins away from the front of the development where they have a significant negative impact on the streetscape, on the visual presentation of the building entry and on the amenity of residents, building users and pedestrians. • Provide every dwelling with a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation. • Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities. • Supply waste management plans as part of the DA submission.	☐ ☒ ☒ ☒ ☒ ☒ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☐ ☐ ☐ ☐ ☐ ☐ ☒ ☐	Suitable waste management facilities are proposed throughout the building and will be managed by an appointed caretaker.
Water Conservation				
Objectives • To reduce mains consumption of potable water. • To reduce the quantity of urban stormwater runoff.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Water Conservation objectives as on-site detention and a suitable stormwater drainage plan is proposed.
Design Practice • Requirements superseded by BASIX.	☐	☐	☒	The design practice requirements are superseded by commitments listed in the accompanying BASIX Certificate.

Summary of non-compliances and/or variations to SEPP 65 and the Residential Flat Design Code

The Code states building depths should be no more than 18 metres, glass line to glass line and 22 metres overall. The majority of the proposed development complies with these requirement however parts of the building are up to 22.4 metres wide. This affects, to varying degrees approximately 45 apartments (15%), many of which are single-aspect. The performance of single-aspect apartments in relation to solar access and natural ventilation is generally considered acceptable (and is discussed further below). A variation is supported in this regard as it is not considered to adversely affect the residential amenity of the affected dwellings.

The Code requires that deep soil zones be maximised throughout sites and that a minimum of 25% of all open space within a site be retained as deep soil. The proposed development provides little by way of deep soil due to the locating of underground car parking below the central communal open

space and the surrounding public domain. This is permitted and in fact encouraged by the site (No.1 Burroway Road DCP 2006) and locality (Homebush Bay West DCP) specific DCPs and therefore, the control is not considered to be applicable in this instance. The specific DCPs have not adopted minimum requirements for deep soil zone.

A communal open space which equates to 25% of the total site area is to be provided. In this instance, the total site area is considered the area of Block A only, as compliance in relation to the site as a whole would not be possible. The Code also states this area could be increased to 30% for "brownfield" sites, which the subject site is considered to be. The proposed development includes 21% of Block A as communal open space, being the central courtyard and the linear park along Footbridge Boulevard. This is generally consistent with the open space provisions of the No.1 Burroway Road DCP 2006, which does not impose any numerical minimum requirements for communal open space. The Code also states that variations can be considered in localities where sufficient open space is located nearby. The No.1 Burroway Road DCP 2006 requires large public open spaces to be provided along the foreshore and in a large central park (as well as other pocket parks). The Millennium Parklands of Sydney Olympic Park are located across Hill Road also. Therefore, as the proposal includes a decent allocation of communal open space and ample open space exists in the area and is to be provided through the overall site in the future, a variation is considered acceptable.

To promote natural lighting and ventilation, the Apartment Layout provisions of the Code stipulate that single-aspect units should be limited in depth to 8 metres from a window. Further, the back of kitchens should be within 8 metres of a window. Of the single-aspect apartments proposed, approximately 44% are in excess of 8 metres, some of which also have the back of kitchens beyond 8 metres from a window. In these cases, non-compliance is generally about 1 metre (and at worst 2.5 metres). The areas affected are often service areas such as entries and passageways or enclosed rooms such as bathrooms and laundries which would not receive any natural lighting anyway. The rears of kitchens are generally no more than 8.5 metres from windows, where cupboards and service areas are generally located. Therefore as the general residential amenity of apartments is not duly affected by the non-compliances, a variation is considered acceptable.

The Code recommends that, if minimum apartment sizes are to be adopted, they should be 50sqm for 1 bedroom apartments, 70sqm for 2 bedroom apartments and 95sqm for 3 bedroom apartments. No minimum is recommended for studio apartments. The proposed development provides 2 bedroom apartments ranging in size from 60sqm up to 94sqm and includes 25 which are less than 70sqm. Also, 3 bedroom apartments ranging in size from 86sqm up to 116sqm are proposed, including 6 which are less than 95sqm. Minimum apartment sizes were not adopted in the No.1 Burroway Road DCP 2006 or the Homebush Bay West DCP. It is also considered that sufficient amenity is provided in smaller apartments and the range in apartment size contributes to housing choice and affordability. Therefore, a variation is considered acceptable.

To promote accessibility and efficient internal circulation, the Code recommends that for double-loaded corridors, no more than 8 apartments are to be accessed off a single access core/corridor. The proposed development is consistent with this provision with the exception of the area of the building on the corner of Footbridge Boulevard and Waterways Street. In this location, up to 9 apartments per floor are accessed from a single core. As per the Code, an exception is considered acceptable in this instance as the non-compliance does not detract from the streetscape character and suitable amenity is provided for common lobbies, corridors and units (4 out of 9 of which are dual-aspect or cross-through apartments).

The Code's rule of thumb in relation to accessible (i.e. 50% within the apartment) storage is to provide at least 6cum for studio/1 bedroom apartments, 8cum for 2 bedroom apartments and 10cum for 3 bedroom units (in excess of general kitchen and bedroom storage). Few of the apartments are provided with the required amount of designated internal storage. This said, approximately 120 of the apartments are provided with study rooms or nooks which could be used for storage if necessary and would provide well in excess of the minimum storage requirements. Further to this, all apartments are to be provided with storage cages of sufficient capacity within the parking levels. Thus overall all apartments will have sufficient storage areas but a variation of providing 50% internally will be varied for some.

A total of 70% of all apartments (approximately 200 of the 285 apartments) are recommended to receive 3 hours of solar access between 9.00am and 3.00pm in midwinter. Approximately 66% of the proposed apartments (188 apartments) will achieve this, reflecting a variation of 4% (or 11 apartments). This is considered a minor variation in relation to the overall development. It is also noted that the Code suggests the solar access requirement may be reduced to 2 hours for "dense urban area[s]". The precinct is currently undergoing redevelopment to a high-density residential area and the proposal is considered a dense urban development. When applying the 2 hour solar access provision, approximately 72% (205 of 285 apartments) achieve the requirement and the proposal can be considered to comply with the Code.

The Daylight Access provisions also state that the number of south-facing (SE/SW) single-aspect apartments is to be limited to 10% of the total number of units. The proposal consists of 30% south-facing, single-aspect apartments. This is partly due to the configuration of the site. A variation is considered acceptable given that the proposal performs satisfactorily in relation to solar access and as supporting documentation demonstrates that the thermal performance of these apartments is such that residential amenity will not be unduly affected.

The Code recommends at least 60% of all apartments and 25% of kitchens should be naturally ventilated. Approximately 36% of proposed apartments are dual-aspect or cross-through and can be naturally ventilated. Further to this, all single-aspect apartments provide living areas, bedrooms and the majority of kitchen space within 8 metres of multiple openings. Rooms to the rear of units are generally bathrooms and laundries which are required to be mechanically ventilated. Therefore, a variation is considered acceptable as all units have openings to living areas and main bedrooms allowing some degree of natural ventilation.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

As the development relates to a new residential development, a BASIX certificate has been submitted to accompany the development application. The relevant information to be included in a BASIX Certificate is considered in the assessment table below:

Requirement	Yes	No	N/A	Comment
PROJECT DETAILS				
Street address, postcode and LGA shown on BASIX Certificate match rest of DA package.	☒	☐	☐	All relevant details are correctly identified on the BASIX Certificate and corresponding plans.
Dwelling type is correctly identified based on BASIX definitions.	☒	☐	☐	
Number of bedrooms shown on BASIX Certificate is consistent with plans.	☒	☐	☐	
Site area shown on BASIX Certificate matches rest of DA package.	☒	☐	☐	
Roof area shown on BASIX Certificate matches rest of DA package.	☒	☐	☐	
Conditioned and Unconditioned floor areas are in accordance with the BASIX Definitions. (These are for BASIX compliance only; they do not replace any other definitions of floor area.)	☒	☐	☐	
Total area of garden and lawn indicated on submitted plans is consistent with BASIX Certificate.	☒	☐	☐	
WATER				
Landscape plan indicates areas and species to be planted (where indigenous or low-water use plant species are nominated).	☒	☐	☐	All details are correctly identified.
Rainwater tank(s) shown on plans, tank(s) size stated and tank(s) drawn to scale. If underground tank proposed, then this is clearly stated. Plans show and state roof area draining to rain tank(s), and match the BASIX Certificate.	☒	☐	☐	
Rainwater tank(s) meet all other consent authority requirements e.g. height limits at boundary, pump noise standards, insect screens.	☐	☐	☐	
Size of swimming pool on plan consistent with volume indicated in BASIX Certificate.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
THERMAL COMFORT – RAPID Floor construction, eaves, insulation and glazed areas are marked on plans. **THERMAL COMFORT – DO-IT-YOURSELF** Floor/wall/ceiling/roof insulation commitments and roof colour are marked on plans. Wall, floor, ceiling and roof construction types are marked on plans. Glazing is indicated on plans in accordance with BASIX Certificate and if performance glazing is nominated, check that it is clearly labelled. All shading devices and overshadowing objects are clearly marked on the plans in accordance with the BASIX Certificate. If floor concession is claimed, check that 'site slope' or 'flood prone' claim is valid.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	All details are correctly identified.
THERMAL COMFORT – SIMULATION Assessor Certificate and ABSA-stamped plans are provided. ABSA Specification block is physically attached to plan. Assessor and Certificate numbers in DA package match those on BASIX Certificate. Floor/wall/ceiling/roof insulation commitments and roof colour in BASIX Certificate are marked on plans. If suspended floor concession is claimed on BASIX Certificate, check this has been approved by Assessor on Assessor Certificate.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	All details are correctly identified.
ENERGY Star rating of any proposed gas hot water system is marked on plans. If solar hot water (SHW), check that system is drawn to scale (typical two panel SHW system is 4sqm) and that panels are located with a northerly aspect. Ensure SHW panels will not be significantly overshadowed by neighbouring buildings/trees. Any external air conditioning unit is marked on plans and is located such that it does not impact onsite or neighbour's amenity (avoid noise source near bedrooms) and complies with any other consent authority requirements. Any BASIX energy efficient lighting commitment is annotated on plans. Any pool or spa heating system and timer control is annotated on plans. Photovoltaic panels are not going to be significantly overshadowed. Panel area is approximately drawn to scale: surface area of a 1kWh photovoltaic system is approximately 8sqm.	☒ ☒ ☒ ☒ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	All details are correctly identified.

State Environmental Planning Policy (Infrastructure) 2007

As detailed above (External Referrals), the original proposal was required to be referred to the Roads and Traffic Authority of NSW under Schedule 3 of the SEPP. Council received a written response on 27 April 2010, advising that the proposal was considered at the Sydney Regional Development Advisory Committee meeting of 21 April 2010 and that no objections were raised as traffic impacts would be negligible. The following additional comments were made for consideration in the determination of the application:

1. *The traffic report analyses the traffic generation against the approved development (2005) and the proposed development conditions. However, other developments within the precinct could also have been modified in size since the Transport Impact Report prepared by PBA International Australia Pty Ltd, in 2005. Comparing traffic generation for the proposed development against the previously approved development does not take into consideration these modifications to other developments. Council would be aware of any changes to*

development within this precinct and accordingly the traffic impact assessment undertaken for the proposed development should be to Council's satisfaction.

Comment: The traffic impact of the subject development is being assessed. Any amendments to surrounding developments that require formal modification will require consent form Council and traffic implications can be considered as part of the assessment of such applications. It is too onerous a requirement on the applicant to conduct traffic investigations for the whole precinct.

2. *It is noted that the increase in the number of dwellings and parking spaces associated with the proposed development (Block A) is minor compared with the overall scale of the development proposed in the Homebush Bay West DCP for the Wentworth Point precinct. However, the combined effect of all these developments should be considered when determining traffic impacts on adjoining intersections. The traffic report does not analyse the impacts of additional traffic on adjacent intersections.*

Comment: The proposed development has since been amended to provide a reduced number of dwellings (285 from 329) and car parking spaces (383 from 435). The amount of traffic to be generated by the proposed development will be significantly reduced as a result. Council's Engineering Department raise no objection to the proposal in terms of traffic.

3. *The RTA recommends that the developer assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling). A potential for implementing a location-specific sustainable travel plan (e.g. "Travelsmart" or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport. In particular consideration should be given to encouraging the use of the existing ferry service that is located within 250 metres of the proposed development as an alternative viable form of public transport.*

Comment: Alternative transport methods were thoroughly considered during the development of the site and locality specific DCPs. It is considered that suitable public transport modes within walking distance of the subject site are available to the future residents of the proposed development, including the ferry terminal, bus route along Hill Road and Rhodes train station, should the walkway across Homebush Bay be implemented. Further, adequate facilities such as bicycle and motorcycle parking areas are provided within the development to encourage alternative transport methods. Therefore, further investigations in this regard are not considered necessary.

4. *The parking layout shows that the northern, southern and eastern boundaries of the car park have been extended under the road reserve to provide additional car parking under Footbridge Boulevard, Half Street and Waterways Street. The envelope under the road reserve should be reserved for provision of future services for the community. The proposed layout will restrict future designs for the provision of services within the area. However, Footbridge Boulevard, Half Street and Waterways Street are local roads under the care and control of Council and accordingly the support or objection to this proposal rests with Council. Should this be supported, the structural details of the car park and adjoining structures should be adequate to service the expected loads and should be to Council's satisfaction.*

Comment: The proposed development includes the parking levels extending below the surrounding streets of Footbridge Boulevard, Waterways Street and Half Street. Parking levels below streets is permitted by the site-specific No.1 Burroway Road DCP 2006 due to restrictions in providing basement parking (due to water table) and to accommodate underground parking without a detrimental impact upon streetscape. The arrangement is facilitated by the new topography (creation of a hill) of the whole site. The streets are to be retained as private roads under community title and will be maintained by the future body corporate of the building. This arrangement was previously approved (to a lesser extent) under DA-488/2005 and is considered acceptable.

5. *Concerns are raised with regard to the location of six parking spaces between the two driveways (from Half Street and Footbridge Boulevard). Vehicles reversing from these spaces may interfere with vehicles coming down the access ramps will have high speeds and*

accordingly Council should ensure that the safety of motorists is not compromised and that motorists coming down the ramp have adequate sight distances.

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance with sight distances provisions of Australian Standard AS2890.

6. *It is noted that dimensions of the parking spaces, aisle widths and ramp grades cannot be read from the plans submitted with the subject application.*

Comment: Council's Development Engineer has assessed the parking level plans and deemed them to be satisfactory. If the application is recommended for approval, a condition shall be included in any consent requiring all parking areas (including parking spaces, aisle widths, ramp grades etc) to comply with Australian Standard AS2890.

7. *The circulation ramps between level 1 and level 2 cannot be identified on plans submitted. The circulation ramps should be to Council's satisfaction and in accordance with AS2890.1 – 2004.*

Comment: No ramps between parking levels are proposed. Access to parking level 1 is via the driveways from Half Street and the access to parking level 2 is via the driveways from Footbridge Boulevard. This is considered acceptable.

8. *The turning paths for larger waste collection vehicles entering the subject site have not been shown on the submitted plans. The driveways should be wide enough to ensure that they will accommodate the turning paths of the proposed maximum sized vehicle that will utilise the access when entering and exiting the subject site.*

Comment: The vehicle manoeuvring areas are suitable for passenger vehicles. No large waste trucks are to enter the parking levels of the building and thus such information is not required.

9. *AS2890.1 – 2004, Clause 3.3 (a) for property line/building alignment/pedestrian path, permits a maximum gradient of 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path for at least the first 6 metres into the car park. Council should ensure that the gradients provided for the development complies with AS2890.1 – 2004.*

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance.

10. *Car parking provision to the satisfaction of Auburn Council's requirements.*

Comment: The proposed development complies with the Homebush Bay West DCP requirement for all dwellings to have a minimum of 1 parking space. Further to this, all 3 bedroom dwellings are to be allocated 2 parking spaces and a total of 57 visitor spaces are to be provided. A further 49 on-street spaces are provided for casual use.

11. *The layout of the proposed car parking areas associated with the subject development (including driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS2890.1 – 2004 and AS2890 – 2002 for heavy vehicles.*

Comment: Council's Development Engineer has assessed the proposed parking layout and deemed it to be satisfactory. If the application is recommended for approval, a condition shall be included in any consent requiring the parking (including driveways, parking spaces, sight distances, aisle widths and lengths, grades etc) to comply with Australian Standard AS2890 to ensure compliance.

12. *Consideration should be given to installing speed humps at regular intervals with the car park to improve safety* [sic].

Comment: If deemed necessary, this could be included as a condition of any consent should the application be recommended for approval. Council's Engineering Department have not requested this be specifically provided.

13. *The internal aisle ways are to be marked with pavement arrows to direct traffic movements in/out of the site and guide traffic circulation through the car park.*

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance.

14. *The minimum available headroom clearance is to be signposted at all entrances and clearance is to be a minimum of 2.2 metres (for cars and light vans, including all travel paths to and from parking spaces for people with disabilities) measured to the lowest projection of the roof (fire sprinkler, lighting, sign and ventilation), according to AS2890.1 – 2004.*

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance.

15. *The proposed turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.*

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance.

16. *All vehicles are to enter and leave the site in a forward direction.*

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance.

17. *All vehicles should be wholly contained on site before being required to stop.*

Comment: If the application is recommended for approval, a condition shall be included in any consent to ensure compliance.

18. *The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard a plan shall be submitted to the Council for approval, which shows that the proposed development complies with this requirement.*

Comment: The vehicle manoeuvring areas are suitable for passenger vehicles. No large trucks are to enter the parking levels of the building and thus such information is not required.

19. *The required sight lines to pedestrians and/or other vehicles in or around the entrances are not to be compromised by landscaping, signage, fencing or other materials.*

20. *Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park and pedestrians along the frontage road footpath in accordance with Figure 3.3 of AS2890.1 – 2004 for light vehicles and AS2890 – 2002 for heavy vehicles.*

21. *The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.*

22. *All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.*

Comment: If the application is recommended for approval, relevant conditions can be included in any consent to ensure compliance with these requirements.

In accordance with the requirements of Clause 104(4) of the SEPP, a copy of any development consent issued for the proposal shall be forwarded to the RTA for information, should the application be recommended for approval.

Regional Environmental Plans

The proposed development is affected by the following Regional Environmental Plans:

Sydney Regional Environmental Plan No.24 – Homebush Bay Area

The relevant requirements and objectives of SREP No.24 have been considered in the following assessment table:

Requirement	Yes	No	N/A	Comment
Clause 5 – Suspension of certain laws *(1) s33 of the Sydney Harbour Trust Act 1900 and any agreement or covenant do not apply to any development permitted under this plan to the extent necessary to enable the development to be carried out in accordance with this plan.*	☒	☐	☐	As noted this section does not apply to the proposed development.
Clause 10 – Consent Authorities *(1) The relevant council is the consent authority for land in the Homebush Bay Area (including land/water interface development), except as provided by subclause (3), the Act and the Sydney Olympic Park Authority Act 2001.* *(2) (Repealed)* *(3) The Minister for Transport has the function of determining all development applications for consent for water-based development.* *(4)–(7) (Repealed)*	☐ ☐	☐ ☐	☒ ☒	In accordance with Section 23G of the Environmental Planning and Assessment Act 1979 (as amended), the Joint Regional Planning Panel – Sydney West is the consent authority.
Clause 11 – Permissible Uses *(1) Development of land within the Homebush Bay Area may be carried out for any purpose that the consent authority considers to be consistent with any one or more of the planning objectives for the Homebush Bay Area.* *(2) The following development may be carried out, but only with development consent, on land shown coloured and described as "residential", "Village Centre" or "High Tech Business Park" on the Homebush Bay Map:* *a. Subdivision, or* *b. Development for the purposes of a building, work, place or land use specified in Schedule 8 in relation to the land concerned.*	☒ ☐ ☐	☐ ☐ ☐	☐ ☒ ☒	Proposed development type: Residential Flat Building. These controls apply to the Newington locality, within which the subject site is not situated.

Requirement	Yes	No	N/A	Comment
Clause 12 Planning Objectives Regional Role and Land Use *(a) To promote development of major public facilities and other public facilities that will establish the Homebush Bay Area, and Sydney Olympic Park in particular, as a centre for hosting regional, State, national and international events.*	☐	☐	☒	The proposed development does not constitute a major public facility.
(b) To preserve and protect the Homebush Bay Area's regionally significant wetlands and woodlands in Sydney Olympic Park.	☒	☐	☐	The proposed development will not have any significant detrimental impact upon wetlands and woodlands.
(c) To promote a variety of development and land uses other than those referred to in paragraph (a) (for example, commercial, retail, industrial, residential, recreational, open space, institutional and tourism uses), but only if the type and scale of those uses do not prevent the use or reduce the attractiveness or suitability of the Homebush Bay Area, and Sydney Olympic park, in particular, for development referred to in paragraph (a).	☒	☐	☐	The proposed development is for residential purposes.
(d) To permit a range of ancillary development and land uses (for example, roads, parking areas, public transport, utility services, remediation of land, flood mitigation, drainage works, land filling, earthworks, clearing, site rehabilitation and dredging works.	☒	☐	☐	The proposed development includes ancillary works such as remediation, earthworks and roads and streets which are to surround the proposed building.
Relationship to Surrounding Sites and Areas *(e) To integrate the Homebush Bay Area, and Sydney Olympic Park, in particular, with the regional transport network, whether on land or water, including public transport systems, roads, cycle ways and walkways.*	☒	☐	☐	Whilst the proposed development will not create any new transport links, it is well positioned to utilise existing ferry, bus and cycle routes established in the precinct.
(f) *To protect the Homebush Bay Area and land surrounding it from adverse effects resulting from the holding of major public events.*	☐	☐	☒	The proposed development does not constitute a major public facility and thus will not cause any such adverse effects.
Quality and Nature of Urban Form *(g) To promote co-ordinated, sensitive and high quality development in the Homebush Bay Area through the adoption of overall guidelines for development relating to, for example, urban design, landscaping and signage.*	☒	☐	☒	The proposed development is considered to be of suitably high quality in terms of design and landscaping.
(h) To promote ESD. *(i) To take advantage of the proximity of the Homebush Bay Area to the Parramatta River and Homebush Bay by encouraging development that preserves and improves views from and of the waterfront and to enhance public access to those waterways and waterfront areas, while protecting flora and fauna habitats.*	☒ ☐	☐ ☐	☒ ☒	Ecologically sustainable development principles have been implemented in the proposed design and are discussed in greater detail later in this report.
Environmental and Heritage Protection *(j) To protect sensitive natural environments, such as wetlands, woodlands and grasslands/wetlands (as shown on the map marked "Homebush Bay Area – Environmental Conservation Areas Map"), by identifying environmental conservation areas and ensuring ecological significance of these areas is not reduced.*	☐	☐	☒	There are no existing environmentally sensitive areas or bird habitats within the existing industrial site. The Millennium Parklands are located to the west of the subject site (across Hill Road) but any detrimental impact is considered negligible.
(k) To identify and protect heritage items, heritage conservation areas and potential archaeological sites and ensure that development is sympathetic to them.	☒	☐	☐	The subject site contains the Ralph Symonds building, a heritage-listed item under Schedule 5 of the SREP. Whilst the proposed development will not affect the existing building (which is located in the northern corner of the site, adjoining the Hill Road/Burroway Road intersection), the overall planning intentions and specific planning instruments adopted for the site do not include provisions for its retention.
(l) To enable the habitat of birds protected under international agreements for the protection of migratory birds to be conserved.	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
Clause 13 Matters for consideration in determining development applications In determining a development application, the consent authority must (in addition to considering the other matters required to be considered by section 79C of the Act) consider such of the following matters as are of relevance to the development the subject of the application:				The site specific No.1 Burroway Road DCP and locality specific Homebush Bay West DCP have been considered in the assessment of this application – refer to detailed assessments below for further information.
(a) Any relevant master plan prepared for the Homebush Bay Area.	☒	☐	☐	The application was referred to Sydney Olympic Park Authority – refer to the External Referrals Section (above) of this report for further details of the response.
(b) Any DCPs prepared for the land to which the application relates.	☒	☐	☐	The proposed development is considered to be of high-quality design, with visually interesting elevations. The proposal will ultimately be screened from view from the waterways as the site is redeveloped in accordance with the site specific DCP.
(b1) To the extent to which it applies to the land within Sydney Olympic Park, the "Environmental Guidelines" within the meaning of the Sydney Olympic Park Authority Act 2001 and any plan of management referred to in section 34 of that Act.	☒	☐	☐	
(c) The appearance, from the waterway and the foreshores of the development.	☒	☐	☐	The proposal is generally consistent with the maximum height controls (discussed in greater detail below) and is not considered to affect any significant views.
(c1) The impact of the development on significant views.	☒	☐	☐	Council's Engineering Department has assessed the stormwater drainage and flooding conditions and deemed the proposal acceptable, subject to the inclusion of conditions in any development consent.
(d) The effect of the development on drainage patterns, ground water, flood patterns and wetland viability.	☒	☐	☐	Ecologically sustainable development principles have been implemented in the proposed design and are discussed in greater detail later in this report.
(e) The extent to which the development encompasses the principles of ESD.	☒	☐	☐	Refer to Clauses 12 and 24 for detailed discussions regarding the heritage impact.
(f) The impact of carrying out the development on environmental conservation areas and the natural environment, including flora and fauna and the habitats of the species identified in international agreements for the protection of migratory birds.	☒	☐	☐	Submissions from public authorities have been considered in the External Referrals Section (above).
(g) The impact of carrying out the development on heritage items, heritage conservation areas and potential historical archaeological sites.	☒	☐	☐	Schedule 7 requirements apply only to the development of major public facilities or within conservation areas.
(h) The views of the public and other authorities which have been consulted by the consent authority under this plan.	☒	☐	☐	
(i) The issues listed in Schedule 7.	☐	☐	☒	
Clause 14 Consultation with other public bodies *1) Within 14 days of receipt of a DA, the consent authority must seek the views on the proposal of the following:*				
a) Sydney Olympic Park Authority for DAs that are on or immediately land vested in that Authority, that are on land having a site area of 10,000sqm or more or that have a proposed floor space of 20,000sqm or more, or that are likely to have a significant impact on land vested in that authority.	☒	☐	☐	The proposal was referred to Sydney Olympic Park Authority for comment – refer to the External Referrals Section (above) of this report for further details of the response.
b) The council of the LGA in which it is proposed the development will be carried out.	☒	☐	☐	Auburn City Council has undertaken the assessment of the proposal and refers it to the Joint Regional Planning Panel – Sydney West, for determination.
b1) The council of each LGA adjoining the LGA in which it is proposed the development will be carried out if the development proposed could have a significant impact on.	☐	☐	☒	The site does not share any physical boundaries with another Local Government Area and will not have any significant detrimental impact on those which adjoin across Homebush Bay.
c) to e) (Repealed)				
2) The consent authority must not determine the application until:				
a) The views of the public or other authorities consulted have been received, or	☒	☐	☐	Submissions from public authorities have been considered in the External Referrals Section (above).
b) A period of 28 days has elapsed since those views were sought.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
Clause 15 Temporary Uses *1) The consent authority may consent to any use of a site which is not consistent with the planning objectives for the Homebush Bay Area for a limited period if the consent authority is satisfied the use will not prejudice the eventual development of the Homebush Bay Area in accordance with the rest of this plan.* *2) Before granting consent to such a use, the consent authority must be satisfied that:* *a) Appropriate arrangements have been made for the reinstatement of the site after its use in accordance with the consent so that it may be used in accordance with the rest of this plan.* *b) The use will be limited to such period as the consent authority stipulates.* *c) The use will not adversely affect any existing use or permissible development in accordance with this plan on other sites within the Homebush Bay Area.* *d) The use will not have any detrimental effects on the natural environment.*	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☒ ☒ ☒ ☒	The proposed development does not constitute a temporary development.
Clause 16 Master plans *(1) Development consent must not be granted for development on land edged red on the map marked Sydney REP No 24 – Homebush Bay Area – Amendment No 2 – Map 4" unless:* *(a) There is a master plan for the subject land.* *(b) The consent authority has taken the master plan into consideration, and* *(c) The development is consistent with the master plan.* *(2) The Minister may waive compliance with the requirements of this clause because of the minor nature of the development concerned, the adequacy of the planning controls that apply to the proposed development or for such other reason as the Minister considers sufficient.* (3) *This clause does not apply to minor development specified in Schedule 10.*	☒ ☒ ☒ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐ ☒	Site and locality specific Master Plans have been prepared. The site specific No.1 Burroway Road DCP and locality specific Homebush Bay West DCP have been considered in the assessment of this application – refer to detailed assessments below for further information. No Ministerial direction has been received or is required in this instance. The proposal does not constitute a minor development in accordance with Schedule 10.
Clause 18 Services *Before granting consent, the consent authority must be satisfied that development will not commence until arrangements, which are satisfactory to servicing agencies it considers relevant, have been made for the supply of services such as water, sewerage, gas electricity and drainage.*	☒	☐	☐	Existing services are available to the site and relevant conditions will be included in any consent to ensure compliance, should the application be recommended for approval.
Clause 19 Floodprone Land *Before granting consent to the carrying out of development on land in the vicinity of Haslam's Creek defined as flood prone on the latest of any appropriate plan or report adopted for the time being by the consent authority for the purposes of this clause, the consent authority must consider:* *a) The findings and recommendations of that report;* *b) The impact of the proposed development on flood flows and whether compensatory works should be provided;* *c) If land filling is involved, whether compensatory flood storage or other flood mitigation works should be provided;* *d) The impact of the development on the ecological significance of Haslams Creek and Homebush Bay and their associated wetlands and any measures proposed to minimise any adverse impact, such as provision of compensatory wetland habitats.*	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The site is identified as being flood affected. Council's Engineering Department has assessed the stormwater drainage and flooding conditions and deemed the proposal acceptable, subject to the inclusion of conditions in any development consent.

Requirement	Yes	No	N/A	Comment
Clause 20 Contaminated land *The consent authority just be satisfied that:* *(a) Adequate steps have been taken to identify whether the land the subject of the development is contaminated and, if so, whether remedial action needs to be taken.* *(b) (Repealed)* *(c) Where land to be remediated contains of adjoins land which contains remnants of the natural vegetation, consideration has been given to reinstatement on the land of vegetation of the same kind in a way which will enhance the remaining natural vegetation.*	☒ ☐	☐ ☐	☐ ☒	Relevant investigations into contamination conditions of the specific development area of the subject site have been carried out – refer to the SEPP 55 assessment of this report (above). Suitable landscaping is to be provided as part of the proposal.
Clause 20A Acid sulphate soils *1) Development that is likely to result in the disturbance of more than one tonne of soil, or to lower the water table, on land on which acid sulphate soils are present requires consent.* *2) Before granting consent under this clause, the consent authority must consider:* *a) The adequacy of an acid sulphate soils management plan prepared for the proposed development in accordance with the Acid Sulphate Soils Assessment Guidelines;* *b) The likelihood of the proposed development resulting in the discharge of acid waters;* *c) Any comments received from DLWC within 21 days of the referral being sent.*	☒ ☒ ☒ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐ ☒	The proposal does not require mass excavation as the underground car parking is to be contained within the sub-ground levels created by the formation of the hill (as per Master Plan and DCP requirements), rather than in excavated basement levels. Despite this, investigations into acid sulphate soils at the development site have also been undertaken. Relevant management principles are identified in the Consolidated Report for Block A dated April 2005 and the Soil Management Plan dated 3 December 2002, both prepared by ERM Australia. If the application is recommended for approval, relevant conditions to ensure compliance with the report can be included in any development consent.
Clause 21 Development of major public facilities *Consent authority must:* *a) Ensure that the development proposal has been dealt with in accordance with s79A of the Act as advertised development.* *b) And c) (Repealed)* *d) Must assess whether the use of the major public facility will have an adverse impact on adjacent sites in the Homebush Bay Area or on surrounding land.*	☐ ☐	☐ ☐	☒ ☒	The proposed development does not constitute major public facilities.
Clause 22 Development in environmental conservation areas *1) This clause applies to land within an environmental conservation area (ECA).* *2) The consent authority must not consent to a development in an ECA if that development would reduce significantly the ecological value of that ECA.* *3) A person must not fill, clear, drain or dredge any lend, construct a levee on such land or remove or destroy vegetation on any such land without consent.* *4) (Repealed)* *5) Before granting consent, the consent authority:* *a) Must ensure the development proposal has been dealt with in accordance with s79A of the Act as advertised development.* *b) May refuse to grant the application unless the issues listed in Schedule 7 have been adequately addressed.* *c) Must take into account:* *i) The recommendations of the Millennium Parklands Concept Plan.* *ii) Development consent (reference no. S/38/3/98) for Millennium Parklands.* *d) Must consider consistency with:* *i) SOPA Frog Management Plan.* *ii) Any relevant Master Plan.* *iii) Any plan of management adopted by SOPA.*	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	The development site is not identified as an environmental conservation area and is currently used for a number of industrial purposes.

Requirement	Yes	No	N/A	Comment
Clause 23 Development near an environmental conservation area *In considering an application for development within 30 metres of an ECA or within 200 metres for North Newington woodland area, the consent authority:* *a) Must take into account:* *i) The effect of the proposed development on the ECA.* *ii) The recommendations of the Millennium Parklands Concept Plan.* *iii) Development consent (ref. no. S/38/3/98) for Millennium Parklands.* *b) Must consider consistency with:* *i) SOPA Frog Management Plan.* *ii) Any relevant Master Plan.* *iii) Any plan of management adopted by SOPA.*	☒ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☒ ☒ ☒ ☒ ☒ ☒	The subject site is located within 30 metres of the Millennium Parklands (across Hill Road). The proposed development will have no detrimental impacts on any environmental conservation area.
Clause 24 Protection of heritage items and heritage conservation areas *(4) What must be included in assessing a development application?* *The extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area* *(5) What extra documentation is needed?* *A heritage impact statement addresses at least the issues in subclause (6). Consent authority may decline consent until it has considered a conservation management plan if it considers the development proposed should be assessed with regard to such a plan.* *(6) Minimum issues to be addressed in Heritage Impact Statement:* *(a) For development that would affect a heritage item:* *i) The heritage significance of the item as part of the environmental heritage of the Homebush Bay Area.* *ii) The impact that the proposed development will have on the heritage significance of the item and its setting, including any landscape or horticultural features.* *iii) The measures proposed to conserve the heritage significance of the item and its setting.* *iv) Whether any archaeological site or potential archaeological site would be adversely affected by the proposed development.* v) *The extent to which the carrying out of the proposed development would affect the form of any historic subdivision.*	☒ ☐	☐ ☐	☐ ☒	The subject site contains a heritage item known as the Ralph Symonds building, located in the northern corner of the site (fronting Hill Road and Burroway Road). It is not located within the specific development area within the site. It is noted that the building has undergone numerous changes from its original state and is currently divided into 3 buildings. It is also noted that the wider planning intentions for the precinct involve its total redevelopment for residential purposes and in both the No.1 Burroway Road and Homebush Bay West DCPs, the heritage listed building is to be demolished to facilitate redevelopment.

Requirement	Yes	No	N/A	Comment
Clause 24 cont. *(b) For development that would be carried out in a heritage conservation area:* *i) The heritage significance of the heritage conservation area and the contribution which any building, work, relic, tree or place affected by the proposed development makes to this heritage significance.* *ii) The impact the proposal would have on the heritage significance of the conservation area* *iii) The compatibility of any proposed development with nearby original buildings and the character of the heritage conservation area, taking account the size, form scale, orientation, setbacks, materials and detailing of the proposal.* *iv) The measures proposed to conserve the significance of the heritage conservation area and its setting.* *v) Whether any landscape or horticultural features would be affected by the proposal.* *vi) Whether any archaeological site or potential archaeological site would be affected by the proposal.* *vii) The extent to which the carrying out of the proposed development would affect any historic subdivision pattern.* *The issues raised by any submission received in relation to the proposed development in response to the notification or advertising of the application.*	☐	☐	☒	The subject site is not identified as a heritage conservation area.
Clause 25 Advertised Development *Development is advertised development if it comprises or includes the demolition of a heritage item or a building, work, tree or place in a heritage conservation area.*	☐	☐	☒	The proposal does not include the demolition of a heritage item and thus is not advertised development. Refer to discussion above.
Clause 26 (Repealed)				
Clause 27 Development affecting places or sites of known or potential Aboriginal heritage significance *Before granting consent for development likely to have an impact on a place or potential place of Aboriginal heritage significance or on an archaeological site of a relic that has Aboriginal heritage significance, the consent authority must:* *(a) Consider a heritage impact statement explaining how the proposal would affect the conservation of the place or site and any relic known or reasonably likely to be located at the place or site.* *(b) Except where the proposed development is integrated development, notify the local Aboriginal communities and the Director-General of NPWS of its intention to do so and consider any comments received in response within 28 days after the notice was sent.*	☐ ☐	☐ ☐	☒ ☒	The proposed development will not have any impact upon any identified places or potential places of aboriginal significance or archaeological sites.

Requirement	Yes	No	N/A	Comment
Clause 28 Development affecting known or potential historical archaeological sites of relics of non-Aboriginal heritage significance *(1) Before granting consent for development on an archaeological site or potential archaeological site of a relic of non-Aboriginal significance, the consent authority must:* (a) *Consider a heritage impact statement explaining how the proposed development will affect the conservation of the site and any relic known or reasonably likely to be located at the site* *(b) Notify the Heritage Council of its intention to do so and take into consideration any comments received in response within 28 days after the notice was sent* *(2) This clause does not apply if the proposal:* (a) *Does not involve disturbance of below-ground deposits and the consent authority is of the opinion that the heritage significance of any above ground relics would not be adversely affected by the proposal.* (b) *Is integrated development.*	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☒ ☒ ☒ ☒	The subject site is not identified as an archaeological or potential archaeological site.
Clause 29 Development in the vicinity of a heritage item *(1) Consent authority must assess the impact of the proposed development on the heritage significance of the heritage item and of any heritage conservation area within which it is situated.* *(2) This clause extends to development:* *(a) That may have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item by overshadowing, or* *(b) That may undermine or otherwise cause physical damage to a heritage item, or* *(c) That will otherwise have any adverse impact on the heritage significance of a heritage item or of any heritage conservation area within which is it situated.* *(3) Consent authority may refuse to grant consent unless it has considered a heritage impact statement that will help it assess the impact of the proposed development on the heritage significance, visual curtilage and setting of the heritage item.* (4) *The heritage impact statement should include details of the size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that would reduce the impact of the proposed development on the heritage significance of the heritage item.*	☒ ☒ ☒ ☒ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☒ ☒	The subject site contains the Ralph Symonds building as identified previously. While the proposal itself will have no impact on the item, it will facilitate the redevelopment of the overall site for residential purposes, leading to the demolition of the item. This is consistent with the locality and site specific DCPs adopted and the overall planning intentions of the locality.

Requirement	Yes	No	N/A	Comment
Clause 30 Development in heritage conservation areas *1) Before granting consent for erection of a building within a heritage conservation area, the consent authority must be satisfied that the features of the proposed building will be compatible with the heritage significance of the heritage conservation area, having regard to the form of, and materials used in, buildings that contribute to the heritage significance of the heritage conservation area.* *2) In satisfying itself about those features, the consent authority is to have regard to at least the following:* *a) The pitch and form of the roof;* *b) The style, size, proportion and position of the openings for windows or doors;* *c) The colour, texture, style, size and type of finish of the materials to be used on the exterior of the building;* *d) The landscaped area of the site.*	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒	The subject site is not located within an identified heritage conservation area.

Summary of non-compliances and/or variations to Sydney Regional Environmental Plan No.24

There are no non-compliances/variations to SREP 24.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The subject site is identified as being located within the area affected by SREP (Sydney Harbour Catchment) 2005. The proposed development raises no issues as no impact on the catchment is envisaged. Therefore, it is considered to be generally consistent with the relevant objectives and requirements of the Plan.

Local Environmental Plans

The subject site is not affected by any current Local Environmental Plans.

The provisions of any Draft Environmental Planning Instruments (E P & A Act s79C (1)(a)(ii))

Draft Auburn Local Environmental Plan 2009

Council at the extraordinary meeting of 12 May 2010 resolved to adopt the Draft Auburn LEP 2009. The Draft LEP seeks to update Council's Local Planning Instrument and ensure consistency with the NSW Department of Planning Standard Instrument.

Under the Draft LEP, the subject site will be rezoned R4 High Density Residential and RE1 Public Recreation (along and interjecting into the site from the western boundary, to provide the foreshore promenade to Homebush Bay and a central area of communal open space). Within the proposed R4 zone, residential flat buildings are to be permissible subject to the consent of Council.

Draft LEP 2009 will introduce development controls for maximum floor space ratio and building height for the subject site. The maximum floor space ratio is to be 1.5:1 and the maximum building height 33.4 metres. The proposed development (and existing developments which currently remain) is consistent with these controls.

The provisions of any Development Control Plans (EP& A Act s79C (1)(a)(iii))

No.1 Burroway Road DCP 2006

The No.1 Burroway Road DCP 2006 was prepared and adopted as a more detailed Master Plan for the subject site and as extension to other planning controls adopted for the precinct as a whole (i.e.

the Homebush Bay West DCP, which is considered below). This DCP contains more specific controls in terms of building heights, configuration, floor space and so on as well as the general planning principles and requirements for residential flat development which are also prevalent in the Homebush Bay West DCP and taken from the Residential Design Code associated with SEPP 65 – Design Quality of Residential Flat Development. As noted under Clause 1.3, where there is an inconsistency between this and the Homebush Bay West DCP, this DCP prevails. Those controls which vary from the Homebush Bay West DCP are considered in the following assessment table:

Requirement	Yes	No	N/A	Comment
2.3 Master Plan Objectives To create an identifiable character by: • Creating individual neighbourhoods within the overall site area. • Designing each building to contribute to the character of its street and neighbourhood. • Defining the height of buildings and the same of their façade articulation related to pedestrian viewing angles and the proportions of the streets they face. • Designing buildings to respond to their orientation. • Changing the existing topography to create a hill and reinforce the proposed future built form, and reduce the impact of parking by hiding it underground. To contribute positively to the public domain by: • Establishing the street quality and layout of streets and open spaces. • Defining the precinct edge along Hill Road. • Visually connecting the communal open spaces to the public domain. • Designing and locating multiple building entries to create activity on streets for surveillance and security, character and vitality. • Introducing new lighting, street furniture, trees and landscaping. • Locating parking underground and locating car park entries clear of the pedestrian entries to buildings. To provide a high level of residential amenity by: • Creating small clusters of apartments, with individual entry to each cluster. • Providing usable, attractive, flexible, private open space to each apartment, together with a large communal open space. • Designing apartments to maximise natural ventilation. • Orientating living areas and balconies to maximise sun access. • Ensuring visual and noise privacy for all apartments. • Designing streets as safe attractive public domain. To be environmentally sustainable by: • Optimising solar access and natural ventilation to apartments by the orientation of buildings and public spaces, and establishing appropriate building depths and internal apartment layouts. • Harvesting rainwater for landscaping. To promote workplace and housing choice by: • Providing a mix of apartment types and designing apartments that are flexible to suit a variety of lifestyles.	☒ ☐ ☐ ☒	☐ ☐ ☐ ☐	☐ ☒ ☒ ☐	The proposed development is consistent with the master plan objectives as appropriate building heights are used, the building will contribute to the development of streets and it includes the creation of a hill.

Requirement	Yes	No	N/A	Comment
2.4.5 Building Heights and Massing				
Additional height in four and six storey buildings as provided for in part 3.4.2 of the Homebush Bay West DCP is to be allocated as follows:	☐	☐	☒	
• For four storey buildings at the water front: provide emphasis to street corners, particularly the major east-west streets and opposite the park on Park Street North.	☐	☐	☒	The development site (Block A) does not have a frontage to the water.
• For six storey building near the water front: distribute massing away from the shoreline but also provide a separation from adjoining eight storey buildings.	☒	☐	☐	The proposed development is west of Ridge Road and therefore the building height variations of the Homebush Bay West DCP are applicable to the four storey building elements (i.e. in Waterways Street and Half Street).
• For four storey buildings west of Ridge Road: reduce the need for walk-up building configurations and economically provide as many apartments as possible with direct lift access. This will be achieved by accumulating the additional floor space per building permitted by the Homebush Bay West DCP to modulate height and allocating it to a series of four and five storey buildings that best meets this objective while still achieving the Homebush Bay West DCP objectives for modulation of the skyline.				
• For six storey apartments on Ridge Road: generally provide greater emphasis to street corners.	☐	☐	☒	
3.2 Streets				
3.2.1 Hill Road Uses: Residential. Height: 8 storeys. Street Setbacks: 8 metres. Right of Way: 15 metres. Carriageway: 2 travelling lanes, 2 separated dedicated bicycle lanes and 1 parallel parking lane, east side only. Verge: 1 metre east side only. Footpath: 2.5 metres east side only.	☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	Proposed Development: Uses: Residential only. Height: Eight storeys. Street Setbacks: In excess of 8 metres at ground level, generally 8 metres floors above. Right of Way: As existing. Carriageway: 2 travelling lanes existing (no change proposed), 2 separated dedicated bicycle lanes shown on plans and 1 parallel parking lane on the east side only. Verge & Footpath: Suitable verge and footpath existing and to be maintained.
3.2.2 Major East-West Streets *Footbridge Boulevard* Uses: Mixed – residential with commercial uses at intersection with Ridge Road. Height: 8 storeys stepping down near the water front. Street Setbacks: 3.75 metres and 5 metres. Right of Way: 24 metres. Carriageway: 1 travelling lane and 1 parallel parking lane in each direction. Verge: 1 metre both sides. Open Space: 3.5 metre wide multifunction zone – linear park.	☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	Proposed Development: Uses: Residential only. Height: Eight storeys. Street Setbacks: 3.75 metres. Right of Way: 32.75 metres (approved under DA-386/2009). Carriageway: Two-way travelling lanes with parallel parking on both sides. Verge & Open Space: A footpath of 1.5 metres wide and the linear park of 5.4 metres wide are provided.
3.2.3 Major East-West Streets *Burroway Road* Uses: Mixed – residential with commercial uses at intersection with Hill Road. Height: 8 storeys stepping down near the water front. Street Setbacks: 8 metres to incorporate level change and upper level footpath, 5 metres from edge of footpath at higher level. Right of Way: 23.5 metres. Carriageway: 1 travelling lane and 1 parallel parking lane in each direction. Verge: 1 metre southern side. Footpath: 2.5 metres southern side.	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒	Burroway Road is not affected by the proposed development.

Requirement	Yes	No	N/A	Comment
3.2.4 Secondary East-West Streets *Park Street North and Half Street* Uses: Mixed – residential with focused commercial uses at intersection with Ridge Road and Waterways Street. Height: 4 storeys generally with additional allowance as per Homebush Bay West DCP Street Setbacks: 3 metres. Right of Way: 12 metres (Half Street) and 14.5 metres (Park Street North). Carriageway: 2 travelling lanes or 1 travelling lane and 1 parallel parking lane north side only subject to detail design. Verge: 1 metre both sides. Footpath: 1.5 metre southern side, 2.5 metre southern side.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	Proposed Development (Half Street): Uses: Residential only. Height: Four storeys with a fifth setback a further 3 metres (as per additional height allowance of Clause 3.4.2(vii) of Homebush Bay West DCP). Street Setbacks: Minimum 3 metres with some articulation in excess of 3 metres. Right of Way: 12 metres (approved under DA-386/2009). Carriageway: One travelling lane and one parallel parking lane on northern side. Verge: Approximately 1 metre on northern side. Footpath: Approximately 1.5 metres on northern side.
3.2.5 Major North-South Street *Ridge Road/Urban Plaza* Uses: Mixed – residential with focused commercial uses at ground floor. Height: 6 storeys measured from the street with additional allowance as per Homebush Bay West DCP. Street Setbacks: Nil setback for non residential, 3 metre residential at ground floor. Right of Way: 25 metres. Carriageway: 1 travelling lane, 1 separated dedicated bicycle lane in each direction, 1 parallel parking lane on west side; wide median. Footpath: 3 metre west side, 5 metre east side.	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒	Ridge Road and the Urban Plaza are not part of the proposed development.
3.2.7. Secondary North-South Streets *Waterways Street* Uses: Residential. Height: 4 storeys with additional allowance as per Homebush Bay West DCP. Street Setbacks: 3 metres. Right of Way: 16 metres. Carriageway: 1 travelling lane and 1 parallel parking lane in each direction. Verge: 1 metre both sides. Footpath: 1.5 metres both sides.	☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	Proposed Development: Uses: Residential. Height: Four storeys with a fifth setback a further 3 metres (as per additional height allowance of Clause 3.4.2(vii) of Homebush Bay West DCP). Street Setbacks: Generally 3 metres with some articulation in excess of 3 metres. **Refer to non-compliance discussion below.** Right of Way: 19 metres (approved under DA-386/2009). Carriageway: Two-way travelling lanes with parallel parking on both sides. Verge: 1 metre both sides. Footpath: 1.5 metres both sides.
3.2.8 Foreshore Street – Two Way Uses: Mixed – predominantly residential Height: 4 storeys with additional allowance as per Homebush Bay West DCP. Street Setbacks: Nil setback. Right of Way: 27 metres. Carriageway: 2 travelling lanes and 1 parallel parking lane on west side and 90^0 parking on east side. Verge: 1 metre west side. Footpath: 2.5 metre west side, variable zone along foreshore.	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒	Two Way is not part of the proposed development.
3.4.1 Building Height Maximum RL as identified by the Building Height Map.	☐	☒	☐	**Refer to non-compliance discussion below.**

Requirement	Yes	No	N/A	Comment
3.4.6 Density Indicative distribution of floor space: Block A = 17,664sqm; Block B = 14,059sqm; Block C = 20,071sqm; Block D = 17,664sqm; Block E = 14,059sqm; Block F = 4,626sqm; Block G = 17,664sqm; Block H = 14,059sqm; Block I = 22,783sqm; **TOTAL = 142,649sqm.**	☐	☒	☐	**Refer to non-compliance discussion below.**

Summary of non-compliances and/or variations to the No.1 Burroway Road DCP 2006

Although considered to be generally consistent with the relevant objectives and requirements of the DCP, the proposed development includes the following variations:

- The proposed building configuration is inconsistent with that identified in Clause 2.4.5 and the building heights and massing map of the DCP. The Master Plan envisaged Block A to consist of 2 "L-shaped" towers with the eight-storey Hill Road and Footbridge Boulevard elevations connected and facing the part four and part five-storey tower facing Half Street and Waterways Street. The proposed development consists of a configuration best described as "C-shaped" with Hill Road and Footbridge Boulevard elevations connected and stepping down in height to the Waterways Street elevation, with a second detached tower to Half Street. As noted in the Master Plan, the configuration of building blocks is indicative only, allowing for variations as a result of detailed design. Further, the overall built form is generally otherwise consistent with the relevant provisions. Therefore, the departure is acceptable.

- Clause 3.2.7 states that a minimum setback of 3 metres is to be provided to Waterways Street. The proposal complies with this requirement with the exception of one part of the elevation (the southern-most corner) which is 4.2 metres wide and setback 2.6 metres. This is continued on each of the four primary floor-levels to Waterways Street. The non-compliance is very minor in the overall development. However, if considered necessary a condition requiring the setback be increased to the minimum 3 metres (leading to a loss of approximately 1.68sqm of internal floor space in the four affected apartments) can be included in any consent issued for the proposal.

- Clause 3.4.1 and the building height map of the DCP identify the maximum height for Block A as RL32.5. The proposed development is generally consistent with this height limit, with the exception of a small section of north-eastern corner of the proposed building, where some minor elements (architectural parapet features and lift overrun) of the Footbridge Boulevard elevation extend to RL33.4. Given these are minor elements in the overall development which otherwise complies with the requirement, and as they either contribute to the visual quality of the building (parapets) or will not be visible from street level (lift overrun), a variation is considered acceptable in this instance. It is also noted that overall maximum height for any part of the site is identified as RL33.4 by the building height map, which the proposal does not breach.

- Clause 3.4.6 and the adjoining indicative floor space distribution table of the DCP identify that the indicative total floor space for Block A is 17,664sqm. The proposed development consists of a total floor space of 18,564sqm, which represents a variation of 900sqm or approximately 5%. The applicant acknowledges this variation and has stated that the floor space of future developments through the site shall be adjusted to ensure the overall total floor space for the site of 142,649sqm shall not be exceeded. Given this and the fact that the DCP clearly states the block floor space distribution is indicative, a variation is considered acceptable.

<u>Homebush Bay West DCP</u>

The relevant objectives and requirements of the Homebush Bay West DCP have been considered in the following assessment table:

Requirement	Yes	No	N/A	Comment

Requirement	Yes	No	N/A	Comment
Part 1 Preliminary				
1.11 Development Application submission requirements – sufficient information provided with the application.				
Part 2 Background				
2.3 DCP Objectives				
2.3.1 Identity – create an identifiable character for Homebush Bay West i. Retain and enhance views to water, opposite shores and ridges, including vistas along existing and future major east-west streets to the Bay and Rhodes, views from within the precinct north to Parramatta River, west to the Sydney Olympic Parklands and south to the wetlands and Powell's Creek.	☒	☐	☐	The proposed development is consistent with the desired street and public domain pattern for the site. The waterfront a provisions are not applicable to this specific proposal and will be considered under future applications for Blocks C, F and I and beyond. The building height is above the Millennium Marker as permitted by the No.1 Burroway Road DCP 2006.
ii. Optimise the waterfront location by providing continuous foreshore access and links to open space within and surrounding the precinct.	☐	☐	☒	
iii. Design streets and public open spaces appropriate to the conditions of the site, particularly in relation to the waterfront, and to the uses.	☒	☐	☐	
iv. Retain and enhance the key elements of the urban structure: existing streets, established trees, the formed eastern edge of the peninsula and the maritime focus to Parramatta River.	☐	☐	☒	
v. Build on the structure formed by the site's industrial character by aligning new streets with a grid formed by the subdivision pattern and the Hill Road and waterfront edges.	☒	☐	☐	
vi. Acknowledge the visual primacy of the waterfront by stepping building heights down from Hill Road to the water.	☒	☐	☐	
vii. Retain and enhance Wentworth Park as a public park typical of other point parks on Sydney Harbour.	☐	☐	☒	
viii. Designing building heights and massing to enable views to the Millennium Mound as a backdrop to the precinct and to protect views.	☐	☐	☒	
2.3.1 Land Uses – accommodate and locate appropriately a range of uses within Homebush Bay West i. Create a maritime precinct with boating and associated commercial and retail uses north of Burroway Street.	☐	☐	☒	The proposal consists of a wholly residential development. This is generally consistent with the No.1 Burroway Road DCP 2006, which identified Block A as residential with potential for a very limited commercial/retail element to the Hill Road/Footbridge Boulevard corner. Open space and active street frontages (through locating open space and individual entries to ground-floor apartments) is provided.
ii. Provide two neighbourhood nodes including commercial, retail and community uses: one associated with the transport interchange and maritime precinct; and a smaller one in the southern part of the precinct.	☐	☐	☒	
iii. Provide small scale retail and leisure uses adjoining and opposite foreshore parks and plazas, including cafes/outdoor dining, clubs, boatsheds and facilities for water related recreational activities.	☐	☐	☒	
iv. Provide for active ground floor uses on major east-west streets through flexible building design.	☒	☐	☐	
v. Provide adequate local open space for precinct residents and workers and encourage use of regional open space within Sydney Olympic Parklands.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
2.3.3 Street and Block Structure – create a street and block structure that optimises legibility, permeability and efficiency				
i. Lay out streets to support the underlying subdivision pattern by aligning east-west streets with property boundaries and north-south streets perpendicular to them.	☒	☐	☐	Streets layout and public domains are proposed in accordance with the No.1 Burroway Road DCP 2006 and include the first stages of the major east-west street to be known as Footbridge Boulevard (including the linear park), Waterways Street (secondary north-south street) and Half Street (secondary east-west street).
ii. Strengthen Hill Road as the major connector between the water and Sydney Olympic Park and an urban edge to the parkland areas.	☒	☐	☐	
iii. Design a street hierarchy that clearly distinguishes between the role and scale of major and secondary streets, to orient people within the precinct.	☒	☐	☐	
iv. Design the major east-west boulevards as 'green fingers' to help break down the scale of the precinct.	☒	☐	☐	
v. Provide a major north-south street that creates a new opportunity to link the interior of the precinct to the river visually and physically.	☐	☐	☒	
vi. Locate streets to capitalize on and enhance views to the bay, the river and other surrounding areas and any landmark features (including the Millennium Marker.	☒	☐	☐	
vii. Encourage multiple movement choices for people, cyclists and vehicles by optimizing the connectivity of the street network and minimizing dead end streets.	☒	☐	☐	
viii. Optimise the accessibility of the foreshore promenade by connecting it with trafficked streets and pedestrian and cycle ways.	☒	☐	☐	
ix. Design block size and shape to increase permeability for pedestrians and cyclists by generally limiting their length to 150 metres. On major streets where a continuous street frontage is required to contribute to commercial and retail activity and blocks are longer, provide through-block pedestrian links at maximum 100 metre intervals.	☒	☐	☐	
x. Optimise the number of north-facing apartments by orienting blocks east-west; that is, with their longer dimension to the north.	☒	☐	☐	
xi. Design streets to accommodate a mixture of transport modes, including pedestrians, cycles, buses where relevant and moving and parked vehicles.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
2.3.4 Open Space Network – create a network of public open spaces that is strongly linked to Sydney Olympic Parklands, the foreshore edge and the water, and provides for a range of recreational activities				
i. Enhance the waterfront character of Homebush Bay West by designing the setback to the waterfront to allow for a variety of spaces and uses, including water-related uses.	☐	☐	☒	The proposed development is not located on the waterfront and does not proposed the links to the waterfront. These shall be subject to future applications for Blocks C, F and I.
ii. Protect and enhance the amenity of foreshore access by linking the foreshore promenade to streets, urban plazas and pocket parks.	☐	☐	☒	Further, Wentworth Park is not located within the subject site and is subject to a specific Master Plan.
iii. Contribute to the regional open space network by providing continuous pedestrian and cycle access linking Homebush Bay West to Sydney Olympic Parklands, Bicentennial Park and existing foreshore access routes.	☒	☐	☐	Footbridge Boulevard is to contain a 5.4 metre wide "green-finger" (linear park) on the southern side.
iv. Contribute to the regional pattern of point parks on the harbour and river foreshores by retaining Wentworth Park as public open space.	☐	☐	☒	
v. Offer a range of opportunities for recreation and relaxation, and to give 'breathing space' within urban areas, by providing a range of open spaces, including a park at Wentworth Point, three local parks spaced throughout the peninsula, and pocket parks and plazas.	☒	☐	☐	
vi. Design major east-west streets as generously planted boulevards which frame views to the water and create 'green fingers' linking the foreshore and water-related activities to the interior of the precinct.	☒	☐	☐	
vii. Establish the importance of the foreshore promenade by designing it as 'one place', with a character established by tree and materials selection which is consistent with landscape initiatives for the wider context of the Sydney Harbour Foreshores.	☐	☐	☒	
viii. Provide a sequence of spaces along the promenade that each relate to a major east-west street and provide an activity focus at the water's edge.	☐	☐	☒	
ix. Design streets, parks and plazas with high amenity and high quality.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
2.3.5 Accessibility – increase and enhance the opportunities for pedestrians and cyclists to access the precinct and to move safely and comfortably within the public domain				
i. Consolidate publicly accessible facilities including any new community uses within the vicinity of the ferry / bus interchange.	☐	☐	☒	The proposed development is wholly residential as envisaged for Block A. Commercial and retail nodes are to be subject to future applications for the relevant Blocks within the site. Footbridge Boulevard is provided with sufficient carriageway to accommodate future bus routes. Casual surveillance of the surrounding public domain is provided through overlooking from living and private open space areas of apartments. The footbridge across Homebush Bay does not form part of this proposal.
ii. Create a maritime precinct with associated commercial and retail uses north of Burroway Street, linked to the foreshore and open space network.	☐	☐	☒	
iii. Create a neighbourhood node including commercial, retail and community uses in the southern part of the precinct.	☐	☐	☒	
iv. Design streets to accommodate a future bus route through the centre of the precinct.	☒	☐	☐	
v. Minimise the potential for conflicts between vehicles, pedestrians and cyclists through the design of footpaths, bicycle lanes, through block links, streetscape design, medians and kerb ramps, and by minimising the number of vehicular crossings over footpaths.	☒	☐	☐	
vi. Encourage activity in and surveillance of streets by providing for active ground floor uses on major east-west streets.	☒	☐	☐	
vii. Locate and design buildings to provide passive surveillance of all public spaces.	☒	☐	☐	
viii. Provide publicly accessible facilities and small scale retail adjoining and opposite foreshore parks and plazas, including cafes / outdoor dining and facilities for recreational activities relating to the water.	☐	☐	☒	
ix. Provide a pedestrian and cycle bridge between Homebush Bay West and Rhodes Peninsula subject to determination in transport studies and appropriate funding arrangements.	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
2.3.6 Sustainability – Incorporate ESD principles into all stages of design including the design of public spaces, block and site layout and built form				
i. Design blocks to deliver efficient subdivision and optimize north orientation for buildings, to minimise overshadowing and the negative impacts of wind on the public domain, to mitigate the visual impact of large scale development on Homebush Bay, and to define and appropriately frame parks and plazas.	☒	☐	☐	The proposed development is accompanied by a BASIX Certificate for sustainability performance and is consistent with the commitments. Other elements such as ample bicycle storage areas the close proximity to existing and future public transport links encourages alternative transport use. Daylight access and natural ventilation is maximised where possible.
ii. Control the quality of water entering Homebush Bay through the use of integrated water management strategies.	☒	☐	☐	
iii. Conserve water by minimising stormwater runoff, planting appropriate indigenous species with low irrigation needs, matching water quality with its intended use and using water saving devices.	☒	☐	☐	
iv. Promote ecological outcomes including shade and habitat by dedicating a significant proportion of the waterfront setback to riparian planting with a mix of species.	☒	☐	☐	
v. Control potential impacts on air quality by minimising car dependency, encouraging pedestrian and cycle movement and promoting the use of public transport.	☒	☐	☐	
vi. Minimise energy consumption by designing for daylight access and natural ventilation, passive heating and cooling and alternative energy sources.	☒	☐	☐	
vii. Retain the embodied energy in buildings by designing them as 'long life loose fit' that can be readily adapted for changing uses and are easily maintained.	☒	☐	☐	
viii. Minimise resource depletion by selecting environmentally sustainable building materials in both the public and private domains, and by providing facilities for recycling.	☒	☐	☐	
2.3.7 Built Form – provide sensitive and high quality architectural and landscape design that contributes positively to the character of the public domain				
i. Distribute and design built form to define and enhance the spatial quality of streets, open spaces and the foreshore by aligning buildings to streets and to the edges of parks and plazas.	☒	☐	☐	The proposed development is considered to be of a high architectural and landscaped quality. Solar access is maximised where possible and building form, scale and density is generally consistent with the No.1 Burroway Road DCP 2006.
ii. Optimise sun access to streets and to public open spaces by minimizing building bulk, ensuring adequate building separation and orienting built form appropriately.	☒	☐	☐	
iii. Encourage high quality landscape design of public spaces, of the interface between public spaces and private development and within new development.	☒	☐	☐	
iv. Encourage high quality architectural design of all new development.	☒	☐	☐	
v. Promote a series of public open spaces related to the waterfront setting which provide a high level of amenity for users, an attractive setting for adjoining development and which visually and spatially link the public domain of Homebush Bay West with its context, including the foreshore of Rhodes Peninsula.	☒	☐	☐	
vi. Enhance the visibility and usability of foreshore public space both from within the precinct and from the water by designing the termination of major east-west streets as parks or plazas connecting to the foreshore promenade and water related activity nodes.	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
2.3.8 Housing Choice – support opportunities for a diverse community by promoting workplace and housing choice				
i. Encourage long life loose fit buildings with a high level of adaptability over time as uses change, particularly on major east-west streets.	☒	☐	☐	A wide range of dwelling types and sizes are proposed, with accessible, adaptable and visitable features incorporated for changing needs of residents and future flexibility.
ii. Accommodate changing needs of the resident population by designing flexible apartment layouts.	☒	☐	☐	
iii. Provide accessible working and living environments for people with disabilities, older people and for prams and strollers.	☒	☐	☐	
2.3.9 Residential Amenity – provide a high level of residential amenity, including outdoor spaces as well as within apartments				
i. Support the amenity and privacy needs of their occupants by providing apartments of appropriate size and configuration.	☒	☐	☐	Apartments which are considered to be suitable in terms of living areas, private open space and landscaping, privacy and general residential amenity (as discussed in greater detail under the Residential Flat Design Code assessment above) are proposed.
ii. Optimise the number of apartments, their living spaces and private outdoor spaces which benefit from sun access.	☒	☐	☐	
iii. Provide attractive and comfortable communal open space areas by designing them to accommodate a range of different uses and be easily accessed from buildings.	☒	☐	☐	
iv. Integrate planting in internal courtyard areas with podium structures to optimize opportunities for large trees for shade, outlook and privacy.	☒	☐	☐	
v. Promote privacy from the street, particularly for ground floor apartments, by providing landscaped garden spaces within the setback zone.	☒	☐	☐	
2.4.1 Land Uses *2.4.2 Streets and Blocks* *2.4.3 Open Space Network* *2.4.4 Building Height and Massing* *2.4.5 Precinct Structure*	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development is generally consistent with the land use, streets and blocks, open space network, building height and massing and precinct structure figures of these clauses as well as the more detailed designs of the No.1 Burroway Road DCP 2006.
Part 3 Precinct Controls & General Controls				
3.1 Public Domain Systems				
3.1.1 Pedestrian Network				
i. Provide a continuous pedestrian network through the precinct, along streets and through open spaces, connected with and including the foreshore promenade.	☒	☐	☐	The pedestrian network of the proposed surrounding streets is considered to be consistent with these requirements and those of the No.1 Burroway Road DCP 2006.
ii. Optimise the number of possible journeys between destinations with an efficient and regular block layout.	☒	☐	☐	
iii. Enhance connections to the regional pedestrian network by linking to the Sydney Olympic Parklands path system at the north western foreshore boundary of the precinct, and to the Bicentennial Park path system and Powell's Creek at the southern end of the peninsula foreshore.	☒	☐	☐	
iv. Provide a continuous foreshore promenade. Implement management strategies consistent with master plan conditions to minimise potential conflicts between continuous pedestrian access and boat movement between dry stack area and the Bay within the maritime precinct.	☐	☐	☒	
v. Provide a clear alternative route for those times when continuous foreshore access is interrupted.	☐	☐	☒	
vi. Locate a pedestrian / cycle bridge linking Homebush Bay West and Rhodes peninsula as indicated on the plan.	☐	☐	☒	
vii. Locate pedestrian crossings to support pedestrian movement between destinations.	☒	☐	☐	
viii. Consider pedestrian movement when	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
designing major building entries and through-block links. ix. Provide paved footpaths in accordance with the street design guidelines in the Public Domain Manual. x. Ensure that publicly accessible parks and plazas are contiguous with and fully accessible from pedestrian routes. xi. Provide pedestrian routes which benefit from high levels of casual surveillance (overlooking from buildings, from the water, from adjacent well-trafficked areas). xii. Provide clear and direct pedestrian routes by designing them with good lines of sight to minimise concealment. xiii. Design appropriate lighting for publicly accessible areas for their level of night-time use. xiv. Provide kerb ramps at all intersections in accordance with the Public Domain Manual.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	Casual surveillance shall be provided from apartments overlooking the public domain. Materials, facilities and finishes within the public domain can be conditioned to ensure compliance with the Public Domain Manual, should the application be recommended for approval.
3.1.2 Cycle Network i. Provide a cycle network through the streets. ii. Provide dedicated cycle lanes along Hill Road in both directions. iii. Design intersections and crossings along dedicated cycle routes that prioritise cyclists' safety and convenience. iv. Provide a recreational shared pedestrian and cycle path along the foreshore promenade at a minimum width of 3.5 metres. v. Connect the foreshore cycle path to cycle ways within the Sydney Olympic Parklands and enhance access to the connection at the southern end of the peninsula. vi. Provide a road cycle lane on the major east-west streets from Hill Road to link with the proposed pedestrian bridge. vii. Separate cycle and pedestrian routes through Wentworth Park. viii. Provide lockable bicycle storage at neighbourhood / maritime centres and in publicly accessible facilities including at the waterfront. ix. Design cycle paths and parking to minimum AustRoads design standards.	☒ ☐ ☒ ☐ ☐ ☒ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☒ ☐ ☒ ☒ ☐ ☒ ☒ ☒	The proposal does not contain any dedicated cycle ways although sufficient carriageways are provided for cyclists and motor vehicles. The Hill Road carriageway is to be retained as is existing.

Requirement	Yes	No	N/A	Comment
3.1.3 Public Transport i. Provide convenient pedestrian connections to the Homebush ferry wharf and bus interchange from streets and through public open space. ii. Locate bus stops at or near activity nodes, including the two neighbourhood / commercial centres and to serve major pedestrian / cycle entries to the Parklands from Hill Road. iii. Enhance the amenity and safety of the interchange by providing shelter, seating, lighting and signage. iv. Design subdivision layouts and building designs that encourage and are supportive of walking, cycling and the use of public transport. v. Consider travel demand management mechanisms and features that will minimise the demand for travel and the use of cars, including: ▪ Parking requirements designed to discourage car use in areas with good public transport access; ▪ Provision of adequate end-trip facilities for cyclists (such as secure bicycle storage and shower facilities in commercial buildings); ▪ Suitable provision for taxis. vi. Ensure designated streets for proposed bus route are designed for adequate turning by buses. vii. Provide a pedestrian / cycle bridge located generally in the area and on the alignment illustrated.	☐ ☐ ☐ ☒ ☒ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☐ ☐ ☐ ☒	The proposal does not consist of any designated public transport links or facilities. However, suitable carriageway is provided to Footbridge Boulevard is provided for future bus routes and future applications with a retail/commercial component are to include such facilities.
3.1.4 Vehicle Network and Parking i. Support the principles of permeability and legibility for vehicles, cyclists and pedestrians which are embodied in the Structural Design Framework street and block layout. ii. Provide at least one major east-west street within each major landholding to break up the large scale of the precinct and enable streetscape treatment which makes different areas distinct and legible. iii. Provide vehicle access to the foreshore, including foreshore streets and areas of parking where possible. iv. Ensure that the street network offers a choice of routes and promotes good circulation, by minimising discontinuities and dead ends. v. Provide for public car parking on streets or within buildings, except for limited parking associated with boating activity within the maritime precinct. vi. Where areas of parking are proposed on Hill Road, limit them to areas where they relate to pedestrian entry points to Sydney Olympic Parklands. vii. Provide a high level of amenity and quality streetscape design, including planting of street trees, consistent with convenient vehicle access, parking and turning. viii. Refer to Section 3.2 for detailed design guidelines for streets.	☒ ☒ ☐ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☒ ☐ ☐ ☐ ☐	The proposed development includes the first stages of surrounding streets of Footbridge Boulevard, Waterways Street and Half Street. These streets will continue to be developed as and when each block within the site is developed. The proposed street layout is consistent with the No.1 Burroway Road DCP 2006 provisions and will feature high-quality streetscape design and amenity.

Requirement	Yes	No	N/A	Comment
3.1.5 Land and Water Connections i. Provide opportunities for land-water interface at the end of major east-west streets	☐	☐	☒	The proposed development does not include the waterfront promenade, which will be included in future development application(s). The proposal does include the start of the linear park within Footbridge Boulevard.
ii. Design activity nodes and recreational areas to consider views from the water and opposite shores	☐	☐	☒	
iii. Provide a range of public open space types: ▪ Promenade; ▪ Waterfront riparian vegetation area; ▪ Point park; ▪ Urban plazas and pocket parks ▪ Three larger parks, two of minimum 2000sqm and one of minimum 1000sqm.	☒	☐	☐	
iv. Integrate water management into the design of foreshore spaces.	☐	☐	☒	
v. Design sea walls to absorb wave energy and to maximise the habitat for the greatest possible range of local inter-tidal organisms.	☐	☐	☒	
vi. Refer to the Public Domain Manual for specific character guidelines and controls for foreshore areas.	☐	☐	☒	
3.1.6 Landscape i. Design and manage the public domain and adjoining uses to recognise, facilitate and encourage active use of the public space at appropriate times.	☒	☐	☐	The proposed development includes extensive and high quality landscaped elements to communal and private open spaces as well as within the public domain.
ii. Provide a landscape framework which reflects the different scale and function of public streets and functions by using species and spacing in accordance with the street sections in Section 3.2 of this DCP and Section DF of the Public Domain Manual.	☒	☐	☐	
iii. Contribute to a sense of identity for the precinct as a whole by recognising and reflecting the linear and generally flat quality of the peninsula.				
iv. Provide visual continuity with the context by: ▪ Designing and selecting materials that complement other areas, particularly foreshore areas, in Homebush Bay;	☒	☐	☐	
▪ Planning vegetation to complement the habitat qualities of the adjoining Millennium Parklands.	☒	☐	☐	
v. Enhance the amenity of footpaths by designing street layouts and selecting trees to recognise seasonal shade and solar access needs.	☒	☐	☐	
vi. Within waterfront setbacks, dedicate minimum 30% of the 30 metre setback to riparian planting for ecological outcomes. Elsewhere, limit lower level planting to plazas and parks and to the central median of east-west streets.	☐	☐	☒	
vii. Optimise sustainable selection and deployment of materials, management of waste and stormwater in the public domain, and biodiversity benefits of plant selection.	☒	☐	☐	
viii.Design and construct streets to create conditions favourable to tree planting and for the long term health of trees in accordance with the Public Domain Manual.	☒	☐	☐	
3.1.7 Public Domain Elements *Footpath/Pedestrian Area Pavement* i. Provide a hard wearing, cost effective and practically maintainable surface that reinforces the continuity of public domain access and is compatible with the context of Homebush, Sydney Olympic Parklands and Millennium Park	☒	☐	☐	Suitable plans for public domain works are provided and to ensure compliance with the Public Domain Manual, a relevant condition can be included in any consent, should the application be recommended for approval.
ii. Provide a hierarchy of pavement surfaces reflecting the pedestrian significance of different public spaces	☒	☐	☐	
Vehicular pavement. iii. Provide a safe and hard wearing surface for vehicle movements.	☒	☐	☐	
iv. For shared vehicle / pedestrian zones, provide				

Requirement	Yes	No	N/A	Comment
a suitable surface that denotes shared priority. *Kerbs and Gutters* v. Apply a standard kerb and gutter treatment over the whole precinct to provide consistency in defining the pedestrian / vehicular junction of roads and footpaths. *Street and park furniture* vi. Select furniture which is robust, easily maintained, coordinated, and appropriate to its context. The Public Domain Manual nominates a palette established in the Homebush Parklands Elements for use through the Millennium Parklands and non-urban core areas of Sydney Olympic Park. vii. Locate furniture as part of a coordinated design scheme for the public domain component in question, according to principles set out in Section 4 of the Public Domain Manual. *Lighting* viii. Provide vehicular street lighting to RTA and AustRoads standards as specified in the Public Domain Manual. ix. Provide an appropriate level of pedestrian lighting to ensure security and contribute to the legibility of streets and through block links. x. Coordinate pedestrian lighting in streets throughout the precinct. xi. Design lighting for path access ways through parks in response to the level of use and safety considerations. xii. Minimise the impact of lighting on residential dwellings. xiii. Design lighting to highlight public art elements and significant trees in individual plazas or parks, and provide for lighting major avenues for special events or festivals. *Fences, Barriers and Level Changes* xiv. Reinforce connectivity and maximise visual continuity by minimising the use of fences and barriers. xv. Optimise opportunities to use the sea wall edge for seating, while also providing 'gaps' for viewing by wheelchair users. *Signage* xvi. Locate information signage in accordance with the Parklands Elements Manual to include orientation, circulation, destination, regulation and interpretive signs. xvii. Use street signage in accordance with Auburn Council's requirements for public streets.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
3.1.8 Services Infrastructure and Stormwater Management *Services Infrastructure* i. Reduce visual intrusion and enhance aerial amenity for street trees by undergrounding overhead services to major street corridors. ii. Integrate undergrounding of services and infrastructure in new development iii. Minimise the impact of service corridors and service access covers by: ▪ Liaising with service authorities to determine renewal or amplification requirements and incorporating these works into programming prior to pavement renewal; ▪ Providing common texture and shape to electricity service covers (i.e. during upgrade projects); ▪ Providing lids to Telstra pits with paving infill to match adjoining pavement. *Stormwater Drainage* iv. Integrate stormwater drainage with streetscape	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	Services and infrastructure is to be located to minimise visual intrusion. Should the application be recommended for approval, relevant conditions can be included in any consent for such service to be suitably located and/or screened. Council's Engineering Department have assessed the proposed stormwater drainage and deemed it to be acceptable subject to the inclusion of conditions in any consent.

Requirement	Yes	No	N/A	Comment
design by: ▪ Providing a common theme to all stormwater inlet sump and channel lids / grates to paved areas; ▪ Connecting rooftop downpipe to underground stormwater in public domain upgrade works; ▪ Incorporating natural disposal and surface drainage techniques, including porous paving, where possible to urban spaces and open spaces; ▪ Incorporating water sensitive urban design and technology to treatment of road stormwater runoff; ▪ Incorporating porous pavements and onsite detention to off-street at-grade car park areas to reduce urban stormwater runoff. *Stormwater Management* v. Enable water to re-enter the groundwater system by designing the central medians of major east-west streets and the major north-south street (northern zones) as infiltration zones for road runoff. vi. Protect the aquatic habitat of Homebush Bay from de-oxygenisation by preventing leaf transport from deciduous trees during autumn months. vii. Provide for re-use of water, for example by incorporating a water body capable of infiltration or slow release detention in major plaza spaces.	☒ ☐ ☒ ☒	☐ ☐ ☐ ☐	☐ ☒ ☐ ☐	
3.2 Streets				
3.2.1 Hill Road ▪ Uses – Mixed: focus commercial uses close to northern neighbourhood centre and at intersections with major east-west streets; ▪ Height – maximum 8 storeys; ▪ Street Setbacks – 8 metres; ▪ Right of Way – 15-20 metres (varies to accommodate extended parkland edge); ▪ Carriageway – 2 travelling lanes, 2 separated dedicated bicycle lanes and 1 parking lane; ▪ Footpath – 3.5 metres with 1 metre grass verge, east side only; ▪ Landscape Character – Asymmetrical treatment with regular street tree planting in the verge on the east (building) side and 'casual' plantings on the west side to reflect the parklands character. Species in accordance with the Public Domain Plan and Sydney Olympic Park Parklands 2002 and Plan of Management.	☐ ☒ ☒ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☐ ☐ ☐ ☐ ☐ ☐	The proposed development is consistent with the detailed requirements for Hill Road of the No.1 Burroway Road DCP 2006 which include: Uses: Residential only. Height: Eight storeys. Street Setbacks: In excess of 8 metres at ground level, generally 8 metres floors above. Right of Way: As existing. Carriageway: 2 travelling lanes existing (no change proposed), 2 separated dedicated bicycle lanes shown on plans and 1 parallel parking lane on the east side only. Verge & Footpath: Suitable verge and footpath existing and to be maintained.
3.2.2 Major East-West Streets ▪ Uses – Mixed: ground floor commercial required in designated neighbourhood centres; ▪ Height – maximum 8 storeys to within one block (approximately 100 metres) of waterfront; 6 storeys with 2 storey pop-ups in the final block before the development; ▪ Street Setbacks – 5 metres; ▪ Right of Way – minimum 25 metres; ▪ Carriageway – 1 travelling lane and 1 parking lane in each direction; On street bicycle lane on the street linking into the pedestrian bridge; A wide median; ▪ Footpath – 3.5 metres with 1-1.5 metre grass verge, both sides; ▪ Landscape Character – A boulevard treatment, with trees in verges on both sides of the street and in the median. Consideration should be given to differentiating east-west streets from each other, for example by using different species in each median. Species in accordance with the Public Domain Plan.	☐ ☒ ☐ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☐ ☒ ☐ ☐ ☐ ☐	The proposed development is consistent with the detailed requirements for Footbridge Boulevard of the No.1 Burroway Road DCP 2006 which include: Uses: Residential only. Height: Eight storeys. Street Setbacks: 3.75 metres. Right of Way: 32.75 metres (approved under DA-386/2009). Carriageway: Two-way travelling lanes with parallel parking on both sides. Verge & Open Space: A footpath of 1.5 metres wide and the linear park of 5.4 metres wide are provided.

Requirement	Yes	No	N/A	Comment
3.2.3 Major North-South Street – North of Burroway Road ▪ Uses – Residential; ▪ Height – maximum 6 storeys; ▪ Street Setbacks – 3-4 metres (can vary); ▪ Right of Way – minimum 25 metres; ▪ Carriageway – 1 travelling lane and 1 angle-parking lane in each direction; Narrow median, treated in two ways: for planting and to enable vehicle manoeuvring when car parking; ▪ Footpaths – 2.5 metres with 1 metre grass verge; ▪ Landscape Character – Trees are planted in and break up parking bays on both sides of the street, and are also located along the median, at approximately 15 metre spacing. Tree species in the median may differ from the edge species. Species in accordance with the Public Domain Plan.	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒	The proposal does not consist of any major north-south street.
3.2.4 Major North-South Street – North of Burroway Road ▪ Uses – Residential; ▪ Height – maximum 6 storeys; ▪ Street Setbacks – 3-4 metres (can vary); ▪ Right of Way – minimum 25 metres; ▪ Carriageway – 1 travelling lane and 1 parallel parking lane in each direction; Wide median/linear park; ▪ Footpaths – 2.5-5 metres to accommodate parking extensions, 1 metre grass verge; ▪ Landscape Character – Trees are planted in and break up parking bays on both sides of the street, and are also located along the median, at approximately 15 metre spacing. The median is planted with large trees, spaced irregularly and potentially with drifts of native grasses. Species in accordance with the Public Domain Plan.	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒	The proposal does not consist of any major north-south street.
3.2.5 Secondary East-West Streets ▪ Uses – Residential ▪ Height – maximum 4 storeys; ▪ Street Setbacks – 3 metres; ▪ Right of Way – minimum 14.5 metres; ▪ Carriageway – 2 travelling lanes and 1 parking lane; ▪ Footpaths – 2.5-3.5 metres with 1 metre grass verge – 5 metres to accommodate parking extension; ▪ Landscape Character – An asymmetrical planting scheme is proposed in response to the street orientation, which results in different sun conditions for the north and south sides of the street. Evergreen trees break up parking bays on the north side at approximately 15 metre spacing. On the south side deciduous trees are planted at the same spacing but offset with centres between the parking bays. Species in accordance with the Public Domain Plan.	☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	The proposed development is consistent with the detailed requirements for Half Street of the No.1 Burroway Road DCP 2006 which include: Uses: Residential only. Height: Four storeys with a fifth setback a further 3 metres (as per additional height allowance of Clause 3.4.2(vii) of Homebush Bay West DCP). Street Setbacks: Minimum 3 metres with some articulation in excess of 3 metres. Right of Way: 12 metres (approved under DA-386/2009). Carriageway: One travelling lane and one parallel parking lane on northern side. Verge: Approximately 1 metre on northern side. Footpath: Approximately 1.5 metres on northern side.

Requirement	Yes	No	N/A	Comment
3.2.6 Secondary North-South Streets ▪ Uses – Residential; ▪ Height – maximum 4 storeys; ▪ Street Setbacks – 3 metres; ▪ Right of Way – minimum 14.5 metres; ▪ Carriageway – 2 travelling lanes and 1 parking lane or 2 travelling lanes and 2 parking lanes; ▪ Footpaths – 2.5 metres with 1 metre grass verge – 5 metres to accommodate parking extensions; ▪ Landscape Character – Street trees are planted in parking bays at intervals of 2 parking spaces to provide shade for footpaths and to visually narrow the street. Species in accordance with the Public Domain Plan.	☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	Waterways Street is a secondary north-south street and the proposed is consistent with the No.1 Burroway Road DCP 2006 provisions which include: Uses: Residential. Height: Four storeys with a fifth setback a further 3 metres (as per additional height allowance of Clause 3.4.2(vii) of Homebush Bay West DCP). Street Setbacks: Generally 3 metres with some articulation in excess of 3 metres as discussed above. Right of Way: 19 metres (approved under DA-386/2009). Carriageway: Two-way travelling lanes with parallel parking on both sides. Verge: 1 metre both sides. Footpath: 1.5 metres both sides.
3.2.7 Foreshore Street – One Way ▪ Uses – Mixed, predominantly residential; ▪ Height –4 storeys; ▪ Waterfront Setbacks – 30 metres; ▪ Street Setbacks – can vary from zero for commercial/retail/leisure (café/dining) uses at the end of major east-west streets to minimum 3 metres for residential; ▪ Right of Way – 8.5-10 metres; ▪ Carriageway – 1 travelling lane and 1 parking lane on the west side; ▪ Footpaths – 3 metres with 1 metre grass verge; ▪ Landscape Character – Street trees in the verge on the west side of the street are planted at approximately 15 metre spacing; 30% of 30 metres waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2 metres, lengths of no less than 10 metres and spacing at 40 metre centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	The foreshore street does not form part of the proposed development.

Requirement	Yes	No	N/A	Comment
3.2.8 Foreshore Street – Two Way ▪ Uses – Mixed, predominantly residential; ▪ Height –4 storeys; ▪ Waterfront Setbacks – generally 30 metres except at the termination of major east-west streets where the setback is 20 metres; ▪ Street Setbacks – can vary from zero to 3 metres; ▪ Right of Way – 11.5 metres for new development (existing ROW is 10 metres); ▪ Carriageway – 2 travelling lane and 1 parking lane on the west side, with angle parking bays (maximum 5 cars) interspersed with linear park on the east (waterfront) side; ▪ Footpaths – 3 metres with 1 metre grass verge; ▪ Landscape Character – Street trees in the verge on the west side of the street are planted at approximately 15 metre spacing; 30% of 30 metres waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2 metres, lengths of no less than 10 metres and spacing at 40 metre centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	The foreshore street does not form part of the proposed development.
3.3 Public Open Spaces				
Public open space is to be provided at a minimum 10% of each precinct site area, and includes: ▪ A point park at Wentworth Point of approximately 4.8ha including foreshore promenade; ▪ Three parks distributed evenly throughout the precinct, including one park on the waterfront for active recreation. Parks at the north and south to have min. area 2000sqm each, park in the middle of the precinct to be minimum 1000sqm; ▪ A 20 metre wide promenade and foreshore street; ▪ Foreshore parks or plazas terminating major east-west streets and linked to the promenade ▪ Pocket parks or plazas. All public open space within the precinct, with the exception of the foreshore promenade is to be dedicated to Auburn Council and embellishment works undertaken by the applicant. An easement is required to be created in favour of Council to ensure continuous public access to the foreshore promenade.	☐ ☐ ☐ ☐ ☐ ☒ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☐ ☒ ☒	The only public open space proposed under this application is the western part of the linear park in Footbridge Boulevard. The other public open spaces identified for the subject site will be the subject of future applications.
3.3.1 Foreshore Plazas ▪ Uses – Mixed with emphasis on restaurant/café and small scale neighbourhood retail; ▪ Height – 4 storeys with 2 storey pop-ups only on the building alignment to the major east-west street; ▪ Setbacks – Variable – buildings lining the plaza may be set back an additional 5+ metres from the predominant building line along major east-west streets; ▪ Landscape Character – Median and street tree planting is continued into the plaza open space. The design of these spaces and the arrangement of trees may vary, to give each space a different character.	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☒ ☒ ☒ ☒	A foreshore plaza is not proposed under this application.

Requirement	Yes	No	N/A	Comment
3.3.2 Foreshore Linear Parks ▪ Land Dedicated for Public Access – A continuous public access way is required at the waterfront within a minimum 20 metres, width dedicated open space; ▪ Landscape Character – Plantings of landmark trees at generally 30 metre spacing will create a consistent structure appropriate to the scale of the built form. Large trees will break up the visual dominance of new development to the waterfront and will provide shade for users of the public domain. The trees will also contribute to a sense of promenade and precinct as 'one place'. Within this structure, detailed promenade and park design is to fulfil the requirements of the Public Domain Manual. 30% of 30 metre waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2 metres, lengths of no less than 10m and spacing at 40 metre centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.	☐ ☐	☐ ☐	☒ ☒	The development site is not located on the waterfront.
3.3.3 Foreshore Plaza, Linear Park and Loop Road ▪ Waterfront Setbacks. ▪ Landscape Requirements – 30% of 30 metre waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2 metres, lengths of no less than 10 metres and spacing at 40 metre centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan.	☐ ☐	☐ ☐	☒ ☒	The development site is not located on the waterfront.

Requirement	Yes	No	N/A	Comment
3.3.4 Parks, Pockets Parks and Urban Plazas Large Parks ▪ Uses – various, including structures and unstructured play, and for both local and district users; ▪ Access – clear access maximised to adjoining public streets and pedestrian/cycle access ways. Continuous access along/from foreshore promenade. Wentworth Park to provide pedestrian access (paths) through the park to the foreshore and to adjoining streets; ▪ Character – green, uncluttered and informal, safe and comfortable, respond to maritime/riverine precinct identity. Pocket Parks ▪ Uses – various, including structured and unstructured play; ▪ Access – clear access over wide frontage, with minimum 30% edge condition adjoining public streets and pedestrian/cycle access; ▪ Character – shady and green, uncluttered and informal, safe and comfortable, respond to maritime/riverine precinct identity. Plazas and Squares ▪ Uses – public, day and evening, flexible; ▪ Access – clear, integrated access with adjoining spaces and buildings; ▪ Character – robust maritime, simple and uncluttered, shady but urban.	☐ ☐ ☐ ☒ ☒ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☐ ☐ ☒ ☒ ☒	The only public open space proposed under this application is the western part of the linear park in Footbridge Boulevard. The other public open spaces identified for the subject site will be the subject of future applications.
3.4 Built Form				
3.4.1 Land Uses and Density Objectives ▪ To provide for a neighbourhood focus at the south of the peninsula and a larger neighbourhood centre focussed around the ferry terminal and the intersection of Hill Rd and Burroway Rd, which include non-residential uses; ▪ To provide activity areas of small scale retail, outdoor dining and water-related uses along the foreshore; ▪ To ensure that development does not exceed the optimum capacity of the development site and the precinct as a whole; ▪ To allow adequate public open space to be provided and distributed throughout the peninsula; ▪ To support peninsula objectives for a clear, well connected and walkable street layout and efficient block structure.	☐ ☐ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☒ ☒ ☐ ☐ ☐	The proposed development is considered to be consistent with the relevant Land Uses and Density objectives as it is of density as detailed under the No.1 Burroway Road DCP 2006 assessment above, public open space is provided in the form of a linear park along the proposed section of Footbridge Boulevard and the street and block layout is as required by the relevant DCPs. The proposal does not consist of any non-residential land uses.

Requirement	Yes	No	N/A	Comment
3.4.1 Land Uses and Density Controls i. Provide floor space and public open space for each precinct in the locations specified in Section 2.3 and 2.4 and as follows: Precinct A (203,482sqm) ▪ Total allowable FSR = 264,527sqm. ▪ Minimum commercial/maritime/educational = 29,115sqm. ▪ Minimum waterfront retail/café dining = 300sqm. ▪ Maximum residential = 11,882sqm ▪ Minimum public open space = 49,800sqm	☐	☐	☒	The proposed development is located in "Precinct B" as identified by this DCP. The proposal consists of 18,564sqm residential floor space. Floor space within all other precincts is unaffected by the proposal.
Precinct B (109,730sqm) ▪ Total allowable FSR = 142,649sqm; ▪ Minimum commercial/maritime/educational = 3,165sqm; ▪ Minimum waterfront retail/café dining = 100sqm; ▪ Maximum residential = 139,384sq; ▪ Minimum public open space = 10,973sqm.	☒ ☐ ☐ ☒ ☐	☐ ☐ ☐ ☐ ☐	☐ ☒ ☒ ☐ ☒	
Precinct C (31,946sqm) ▪ Total allowable FSR = 41,530sqm; ▪ Minimum commercial/maritime/educational = 0sqm; ▪ Minimum waterfront retail/café dining = 100sqm; ▪ Maximum residential = 41,430sqm; ▪ Minimum public open space = 3,195sqm.	☐	☐	☒	
Precinct D (62,375sqm) ▪ Total allowable FSR = 81,087sqm; ▪ Minimum commercial/maritime/educational = 405sqm; ▪ Min. waterfront retail/café dining = 200sqm; ▪ Max. residential = 80,482sqm; ▪ Min. public open space = 6,237sqm.	☐	☐	☒	
Precinct E (50,753sqm) ▪ Total allowable FSR = 65,979sqm; ▪ Minimum commercial/maritime/educational = 330sqm; ▪ Minimum waterfront retail/café dining = 100sqm; ▪ Maximum residential = 65,549sqm; ▪ Minimum public open space = 5,075sqm.	☐	☐	☒	
Precinct F (182,186sqm) ▪ Total allowable FSR = 236,842sqm; ▪ Minimum commercial/maritime/educational = 2,000sqm; ▪ Minimum waterfront retail/café dining = 200sqm; ▪ Maximum residential = 234,642sqm; ▪ Minimum public open space = 18,219sqm.	☐	☐	☒	
ii. The provision of covenanted space for community uses with neighbourhood centres may be offset against residential floor space.	☒	☐	☐	A community use area is provided within the building.
3.4.2 Building Height Objectives ▪ To ensure future development responds to the desired future character of streets and the precinct as a whole. ▪ To control the impact of new development on Sydney Harbour at Homebush Bay. ▪ To enable view sharing. ▪ To protect the amenity of the foreshore promenade and contiguous public open space. ▪ To protect views from within Sydney Olympic Parklands to the Millennium Marker, such that it retains its visual dominance on the horizon.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Building Height objectives as
3.4.2 Building Height Controls & Performance Criteria i. Height in storeys is calculated from the finished footpath of the adjoining street. Where constraints on underground car parking result in a raised ground level for the site AND for its surrounding streets, height is understood to relate to that new ground level.	☒	☐	☐	The number of storeys is calculated from the adjoining ground-floor level. To accommodate the underground parking, the existing ground level is to be raised to the east. This is reflected by a stepped ground-floor level and thus the proposal does not exceed the maximal number of storeys from the proposed street levels.
ii. The maximum overall height for any building, inclusive of lift overruns, services, or any other	☐	☒	☐	**Refer to non-compliance table regarding the overall building height.**

Requirement	Yes	No	N/A	Comment
roof extrusions, is AHD 29; that is, the height of the Millennium Marker.				
iii. 'Ground level' as it refers to storeys means the lowest habitable floor of a building, which may be elevated a maximum of 1.2 metres above finished footpath level over a non-habitable sub-basement podium.	☒	☐	☐	The ground-floor of the development is stepped along the Half Street/Footbridge Boulevard elevations to respond the proposed raised ground level (creating the hill as required by No.1 Burroway Road DCP 2006). The ground-floor will not extend more than 1.2 metres above the finished street level at any point.
iv. Scale development appropriately to conform to the urban form principles in the Structural Design Framework by complying with the following height requirements for street types and widths:				
▪ Hill Road (east side only) 8 storeys;	☒	☐	☐	As detailed above, Hill Road and Footbridge Boulevard (major east-west street) are to consist of a maximum of eight storeys.
▪ Major east-west streets (including Baywater Drive and Burroway Road) 8 storeys generally, ranging down to 4 storeys at the foreshore edge	☒	☐	☐	
▪ Major north-south street 6 storeys;	☐	☐	☒	There are no nominated major north-south streets proposed as part of the subject development.
▪ Secondary streets 4 storeys;	☒	☐	☐	
▪ Foreshore edge within 30 metres of the waterfront (west side only) 4 storeys;	☐	☐	☒	
▪ Those portions of street-edging buildings which 'return' into a block 4 storeys.	☐	☐	☐	Secondary streets of Waterways Street and Half Street consist of four storeys with a fifth element (refer to discussion under part vii of this clause, below).
v. Building heights are to achieve built form outcomes that reinforce quality urban and building design.	☒	☐	☐	The proposed building heights are appropriate and achieve the desired built form and design outcomes.
vi. Optimise accessibility by providing entrances to ground floor commercial and retail uses that are level with the adjoining footpath, where possible.	☐	☐	☒	The proposed development does not consist of any commercial and/or retail units.
vii. To enable modulation of the skyline and provide for design flexibility within developments while still maintaining a consistent datum appropriate to the street hierarchy and relationship to the water, building heights may be varied as follows:				
▪ Buildings of 8 storeys may not be varied;	☒	☐	☐	No variations to the maximal eight storey limit of Hill Road and Footbridge Boulevard are proposed. The proposal does not consist of any six storey elevation (major north-south streets). The four storey building elevations to Waterways and Half Streets are proposed to have a fifth storey element (setback from the floors below in accordance with Clause 3.4.6 (vii)) and consisting of less than 10% of the total gross floor area of the building.
▪ Buildings of 6 storeys may be varied by up to 2 additional storeys whose gross floor area is no more than 8% of the total gross floor area of the building;	☐	☐	☒	
▪ Buildings of 4 storeys may be varied by up to 2 additional storeys whose gross floor area is no more than 10% of the total gross floor area of the building.	☒	☐	☐	
3.4.3 Topography and Site Integration Objectives				
▪ To ensure future development responds to the desired future character of streets and the precinct as a whole.	☒	☐	☐	The proposed development is consistent with the Topography and Site Integration objectives as the ground level of Block A is to be raised as per the No.1 Burroway Road DCP 2006 provisions to create a Hill and allow for underground parking.
▪ To ensure that topography unified the precinct as 'one place' rather than creates divided sites at different levels.	☒	☐	☐	
▪ To encourage adjacent landowners to consider a joint master plan for sites affected by proposed level changes.	☒	☐	☐	
▪ To create a 'ridge road' in keeping with the Harbour context.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
3.4.3 Topography and Site Integration Controls and Performance Criteria i. The extent of ground level changes is delineated by existing public streets and the 30 metre setback to the foreshore; that is, they may not be raised to create an 'edge' to these spaces.	☒	☐	☐	The new topography shall taper up from Hill Road and then drop towards the foreshore (as the site continues to be developed).
ii. Where topography has already been altered on streets, as at Baywater Road, this profile may be continued across into the adjacent development precinct.	☐	☐	☒	
iii. The ground level across the whole area may be raised by a maximum of 4.5 metres where parking is wholly underground (that is, no sub-basement parking) or 3 metres where there is sub-basement parking. Sub-basement parking may protrude above ground to a maximum height of 1.5 metres.	☒	☐	☐	
iv. Consider the continuation of any changes in ground level across adjacent sites when proposing changes to the topography.	☐	☐	☒	
v. Locate roads, not buildings, on the highest part(s) of the new ground level to optimise the directness of visual and physical connections to the water and surrounding shores.	☐	☐	☒	
3.4.4 Building Depth Objectives ▪ To enable view sharing from apartments and views of the sky from the public domain.	☒	☐	☐	The proposed building is generally consistent with the bulk and scale provisions of the site specific DCP and the future desired character of the locality. Compliance with specific solar access and dual-aspect apartment controls is considered in greater detail below.
▪ To optimise residential amenity in terms of natural ventilation and daylight access to internal spaces.	☒	☐	☐	
▪ To provide for dual aspect apartments.	☒	☐	☐	
3.4.4 Building Depth Performance Criteria i. Provide opportunities for cross ventilation and daylight access by limiting the depth of residential building envelopes to 22 metres (maximum 18 metres glass line to glass line).	☐	☒	☐	**Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to building depths.**
ii. Maximise cross ventilation and daylight access by providing a minimum of 50% of apartments with openings in two or more external walls of different orientation.	☒	☐	☐	Where possible, single-aspect apartments are provided to the north, east and west however southern elevations also contain single-aspect apartments.
iii. Optimise the environmental amenity for single aspect apartments by orienting them predominantly north, east or west.	☒	☐	☐	
iv. Promote sustainable practices for commercial floors by limiting their depth above podium level to 25 metres.	☐	☐	☒	
3.4.5 Building Separation Objectives ▪ To ensure that new development is scaled to support the desired precinct character, with built form distributed to enable views through the precinct to the water and surrounding hills.	☒	☐	☐	The proposed development is considered to be consistent with the Building Separation objectives as appropriate spacing and visual and acoustic privacy is provided between apartments. Within the space between building towers, a consolidated and landscaped area of communal open space is provided.
▪ To provide visual and acoustic privacy for residents in new development and in any existing development.	☒	☐	☐	
▪ To control overshadowing of adjacent properties and private or shared open space.	☒	☐	☐	
▪ To allow for the provision of open space of suitable size and proportions for recreational use by building occupants.	☒	☐	☐	
▪ To provide open space areas within blocks for landscaping, including tree planting, where site conditions allow.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
3.4.5 Building Separation Performance Criteria i. For buildings up to 4 storeys, provide: ▪ 12 metres between habitable rooms / balcony edges; ▪ 9 metres between habitable rooms / balcony edges and non-habitable rooms; ▪ 6 metres between non-habitable rooms. ii. For buildings of 5 – 8 storeys, provide: ▪ 18 metres between habitable rooms / balcony edges; ▪ 13 metres between habitable rooms / balcony edges and non-habitable rooms; ▪ 9 metres between non-habitable rooms. iii. Design buildings at the intersections of Hill Road and major east-west streets with minimum building separation at podium level to create a street wall, urban character. iv. Where an upper level setback creates a terrace, apply the building separation control for the storey below.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	The building is between 4 and 8 storeys in height. Adequate separation is provided between building towers which are aligned parallel to each other. The Footbridge Boulevard tower and Half Street tower are 23.4 metres apart and the Hill Road and Waterways Street towers are separated by 36 metres. Where separation is unavoidably less, i.e. in the corners where the towers of each elevation adjoin, suitable privacy treatments such as balcony location, privacy screening and louvers are used to negate privacy impacts. Dual aspect apartments are also maximised in these locations to ensure solar access is available and primary private open spaces can be separated.
3.4.6 Street Setbacks Objectives ▪ To establish the spatial proportions of streets in accordance with the urban form/street hierarchy principles. ▪ To reinforce the threshold between public and private space by providing a transition from the street to the building. ▪ To achieve visual privacy to apartments from the street. ▪ To provide sufficient space for lobbies or foyers, and for individual ground floor apartments. ▪ To support streetscape objectives by allowing for a landscaped setting for buildings.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development is consistent with the Street Setback objectives as setbacks are provided in accordance with the detailed requirements of the No.1 Burroway Road DCP 2006.
3.4.6 Street Setbacks Performance Criteria i. Create an urban character, provide consistent street edge definition and enhance the potential for retail and street fronting activities, by: ▪ Establishing street setbacks on Hill Road and major east-west streets (excluding foreshore plaza areas) as build-to lines for a minimum 70% of the length of the building façade. ▪ This excludes the top two floors, which may be set back from the build-to line. ii. For buildings on Hill Road, provide an 8 metre street setback iii. For buildings on major east-west streets, provide a 5 metre setback iv. Support the linear park character envisaged for the major north-south street by providing a minimum 4 metre setback v. Create a residential character for buildings on secondary streets by providing a minimum 3 metre setback vi. Protect the amenity and public space character of the foreshore by providing a minimum 30 metre setback to the waterfront, except at the termination of east-west streets where a 20 metre setback is allowed to a maximum extent of 25 metres vii. Where variable height in excess of the height controls is permitted (see 3.4.2 Heights above), maintain the overall height datum established for streets by providing minimum 3 metre setbacks to the topmost level(s) of the building. viii. Contribute to building expression, environmental design solutions, and opportunities for activating the street, by allowing balconies and ground floor terraces to extend forward of the street setback line by a maximum of 600mm in accordance with 3.4.7 Building Articulation below.	☒ ☒ ☒ ☐ ☐ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☒ ☒ ☒ ☐ ☒ ☐	Setbacks in accordance with the No.1 Burroway Road DCP 2006 are provided. This includes 8 metres to Hill Road (greater on ground-floor to accommodate private open space areas), 3 metres to Waterways and Half Streets (1 minor variation to this is discussed above) and 3.75 metres to footbridge Boulevard. Elevations are built to the setback to reinforce the street form and balconies are used to articulate elevations, up to 600mm beyond the minimum setbacks.

Requirement	Yes	No	N/A	Comment
3.4.7 Building Articulation Objectives ▪ To provide modelled building facades appropriately scaled for the building use and desired street character ▪ To provide useable private external spaces which are integrated with internal spaces ▪ To ensure buildings respond to environmental conditions such as noise, sun, wind and views. ▪ To provide for casual surveillance of public spaces ▪ To establish the relationship of the building – its entries and openings – with the street.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	The proposed development is consistent with the Building Articulation objectives as private open spaces in the form of balconies and winter gardens are used to modulate elevations, provide casual overlooking of public areas and provide residents with external access to views, sunlight and breezes.
3.4.7 Building Articulation Performance Criteria i. Balconies and ground floor terraces may extend forward of the street setback line by a maximum of 600mm across a maximum 50% the building frontage. ii. Enhance an active street environment and promote a sense of individual ownership, by providing individual entry to at least 75% of all ground floor apartments. iii. Balance opportunities for overlooking of streets and for attractive outlooks with considerations of visual and acoustic privacy, for example by: ▪ Orienting private open space towards the street, Homebush Bay and Parramatta River; ▪ Using noise barriers and privacy screens. iv. Optimise amenity and comfort for residents by designing building articulation elements appropriate to the building orientation, for example vertical or horizontal sun shading devices.	☐ ☒ ☒ ☒	☒ ☐ ☐ ☐	☐ ☐ ☐ ☐	
Part 4 Detailed Design Guidelines				
4.1 Site Configuration				
4.1.1 Deep Soil Zones Objectives ▪ To assist with management of the water table. ▪ To assist with management of water quality. ▪ To improve the amenity of developments through retention and/or planting of large and medium size trees.	☐	☒	☐	**Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to Deep Soil.**
4.1.1 Deep Soil Zones Performance Criteria i. A minimum of 15 percent of the private open space area of a site is to be a deep soil zone. Where there is no capacity for water infiltration, stormwater treatment measures must be integrated with the design of the residential flat building. ii. Optimise the provision of consolidated deep soil zones by locating basement and sub-basement car parking within the building footprint so as not to extend into street setback zones. iii. Optimise the extent of deep soil zones beyond the site boundaries by locating them contiguous with the deep soil zones of adjacent properties. iv. Promote landscape health by supporting a rich variety of vegetation type and size. v. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials.	☐ ☐ ☐ ☒ ☐	☒ ☒ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐	**Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to Deep Soil.**
4.1.2 Fences and Walls Objectives ▪ To define the edges between public and private land. ▪ To define the boundaries between areas within the development having different functions or owners. ▪ To provide privacy and security. ▪ To contribute to the public domain.	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Fences and Walls objectives as suitable barriers between the public and private areas are proposed in the form of low-level walls and landscaping.

Requirement	Yes	No	N/A	Comment
4.1.2 Fences and Walls Performance Criteria i. Clearly delineate the private and public domain without compromising safety and security by: ▪ Designing fences and walls which provide privacy and security while not eliminating views, outlook, light and air. ▪ Limiting the length and height of retaining walls along street frontages. ii. Contribute to the amenity, beauty and useability of private and communal open spaces by incorporating some of the following in the design of fences and walls:- benches and seats, planter boxes, pergolas and trellises, barbeques, water features, composting boxes and worm farms iii. Retain and enhance the amenity of the public domain by: ▪ Avoiding the use of continuous lengths of blank walls at street level. ▪ Using planting to soften the edges of any raised terraces to the street, such as over sub basement car parking, and reduce their apparent scale. ▪ Where sub basement car parking creates a raised terrace (up to 1.2 metres higher than footpath level) for residential development to the street, ensuring that any fencing to the terrace is maximum 50% solid to transparent. iv. Select durable materials, which are easily cleaned and are graffiti resistant.	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	The proposed development provides low-level boundary walls behind a landscape buffer to ground-floor apartments to clearly delineate between public and private spaces. The proposed fencing will provide visual privacy to apartments while also creating a sense of overlooking and casual surveillance of public areas.
4.1.3 Landscape Design Objectives ▪ To add value to residents' quality of life within the development in the form of privacy, outlook and views. ▪ To provide habitat for native indigenous plants and animals. ▪ To improve stormwater quality and reduce quantity. ▪ To improve the microclimate and solar performance within the development. ▪ To improve urban air quality. ▪ To provide a pleasant outlook.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Landscape Design objectives as suitable landscaping is to be used to soften the impact of the built form on surrounding streetscapes and within the internal courtyard, provide habitats and visual privacy to ground-floor apartments.
4.1.3 Landscape Design Performance Criteria i. Improve the amenity of open space with landscape design which: ▪ Provides appropriate shade from trees or structures. ▪ Provides accessible routes through the space and between buildings. ▪ Screens cars, communal drying areas, swimming pools and the courtyards of ground floor units. ▪ Allows for locating art works where they can be viewed by users of open space and/or from within apartments. ii. Contribute to streetscape character and the amenity of the public domain by: ▪ Relating landscape design to the desired proportions and character of the streetscape. ▪ Using planting and landscape elements appropriate to the scale of the development. ▪ Mediating between and visually softening the bulk of large development for the person on the street. iii. Improve the energy and solar efficiency of dwellings and the microclimate of private open spaces. Planting design solutions include: trees for shading low-angle sun on the eastern and western sides of a dwelling; trees that do not cast a shadow over solar collectors at any time of the year; deciduous trees for shading of windows and open space areas in summer; locating evergreen	☒ ☒ ☐ ☐ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☒ ☒ ☐ ☐ ☐ ☐	A landscape plan, prepared by a suitably qualified consultant, is submitted with the application. The plan identifies relevant landscaping elements to soften the built form, contribute to streetscape and provide for natural screening and shading. Further sufficient soil depths are provided to suit the scale of landscaping to be used in different areas.

Requirement	Yes	No	N/A	Comment
trees well away from the building to permit the winter sun access; varying heights of different species of trees and shrubs to shade walls and windows; locating pergolas on balconies and courtyards to create shaded areas in summer and private areas for outdoor living; locating plants appropriately in relation to their size at maturity.				
iv. Design landscape which contributes to the site's particular and positive characteristics by:				
▪ Planting communal private space with native vegetation, species selection as per Sydney Olympic Park Parklands 2020 and Plan of Management- enhancing habitat and ecology.	☒	☐	☐	
▪ Retaining and incorporating trees, shrubs and ground covers endemic to the area, where appropriate.	☒	☐	☐	
▪ Retaining and incorporating changes of level, visual markers, views and any significant site elements.	☒	☐	☐	
v. Contribute to water and stormwater efficiency by integrating landscape design with water and stormwater management, for example, by: using plants with low water demand to reduce mains consumption; using plants with low fertiliser requirements; using plants with high water demand, where appropriate, to reduce run off from the site; utilising permeable surfaces; using water features; incorporating wetland filter systems.	☒	☐	☐	
vi. Provide a sufficient depth of soil above paving slabs to enable growth of mature trees.	☒	☐	☐	
vii. Minimise maintenance by using robust landscape elements.	☒	☐	☐	
viii. See 4.1.5 Planting on structures for minimum soil depths on roofs for trees, shrubs and groundcover planting.	☒	☐	☐	
4.1.4 Private Open Space Objectives				
▪ To provide residents with passive and active recreational opportunities.	☒	☐	☐	The proposed development is considered to be consistent with the Private Open Space objectives as all apartments are provided with areas of private open space (terraces, balconies or winter gardens) and consolidated areas of communal open space are provided in the form of the central courtyard and the linear park in Footbridge Boulevard.
▪ To provide an area on site that enables soft landscaping and deep soil planting.	☒	☐	☐	
▪ To ensure that communal open space is consolidated, configured and designed to be useable and attractive.	☒	☐	☐	
▪ To provide a pleasant outlook.	☒	☐	☐	
4.1.4 Private Open Space Performance Criteria				
i. Provide communal open space at a minimum of 25 percent of the site area (excluding roads). Where developments are unable to achieve the recommended communal open space, they must demonstrate that residential amenity is provided in the form of increased private open space and/or in a contribution to public open space.	☐	☒	☐	A total of 21% of Block A is to be provided as communal open space. **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to open space.**
ii. Communal open space may be provided on a podium or roof(s) in a mixed-use building with commercial and/or retail on the ground floor.	☒	☐	☐	The internal courtyard is to be located on the podium of the car parking levels.
iii. Facilitate the use of communal open space for the desired range of activities by:				
▪ Locating it in relation to buildings to optimise solar access to apartments;	☒	☐	☐	
▪ Consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape;	☒	☐	☐	
▪ Designing size and dimensions to allow for the 'program' of uses it will contain;	☒	☐	☐	
▪ Minimising overshadowing;	☒	☐	☐	
▪ Carefully locating ventilation duct outlets from basement car parks.	☒	☐	☐	
iv. Provide a minimum area of 25sqm private open space for each apartment at ground level or similar space on a structure, including balconies, such as on a podium or car park; the minimum	☒	☐	☐	All ground-floor units are proposed to have a minimum of 25sqm, with many having in excess of this.

Requirement	Yes	No	N/A	Comment
dimension in one direction is four metres (see Balconies for private open space requirements for above-ground and above podium dwellings). v. Provide private open space for each apartment capable of enhancing residential amenity, in the form of:- balcony, deck, terrace, garden, yard, courtyard and/or roof terrace. Where the primary private open space is a balcony, see Balconies. vi. Locate open space to increase the potential for residential amenity by designing apartment buildings which: ▪ Are sited to allow for landscape design. ▪ Are sited to optimise daylight access in winter and shade in summer. ▪ Have a pleasant outlook. ▪ Have increased visual privacy between apartments. v. Provide environmental benefits including habitat for native fauna, native vegetation and mature trees, a pleasant microclimate, rainwater percolation and outdoor drying area.	☐ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	All apartments are provided with at least 1 suitably sized area of private open space. These include terraces, balconies and winter gardens and increase the level of residential amenity. Private open spaces are positioned to optimise solar access, views of surrounding parklands and waterways and to ensure visual privacy between apartments.
4.1.5 Planting of Structures Objectives ▪ To contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards. ▪ To encourage the establishment and healthy growth of trees in urban areas.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Planting on Structures objectives as sufficient soil depth is provided above the parking level podium to allow the communal open space area to be planted landscaped and include trees.
4.1.5 Planting of Structures Performance Criteria i. Design for optimum conditions for plant growth by: ▪ Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established; ▪ Providing appropriate soil conditions and irrigation methods; ▪ Providing appropriate drainage. ii. Design planters to support the appropriate soil depth and plant selection by: ▪ Ensuring planter proportions accommodate the largest volume of soil possible and minimum soil depths of 1.5 metres to ensure tree growth; ▪ Providing square or rectangular planting areas rather than narrow linear areas. iii. Increase minimum soil depths in accordance with: ▪ The mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass; ▪ The level of landscape management, particularly the frequency of irrigation; ▪ Anchorage requirements of large and medium trees; ▪ Soil type and quality. iv. Recommended minimum standards for a range of plant sizes, excluding drainage requirements, are: ▪ Large trees such as figs (canopy diameter of up to 16 metres at maturity): o Minimum soil volume 150 cubic metres; o Minimum soil depth 1.3 metre; o Minimum soil area 10 metre by 10 metre area or equivalent. ▪ Medium trees (8 metre canopy diameter at maturity): o Minimum soil volume 35 cubic metres o Minimum soil depth 1 metre o Approximate soil area 6 metre by 6 metre or equivalent ▪ Small trees (4 metre canopy diameter at maturity): o Minimum soil volume 9 cubic metres;	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	The depth of soil within the central communal open space area (above the parking level podium) is to be approximately 1.8 metres. It shall also have dimensions well in excess of 10 metres by 10 metres and volume of more than 150cum. Therefore, sufficient planting conditions will be provided for a range of tree sizes, shrubs and ground covers.

Requirement	Yes	No	N/A	Comment
○ Minimum soil depth 800mm; ○ Approximate soil area 3.5 metre by 3.5 metre or equivalent. ▪ Shrubs: ○ Minimum soil depths 500-600mm. ▪ Ground cover: ○ Minimum soil depths 300-450mm. ▪ Turf: ○ Minimum soil depths 100-300mm.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	
Stormwater Management Objectives ▪ To minimise the impacts of residential flat development and associated infrastructure on the health and amenity of the Parramatta River, Homebush Bay and associated waterways. ▪ To preserve existing topographic and natural features, including watercourses and wetlands. ▪ To minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity.	☒ ☐ ☒	☐ ☐ ☐	☐ ☒ ☐	The proposed development is considered to be consistent with the Stormwater Management objectives as a suitable method of stormwater drainage is proposed which will have negligible impact upon existing and future environmental conditions in the surrounding locality.
Stormwater Management Performance Criteria i. Reduce the volume impact of stormwater on infrastructure by retaining it on site. Design solutions may include:- minimising impervious areas by using pervious or open pavement materials; retaining runoff from roofs and balconies in water features as part of landscape design or for reuse for activities such as toilet flushing, car washing and garden watering; landscape design incorporating appropriate vegetation; minimising formal drainage systems (pipes) with vegetated flow paths (grass swales), infiltration or biofiltration trenches and subsoil collection systems in saline areas; water pollution control ponds or constructed wetlands on larger developments. ii. Optimise deep soil zones. All development must address the potential for deep soil zones (see Deep Soil Zones). iii. On dense urban sites where there is no potential for deep soil zones to contribute to stormwater management, seek alternative solutions. Structural stormwater treatment measures may be used including:- litter or gross pollutant traps to capture leaves, sediment and litter; on-site detention storage. iv. Protect stormwater quality by providing for: ▪ Sediment filters, traps or basins for hard surfaces; ▪ Treatment of stormwater collected in sediment traps on soils containing dispersive clays. v. Reduce the need for expensive sediment trapping techniques by controlling erosion, for example by:- landscape design incorporating appropriate vegetation; stable (non-eroding) flow paths conveying water at non-erosive velocities.	☒ ☐ ☒ ☐ ☒ ☒ ☒	☐ ☒ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	Council's Engineering Department has assessed the proposed stormwater drainage plans and deemed them to be satisfactory subject to the inclusion of a number of conditions, should the application be recommended for approval. **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to deep soil zones.**
4.1.7 Wind Objectives ▪ To minimise the impact of wind exposure within public and private open space. ▪ To enable residential dwellings to benefit from ventilating breezes. ▪ To maximise the comfort of the foreshore promenade. ▪ To ensure buildings do not create adverse wind conditions for the Olympic Archery Centre.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is consistent with the Wind objectives as a report prepared by a suitably qualified consultant is provided identifying that suitable wind conditions can be achieved through the use of landscaping and built elements to the internal courtyard.

Requirement	Yes	No	N/A	Comment
4.1.7 Wind Performance Criteria i. Site and design development to avoid unsafe and uncomfortable winds at pedestrian level in public areas and private open spaces, for example through appropriate orientation and / or screening of seating areas, balcony, terrace and courtyard spaces. ii. Maximum allowable wind velocities are: ▪ 13 metres per second in streets, parks and public places; ▪ 16 metres per second in all other areas. iii. Provide a Wind Effects Study with all development over 4 storeys in height. iv. Ameliorate the effects of wind on the foreshore promenade by configuring landscape elements and incorporating refuge areas off the main promenade.	☒ ☒ ☒ ☒ ☐	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☒	A Wind Effects Study, prepared by Heggies and dated 11 December 2003, is submitted with the application and states that subject to the provision of obstacles such as trees and the wall seating within the internal courtyard, suitable wind conditions at ground level can be achieved.
4.1.8 Geotechnical Suitability and Contamination Objectives ▪ To ensure that development sites are suitable for the proposed development use or can be remediated to a level suitable for that use. ▪ To take into account issues relevant to the whole Homebush Bay area, including the disturbance of aquatic sediments.	☒ ☒	☐ ☐	☐ ☐	The proposed development is consistent with the Geotechnical Suitability and Contamination objectives as the site is considered to be suitable for the proposed development.
4.1.8 Geotechnical Suitability and Contamination Performance Criteria i. Provide a report by a qualified geotechnical engineer establishing that the site of the proposed development is suitable for that development having regard to its groundwater conditions. ii. Provide a report by a qualified contamination consultant indicating that the site is suitable for the proposed use or that remediation options are available to reduce contaminant concentrations to a level appropriate for the proposed land use. The report fully documents the site investigation process undertaken which includes: ▪ Stage 1 – Preliminary Investigations; ▪ Stage 2 – Detailed Investigations; ▪ Stage 3 – Remedial Action Plan (if remediation is required) as outlined in Section 3.4 of Managing Land Contamination and Draft Guidelines prepared by DUAP and EPA, August 1998. iii. Provide documentation of the process used to ensure fill is clean and contamination free.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	Refer to the SEPP 55 assessment above. Relevant investigations have been carried out and report prepared. A site audit statement has been issued for Block A.
4.1.9 Electro-Magnetic Radiation Objectives ▪ To enable development of the Homebush Bay West precinct for residential, commercial, recreational and community uses. ▪ To recognise the issues associated with continued use of the site for AM radio broadcasting.	☒ ☒	☐ ☐	☐ ☐	The proposed development is consistent with the Electro-magnetic Radiation objectives as it has previously been deemed suitable for residential purposes.
4.1.9 Electro-Magnetic Radiation Performance Criteria i. Applicants are required to demonstrate that development proposals have carefully considered potential health and interference impacts from the AM radio towers. Further advice and guidance may be obtained from the relevant Commonwealth regulatory bodies including the Australian Broadcasting Authority. ii. Building design and siting responds appropriately to any constraints and / or impacts identified, for example, appropriate shielding of electronic and telephonic cables.	☒ ☒	☐ ☐	☐ ☐	Information submitted with DA-488/2005 addressed the likely impacts of electro-magnetic radiation.
4.2 Site Analysis				

Requirement	Yes	No	N/A	Comment
4.2.1 Safety and Security Objectives ▪ To ensure that residential flat developments are safe and secure for residents and visitors. ▪ To contribute to the safety of the public domain.	☐ ☐	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Safety objectives as secure access to communal entries to the building and as casual surveillance of the public domain from living and open space areas is to be provided.
4.2.1 Safety and Security Performance Criteria i. Carry out a formal crime risk assessment in accordance with NSW Police 'Safer by Design' protocols for all residential developments of more than 20 new dwellings, and for the mixed use maritime precinct around Wentworth Point. Crime risk assessment is to extend beyond the site boundaries to include the relationship of the building to public open space areas	☒	☐	☐	An assessment of the proposal in relation to Council's Policy on Crime Prevention Through Environmental Design 2006 is provided, which addresses the relevant provisions.
ii. Reinforce the development boundary to strengthen the distinction between public and private space. This can be actual or symbolic and may include:- employing a level change at the site and/or building threshold; signage which is clear and easy to understand; entry awnings; fences, walls and gates; change of material in paving between the street and the development	☒	☐	☐	As mentioned above, suitable landscaping and fencing is to be provided to boundaries between public and private areas. Level changes along street elevations aide in providing additional physical barriers.
iii. Optimise the visibility, functionality and safety of building entrances by: ▪ Orienting entrances towards the public street; ▪ Providing clear lines of sight between entrances, foyers and the street; ▪ Providing direct entry to ground level apartments from the street rather than through a common foyer; ▪ Providing direct and well-lit access between car parks and dwellings, between car parks and lift lobbies and to all unit entrances.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	Communal building entries are to be orientated to the adjoining street and have greater setbacks, lighting, open forecourts and glazed elevations to provide for a suitable level of visibility and functionality. Internally, direct and convenient access ways from parking levels to the building are proposed.
iv. Improve the opportunities for casual surveillance by: ▪ Orienting living areas with views over public or communal open spaces, where possible; ▪ Using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street; ▪ Using corner windows, which provide oblique views of the street; ▪ Avoiding high walls around and parking structures which obstruct views; ▪ Providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	Fencing and balustrades to private open space areas are to consist of transparent elements to ensure an appropriate level of casual surveillance of public areas is achieved. Living areas and private open spaces are orientated to outdoor space and allow for casual overlooking of communal/public areas.
v. Minimise opportunities for concealment by: ▪ Avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways; ▪ Providing well-lit routes throughout the development; ▪ Providing appropriate levels of illumination for all common areas; ▪ Providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	As mentioned above, additional setbacks and open forecourts are provided near communal entries to avoid opportunities for concealment.
vi. Control access to the development by: ▪ Making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings; ▪ Separating the residential component of a development's car parking from any other building use and controlling car park access from public and common areas; ▪ Providing direct and secure access from car parks to apartment lobbies for residents; ▪ Providing separate access for residents in mixed-use buildings;	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	Secure access doors/gates are to be provided to communal access points, physical barriers are to be provided between private open spaces and an intercom system to access pedestrian and vehicular access ways is to be provided to all apartments.

Requirement	Yes	No	N/A	Comment
▪ Providing an audio or video intercom system at the entry or in the lobby for visitors to communicate with residents; ▪ Providing key card access for residents.	☒ ☒	☐ ☐	☐ ☐	
4.2.2 Visual Privacy Objectives ▪ To provide reasonable levels of visual privacy externally and internally, during the day and at night. ▪ To maximise outlook and views to the public domain from principal rooms and private open spaces without compromising visual privacy.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Visual Privacy Objectives as outlook of open space is maximised where possible, without creating more than reasonable privacy impacts.
4.2.2 Visual Privacy Performance Criteria i. Locate and orient new development to maximise visual privacy between buildings on site and adjacent buildings by: ▪ Providing adequate building separation ▪ Employing appropriate rear and site setbacks ii. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to apartments by: ▪ Locating balconies to screen other balconies and any ground level private open space ▪ Separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms ▪ Changing the level between ground floor apartments with their associated private open space, and the public domain or communal open space (see Ground Floor Apartments iii. Use detailed site and building design elements to increase privacy without compromising access to light and air. Design detailing may include:- offset windows of apartments in new development and adjacent development windows; sill heights set at minimum 1.2 metres above floor level; recessed balconies and/or vertical fins between adjacent balconies; solid or semi-solid balustrades to balconies; louvres or screen panels to windows and/or balconies; fixed obscure glazing; appropriate fencing; vegetation as a screen between spaces; incorporating planter boxes into walls or balustrades to increase the visual separation between areas; utilising pergolas or shading devises to limit overlooking of lower apartments or private open space.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	Building separation, locations of windows and private open spaces and the use of privacy screening, blade walls and louvers contribute to maximising visual privacy between apartments.
4.3 Site Access				
4.3.1 Building Entry Objectives ▪ To create entrances which provide a desirable residential identity for the development; ▪ To orient the visitor; ▪ To contribute positively to the streetscape and building facade design.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Building Entry Objectives as multiple communal entries with open forecourts and which are easily identifiable are proposed.

Requirement	Yes	No	N/A	Comment
4.3.1 Building Entry Performance Criteria i. Improve the presentation of the development to the street by: ▪ Locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network; ▪ Designing the entry as a clearly identifiable element of the building in the street; ▪ Utilising multiple entries—main entry plus private ground floor apartment entries—where it is desirable to activate the street edge or reinforce a rhythm or entry along a street. ii. Provide as direct a physical and visual connection as possible between the street and the entry. iii. Achieve clear lines of transition between the public street, the shared private, circulation spaces and the apartment unit. iv. Ensure equal access for all. v. Provide safe and secure access. Design solutions include:- avoid ambiguous and publicly accessible small spaces in entry areas; provide a clear line of sight between one circulation space and the next; provide sheltered, well lit and highly visible spaces to enter the building, meet and collect mail. vi. Generally provide separate entries from the street for: ▪ Pedestrians and cars; ▪ Different uses, for example, for residential and commercial users in a mixed-use development; ▪ Ground floor apartments, where applicable (see Ground Floor Apartments). vii. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces viii. Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. Design solutions include:- locating them adjacent to the major entrance and integrated into a wall, where possible; setting them at 90 degrees to the street, rather than along the front boundary.	☒ ☒ ☒ ☒ ☐ ☐ ☒ ☐ ☒ ☒ ☐ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☒ ☐ ☐ ☐ ☐	Multiple communal entries are to be provided, which integrate with the public domain through the provision of forecourt areas with feature paving and landscaping. Entry foyers are spacious, feature glazing for clear sight lines and will be secured with resident-access locked doors. Minimal level changes between foyers, forecourts and adjoining public domain (entries from Hill Road are level with the adjoining forecourt and public domain) to allow equitable access. Separate entries for pedestrians and vehicles are provided and ground-floor apartments have individual entries direct from the adjoining street to private open spaces. Should the application be recommended for approval, a condition will be included in any consent for suitable mail facilities in appropriate locations shall be included in any consent.
4.3.2 Parking Objectives ▪ To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport – public transport, bicycling and walking. ▪ To provide adequate car parking for the builder's users and visitors, depending on building type and proximity to public transport. ▪ To integrate the location and design of car parking with the design of the site and the building.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Parking objectives as a suitable number of resident and visitor car and bicycle parking spaces are provided within underground levels which do not impact upon the aesthetic design of the building. Further, the site is well positioned in relation to existing public transport links.
4.3.2 Parking Performance Criteria i. Determine the appropriate car parking space requirements in relation to the development's proximity to public transport, shopping and recreational facilities, the density of the development and the local area and the site's ability to accommodate car parking. ii. Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant iii. Give preference to underground parking, whenever possible. Design considerations include:- retaining and optimising the consolidated areas of deep soil zones (in this case, including the street setbacks forming continuous deep soil zones around the outside of a block); facilitating natural ventilation to basement and sub-basement	☒ ☐ ☒	☐ ☐ ☐	☐ ☒ ☐	The proposed development is generally consistent with the parking requirements adopted this DCP. A suitable number of visitor parking spaces is accommodated within the parking levels and additional casual spaces are provided in the surrounding streets. The change to the site topography allows all formal and allocated parking areas to be provided within underground levels. Parking levels have appropriate natural ventilation intakes, secure access and direct and convenient access to the building.

Requirement	Yes	No	N/A	Comment
car parking areas, where possible; integrating ventilation grills or screening devices of car park openings into the façade design and landscape design; providing a logical and efficient structural grid. There may be a larger floor area for basement car parking than for upper floors above ground. Upper floors, particularly in slender residential buildings, do not have to replicate basement car parking widths.				
iv. A basement podium does not protrude more than 1.2 metres above ground level.	☒	☐	☐	Parking levels will not protrude more than 1.2 metres above ground level.
v. Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity by- integrating the car park, including vehicle entries, into the overall facade design, for example, by using appropriate proportions and façade details; 'wrapping' the car parks with other uses, for example, retail and commercial along street edges with parking behind.	☐	☐	☒	Only casual on-street parking is provided at ground-level as required by the street provisions of the No.1 Burroway Road and Homebush Bay West DCPs.
vi. Provide bicycle parking which is easily accessible from ground level and from apartments. Provide a combination of secured and chained bicycle storage.	☒	☐	☐	Bicycle storage areas are provided within parking levels and are suitably accessible.
vii. Provide residential car parking in accordance with the following requirements:				
▪ Generally provide a minimum of 1 space per dwelling;	☒	☐	☐	A minimum of 1 parking space per dwelling is provided. For all 3 bedroom apartments, 2 car spaces are provided.
▪ Studio – no spaces/dwelling;	☒	☐	☐	
▪ 1 bed – maximum 1 space/dwelling;	☒	☐	☐	
▪ 2 bed – maximum 1.5 space/dwelling;	☒	☐	☐	Visitor spaces are provided at the required rate.
▪ 3 bed – maximum 2 space/dwelling;	☒	☐	☐	
▪ Visitors – maximum 0.2 space/dwelling;	☒	☐	☐	
▪ The consent authority may permit variations to the above maximum rates on the basis of a Transport and Traffic Management Plan which meets their approval.	☐	☐	☒	No commercial or retail parking is required.
viii. Non-residential parking controls for Precinct A are excluded from this DCP and addressed through the precinct master plan.	☐	☐	☒	
ix. Provide car parking for convenience retail as follows:				
▪ Employees: 2 spaces per tenancy;	☐	☐	☒	
▪ Patrons: gross floor area under 100sqm – managed on-street parking; gross floor area over 100sqm – 1 space per 40sqm.	☐	☐	☒	
x. Provide car parking for cafes and restaurants as follows:				
▪ Employees: 2 spaces per tenancy;	☐	☐	☒	
▪ Patrons: 15 spaces per 100sqm (as per RTA Traffic Generating Guidelines);	☐	☐	☒	
▪ This may be a combination of on-street and on-site parking if appropriate management arrangements are agreed with the consent authority and/or Auburn Council.	☐	☐	☒	
xi. Provide 1 car parking space per 60sqm gross leasable floor area of commercial office development.	☐	☐	☒	
xii. Provide motorbike parking at the rate of 1 space per 25 car parking spaces.	☐	☐	☐	Informal areas can be utilised for motorcycle parking and a suitable number of bicycle storage areas are provided.
xiii. Provide secure bicycle parking in all residential developments in accordance with these requirements:	☒	☐	☐	
▪ Studio – none;	☒	☐	☐	
▪ 1 bed – none;	☒	☐	☐	
▪ 2 bed - 0.5 spaces/dwelling;	☒	☐	☐	
▪ 3 bed - 0.5 spaces/dwelling;	☒	☐	☐	
▪ Visitors – 1 per 15 dwellings.	☐	☐	☒	
xiv. Provide bicycle parking for commercial office development at the rate of:				

Requirement	Yes	No	N/A	Comment
▪ 1 bicycle space per 300sqm gross leasable floor area; ▪ 1 visitor space per 2,500sqm of gross leasable floor area.	☐ ☐	☐ ☐	☒ ☒	
4.3.3 Pedestrian Access Objectives ▪ To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain. ▪ To ensure that residents, including users of strollers and wheelchairs and people with bicycles are able to reach and enter their apartment and use communal areas via minimum grade ramps, paths, access ways or lifts.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Pedestrian Access objectives as barrier free communal entries are provided to access cores of all units.
4.3.3 Pedestrian Access Performance Criteria i. Utilise the site and its planning to optimise accessibility to the development ii. Separate and clearly distinguish between pedestrian access ways and vehicle access ways iii. Consider the provision of public through-site pedestrian access ways in large development sites iv. Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal roads. v. Promote equity by: ▪ Ensuring the main building entrance is accessible for all from the street and from car parking areas; ▪ Integrating ramps into the overall building and landscape design. vi. Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space. vii. Provide barrier free access to at least 20 percent of dwellings in the development. viii. Demonstrate that adaptable apartments can be converted.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	The proposed building is stepped to reflect the new topography of the site. Ground-floor apartments have individual entries from the respective streets and access cores are accessible from within parking areas. Vehicular and pedestrian entries are well separated and the proposed street network provides vehicular and pedestrian links through the wider site (this will be continued as part of future applications). The 3 communal entries from Hill Road are to have level access from the public domain to building foyers and lifts, providing the 108 apartments (38% of all apartments) serviced by these entries as barrier-free. Only minimal level changes are proposed for the communal entries from Footbridge Boulevard, Half Street and Waterways Street.
4.3.4 Vehicle Access Objectives ▪ To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety. ▪ To encourage the active use of street frontages.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Vehicle Access objectives as entries are suitably located and integrated into building elevations.

Requirement	Yes	No	N/A	Comment
4.3.4 Vehicle Access Performance Criteria i. Vehicular access is discouraged from Hill Road and from major east-west streets. Access is to be provided from secondary streets where possible ii. Ensure that pedestrian safety is maintained by minimising potential pedestrian/vehicle conflicts. Design approaches include:- limiting the width of driveways to a maximum of 6 metres; limiting the number of vehicle access points; ensuring clear site lines at pedestrian and vehicle crossings; utilising traffic calming devices; separating and clearly distinguishing between pedestrian and vehicular access ways. iii. Ensure adequate separation distances between vehicular entries and street intersections iv. Optimise the opportunities for active street frontages and streetscape design by: ▪ Making vehicle access points as narrow as possible; ▪ Consolidating vehicle access within sites under single body corporate ownership; ▪ Locating car park entry and access from secondary streets and lanes. v. Improve the appearance of car parking and service vehicle entries, for example, by: ▪ Locating or screening garbage collection, loading and servicing areas visually away from the street; ▪ setting back or recessing car park entries from the main facade line; ▪ Providing security doors to car park entries to avoid blank 'holes' in facades; ▪ Where doors are not provided, ensuring that the visible interior of the car park is incorporated into the façade design and material selection and that building services are concealed; ▪ Returning the façade material into the car park entry recess for the extent visible from the street as a minimum.	☒	☐	☐	One vehicular access way is each provided to Footbridge Boulevard and Half Street. This is consistent with the No.1 Burroway Road DCP 2006 requirements. Driveway widths are not excessive (6 metres) and are well setback from intersections and areas of high pedestrian activity (such as communal entries to the building). The vehicle entries are integrated into the elevation and materials and finishes used to reduce the impact rather than highlight the opening. Service areas such as garbage storage (within specific rooms) and loading spaces are contained within the parking levels and not visible from public areas.
4.4 Building Configuration				
4.4.1 Apartment Layout Objectives ▪ To ensure that apartment layouts are efficient and provide high standards of residential amenity. ▪ To maximise the environmental performance of apartments.	☒	☐	☐	The proposed development is considered to be consistent with the Apartment Layout objectives as layouts are suitably sized, dimensioned and as living areas are orientated to maximise solar access and aspect.
4.4.1 Apartment Layout Performance Criteria i. Provide apartments with the following amenity standards as a minimum: ▪ Single-aspect apartments are limited in depth to 8 metres; ▪ The back of a kitchen is no more than 8 metres from a window; ▪ The width of cross-over or cross-through apartments over 15 metres deep is 4 metres or greater to avoid deep narrow apartment layouts. ii. Ensure apartment layouts are resilient and adaptable over time, for example by: ▪ Accommodating a variety of furniture arrangements; ▪ Providing for a range of activities and privacy levels between different spaces within the apartment; ▪ Utilising flexible room sizes and proportions or open plans; ▪ Ensuring circulation by stairs, corridors and through rooms is planned as efficiently as possible, thereby increasing the amount of floor space in rooms. iii. Design apartment layouts which respond to the natural environment and optimise site	☐	☒	☐	**Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to single-aspect apartment depths.** All cross-through apartments are a minimum of 4 metres wide. Apartment layouts are considered satisfactory as they orientate living areas and private open spaces to optimise solar access and aspect, generally allow for flexibility of furniture layout, enable suitable levels of visual and acoustic privacy and are suitably dimensioned.

Requirement	Yes	No	N/A	Comment
opportunities, by: ▪ Providing private open space in the form of a balcony, a terrace, a courtyard or a garden for every apartment; ▪ Orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows; ▪ Locating main living spaces adjacent to main private open space; ▪ Locating habitable rooms, and where possible kitchens and bathrooms, on the external face of the buildings, thereby maximising the number of rooms with windows. iv. Maximise opportunities to facilitate natural ventilation and to capitalise on natural daylight, for example by providing:- corner apartments; cross-over or cross-through apartments; split-level or maisonette apartments; shallow, single-aspect apartments. v. Avoid locating kitchen as part of the main circulation spaces of an apartment, such as a hallway or entry space. vi. Include adequate storage space in apartment. vii. Ensure apartment layouts and dimensions facilitate furniture removal and placement.	☒ ☒ ☒ ☒ ☒ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	**Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to solar access and natural ventilation.** **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to storage.**
4.4.2 Apartment Mix and Affordability Objectives ▪ To provide a diversity of apartment types, which cater for different household requirements now and in the future. ▪ To provide equitable access to new housing.	☒ ☒	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Apartment Mix objectives as an acceptable mix of studio and 1, 2, and 3 bedroom apartments are proposed which will cater for a range of household requirements, housing choice and affordability.
4.4.2 Apartment Mix and Affordability Performance Criteria i. Provide a variety of apartment types between studio, one, two, three and three-plus bedroom apartments. ii. Locate a mix of accessible one, two and three-bedroom apartments on the ground level for people with disabilities, elderly people and families with children. iii. Optimise the number of accessible and adaptable apartments.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development consists of: • 7 x studio apartments (2.35%); • 139 x 1 bedroom apartments (49%); • 117 x 2 bedroom apartments (41%); • 22 x 3 bedroom apartments (7.65%). Ground-floor levels contain a mixture of all of the above types of apartments. Accessibility and adaptability is to be maximised as discussed elsewhere.
4.4.3 Balconies Objectives ▪ To provide all apartments with private open space. ▪ To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents. ▪ To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings. ▪ To contribute to the safety and liveliness of the street by allowing for casual overlooking and address.	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Balconies objectives as all apartments are provided with suitably sized private open spaces which integrate with the overall architectural form of the building and provide casual overlooking of communal and public areas.
4.4.3 Balconies Performance Criteria i. Where other private open space is not provided, provide at least one primary balcony. The combined area of private open space is a minimum of 12% of the dwelling floor space. ii. Primary balconies for one-bedroom apartments are to have a minimum depth of 2 metres and a minimum area of 8sqm. Primary balconies for two- and three bedroom apartments are to have a minimum depth of 2.4 metres and a minimum area of 10sqm. ▪ Developments which seek to vary from the minimum standards must provide scale plans of	☒ ☒ ☐	☐ ☐ ☐	☐ ☐ ☒	All apartments have at least one balcony. Access is provided directly from living areas and where possible, secondary access is provided from primary bedrooms. All 1 bedroom apartments have private open spaces of 2 metres depth and at least 8sqm. All except 4 of the 2 bedroom apartments have 2.4 metre deep and 10sqm private open spaces. The 4 variations provide sufficient areas, however balcony depth ranges from 2 metres to 2.3 metres. Given the minor nature

Requirement	Yes	No	N/A	Comment
balcony with furniture layout to confirm adequate, useable space.				of the non-compliance, a variation is supported.
iii. Primary balconies are to be:				
▪ Located adjacent to the main living areas, such as living room, dining room or kitchen to extend the dwelling living space;	☒	☐	☐	
▪ Proportioned to be functional and promote indoor/outdoor living. A dining table and two to four chairs should fit on the majority of balconies in any development. Consider supplying a tap and gas point.	☒	☐	☐	
iv. Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice:	☒	☐	☐	Secondary balconies or terraces are provided to cross-through/dual-aspect apartments and generally accessed from bedrooms.
▪ In larger apartments;	☒	☐	☐	
▪ Adjacent to bedrooms;	☒	☐	☐	
▪ For clothes drying; these should be screened from the public domain.				
v. Design and detail balconies in response to the local climate and context thereby increasing the usefulness of balconies. This may be achieved by:	☒	☐	☐	Private open spaces are provided in the form of terraces, balconies and winter gardens as the orientation and aspect of the building dictates.
▪ Locating balconies facing predominantly north, east or west to optimise solar access and views to Parramatta River, Homebush Bay West and Sydney Olympic Park;				
▪ Utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind;	☒	☐	☐	
▪ Providing balconies with operable screens, Juliet balconies or operable walls/sliding doors with a balustrade in special locations where noise or high winds prohibit other solutions—along rail corridors, on busy roads or in tower buildings;				
▪ Choosing cantilevered balconies, partially cantilevered balconies and/or recessed balconies in response to requirements for daylight, wind, acoustic privacy and visual privacy – ensuring balconies are not so deep that they prevent sunlight entering the apartment below.	☒	☐	☐	
vi. Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include:	☒	☐	☐	Transparent balustrades are proposed through-out to maximise solar access, casual surveillance and to maximise views.
▪ Detailing balustrades using a proportion of solid to transparent materials to address site lines from the street, public domain or adjacent development. Full glass balustrades do not provide privacy for the balcony or the apartment's interior, especially at night;	☒	☐	☐	All apartments are to be provided with a primary balcony of at least 2 metres in depth. The majority of apartments have balconies of greater depth to accommodate more outdoor furniture.
▪ Detailing balustrades and providing screening from the public, for example, for a person seated looking at a view, clothes drying areas, bicycle storage or air conditioning units.	☒	☐	☐	
vii. Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design, for example, drainage pipes under balconies are often visible from below in taller buildings and negatively impact the overall facade appearance.	☒	☐	☐	If the application is recommended for approval, relevant conditions shall be included in any consent for the subtle treatment of building services, as not to detract from the appearance of the building.
4.4.4 Ceiling Heights Objectives				
▪ To increase the sense of space in apartments and provide well proportioned rooms.	☒	☐	☐	The proposed development is considered to be consistent with the Ceiling Heights objectives as suitable ceiling heights are provided for the residential nature of apartments.
▪ To promote the penetration of daylight into the depths of the apartment.	☒	☐	☐	
▪ To contribute to the flexibility of use.	☒	☐	☐	
▪ To achieve quality interior spaces while considering the external building form requirements.	☒	☐	☐	
4.4.4 Ceiling Heights Performance Criteria				The proposed building shall have ceiling
i. Minimum dimensions are measured from				heights of 2.7 metres. Ceiling heights are

Requirement	Yes	No	N/A	Comment
finished floor level (FFL) to finished ceiling level (FCL) are: ▪ In mixed use buildings along Hill Road and major east-west streets: 3.6 metre minimum for ground floor retail or commercial and 3.3 metre minimum for first floor residential, retail or commercial to promote future flexibility of use; ▪ In residential buildings on primary north-south street and on secondary streets: 3.3 metre minimum for ground floor to promote future flexibility of use; 2.7 metre minimum for all habitable rooms on all other floors; 2.4 metre minimum for all non-habitable rooms; ▪ For two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights; ▪ For two-storey units with a two storey void space, 2.4 metre minimum. ii. Double height spaces with mezzanines count as two storeys. iii. Use ceiling design to: ▪ Define a spatial hierarchy between areas of an apartment using double height spaces, raked ceilings, changes in ceiling heights and/or the location of bulkheads; ▪ Enable well proportioned rooms: for example, smaller rooms often feel larger and more spacious when ceilings are higher; ▪ Maximise heights in habitable rooms by stacking wet areas from floor to floor. This ensures that services and their bulkheads are located above bathroom and storage areas rather than habitable spaces; ▪ Promote the use of ceiling fans for cooling and heating distribution. iv. Facilitate better access to natural light by using ceiling heights which: ▪ Promote the use of taller windows, highlight windows and fan lights. This is particularly important for apartments with limited light access, such as ground floor units and apartments with deep floor plans; ▪ Enable the effectiveness of light shelves in enhancing daylight distribution into deep interiors. v. Developments which seek to vary the recommended ceiling heights must demonstrate that apartments will receive satisfactory daylight (e.g. Shallow apartments with large amount of window area). vi. Coordinate internal ceiling heights and slab levels with external height requirements and key datum lines. External building elements requiring coordination may include:- datum lines set by the Structural Design Framework; exterior awing levels or colonnade heights.	☐ ☐ ☐ ☐ ☐ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☐ ☐ ☒ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	maximised but limited by the overall building height restrictions of the No.1 Burroway Road DCP 2006. This is considered acceptable for solar access and general residential amenity. The building does not consist of any double height apartments and additional heights for future changes of use are not a necessity as the Block A is identified by the No.1 Burroway Road DCP 2006 as a residential site with only minimal opportunity for retail/commercial use on the Hill Road/Footbridge Boulevard corner.
4.4.5 Flexibility Objectives ▪ To encourage housing which meets the broadest range possible of occupants' needs, including people who are ageing and people with disabilities. ▪ To promote 'long life loose fit' buildings, which can accommodate whole or partial changes of use. ▪ To encourage adaptive re-use. ▪ To save the embodied energy expended in building demolition.	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	The proposed development is considered to be consistent with the Flexibility objectives as layouts promote changes to furniture arrangement and a suitable number can be adapted to the changing needs of residents.
4.4.5 Flexibility Performance Criteria i. Provide robust building configurations which utilise multiple entries and circulation cores,	☒	☐	☐	Multiple communal entries and access cores are provided to serve the different areas of the

Requirement	Yes	No	N/A	Comment
especially in larger buildings over 15 metres long, for example with:- thin building cross sections suitable for either residential or commercial uses; a mix of apartment types; higher ceilings on the ground floor and first floor; separate entries for the ground floor level and the upper levels; sliding and/or movable wall systems.				building. Block A is earmarked to be predominantly residential with only a very limited area on the corner of Hill Road and Footbridge Boulevard permitted for retail/commercial use. As a result, the scope for change is limited.
ii. Provide a multi-use space with kitchenette within each development to be available for the use of residents.	☒	☐	☐	
iii. Provide apartment layouts which accommodate the changing use of rooms. Design solutions may include:- windows in all habitable rooms as many non-habitable rooms as possible; adequate room sizes or open-plan apartments; dual master-bedroom apartments, which can support two independent adults living together or a live/work situation.	☒	☐	☐	Apartment layout provides for basic changes to internal configuration.
iv. Utilise structural systems, which support a degree of future change in building use or configuration. Design solutions may include:- a structural grid which accommodates car parking dimensions, retail, commercial and residential uses vertically throughout the building; aligning structural walls, columns and services cores between floor levels; minimising of internal structural walls; higher floor to floor dimensions on the ground floor and possibly the first floor; knock-out panels between apartments to allow two adjacent apartments to be amalgamated. v. Design all commercial / retail components of mixed use buildings to comply with AS1428 – 2001.	☒	☐	☐	
vi. Promote accessibility and adaptability by: ▪ Providing a minimum of 20% of all apartments that comply with AS4299-1995 Adaptable housing Class B; ▪ Providing a minimum of 75% visitable apartments within each development; that is, where the living room is accessible; ▪ Optimising pedestrian mobility and access to communal private space; ▪ Designing developments to meet AS3661 Slip-Resistant Surface Standard for pedestrian areas; ▪ Ensuring wheelchair accessibility between designated dwellings, the street and all common facilities.	☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	Accessible and visitable apartments are promoted. Only 10% of apartments are to be constructed as adaptable dwellings, however should the application be recommended for approval, a condition shall be included in any consent for a minimum of 20% of all apartments be constructed as adaptable dwellings.
4.4.6 Ground Floor Apartments Objectives ▪ To contribute to residential streetscape character and to create active safe streets. ▪ To increase the housing and lifestyle choices available in apartment buildings. ▪ To ensure that ground floor apartments achieve good amenity.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Ground-floor Apartment objectives as a range of ground-floor apartments are proposed which contribute to an active streetscape.

Requirement	Yes	No	N/A	Comment
4.4.6 Ground Floor Apartments Performance Criteria i. Design front gardens or terraces to contribute to the spatial and visual structure of the street while maintaining privacy for apartment occupants. This can be achieved by:- animating the street edge and creating more pedestrian activity by optimizing individual entries for ground floor apartments; providing appropriate fencing, balustrades, window sill heights, lighting and/ or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape; increasing street surveillance with doors and windows facing onto the street; utilising a maximum 1.5 metre change in level from the street to the private garden or terrace to minimise sight lines from the streets into the apartment. ii. Promote housing choice by: ▪ Providing private gardens or terraces which are directly accessible from the main living spaces of the apartment and support a variety of activities; ▪ Maximising the number of accessible and visitable apartments on the ground floor; ▪ Supporting a change or partial change in use, such as home offices accessible from the street. iii. Increase opportunities for solar access in ground floor units, particularly in denser areas by: ▪ Providing higher ceilings and taller windows; ▪ Choosing trees and shrubs which provide solar access in winter and shade in summer.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	All ground-floor apartments are setback from the boundaries with adjoining streets. These setback areas are utilised for oversized private terraces accessible from internal living areas and individual entries, bounded by fencing and landscaping which provides sufficient visual privacy.
4.4.7 Home Offices Objectives ▪ To promote economic growth in the town centre. ▪ To promote an active and safe neighbourhood by promoting 24 hour use of the area. ▪ To promote transport initiatives by reducing travel time and cost which in turn creates a cleaner environment. ▪ To enable tax deduction advantages by clearly identifying a home business area. ▪ To promote casual surveillance of the street. ▪ To promote opportunities for less mobile people to make economic progress. ▪ To promote a diverse workforce in terms of age and mobility, as well as people from culturally and linguistically diverse backgrounds.	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒	The Home Office objectives of the DCP are not relevant to the proposed development as it does not contain any specific or designated home office apartments.

Requirement	Yes	No	N/A	Comment
4.4.7 Home Offices Performance Criteria i. Home offices are not allowed to conduct business which involves the registration of the building under the Factories, Shops and Industries Act 1962.	☐	☐	☒	The proposed development does not contain any specific or designated home office apartments. Generous study rooms are provided within many apartments but are for casual use rather than for formal home offices.
ii. Home offices are to have no traffic or parking implications on the neighbourhood/street.	☐	☐	☒	
iii. Home offices are to seek to minimise conflict with domestic activities.	☐	☐	☒	
iv. Home offices are to have the flexibility of being able to convert to become part of the residence.	☐	☐	☒	
v. Home offices are to have a clearly identifiable area, ideally designed to close-off from the rest of the dwelling for purposes of safety, security and privacy.	☐	☐	☒	
vi. The work activity is not to interfere with the amenity of the neighbourhood by reason of emission of noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste, water, waste products, grit, oil, or otherwise.	☐	☐	☒	
vii. Home offices are to have:	☐	☐	☒	
▪ Adequate storage areas;	☐	☐	☒	
▪ Separate business phone/fax;	☐	☐	☒	
▪ Large mailbox suitable for business mail;	☐	☐	☒	
▪ Any special utility services needed (e.g. separate power metering).	☐	☐	☒	
viii. Home offices are not allowed to display any goods in a window or otherwise.	☐	☐	☒	
ix. Home offices are not allowed to exhibit any notice, advertisement or sign, other than a notice, sign or advertisement exhibited on the dwelling house or dwelling to indicate the name and occupation only of the resident.	☐	☐	☒	
4.4.8 Internal Circulation Objectives ▪ To facilitate quality apartment layouts, such as dual aspect apartments.	☒	☐	☐	The proposed development is considered to be consistent with the Internal Circulation objectives as spacious access hallways and apartments are provided.
▪ To contribute positively to the form and articulation of building facade and its relationship to the urban environment.	☒	☐	☐	
▪ To create safe and pleasant spaces for the circulation of people and their personal possessions.	☒	☐	☐	
▪ To encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety.	☒	☐	☐	

Requirement	Yes	No	N/A	Comment
4.4.8 Internal Circulation Performance Criteria i. Increase amenity and safety in circulation spaces by: ▪ Providing generous corridor widths and ceiling heights, particularly in lobbies, outside lifts and apartment entry doors; ▪ Providing appropriate levels of lighting, including the use of natural daylight, where possible; ▪ Minimising corridor lengths to give short, clear sight lines; ▪ Avoiding tight corners; ▪ Providing legible signage noting apartment numbers, common areas and general directional finding; ▪ Providing adequate ventilation. ii. Support better apartment building layouts by: ▪ Designing buildings with multiple cores which increase the number of entries along a street, increase the number of vertical circulation points, and give more articulation to the facade; ▪ Limiting the number of units off a circulation core on a single level. iii. Where units are arranged off a double-loaded corridor, the number of units accessible from a single core/corridor is limited to eight, except where: ▪ Developments can demonstrate the achievement of the desired streetscape character and entry response; ▪ Where developments can demonstrate a high level of amenity for common lobbies, corridors and units. iv. Articulate longer corridors. Design solutions may include:- changing the direction or width of a corridor; utilising a series of foyer areas; providing windows along or at the end of a corridor. v. Minimise maintenance and maintain durability by using robust materials in common circulation areas.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Corridor, foyer and hallway widths are sufficiently lit, articulated and dimensioned to promote safety and movement of residents and their belongings. Multiple access cores are provided to service the different areas of the building.
4.4.9 Storage Objectives ▪ To provide adequate storage for everyday household items within easy access of the apartment. ▪ To provide storage for sporting, leisure, fitness and hobby equipment.	☐ ☐	☐ ☐	☐ ☐	The proposed development is considered to be consistent with the Storage objectives as sufficient areas for storage are provided to each apartment, whether internally or within parking levels.

Requirement	Yes	No	N/A	Comment
4.4.9 Storage Performance Criteria i. Provide storage facilities accessible from hall or living areas, in addition to kitchen cupboards and bedroom wardrobes, at a minimum: ▪ Studio – 6cum; ▪ 1-bed – 6cum; ▪ 2-bed – 8cum; ▪ 3 and 3+ bed – 10cum; ▪ This storage is to be excluded from FSR calculations.	☐	☒	☐	Apartments are to have varying levels of storage areas. Some are to have cupboards, study rooms and nooks while some do not have any substantial storage internally. All however will have individual, secure storage cages with the parking levels for storage of a range of belongings. **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to solar access and natural ventilation.** Designated bicycle parking areas are provided in the parking levels.
ii. Locate storage conveniently for apartments. Options include providing:- ▪ At least 50 percent of the required storage within each apartment and accessible from either the hall or living area. Storage within apartments is best provided as cupboards accessible from entries and hallways and/or from under internal stairs; ▪ Dedicated storage rooms on each floor within the development, which can be leased by residents as required; ▪ Dedicated and/or leasable storage in internal or basement car parks. Leasing storage provides choice and minimises the impact of storage on housing affordability.	☒ ☐ ☐ ☒	☐ ☒ ☐ ☐	☐ ☐ ☒ ☐	
iii. Provide storage suitable for the needs of residents in the local area and able to accommodate larger items, such as: ▪ Boating-related equipment; ▪ Surfing equipment; ▪ Bicycles.	☒	☐	☐	
Bicycle storage should be a combination of secured and chained storage located in convenient and visible locations.	☒	☐	☐	
iv. Ensure that storage separated from apartments is secure for individual use.	☒	☐	☐	
v. Where basement storage is provided: ▪ Ensure that it does not compromise natural ventilation in car parks or create potential conflicts with fire regulations; ▪ Exclude it from FSR calculations.	☒ ☒	☐ ☐	☐ ☐	
vi. Consider providing additional storage in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces.				
4.5 Building Amenity				
4.5.1 Acoustic Amenity Objectives ▪ To ensure a high level of amenity by protecting the privacy of residents within residential flat buildings both within the apartments and in private open spaces.	☐	☐	☐	The proposed development is considered to be consistent with the Acoustic Amenity objectives as acoustic intrusion is minimised through building separation and the grouping of like-use rooms in apartments together.
4.5.1 Acoustic Amenity Performance Criteria i. Utilise the site and building layout to maximise the potential for acoustic privacy by providing adequate building separation within the development and from neighbouring buildings	☒	☐	☐	Suitable building separation is provided to allow private open space areas to be located away from each other.
ii. Minimum building separations are: ▪ Up to 4 storeys/12 metres: ○ 12 metres between habitable rooms / balconies; ○ 9 metres between habitable/balconies and non-habitable rooms; ○ 6 metres between non-habitable rooms. ▪ 5 to 8 storeys/12-25 metres: ○ 18 metres between habitable rooms/balconies; ○ 13 metres between habitable rooms/balconies and non-habitable rooms; ○ 9 metres between non-habitable rooms.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	Like-use areas of apartments are grouped to avoid acoustic disturbance of neighbouring apartments, i.e. bedrooms adjoin bedrooms, living areas adjoin living areas. Where possible, noisier areas such as bathrooms and laundries are distanced from bedrooms.
iii. Arrange apartments within a development to minimise noise transition between flats by:				All apartments are to have double-glazed

Requirement	Yes	No	N/A	Comment
▪ Locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms with living rooms, bedrooms with bedrooms;	☒	☐	☐	openings. The Acoustic Report provided with the application, prepared by Acoustic Logic Consultancy Pty Ltd, does not identify the requirement for any specialist seals to doors.
▪ Using storage or circulation zones within an apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas;	☒	☐	☐	
▪ Minimising the amount of party (shared) walls with other apartments.	☒	☐	☐	
iv. Design the internal apartment layout to separate noisier spaces from quieter spaces by grouping uses within an apartment—bedrooms with bedrooms and service areas like kitchen, bathroom, laundry together.	☒	☐	☐	Like use rooms of apartments and neighbouring apartments are grouped to avoid noise disturbance, e.g. bedrooms adjoin bedrooms, living rooms adjoin living rooms etc.
v. Resolve conflicts between noise, outlook and views by using design measures including:- double glazing; operable screened balconies; continuous walls to ground level courtyards where they do not conflict with streetscape or other amenity requirements.	☒	☐	☐	
vi. Reduce noise transmission from common corridors or outside the building by providing seals at entry doors.	☒	☐	☐	
vii. Provide a detailed noise and vibration impact assessment report for residential buildings affected by surrounding uses.	☒	☐	☐	
4.5.2 Daylight Access Objectives ▪ To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential development.	☒	☐	☐	The proposed development is considered to be generally consistent with the Daylight Access objectives as the orientation of living areas allows for daylight infiltration.
▪ To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours.	☒	☐	☐	
▪ To provide residents with the ability to adjust the quantity of daylight to suit their needs.	☒	☐	☐	
4.5.2 Daylight Access Performance Criteria i. Orient new residential flat development to optimise northern aspect.	☒	☐	☐	The proposal is consistent with the master Plan configuration of the No.1 Burroway Road DCP 2006 and higher density elements of the building are orientated to the northern aspect. The central courtyard (communal open space) is likely to receive a limited amount of direct sunlight during the March to September period. The linear park in Footbridge Boulevard will receive plenty sunlight being located to the north of the building, however this is likely to be reduced as the northern side of Footbridge Boulevard (Block D) is redeveloped to a similar scale. Landscaping of a suitable scale is proposed and shall provide shading in summertime. Apartment living areas and bedrooms are provided with openings to outdoor space to maximise access to daylight and where possible, north-facing openings, living areas and private open spaces are optimised.
ii. For 1-2 storey developments, provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 9.00am and 3.00pm in mid-winter.	☐	☐	☐	
iii. For 3 or more storey developments, provide at least 75% of residential apartments with at least 2 hours of sunlight to living rooms and private open spaces between 9.00 am and 3.00 pm in mid-winter. Design opportunities include:- using skylights, clerestory windows and fanlights to supplement daylight access; providing two-storey and mezzanine, ground floor apartments to facilitate daylight access to living rooms and private open spaces on the ground level; limiting the depth of single aspect apartments; providing single aspect, single-storey apartments with northerly or easterly aspect; locating living areas to the north and service areas to the south and west of the development - using light shelves to reflect light into deeper apartments.	☐	☒	☐	
iii. Limit the number of single-aspect apartments with a southerly aspect (SW–SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and address energy efficiency.	☐	☒	☐	Approximately 72% of all apartments achieve 2 hours of solar access between 9.00am and 3.00pm in midwinter. **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to solar access and south-facing single-aspect apartments.**
iv. Design for shading and glare control, particularly in summer, by: ▪ Using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external	☒	☐	☐	Overhanging balconies and louvers are proposed to provide shading to private open spaces.

Requirement	Yes	No	N/A	Comment
louvres and planting; ▪ Optimising the number of north-facing living spaces; ▪ Providing external horizontal shading to north-facing windows; ▪ Providing vertical shading to east or west windows; ▪ Using high performance glass but minimising external glare off windows; ▪ Avoiding reflective films; ▪ Using a glass reflectance below 20 percent; ▪ Considering reduced tint glass. v. The use of light wells as a primary source of daylight in habitable rooms is prohibited. Where they are used, they are to be fully open to the sky and their dimensions relate to building separation. vi. No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10.00 am and 2.00 pm between 21st April and 21st August. Provide appropriate shading in summer. vii. Shadow diagrams showing the impact of a proposal on adjacent residential developments and their private open space will be required.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☐ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Should the application be recommended for approval, a condition shall be included in any consent in regards to reflectivity of glazing. Light wells are not proposed for primary access to daylight. Given the orientation of the site and scale of development permitted, it is inevitable that overshadowing will occur. The Footbridge Boulevard and Hill Road public domain will achieve the requirement (at least until Block D is constructed) whereas Waterway Street and Half Street are likely to be more affected.
4.5.3 Natural Ventilation Objectives ▪ To ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants. ▪ To provide natural ventilation in non habitable rooms, where possible. ▪ To reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning.	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Natural Ventilation objectives as all habitable rooms, and where possible non-habitable rooms, have sufficient openings for ventilation and BASIX commitments dictate energy consumption requirements. Non-compliances with the number of dual-aspect rooms are discussed below.
4.5.3 Natural Ventilation Performance Criteria i. Plan the site to promote and guide natural breezes by: ▪ Orienting buildings to maximise the use of prevailing winds; ▪ Locating vegetation to direct breezes and cool air as it flows across the site; ▪ Selecting planting or trees that do not inhibit airflow. ii. Limit residential building depth to 18 metres glass line to line to support natural ventilation. iii. Utilise the building layout and section to increase potential for natural ventilation, by: ▪ Providing dual aspect apartments, e.g. cross through and corner apartments; ▪ Facilitating convective currents by designing units which draw cool air in at lower levels and allow warm air to escape at higher levels, for example, maisonette apartments and two-storey apartments. iv. Design the internal apartment layout to promote natural ventilation by: ▪ Minimising interruptions in air flow through an apartment. The more corners or rooms airflow must negotiate, the less effective the natural ventilation; ▪ Grouping rooms with similar usage together, for example, keeping living spaces together and sleeping spaces together. This allows the apartment to be compartmentalised for efficient summer cooling or winter heating. v. A minimum of 60% of residential apartments are to be naturally ventilated. vi. A minimum of 25% of kitchens within a development are to be naturally ventilated. vii. Select doors and operable windows to maximise natural ventilation opportunities	☒ ☒ ☒ ☐ ☒ ☒ ☐ ☒ ☐ ☒	☐ ☐ ☐ ☒ ☐ ☐ ☒ ☐ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	The building and apartment layouts are designed to maximise natural ventilation through the use of open-plan living areas and generous openings to living areas and bedrooms. All of the living areas of single-aspect apartments are generally within 8 metres of openings. Where natural ventilation cannot be provided, mechanical ventilation which satisfies the BASIX performance criteria is proposed. **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to natural ventilation.** All kitchens are located within 8 metres of an opening and are thus considered to be suitably naturally ventilated.

Requirement	Yes	No	N/A	Comment
established by the apartment layout. Design solutions may include:- locating small windows on the windward side and larger windows on the leeward side of the building thereby utilising air pressure to draw air through the apartment; using higher level casement or sash windows, clerestory windows or operable fanlight windows—including above internal doors—to facilitate convective currents. This is particularly important in apartments with only one aspect; selecting windows which occupants can reconfigure to funnel breezes into the apartment, like vertical d, casement windows and externally opening doors				
viii. Coordinate design for natural ventilation with passive solar design techniques.	☒	☐	☐	
ix. Explore innovative technologies to naturally ventilate internal building areas or rooms—such as bathrooms, laundries and underground car parks—for example with stack effect ventilation or solar chimneys.	☐	☐	☒	
x. Developments which seek to vary from the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.	☒	☐	☐	
4.6 Building Form				
4.6.1 Awnings and Signage Objectives ▪ To provide shelter for public streets. ▪ To support and encourage pedestrian movement associated with retail uses. ▪ To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	The Awnings and Signage Objectives are not applicable to the proposed development as no awnings over the public domain or any signage are proposed.
4.6.1 Awnings and Signage Performance Criteria <u>Awnings</u> i. Encourage pedestrian activity on streets by providing awnings to retail strips: ▪ Complement the height, depth and form of the desired character or existing pattern of awnings; ▪ Provide sufficient protection for sun and rain. ii. Contribute to the legibility of the development and amenity of the public domain by locating local awnings over residential building entries. iii. Enhance safety for pedestrians by providing under-awning lighting. iv. New awnings are to follow the general alignment of existing awnings in the street. v. Provide continuous awnings at areas of high pedestrian activity, particularly where there are ground-floor commercial and/or retail uses: corners of Hill Road and major east-west streets; and corners of major east west streets and the primary north-south street). Awnings are also to be provided to buildings fronting pedestrian plazas at the termination of major east-west streets. vi. Awning height is to be in the range 3.2 - 4.2 metres (clear soffit height) and the awning face is to be horizontal. vii. All awnings are to comply with State Environmental Planning Policy No 64 (SEPP 64) – Advertising and Signage. <u>Signage</u> i. Signage is to be integrated with the design of the development by responding to scale, proportions and architectural detailing. ii. Signage is to provide clear and legible way-finding for residents and visitors. iii. Under-awning signage is limited to one sign per residential building plus one sign per commercial or retail tenancy. iv. Signage on blinds is not permitted. v. Conceal or integrate the light source to any	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	No awnings over the surrounding public domain are proposed. In this instance, where the proposal consists of units for a wholly residential use and where pedestrian traffic is to be limited, no awnings are considered necessary. No signage of any kind is proposed under this application. Again, being a residential development, no signage is considered necessary. Further, should the proposal be recommended for approval, a condition can be included in any consent requiring further applications be submitted to Council for the erection of any signage.

Requirement	Yes	No	N/A	Comment
illuminated signage within the sign. vi. Illuminated signage is only permitted where it does not compromise residential amenity. vii. All signage is to comply with State Environmental Planning Policy No 64 (SEPP 64) – Advertising and Signage.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	
4.6.2.Facade Objectives ▪ To promote high architectural quality in buildings. ▪ To ensure that new developments have facades which define and enhance the public domain and desired street character. ▪ To ensure that building elements are integrated into the overall building form and facade design.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Facade objectives as elevations of high architectural design quality which include modulation and articulation are proposed.
4.6.2 Façade Performance Criteria i. Consider the relationship between the whole building form and the facade and/or building elements. Columns, beams, floor slabs, balconies, window opening and fenestrations, doors, balustrades, roof forms and parapets are elements which can be revealed or concealed and organised into simple or complex patterns. ii. Compose facades with an appropriate scale, rhythm and proportion which respond to the building's use and the desired contextual character, for example by:- defining a base, middle and top related to the overall proportion of the building; expressing key datum lines using cornices, change in materials or building setback; expressing building layout or structure, such as vertical bays or party wall divisions; expressing the variation in floor to floor height, particularly at lower levels; articulating building entries with awnings, porticos, recesses, blade walls and projecting bays; selecting balcony types which respond to the street context, building orientation and residential amenity and will create different façade profiles; detailing balustrades to reflect the type and location of the balcony and its relationship to the façade detail and materials; using a variety of window types to create a rhythm or express the building uses, for example, a living room versus a bathroom; incorporating architectural features which give human scale to the design of the building at street level, including entrances, awnings, colonnades, pergolas and fences; using recessed balconies and deep windows to create articulation and define shadows, thereby adding visual depth to the facade. iii. Design facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls, depending on the facade orientation. iv. Express important corners by giving visual prominence to parts of the facade, for example, a change in building articulation, material or colour, roof expression or increased height. v. Coordinate and integrate building services, such as drainage pipes, with overall facade and balcony design. vi. Coordinate security grills/screens, ventilation and car park entry doors with the overall facade design. vii. Integrate the design of garage entries with the building facade design, locating them on secondary streets where possible.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	Elevations are provided in accordance with the scale requirements of the No.1 Burroway Road and Homebush Bay West DCPs and consist of high-quality design elements. A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades. Unsightly elements such as services, piping and plant is to be suitably located and/or screened so as not to detract from the visual quality of facades.

Requirement	Yes	No	N/A	Comment
4.6.3 Roof Design Objectives ▪ To provide quality roof designs, which contribute to the overall design and performance of residential flat buildings. ▪ To integrate the design of the roof into the overall facade, building composition and desired contextual response. ▪ To increase the longevity of the building through weather protection.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is considered to be consistent with the Roof Design objectives as a flat roof with no elements which detract from the overall building appearance is proposed.
4.6.3 Roof Design Performance Criteria i. Relate roof design to the desired built form. Some design solutions may include: articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms; using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas. Avoid directly copying the elements and detail of single family houses in larger flat buildings; this often results in inappropriate proportion, scale and detail for residential flat buildings; minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line; using special roof features, which relate to the desired character of an area, to express important corners.	☒	☐	☐	The proposed building is to have a flat roof which will not have any impact upon its overall appearance. Rooftop plant is to be suitably setback to ensure it is not visible from street elevations. Some of the roof areas (where the stepped building elements are evident) is utilised for private open space areas.
ii. Design the roof to relate to the size and scale of the building, the building elevations and 3D building form. This includes the design of any parapet or terminating elements and the selection of root materials.	☒	☐	☐	
iii. Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access.	☒	☐	☐	
iv. Minimise the visual intrusiveness of service elements by integrating them into the design of the roof. These elements include lift over-runs, service plants, chimneys, vent stacks, telecommunication infrastructures, gutters, downpipes and signage.	☒	☐	☐	
v. Support the use of roofs for quality open space in denser urban areas by: ▪ Providing space and appropriate building systems to support the desired landscape design (see Landscape Design and Open Space); ▪ Incorporating shade structures and wind screens to encourage open space use; ▪ Ensuring open space is accessible.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	
vi. Facilitate the use or future use of the roof for sustainable functions, for example: allow rainwater tanks for water conservation; orient and angle roof surfaces suitable for photovoltaic applications; allow for future innovative design solutions, such as water features or green roofs.	☒	☐	☐	
4.7 Building Performance				

Requirement	Yes	No	N/A	Comment
4.7.1 Energy Efficiency Objectives ▪ To reduce the necessity for mechanical heating and cooling. ▪ To reduce reliance on fossil fuels. ▪ To minimise greenhouse gas emissions. ▪ To support and promote renewable energy initiatives. ▪ To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sunlight. ▪ To provide a suitable environment for proposed uses, having regard to wind impacts and noise. ▪ To ensure that land is geotechnically suitable for development and can be feasibly remediated or any contaminants to a level adequate for the proposed use.	☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	The proposed development is consistent with the Energy Efficiency objectives as a BASIX Certificate with relevant energy commitments, and specialised reports with recommendations in relation to wind, geotechnical and noise impacts are provided with the application.
4.7.1 Energy Efficiency Performance Criteria i. Incorporate passive solar design techniques to optimise heat storage in winter and heat transfer in summer by: ▪ Maximising thermal mass in floor and walls in northern rooms of dwelling/building; ▪ Polishing concrete floors and/or using tiles or timber floors rather than carpets; ▪ Limiting the number of single aspect apartments with a southerly aspect (SW–SE) to a maximum of 10 percent of the total units proposed; ▪ Insulating roof/ceiling to R2.0, external walls to R1.0 and the floor—including separation from basement car parking—to R1.0; ▪ Minimising the overshadowing of any solar collectors. ii. Improve the control of space heating and cooling by: ▪ Designing heating/cooling systems to target only those spaces which require heating or cooling, not the whole apartment; ▪ Designing apartments so that entries open into lobbies or vestibules and are isolated from living areas by doorways; ▪ Allowing for adjustable awnings and blinds to be attached to the outside of windows to keep the heat out in summer; ▪ Providing gas bayonets to living areas, where gas is available; ▪ Providing reversible ceiling fans for improving air movement in summer and for distributing heated air in winter. iii. Provide or plan for future installation of solar collectors and photovoltaic panels, for example by: ▪ Designing the roof so that solar collectors and photovoltaic panels can be mounted parallel to the roof plane; ▪ Locating trees where they will not shade existing or planned solar and photovoltaic installations. iv. Improve the efficiency of hot water systems by: ▪ Insulating a hot water system or systems with a Greenhouse Score of 3.5 or greater and which suits the needs of the development and/or individual dwellings; ▪ Installing water-saving devices, such as flow regulators, AAA (or higher) rated shower heads and tap aerators. v. Reduce reliance on artificial lighting by: ▪ Providing a mix of lighting fixtures, including dimmable lighting, to provide for a range of activities in different rooms; ▪ Designing to allow for different possibilities for lighting the room, for example, low background lighting supplemented by task or effect lighting	☒ ☒ ☐ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Relevant energy efficiency commitments are included in the accompanying BASIX Certificate and the implementation shall be reinforced by a condition of consent, should the application be recommended for approval. **Refer to non-compliance discussion of the Residential Flat Design Code (above) in relation to solar access and south-facing single-aspect apartments.**

Requirement	Yes	No	N/A	Comment
for use as required; ▪ Using separate switches for special purpose lighting; ▪ Using high efficiency lighting, such as compact fluorescent, for common areas; ▪ Using motion detectors for common areas, lighting doorways and entrances, outdoor security lighting and car parks. vi. Maximise the efficiency of household appliances by: ▪ Selecting an energy source with minimum greenhouse emissions; ▪ Installing high efficiency refrigerators/freezers, clothes washers and dishwashers; ▪ Providing areas for clothes to be dried through natural ventilation. vii. Provide an Energy Performance Report from a suitably qualified consultant to accompany any development application for a new building. Nathers 4.5 star rating should be achieved to 80% of all residential apartments and commercial offices. viii. Use the NSW Government's sustainability assessment tool, BASIX, from such time as it is implemented for the residential housing types in the DCP precinct area, as an additional rating system, to be achieved to 80% of all residential apartments.	☒	☐	☐	
4.7.2 Maintenance Objectives ▪ To ensure long life and ease of maintenance for the development.	☒	☐	☐	The proposed development is considered to be consistent with the Maintenance objectives as relevant conditions shall be included in any consent to ensure the site is suitably maintained.
4.7.2 Maintenance Performance Criteria i. Design windows to enable cleaning from inside the building, where possible. ii. Select manually operated systems, such as blinds, sunshades, pergolas and curtains in preference to mechanical systems. iii. Incorporate and integrate building maintenance systems into the design of the building form, roof and facade. iv. Select durable materials, which are easily cleaned and are graffiti resistant. v. Select appropriate landscape elements and vegetation and provide appropriate irrigation systems (see Landscape Design). vi. For developments with communal open space, provide a garden maintenance and storage area, which is efficient and convenient to use and is connected to water and drainage.	☒	☐	☐	Should the application be recommended for approval, relevant conditions in relation to use of high-quality materials and general maintenance of the site, shall be included in any consent.
4.7.3 Waste Management Objectives ▪ To avoid the generation of waste through design, material selection and building practices. ▪ To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development. To encourage waste minimisation, including source separation, reuse and recycling. ▪ To ensure efficient storage and collection of waste and quality design of facilities.	☒	☐	☐	The proposed development is considered to be consistent with the Waste Management objectives as suitable arrangements and facilities for waste disposal and storage are proposed.

Requirement	Yes	No	N/A	Comment
4.7.3 Waste Management Performance Criteria i. Incorporate existing built elements into new work, where possible. ii. Recycle and reuse demolished materials, where possible. iii. Specify building materials that can be reused and recycled at the end of their life. iv. Integrate waste management processes into all stages of the project, including the design stage. v. Support waste management during the design stage by: ▪ Specifying modestly for the project needs; ▪ Reducing waste by utilising the standard product/component sizes of the materials to be used; ▪ Incorporating durability, adaptability and ease of future services upgrades. vi. Prepare a waste management plan for green and putrescible waste, garbage, glass, containers and paper. vii. Locate storage areas for rubbish bins away from the front of the development where they have a significant negative impact on the streetscape, on the visual presentation of the building entry and on the amenity of residents, building users and pedestrians. viii. Provide every dwelling with a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation. ix. Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities. x. Supply waste management plans with any Development Application as required by the NSW Waste Board.	☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Suitable waste management plans (construction and ongoing) are supplied with the application and appropriate facilities are proposed throughout the building, to be managed by an appointed caretaker.
4.7.4 Water Conservation Objectives ▪ To reduce mains consumption of potable water. ▪ To reduce the quantity of urban stormwater runoff. ▪ To encourage integrated water management, that is, capturing stormwater and/or rainwater and storing on site for both external and internal use.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	The proposed development is consistent with the Water Conservation objectives as suitable commitments are included in the accompanying BASIX Certificate and to be implemented in the development.
4.7.4 Water Conservation Performance Criteria i. Use AAA (or higher) rated appliances to minimise water use. ii. Encourage the use of rainwater tanks. iii. Collect, store and use rainwater on site for non-potable purposes. This may be used for car washing, watering the garden, toilet flushing and washing machines. Once treated, rainwater can also be used for potable supply. Consider the recycling of grey water for toilet flushing or for garden uses. iv. All development is to be connected to the Homebush Bay Water Reclamation and Management System (WRAMS). To facilitate connection to WRAMS, provide correctly sized dual water reticulation systems, appropriate dual supply plumbing, and toilet flushing and irrigation connections. v. Incorporate local indigenous native vegetation in landscape design. vi. Avoid the use of lead- or bitumen-based paints on roofs, as rainwater cannot be collected from them. Normal guttering is sufficient for water collections provided that it is kept clear of leaves and debris. vii. Provide spring return taps for all public amenities.	☒ ☒ ☒ ☒ ☒ ☒	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	The water conservation criteria for the proposal are dictated by the commitments included in the corresponding BASIX Certificate, which is deemed to be appropriate.

Requirement	Yes	No	N/A	Comment
4.8 Public Art + Design				
4.8 Public Art and Design Objectives ▪ To celebrate local heritage and culture. ▪ To explore community cultural identity. ▪ To instigate the feeling of 'community' in the town centre. ▪ To articulate the nature and special qualities of the town in the public domain.	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☒ ☒ ☒ ☒	The proposed development does not include any items of public art.
4.8 Public Art and Design Performance Criteria i. Artworks are to be integrated into broader development and planning. ii. Art and design that enhances the pedestrian experience are to be encouraged. iii. Projects that develop cultural themes that are relevant to the locality and its community are to be encouraged. iv. Public art is to be used to help define important spaces in the locality. v. Stand-alone projects that fail to address the locality and its culture, are to be avoided. vi. Elements such as seating, paving, bus shelters and other street furniture, whilst being functional, are to be visually appealing and of a high design quality.	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒	The proposed development does not include any items of public art.

Auburn Development Contributions Plan 2007

The proposed development would require the payment of contributions in accordance with Part C: Homebush Bay West Precinct, of Council's Auburn Development Contributions Plan 2007. Contributions are collected for traffic management, open space, community facilities and administration in the locality and are calculated based on the number of new 1, 2, 3 and 4 bedroom dwellings. The proposed development, consisting of 146 x studio/1 bedroom dwellings, 117 x 2 bedroom dwellings and 22 x 3 bedroom dwellings, generates a total contribution of $981,901.96 as at 15 July 2010. This figure is subject to indexation as per the Plan.

If the proposal is recommended for approval, relevant conditions shall be imposed on any consent requiring the payment of these contributions prior to the issue of a construction certificate for the development.

Disclosure of Political Donations and Gifts

The NSW Government introduced The Local Government and Planning Legislation Amendment (Political Donations) Act 2008 (NSW). This disclosure requirement is for all members of the public relating to political donations and gifts. The law introduces disclosure requirements for individuals or entities with a relevant financial interest as part of the lodgement of various types of development proposals and requests to initiate environmental planning instruments or development control plans.

No disclosures of any political donations or gifts have been declared by the applicant or any organisation/persons that have made submissions in respect to the proposed development.

The provisions of the Regulations (E P & A Act s79C (1)(a)(iv))

The proposed development raises no concerns as to the relevant matters arising from the Environmental Planning and Assessment Regulations 2000.

The Likely Environmental, Social or Economic Impacts (E P & A Act s79C (1)(b))

It is considered that the proposed development will have no significant adverse environmental, social or economic impacts in the locality.

The suitability of the site for the development (E P & A Act s79C (1)(c))

The subject site and locality is known to be affected by flooding. Council's Engineering Department have assessed the application and raise no objections to the proposal in relation to flooding.

The subject site is also known to contain reclaimed land and imported fill. Investigations into site conditions identify that ground material contains contamination arising from a number of past industrial uses and acid sulphate soils. Further details on the site history are provided in the SEPP 55 assessment above. Suitable investigations and documentation has been provided to demonstrate that the site is or can be made suitable for the proposed development in terms of contamination and acid sulphate soils.

No other natural hazards or site constraints likely to have a significant adverse impact on the proposed development. Accordingly, the site can be said to be suitable to accommodate the proposal. The proposed development has been assessed in regard it its environmental consequences and having regard to this assessment, it is considered that the development is suitable in the context of the site and surrounding locality.

Submissions made in accordance with the Act or Regulation (E P & A Act s79C (1)(d))

Advertised (newspaper) ☒ Mail ☒ Sign ☒ Not Required ☐

In accordance with Council's Notification of Development Proposals DCP, the proposal was publicly exhibited for a period of 30 days between 30 March 2010 and 29 April 2010. Other than the submission form Sydney Olympic Park Authority which is detailed above, the notification generated no submissions in respect of the proposal.

Following consultations between the Joint Regional Planning Panel, Council and the applicant (as detailed above), the original proposal was amended. Amendments included a reduction in the total amount of residential units (from 329 to 285) and car parking spaces (from 435 to 383), a reduction in the overall height of the building (highest point from RL34.35 to RL33.6), an increase in building setbacks and an improvement to the amenity of a number of units. In accordance with Clause 4.1 of the DCP, it is considered that the amendments are likely to reduce the environmental impact of the development and thus, re-advertised and/or re-notified is not required.

The public interest (E P & A Act s79C (1)(e))

The public interest is served by permitting the orderly and economic development of land, in a manner that is sensitive to the surrounding environment and has regard to the reasonable amenity expectations of surrounding land users. In view of the foregoing analysis it is considered that the development, if carried out subject to the conditions set out in the recommendation below, will have no significant adverse impacts on the public interest.

Conclusion

The development application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979.

The proposed development is appropriately located within a locality earmarked for high-density residential redevelopment, however some variations (as detailed above) in relation to State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development, the No.1 Burroway Road DCP 2006 and the Homebush Bay DCP are sought.

Having regard to the assessment of the proposal from a merit perspective, Council may be satisfied that the development has been responsibly designed and provides for acceptable levels of amenity for future residents. It is considered that the proposal successfully minimises adverse impacts on the amenity of neighbouring properties. Hence the development, irrespective of the departures noted above, is consistent with the intentions of Council's planning controls and represents a form of development contemplated by the relevant statutory and non statutory controls applying to the land.

For these reasons, it is considered that the proposal is satisfactory having regard to the matters of consideration under Section 79C of the Environmental Planning and Assessment Act, 1979, and the development may be approved subject to conditions.