

AUBURN CITY COUNCIL

To the Joint Regional Planning Panel

Director's Report
Planning and Environment
Department**306/11 (Block C) 41-45 Hill Road, Wentworth Point**

DA-309/2010 GF : CC

SUMMARY

Applicant	SHD Services Pty Limited
Owner	SH Homebush Peninsula Pty Limited and Henlia No. 11 Pty Limited
Application No.	DA-309/2010
Description of Land	Lot 9 DP 776611, 41-45 Hill Road, WENTWORTH POINT
Proposed Development	Construction of 4 to 8 storey residential flat building consisting of 148 apartments above 2 levels of basement car parking with associated landscaping and drainage works (Block C)
Site Area	5,109m ²
Zoning	Sydney Regional Environmental Plan (Deferred matter under Auburn LEP 2010)
Disclosure of political donations and gifts	Nil disclosure

RECOMMENDATION

That Development Application No. DA-309/2010 for construction of 4 to 8 storey residential flat building consisting of 148 apartments above 2 levels of basement car parking with associated landscaping and drainage works (Block C) on land at 41-45 Hill Road, Wentworth Point be recommended for deferred commencement approval subject to the following 'deferred commencement' conditions which must be satisfied before consent can operate:

- DC1. Development consent must be granted to the public domain works, which include the local road network over Lot 9 necessary to achieve vehicle access, as proposed under DA-462/2010 or any other subsequent development application or modification for these works.***
- DC2. Development consent must be granted for Torrens Title Subdivision of Lot 9 into 5 smaller Lots, as proposed under DA-109/2011 or any other subsequent development application or modification for these works.***
- DC3. That evidence of registration of the covenant stating that the total floor space in Precinct F shall not exceed 227,484m² (i.e. 236,842m² (total floor space for Precinct F) – 8994m² (floor space transferred from Precinct F to Precinct C)) shall be provided to the Council.***

REPORT**Consultations**

The subject development application DA-309/2010 was lodged on 6 August 2010. Following a detailed assessment of the proposal a number of issues were identified regarding access to the site and compliance with the State Environmental Planning Policy No. 65 and

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associated Residential Flat Design Code and the Homebush Bay West Development Control Plan.

A briefing session was held between Council staff and the members of the Joint Regional Planning Panel – Sydney West on 21 October 2010.

Issues that were identified included vehicular access to the site, proposed building configuration, contamination and minor SEPP 65 and Homebush Bay West non compliances and other issues such as parking and stormwater drainage. These issues were raised with the applicant at a meeting on 28 October 2010 and provided in writing by letter dated 22 November 2010.

A formal response to the above correspondence was received by Council on 24 December 2010. The submission provided a new revision of plans overlaying the Concept plan approval envelope over onto the subject plan. The submission also included additional information regarding contamination and justifications for variations in regards to non compliances identified in the letter.

On 8 February 2011, Council advised the applicant that the issue of vehicular access to the site has not been satisfactorily resolved and as such a report will be prepared for the Joint Regional Planning Panel recommending refusal of the development application. The applicant was also given the option to withdraw the development applications being for Blocks A – D.

On 2 March 2011, meeting held between Council officers and the applicant to discuss access arrangements. The applicant also indicated their intention to withdraw development applications for Block A and Block B (sites closest to Hill Road) in order to provide access within Lot 9 to proposed Block C (the subject development site) and Block D. A further issue was that a new subdivision application for Lot 9 shall be lodged to Council and public domain works application for Lot 9 currently being assessed by Council under (DA-462/2010) will be amended to reflect proposed access arrangement. (**NOTE: access arrangement is discussed later in the report**).

It is noted that the development applications for Block A and Block B were withdrawn by the applicant on 9 March 2011. The application for public domain works has been revised accordingly and currently under assessment by Council and the new application for subdivision works have been lodged (DA-109/2011) and also currently under assessment by Council.

On 29 March 2011, the applicant was advised by Council via email of additional issues to be addressed particularly in relation to the height of the building along Half Street.

On 13 April 2011 the applicant submitted amended plans and additional information/justifications to address all issues raised in Council's previous letters.

Following further discussion between the applicant and Council officers, the applicant provided amended plans and updated schedules for apartment amenity on 7 July 2011. The amended plan improved the proposal's performance in relation to the relevant planning control and they form the basis of this report.

On 17 October 2011 the applicant submitted a draft Deed and additional information regarding transferable floor space calculation.

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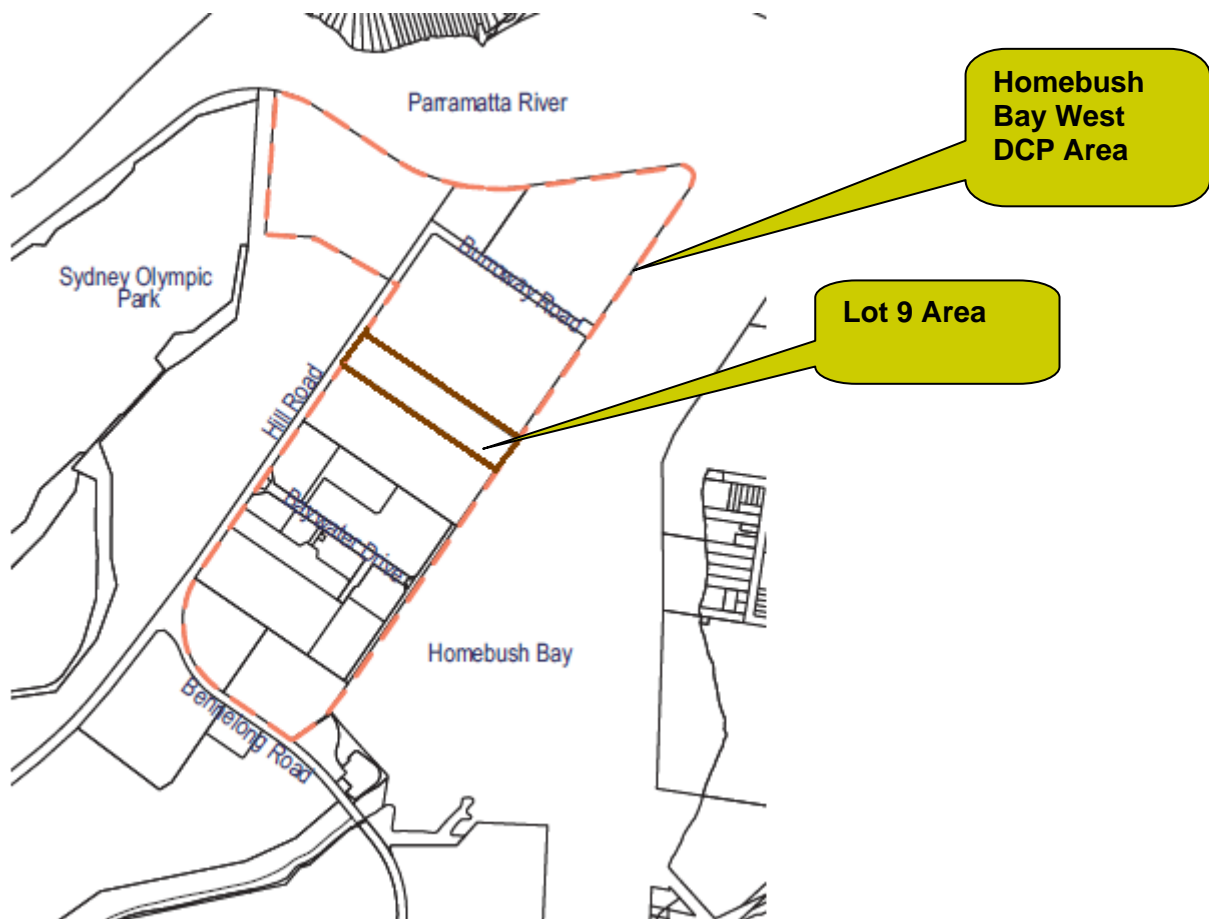
History/Associated Applications***Wentworth point and Subject site***

There are a number of historic approvals in the locality made by NSW Department of Infrastructure, Planning and Natural Resources, prior to consent authority status for the Homebush Bay peninsula being returned to Auburn City Council.

The Wentworth Point area is an area undergoing significant redevelopment. Much of the peninsular is reclaimed land historically used for industrial uses. The 1999 Homebush Bay Development Control Plan established a broad direction for the urban structure and design controls which identified the site as suitable for residential and commercial uses.

After the staging of the 2000 Olympic Games, to secure the peninsula's continued development the Department of Planning reviewed the plan and subsequently adopted the Homebush Bay West Development Control Plan 2004.

All of Wentworth Point is subject to the *Homebush Bay West Development Control Plan*, however the subject development site is subject to an additional site specific Development Control Plan called the *Lot 9 Concept Plan* approved by the Department of Planning. The hierarchy is outlined in the diagram below:



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The Lot 9 Concept plan approval sets out a structural design framework to guide development of four buildings for residential use across the site. This subject proposal represents the second "block" to be constructed in accordance with the plan being located adjacent to proposed Block D.

Within the Lot 9 site area a number of related applications relevant to the subject development application are discussed below:-

MP No 06_0098

Concept Plan approved by the Minister for Planning for entire Lot 9 (Precinct C) in January 2008 to carry out residential development comprising around 685 dwellings in a mix of 1 bedroom, 2 bedroom and 3 bedrooms with a maximum 50,424sqm of floor space (i.e. maximum floor space ratio of 1.58:1). The approval also includes maximum building heights, public domain and foreshore works and pocket park. The approval for the Precinct relies on access being provided by adjoining properties.

In this regards, the provisions that applies under "*Special provisions in relation to development subject to concept plans*" in Schedule 6A Transitional arrangements – repeal of Part 3A, of the Environmental Planning and Assessment Act 1979, have been considered in the assessment of the application.

DA-235/2010 -: 41-45 Hill Road, Wentworth Point - Demolition

Development application for Demolition of the existing structures, importation of landfill and turfing of site with associated works including construction of retaining wall and fencing was approved by Council on 27 September 2010.

DA-462/2010-: 41-45 Hill Road, Wentworth Point - Infrastructure

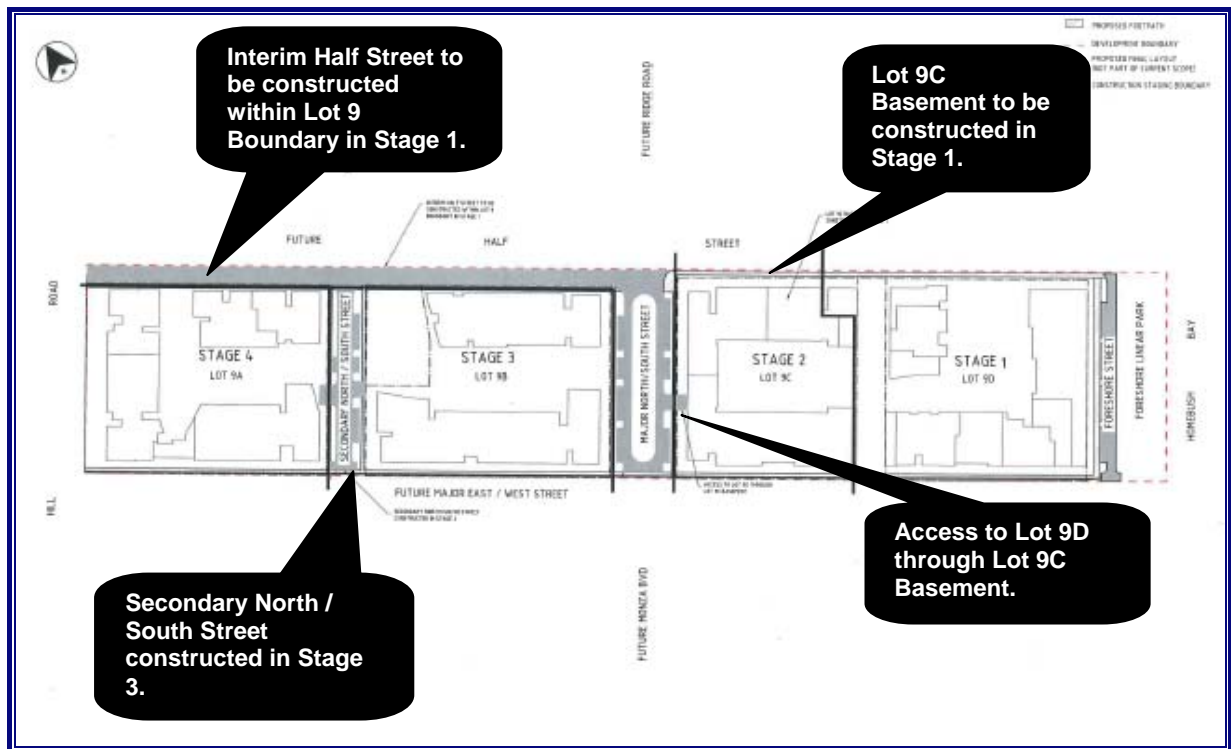
Development application for civil infrastructure works across Lot 9 which will comprise, roads (road works), footpaths, stormwater drainage and utility service infrastructure. The development application also includes landscaping of the public domain area across Lot 9. This application is currently under assessment by Council and is referred to in the deferred commencement conditions above as being required to be approved prior to any Construction Certificate being issued for the subject site. This consent will ensure that development consent exists for the works necessary to provide vehicle access to Block C. *(it is noted that works associated with DA-462/2010 are to be carried out in stages).*

SEE "indicative" staging plan below.

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DA-109/2011-: 41-45 Hill Road, Wentworth Point - Subdivision

Development application for Torrens Title subdivision of Lot 9 into five smaller allotments of varying sizes. The development application and subdivision plans propose to create the subdivision pattern and concept road layout but does not include the civil engineering works. This application is currently under assessment by Council and is also necessary for the subject application to ensure access to Block C during construction via the temporary right of carriageway and to ensure that those works required to ensure access to Blocks C are actually constructed prior to Block C being certified as suitable for occupation. It is noted that the subdivision is to be carried out in stages as follows:

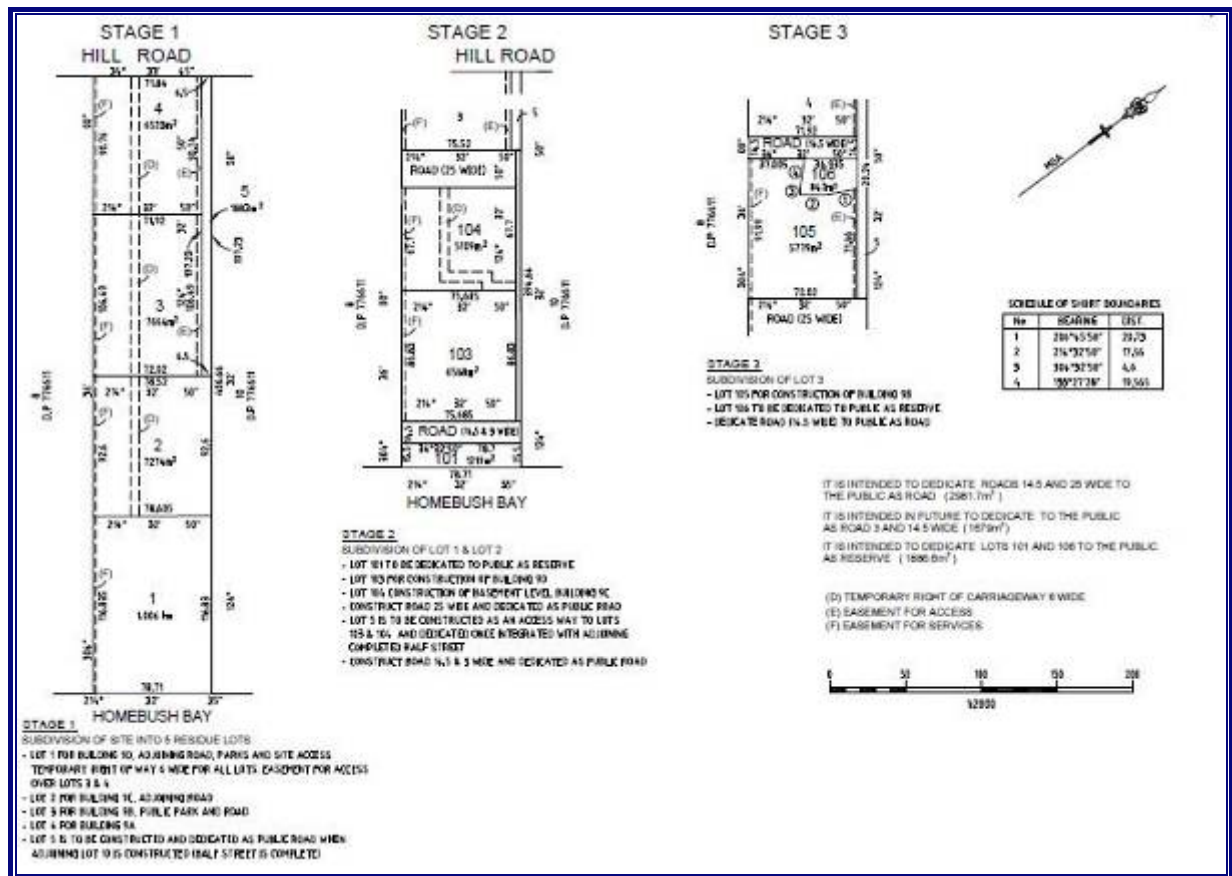
- The subdivision certificate for Stage 1 to be released without the need for any physical works to be completed or utility services extended.
- The subdivision certificates for Stages 2 and 3 to be contingent upon the completion of the civil works. The works are the subject of development application 462/2010.

SEE "indicative" staging plan below.

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DA-308/2010-: Block D 41-45 Hill Road, Wentworth Point – Residential flat building

Development application for Construction of 4 to 8 storey residential flat building consisting of 138 apartments above 2 levels of basement car parking with associated landscaping and drainage works (Block D). This application is concurrently put up for determination by the Joint Regional Planning Panel and is referred to in the standard conditions as being required to be approved prior to any Construction Certificate being issued for the subject site. This consent will ensure that development consent exists for the works necessary to provide vehicle access through Block C to Block D.

Site and Locality Description

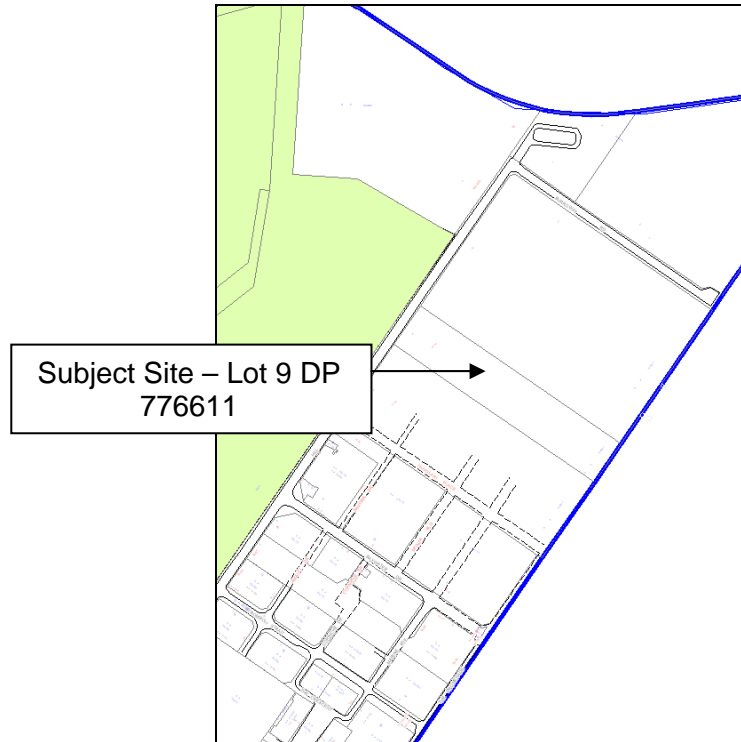
The subject site is identified as Lot 9 DP 776611 and is known as 41-45 Hill Road, Wentworth Point (formerly Homebush Bay). The site is located on the eastern side of Hill Road, between intersections with Burroway Road to the north and Baywater Drive to the south. The site has dimensions of 78.34 metres to 78.71 metres (width) by 406.66 metres to 406.685 metres (depth) and a total area of 31,930sqm. It is noted that demolition works are currently being undertaken on site pursuant to Council's approval granted under DA-235/2010. There is a gentle slope in the land from west to east (waterfront).

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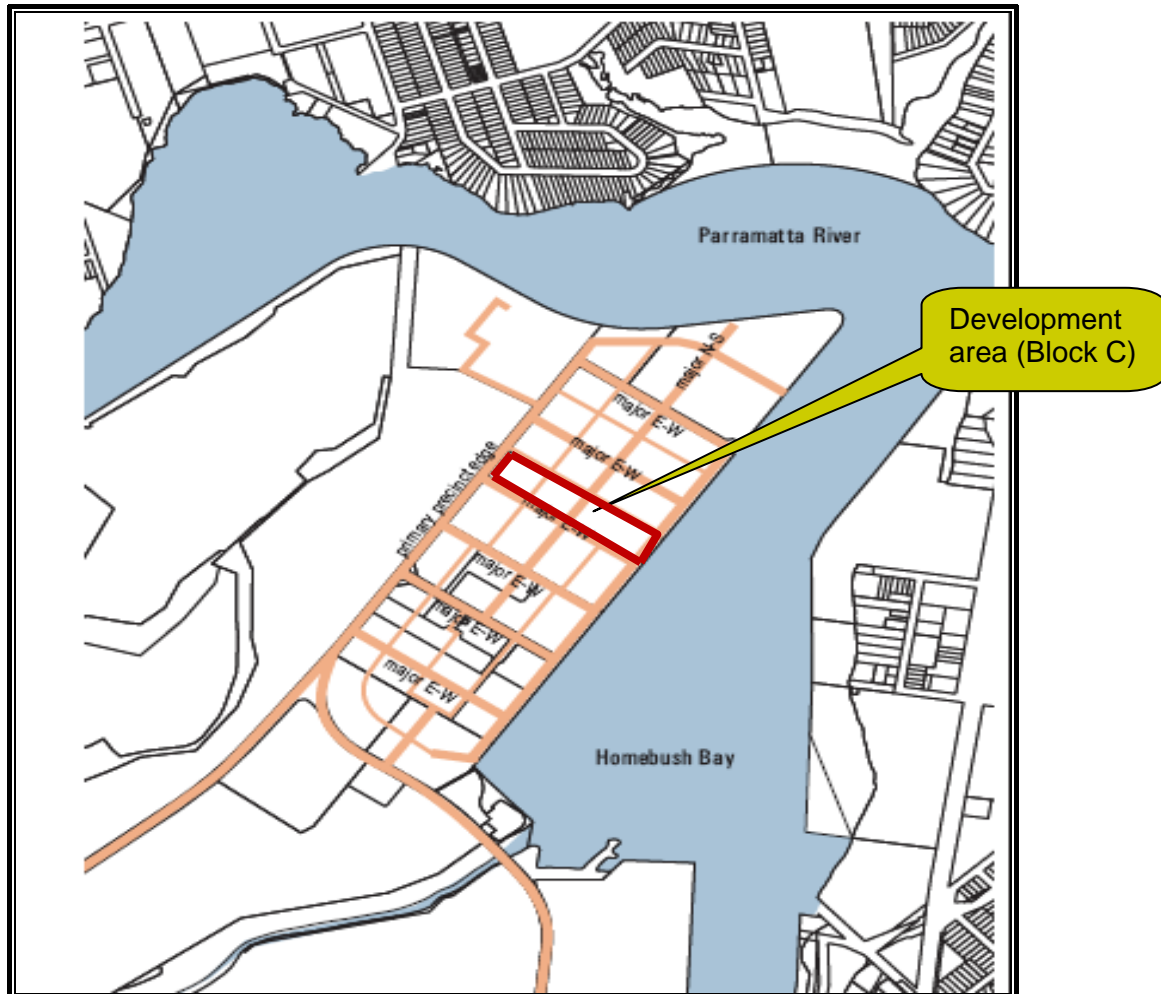
The site is identified on the map below.



The development area to which this proposal relates is referred to as Block C within Lot 9, with a site area of 5109sqm and a frontage of 78.1m towards Homebush Bay. It is adjoined by Lots 10 and 8 to the north and south respectively and proposed Block D and Block B within Lot 9, to the east and west respectively.

Block C is identified on the map below.

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Surrounding development consists of a mixture of industrial and residential developments of varying scale, form and age. Adjoining the site to the north is an industrial site featuring several buildings of varying scale and form. Development consent was granted on 3 September 2010 under (DA-111/2010) for redevelopment of part of the site for high density residential purposes. Adjoining to the south is a large industrial building on a site which is earmarked for the construction of new roads associated with the future redevelopment for high density residential purposes. Adjoining to the east and west are Homebush Bay and (across Hill Road) the Millennium Parklands of Sydney Olympic Park, respectively.

In the wider locality there are various industrial operations and the ferry terminal located to the north, while to the south the precinct has undergone transition from industrial to residential and features several large residential flat buildings which are consistent with the planning intentions for the future character of the locality.

Access to Lot 9

As noted earlier in the report, concern was raised by Council regarding access to the premises given that the Concept plan approval for the site required the applicant to submit a staging plan that addresses access during construction and occupation of the site as well as an agreement between the proponents and the owners of the adjoining site (Lot 10). This is particularly important given that the proposal, as originally proposed (for Blocks A – D) relied on the adjoining one way Half Street (within Lot 10) yet to be constructed.

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The applicant has subsequently revised access arrangement to Lot 9 and particularly to Block C by withdrawing the applications for Blocks A and B and proposing the construction of two-way "Interim Half Street" within Lot 9 thereby replacing the need to rely upon the construction of Half Street on adjoining Lot 10.

Vehicle access to Block C is to be achieved as follows:

- Lot 9 will be subdivided into 5 allotments. Lots 1- 4 will support the 4 residential flat buildings, being Blocks 9A – 9D. Lot 5 will be used for access. This subdivision arrangement is reflected in DA-109/2011 (see indicative plan above under History/Associated Applications);

The subdivision is to be completed in 3 Stages which reflect the progressive construction of the 4 residential developments and associated services, infrastructure and public amenities. All of those elements are, or in the case of residential Blocks 9A and 9B will be, the subject of separate development applications.

Stage 1 of the subdivision is to create the 5 lots noted above, and will not involve the need to construct any works as stage 1 includes a Right of Way over Lots 2, 3 and 4 to allow for internal access to all lots.

All site works are to occur in conjunction with stages 2 and 3 of the subdivision. These works are also linked with the sequencing of the construction of residential Block 9D and 9C - as set out below.

- Within Lot 5, a two way 6m wide road will be constructed, between Hill Road and the proposed major north-south Street. This road is referred to as 'Interim Half Street';
- Access to Block 9C from Hill Road will be achieved via 'Interim Half Street' and the new major north-south Street. *As a related matter, the basement of Block 9C will provide access to Block 9D.*
- Should the construction of Half Street on adjoining Lot 10 proceed in the future, then 'Interim Half Street' will be reconfigured and incorporated into that road as either landscaping/footpath, an additional lane to Half Street, or other options to be agreed between Council and relevant land owners.

In order for this arrangement to be implemented it is necessary to rely upon the registration of stage 2 of the Lot 9 subdivision, and the completion of certain elements of the works which are included in other associated Lot 9 applications being:

- DA 462/2010 for the civil and public domain works.

However, as those elements of DA-462/2010 do not form part of the scope of works for Block 9C, a mechanism to link all of these matters is required. In this respect, it is recommended that Block C be granted "Deferred Commencement" approval with the following matters needing to be satisfied before the consent can operate:

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- DC1. Development consent must be granted to the public domain works, which include the local road network over Lot 9 necessary to achieve vehicle access, as proposed under DA-462/2010 or any other subsequent development application or modification for these works.
- DC2. Development consent must be granted for Torrens Title Subdivision of Lot 9 into 5 smaller Lots, as proposed under DA-109/2011 or any other subsequent development application or modification for these works.

These conditions would ensure that development consent exists for the works necessary to provide vehicle access to Block C. The access plan as proposed ensures access to Block C during construction via the 6m proposed temporary Right of Carriageway of Stage 1 of the proposed subdivision application under DA-109/2011.

To ensure that the works above are actually constructed prior to Block C being certified as suitable for occupation, it is recommended that the following conditions be included in the consent for Block C if the application is to be approved:

- *Before any Occupation Certificate can be issued for Block C, the following matters must be completed:*
 - i. *Registration of Stage 2 of the subdivision approved with DA-109/2011 (or any other subsequent DA for these works) including the required Right of Way over proposed Lot 104 to provide access to Block 9D;*
 - ii. *Issue of a compliance certificate, to the satisfaction of the Principal Certifying Authority, confirming that the required components of DA-462/2010 (Civil infrastructure and public domain works) necessary to provide vehicle access from Hill Road to Block C have been completed.*
 - iii. *Issue of a compliance certificate, to the satisfaction of the Principal Certifying Authority, confirming that a shared zone is created and constructed to the north of Block C that would allow garbage truck access to the garbage collection loading area and disposal room at Block D.*

Such a condition would ensure that all elements of the vehicle access (including garbage collection) along 'Interim Half Street" and the major north- south Street are completed prior to Block 9C being occupied. (*Appropriate conditions linking the works in Block C for the purposes of access to Block 9D are addressed under concurrent DA-308/2010*).

A second driveway access to Block 9C from Half Street, which will also be shared with Block 9D will also be constructed but will not be available for use until Half Street (within Lot 10), if it proceeds, is completed.

Overall, access to Block C is dependent on 2 associated applications for Lot 9 being DA-462/2010 and DA-109/2011. It is also dependent on having deferred commencement conditions imposed prior to the consent being operative and certain conditions to be satisfied with any operative consent as stated above. These conditions will be imposed on any development consent should the application be recommended for approval.

Description of Proposed Development

Council has received a development application for the construction of a residential flat building complex comprising 148 units, associated car parking spaces set over two levels

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and open space. The proposal includes landscaping to the central common open space area and across the site boundary at the interface with the public domain and construction of a through site link between Block C and future Block D.

The development comprises the following:

- A residential flat building complex comprising 3 (three) residential towers ranging from four to eight storeys in height or maximum RL of 33.5 metres AHD (including plant and lift over-runs);
- A total of 148 residential units divided into 31 x 1 bedroom units, 111 x 2 bedroom units and 6 x 3 bedroom units including 30 adaptable units;
- Two levels of basement car parking for 196 vehicles

The detailed breakdown of the development is provided below:

Level 0

107 car parking spaces including 21 disabled spaces;
20 bicycle parking spaces;
Ancillary storage spaces;
4 lobby area, associated lifts and stairs.

Level 1

89 car parking spaces including 13 disabled spaces and 20 visitor parking spaces;
30 bicycle secure spaces & 20 bicycle parking spaces;
8 motorbike parking spaces;
5 residential units;
Communal room;
Ancillary storage spaces;
Garbage rooms;
Car park access to Block 9D;
4 lobby area, associated lifts and stairs.

Level 2:- 20 residential units including 3 adaptable units and common open space.

Level 3:- 22 residential units including 6 adaptable units.

Level 4:- 24 residential units including 6 adaptable units.

Level 5:- 24 residential units including 6 adaptable units.

Level 6:- 17 residential units including 3 adaptable units and roof deck (inaccessible for recreational use).

Level 7:- 17 residential units including 3 adaptable units.

Level 8:- 15 residential units including 3 adaptable units.

Level 9:- 4 residential units.

Further to this, there will be three residential towers within the complex. Of this, the west building facing Major North/South Street will be 8 storeys high; the south building adjoining future Major East/West Street will be 8 storeys high; and the north building adjoining Lot 10 and will be between 4 and 8 storeys high.

The applicant proposes to stage the construction works associated with Block C into 2 stages and has provided a construction staging plan showing the progressive development of all elements across the site. It is noted that Block C and associated works shall be carried out progressively as follows:

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- I. Construct Block 9C Basement (level 0), Ground (level 1), level 2 slab and temporary dividing walls from apartments and lobbies at level 1;
- II. Construction of apartments and lobbies at level 1, all of the building above level 2, and associated landscape and public works.

Referrals

Internal Referrals

Development Engineer

The development application was referred to Council's Development Engineer for comment who has raised a number of issues. These issues raised may be addressed as conditions. Additional information will be required showing some amendments but it is considered that these amendments will not have a significant impact on the design for the development.

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 conditions to be incorporated into any consent that may be issued.

Environmental Health

The development application was referred to Council's Environmental Health Officer for comment who has raised no objections to the proposed development subject to conditions to be incorporated into any consent that may be issued.

External Referrals

Whilst the proposal being for 196 car parking spaces does not technically trigger referral to the RTA in accordance with the requirements of "Schedule 3 – Traffic Generating Developments to be referred to the RTA" of State Environmental Planning Policy (Infrastructure) 2007, the proposal was however referred to the RTA for their consideration. Furthermore, the proposal was referred to Sydney Olympic Park Authority (SOPA) as required under Clause 14 of State Environmental Planning Policy No. 24 – Homebush Bay Area.

Outcomes of the various external referrals are summarised below:

Sydney Olympic Park Authority

The development application was referred by letter dated 24 August 2010 to Sydney Olympic Park Authority (SOPA). By letter dated 22 September 2010, SOPA provided a written response in which some issues were raised generally in relation to compliance with Homebush Bay West DCP and SEPP 65. The issues raised in the response are detailed and commented upon as follows:

1. Building Height:

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- *The Homebush Bay West DCP (HBW DCP) requires that the maximum height for buildings is not to exceed AHD 29 (the height of the Millennium Marker), including lift overruns, service or any other roof extrusions. The drawings indicate building heights up to 32 metres (top of highest lift overrun) along the 8 storey frontages, which breach this height limit.*

Comment: A maximum height of RL 32.3 is proposed to the top of the highest roof and a maximum height of RL 33.5 is proposed to the top of the highest lift overrun. No objection is raised to this non-compliance as to require strict compliance with the overall height is not likely to result in a legible or improved outcome. Furthermore, it is noted that the Lot 9 Concept Plan approval allows for building heights of 32.75m AHD (exclusive of lift overruns). The minor variation in height is considered as being acceptable and is further discussed later in the report.

- *Secondary East West Street: The HBW DCP requires that the maximum height for buildings along these streets is not to exceed 4 storeys (including lift overruns and plan). With provisions for up to 2 additional varied storeys, provided the gross floor area is no more than 10% of the total gross floor area of the building. The 7 storey block on the north-western corner of Block C is in breach of this height limit.*

Comment: Whilst it is noted that the northern end of building to the Major North/South Street present as 8 storeys where it adjoins the Secondary East West Street, the primary built form of the Secondary East/West Street is a 4 storey element, with no 'pop up' levels consistent with the Master Plan approval. The 8 storey element of concern wraps around the corner to connect with the 4 storey element. This matter is further discussed later in the report.

- *Other less significant height breaches were also identified across all 4 blocks and will need further assessment/claims against the performance criteria's set out in pages 49/50 of HBW DCP.*

Comment: It is noted that development application for Block A and B have been withdrawn by the applicant. Any height non compliance associated with Block D will be discussed under associated DA-308/2010. Apart from the overall height breaches identified earlier, Block C generally complies with the number of storeys.

2. Streets/Public Domain Design:

- *Though not specified in HBW DCP, the Authority recommends that all public footpaths be no less than 2 metres in width.*

Comment: Public footpaths, as proposed are considered satisfactory. Council's development engineer has raised no objections to the width of the proposed footpaths.

- *Proposed location of the garbage loading area at the base of mid-block connection between Block C and Block D is unfortunate. Large back of house loading areas blocking future pedestrian desire lines should be discouraged.*

Comment: The use of the garbage loading room once or twice a week for pick up is not likely to result in unacceptable impact on pedestrians using the pedestrian path. It is noted that in the interim, the applicant proposed that garbage bins will be transferred from the garbage collection loading room via an electronic tug to the Major North South Street for on-street collection. This shall be coordinated by the Building management. However, on-Street

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loading of garbage bins in high density residential flat buildings is not supported by Council and considered unacceptable. As an alternative, the applicant has indicated that appropriate condition could be imposed on any consent to create a shared zone to the north of proposed Block C that would allow only garbage truck access to the garbage loading room in Block D. This way, the garbage truck could drive in through Interim Half Street straight through the shared zone to the garbage loading area, utilising the future car park entry area beside the garbage loading area for turning. Should the application be recommended for approval, appropriate condition shall be imposed in this regards.

- *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. It appears that most street frontages are in breach of this control. As an example, private terraces along future Major East/West Street frontage encroach approx. 1.25 metres into the 5 metre setback, which extends for c. 40% of this frontage.*

Comment: Private terraces of ground-floor apartments facing Major East/West of Block C project a maximum 1500mm and for 81.6% of the frontage rather than 600mm and for 50% of the frontage. 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. 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 & Built Form:

- *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. Furthermore, the communal open space is mainly located over the underground car parking, further limiting the opportunity for providing deep soil. It is noted that in general 604sqm of deep soil zone is provided around the perimeter of Block C. A variation is considered acceptable and consistent with adjoining development.

- *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 metres (i.e. approx. 2.7 metre floor to ceiling).*

Comment: Lot 9 including Block C is approved under the Masterplan as 100% residential flat building development. 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.

- *A large proportion of single aspect apartments shrouding the level 1 car park appear not to have sufficient provision for natural ventilation. This could be improved by extending the apartment layout down to level 0 and where possible loft style apartments that open out to the street.*

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Comment: The Homebush Bay West DCP requires 60% of apartments to be naturally ventilated. 65% of units within Block C will meet this criterion. Whilst the 5 units on the level 1 ground floor are screened by car parking, it is noted that 2 of the units are cross ventilated.

- *It appears that provision for secure bicycle storage have not been evenly distributed throughout Blocks A, B, C and D.*

Comment: It is noted that development application for Block A and B have been withdrawn by the applicant. Any non compliance associated with Block D will be discussed under associated DA-308/2010. Block C provided 70 secure bicycle spaces whilst 69 spaces are required.

4. Built Amenity/SEPP 65 Provisions:

- *A large proportion of apartments fronting onto future Major East/West Street 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 along this frontage.*

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 49% apartments which will achieve this requirement. 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 71% of apartments will achieve at least 2 hours of solar access which complies with the requirement. The development is considered acceptable given that the apartments have good access to daylight through wide frontages and shallow depths. Furthermore, the apartments achieve the recommended NatHERS and BASIX ratings to ensure energy efficiency.

5. Apartment Mix:

- *A large proportion of 3 bedroom apartments should be provided, including more 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 proposal provided for a mix of 1, 2 and 3 bedrooms within the complex. It is noted that Block C is one of four blocks being developed on Lot 9 and therefore unit mix should be considered in this context. Across the 4 blocks there should be a sufficient mix of apartment type in the development. Therefore, the proposal is consistent with the planning controls.

Roads and Traffic Authority

As noted earlier in the report, the proposal does not constitute a "Traffic generating development" in accordance with Schedule 3 of the SEPP (Infrastructure) 2007 given that 196 car parking spaces are proposed whereas the trigger for referral to the RTA is minimum 200 car parking space. The proposal was however referred to the Roads and Traffic Authority of New South Wales for consideration. The application was reviewed by the RTA at

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the SRDAC on the 8 September 2010 and the following concern was raised regarding the application:-

1. *Concern is raised with regard to the cumulative traffic impact of the proposed developments (Block A, B, C, D) and other developments within the Wentworth Point precinct on the existing intersection of Hill Road and Bennelong Road. In this regard, the traffic consultant is to review the previous assumption and methodology used in the traffic report submitted for the master plan for Wentworth Point and determine if revised traffic analysis is required for the intersection of Hill Road and Bennelong Road.*
2. *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 AS 2890.1- 2004 and AS 2890 – 2002 for heavy vehicles.*
3. *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 AS 2890.1 – 2004.*
4. *All vehicles are to enter and leave the site in a forward direction.*
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5. *All vehicles should be wholly contained on site before being required to stop.*
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6. *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 Council for approval, which shows that the proposed development complies with this requirement.*
7. *A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval prior to the issue of a Construction Certificate.*
8. *All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.*

The comments provided and issues raised are of a technical nature and specific to conditions that may be incorporated into any consent that may be issued. Regarding concern raised to the cumulative traffic impact of the proposed developments (Block A, B, C, D) and other developments within the Wentworth Point precinct on the existing intersection of Hill Road and Bennelong Road, it is noted that the application for Blocks A and B have been withdrawn and furthermore, it is considered onerous a requirement on the applicant to conduct traffic investigation for the whole precinct given that any amendments to surrounding developments that require formal modification will require consent from Council and traffic implications can be considered as part of the assessment of such applications.

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

Lot 9 Concept Plan Approval (Major Project 06-0098)

The Minister of Planning granted approval on 21 January 2008 for a residential development Concept plan over the subject land under Part 3A of the Environmental Planning and

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Assessment Act. In summary, the ultimate development outcome for Lot 9 nominated by the Concept plan comprises:-

- Site layout and building footprints.
- A residential development of approximately 685 dwellings with a maximum of 50,424 square metres of floor space set across four residential allotments.
- Public domain works including roads, a foreshore park, pocket park, pedestrian through link, communal and private open space areas.
- The determination of future applications for development is to be generally consistent with the terms of approval of Concept Plan No. 06_0098 as described in Part A of Schedule 1 and subject to the modifications of approval set out in Parts B of Schedule 2.

This Concept Plan contains more specific controls in terms of maximum floor space ratio, maximum building height and setbacks including the general principles and requirements for residential flat building development within Lot 9. The Concept Plan requirements are considered in the following assessment table:

Schedule 2 - Part A**Condition****Comment**

<p>A1 Description Residential development comprising around 685 dwellings in a mix of 1, 2 and 3 bedrooms with a maximum 50,424m² floor space, within maximum building heights and envelopes</p> <p>Public domain in the form of foreshore park, pocket park and pedestrian through link including communal and private open space.</p>	<p>To be achieved cumulatively via separate applications. It is noted that Block C has a floor area of 12,096m² and a total of 148 dwellings proposed.</p> <p>Block C makes provision for all of these elements other than for the foreshore park which is to be provided within Block D and the pocket park which is to be provided under future application.</p>
<p>A2 Plans and documentation Identifies approved plans and documentation</p>	<p>Noted</p>
<p>A3 Inconsistency between documents The modifications of the Concept Plan in Part B Schedule 2 are to prevail where there is any inconsistency with the drawings/documents</p>	<p>Noted</p>
<p>A4 Lapsing of approval Consent valid for 5 years from determination date</p>	<p>Noted. Approval remains valid until January 2013.</p>
<p>A5 Future applications Future applications to be generally consistent with Concept Plan approval</p>	<p>Whilst it is noted that the proposed Block C building footprint vary from the approved Concept Plan footprint, it is consistent with the Homebush Bay West DCP footprint. The applicant has argued that the test for consistency is not for detailed plans to conform with the precise footprint and envelopes of Concept plans as they are subject to further design considerations, which will eventually lead to changes.</p> <p>Further, the consideration of consistency must be viewed in the context of the extent of the development approved in the Concept plan. In this case, the Concept plan approval is for 4 buildings across the whole of the Lot 9 site. Therefore substantive changes to one building may not affect the fact that the overall development of Lot 9 remains generally consistent with the Concept plan approval.</p>

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	<p>A comparative analysis of Concept plan for Block C and the proposed plans indicates that the proposed plans will provide a better design outcome and better amenity to the intended occupant.</p> <p>Overall, the proposed buildings are predominantly in accordance with the Master plan envelopes. Where there are differences these are either in accordance with the requirements of the consent, represent an improvement over the Master plan or have no detrimental impact. The proposed plan building footprint dropped the landscaped courtyard from level 3 to level 2 so as to provide better connections to the street, and the public domain. It also provides increased separation between the north and south buildings. It is noted that the west building has been bridged across from level 4 and above. This has however not resulted in unacceptable amenity impact.</p>
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Schedule 2 - Part B**Condition****Comment**

<p>B1 Built form</p> <p>Maximum of 50,424 residential floor space</p> <p>Approval is given for the maximum heights/building envelopes nominated in approved plans</p> <p>Approval is given for 'pop ups' on the 4 & 6 storey buildings at the rates prescribed in the HBWDCP</p> <p>'Pop ups' on 4 storey building fronting Half Street in Lots 9A and 9B not to exceed more than 1 level. No pop ups approved for the 4 storey building on Lot 9C.</p> <p>Lowest habitable floor level of units to Homebush Bay to be not more than 1.5m above finished footpath level.</p> <p>Separation distances between buildings to be in accordance with HBWDCP</p>	<p>To be achieved cumulatively via separate applications. It is noted that Block C has a floor area of 12,096m² and a total of 148 dwellings proposed.</p> <p>Building heights for Block C measured to the roof is generally below those of the Concept plan by 0.47m to the west building; 6.75m to the north building; and 0.75m to the south building. This is further discussed later in the report under HBW DCP section</p> <p>Complies – Refer discussion under HBW DCP</p> <p>Complies – Refer discussion under HBWDCP</p> <p>Achieved-Footpath level RL of 3.5 is proposed and RL 3.65 to RL 5.0 proposed for lowest habitable floor level of units facing Major East/West Street.</p> <p>Complies - Refer to HBW DCP section</p>
<p>B2 Building setback</p> <p>Building facing half Street must be setback minimum of 6m from the property boundary whilst maintaining a minimum of 3m from footpath</p>	<p>Achieved and shown on architectural plans</p>
<p>B3 Provision of Foreshore Street</p> <p>The Foreshore Street adjacent to Foreshore Park is to be a public road, accessible by vehicles and connecting with the street on Lot 10, and allowing connection to a future public road on Lot 8. To be designed to Auburn Council's specifications and completed to Council's satisfaction prior to issue of an Occupation Certificate</p>	<p>Not applicable to Block C</p>
<p>B4 Landscaping</p> <p>Future landscaping of the site and in particular the Foreshore Park shall comply with the requirements of HBWDCP</p>	<p>Achieved as shown on landscape plan</p>

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B5 SEPP 65 Future development applications to demonstrate compliance, or fully justify any non compliance with SEPP 65	Block C development application generally complies with the provisions of SEPP 65. Where compliance is not fully achieved, the applicant has provided justifications which are discussed later in the report under SEPP 65 assessment.
B6 Developer contributions Contributions required in accordance with Auburn Council's relevant S94 Contributions Plan applicable at the time the future DA for construction is determined.	Noted- should the application be approved, appropriate condition shall be imposed in this regards.
B7 Alignment of roadways Internal streets to align with approved or constructed network on Lot 10 to the north	The only approved internal street on Lot 10 is Waterways Street and does not have any impact on Block C application. It is noted that there is a slight misalignment for the Major North/South Street (adjoining Block C) of about 1m from the Lot 10 Major North/South Street, however no application has been lodged with Council for this road network (associated with Lot 10) nor has it been approved or construction. In any case, the owners of Lot 10 has indicated that if the proposed Major North/South Road within Lot 9 is approved, they can adjust their alignment when that part of their site is developed in the future.
B8 Floor Space in Precinct F Covenant on title to Lots 24, 25 and 26 DP 270113, Lot 24 DP 270320, Lot 3 DP 776611 and Lot 21 DP 1044874 capping total floor space in Precinct F at maximum of 227,848m ² . Evidence of registration to be provided to Auburn Council at the time of lodging the first DA for construction of apartments in Precinct C.	Auburn Council received an amended Deed on 17 October 2011. The Deed is the subject of subsequent consultation with senior planning and assessment staff. The Deed is expected to be varied based on legal advice being obtained. It is however considered that this condition can be satisfactorily achieved via deferred commencement and should not hold up the determination of the application. Therefore, should the application be recommended for approval, appropriate deferred commencement condition shall be included in any consent that may be issued. (see DC Condition DC3)
B9 Subsequent approvals regime All future DA's for development including construction of buildings, open space, roads etc to be subject to Part 4 of the EPA Act 1979.	Noted
B10 Staging Plan To be provided at time of the first DA for construction of apartments is lodged with Auburn Council. The staging plan is to address access during construction and occupation and include an agreement between the proponent and the owners of adjoining Lot 10.	<p>A staging plan for the construction for Blocks A, B, C and D is included in the architectural drawing package. This arrangement is consistent with the proposed staging of the subdivision of Lot 9, which is to be the subject of DA-109/2011.</p> <p>Construction and occupation access for Block C has been discussed earlier in the report. Construction and occupation access for future Blocks A, B and D is also proposed to be located wholly within Lot 9.</p> <p>This arrangement negates the need for the applicant to obtain an agreement from the owners of adjoining Lot 10.</p>

Schedule 3

Commitment & TimingComment

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Restriction on development potential of Precinct F Payce to implement restriction of development potential of Precinct F with the mechanism and level of development on Precinct F being mutually agreeable to DoP and Payce. <i>Timing</i> Prior to issue of first Occupation Certificate associated with re-development of Precinct C	See discussion above under Schedule 2 – Part B8. This condition could be achieved via deferred commencement condition suggested in Condition DC3.
Compliance with relevant statutory EPI's Detailed design of the project to demonstrate compliance with provisions of relevant planning instruments, with the exception of minor, acceptable non-compliances. <i>Timing</i> Addressed at detailed DA stage	Block C development application generally complies with the provisions of relevant statutory EPI's. Where compliance is not fully achieved, the applicant has provided justifications which are discussed later in the report.
Environmental mitigation, management and Monitoring Detailed management plans to be prepared to address all relevant environmental issues including stormwater management, construction impacts waste generation and collection, construction traffic and pedestrian management, noise and vibration. <i>Timing</i> Addressed at Construction Certificate stage – prior to commencement of works	This application is accompanied by relevant technical reports and plans to address these matters. Any necessary amendments to those details can be addressed by conditions in the consent notice enabling final report/plans to be lodged with the Construction Certificate as required.
Built form, urban and environmental design Demonstrate the project is capable of complying with the majority of provisions of the HBWDCP, SEPP 65 and BASIX. Non-compliances to be minor and supportable <i>Timing</i> Addressed at detailed DA stage	Block C development application generally complies with the provisions of relevant statutory EPI's. Where compliance is not fully achieved, the applicant has provided justifications which are discussed later in the report.
Access Traffic and Parking The access, traffic and parking assessment submitted with this application demonstrate the proposed street system is capable of accommodating the subject development. Suitable funding mechanisms are available for funding necessary road upgrading and traffic management measures (HBW Precinct Section 94 Development Contributions Plan) <i>Timing</i> Addressed as part of this concept plan	Notwithstanding that these matters were resolved with the concept plan, this application is accompanied by a project specific traffic and parking analysis.
Servicing Plan A servicing plan addressing waste collection and management of delivery vehicles <i>Timing</i> Submitted with each detailed DA	The application is accompanied by a Waste Management Plan and Servicing Plan addressing waste collection and management of delivery vehicles.
Public domain works	The landscape plan was prepared with regard to this

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<p>Proposal will have regard to Homebush Bay West Public Domain Manual and the requirements of Auburn Council.</p> <p><i>Timing</i> <i>Addressed at detailed DA stage</i></p>	<p>commitment.</p>
<p>Public Domain and Pedestrians</p> <p>The project will be consistent with the 'Safer by Design' principles and will address the mobility needs of people with disabilities, will minimise pedestrian/traffic conflicts, and the design and placement of units will enable passive surveillance of communal open space and the public domain.</p> <p><i>Timing</i> <i>Addressed at detailed DA stage</i></p>	<p>Block C development application is accompanied by CPTED Report and Access Report and is designed to minimise pedestrian/traffic conflicts. Furthermore, the apartments are provided with direct visual connections to the public domain and ensure high degree of passive surveillance around the communal open spaces.</p>
<p>Public Services and Infrastructure</p> <p>In accordance with the development agreement with Auburn Council, and other relevant service authorities</p> <p><i>Timing</i> <i>Part of Construction Certificate stage for subsequent DAs</i></p>	<p>The Concept Plan approval allows for this matter to be resolved at Construction Certificate stage. It is noted that there is no formal development agreement between the proponents of Lot 9 and the Council apart from the requirement of the Concept plan that Council be the "benefited authority" for the deed that transfers floor space from Precinct F to the Precinct C. All applications for public works and infrastructure associated with Lot 9 are considered under DA-462/2010 and DA-109/2011. Appropriate condition shall be imposed on Block C application to ensure that all works in construction stages 1 and 2 are constructed/completed prior to the occupation of Block C.</p>
<p>Remediation</p> <p>An audit statement for the site confirms that it is suitable for the proposed development</p> <p><i>Timing</i> <i>Addressed as part of this concept application</i></p>	<p>Notwithstanding that this matter was resolved with the Concept plan, this application is accompanied by a Site Audit Statement (ref: BE056) by – HLA Envirosciences P/L confirming that the site is suitable for residential with minimal opportunity for soil access including units.</p>
<p>Utilities</p> <p>The site is capable of being connected with all essential utilities</p> <p><i>Timing</i> <i>Addressed at detailed DA stage</i></p>	<p>The application is accompanied by a Civil and Services Infrastructure Design Statement by AECOM Australia P/L dated 8 November 2010 (Ref: 60162066). The statement identified utilities/services required and detailed how utilities/services will be connected to the site.</p>
<p>Solar access and shadow analysis</p> <p>Detailed solar access and shadow analysis will demonstrate that the project is capable of complying with relevant controls and guidelines</p> <p><i>Timing</i> <i>Part of each subsequent DA</i></p>	<p>Shadow diagrams accompany the application. Non-compliances are fully justified - Refer to SEPP 65 and HBW DCP.</p>
<p>Stormwater Management</p> <p>A stormwater management concept plan has been prepared with this concept application. A detailed stormwater management plan will show the site can be adequately drained, and stormwater managed in accordance with best practice.</p> <p><i>Timing</i></p>	<p>This application is accompanied by a detailed plan for stormwater management as required.</p>

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<i>Stormwater management concept plan – this concept application. Detailed stormwater management plan – part of each subsequent DA</i>	
Acid Sulphate Soil Management Acid sulphate soils will be managed according to relevant guidelines and best practice, if the need arises <i>Timing</i> <i>Part of each subsequent DA, if required</i>	The application relies upon the Acid Sulphate Soils Management Plan approved with the Lot 9 Concept Plan approval – Council's environmental Health Officer has raised no objection to the submitted Acid Sulphate Soil Management Plan.
Geotechnical conditions A geotechnical report on the suitability of the site for development shows that the site is suitable for the proposed development. <i>Timing</i> <i>Addressed as part of this concept application</i>	The application relies upon the geotechnical report approved with the Lot 9 Concept Plan approval – No objection is raised in this regards. (Geotechnical Investigation Report by Consulting Earth Scientists dated 22/8/06 – Ref: CES 030911-PPL-02-F)
Electro-magnetic radiation Documents prepared for the site demonstrate that it is safe from electromagnetic radiation <i>Timing</i> <i>Addressed as part of this concept application</i>	Notwithstanding that this matter was resolved with the Concept plan, the applicant has provided additional information suggesting that there is no basis for concern over direct effects of radio-frequency radiation for prospective apartment occupants.
Landscape plan for private and communal Areas A detailed landscape plan is to be submitted for each DA in accordance with relevant guidelines <i>Timing</i> <i>Part of each subsequent DA</i>	The application is accompanied by a detailed landscape plans and a maintenance strategy.

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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
In the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the site listed on Council's Contaminated Land database?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the site subject to EPA clean-up order or other EPA restrictions?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has the site been the subject of known pollution incidents or illegal dumping?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

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State Environmental Planning Policy Number 65 - Design Quality of Residential Flat Development

Requirement	Yes	No	N/A	Comment
<p>Clause 2 Aims objectives etc.</p> <p><i>(3) Improving the design quality of residential flat development aims:</i></p> <p><i>(a) To ensure that it contributes to the sustainable development of NSW:</i></p> <p><i>(i) by providing sustainable housing in social and environmental terms;</i></p> <p><i>(ii) By being a long-term asset to its neighbourhood;</i></p> <p><i>(ii) By achieving the urban planning policies for its regional and local contexts.</i></p> <p><i>(b) To achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define.</i></p> <p><i>(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.</i></p> <p><i>(d) To maximise amenity, safety and security for the benefit of its occupants and the wider community.</i></p> <p><i>(e) To minimise the consumption of energy from non-renewable resources to conserve the environment and to reduce greenhouse gas emissions.</i></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p>The proposal is generally considered to satisfy the aims and objectives of SEPP 65. Some aspects of non-compliance are identified with this policy, and these are discussed in greater detail below.</p>
Part 2 Design quality principles				

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Requirement	Yes	No	N/A	Comment
<p>Principle 1: Context</p> <p><i>Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.</i></p> <p><i>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 of the area.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 will continue the pattern of redevelopment that is occurring in the locality.
<p>Principle 2: Scale</p> <p><i>Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.</i></p> <p><i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scale of the development is considered to be appropriate and generally consistent with those approved in the locality. Block C sits well within the context, ranging from 4 storeys along the northeast to 8 storeys along the northwest and southwest and opening up to a courtyard to the southeast that links into the communal open space at level 2 between Block C and Block D. The scale, height and density are acceptable and within the expectations identified in the applicable planning controls. The development is acceptable in this regard.
<p>Principle 3: Built form</p> <p><i>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.</i></p> <p><i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed design or architectural appearance is generally considered to be consistent with the adopted site Concept Plan approval and Homebush Bay West DCP requirements.</p> <p>Block C built form is setback with a regular alignment to the street edges to provide the appropriate definition of the public domain. The break in the building for the courtyard, along the southeast boundary with Block D, separates the 4 storey building facing Half Street from the 8 storey portion facing Major East/West Street. The built form is thus articulated by 3 main building forms; an 8 storey portion along Major East/West Street; a 4 storey portion along Half Street; and an 8 storey portion along Major North/South Street which wraps around to Half Street and rest on top of the 4 storey building.</p>

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Requirement	Yes	No	N/A	Comment
<p><u>Principle 4: Density</u> <i>Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Wentworth Point is an area designated for high density residential development. It is a Master Plan precinct with new public domain network of streets, walkways and parks to support the redevelopment.</p> <p>The development will contribute 148 apartments in mid rise building forms that will contribute to the redevelopment of the area. The proposal is within the permissible total FSR allowable for Precinct C of the Homebush Bay West DCP. No objection is raised to the development in relation to density objectives.</p>
<p><u>Principle 5: Resource, energy and water efficiency</u> <i>Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>BASIX Certificates have been submitted with the development application. Further, a BASIX Assessment Report has been prepared to accompany the application.</p> <p>The certificates require sustainable development features to be installed into the development.</p> <p>The development incorporates appropriate energy efficient fixtures and fittings. A water reuse system is also provided.</p>

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Requirement	Yes	No	N/A	Comment
<p><u>Principle 6: Landscape</u> <i>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.</i> <i>Landscape design builds 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 values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>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.</p> <p>The landscape communal courtyard at Level 2 is central to the building and will offer good outlook space for people living above and provide adequate space for active and passive uses.</p> <p>The landscape design integrates water elements, screen planting, trees and mounded planted areas. It provides accessible paths through the courtyard that link all the building lobbies and also connects to the courtyard of Block D (under DA-308/2010).</p> <p>At the upper levels it is proposed that the roofs of the 4 storey portion is non-accessible outlook areas for upper level units and so are proposed to be landscaped with patterns of gravel and low planting as green roof with low maintenance and low irrigation required.</p>
<p><u>Principle 7: Amenity</u> <i>Good design provides amenity through the physical, spatial and environmental quality of a development.</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>It is considered that the proposal will deliver sufficient amenity to residents of the building. The proposal substantially complies with the Residential Flat Design Code and Homebush Bay West DCP in this regard which contains many amenity controls.</p> <p>However there are a number of units in the development that are problematic with respect to daylight / sunlight access, ventilation and aspect. There are variations to the Residential Flat Design Code and the Homebush Bay West Development Control Plan specific to solar access to units and ventilation and are detailed later in the report.</p> <p>Overall, based on the outcome of the BASIX assessment and orientation of the site residential amenity is considered satisfactory.</p>

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Requirement	Yes	No	N/A	Comment
<p>Principal 8: Safety and security <i>Good design optimises safety and security, both internal to the development and for the public domain.</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Passive surveillance of public and communal open space is maximised through orientation of units.</p> <p>The position and orientation of the various building elements allow balconies and habitable rooms of apartments to overlook the streets.</p> <p>The design permits passive surveillance of the internal common courtyard areas.</p> <p>Street level activity will be encouraged via the provision of multiple building entries and individual entries to ground floor units.</p> <p>Individual ground-floor units shall also have suitable fencing and landscaped buffers for security and privacy.</p> <p>Lift foyers, communal courtyard and basement car parking will be appropriately secured with security cards and intercom access for visitors.</p>
<p>Principal 9: Social dimensions <i>Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposal provides an adequate mix of 1, 2 and 3 bed apartments as well as providing a significant number of adaptable units.</p> <p>Additional community facilities shall be provided as the wider locality is developed.</p>
<p>Principle 10: Aesthetics <i>Quality aesthetics reflect the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development.</i> <i>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.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The building responds well in this regard with its provision of good aesthetics though the use of high quality materials, attention to detail in its internal spaces and how it addresses the street.</p> <p>The elevations of Block C are generally composed of a base, middle and top, which articulate the scale and varying heights of the buildings.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Clause 30 Determination of DAs <i>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.</i> <i>In determining a DA, the following is to be considered:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Auburn City Council does not employ a formal design review panel.
<ul style="list-style-type: none"> <i>The advice of the design review panel (if any);</i> <i>The design quality of the residential flat development when evaluated in accordance with the design quality principles;</i> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The design quality principles are considered above and the Residential Flat Design Code is considered in the assessment table immediately below.
<i>The publication "Residential Flat Design Code" – Department of Planning, September 2002.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Residential Flat Design Code

Requirement	Yes	No	N/A	Comment
Part 1 - Local Context				
Building Type				
<ul style="list-style-type: none">• Residential Flat Building.• Terrace.• Townhouse.• Mixed-use development.• Hybrid.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development consists of a residential flat building complex. There is car parking situated centrally within the site over two levels and an internal courtyard.
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Subdivision and Amalgamation				
Objectives				A subdivision of the site into smaller lots is not proposed under this application. It is noted however that associated DA-109/2011 proposes the subdivision of the site into smaller lots.
<ul style="list-style-type: none">• Subdivision/amalgamation pattern arising from the development site suitable given surrounding local context and future desired context.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none">• Isolated or disadvantaged sites avoided.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Building Height				
Objectives				The building heights are found to be satisfactory and generally compliant with the Concept Plan approval.
<ul style="list-style-type: none">• To ensure future development responds to the desired scale and character of the street and local area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• To allow reasonable daylight access to all developments and the public domain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This is achieved where possible. Variations in relation to solar access to apartments and the public domain are discussed in detail later.

Building Depth

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Objectives				
<ul style="list-style-type: none">• To ensure that the bulk of the development is in scale with the existing or desired future context.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The majority of the development will be satisfactory under this heading. The design, bulk, streetscape presentation and height are acceptable.
<ul style="list-style-type: none">• To provide adequate amenity for building occupants in terms of sun access and natural ventilation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• To provide for dual aspect apartments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Controls				
<ul style="list-style-type: none">• The maximum internal plan depth of a building should be 18 metres from glass line to glass line.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The building depth for the building varies but reaches up to 18.7m from glass line to glass line but less than 22m overall. Based on the design the proposed depth is not considered excessive.
<ul style="list-style-type: none">• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Notwithstanding the building depth, the residential towers achieve satisfactory daylight and natural ventilation given the orientation of the site.
<ul style="list-style-type: none">• Slim buildings facilitate dual aspect apartments, daylight access and natural ventilation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Dual aspect apartments have been included within the development. In this regard, there are 81 dual aspect units which represent 55% of the total number of units. These are found on all the floors.
<ul style="list-style-type: none">• In general an apartment building depth of 10-18 metres is appropriate. Developments that propose wider than 18 metres must demonstrate how satisfactory day lighting and natural ventilation are to be achieved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refer to detailed discussion regarding light and ventilation later in the report.
Building Separation				
Objectives				
<ul style="list-style-type: none">• To ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The concept of the development is supported in which buildings are oriented towards their respective frontages. Building setbacks are generally satisfactory.
<ul style="list-style-type: none">• To provide visual and acoustic privacy for existing and new residents.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate spacing and visual and acoustic privacy is provided between apartments.
<ul style="list-style-type: none">• To control overshadowing of adjacent properties and private or shared open space.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• To provide deep soil zones for stormwater management and tree planting, where contextual and site conditions allow.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deep soil zones are provided around the perimeter of Block C.

Requirement	Yes	No	N/A	Comment
Controls				
<ul style="list-style-type: none"> For buildings over three storeys, building separation should increase in proportion to building height: 				
<ul style="list-style-type: none"> 5-8 storeys/up to 25 metres: 				
<ul style="list-style-type: none"> 18 metres between habitable rooms/balconies; 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> 13 metres between habitable rooms/balconies and non habitable rooms; 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> 9 metres between non habitable rooms. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Allow zero separation in appropriate contexts, such as in urban areas between street wall building types (party walls).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> Where a building step back creates a terrace, the building separation distance for the floor below applies. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Coordinate building separation controls with controls for daylight access, visual privacy and acoustic privacy. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> Protect the privacy of neighbours who share a building entry and whose apartments face each other by designing internal courtyards with greater building separation. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
				<p>The building is between 4 and 8 storeys in height. Adequate separation is provided between building towers which are aligned parallel to each other and bridged on the 4th floor and above to form U-shape. The north building is 23.6m apart from the south building.</p>
				<p>Adequate separation is provided between the building elements which are aligned to the streets that surround the site. Where separation is unavoidably less, i.e. at convergence points where the towers of each elevation adjoin, suitable privacy treatment such as balcony location, privacy screening and louvers are used to minimise privacy impact.</p>
				<p>A large internal courtyard is to be provided that generally provides appropriate setbacks between the three building elements.</p>
				<p>The development is considered to be satisfactory in this regard.</p>
Street Setbacks				
Objectives				
<ul style="list-style-type: none"> To establish the desired spatial proportions of the street and define the street edge. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To create a clear threshold by providing a transition between public and private space. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To assist in achieving good visual privacy to apartments from the street. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To create good quality entry spaces to lobbies, foyers or individual dwelling entrances. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To allow an outlook to and surveillance of the street. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To allow for street landscape character. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
				<p>Setbacks are in accordance with the Concept Plan requirements and Homebush Bay West DCP. The setbacks are to be utilised for landscaping, pedestrian paths and private open space areas for ground floor units.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Controls <ul style="list-style-type: none"> 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. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Given the orientation of the site and the required design outcomes of the site and locality specific DCP, some overshadowing of streets is inevitable and unavoidable.</p> <p>The ground floor terraces project 1500mm along the southern boundary and 600mm along the northern boundary. Whilst it is noted that the HBWDCP allows for 600mm encroachment to provide variations to building facades, the proposed non-compliance is supported as the terrace encroachment enables provision of usable private open spaces which are integrated with internal spaces for the apartments and also provides a better surveillance of the street.</p>
Side & Rear Setbacks				
Objectives <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Appropriate setbacks are achieved in accordance with the Concept Plan and Homebush Bay West DCP requirements.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Controls <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Appropriate setbacks are achieved in accordance with the Concept Plan and Homebush Bay West DCP requirements.</p> <p>This matter has been discussed above under street setbacks</p>

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Requirement	Yes	No	N/A	Comment
Floor Space Ratio				
Objectives				
• To ensure that development is in keeping with the optimum capacity of the site and the local area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be generally consistent with the density requirements imposed by the Concept Plan approval.
• To define allowable development density for generic building types.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To provide opportunities for modulation and depth of external walls within the allowable FSR.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Many units have satisfactory internal and external amenity but there are some technical variations to the Design Code which are identified and discussed in this report.
• To promote thin cross section buildings, which maximise daylight access and natural ventilation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To allow generous habitable balconies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 relevant development control plan.
• A written statement explaining how the design of the proposed development has responded to the site analysis must accompany the application.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Deep Soil Zones				
Objectives				
• To assist with management of the water table.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal includes a satisfactory planting scheme for the site. The landscape plan is satisfactory for approval and shows an adequate planting regime for the complex.
• To assist with management of water quality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To improve the amenity of developments through the retention and/or planting of large and medium size trees.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development provides little by way of deep soil within the open space area due to locating the parking areas below the central communal open space thereby limiting the opportunity for providing deep soil. It is noted that in general 604sqm of deep soil zone is provided around the perimeter of Block C which equates to 12% of the site being deep soil zone. The non compliance is supported in this instance and consistent with other approvals in Wentworth Point.
• Optimise the extent of deep soil zones beyond the site boundaries by locating them with the deep soil zones of adjacent properties.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Promote landscape health by supporting for a rich variety of vegetation type and size.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Increase the permeability of paved areas by limiting the area of paving and/or using impervious materials.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• A minimum of 25% of the open space area of a site should be a deep soil zone.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
Fences and Walls				
Objectives				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.
• To define the edges between public and private land.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To define the boundaries between areas within the development having different functions or owners.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To provide privacy and security.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To contribute positively to the public domain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				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 whilst also creating casual surveillance of public areas.
• Respond to the identified architectural character for the street and/or the area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Select durable materials which are easily cleaned and graffiti resistant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Landscape Design				
Objectives				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.
• To add value to residents' quality of life within the development in the forms of privacy, outlook and views.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To provide habitat for native indigenous plants and animals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To improve stormwater quality and reduce quantity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To improve the microclimate and solar performance within the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To improve urban air quality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To contribute to biodiversity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<u>Design Practice</u> <ul style="list-style-type: none"> • 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. • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	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.
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
<u>Open Space</u>				
<u>Objectives</u> <ul style="list-style-type: none"> • To provide residents with passive and active recreational opportunities. • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed development is considered to be consistent with the Open Space objectives communal open space is provided in the form of an internal courtyard allowing for passive and active recreation.

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Design Practice				
<ul style="list-style-type: none"> • Provide communal open space which is appropriate and relevant to the building's setting. • 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. • 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 area of communal open space required should generally be at least 25-30% of the site area. Larger sites and brown field sites may have potential for more than 30%. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>A communal internal courtyard is provided within the development site. The space is surrounded by the three building elements and contains landscaping and feature elements including a pedestrian through link to proposed Block D. The common area is large enough to permit residents to passively and actively use the space.</p> <p>All apartments are provided with at least 1 suitably sized area of private open space in the form of a terrace or balcony.</p> <p>Private open spaces are positioned to optimise solar access or views of the surrounding streets and to ensure visual privacy between apartments.</p>
<ul style="list-style-type: none"> • 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. • 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. 	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/>	<p>The landscaped areas are to contain trees and native plantings.</p> <p>The amount of common open space covers is 1380sqm or 27% of the site and therefore complies with this provision.</p> <p>Of the 10 units on level 1, 6 units comply with the required dimension of 4m and all 10 units comply with the minimum area of 25sqm.</p> <p>It is noted that minimum 3m dimension is provided for all private open spaces. Given the above, and that all the spaces provided can accommodate table and chairs for outdoor private amenity, there is no objection raised to the non-compliances in this instance.</p>
Orientation				

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Objectives <ul style="list-style-type: none"> • To optimise solar access to residential apartments within the development and adjacent development. • 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. 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>The proposed development is considered to be consistent with the Orientation objectives as it is consistent with the layout envisaged by site and Concept plan approval</p> <p>Existing developments are not duly affected and are to be demolished for future redevelopment.</p>
Design Practice <ul style="list-style-type: none"> • Plan the site to optimise solar access by: positioning and orienting buildings to maximise north facing walls (within 30° east and 20° west of north) where possible; and providing adequate building separation within the development and to adjacent buildings. • 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. • Detail building elements to modify environmental conditions as required to maximise sun access in winter and sun shading in summer. 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>The general layout is considered to be the most appropriate with regard to the general positioning of the site, the surrounding development.</p>

Planting on Structures

Objectives <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>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.</p>
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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Stormwater Management				
Objectives				
<ul style="list-style-type: none"> • 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. 	☒	☐	☐	Stormwater drainage design is considered acceptable subject to detailed conditions to be included in any consent issued for the development.
	☒	☐	☐	
	☒	☐	☐	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Design Practice <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Stormwater drainage design is considered acceptable subject to the inclusion of detailed conditions, should the application be recommended for approval.</p> <p><u>Grey water:</u></p> <p>The development will be connected to an alternative water supply (WRAMS) from the Sydney Olympic Park Authority scheme.</p>
Safety				
Objectives <ul style="list-style-type: none"> • To ensure residential flat developments are safe and secure for residents and visitors. • To contribute to the safety of the public domain. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
Design Practice <ul style="list-style-type: none"> • 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. • 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. • 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. • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p> <p>Communal building entries are to be orientated to the street and the internal courtyard. Suitable level of visibility is provided within the development. Convenient access ways via lifts link the car park and the development above.</p> <p>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.</p> <p>Opportunities for concealment or the creation of blind alcoves have been minimised in this development.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none">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 access for residents.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The position and orientation of the various building elements allow balconies and habitable rooms of apartments to overlook the public domain which permits passive surveillance of neighbouring buildings. Secure access doors/gates are to be provided to lift lobbies, car parking and communal courtyards. Physical barriers are to be provided between communal open spaces on Block C and Block D with secure access by residents and their guest.
<ul style="list-style-type: none">Carry out a formal crime risk assessment for all residential developments of more than 20 new dwellings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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				
<ul style="list-style-type: none">To provide reasonable levels of visual privacy externally and internally during the day and night.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Visual Privacy Objectives as outlook of open space is maximised where possible, without creating adverse impacts.
<ul style="list-style-type: none">To maximise outlook and views from principal rooms and private open space without compromising visual privacy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				
<ul style="list-style-type: none">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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Whilst there are some balconies and rooms of units that have less than the required separation on the convergence points of the buildings (as discussed earlier in the report). Any privacy impacts are however minimised between buildings via the use of privacy screens, building orientation and window placement.
<ul style="list-style-type: none">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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Generally, for much of the development, building separation, location of windows and private open spaces and the use of privacy screening are satisfactory.
<ul style="list-style-type: none">Use detailed site and building design elements to increase privacy without compromising access to light and air.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Building Entry				
Objectives				
<ul style="list-style-type: none">To create entrances which provide a desirable residential identity for the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Building Entry Objectives as multiple communal entries which are easily identifiable are proposed.
<ul style="list-style-type: none">To orient the visitor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">To contribute positively to the streetscape and building facade design.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<u>Design Practice</u>				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple communal entries are to be provided, which integrate with the public domain through the provision of forecourt areas with feature paving and landscaping.
<ul style="list-style-type: none"> • Provide as direct a physical and visual connection as possible between the street and the entry. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Entry foyers are spacious, feature glazing for clear sight lines and will be secured with resident-access locked doors. The entry foyers also allow equitable access to the building.
<ul style="list-style-type: none"> • Achieve clear lines of transition between the public street, the shared private circulation spaces and the apartment unit. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Ensure equal access for all. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Provide safe and secure access. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Provide separate entries from the street for pedestrians and cars; different uses and ground floor apartments. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Mailbox location not shown. In this regards, appropriate condition could be imposed for the provision of suitable mail boxes should consent be granted to this application.
<ul style="list-style-type: none"> • Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Parking</u>				
<u>Objectives</u>				
<ul style="list-style-type: none"> • To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport - public transport, bicycling and walking. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development considered to be consistent with the Parking objectives as suitable number of resident and visitor car, motorbike and bicycle spaces are provided within the underground levels which do not impact upon the aesthetic design of the building.
<ul style="list-style-type: none"> • To provide adequate car parking for the building's users and visitors depending on building type and proximity to public transport. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • To integrate the location and design of car parking with the design of the site and the building. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Following a car parking count, it is identified that 196 car parking spaces are provided in this development. Of that, there are 30 parking spaces for visitors and 34 spaces designated as disabled spaces
<ul style="list-style-type: none"> • Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> • 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. • 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. • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The change to the site topography allows all formal and allocated parking areas to be provided within underground levels. Parking levels have appropriate ventilation intakes, secure access and direct and convenient access to the building via lifts.
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bicycle storage areas are provided within parking levels and are suitably accessible.
Pedestrian Access				
Objectives				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 the building elements.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				
<ul style="list-style-type: none"> • Utilise the site and its planning to optimise accessibility to the development. • 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. • Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed complex is stepped from the street to reflect the new topography of the site. 90% of the ground floor apartments have individual entries from the respective streets and access cores are accessible from within parking areas,
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 redevelopment of the site).
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> • Maximise the number of accessible, visitable and adaptable apartments in a building. • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All entries are accessible with barrier free access to over 75% of apartments.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 148 units in the development. Of that figure, 30 or 20% are to be designated as "Adaptable units".
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vehicle Access				
<u>Objectives</u>				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Vehicle Access objectives. The entry from Hill Road via Interim Half Street or Half Street (in Lot 10) is suitably located and will be integrated into the building elevation on completion of all development in Lot 9.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
<ul style="list-style-type: none"> • Ensure that pedestrian safety is maintained by minimising potential pedestrian/vehicle conflicts. • 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. • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	One vehicular access way is provided from Hill Road.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The driveway width is not excessive and is not in near vicinity from any intersections.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Service areas such as garbage storage are located within specific room between Block C and adjoining Block D however it is noted that in the interim, it is proposed that garbage bins will be transferred from the garbage collection loading room via an electronic tug to the Major North South Street for on-street collection. This shall be coordinated by the Building management. However, on-street loading of garbage bins in high density residential flat buildings is not supported by Council and considered unacceptable. As an alternative, the applicant indicated

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Requirement	Yes	No	N/A	Comment
				that appropriate condition could be imposed on any consent to create a shared zone to the north of Block C building that would allow only garbage truck access to the garbage loading room in Block D. This way, the garbage truck could drive in through Interim Half Street straight through the shared zone to the garbage loading area, utilising the future car park entry area beside the garbage loading area for turning. Should the application be recommended for approval, appropriate condition shall be imposed in this regards.
<ul style="list-style-type: none">• Generally limit the width of driveways to a maximum of 6 metres.• Locate vehicle entries away from main pedestrian entries and on secondary frontages.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driveways of Interim Half Street are 6m wide.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Part 03 Building Design				
<i>Apartment Layout</i>				
<u>Objectives</u>				
<ul style="list-style-type: none">• To ensure the spatial arrangement of apartments is functional and well organised.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Apartment Layout objectives as layouts are suitably sized to permit a satisfactory furniture layout to occur. Possible furniture layouts are marked on the plans under review.
<ul style="list-style-type: none">• To ensure that apartment layouts provide high standards of residential amenity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• To maximise the environmental performance of apartments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• To accommodate a variety of household activities and occupants' needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
<ul style="list-style-type: none">• Determine appropriate sizes in relation to: geographic location and market demands; the spatial configuration of an apartments; affordability.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Apartment layouts are generally considered satisfactory in terms of orientating living areas and private open spaces to optimise solar access where possible. (Some issues have however been identified such as building depth and single aspect south facing units – discussed later in the report). A suitable furniture layout can be achieved for all the units.
<ul style="list-style-type: none">• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none">• 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
				The living area of each unit is connected to the balcony.

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
apartments.				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The kitchens do not form part of the major circulation space of any apartment.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All the units have storage space within their confines in addition to kitchen cupboards and wardrobes.
<ul style="list-style-type: none"> • Single aspect apartments should be limited in depth to 8 metres from a window. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Of the 67 single aspect apartments within the development, 33 or 49% are more than 8m deep. It is noted that all habitable rooms are less than 8m deep and majority of non compliant single aspect apartments are approximately 8.7m or less in depth. This variation is considered to be numerically small. Further, utility/service (toilets, laundries etc) areas are generally located at the back of apartments, away from windows. The variation is therefore considered to be minor and worthy of support.
<ul style="list-style-type: none"> • The back of a kitchen should be no more than 8 metres from a window. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	29 of the proposed 148 apartments have kitchens located more than 8m from a window, representing 20% of the development. Of the 29 non-compliant apartments, the maximum distance to a window is 8.7m. The minor numerical variation is considered acceptable in this instance.
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All cross-through apartments are a minimum of 4.4 metres wide.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • 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 suggests minimum apartment sizes: 1 bed = 50sqm, 2 beds = 70sqm, 3 beds = 95sqm. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A good range of apartments are provided. No minimum sizes non compliances are noted from the submitted building matrix.
Apartment Mix				
Objectives				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Apartment Mix objectives as a mixture of 1, 2 and 3 bedroom apartments are proposed which will cater for a range of household requirements.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<u>Design Practice</u>				
<ul style="list-style-type: none"> Provide a variety of apartment types particularly in large apartment buildings. Variety may not be possible in smaller buildings (up to 6 units). 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development has the following bedroom mix:-
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 bedroom apartments - 31 units (21%) 2 bedroom apartments – 111 units (75%) 3 bedroom apartments - 6 units (4%)
<ul style="list-style-type: none"> Locate a mix of 1 and 3 bed apartments on the ground level where accessibility is more easily achieved. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ground floor level contains a mixture of 1 and 2 bed apartment types. No objection raised in this instance given the level changes and the number of units on the ground floor.
<ul style="list-style-type: none"> Optimise the number of accessible and adaptable units to cater for a wider range of occupants. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 30 adaptable units to be provided in the development.
<ul style="list-style-type: none"> Investigate the possibility of flexible apartment configurations which support change in the future. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Balconies</u>				
<u>Objectives</u>				
<ul style="list-style-type: none"> To provide all apartments with private open space. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
<ul style="list-style-type: none"> To ensure balconies are functional and responsive to the environment thereby promoting the enjoyment of outdoor living for apartment residents. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To ensure that balconies are integrated into the overall architectural form and detail of residential flat buildings. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To contribute to the safety and liveliness of the street by allowing for casual overlooking and address. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
<ul style="list-style-type: none"> Where other private open space is not provided, provide at least one primary balcony. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All apartments have at least one balcony. Access is provided directly from living areas.
<ul style="list-style-type: none"> 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 living – a dining table and 2 chairs (small apartment) and 4 chairs (larger apartment) should fit on the majority of balconies in the development. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Secondary balconies are provided to a small number of apartments in the complex.
<ul style="list-style-type: none"> 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 and 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Private open spaces are provided in the form of terrace and balconies for the ground floor units as the building dictates.

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Requirement	Yes	No	N/A	Comment
<p>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.</p> <ul style="list-style-type: none"> • Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. • Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design. • Consider supplying a tap and gas point on primary balconies. <p>• Provide primary balconies for all apartments with a minimum depth of 2 metres (2 chairs) and 2.4 metres (4 chairs).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Transparent balustrades are proposed through-out to maximise solar access, casual surveillance and to maximise street views.</p>
<p>• 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.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A number of apartments have been identified as having less than 2m minimum balcony depth. These includes:-</p> <p>1470mm deep affecting units 3.14, 4.16, 5.16, 6.09, 7.09 & 8.09 which are all planned around stairs and has taken into consideration privacy of adjoining units.</p> <p>1850mm deep affecting units 2.18, 3.08, 3.20, 4.08, 4.22, 5.08, 5.22, 6.15, 7.18 & 8.13 which are all planned around lift cores and units 2.20, 3.10, 3.22, 4.10, 4.23, 5.10, 5.23, 6.16, 7.16 & 8.14 which all have long frontages 10.4m long.</p> <p>1925mm deep affecting units 4.12, 4.13, 5.12, 5.13, 6.05, 6.06, 7.05 & 7.06 which all have alternate balconies.</p> <p>To require compliance with minimum 2m deep balcony in this instance will substantially alter the design of the facades or result in reduced sizes of rooms adjoining affected balconies. It is noted however that the affected balconies are functional and responsive to the enjoyment of outdoor living to apartment residents.</p>
<p>• Require scale plans of balcony with furniture layout to confirm adequate, useable space when an alternate balcony depth is proposed.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Suitable plans are provided.</p>
Ceiling Heights				
<p><u>Objectives</u></p> <ul style="list-style-type: none"> • To increase the sense of space in apartments and provide well proportioned rooms. • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>

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Requirement	Yes	No	N/A	Comment
Design Practice				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The apartments in the complex shall have floor to ceiling heights of 2.7m metres. This is considered acceptable for solar access and general residential amenity.
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Design ceiling heights which promote building flexibility over time for a range of other uses, including retail or commercial, where appropriate. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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 is identified for residential use.
<ul style="list-style-type: none"> • Coordinate internal ceiling heights and slab levels with external height requirements and key datum lines. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Count double height spaces with mezzanines as two storeys. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> • Cross check ceiling heights with building height controls to ensure compatibility of dimensions, especially where multiple uses are proposed. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • Minimum dimensions from finished floor level to finished ceiling level: <ul style="list-style-type: none"> ◦ Mixed use buildings: 3.3 metres minimum for ground floor retail/commercial and for first floor residential, retail or commercial. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> ◦ For RFBs in mixed use areas 3.3 metres minimum for ground floor; 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> ◦ 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; 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> ◦ 2 storey units: 2.4 metres for second storey if 50% or more of the apartments has 2.7 metres minimum ceiling heights; 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The floor to ceiling heights proposed are considered satisfactory.
<ul style="list-style-type: none"> ◦ 2 storey units with a 2 storey void space: 2.4 metres minimum; 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> ◦ Attic spaces: 1.5 metres minimum wall height at edge of room with a 30° minimum ceiling slope. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> • Developments which seek to vary the recommended ceiling heights must demonstrate that apartments will receive satisfactory daylight. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Flexibility				
Objectives				
<ul style="list-style-type: none"> • To encourage housing designs which meet the broadest range of the occupants' needs as possible. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
<ul style="list-style-type: none"> • To promote 'long life loose fit' buildings, which can accommodate whole or partial changes of use. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • To encourage adaptive reuse. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • To save the embodied energy expended in building demolition. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
Design Practice <ul style="list-style-type: none"> • 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. • Provide apartment layouts which accommodate the changing use of rooms. • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Block C is earmarked to be for residential use only as a result the scope for change is limited.</p> <p>Apartment layout provides for basic changes to internal configuration.</p> <p>Accessible and visitable apartments are promoted. There are 148 units in the development. Of that figure, 30 or 20% are to be designated as “Adaptable units”. In this regard the proposal is considered to be satisfactory.</p>
Ground Floor Apartments				
Objectives <ul style="list-style-type: none"> • To contribute to the desired streetscape of an area and to create active safe streets. • To increase the housing and lifestyle choices available in apartment buildings. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
Design Practice <ul style="list-style-type: none"> • Design front gardens or terraces which contribute to the spatial and visual structure of the street while maintaining adequate privacy for apartment occupants. • 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. 	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>All ground-floor apartments are setback from the boundaries with adjoining streets. The setback areas are utilised for private terraces accessible from internal living areas and individual entries, bounded by fencing and landscaping which provides sufficient visual privacy.</p>

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none">• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This is available for the ground floor units.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Internal Circulation				
Objectives				
<ul style="list-style-type: none">• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Internal Circulation objectives as spacious access hallways and apartments are provided.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				
<ul style="list-style-type: none">• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Corridor, foyer and hallway widths are sufficiently lit, articulated and dimensioned to promote safety and movement of residents and their belongings.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple access cores are provided to service the different areas of the complex.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A maximum of 7 apartments are arranged from each access corridor per storey per building.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
<i>Mixed Use</i>				
<u>Objectives</u> <ul style="list-style-type: none">• 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Mixed Use objectives are not applicable to the proposed development as exclusive residential use is proposed.
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<i>Storage</i>				
<u>Objectives</u> <ul style="list-style-type: none">• To provide adequate storage for everyday household items within easy access of the apartment.• To provide storage for sporting, leisure, fitness and hobby equipment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It is noted that storage space is provided for each of the proposed units. These storage areas are split between basement storage and internal unit storage.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A breakdown of the storage space provided by the applicant demonstrates that compliance is achieved for every unit.

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Requirement	Yes	No	N/A	Comment
Design Practice <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Apartments are to have varying levels of storage areas. However, the storage space per unit varies.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Each unit has a dedicated storage space within the apartment in addition to kitchen cupboards and wardrobes.
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> o Studio = 6cum; o 1 bed = 6cum; o 2 bed = 8cum; o 3+ bed = 10cum. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Designated bicycle parking areas are provided in the parking levels.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Satisfactory storage areas are provided to satisfy the DCP requirements as detailed on the submitted plans.
Acoustic Amenity				
Objectives <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.

Requirement	Yes	No	N/A	Comment
Design Practice				
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Suitable building separation is provided to allow private open space areas to be located away from each other.
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Like-use areas of apartments are grouped to avoid acoustic disturbance of neighbouring apartments where possible, i.e. bedrooms adjoin bedrooms and living areas adjoin living areas.
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where possible, noisier areas such as bathrooms and laundries are distanced from bedrooms.
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Acoustic Report provided with the application, prepared by Acoustic Logic Consultancy Pty Ltd, dated 16 July 2010 (report 2010673.1/1607A/R0/KS) provided Acoustic criteria and recommended construction methods/materials/treatments to be used to meet the criteria for the site.
<ul style="list-style-type: none"> Reduce noise transmission from common corridors or outside the building by providing seals at entry doors. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Daylight Access				
Objectives				
<ul style="list-style-type: none"> To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential flat development. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be generally consistent with the Daylight Access Objectives as the orientation of living areas allows for daylight infiltration.
<ul style="list-style-type: none"> To provide adequate ambient lighting and minimise the need for artificial lighting during daylight hours. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To provide residents with the ability to adjust the quantity of daylight to suit their needs. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				
<ul style="list-style-type: none"> Plan the site so that new residential flat development is oriented to optimise northern aspect. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are many units facing north, east or west that receives an adequate amount of solar penetration from March through to September. However there are a number of units facing south that do not receive solar penetration.
<ul style="list-style-type: none"> Ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A large portion of the courtyard space within the development will be in shadow between March and September. This is an unavoidable consequence of the east/west site orientation of the site which makes compliance with solar access control onerous to achieve and exacerbates the overshadowing impact. Furthermore, the construction of any 2, 3, 4 or more storey building to the north of the

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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 facing apartments and increase their window area; use light shelves to reflect light into deeper apartments. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>site would give rise to overshadowing of the communal open space. Therefore to requiring the application to be amended to ensure additional solar access to the communal open space would severely limit reasonable development expectations of the site. A variation is considered acceptable in this instance.</p> <p>Apartment living areas and certain 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.</p>
<ul style="list-style-type: none"> 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). 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Overhanging balconies and louvers are proposed to provide shading to private open spaces. A roof element is provided for the top floors to provide shading to the top floor balconies of each apartment as appropriate.</p>
<ul style="list-style-type: none"> Limit the use of light wells as a source of daylight by prohibiting their use as the primary source of daylight in habitable rooms. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> 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. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Skylights are proposed for the top floor apartments but the light captured does not provide the primary form of light to the units.</p>
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The applicant provided shadow statistics schedule that shows that 105 units or 71% of the units having living areas and private open space areas achieving the minimum 2 hours solar access between 9am and 3.00pm at the winter solstice.</p>
<ul style="list-style-type: none"> Limit the number of single aspect apartments 				<p>There are 18 single aspect south</p>

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Requirement	Yes	No	N/A	Comment
<p>with a southerly aspect (SW-SE) to a maximum of 10% of the total units proposed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>facing units, which is 12% for the development. This is partly due to the orientation of the site. A variation is considered acceptable given that the proposal performs satisfactorily in terms of solar access and supporting documentation demonstrates that the thermal performance of these apartments is such that residential amenity will not be unduly affected.</p>
<ul style="list-style-type: none"> • Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibits the achievement of these standards and how energy efficiency is addressed. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The non compliances identified in this section can be considered minor in this instance and generally supportable.</p>
<i>Natural Ventilation</i>				
<p><u>Objectives</u></p> <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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. The BASIX commitments dictate energy consumption requirements.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Design Practice <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The building depth for the building varies but reaches up to 18.7m from glass line to glass line but less than 22m overall. Based on the design the proposed depth is not considered excessive as it does not adversely affect the residential amenity of the affected apartments.
<ul style="list-style-type: none"> • 60% of residential units should be naturally cross ventilated. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Up to 65% of apartments in the development have openings in two or more external walls of different orientation
<ul style="list-style-type: none"> • 25% of kitchens within a development should have access to natural ventilation. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All kitchens within the development are considered to be naturally ventilated as they are part of the open plan living area that has no mechanical ventilation.
<ul style="list-style-type: none"> • Developments which seek to vary from the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved particularly in relation to habitable rooms. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The non compliances identified in this section can be considered minor in this instance and generally supportable.
Awnings and Signage				
Objectives <ul style="list-style-type: none"> • 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 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Awnings and Signage Objectives are not applicable to the proposed development as no awnings over the public domain or any signage are proposed.
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Design Practice Awnings <ul style="list-style-type: none"> 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. 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 <ul style="list-style-type: none"> Councils should prepare guidelines for signage based on the desired character and scale of the local area. 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. 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>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.</p> <p>No signage of any kind is proposed under this application. Again, being a residential development, no signage is considered necessary.</p>
Facades				
Objectives <ul style="list-style-type: none"> To promote high architectural quality in residential flat 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 façade design. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
Design Practice <ul style="list-style-type: none"> Consider the relationship between the whole building form and the façade and/or building elements. 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Elevations are provided in accordance with the scale requirements of the Concept Plan approval and Homebush Bay West Development Control Plan. The design quality of the development is satisfactory.</p> <p>A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades.</p> <p>Unightly 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.</p>
Roof Design				
Objectives <ul style="list-style-type: none"> 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 façade, building composition and desired contextual response. To increase the longevity of the building through weather protection. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Design Practice <ul style="list-style-type: none"> • 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 of attics or penthouse apartments. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed building is to have a flat roof which will not have any impact upon its overall appearance. One of the rooftop is to be utilised as an inaccessible landscape outlook with patterns of gravel and low planting as "green" roofs with low maintenance and low irrigation requirements.</p>
Energy Efficiency				
Objectives <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
Design Practice Requirements superseded by BASIX.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The various BASIX Certificates for the buildings show that the development as a whole achieves the Pass Mark for energy and water conservation.</p>
Maintenance				
Objectives <ul style="list-style-type: none"> • To ensure long life and ease of maintenance for the development. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>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.</p>
Design Practice <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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 that may be issued.</p>

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste Management				
Objectives				
<ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>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. In this instance, and as discussed earlier in the report, appropriate condition shall be imposed to create a shared zone to the north of proposed Block C that would allow only garbage truck access to the garbage loading room in Block D. This way, the garbage truck could drive in through Interim Half Street straight through the shared zone to the garbage loading area, utilising the future car park entry area beside the garbage loading area for turning. Should the application be recommended for approval, appropriate condition shall be imposed in this regards.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				
<ul style="list-style-type: none"> • 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. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Suitable waste management facilities are proposed throughout the building and will be managed by an appointed caretaker.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Water Conservation</i>				
<u>Objectives</u>				
<ul style="list-style-type: none"> To reduce mains consumption of potable water. To reduce the quantity of urban stormwater runoff. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
<ul style="list-style-type: none"> Requirements superseded by BASIX. 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The design practice requirements are superseded by commitments listed in the accompanying BASIX Certificate.

Summary of non-compliances - SEPP 65 and the Residential Flat Design Code

The development proposal incorporates a number of variations to the requirements of SEPP 65 and the associated Residential Flat Design Code as highlighted in the above assessment table. The departures from the controls have been largely justified by the applicant and are considered to be worthy of support in this instance. In particular, variations to building depth, solar access to communal open space and south facing unit numbers are considered to be offset by amenity gains associated with a design creating strong edges to the public domain.

State Environmental Planning Policy (BASIX)

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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All relevant details are correctly identified on the BASIX Certificate and corresponding plans.
Dwelling type is correctly identified based on BASIX definitions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Number of bedrooms shown on BASIX Certificate is consistent with plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Site area shown on BASIX Certificate matches rest of DA package.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Roof area shown on BASIX Certificate matches rest of DA package.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Total area of garden and lawn indicated on submitted plans is consistent with BASIX Certificate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
WATER Landscape plan indicates areas and species to be planted (where indigenous or low-water use plant species are nominated). 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All details are correctly identified.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All details are correctly identified.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All details are correctly identified.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
ENERGY				
Star rating of any proposed gas hot water system is marked on plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All details are correctly identified.
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Any BASIX energy efficient lighting commitment is annotated on plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Any pool or spa heating system and timer control is annotated on plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Photovoltaic panels are not going to be significantly overshadowed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Panel area is approximately drawn to scale: surface area of a 1kWh photovoltaic system is approximately 8sqm.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

The BASIX Report indicates that the development will comply with the BASIX requirements subject to the recommendations contained in the report being undertaken. It is considered appropriate to incorporate the report into any consent that may be issued.

State Environmental Planning Policy (Infrastructure) 2007

As noted earlier in the report, the development application was not required to be referred to the RTA in accordance with the requirements of "Schedule 3 – Traffic Generating Developments to be referred to the RTA" of State Environmental Planning Policy (Infrastructure) 2007. However, a referral was carried out as a result of its proximity to Block D within Lot D. See details provided under the "External Referrals" heading of the report.

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 Sydney Regional Environmental Plan Number 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This section does not apply to the proposed development.

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Requirement	Yes	No	N/A	Comment
<p>Clause 10 Consent Authorities</p> <p>(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 <u>Sydney Olympic Park Authority Act 2001</u>.</p> <p>(2) (Repealed).</p> <p>(3) The Minister for Transport has the function of determining all development applications for consent for water based development.</p> <p>(4)-(7) (Repealed).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	In accordance with Section 23G of the Environmental Planning and Assessment Act 1979 (as amended), Council's power as consent authority is passed onto the Joint Regional Planning Panel - Sydney West.
<p>Clause 11 - Permissible Uses</p> <p>(1) <i>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</i></p> <p>(2) <i>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:</i></p> <p style="margin-left: 40px;">a. <i>Subdivision, or</i></p> <p style="margin-left: 40px;">b. <i>Development for the purposes of a building, work, place or land use specified in Schedule 8 in relation to the land concerned</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Proposed development type: Residential Flat Building.</p> <p>The development is permissible with consent.</p>
<p>Clause 12 Planning Objectives</p> <p><u>Regional Role & Land Use</u></p> <p>(a) <i>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</i></p> <p>(b) <i>to preserve and protect the Homebush Bay Area's regionally significant wetlands and woodlands in Sydney Olympic Park</i></p> <p>(c) <i>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)</i></p> <p>(d) <i>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.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed development does not constitute a major public facility.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed development will not have any significant adverse impact upon wetlands and woodlands.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed development is residential landuse.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed development includes ancillary works such as earthworks, landscaping works and drainage works.</p>

Requirement	Yes	No	N/A	Comment
Clause 12 Planning Objectives <u>Relationship to Surrounding Sites & Areas</u> (e) <i>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, cycleways and walkways</i> (f) <i>to protect the Homebush Bay Area and land surrounding it from adverse effects resulting from the holding of major public events.</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>The proposed development will not create any new transport links. The site is well positioned to utilize existing ferry, bus and cycle routes that are established in the precinct.</p> <p>The proposed development does not constitute a major public facility and thus will not cause any such adverse effects.</p>
Clause 12 Planning Objectives <u>Quality & Nature of Urban Form</u> (g) <i>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</i> (h) <i>to promote ESD</i> (i) <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</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed development is considered to promote a high quality living environment for the residents.</p> <p>Ecological sustainable development principles have been implemented in the proposed design and are discussed in greater detail later in this report.</p> <p>The site is not situated close enough to the waterways.</p>
Clause 12 Planning Objectives <u>Environmental and Heritage Protection</u> (j) <i>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</i> (k) <i>to identify and protect heritage items, heritage conservation areas and potential archaeological sites and ensure that development is sympathetic to them</i> (l) <i>to enable the habitat of birds protected under international agreements for the protection of migratory birds to be conserved.</i>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are no existing environmentally sensitive areas or bird habitats within the existing site. The Millennium Parklands are located to the west of the subject site (across Hill Road) but any detrimental impact is considered negligible.</p> <p>There are no heritage listed sites situated adjacent or adjoining to the site.</p> <p>The nearby Ralph Symonds building is a heritage listed building under Schedule 5 of the SREP. The subject site is not situated adjacent to or adjoining to the site. The proposed development is not expected to interfere with the Ralph Symonds building.</p>

To the Joint Regional Planning Panel

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
Clause 13 Matters for consideration in determining development applications				
(a) any relevant master plan prepared for the Homebush Bay Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site specific Concept Plan approval for Lot 9 and locality specific Homebush Bay West DCP has been considered in the assessment of this application – refer to detailed assessments below for further information.
(b) any DCPs prepared for the land to which the application relates	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(c) the appearance, from the waterway and the foreshores of the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
(c1) the impact of the development on significant views	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is generally considered to be of high-quality design, with visually interesting elevations.
(d) the effect of the development on drainage patterns, ground water, flood patterns and wetland viability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(e) the extent to which the development encompasses the principles of ESD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The height and floor space ratio is assessed as being satisfactory.
(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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(g) the impact of carrying out the development on heritage items, heritage conservation areas and potential historical archaeological sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Council's Engineering Department has assessed the proposed stormwater drainage system and deemed the proposal acceptable, subject to the inclusion of conditions in any development consent.
(h) the views of the public and other authorities which have been consulted by the consent authority under this plan.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ecologically sustainable development principles have been implemented in the proposed design and are discussed in greater detail later in this report.
(i) The issues listed in Schedule 7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
				Submissions from public authorities have been considered in the External Referrals Section (above).
				Schedule 7 requirements apply only to the development of major public facilities or within conservation areas.

Requirement	Yes	No	N/A	Comment
<p>Clause 14 Consultation with other public bodies</p> <p>1) Within 14 days of receipt of a DA, the consent authority must seek the views on the proposal of the following:</p> <p>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 10,000m² or more or that have a proposed floor space of 20,000m² or more, or that are likely to have a significant impact on land vested in that authority</p> <p>b) The council of the LGA in which it is proposed the development will be carried out</p> <p>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</p> <p>c) to e) (Repealed).</p> <p>2) The consent authority must not determine the application until:</p> <p>a) The views of the public or other authorities consulted have been received, or</p> <p>b) A period of 28 days has elapsed since those views were sought.</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p> <p>Auburn City Council has undertaken the assessment of the proposal and refers it to the Joint Regional Planning Panel - Sydney West, for determination. 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.</p> <p>Submissions from public authorities have been considered in the External Referrals Section (above).</p>
<p>Clause 15 Temporary Uses</p> <p>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</p> <p>2) Before granting consent to such a use, the consent authority must be satisfied that:</p> <p>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</p> <p>b) The use will be limited to such period as the consent authority stipulates</p> <p>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</p> <p>d) The use will not have any detrimental effects on the natural environment</p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed development does not constitute a temporary development.</p>

Requirement	Yes	No	N/A	Comment
<p>Clause 16 Master plans</p> <p>(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:</p> <p>(a) There is a master plan for the subject land</p> <p>(b) The consent authority has taken the master plan into consideration, and</p> <p>(c) The development is consistent with the master plan</p> <p>(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.</p> <p>(3) This clause does not apply to minor development specified in Schedule 10</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Site and locality specific Master Plans have been prepared.</p> <p>The site specific Concept Plan approval for Lot 9 and locality specific Homebush Bay West DCP has been considered in the assessment of this application – refer to detailed assessments below for further information.</p> <p>No Ministerial direction has been received or is required in this instance.</p> <p>The proposal does not constitute a minor development in accordance with Schedule 10.</p>
<p>Clause 18 Services</p> <p><i>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</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
<p>Clause 19 Floodprone Land</p> <p><i>Before granting consent to the carrying out of development on land in the vicinity of Haslam's Creek defined as floodprone 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:</i></p> <p>a) <i>The findings and recommendations of that report</i></p> <p>b) <i>The impact of the proposed development on flood flows and whether compensatory works should be provided</i></p> <p>c) <i>If land filling is involved, whether compensatory flood storage or other flood mitigation works should be provided</i></p> <p>d) <i>The impact of the development on the ecological significance of Haslam's Creek and Homebush Bay and their associated wetlands and any measures proposed to minimise any adverse impact, such as provision of compensatory wetland habitats</i></p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
<p>Clause 20 Contaminated land</p> <p><i>The consent authority just be satisfied that:</i></p> <p>(a) <i>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</i></p> <p>(b) <i>(Repealed)</i></p> <p>(c) <i>where land to be remediated contains or 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</i></p>	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>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).</p> <p>Suitable landscaping is to be provided as part of the proposal.</p>

Requirement	Yes	No	N/A	Comment
Clause 20A Acid sulfate 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 sulfate soils are present requires consent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Significant excavation will not be taking place. The lower ground car park is partially underground and partially above ground.
2) Before granting consent under this clause, the consent authority must consider: a) The adequacy of an acid sulfate soils management plan prepared for the proposed development in accordance with the Acid Sulfate Soils Assessment Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The upper level car park is wholly above ground level but partially encompassed by apartments.
b) The likelihood of the proposed development resulting in the discharge of acid waters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The roof of the upper level car park forms the podium for a large landscape common open space area.
c) Any comments received from DLWC within 21 days of the referral being sent	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Council's Environment and Health Unit has raised no issue or objection to the development on acid sulphate soil impacts. In this regard, an acid sulphate soils management plan prepared by Consulting Earth Scientists will need to be implemented during the development of the site.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not constitute major public facilities.
b) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
Clause 22 Development in environmental conservation areas				The development site is not identified as an environmental conservation area and existing structures are currently being demolished as approved under associated DA-235/2010 for Lot 9
1) This clause applies to land within an environmental conservation area (ECA)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2) The consent authority must not consent to a development in a ECA if that development would reduce significantly the ecological value of that ECA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
4) An application for consent under this clause should be forwarded to Director General of NPWS within 14 days	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) May refuse to grant the application unless the issues listed in Schedule 7 have been adequately addressed	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
c) Must take into account:				
i) The recommendations of the Millennium Parklands Concept Plan				
ii) Development consent (ref. no. S/38/3/98) for Millennium Parklands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d) Must consider consistency with:	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
i) SOPA Frog Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
ii) Any relevant master plan				
iii) Any plan of management adopted by SOPA				
Clause 23 Development near an environmental conservation area In considering an application for development within 30m of an ECA or within 200m for North Newington woodland area, the consent authority	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Lot 9 is located some 30 metres of the Millennium Parklands (Across Hill Road). However, proposed Block C is over 220m away. The proposed development will have no adverse impacts on any environmental conservation area.
a) Must take into account:				
i) The effect of the proposed development on the ECA	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
ii) The recommendations of the Millennium Parklands Concept Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii) Development consent (ref. no. S/38/3/98) for Millennium Parklands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) Must consider consistency with:	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
i) SOPA Frog Management Plan				
ii) Any relevant master plan				
iii) Any plan of management adopted by SOPA				

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Requirement	Yes	No	N/A	Comment
<p>Clause 24 Protection of heritage items and heritage conservation areas</p> <p>(4) <i>What must be included in assessing a development application?</i></p> <p><i>The extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area</i></p> <p>(5) <i>What extra documentation is needed?</i></p> <p><i>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</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There are no heritage listed sites situated adjacent or adjoining to the site.</p> <p>The nearby Ralph Symonds building is a heritage listed building under Schedule 5 of the SREP. The subject site is not situated adjacent to or adjoining to the site. The proposed development does not interfere with the Ralph Symonds building.</p>
<p>Clause 24 cont.</p> <p>(6) <i>Minimum issues to be addressed in Heritage Impact Statement:</i></p> <p>(a) <i>For development that would affect a heritage item:</i></p> <p>i) <i>The heritage significance of the item as part of the environmental heritage of the Homebush Bay Area</i></p> <p>ii) <i>The impact that the proposed development will have on the heritage significance of the item and its setting, including any landscape or horticultural features</i></p> <p>iii) <i>The measures proposed to conserve the heritage significance of the item and its setting</i></p> <p>iv) <i>Whether any archaeological site or potential archaeological site would be adversely affected by the proposed development</i></p> <p>v) <i>The extent to which the carrying out of the proposed development would affect the form of any historic subdivision</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There are no heritage listed sites situated adjacent or adjoining to the site.</p> <p>The nearby Ralph Symonds building is a heritage listed building under Schedule 5 of the SREP. The subject site is not situated adjacent to or adjoining to the site. The proposed development does not interfere with the Ralph Symonds building.</p>

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Requirement	Yes	No	N/A	Comment
<p>Clause 24 cont.</p> <p>(b) <i>For development that would be carried out in a heritage conservation area:</i></p> <p>i) <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.</i></p> <p>ii) <i>The impact the proposal would have on the heritage significance of the conservation area</i></p> <p>iii) <i>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</i></p> <p>iv) <i>The measures proposed to conserve the significance of the heritage conservation area and its setting</i></p> <p>v) <i>Whether any landscape or horticultural features would be affected by the proposal</i></p> <p>vi) <i>Whether any archaeological site or potential archaeological site would be affected by the proposal</i></p> <p>vii) <i>The extent to which the carrying out of the proposed development would affect any historic subdivision pattern</i></p> <p>viii) <i>The issues raised by any submission received in relation to the proposed development in response to the notification or advertising of the application</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site is not identified as a heritage conservation area.
<p>Clause 25 Advertised Development</p> <p><i>Development is advertised development is if comprises or includes the demolition of a heritage item or a building, work, tree or place in a heritage conservation area</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal does not include the demolition of a heritage item and thus is not advertised development.
Clause 26 (Repealed)				

[illegible]

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Requirement	Yes	No	N/A	Comment
Clause 29 Development in the vicinity of a heritage item				
(1) <i>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</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are no heritage listed sites situated adjacent or adjoining to the site.
(2) <i>This clause extends to development:</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The nearby Ralph Symonds building is a heritage listed building under Schedule 5 of the SREP. The subject site is not situated adjacent to or adjoining to the site. The proposed development does not interfere with the Ralph Symonds building.
(a) <i>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</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(b) <i>That may undermine or otherwise cause physical damage to a heritage item, or</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(c) <i>That will otherwise have any adverse impact on the heritage significance of a heritage item or of any heritage conservation area within which it is situated</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Ralph Symonds building will eventually be demolished to facilitate further redevelopment of Wentworth Point. This is consistent with the locality DCP adopted and the overall planning intentions of the locality.
(3) <i>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</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(4) <i>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</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Clause 30 Development in heritage conservation areas				
1) <i>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</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site is not located within an identified heritage conservation area.
2) <i>In satisfying itself about those features, the consent authority is to have regard to at least the following:</i>				
a) <i>The pitch and form of the roof</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) <i>The style, size, proportion and position of the openings for windows or doors</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) <i>The colour, texture, style, size and type of finish of the materials to be used on the exterior of the building</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d) <i>The landscaped area of the site</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The subject site is identified as being located within the area affected by the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. The proposed development raises no issues as no impact on the catchment is envisaged.

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(Note: - the site is not located in a 'Foreshores and Waterways Area' or 'Wetland Protection zone', is not a 'Strategic Foreshore Site' and does not contain any heritage items and hence the majority of the SREP is not directly relevant to the proposed development). This is principally due to the existence of the Homebush Bay West DCP being in place at the time of the creation the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.

Local Environmental Plans

The provisions ALEP 2010 are not applicable in this instance and the land falls into the "deferred" as noted on the LEP map.

Sydney Regional Environmental Plan No. 24 – Homebush Bay Area provides the statutory controls in relation to this land in this instance. See previous section of the report in this regard.

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

The subject site is identified as a "Deferred Matter" under the recently made Auburn LEP 2010. There are no draft instruments applicable to the subject development proposal in this instance.

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

Homebush Bay West Development Control Plan:

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
Part 1 Preliminary				
1.11 Development Application submission requirements				
1.11.1 Scale - Local <ul style="list-style-type: none"> Local context sketch plan 1:5000 Streetscape elevations Aerial photograph 1:1000 or 1:2000 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
1.11.2 Scale - Site <ul style="list-style-type: none"> Existing site plan 1:500 Existing site sections 1:500 or 1:200 Site Analysis 1:500 Site Plan 1:500 Shadow diagrams Landscape plan 1:200 or 1:500 Terrain model 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Submission requirements generally observed.

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Requirement	Yes	No	N/A	Comment
1.11.3 Scale - Building <ul style="list-style-type: none"> Floor Plans 1:100 or 1:200 Elevations 1:100 or 1:200 Sections 1:100 or 1:200 Materials and finishes board Photomontages Schedules on floor by floor basis for density, number of units and aspects, unit sizes, unit types Statement of Environmental Effects Architectural models 1:100 or 1:200 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	A full size architectural model has been provided to assist with the assessment of the development application.
Part 2 Background				
2.3 DCP Objectives				
2.3.1 Identity – create an identifiable character for Homebush Bay West <ol style="list-style-type: none"> 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 Powells Creek Optimise the waterfront location by providing continuous foreshore access and links to open space within and surrounding the precinct Design streets and public open spaces appropriate to the conditions of the site, particularly in relation to the waterfront, and to the uses 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 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 Acknowledge the visual primacy of the waterfront by stepping building heights down from Hill Road to the water Retain and enhance Wentworth Park as a public park typical of other point parks on Sydney Harbour Designing building heights and massing to enable views to the Millennium Mound as a backdrop to the precinct and to protect views 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed development is consistent with the desired street and public domain pattern of the site. The development is not situated on the waterfront of Homebush Bay. There are no significant trees situated on the site. The development is arranged into three linked U-shaped buildings that follows the street pattern of the locality. The development is not situated on the waterfront of Homebush Bay.

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<i>2.3.1 Land Uses – accommodate and locate appropriately a range of uses within Homebush Bay West</i>				
i. Create a maritime precinct with boating and associated commercial and retail uses north of Burroway street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not in vicinity
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Provide for active ground floor uses on major east-west streets through flexible building design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Block C adjoins the Major East/West Street however no retail uses are proposed. This is primarily as a result of the Concept Plan approval for the site which permits only residential flat building to be built on the site. Accordingly, this is considered acceptable in this instance.
v. Provide adequate local open space for precinct residents and workers and encourage use of regional open space within Sydney Olympic Parklands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Open space in the form of foreshore park and pocket park is to be provided within Lot 9 development.

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<i>2.3.3 Street and Block Structure – create a street and block structure that optimises legibility, permeability and efficiency</i>				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This part is generally more specific to the construction of roads and associated infrastructure.
ii. Strengthen Hill Road as the major connector between the water and Sydney Olympic Park and an urban edge to the parkland areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development follows the street pattern to be built. The development is arranged into 3 separate buildings that follows the street pattern of the locality.
iii. Design a street hierarchy that clearly distinguishes between the role and scale of major and secondary streets, to orient people within the precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not situated on Hill Road.
iv. Design the major east-west boulevards as 'green fingers' to help break down the scale of the precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Extensive landscaping is proposed along the street frontages that will help to break the mass and scale of the development.
vii. Encourage multiple movement choices for people, cyclists and vehicles by optimizing the connectivity of the street network and minimizing dead end streets	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
viii. Optimise the accessibility of the foreshore promenade by connecting it with trafficked streets and pedestrian and cycle ways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
x. Optimise the number of north-facing apartments by orienting blocks east-west; that is, with their longer dimension to the north	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xi. Design streets to accommodate a mixture of transport modes, including pedestrians, cycles, buses where relevant and moving and parked vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
<i>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>				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development is not situated on the waterfront of Homebush Bay.
ii. Protect and enhance the amenity of foreshore access by linking the foreshore promenade to streets, urban plazas and pocket parks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development will not impede future linkage between the foreshore and adjoining streets.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development is for a residential flat complex. The building of the roads to service the development is subject to associated DA462/2010.
iv. Contribute to the regional pattern of point parks on the harbour and river foreshores by retaining Wentworth Park as public open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development will not adversely impact on the future parks.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A pocket park is to be provided within Lot 9 as per the Concept Plan approval. This is not the subject of the subject application. Proposal will maintain provision of "green fingers" to the waterfront
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major East/West Street not within Lot 9
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Activity spaces will still be maintained at end of street/foreshore nexuses.
ix. Design streets, parks and plazas with high amenity and high quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Street design and public domain design is subject to a different development application. Proposed communal open space in Block C is of high amenity and is connected to the proposed communal open space in Block D via a pedestrian through link.

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Requirement	Yes	No	N/A	Comment
<i>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>				
i. Consolidate publicly accessible facilities including any new community uses within the vicinity of the ferry / bus interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not in close proximity to the bus/ferry terminal or proposed "maritime precinct"
ii. Create a maritime precinct with associated commercial and retail uses north of Burroway Street, linked to the foreshore and open space network	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Create a neighbourhood node including commercial, retail and community uses in the southern part of the precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The "Piazza" commercial area already exists in the southern part of the precinct
iv. Design streets to accommodate a future bus route through the centre of the precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Street pattern already in existence. No change proposed.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal in itself will not create vehicular /pedestrian conflicts
vi. Encourage activity in and surveillance of streets by providing for active ground floor uses on major east-west streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All three buildings are presented to the primary/significant frontages to permit passive surveillance of the public spaces.
vii. Locate and design buildings to provide passive surveillance of all public spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
ix. Provide a pedestrian and cycle bridge between Homebush Bay West and Rhodes Peninsula subject to determination in transport studies and appropriate funding arrangements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The opportunity for a pedestrian bridge still exists. The proposed bridge across Homebush Bay does not form part of this proposal.

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Requirement	Yes	No	N/A	Comment
<i>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>				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The site is rectangular in shape and is large enough to permit an appropriate sized building with massing that will fit the provisions of the development control plan. Proposal will have no effect on established block patterns
ii. Control the quality of water entering Homebush Bay through the use of integrated water management strategies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Water saving measures are provided within the development as well as a water reuse facility (WRAMs).
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No objection is raised to proposed landscaping on-site.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Appropriate riparian planting will be undertaken.
v. Control potential impacts on air quality by minimising car dependency, encouraging pedestrian and cycle movement and promoting the use of public transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate measures have been provided. Public transport opportunities already exist and will improve as the peninsular becomes more populated.
vi. Minimise energy consumption by designing for daylight access and natural ventilation, passive heating and cooling and alternative energy sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An appropriate amount of passive measures have been provided. Daylight access and natural ventilation is maximised where possible.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii. Minimise resource depletion by selecting environmentally sustainable building materials in both the public and private domains, and by providing facilities for recycling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The complex is aligned to the proposed road frontages. The complex is divided into three U-shaped buildings with each building facing a separate frontage. The breaks provided reduce the scale, mass and bulk of the development.
ii. Optimise sun access to streets and to public open spaces by minimizing building bulk, ensuring adequate building separation and orienting built form appropriately	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Encourage high quality landscape design of public spaces, of the interface between public spaces and private development and within new development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Encourage high quality architectural design of all new development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development is not situated on the waterfront of Homebush Bay.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A variety of unit sizes provided. Numerous units are adaptable for a disabled person and has provision for disabled car spaces.
ii. Accommodate changing needs of the resident population by designing flexible apartment layouts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Provide accessible working and living environments for people with disabilities, older people and for prams and strollers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A variety of units offered within the development. Privacy maintained by use of screens, windows positioning, and building separation. The applicant has stated that buildings have been orientated to the street. The applicant further states that due to the orientation of the block, solar access is limited to approximately 71% living rooms and private open space areas for each of the units receiving minimum 2 hours solar access. The development has been optimised where possible however unit orientation in this instance is primarily dictated by the street pattern. The common open space will be internal to the development and is easily accessible from all three buildings. The common open space sits across the roof of the car park. Hence the car park roof forms a podium. The landscape plan provides an array of planting solutions to the internal courtyard space.
ii. Optimise the number of apartments, their living spaces and private outdoor spaces which benefit from sun access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Integrate planting in internal courtyard areas with podium structures to optimize opportunities for large trees for shade, outlook and privacy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Promote privacy from the street, particularly for ground floor apartments, by providing landscaped garden spaces within the setback zone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.4.1 Land Uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Residential Building proposed. Proposal is consistent with Concept Plan approval.
2.4.2 Streets and Blocks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Street pattern already established and unaltered by this proposal.
2.4.3 Open Space Network	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal in itself does not jeopardise the implementation of the intended open space network.
2.4.4 Building Height and Massing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is generally consistent with the "indicative" building height and massing figures of this clause.
2.4.5 Precinct Structure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is generally in accordance with the "indicative" building layouts.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9 of the 10 ground floor apartments

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Requirement	Yes	No	N/A	Comment
through open spaces, connected with and including the foreshore promenade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	along the external facades have direct street level access. This helps to reinforce the pedestrian network in the locality.
ii. Optimise the number of possible journeys between destinations with an efficient and regular block layout	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 Powells Creek at the southern end of the peninsula foreshore	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Provide a continuous foreshore promenade. Implement management strategies consistent with masterplan conditions to minimise potential conflicts between continuous pedestrian access and boat movement between dry stack area and the Bay within the maritime precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pedestrian foreshore access is not compromised as a result of the development.
v. Provide a clear alternative route for those times when continuous foreshore access is interrupted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Locate a pedestrian / cycle bridge linking Homebush Bay West and Rhodes peninsula as indicated on the plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Possible pedestrian/cycle bridge linking Homebush Bay West and Rhodes peninsula not compromised as a result of the proposal.
vii. Locate pedestrian crossings to support pedestrian movement between destinations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii. Consider pedestrian movement when designing major building entries and through-block link.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are four pedestrian entries into the foyers of the development.
ix. Provide paved footpaths in accordance with the street design guidelines in the Public Domain Manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
x. Ensure that publicly accessible parks and plazas are contiguous with and fully accessible from pedestrian routes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The landscape plans indicate that the footpaths at the front of the site will be paved.
xi. Provide pedestrian routes which benefit from high levels of casual surveillance (overlooking from buildings, from the water, from adjacent well-trafficked areas)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
xii. Provide clear and direct pedestrian routes by designing them with good lines of sight to minimise concealment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The internal pedestrian routes and the common open space will have appropriate level of surveillance from the buildings. Pedestrian spaces generally enjoy good passive surveillance.
xiii. Design appropriate lighting for publicly accessible areas for their level of night-time use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xiv. Provide kerb ramps at all intersections in accordance with the Public Domain Manual				No new intersection proposed.

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Requirement	Yes	No	N/A	Comment
3.1.2 Cycle Network				
i. Provide a cycle network through the streets	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposal does not contain any dedicated cycle ways.
ii. Provide dedicated cycle lanes along Hill Road in both directions.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Design intersections and crossings along dedicated cycle routes that prioritise cyclists' safety and convenience	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Provide a recreational shared pedestrian and cycle path along the foreshore promenade at a minimum width of 3.5 metres	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
v. Connect the foreshore cycle path to cycleways within the Sydney Olympic Parklands and enhance access to the connection at the southern end of the peninsula	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Provide a road cycle lane on the major east-west street from Hill Road to link with the proposed pedestrian bridge	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. Separate cycle and pedestrian routes through Wentworth Park	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
viii. Provide lockable bicycle storage at neighbourhood / maritime centres and in publicly accessible facilities including at the waterfront	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Secure resident bicycle parking facilities is provided at the car parking levels
ix. Design cycle paths and parking to minimum Austroads design standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Public transport will be accessible from the site. This includes buses along Hill Road and the Wentworth Point ferry terminal. Some of the provisions stated here relate more to subdivisions and associated infrastructure works which is not proposed in this application. This matter is dealt with under associated DA-109/2011 and DA-462/2010.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Enhance the amenity and safety of the interchange by providing shelter, seating, lighting and signage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Design subdivision layouts and building designs that encourage and are supportive of walking, cycling and the use of public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
v. Consider travel demand management mechanisms and features that will minimise the demand for travel and the use of cars, including: <ul style="list-style-type: none"> - 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Ensure designated streets for proposed bus route are designed for adequate turning by buses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. Provide a pedestrian / cycle bridge located generally in the area and on the alignment illustrated (p27)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Existing street and block layout will be unaltered by this proposal.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Provide vehicle access to the foreshore, including foreshore streets and areas of parking where possible	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Ensure that the street network offers a choice of routes and promotes good circulation, by minimising discontinuities and dead ends	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
v. Provide for public car parking on streets or within buildings, except for limited parking associated with boating activity within the maritime precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No public car parking proposed as part of the subject development application.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. Provide a high level of amenity and quality streetscape design, including planting of street trees, consistent with convenient vehicle access, parking and turning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii. Refer to Section 3.2 for detailed design guidelines for streets	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.1.5 Land and Water Connections				
i. Provide opportunities for land-water interface at the end of major east-west streets	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development is not situated on the waterfront of Homebush Bay.
ii. Design activity nodes and recreational areas to consider views from the water and opposite shores	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Provide a range of public open space types: <ul style="list-style-type: none"> ▪ promenade ▪ waterfront riparian vegetation area ▪ point park ▪ urban plazas and pocket parks ▪ three larger parks, two of minimum 2000m² and one of minimum 1000m² 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Public open space is required as per the DCP provisions and included the foreshore park, waterfront riparian vegetation and the provision for the future pocket park, all within Lot 9.
iv. Integrate water management into the design of foreshore spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
v. Design sea walls to absorb wave energy and to maximise the habitat for the greatest possible range of local intertidal organisms	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Refer to the Public Domain Manual for specific character guidelines and controls for foreshore areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed development includes extensive and high quality landscaped elements to communal and private open spaces as well as the public domain. The landscape plans shall be incorporated into any consent that may be issued.</p> <p>Landscaping generally considered to be acceptable and compatible with existing landscaped spaces within the locality.</p>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Provide visual continuity with the context by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Enhance the amenity of footpaths by designing street layouts and selecting trees to recognise seasonal shade and solar access needs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. Optimise sustainable selection and deployment of materials, management of waste and stormwater in the public domain, and biodiversity benefits of plant selection. Refer to Sections 2.2.6 and 4 of the Public Domain Manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.1.7 Public Domain Elements				
Footpath/pedestrian area pavement				Generally, public domain works are not included in this application and are to be considered under associated DA-462/2010.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
ii. Provide a hierarchy of pavement surfaces reflecting the pedestrian significance of different public spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Vehicular pavement				
iii. Provide a safe and hard wearing surface	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
for vehicle movements				
iv. For shared vehicle / pedestrian zones, provide a suitable surface that denotes shared priority	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Lighting				
viii. Provide vehicular street lighting to RTA and Austroads standards as specified in the Public Domain Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
ix. Provide an appropriate level of pedestrian lighting to ensure security and contribute to the legibility of streets and through block links	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
x. Coordinate pedestrian lighting in streets throughout the precinct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xi. Design lighting for path accessways through parks in response to the level of use and safety considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xii. Minimise the impact of lighting on residential dwellings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Fences, barriers and level changes				
xiv. Reinforce connectivity and maximise visual continuity by minimising the use of fences and barriers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xv. Optimise opportunities to use the sea wall edge for seating, while also providing 'gaps' for viewing by wheelchair users	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Signage				
xvi. Locate information signage in accordance with the Parklands Elements Manual to include orientation, circulation, destination, regulation and interpretive signs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xvii. Use street signage in accordance with	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Services and infrastructure is to be located to minimise visual intrusion. Should the application be recommended for approval, appropriate conditions can be included in any consent for such services to be suitably located and/or screened.
ii. Integrate undergrounding of services and infrastructure in new development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Minimise the impact of service corridors and service access covers by:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> ▪ 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 design by	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
<ul style="list-style-type: none"> ▪ 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 carpark 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Protect the aquatic habitat of Homebush Bay from de-oxygenisation by preventing leaf transport from deciduous trees during autumn months	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. Provide for re-use of water, for example by incorporating a water body capable of infiltration or slow release detention	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
in major plaza spaces				
3.2 Streets				
3.2.1 Hill Road <ul style="list-style-type: none"> Uses – Mixed: focus commercial uses close to northern neighbourhood centre and at intersections with major east-west streets Height – max. 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 – 3.5m with 1m 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 & Plan of Management 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Block C is not situated on Hill Road.
3.2.2 Major East-West Streets <ul style="list-style-type: none"> Uses – Mixed: ground floor commercial required in designated neighbourhood centres Height – max. 8 storeys to within one block (approx. 100m) of waterfront; 6 storeys with 2 storey pop-ups in the final block before the development Street Setbacks – 5 metres Right of Way – min. 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 – 3.5m with 1-1.5m 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 	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Residential only proposed pursuant to the approval granted under MP No 06_0098. Block C is over 200m away from the waterfront. The proposed height of 8 storeys along Major East/West Street is consistent with Concept Plan approval. Major East/West Street not part of Lot 9.

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
3.2.3 Major North-South Street – North of Burroway Road <ul style="list-style-type: none"> Uses – Residential Height – max 6 storeys Street Setbacks – 3-4 metres (can vary) Right of Way – min. 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 – 2.5m with 1m 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 15m spacing. Tree species in the median may differ from the edge species. Species in accordance with the Public Domain Plan 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>This section is not applicable to Block C. Development is not located in vicinity of the Major North-South Street – North of Burroway Road.</p>
3.2.4 Major North-South Street – South of Burroway Road <ul style="list-style-type: none"> Uses – Residential Height – max 6 storeys Street Setbacks – 3-4 metres (can vary) Right of Way – min. 25 metres Carriageway – 1 travelling lane and 1 parallel parking lane in each direction; Wide median/linear park Footpaths – 2.5-5m to accommodate parking extensions, 1m grass verge 	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>Residential only proposed pursuant to the approval granted under MP No 06_0098.</p> <p>The applicant has proposed 8 storeys along this street. It is noted that under Clause 3.4.2(vii) of the HBWDCP, 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. This is also re-affirmed under Schedule B Part B(B1.3) of the Concept plan approval for Lot 9. The 2 additional storey portion conforms with the maximum rate of 8% of the total gross floor area of the building. Accordingly, whilst the proposed height is not 6 storeys, it complies with the requirements of the DCP.</p> <p>4m street setback proposed</p> <p>25m ROW proposed</p> <p>As shown on plan. Details subject to approval of associated DA462/2010.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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 15m 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.2.5 Secondary East-West Streets <ul style="list-style-type: none"> Uses – Residential Height – max 4 storeys 	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>Residential use proposed.</p> <p>4 storey height observed except on the corner with Major North/South Street. Whilst some concern has been raised that the whole of Half Street elevation shall be maximum 4 storey high, consideration has to be given to the Master plan approval for the site which envisaged an 8 storey building to the frontage of Block C adjoining Major East/West Street and with no specific condition within the consent precluding an 8 storey building at the western corner adjoining Half Street. The applicant has therefore accentuated the corner by wrapping the 8 storey element around to connect to the 4 storey element to Half Street.</p> <p>It is also recognised that approval for adjoining Lot 10 on the corner of Half Street and Secondary East/West Street (opposite side) also permits an 8 storey building wrapping around to connect with the 4 storey element on Half Street being a mirror image of what is proposed by this application.</p> <p>Given the above, and that the building has a definite 4 storey portion with no pop ups, it is considered that the proposed height is consistent with the streetscape and considered acceptable in this regard.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> Street Setbacks – 3 metres 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3m street setback proposed.
<ul style="list-style-type: none"> Right of Way – min. 14.5 metres Carriageway – 2 travelling lanes and 1 parking lane Footpaths – 2.5-3.5m with 1m grass verge – 5m 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 15m spacings. 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 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>Whilst Block C adjoins Secondary East/West Street (Half Street) to the north, the street is not within Lot 9. The DCP indicated that Secondary East-west Streets (being Half Street) "may run all the way from Hill Road to the foreshore but they do not need to do so". In this instance the design of Block C has made provision for vehicular entrance from Half Street to the basement entry between Block C and proposed Block D.</p>
3.2.6 Secondary North-South Streets <ul style="list-style-type: none"> Uses – Residential Height – max 4 storeys Street Setbacks – 3 metres Right of Way – min. 14.5 metres Carriageway – 2 travelling lanes and 1 parking lane or 2 travelling lanes and 2 parking lanes Footpaths – 2.5m with 1m grass verge – 5m 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 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>This section is not applicable to Block C. Development is not located in vicinity of the Secondary North-South Street.</p>
3.2.7 Foreshore Street – One Way <ul style="list-style-type: none"> 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 min. 3m for residential Right of Way – 8.5-10 metres Carriageway – 1 travelling lane and 1 parking lane on the west side Footpaths – 3m with 1m grass verge 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>This section is not applicable to Block C.</p>

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(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> Landscape Character – Street trees in the verge on the west side of the street are planted at approximately 15m spacings; 30% of 30m 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 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.2.8 Foreshore Street – Two Way <ul style="list-style-type: none"> 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 20m (see p46) Street Setbacks – can vary from zero to 3m Right of Way – 11.5 metres for new development (existing ROW is 10m) Carriageway – 2 travelling lane and 1 parking lane on the west side, with angle parking bays (max. 5 cars) interspersed with linear park on the east (waterfront) side Footpaths – 3m with 1m grass verge Landscape Character – Street trees in the verge on the west side of the street are planted at approximately 15m spacings; 30% of 30m 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 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	This part does not apply to the development.
3.3 Public Open Spaces				
Public open space is to be provided at a minimum 10% of each precinct site area, and includes: <ul style="list-style-type: none"> A point park at Wentworth Point of approximately 4.8ha including foreshore promenade 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

(Block C) 41-45 Hill Road, Wentworth Point (cont'd)

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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 2000m² each, park in the middle of the precinct to be min. 1000m² A 20m wide promenade and foreshore street Foreshore parks or plazas terminating major east-west streets and linked to the promenade Pocket parks or plazas <p>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.</p> <p>An easement is required to be created in favour of Council to ensure continuous public access to the foreshore promenade</p>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>Foreshore park to be provided within Block D.</p> <p>An indicative area for a pocket park has been nominated on the submitted plans. This park does not form part of the subject application, but represents the intended location of the park within Lot 9. The location nominated is considered to be satisfactory and is in accordance with Concept Plan approval for Lot 9.</p>
3.3.1 Foreshore Plazas <ul style="list-style-type: none"> 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 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>This section is not applicable to Block C given that a mixed use development has not been proposed in this instance. The existing commercial space provided within Precinct F at the Piazza already satisfies the DCP requirements for commercial/retail space for the Precinct.</p>
3.3.2 Foreshore Linear Parks <ul style="list-style-type: none"> Land Dedicated for Public Access – A continuous public accessway is required at the waterfront within a min. 20m min, width dedicated open space <p>Landscape Character – Plantings of landmark trees at generally 30m spacings 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 30m waterfront setback is to be dedicated to riparian planting for ecological outcomes.</p>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>This part does not apply to the Block C.</p>

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan 				
3.3.3 Foreshore Plaza, Linear Park and Loop Road <ul style="list-style-type: none"> Waterfront Setbacks – refer to diagram at p46 <input type="checkbox"/> Landscape Requirements - 30% of 30m 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 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan <input type="checkbox"/> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This part does not apply to the Block C.
3.3.4 Parks, Pockets Parks and Urban Plazas <p><u>Large Parks</u></p> <ul style="list-style-type: none"> Uses – various, including structures and unstructured play, and for both local and district users <input type="checkbox"/> Access – clear access maximised to adjoining public streets and pedestrian/cycle accessways. Continuous access along/from foreshore promenade. Wentworth Park to provide pedestrian access (paths) through the park to the foreshore and to adjoining streets <input type="checkbox"/> Character – green, uncluttered and informal, safe and comfortable, respond to maritime/riverine precinct identity <input type="checkbox"/> <p><u>Pocket Parks</u></p> <ul style="list-style-type: none"> Uses – various, including structured and unstructured play <input type="checkbox"/> Access – clear access over wide frontage, with min. 30% edge condition adjoining public streets and pedestrian/cycle access <input type="checkbox"/> Character – shady and green, uncluttered and informal, safe and comfortable, respond to maritime/riverine precinct identity <input type="checkbox"/> 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	An indicative area for a pocket park has been nominated on the submitted plans. This park does not form part of the subject application, but represents the intended location of the park within Lot 9. The location nominated is considered to be satisfactory and is in accordance with Concept Plan approval for Lot 9.

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Requirement	Yes	No	N/A	Comment
<u>Plazas and Squares</u> <ul style="list-style-type: none"> Uses – public, day and evening, flexible Access – clear, integrated access with adjoining spaces and buildings Character – robust maritime, simple and uncluttered, shady but urban 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
3.4 Built Form				
3.4.1 Land Uses and Density Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The floor space ratio and height of the development is considered as being acceptable.
3.4.1 Land Uses and Density Controls <p>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:</p> <p><u>Precinct C</u> (31,946m²)</p> <ul style="list-style-type: none"> Total allowable FSR = 41,530 Min. com./maritime/educational = 0 Min. waterfront retail/café dining = 100 Max. residential = 41,430 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The subject site is located in Precinct C. Pursuant to the Concept Plan approval for the Lot 9 under MP No. 06_0098, a residential development with a maximum 50,424sqm of floor area is approved for the site. It is noted that Block C has a floor area of 12,096m ² representing 24% of total floor area. Therefore the total enclosed floor space of the precinct has not been reached. (It is noted that the Concept Plan approval allowed for floor space of 8994sqm to be transferred from Precinct F to Precinct C). <i>Proposed Block D + Proposed Block C floor area:-</i> 11872 + 12096 = 23968sqm representing 48% of permissible floor area.

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> Min. public open space = 3,195 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A total of 5463sqm of public open space is proposed for Lot 9 development. This includes the foreshore park, proposed pocket park and proposed Major North/South Street linear park.
<ul style="list-style-type: none"> ii. The provision of covenanted space for community uses with neighbourhood centres may be offset against residential floor space 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.4.2 Building Height Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	Whilst the proposed development will marginally exceed the height of the Millennium Marker, the proposal is considered to be consistent with the building height objective.
3.4.2 Building Height Controls & Performance Criteria <ul style="list-style-type: none"> 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 ii. The maximum overall height for any building, inclusive of lift overruns, services, or any other roof extrusions, is AHD 29; that is, the height of the Millennium Marker 	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>A maximum height of RL 32.3 is proposed to the top of the highest roof and a maximum height of RL 33.5 is proposed to the top of the highest lift overrun. No objection is raised to this non-compliance as to require strict compliance with the overall height is not likely to result in a legible or improved outcome. It is noted that sections of Lot 9 Concept Plan approval allows for building heights of 32.75 AHD and the Master Plan for Lot 10, located to the north of the subject site, as approved, allows for building heights of 33.4 AHD. Given the above, the variation may be supported in this instance.</p>

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Requirement	Yes	No	N/A	Comment
<p>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</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The southern elevation adjoining Major East/West Street, lowest habitable level is elevated 1.5 metres above footpath level. This is a result of a high water table within the locality, preventing significant excavation. Furthermore, the Concept Plan as approved allows a variation to the ground level requirement to be raised a maximum of 1.5m in the approval central section of the southern boundary adjoining Lot 8.</p>
<p>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:</p> <ul style="list-style-type: none"> ▪ Hill Road (east side only) 8 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 ▪ 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 	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposal provides 8 storeys along Major East/West Street.</p>
<p>v. Building heights are to achieve built form outcomes that reinforce quality urban and building design</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>vi. Optimise accessibility by providing entrances to ground floor commercial and retail uses that are level with the adjoining footpath, where possible</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed building heights are appropriate and achieve the desired built form and design outcomes.</p>
<p>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:</p> <ul style="list-style-type: none"> ▪ buildings of 8 storeys may not be varied ▪ 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 	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/>	<p>No variation proposed to 8 storey element.</p> <p>As discussed earlier in the report, the 6 storeys height limit to Major North/South Street has been varied to provide 2 additional storeys with gross floor area of 8% of the building.</p>

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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. 	<input type="checkbox"/>	<input type="checkbox"/>		No pop ups on the 4 storey element on Half Street.
3.4.3 Topography and Site Integration Objectives <ul style="list-style-type: none"> To ensure future development responds to the desired future character of streets and the precinct as a whole 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 	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The proposed development is consistent with the Topography and Site Integration objectives as the ground level is to be raised to match the ground level of the adjoining site to the north (Lot 10) and Lot 8 to the south.</p> <p>Conforms with Concept Plan approval.</p> <p>Road network not part of subject application.</p>
3.4.3 Topography and Site Integration Controls and Performance Criteria <ol style="list-style-type: none"> 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 Where topography has already been altered on streets, as at Baywater Road, this profile may be continued across into the adjacent development precinct 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 m metres Consider the continuation of any changes in ground level across adjacent sites when proposing changes to the topography 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 	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Ground floor level is as approved under the Concept Plan which allows the lowest habitable floor level of the units to be up to 1500mm above finished footpath levels.</p> <p>Whilst there is sub-basement parking within Block C, the ground level is raised 5.5m. This is as approved under the Concept Plan to integrate with the levels of the adjoining site (Lot 10).</p> <p>Location of road pre-determined under this DCP and does not form part of the subject application.</p>
3.4.4 Building Depth Objectives <ul style="list-style-type: none"> To enable view sharing from apartments and views of the sky from the public domain To optimise residential amenity in terms of natural ventilation and daylight access to internal spaces To provide for dual aspect apartments 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Residential amenity for many apartments will be good but there are a number of units that will have less than the minimum required direct sunlight penetration. This is discussed below.</p>

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Requirement	Yes	No	N/A	Comment
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 22m (maximum 18m glass line to glass line)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The building depth for the building varies but reaches up to 18.7m from glass line to glass line but less than 22m overall. Based on the design the proposed depth is not considered excessive. 65% of apartments in the development have 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. (12% single aspect and south orientation).
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Optimise the environmental amenity for single aspect apartments by orienting them predominantly north, east or west	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Promote sustainable practices for commercial floors by limiting their depth above podium level to 25m	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Building Separation objectives as appropriate spacing and visual and acoustic privacy is provided 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To control overshadowing of adjacent properties and private or shared open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To allow for the provision of open space of suitable size and proportions for recreational use by building occupants	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To provide open space areas within blocks for landscaping, including tree planting, where site conditions allow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.4.5 Building Separation Performance Criteria				
i. For buildings up to 4 storeys, provide:				The building is between 4 and 8 storeys in height. Adequate separation is provided between building towers which are aligned parallel to each other and bridged on the 4 th floor and above to form U-shape. The north building is 23.6m apart from the south building.
▪ 12m between habitable rooms / balcony edges	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ 9m between habitable rooms / balcony edges and non-habitable rooms	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ 6m between non-habitable rooms	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
ii. For buildings of 5 – 8 storeys, provide:				
▪ 18m between habitable rooms / balcony edges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Adequate separation is provided between the building elements which are aligned to the streets that surround the site. Where separation
▪ 13m between habitable rooms / balcony edges and non-habitable rooms	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 9m between non-habitable rooms	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
<p>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</p> <p>iv. Where an upper level setback creates a terrace, apply the building separation control for the storey below.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	is unavoidably less, i.e. at convergence points where the towers of each elevation adjoin, suitable privacy treatment such as balcony location, privacy screening and louvers are used to minimise privacy impact.
<p>3.4.6 Street Setbacks Objectives</p> <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is consistent with the Street Setback objectives as setbacks are provided in accordance with the requirements of the approved Concept Plan and Homebush Bay West DCP.
<p>3.4.6 Street Setbacks Performance Criteria</p> <p>i. Create an urban character, provide consistent street edge definition and enhance the potential for retail and street fronting activities, by:</p> <ul style="list-style-type: none"> 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 <p>ii. For buildings on Hill Road, provide an 8 metre street setback</p> <p>iii. For buildings on major east-west streets, provide a 5 metre setback</p> <p>iv. Support the linear park character envisaged for the major north-south street by providing a minimum 4 metre setback</p> <p>v. Create a residential character for buildings on secondary streets by providing a minimum 3 metre setback</p> <p>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</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A street setback of 5 metres is provided to Major East/West Street.</p> <p>5m setback provided.</p> <p>5m setback provided to Major North/South Street.</p> <p>3m setback provided to Half Street.</p>

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Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The pop up is limited to the section of building along Major North/South Street up to half Street. The pop up has a 2.4m setback from Half Street to the face of the balcony and 5m to the building line. The section of the building along Major North/South Street is 10.8m wide. The applicant contends that a further 3m setback would make the building envelope shallow and limited. To satisfy the objectives of the control, the overall height datum of the 6 storey building is clearly expressed in the building form and elevations with a clear difference in treatment and materials.
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The ground floor terraces project 1500mm along the southern boundary rather than 600mm. The proposed non-compliance is supported as the terrace encroachment enables provision of usable private open spaces which are integrated with internal spaces for the apartments and also provides a better surveillance of the street.
3.4.7 Building Articulation Objectives				
▪ To provide modelled building facades appropriately scaled for the building use and desired street character	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is consistent with the Building Articulation objectives as private open spaces in the form of balconies and terraces are used to modulate elevations, provide casual surveillance of public areas and provide residents with external access to views, sunlight and breezes.
▪ To provide useable private external spaces which are integrated with internal spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To ensure buildings respond to environmental conditions such as noise, sun, wind and views	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To provide for casual surveillance of public spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To establish the relationship of the building – its entries and openings – with the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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				The ground floor terraces project 1500mm along the southern boundary across 81% of the frontage. As noted earlier in the report, the encroachment provide variations to building facades, the proposed non-compliance is supported as the terrace encroachment enables provision of usable private open spaces which are integrated with internal spaces for the apartments and also provides a better surveillance of the street.

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	90% of all ground floor apartments are provided with individual entries.
iii. Balance opportunities for overlooking of streets and for attractive outlooks with considerations of visual and acoustic privacy, for example by: <ul style="list-style-type: none"> orienting private open space towards the street, Homebush Bay and Parramatta River using noise barriers and privacy screens 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Where possible, private open spaces are orientated towards the streets and Homebush Bays.
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Part 4 Detailed Design Guidelines				
4.1 Site Configuration				
4.1.1 Deep Soil Zones Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal includes a satisfactory planting scheme for the site. The landscape plan is satisfactory for approval and shows an adequate planting regime for the complex.
4.1.1 Deep Soil Zones Performance Criteria <ul style="list-style-type: none"> 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 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed development provides little by way of deep soil within the private open space area due to locating the parking areas below the central communal open space thereby limiting the opportunity for providing deep soil. It is noted that in general 604sqm of deep soil zone is provided around the perimeter of Block C which equates to 12% of the site being deep soil zone. The non compliance is supported in this instance.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The car parking is largely contained under the building.

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Requirement	Yes	No	N/A	Comment
iii. Optimise the extent of deep soil zones beyond the site boundaries by locating them contiguous with the deep soil zones of adjacent properties	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Promote landscape health by supporting a rich variety of vegetation type and size	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.1.2 Fences and Walls Objectives				
▪ To define the edges between public and private land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
▪ To define the boundaries between areas within the development having different functions or owners	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To provide privacy and security	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To contribute to the public domain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.1.2 Fences and Walls Performance Criteria				
i. Clearly delineate the private and public domain without compromising safety and security by:				The proposed development provides low-level boundary walls behind a landscape buffer to ground-floor apartments to clearly delineate between public and private spaces.
▪ designing fences and walls which provide privacy and security while not eliminating views, outlook, light and air	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ limiting the length and height of retaining walls along street frontages	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed fencing will provide visual privacy to apartments whilst also creating a casual surveillance of public areas.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Retain and enhance the amenity of the public domain by:				The communal open space contains seats, water features, and decking.
▪ avoiding the use of continuous lengths of blank walls at street level	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Select durable materials, which are easily cleaned and are graffiti resistant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ratio of solid to transparent fencing to the ground floor terraces considered satisfactory.

Requirement	Yes	No	N/A	Comment
4.1.3 Landscape Design Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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 streetscape and within the internal communal open space.</p>
4.1.3 Landscape Design Performance Criteria <ul style="list-style-type: none"> i. Improve the amenity of open space with landscape design which: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>These features have been provided.</p> <p>Pedestrian through link provided between Block C and proposed Block D.</p> <p>The development is generally considered to be satisfactory in this regard.</p>

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Requirement	Yes	No	N/A	Comment
iv. Design landscape which contributes to the site's particular and positive characteristics by: <ul style="list-style-type: none"> planting communal private space with native vegetation, species selection as per Sydney Olympic Park Parklands 2020 & 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Provide a sufficient depth of soil above paving slabs to enable growth of mature trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. Minimise maintenance by using robust landscape elements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii. See 4.1.5 Planting on structures for minimum soil depths on roofs for trees, shrubs and groundcover planting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.1.4 Private Open Space Objectives <ul style="list-style-type: none"> To provide residents with passive and active recreational opportunities 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The general locality provides for passive and active recreational opportunities via the waterfront promenade and proximity to The Piazza and Sydney Olympic Park. The internal communal open space is made attractive via provision of a water feature, shade areas and landscaping.
4.1.4 Private Open Space Performance Criteria <ul style="list-style-type: none"> 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 Communal open space may be provided on a podium or roof(s) in a mixed-use 	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	Communal open space is 27%. Not a mixed use building.

Requirement	Yes	No	N/A	Comment
building with commercial and/or retail on the ground floor				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ designing size and dimensions to allow for the 'program' of uses it will contain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ minimising overshadowing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ carefully locating ventilation duct outlets from basement car parks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Provide a minimum area of 25m ² 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 dimension in one direction is four metres (see Balconies for private open space requirements for above-ground and above podium dwellings)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Of the 10 units on level 1, 6 units comply with the required dimension of 4m and all 10 units comply with the minimum area of 25sqm. It is noted that minimum 3m dimension is provided for all private open spaces. Given the above, and that all the spaces provided can accommodate table and chairs for outdoor private amenity, there is no objection raised to the non-compliances in this instance.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All the apartments above the ground level are provided with balconies or terraces of varying size and dimensions. The balconies and terraces are large enough to permit their use.
vi. Locate open space to increase the potential for residential amenity by designing apartment buildings which:				
▪ are sited to allow for landscape design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ are sited to optimise daylight access in winter and shade in summer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ have a pleasant outlook	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ have increased visual privacy between apartments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development incorporates all these features.
v. Provide environmental benefits including habitat for native fauna, native vegetation and mature trees, a pleasant microclimate, rainwater percolation and outdoor drying area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal courtyard is suitably landscaped
▪ To encourage the establishment and healthy growth of trees in urban areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.1.5 Planting of Structures Performance Criteria				
i. Design for optimum conditions for plant growth by:				The depth of soil within the central communal open space area (above the parking level podium) is to be between 1.5m to 1.8m deep.
▪ providing soil depth, soil volume and soil area appropriate to the size of the plants to be established	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It will have dimensions well in excess of 10 metres by 10 metres and volume of more than 150 cubic metres. Therefore, sufficient planting conditions will be provided for a range of small trees, shrubs and ground covers.
▪ providing appropriate soil conditions and irrigation methods	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing appropriate drainage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing square or rectangular planting areas rather than narrow linear areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ the level of landscape management, particularly the frequency of irrigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ anchorage requirements of large and medium trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ soil type and quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
○ minimum soil volume 150 cubic metres				
○ minimum soil depth 1.3 metre				
○ minimum soil area 10 metre x 10 metre area or equivalent				
▪ Medium trees (8 metre canopy diameter at maturity)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
○ minimum soil volume 35 cubic metres				
○ minimum soil depth 1 metre				
○ approximate soil area 6 metre x 6 metre or equivalent				
▪ Small trees (4 metre canopy				

Requirement	Yes	No	N/A	Comment
diameter at maturity) <ul style="list-style-type: none"> ○ minimum soil volume 9 cubic metres ○ minimum soil depth 800mm ○ approximate soil area 3.5 metre x 3.5 metre or equivalent 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ Shrubs <ul style="list-style-type: none"> ○ minimum soil depths 500-600mm 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ Ground cover <ul style="list-style-type: none"> ○ minimum soil depths 300-450mm 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ Turf <ul style="list-style-type: none"> ○ minimum soil depths 100-300mm 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Should the application be recommended for approval, appropriate conditions shall be imposed in this regards.
▪ To preserve existing topographic and natural features, including watercourses and wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No significant topographical features required to be retained.
▪ To minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate sediment control measures proposed.

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Requirement	Yes	No	N/A	Comment
<i>Stormwater Management Performance Criteria</i>				
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 flowpaths (grass swales), infiltration or biofiltration trenches and subsoil collection systems in saline areas; water pollution control ponds or constructed wetlands on larger developments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Council's Engineering Department has assessed the proposed stormwater drainage plans and deemed them to be satisfactory subject to the inclusion of conditions, should the application be recommended for approval.
ii. Optimise deep soil zones. All development must address the potential for deep soil zones (see Deep Soil Zones)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>4.1.7 Wind Objectives</i>				
▪ To minimise the impact of wind exposure within public and private open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 use of impermeable balustrade around the trafficable area of balconies.
▪ To enable residential dwellings to benefit from ventilating breezes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To maximise the comfort of the foreshore promenade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To ensure buildings do not create adverse wind conditions for the Olympic Archery Centre	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A Pedestrian Wind Statement prepared by Windtech dated July 21, 2010 (report no. W382-48F02) has been submitted with the development application.
ii. Maximum allowable wind velocities are:				The study concludes that wind conditions for most outdoor areas within and around the proposed development will be suitable for the intended uses. Some treatments are required for certain areas including - Impermeable balustrades around the full perimeter of the all private balconies.
▪ 13 metres per second in streets, parks and public places	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 16 metres per second in all other areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Provide a Wind Effects Study with all development over 4 storeys in height	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Ameliorate the effects of wind on the foreshore promenade by configuring landscape elements and incorporating refuge areas off the main promenade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As stated earlier in the report under the SEPP 55 Assessment, it is concluded that the site is suitable for residential use with minimal access to the soil.
▪ To take into account issues relevant to the whole Homebush Bay area, including the disturbance of aquatic sediments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As stated earlier in the report under the SEPP 55 Assessment, results of the site investigations including results from previous investigations on nearby sites, it is concluded that the site is suitable for residential use with minimal access to the soil.
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: <ul style="list-style-type: none"> ▪ 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In response to concerns raised by Council's Environmental Health Department an updated information from Daniel Smith of Consulting Earth Sciences was submitted and concludes that the previous findings are still valid but further environmental analysis of the soils directly underneath and around the heavy vehicle maintenance workshop and soil stockpiles be undertaken to confirm that the site is suitable for the proposed residential development. Council's Environmental Department has raised no objections to this finding but further recommended that validation of the site shall be undertaken following the demolition of the existing structures on the site and prior to the commencement of any earth works or construction works commencing on the site. The Department also recommended that "Based on the findings of the additional sampling a report shall be prepared and submitted to the PCA verifying the suitability of the site for the proposed residential development.... Where necessary a Remedial Action Plan (RAP) is to be prepared and submitted to Council for approval". Should the proposal be recommended for approval, appropriate condition shall be imposed in this regards.
iii. Provide documentation of the process used to ensure fill is clean and contamination free	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.1.9 Electro-Magnetic Radiation Objectives				
▪ To enable development of the Homebush Bay West precinct for residential, commercial, recreational and community uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is consistent with the Electro-magnetic Radiation objectives as it has previously been deemed suitable for residential purposes.
▪ To recognise the issues associated with continued use of the site for AM radio broadcasting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A recent report issued by Radhaz has found that an AM radio tower at Sydney Olympic Park does not pose a health risk to residents. AM Radio stations 2UE and 2SM which broadcast from a transmission tower at the park have emissions below the allowable human exposure limit. Expert advice from the Australian Radiation Protection and Nuclear Science Authority, Therapeutic Goods Administration and Radhaz confirms that the 2UE and 2SM tower is transmitting within the levels allowed by the Australian Communications Authority standard.
ii. Building design and siting responds appropriately to any constraints and / or impacts identified, for example, appropriate shielding of electronic and telephonic cables	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is no basis of concern over direct effects of radio frequency radiation for prospective apartment occupants. Neither the contact currents nor electric or magnetic fields measured by Radhaz in their survey exceeded the limits that are recommended.
4.2 Site Analysis				
4.2.1 Safety and Security Objectives				
▪ To ensure that residential flat developments are safe and secure for residents and visitors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Safety and Security 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.
▪ To contribute to the safety of the public domain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project responds in a positive manner to the CPTED guidelines: <u>Surveillance:</u> The position and orientation of the various building elements allow balconies and habitable rooms of apartments to overlook the streets. The design permits passive surveillance of the internal common courtyard areas.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Street level activity will be encouraged via the provision of multiple building entries and individual entries to ground floor dwellings. Landscaping shall be maintained to ensure that the line of sight is not blocked by overgrown vegetation.

Requirement	Yes	No	N/A	Comment
iii. Optimise the visibility, functionality and safety of building entrances by:				
▪ orienting entrances towards the public street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Lines of sight between private and public spaces will be maintained during the night by a suitable lighting scheme.
▪ providing clear lines of sight between entrances, foyers and the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing direct entry to ground level apartments from the street rather than through a common foyer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The day to day operation of the complex will be managed by a management service.
▪ providing direct and well-lit access between car parks and dwellings, between car parks and lift lobbies and to all unit entrances	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>Access control:</u>
iv. Improve the opportunities for casual surveillance by:				The common entry pathways / lobbies and access to individual ground floor dwellings are clearly expressed within the presentation of the building.
▪ orienting living areas with views over public or communal open spaces, where possible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The design allows space for individual ground floor dwellings to be clearly numbered and identified from the street.
▪ using corner windows, which provide oblique views of the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ avoiding high walls around and parking structures which obstruct views	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Each building entry will include signage to state unit numbers accessed from that entry.
▪ providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A security system will be used to control access into and within the buildings and car parking areas.
v. Minimise opportunities for concealment by:				Suitable fencing treatment will demarcate the public and private spaces.
▪ avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor car parks, along corridors and walkways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>Territorial reinforcement:</u>
▪ providing well-lit routes throughout the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The large well designed central common area should ensure that residents of the complex use the space. The space is large enough to foster a sense of communal ownership.
▪ providing appropriate levels of illumination for all common areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing graded illumination to car parks and illuminating entrances higher than the minimum acceptable standard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>Car park:</u>
vi. Control access to the development by:				The car park area is largely open with minimal blind spots and dark areas or corners.
▪ making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing direct and secure				

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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 access for residents	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	There are lifts linking the car park levels to the residential units above.
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	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	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 1.2m 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	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	As stated under the building separation controls, the architect has utilised some passive design features to ensure privacy is maintained particularly at convergence points between the buildings, the development is considered acceptable in this regard. The development is generally considered to have provided adequate building separation. With regards to the 11m – 12m separation between Block C and proposed Block D, it is noted that the affected units are aligned to different orientations and windows to key habitable rooms do not align between the two buildings.

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Requirement	Yes	No	N/A	Comment
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				
4.3 Site Access				
4.3.1 Building Entry Objectives <ul style="list-style-type: none">To create entrances which provide a desirable residential identity for the developmentTo orient the visitorTo contribute positively to the streetscape and building facade design	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The proposed development is considered to be consistent with the Building Entry objectives as multiple communal entries which are easily identifiable are proposed.
4.3.1 Building Entry Performance Criteria				
i. Improve the presentation of the development to the street by: <ul style="list-style-type: none">locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access networkdesigning the entry as a clearly identifiable element of the building in the streetutilising 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	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
ii. Provide as direct a physical and visual connection as possible between the street and the entry	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Achieve clear lines of transition between the public street, the shared private, circulation spaces and the apartment unit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An Access Review Report prepared by Morris Goding Accessibility Consulting dated 20 July 2010 has been prepared.
iv. Ensure equal access for all	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development has been reviewed to ensure that ingress and egress, path of travel, circulation areas and toilets comply with the relevant guidelines.
vi. Generally provide separate entries from the street for: <ul style="list-style-type: none">pedestrians and carsdifferent uses, for example, for residential and commercial users in a mixed-use developmentground floor apartments, where applicable (see Ground Floor Apartments)	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
vii. Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development has accessible paths of travel that are continuous throughout. Appropriate access is achieved where required.
viii. Provide and design mailboxes to be convenient for residents and not to	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
				Separate entries for pedestrians and vehicles are provided and 90% of the ground floor apartments have individual entries direct from the adjoining street to private open space.
				Mailboxes are not shown on the architectural plan. Should the

Requirement	Yes	No	N/A	Comment
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.				application be approved appropriate condition could be imposed in this regards.
4.3.2 Parking Objectives				
<ul style="list-style-type: none"> To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport – public transport, bicycling and walking 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Adequate parking has been provided for within the development. Public transport services will improve over time, as the peninsular is developed.
<ul style="list-style-type: none"> To provide adequate car parking for the builder's users and visitors, depending on building type and proximity to public transport 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> To integrate the location and design of car parking with the design of the site and the building 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is generally consistent with the parking requirements adopted by this DCP.
ii. Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Visitor parking provided at an acceptable rate.
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 car parking areas, where possible; integrating ventilation grills or screening devices of carpark 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The parking in this instance cannot be completely underground due to the constraint of proximity to the water table (which is very close to the surface due to proximity to the harbour). It should be noted that the parking component of the basement has been well camouflaged.
iv. A basement podium does not protrude more than 1.2 metres above ground level	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The basement podium protrudes greater than 1.2m. This is unavoidable due to proximity to the water table. Furthermore, the

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Requirement	Yes	No	N/A	Comment
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 facade details; 'wrapping' the car parks with other uses, for example, retail and commercial along street edges with parking behind	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Master plan approval for Lot 9 permits the ground level to be raised. It is noted however that the above ground component is either concealed by apartments or planters. This is considered acceptable.
vi. Provide bicycle parking which is easily accessible from ground level and from apartments. Provide a combination of secured and chained bicycle storage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. Provide residential car parking in accordance with the following requirements: <ul style="list-style-type: none"> Generally provide a minimum of 1 space per dwelling Studio – no spaces/dwelling 1 bed – max. 1 space/dwelling 2 bed – max 1.5 space/dwelling 3 bed - max 2 space/dwelling Visitors – max 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii. Non-residential parking controls for Precinct A are excluded from this DCP and addressed through the precinct masterplan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A minimum of 148 spaces and a maximum of 239 spaces are permitted. The plan submitted with the application indicates a total of 196 car spaces for the development and is considered satisfactory. It is noted that recent changes to the provisions of disabled parking spaces under AS2890 may require a re-design of disabled spaces, this is however not likely to have any impact on residential, visitor or disabled parking allocation within Block C.
ix. Provide car parking for convenience retail as follows: <ul style="list-style-type: none"> employees: 2 spaces per tenancy patrons: gross floor area under 100m² - managed on-street parking; gross floor area over 100m² - 1 space per 40m² 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
x. Provide car parking for cafes and restaurants as follows: <ul style="list-style-type: none"> employees: 2 spaces per tenancy patrons: 15 spaces per 100m² (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 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
consent authority and/or Auburn Council				
xi. Provide 1 car parking space per 60 sq.m gross leasable floor area of commercial office development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
xii. Provide motorbike parking at the rate of 1 space per 25 car parking spaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A total of 8 motorbike spaces are required. The applicant has provided 8 spaces.
xiii. Provide secure bicycle parking in all residential developments in accordance with these requirements: <ul style="list-style-type: none"> Studio – none 1 bed – none 2 bed - 0.5 spaces/dwelling 3 bed - 0.5 spaces/dwelling Visitors – 1 per 15 dwellings 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A total of 69 bike parking spaces are required. The applicant has provided 70 spaces including 30 secure bicycle store
xiv. Provide bicycle parking for commercial office development at the rate of: <ul style="list-style-type: none"> 1 bicycle space per 300m² gross leasable floor area 1 visitor space per 2500m² of gross leasable floor area 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.3.3 Pedestrian Access Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 and communal areas. Where appropriate ramped access have been provided.

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Requirement	Yes	No	N/A	Comment
4.3.3 Pedestrian Access Performance Criteria				
i. Utilise the site and its planning to optimise accessibility to the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	90% of the ground floor apartments have individual entries from their respective streets and access cores are accessible from within parking areas.
ii. Separate and clearly distinguish between pedestrian accessways and vehicle accessways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Consider the provision of public through-site pedestrian accessways in large development sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Vehicle and pedestrian entries are well defined.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Through access is possible via front main entrances through the podium courtyard to proposed Block D podium
v. Promote equity by:				Complies.
▪ ensuring the main building entrance is accessible for all from the street and from car parking areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ integrating ramps into the overall building and landscape design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. Provide barrier free access to at least 20 percent of dwellings in the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All entries are accessible with barrier free access to over 75% of apartments.
viii. Demonstrate that adaptable apartments can be converted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 148 units in the development. Of that figure, 30 are to be designated as "Adaptable units". This is 20%.
4.3.4 Vehicle Access Objectives				
▪ To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Vehicle Access objectives. Access to Block C has been discussed earlier in the report.
▪ To encourage the active use of street frontages	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Vehicle access way is to be provided from Half Street in Lot 10 or in the interim via "Interim Half Street" as discussed earlier in the report.
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 accessways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driveway width of 6m proposed.
iii. Ensure adequate separation distances between vehicular entries and street intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Vehicle entries are integrated into the elevation and materials and finishes used to reduce the impact rather than highlight the openings.
iv. Optimise the opportunities for active street frontages and streetscape design by:				
▪ making vehicle access points as narrow as possible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ consolidating vehicle access within sites under single body corporate ownership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ locating car park entry and access from secondary streets and lanes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Garbage collection area is located mid way between Block C and proposed Block D and will not be readily visible from the public domain.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ setting back or recessing car park entries from the main facade line	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing security doors to carpark entries to avoid blank 'holes' in facades; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ where doors are not provided, ensuring that the visible interior of the carpark is incorporated into the façade design and material selection and that building services are concealed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ returning the façade material into the carpark entry recess for the extent visible from the street as a minimum	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4 Building Configuration				

Requirement	Yes	No	N/A	Comment
4.4.1 Apartment Layout Objectives				
<ul style="list-style-type: none"> To ensure that apartment layouts are efficient and provide high standards of residential amenity To maximise the environmental performance of apartments 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Apartment Layout objectives as layouts are suitably sized and the 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: <ul style="list-style-type: none"> single-aspect apartments are limited in depth to 8 metres the back of a kitchen is no more than 8 metres from a window 	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<p>Refer to SEPP 65 and the Residential Flat Design Code above. The apartments are considered acceptable in this regard.</p> <p>Refer to SEPP 65 and the Residential Flat Design Code above. The apartments are considered acceptable in this regard.</p>
<ul style="list-style-type: none"> The width of cross-over or cross-through apartments over 15 metres deep is 4 metres or greater to avoid deep narrow apartment layouts 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The minimum width of the relevant units is 4.4 metres wide.
ii. Ensure apartment layouts are resilient and adaptable over time, for example by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Various sizes and shapes are provided and a different furniture layout for the various units can be achieved.</p> <p>Apartment vary in terms of layout and room size proportions.</p>
iii. Design apartment layouts which respond to the natural environment and optimise site opportunities, by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Every unit is provided with a balcony or terrace attached to their main living rooms.</p> <p>The main living areas of units face the street or the internal courtyard depending on aspect.</p>

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Requirement	Yes	No	N/A	Comment
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;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hallways have been avoided in many of the units. All the units are provided with storage space within their confines.
v. Avoid locating kitchen as part of the main circulation spaces of an apartment, such as a hallway or entry space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Include adequate storage space in apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. Ensure apartment layouts and dimensions facilitate furniture removal and placement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Apartment Mix objectives as an acceptable mix of 1, 2 and 3 bedroom apartments are proposed which will cater for a range of household requirements, housing choice and affordability.
▪ To provide equitable access to new housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development has the following bedroom mix:- 31 x 1 bedroom units (21%) 111 x 2 bedroom units (75%) 6 x 3 bedroom units (4%) Hence there is a range of apartment types and size provided throughout the development.
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are one bedroom and two bedroom units situated on the ground floor. No objection raised in this instance given the level changes and the number of units on the ground floor.
iii. Optimise the number of accessible and adaptable apartments. See 4.4.5 Flexibility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	30 apartments are indicated by the applicant to be adaptable. This is 20% adaptable.

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Requirement	Yes	No	N/A	Comment
4.4.3 Balconies Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 	<p>All units in the development are provided with private open space that varies in size. The open space is in the form of a balcony or terrace. The private open spaces provide casual overlooking of communal and public open spaces.</p>
4.4.3 Balconies Performance Criteria <ul style="list-style-type: none"> 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 8 m². Primary balconies for two and three bedroom apartments are to have a minimum depth of 2.4 metres and a minimum area of 10m². 	<input checked="" type="checkbox"/> <input type="checkbox"/> 	<input type="checkbox"/> <input checked="" type="checkbox"/> 	<input type="checkbox"/> <input type="checkbox"/> 	<p>All apartments have at least one balcony. Access is provided directly from living areas.</p> <p>A number of apartments have been identified as having less than 2m minimum balcony depth. These includes:-</p> <p>1470mm deep affecting units 3.14, 4.16, 5.16, 6.09, 7.09 & 8.09 which are all planned around stairs and has taken into consideration privacy of adjoining units.</p> <p>1850mm deep affecting units 2.18, 3.08, 3.20, 4.08, 4.22, 5.08, 5.22, 6.15, 7.18 & 8.13 which are all planned around lift cores and units 2.20, 3.10, 3.22, 4.10, 4.23, 5.10, 5.23, 6.16, 7.16 & 8.14 which all have long frontages 10.4m long.</p> <p>1925mm deep affecting units 4.12, 4.13, 5.12, 5.13, 6.05, 6.06, 7.05 & 7.06 which all have alternate balconies.</p> <p>Furthermore, a number of 1 bedroom apartments have also been identified as having less than the minimum area of 8m² required. These includes:-</p> <p>7.7m affecting units 2.18, 3.08, 3.20, 4.08, 4.22, 5.08, 5.22, 6.15, 7.15 & 8.13. The deficiencies are however not likely to be noticeably different to those with 8sqm.</p>

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> Developments which seek to vary from the minimum standards must provide scale plans of balcony with furniture layout to confirm adequate, useable space 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Primary balconies are to be: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice: <ul style="list-style-type: none"> in larger apartments adjacent to bedrooms for clothes drying; these should be screened from the public domain 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Secondary balconies provided to some cross through apartments.
v. Design and detail balconies in response to the local climate and context thereby increasing the usefulness of balconies. This may be achieved by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Balconies are located where views are offered. A majority of the balconies face, the north, east and west. There are some balconies facing the south which is unavoidable.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Primary intent of the design is to maximise the number of units orientated and having views to the street or communal open space.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A significant number of balconies are semi recessed.
vi. Design balustrades to allow views and casual surveillance of the street while providing for safety and visual privacy. Design considerations may include: <ul style="list-style-type: none"> detailed balustrades using a proportion of solid to transparent materials to 				Transparent balustrades are proposed to maximise solar access,

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Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	casual surveillance and to maximise views.
▪ 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Should the application be 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Ceiling Heights objectives as suitable ceiling heights are provided for the residential nature of the apartments.
▪ To promote the penetration of daylight into the depths of the apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To contribute to the flexibility of use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To achieve quality interior spaces while considering the external building form requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.4 Ceiling Heights Performance Criteria				
i. Minimum dimensions are measured from finished floor level (FFL) to finished ceiling level (FCL) are:				Development not a mixed use development.
▪ 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ for two-storey units with a two storey void space, 2.4 metre minimum	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no two storey units in the development.
ii. Double height spaces with mezzanines count as two storeys	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Use ceiling design to:				
▪ define a spatial hierarchy between				

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Requirement	Yes	No	N/A	Comment
<p>areas of an apartment using double height spaces, raked ceilings, changes in ceiling heights and/or the location of bulkheads</p> <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The ceilings have the same level per unit.
iv. Facilitate better access to natural light by using ceiling heights which: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This is achieved. This will ensure that services are located above bathrooms and storage areas.
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.5 Flexibility Objectives <ul style="list-style-type: none"> 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 change of use To encourage adaptive re-use To save the embodied energy expended in building demolition 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Flexibility objectives as layouts promote changes to furniture arrangement and suitable number can be adapted to the changing needs of residents.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.5 Flexibility Performance Criteria <ul style="list-style-type: none"> i. Provide robust building configurations which utilise multiple entries and circulation cores, especially in larger buildings over 15 metres long, for 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple communal entries and access cores are provided to serve the different areas of Block C.

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Requirement	Yes	No	N/A	Comment
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				
ii. Provide a multi-use space with kitchenette within each development to be available for the use of residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Communal Multi use room with kitchenette is provided within the development.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The floor layout plans suggest a satisfactory furniture layout per unit.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Design all commercial / retail components of mixed use buildings to comply with AS1428-2001	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Promote accessibility and adaptability by:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development provides for 20% of units that are adaptable.
▪ providing a minimum of 20% of all apartments that comply with AS4299-1995 Adaptable housing Class B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing a minimum of 75% visitable apartments within each development; that is, where the living room is accessible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ optimising pedestrian mobility and access to communal private space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ designing developments to meet AS3661 Slip-Resistant Surface Standard for pedestrian areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ ensuring wheelchair accessibility between designated dwellings, the street and all common facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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[illegible]

Requirement	Yes	No	N/A	Comment
4.4.7 Home Offices Objectives				
<ul style="list-style-type: none"> 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 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input checked="" type="checkbox"/> 	Objectives are generally considered to have been complied with. Building is intended to be for residential uses at this stage. Any intended use of a unit for home occupation would be required to be considered under a subsequent development application, but for the purposes of this clause, it is theoretically possible, therefore the intent of the control is considered to be met.
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development does not include home offices attached to or within the development. However, it may be possible to create a home office in any one of the two bedroom units should the need arise in the future.
ii. Home offices are to have no traffic or parking implications on the neighbourhood/street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Notwithstanding this statement, home offices are generally not proposed in this development or as part of the development application.
iii. Home offices are to seek to minimise conflict with domestic activities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Home offices are to have the flexibility of being able to convert to become part of the residence	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. Home offices are to have:				
<ul style="list-style-type: none"> adequate storage areas separate business phone/fax large mailbox suitable for business mail any special utility services needed (e.g. separate power metering) 	<input type="checkbox"/> 	<input type="checkbox"/> 	<input checked="" type="checkbox"/> 	
viii. Home offices are not allowed to display any goods in a window or otherwise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
4.4.8 Internal Circulation Objectives <ul style="list-style-type: none"> ▪ To facilitate quality apartment layouts, such as dual aspect apartments ▪ 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 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>The proposed development is considered to be consistent with the Internal Circulation objectives as spacious access hallways and apartments are provided.</p>

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Corridors, foyers and hallway widths are sufficiently lit, articulated and dimensioned to promote safety and movement of residents and their belongings.
▪ providing appropriate levels of lighting, including the use of natural daylight, where possible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ minimising corridor lengths to give short, clear sight lines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ avoiding tight corners	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing legible signage noting apartment numbers, common areas and general directional finding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing adequate ventilation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple access cores are provided to service the different areas of the building.
▪ limiting the number of units off a circulation core on a single level	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Maximum 7 units are accessible from a single core/corridor.
▪ developments can demonstrate the achievement of the desired streetscape character and entry response	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ where developments can demonstrate a high level of amenity for common lobbies, corridors and units	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Long corridors are generally avoided within the development
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Minimise maintenance and maintain durability by using robust materials in common circulation areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.9 Storage Objectives				
▪ To provide adequate storage for everyday household items within easy access of the apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Storage objectives as sufficient areas of storage are provided to each apartment, whether internally or within the parking levels.
▪ To provide storage for sporting, leisure, fitness and hobby equipment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Apartments are to have varying levels of storage areas. However, the storage space per unit varies. Each unit has a dedicated storage space within the apartment in addition to kitchen cupboards and wardrobes. All the units have storage space within the parking levels.
▪ studio - 6m ³				
▪ 1-bed - 6m ³				
▪ 2-bed – 8m ³				
▪ 3 and 3+ bed - 10m ³				
▪ This storage is to be excluded from FSR calculations				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ dedicated storage rooms on each floor within the development, which can be leased by residents as required	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ dedicated and/or leasable storage in internal or basement car parks. Leasing storage provides choice and minimises the impact of storage on housing affordability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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, bicycle				
▪ Bicycle storage should be a combination of secured and chained storage located in convenient and visible locations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Secure bicycle storage spaces and chained storage spaces are provided within the car parking levels.
iv. Ensure that storage separated from apartments is secure for individual use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Where basement storage is provided:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ ensure that it does not compromise natural ventilation in car parks or create potential conflicts with fire regulations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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				

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[illegible]

Requirement	Yes	No	N/A	Comment
4.5.2 Daylight Access Objectives				
<ul style="list-style-type: none"> To ensure that daylight access is provided to all habitable rooms and encouraged in all other areas of residential 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be generally consistent with the Daylight Access objectives as the orientation of living areas allows for daylight infiltration.
4.5.2 Daylight Access Performance Criteria				
i. Orient new residential flat development to optimise northern aspect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The applicant has stated that buildings have been orientated to maximise solar access.
ii. For 1-2 storey developments, provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 9.00 am and 3.00 pm in mid-winter	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The applicant has stated that buildings have been orientated to maximise solar access. The applicant provided shadow statistics schedule that shows that 105 units or 71% of the units having living areas and private open space areas achieving the minimum 2 hours solar access.</p> <p>This variation is considered to be a function of site orientation and the constraints associated with infill development. To this extent, the variation to this clause is considered worthy of support.</p>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are 18 single aspect south facing units, which is 12% for the development. This is partly due to the orientation of the site. A variation is considered acceptable given that the proposal performs satisfactorily in terms of solar access and supporting documentation demonstrates that the thermal performance of these apartments is such that residential amenity will not be unduly affected.
iv. Design for shading and glare control, particularly in summer, by: <ul style="list-style-type: none"> using shading devices, such as eaves, awnings, colonnades, balconies, pergolas, external 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Overhanging balconies are proposed to provide shading to private open spaces.

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Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Should the application be recommended for approval, a condition shall be included in any consent in regards to reflectivity of glazing.</p>
<p>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</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Light wells are not proposed for primary access to daylight.</p>
<p>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</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A large portion of the courtyard space within the development will be in shadow between March and September. This is an unavoidable consequence of the east/west site orientation of the site which makes compliance with solar access control onerous to achieve and exacerbates the overshadowing impact. Furthermore, the construction of any 2, 3, 4 or more storey building to the north of the site would give rise to overshadowing of the communal open space. Therefore to requiring the application to be amended to ensure additional solar access to the communal open space would severely limit reasonable development expectations of the site. A variation is considered acceptable in this instance.</p>
<p>vii. Shadow diagrams showing the impact of a proposal on adjacent residential developments and their private open space will be required</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There is no residential development adjoin to the north and south of Block C. Impact on proposed Block D to the east is minimal as shadow cast is mainly the public domain.</p>
<p>4.5.3 Natural Ventilation Objectives</p> <ul style="list-style-type: none"> ▪ 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
<p>4.5.3 Natural Ventilation Performance Criteria</p>				

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Requirement	Yes	No	N/A	Comment
i. Plan the site to promote and guide natural breezes by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The building and apartment layouts are designed to maximise natural ventilation through the use of open-plan living areas.
ii. Limit residential building depth to 18 metres glass line to line to support natural ventilation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A variation is identified specific to building depth. This has previously been addressed in the SEPP 65 Section of the report.
iii. Utilise the building layout and section to increase potential for natural ventilation, by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Some dual aspect and corner apartments are provided within the development.
iv. Design the internal apartment layout to promote natural ventilation by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. A minimum of 60% of residential apartments are to be naturally ventilated	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Up to 65% of apartments in the development have openings in two or more external walls of different orientation
vi. A minimum of 25% of kitchens within a development are to be naturally ventilated	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All kitchens within the development are considered to be naturally ventilated as they are part of the open plan living area that has no mechanical ventilation.
vii. Select doors and operable windows to maximise natural ventilation opportunities 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ix. Explore innovative technologies to naturally ventilate internal building areas or rooms—such as bathrooms, laundries and underground carparks—for example with stack effect ventilation or solar chimneys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.6 Building Form				
4.6.1 Awnings and Signage Objectives <ul style="list-style-type: none"> ▪ 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 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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 <p><u>Awnings</u></p> <ul style="list-style-type: none"> i. Encourage pedestrian activity on streets by providing awnings to retail strips, <ul style="list-style-type: none"> ▪ 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 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	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.

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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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. All awnings are to comply with State Environmental Planning Policy No 64 (SEPP 64) - Advertising and Signage	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Signage				
i. Signage is to be integrated with the design of the development by responding to scale, proportions and architectural detailing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
ii. Signage is to provide clear and legible way-finding for residents and visitors	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Under-awning signage is limited to one sign per residential building plus one sign per commercial or retail tenancy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Signage on blinds is not permitted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
v. Conceal or integrate the light source to any illuminated signage within the sign	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Illuminated signage is only permitted where it does not compromise residential amenity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. All signage is to comply with State Environmental Planning Policy No 64 (SEPP 64) - Advertising and Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.6.2. Facade Objectives				
▪ To promote high architectural quality in buildings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To ensure that building elements are integrated into the overall building form and facade design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Elevations are provided generally in accordance with scale of the Concept Plan approval and the Homebush Bay West DCP and consist of high quality elements. A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	At street level, the setback is further enhanced by the opportunity to have deep soil zones given that the basement is contained wholly within the building form. The development is provided with numerous windows, balconies and

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Requirement	Yes	No	N/A	Comment
<p>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</p> <p>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</p> <p>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</p> <p>v. Coordinate and integrate building services, such as drainage pipes, with overall facade and balcony design</p> <p>vi. Coordinate security grills/screens, ventilations and carpark entry doors with the overall facade design</p> <p>vii. Integrate the design of garage entries with the building facade design, locating them on secondary streets where possible.</p>				<p>architectural elements to break the bulk and scale of the complex.</p> <p>Unightly 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.</p>
<p>4.6.3 Roof Design Objectives</p> <ul style="list-style-type: none"> ▪ 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>The proposed development is considered to be consistent with the Roof Design objectives as a flat roof with no element which detract from the overall building appearance is proposed.</p>
<p>4.6.3 Roof Design Performance Criteria</p> <p>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</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed building is to have a flat roof which will not have any impact upon its overall appearance.</p>

Requirement	Yes	No	N/A	Comment
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.				
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Design roofs to respond to the orientation of the site, for example, by using eaves and skillion roofs to respond to sun access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The rooftop plant rooms and lift overruns have been set back from roof edges.
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Access is provided to the roof of different segments of the building. Within the roof segments are plant rooms; skylight and roof garden.
▪ incorporating shade structures and wind screens to encourage open space use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ ensuring open space is accessible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

4.7 Building Performance

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Requirement	Yes	No	N/A	Comment
4.7.1 Energy Efficiency Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>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.</p>
4.7.1 Energy Efficiency Performance Criteria <p>i. Incorporate passive solar design techniques to optimise heat storage in winter and heat transfer in summer by:</p> <ul style="list-style-type: none"> 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 <p>ii. Improve the control of space heating and cooling by:</p> <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>The various BASIX Certificates for the buildings show that the development as a whole achieves the Pass Mark for energy and water conservation. The implementation shall be reinforced by a condition of consent, should the application be recommended for approval.</p> <p>The number of single aspect apartments with southerly aspect is 12% of the total number of units. (Refer to discussion of the Residential Flat Design Code (above) in relation solar access and south-facing single-aspect apartments.</p> <p>Climate control techniques are found to be satisfactory.</p>

Requirement	Yes	No	N/A	Comment
heated air in winter				
iii. Provide or plan for future installation of solar collectors and photovoltaic panels, for example by:				Solar panels are not proposed in this development however they could be installed in future should the need arise.
▪ designing the roof so that solar collectors and photovoltaic panels can be mounted parallel to the roof plane	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ locating trees where they will not shade existing or planned solar and photovoltaic installations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ installing water-saving devices, such as flow regulators, AAA (or higher) rated shower heads and tap aerators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ designing to allow for different possibilities for lighting the room, for example, low background lighting supplemented by task or effect lighting for use as required	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ using separate switches for special purpose lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ using high efficiency lighting, such as compact fluorescent, for common areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ using motion detectors for common areas, lighting doorways and entrances, outdoor security lighting and car parks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Maximise the efficiency of household appliances by:				
▪ selecting an energy source with minimum greenhouse emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ installing high efficiency refrigerators/freezers, clothes washers and dishwashers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing areas for clothes to be dried through natural ventilation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii. Use the NSW Government's sustainability assessment tool, BASIX, from such time as it is implemented for	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
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 <ul style="list-style-type: none"> To ensure long life and ease of maintenance for the development 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Possible in most instances.</p> <p>Many passive features are incorporated such as sun shades, overhanging balconies, pergolas and screens.</p> <p>Appropriate species selected.</p>
4.7.3 Waste Management Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A waste Management Plan has been submitted with the application detailing waste controls and removal during demolition and construction.</p> <p>The waste management plan is thorough and documents waste management throughout the development process.</p> <p>The waste management plan should be included as part of any consent that may be issued.</p>
4.7.3 Waste Management Performance Criteria <ul style="list-style-type: none"> 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 	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Details have been provided.</p>

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Requirement	Yes	No	N/A	Comment
v. Support waste management during the design stage by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-going waste to be managed and coordinated by internal building management as part of a future management arrangement for during occupation of Block C
vi. Prepare a waste management plan for green and putrescible waste, garbage, glass, containers and paper	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bins located within building with a designated bay for garbage collection.
ix. Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not practicable to do this on a building of this scale.
x. Supply waste management plans with any Development Application as required by the NSW Waste Board	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.7.4 Water Conservation Objectives <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Suitable water saving measures have been proposed.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.7.4 Water Conservation Performance Criteria <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Water Management is satisfactory as per the BASIX Certificate. The development includes a rainwater tank collecting from roof area.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development will be connected to an alternative water supply (WRAMS) from the Sydney Olympic Park Authority Scheme. Three star water rated shower heads, toilet flushing system and taps are to be installed in the development.
v. Incorporate local indigenous native vegetation in landscape design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. Provide spring return taps for all public amenities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.8 Public Art + Design				
4.8 Public Art and Design Objectives <ul style="list-style-type: none">To celebrate local heritage and cultureTo explore community cultural identityTo instigate the feeling of 'community' in the town centreTo articulate the nature and special qualities of the town in the public domain	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	The development does not include any items of public art.
4.8 Public Art and Design Performance Criteria <ul style="list-style-type: none">i. Artworks are to be integrated into broader development and planningii. Art and design that enhances the pedestrian experience are to be encouragediii. Projects that develop cultural themes that are relevant to the locality and its community are to be encouragediv. Public art is to be used to help define important spaces in the localityv. Stand-alone projects that fail to address the locality and its culture, are to be avoidedvi. 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	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

Summary of non-compliances - Homebush Bay West Development Control Plan (HBW DCP)

The development proposal incorporates a number of variations to the requirements of HBW DCP as highlighted in the above assessment table. The departures from the controls have been largely justified by the applicant and may be supported.

Section 94 Contributions Plan

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

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and administration in the locality and are calculated based on the number of new 1, 2 and 3 bedroom dwellings.

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 (EP& A Act s79C(1)(a)(iv))

The proposed development raises no concerns as to the relevant matters arising from the EP& A Regulations 2000.

The Likely Environmental, Social or Economic Impacts (EP& 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 (EP&A Act s79C(1)(c))

The subject site and locality is not known to be affected by any natural hazards or other site constraints likely to have a significant adverse impact on the proposed development. As noted earlier in the report under SEPP 55 a site audit statement dated 30 June 2006 stated the subject site was suitable for "Residential with minimal opportunity for soil access, including units". Council's Health Department has further recommended that validation of the site shall be undertaken following the demolition of the existing structures on the site and prior to the commencement of any earth works or construction works commencing on the site. Based on the findings of the additional sampling a report shall be prepared and submitted to the PCA verifying the suitability of the site for the proposed residential development. Should the proposal be recommended for approval, appropriate condition shall be imposed in this regards.

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

Advertised (newspaper) ☒

Mail ☒

Sign ☒

Not Required ☐

In accordance with Council's Notification of Development Proposals Development Control Plan, the proposal was publicly exhibited for a period of 30 days between 25 August 2010 and 24 September 2010 and notified in the Auburn Review on the 24 August 2010. The notification generated 2 submissions in respect of the proposal. One of the objections is from Sydney Olympic Park Authority and the issues raised have been addressed earlier in the report under "External Referral". The issues raised in the other submission are summarised and commented on as follows:

That suitable condition be imposed on any consent to ensure that the recommendations of the submitted Acoustic Report are included in any development consent given that the

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adjoining site to the south is for industrial use and likely to remain so for a considerable time into the future.

Comment: Should the application be recommended for approval appropriate condition shall be imposed on any consent to ensure that the recommendations of the Acoustic Report prepared by Acoustic Logic Consultancy dated 16 July 2010 (report no: 201673.1/1607A/R0/KS) are installed prior to the issue of any Occupation Certificate. Furthermore, additional condition shall be imposed requiring an Acoustic Certification to be provided within 3 months of the premises being occupied, demonstrating that noise from the premises complies with the criteria contained in the aforementioned report. Where the criteria are not met the Acoustic report is to include recommendation of noise control measures that are to be implemented to ensure compliance with the criteria.

The public interest (EP& 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 and the Homebush Bay Development Control Plan are sought.

Having regard to the assessment of the proposal from a merit perspective, it is considered that the development has been responsibly designed and provides an acceptable amenity for the residents.

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 recommended to the JRPP for a deferred commencement approval subject to conditions.