

AUBURN CITY COUNCIL

1 Burroway Road, WENTWORTH POINT NSW 2127

Applicant	Fairmead Business Pty Limited
Owner	Fairmead Business Pty Limited
Application No.	DA-263/2013
Description of Land	Lot 3 DP 270778, 1 Burroway Road, WENTWORTH POINT NSW 2127
Proposed Development	Construction of 6 to 16 storey mixed use development comprising 330 residential units, 6 retail units and associated car parking, landscaping and drainage works (Block G)
Site Area	2140000m ²
Zoning	Sydney Regional Environmental Plan No. 24 – No zoning applicable
Disclosure of political donations and gifts	Nil disclosure
Issues	<ul style="list-style-type: none">• Minor variations to State Environmental Planning Policy 65• Minor variations to Sydney Regional Environmental Plan 24• Minor variations to the Homebush Bay West Development Control Plan• Variation to No. 1 Burroway Road DCP

Recommendation

That Development Application No. DA-263/2013 for the construction of 6 to 16 storey mixed use development comprising 330 residential units, 6 retail units and associated car parking, landscaping and drainage works (Block G) on land at 1 Burroway Road, Wentworth Point be granted deferred commencement approval subject to the following ‘deferred commencement’ conditions which must be satisfied before consent can operate:

Deferred commencement conditions 1

Submission of documentary evidence to Council demonstrating that the requirement under Clause 16 (2) of Sydney Regional Environmental Plan 24 – Homebush Bay Area, to comply with an approved master plan has been waived by the Minister for this site.

Background

There are a number of historic approvals in the locality made by the New South Wales 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 Olympic Games during September and October 2000, the Department of Planning reviewed the plan to secure the long term viability of the locality. The Homebush Bay West Development Control Plan 2004 was adopted.

All of Wentworth Point is subject to the *Homebush Bay West Development Control Plan*, however the subject development site (former Lot 10) is subject to an additional site specific Development

Control Plan called the *1 Burroway Road Development Control Plan* approved by the Department of Planning.

The 1 Burroway Road DCP sets out a structural design framework to guide development for residential, open space and mixed uses over 9 development blocks within the site. Within the 1 Burroway Road DCP area, a number of applications have been considered. The applications relevant to this subject application are provided below:

- *Development Block “A” South Western corner – 1 Burroway Road DCP area:-*
DA-111/2010 was lodged with Council on 16 March 2010 and proposed the construction of a 4 to 8 storey residential flat building consisting of 326 apartments above 2 levels of underground car parking with 435 spaces and associated street, landscaping, stormwater and public domain works. The application was referred to the Joint Regional Planning Panel for consideration and was approved by the Panel on the 5 August 2010.
- *Development Block “D” adjacent to Western boundary (central position along Hill Road) – 1 Burroway Road DCP area:-*
Development application (DA-38/2011) for the construction of 4 to 8 storey residential flat building consisting of 251 apartments above 2 levels of car parking with 341 spaces with associated landscaping, road, public domain and drainage works was lodged into Council on the 8 February 2011. The application was referred to the Joint Regional Planning Panel for consideration and was approved by the Panel on the 1 December 2011.
- *Subdivision of the site*
A development for subdivision (DA-386/2009) was lodged with Council on 30 October 2009. The application proposed the subdivision of the subject site into 5 Torrens title lots, consistent with the Block plan under No. 1 Burroway Road DCP. Following several consultations with the applicant, the application was approved for 4 Torrens title lots on 8 June 2010.

Having regard to the above, it should be noted that an Amendment no. 1 to the Homebush Bay West DCP 2004 which came into effect on the 31 July 2013 has resulted in various inconsistencies with the planning controls provided under the No. 1 Burroway Road Deemed DCP 2006. Consequently, the amendment which sought to revise the planning controls and introduce higher densities and building heights was created to support the Planning Agreement for the construction of the Homebush Bay Bridge to link Wentworth Point to the Rhodes Peninsula.

The controls contained within the site specific deemed DCP 2006 whilst still technically applicable, is considered to be redundant on the premise that the intent and principle of the amendment no. 1 to the HBW DCP 2004 controls, have been adapted to supplement the VPA for the construction of the bridge. As such, a variation to the site specific DCP (No. 1 Burroway Road Deemed DCP 2006) is required and justified in this instance. It is however, intended to recommend that the application be approved subject to a deferred commencement condition to ensure that the site specific DCP (No. 1 Burroway Road Deemed DCP 2006) is repealed or amended prior to any consent becoming operational.

Homebush Bay Bridge Planning Agreement

On 19 March 2013, the Minister for Planning approved a Voluntary Planning Agreement (VPA) for the provision of a Bridge to link Homebush Bay West and the Rhodes Peninsula.

Subsequently, Amendment no. 1 to the Homebush Bay West DCP was created in support of the VPA and adopted by the Director General on 9 July 2013. The amendment to the Homebush Bay

West DCP 2004 provided additional planning and design controls to govern development in the area with the inclusion of Part 5 “Homebush Bay Bridge Development” to revise respective controls that would be made consistent with the new Homebush Bay Bridge Development. This came into effect on 31 July 2013. More specifically, the amendment permitted an additional floor space of 106,000 square metres and building heights of up to 25 storeys in consideration of the agreement, by Fairmead Business Proprietary Limited to construct a pedestrian, cycle and public transport bridge across Homebush Bay from the planned Footbridge Boulevard to the Rhodes Peninsula. The Roads and Maritime Services (RMS) would assume ownership and management of the bridge at completion of the works.

On 6 December 2013, the VPA was formally executed by RMS which activated the Homebush Bay West DCP 2004 as amended. The development is primarily subject to the planning provisions contained within this amended HBW DCP.

The proposal represents the third “block” (G) to be constructed in accordance with the plan being located on the North Western corner position of Hill Road and Burroway Road.

Consultations

17/07/2013	A pre-lodgement application (PL-29/2013) was initially submitted to Council with a proposal for the construction of a 6, 8 and 16 storey mixed use development (Block G) consisting of 330 apartments and 6 commercial tenancies with associated parking, landscaping, road and drainage works.
22/08/2013	The pre-lodgement meeting was held with the applicant on the 22 August to discuss the proposal. The advice provided indicated that the proposal was considered to be satisfactory however concerns were raised with respect to basement related issues, provision of more visitor parking spaces due to increased demand and traffic generation. Notwithstanding, Council’s Officer however indicated that no objections are raised with respect to street parking on private roads and shared garbage collection between Blocks D and G.
23/08/2013	The subject development application (DA-263/2013) was formally submitted to Council for consideration.
17/09/2013	The application was advertised and notified between 17 September and 17 October 2013.
31/10/2013	Council Officers briefed the Panel members of the major issues regarding the proposal. The key issues discussed in the briefing included several non-compliances with SEPP 65 requirements, traffic and driveway access issues including provision of traffic calming devices, loading and stormwater drainage. Subsequently, the issues discussed in the briefing were raised with the applicant by letter on 31/10/13.
18/11/2013	The applicant was advised to provide the Site Audit Statement (SAS) for the subject site. A formal letter of response from Roads and Maritime Services (RMS) was also received on the 18/11/13 advising of no objections to proposed development.
25/11/2013	The applicant submitted information in relation to the issues raised in Council’s letter of the 31/10/13.

06/12/2013	The Voluntary Planning Agreement (VPA) between the applicant and RMS; was executed on 6/12/13 and a copy submitted to Council.
09/12/2013	Council received an interim advice prepared by a contaminated site auditor from ZOIC Environmental P/L, in response to the SAS requested. All information submitted was reviewed and found to be generally satisfactory subject to some minor amendments required in relation to access and manoeuvring to satisfy Council's engineer.
13/01/2014	An email correspondence was sent to the applicant on 13/01/14 advising of the issues required to be addressed.
16/01/2014	Additional information was submitted to address supplementary concerns raised in Council's email correspondence of the 13/01/14. The information was reviewed by Council's Officers and the overall design of the development was considered to be generally compliant with some departures noted.

Site and Locality Description

The subject site is identified as Lot 3 in DP 270778 and is known as 1 Burroway Road, WENTWORTH POINT. The site forms part of a larger site formerly known as Lot 10, DP 776611 which comprises of 10.97 hectares. The subject development site identified by the applicant as "Block G" is located on the north western corner of Hill and Burroway Road and consists of the following dimensions:-

- Hill Road frontage being the north-western boundary: 68.85 metres.
- Burroway Road frontage being the north-eastern boundary: 95.43 metres.
- Waterways Street being the south-eastern boundary: 74.96 metres
- Park Street North being the south-western boundary: 101.55 metres.

This provides for a total site area of 8,784 square metres.

The land is currently occupied by a warehouse which extends onto adjoining land to the south-east. The land has a gentle slope across the site from the southwest to northeast direction.

There is a mixture of development in the locality ranging from industrial / warehouse uses to newer multi storey residential flat buildings. Within the wider locality, there is a ferry terminal with access from Burroway Road. To the south there has been significant redevelopment over the past decade in which a transition has occurred from industrial uses to medium to high density living.

The site is shown below:-



Description of Proposed Development

Council has received a development application seeking approval for the following works:

- Demolition of the existing buildings and construction of a 6 to 16 storey mixed use development over 16 levels comprising 330 apartments in a mix of studio, 1, 2 and 3 bedrooms;
- 6 commercial tenancies located along Burroway Road consisting of 4 shops and 2 cafes/restaurants;
- Total of 407 resident, visitor and commercial parking spaces located centrally within the site over six levels with one level of basement parking proposed under Waterways Street, and 26 new street car parking spaces;
- Landscaping and associated site infrastructure and drainage works;

Referrals

Internal Referrals

A number of referrals were undertaken as follows:-

Development Engineer

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

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 Officers and the comments received indicated that a Site Audit Statement (SAS) was required to be submitted with the application as per the conclusions of the contamination report submitted. This request was relayed back to the applicant in an email correspondence on the 18 November 2013.

Council staff received an interim advice from a contaminated site auditor with respect to the SAS on 9 December 2013.

The interim advice was reviewed by Council's health officer and the advice provided confirmed that the site is suitable for the proposed works subject to additional soil investigation as per the conclusions contained in the original report prepared by ERM.

External Referrals

Sydney Olympic Park Authority

In accordance with Section 27 of the Sydney Olympic Park Authority Act 2001 and Clause 14 of Sydney Regional Environmental Plan Number 24 Homebush Bay Area, a copy of the development application was referred to Sydney Olympic Park Authority for comment.

In correspondence via Email dated 28 October 2013, the Sydney Olympic Park Authority advised that no major concerns are raised with respect to the proposed development.

Roads and Maritime Services

In accordance with Schedule 3 of the State Environmental Planning Policy "Infrastructure" 2007, the development constitutes a "Traffic generating development". As a result, the development application was referred to Roads and Maritime Services on 16 October 2013 for advice.

In correspondence of 15 November 2013, the Roads and Maritime Services confirmed that no objection was raised to the proposed development.

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

State Environmental Planning Policies

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

State Environmental Planning Policy No.55 - Remediation of Land

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

Matter for Consideration	Yes/No
Does the application involve re-development of the site or a change of land use?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is 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

Matter for Consideration	Yes/No
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? Acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites , metal treatment, mining and extractive industries, oil production and storage , paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation.	<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
Does the site adjoin any contaminated land/previously contaminated land?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Details of contamination investigations carried out at the site:</p> <p>A report prepared by ERM dated August 2013 (ref: 0208775_RP01_Final) was submitted with the application for the Block G development. The report provides that the site is suitable for the proposed development however additional investigations would be required to be carried out to permit a more robust assessment of suitability that is compliant with the current guidelines. Further, section 8 of the report provides that further site specific risk assessment and issues with existing onsite groundwater monitoring wells are required where investigation levels exceed the maximum requirements. Section 9.3 provides that there is sufficient information to assess the condition of the site however there are missing data gaps that should be considered.</p> <p>Subsequently, an interim advice prepared by ZOIC Environmental for Block G was provided to Council on 9 December 2013. The interim advice was reviewed by Council's health officer and the advice provided on 6 January 2013 concluded that the development application may proceed subject to specific conditions to be imposed on any consent issued. I.e. the additional investigations required to be carried out to ensure compliance with SEPP 55 should be provided prior to commencement of construction/earth works.</p>	
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

State Environmental Planning Policy No. 64 (Advertising and Signage)

The proposal includes signage for the purposes of business identification for the commercial/retail tenancies and a signage plan has been provided showing indicative locations for the signs. The objectives and relevant provisions of the SEPP 64 have been considered in the assessment of this application and Council is satisfied that the proposal performs satisfactorily and will remain consistent with the relevant provisions of SEPP 64 and schedule 1. The proposed signage is therefore considered to be acceptable in this instance.

State Environmental Planning Policy - BASIX

A BASIX certificate has been submitted to accompany the development application. The plans and details submitted with the development application satisfy the relevant BASIX commitments required to be endorsed on the development application plans. Conditions will be imposed on the development consent to ensure that the construction of the new building is in accordance with all specified BASIX commitments. The proposed development is considered acceptable in respect of the relevant requirements of SEPP (BASIX) 2004.

State Environmental Planning Policy (Infrastructure) 2007

The proposal, consisting of 330 dwellings and 407 car parking spaces, constituted a "traffic generating development" in accordance with Schedule 3 of the SEPP. Therefore the application was referred to the Roads and Maritimes Services NSW for consideration. As discussed previously under the referrals section of the report, in a letter received by Council on 18 November 2013, it was advised that no objections were raised to the subject development application.

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

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

Requirement	Yes	No	N/A	Comment
<p>Clause 2 Aims objectives etc.</p> <p>(3) Improving the design quality of residential flat development aims:</p> <p>(a) To ensure that it contributes to the sustainable development of NSW:</p> <p>(i) by providing sustainable housing in social and environmental terms;</p> <p>(ii) By being a long-term asset to its neighbourhood;</p> <p>(ii) By achieving the urban planning policies for its regional and local contexts.</p> <p>(b) To achieve better built form and aesthetics of buildings and of the streetscapes and the public spaces they define.</p> <p>(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.</p> <p>(d) To maximise amenity, safety and security for the benefit of its occupants and the wider community.</p> <p>(e) To minimise the consumption of energy from non-renewable resources to conserve the environment and to reduce greenhouse gas emissions.</p>	<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 proposal is generally considered to satisfy the aims and objectives of SEPP 65 and is discussed in greater detail throughout the report.</p>
Part 2 Design quality principles				
<p><u>Principle 1: Context</u></p> <p>Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.</p> <p>Responding to context involves identifying the desirable elements of a location's current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity if the area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>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 Block G would be the third, in the northern-most development site.</p>
<p><u>Principle 2: Scale</u></p> <p>Good design provides an appropriate scale in terms of the bulk and height that suits the scale if the street and the surrounding buildings.</p> <p>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.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The scale of the proposed development is generally considered to be consistent with the adopted site and locality specific DCPs (refer to detailed assessments below). In this regard, the proposal is consistent with the previous approved building on the site which shall be continued throughout the site.</p>

Requirement	Yes	No	N/A	Comment
<p>Principle 3: Built form <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> <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 built form is generally considered to be consistent with the adopted site and locality specific DCPs (refer to detailed assessments below). Block G comprises of 4 buildings around the perimeter of the block with a centrally located private open space area maximising residents' access and views addressing the scale of the street at four fronts. The proposed building tower responds to the hierarchy of the surrounding streets by identifying this as an entry point to the development whilst also adding visual interest to the skyline. A public domain area also forms part of the proposal.</p>
<p>Principle 4: Density <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>The development will contribute 330 apartments' in a high-rise building form that will contribute to the redevelopment of the area consistent with the desired future character of the area.</p> <p>The total floor space of the proposed building is 21,263 sqm which is well within the indicative total maximum floor space for the overall site 200,649 sqm permitted.</p> <p>The site area of Precinct B, formerly Lot 10 is 109,730 sqm and the maximum permitted floor space for precinct B is 200,649 sqm which provides a floor space ratio of 1.82:1.</p> <p>Currently as it stands, the following floor areas relevant to each block that have been approved include:</p> <ul style="list-style-type: none"> Block A with total floor area of 18,564sqm sqm; Block D occupies a total floor area of 16969 sqm; The current floor space for Block G will be 21,263 sqm. <p>Cumulative floor space = 56,796 sqm</p> <p>This leaves 143,853 sqm of floor area available for the remaining stages of Blocks B, C, E, F and H.</p> <p>The proposal is within the permissible total floor space ratio allowable for the precinct and future developments shall be adjusted to ensure the overall maximal floor space for the site of 200,649 sqm is not exceeded.</p>

Requirement	Yes	No	N/A	Comment
Principle 5: Resource, energy and water efficiency <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.</i> <i>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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Submitted with the application include a BASIX Certificate and an ABSA assessment which respectively require and demonstrate sustainable building features to be implemented. Should the proposal be approved a condition will be imposed to ensure compliance with the BASIX requirements.
Principle 6: Landscape <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 buildings on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat vales. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.</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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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 and public domain. An open landscaped podium is proposed at the centre of building complex for communal open space area which is located at level 7.
Principle 7: Amenity <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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Despite a number of non-compliances identified with SEPP 65 and relevant DCPs, Council's officer are satisfied that the proposal will deliver sufficient amenity to residents of the buildings. The proposal sufficiently complies with the Residential Flat Design Code and Homebush Bay West DCP 2004, as amended; in regards to apartment size, dimensions, solar access, visual and acoustic privacy and private open space, therefore sufficient amenity will be provided.
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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Passive surveillance of public and communal open space is maximised through orientation of units. Living areas and private open space (balconies, terraces) are to face and overlook outdoor spaces. All access ways are to be clear, well defined and secured with gates and intercom.

Requirement	Yes	No	N/A	Comment
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. 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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development contains an acceptable range of dwelling types, sizes and affordability which will allow for and cater to a social mix.
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. 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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal is considered to be a high-quality design, with suitably high-quality materials and finishes to be used. The building elevations are visually interesting and create an appropriate basis for the redevelopment of the rest of the site.
Clause 30 Determination of DAs <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> <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> <i>The publication "Residential Flat Design Code" – Department of Planning, September 2002.</i>	<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"/>	Auburn City Council does not employ a formal design review panel. The design quality principles are considered above and the Residential Flat Design Code is considered in the assessment table immediately below. It should be noted however that the design guidelines contained within the Homebush Bay West DCP 2004 including the amendment no. 1 supersede those in the RFDC where there is an inconsistency as per clause 1.12 – <i>Relationship to other documents</i> ; of the Homebush Bay West DCP 2004.

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

Residential Flat Design Code

Requirement	Yes	No	N/A	Comment
Part 1 - Local Context				
<i>Building Type</i>				
<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"/> <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"/>	The proposed development consists of a mixed use building complex with a small portion of commercial component on the ground level fronting Burroway Road and Waterway Street. There is car parking situated centrally within the site over six levels and an open courtyard area with landscaping provided on a podium at level 7.
<i>Subdivision and Amalgamation</i>				

Requirement	Yes	No	N/A	Comment
Objectives				
<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"/>	<p>Subdivision of the site as a whole was approved under DA-386/2009. Development Consent was issued under delegated authority on 10 June 2010 subject to conditions for the creation of four (4) allotments. The approved allotments varied in size and shape but the consent laid out the subdivision plan across the site.</p> <p>Council under delegated authority approved a Section 96 modification application for some changes to the subdivision pattern subject to conditions.</p>
<ul style="list-style-type: none"> Isolated or disadvantaged sites avoided. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No isolated sites are created by this development.
Building Height				
Objectives				
<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"/>	The building heights are found to be satisfactory and generally compliant with the HBW DCP 2004 Amendment no. 1, section 5.3 and the future desired character of the locality.
<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. Any variations in relation to solar penetration to apartments and the public domain are described at the appropriate sections in this assessment report.
Building Depth				
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 proposed building is generally consistent with the bulk and scale provisions of the HBW DCP- Amendment no. 1 and the future desired character of the locality. Compliance with specific solar access and dual-aspect apartment controls is considered in greater detail below.
<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"/>	

Requirement	Yes	No	N/A	Comment
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"/>	<p>The development of Block G has been designed based upon the limitations in excavation which imposes a significant site constraint. As such compliance with the building depth is difficult to achieve in this instance as a result of the design methods chosen (i.e car park surrounded by apartment units on 4 sides). The design does not however reflect poor amenity or building performance as the units address all 4 street frontages to optimise ventilation, outlook and overall amenity. It should be noted in this instance that if the car park was excluded from the internal plan depth, then compliance would be achieved in this instance for levels 1 to 6 with the maximum being only 12m. Levels 7 to 16 have an internal plan of 23 metres at most which does not comply, however is considered acceptable as satisfactory level of amenity is achieved with respect to solar access and ventilation.</p>
<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"/>	<p>Irrespective of the technical non-compliance, Block G achieves satisfactory daylight and natural ventilation given the orientation of the site and design of building complex comprises of 4 buildings around the perimeter of the block which addresses the four street fronts.</p> <p>There are 247 apartments in the development that receive natural cross ventilation. This represents 73.51% of the number of apartments in the development. Of the 247, 96 apartments have dual aspect in one form or another including corner apartments and apartments with windows facing different directions.</p>
<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"/>	<p>The 16 storey tower building takes the appearance of slimline structure.</p>
<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"/>	<p>The RFDC and HBW DCP acknowledges the inevitability of some apartments without mid-winter solar access and thus allows up to 30% of apartments not to achieve the minimum 2 hours of mid-winter sunlight in dense urban areas. As shown on the revised architectural drawings, around 278 apartments, representing 84%; achieve the solar access requirement between 9am and 3pm in mid-winter which complies. This has been achieved through provision of sky lights to the top apartments and a reassessment of some 6 others.</p>
Building Separation				

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Requirement	Yes	No	N/A	Comment
that daylight access, urban form and visual and acoustic privacy has been satisfactorily achieved.				<p>considered that the provision of landscaping elements such as shrubs and trees will obscure the direct line of sight between various elements. Also, the majority of these apartments face a solid wall where the view lines are “front to sides” rather than “front to front”. Hence this is not considered to be a significant issue. Furthermore these apartments are located at the convergence point of the building.</p> <p>Level 8: The living rooms/balconies of apartments G1-810 to 14 and G3-808 to 11 are setback a minimum distance of 30 metres from one another. The living rooms of apartments G1-810 and G2-805 to 7 are 13.2 metres apart but these are close to a building convergence point and may be supported.</p> <p>There are 5 other apartments that are less than the minimum 13 metres apart between habitable rooms/balconies and non-habitable rooms: G2-807 and G1-810, G3-806 and G3-807, G3-801 and G3-813, G2-804 and G3-813, G2-805 and G3-812. These apartments are located at a convergence point which is considered to be satisfactory.</p> <p>There are 2 other apartments that encroach towards one another being G3-713 and G2-704, G3-813 and G2-804. These apartments encroach one another at a convergence point and as such, there will be a need to ensure satisfactory privacy. For example, introduction of louvers rather than screens to ensure that additional elements blend into the architectural design of the building complex.</p>
<i>Street Setbacks</i>				
<u>Objectives</u> <ul style="list-style-type: none"> • To establish the desired spatial proportions of the street and define the street edge. • To create a clear threshold by providing a transition between public and private space. • To assist in achieving good visual privacy to apartments from the street. • To create good quality entry spaces to lobbies, foyers or individual dwelling entrances. • To allow an outlook to and surveillance of the street. • To allow for street landscape character. 	<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>Setbacks are generally in accordance with the Homebush Bay West DCP as amended. The setbacks are to be utilised for landscaping, pedestrian paths and private open space areas for the ground floor apartments.</p> <p>A few variations occur to the development control plan provisions but it is considered appropriate to support the minor variations as they do not adversely impact on the performance of the building complex and locality. Further the setbacks provided along Burroway Road and Waterways Street at ground level are proposed for commercial/retail uses and as such is considered to respond appropriately in relation to the use and context of the site whilst also providing a defined street edge. Upper levels proposed for residential components are appropriately stepped back for acoustic and visual privacy.</p>

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Requirement	Yes	No	N/A	Comment
Objectives <ul style="list-style-type: none"> To ensure that development is in keeping with the optimum capacity of the site and the local area. To define allowable development density for generic building types. To provide opportunities for modulation and depth of external walls within the allowable FSR. To promote thin cross section buildings, which maximise daylight access and natural ventilation. To allow generous habitable balconies. 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>The proposed development is considered to be generally consistent with the density requirements imposed by the HBW DCP Amendment no. 1.</p> <p>Section 3.4.1 has been amended by section 5.3 where an additional 60,000sqm of floor space has been granted for precinct B, with the floor space being distributed between residential, commercial/retail, maritime and public open space.</p>
Part 02 Site Design				
Site Analysis				
<ul style="list-style-type: none"> Site analysis should include plan and section drawings of the existing features of the site, at the same scale as the site and landscape plan, together with appropriate written material. A written statement explaining how the design of the proposed development has responded to the site analysis must accompany the application. 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>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.</p>
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 the retention and/or planting of large and medium size trees. 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>As discussed below.</p>
Design Practice <ul style="list-style-type: none"> Optimise the provision of consolidated deep soil zones within a site by the design of basement and sub basement car parking so as not to fully cover the site; and the use of front and side setbacks. Optimise the extent of deep soil zones beyond the site boundaries by locating them with the deep soil zones of adjacent properties. Promote landscape health by supporting for a rich variety of vegetation type and size. Increase the permeability of paved areas by limiting the area of paving and/or using impervious materials. A minimum of 25% of the open space area of a site should be a deep soil zone. 	<input checked="" type="checkbox"/> 	<input type="checkbox"/> 	<input type="checkbox"/> 	<p>Deep soil zone is limited in nature as a result of the building design and site constraints. This is due to the reclaimed nature of the land and the need for above ground structure in lieu of basements as per the conclusions of the contamination report which require the soil to remain capped to avoid direct contact. Thus the development has therefore been designed to accommodate parking above ground over six levels.</p> <p>In addition, the HBW DCP 2004 and the no. 1 Burroway Road DCP 2006 acknowledge the limitations of achieving the deep soil requirement and as such compliance is considered to be onerous.</p> <p>Notwithstanding, a suitable landscaping scheme has been submitted which provides for adequate plantings including trees in the internal courtyard, building surrounds, public domain and road network to be constructed.</p>
Fences and Walls				

Requirement	Yes	No	N/A	Comment
Objectives <ul style="list-style-type: none"> • To define the edges between public and private land. • To define the boundaries between areas within the development having different functions or owners. • To provide privacy and security. • To contribute positively to the public domain. 	<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 Fences and Walls objectives as suitable barriers between the public and private areas are proposed in the form of low level walls and landscaping.
Design Practice <ul style="list-style-type: none"> • Respond to the identified architectural character for the street and/or the area. • Clearly delineate the private and public domain without compromising safety and security by designing fences and walls which provide privacy and security while not eliminating views, outlook, light and air; and limiting the length and height of retaining walls along street frontages. • Contribute to the amenity, beauty and useability of private and communal open spaces by incorporating benches and seats; planter boxes; pergolas and trellises; BBQs; water features; composting boxes and worm farms. • Retain and enhance the amenity of the public domain by avoiding the use of continuous blank walls at street level; and using planting to soften the edges of any raised terraces to the street, such as over sub basement car parking and reduce their apparent scale. • Select durable materials which are easily cleaned and graffiti resistant. 	<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 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 wall fencing will provide visual privacy to apartments while also creating a sense of overlooking and casual surveillance of public areas.
Landscape Design				
Objectives <ul style="list-style-type: none"> • To add value to residents' quality of life within the development in the forms of privacy, outlook and views. • To provide habitat for native indigenous plants and animals. • To improve stormwater quality and reduce quantity. • To improve the microclimate and solar performance within the development. • To improve urban air quality. • To contribute to biodiversity. 	<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"/>	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.

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Orientation

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 locality specific DCP.</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 position and street setbacks.</p> <p>There is one residential tower which provides a significant point of entry to the neighbourhood and establishes identity and focus for block G.</p> <p>The remaining part of the building wraps around the central car park. An internal common space is provided with access from within the development.</p> <p>The internal common space provides good separation between building elements which allows sunlight to penetrate into the open space area. The design is considered to satisfy the criteria stated here.</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 adequate soil depth is provided above the parking level podium to allow the communal open space area to be landscaped.</p>

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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 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"/>	Stormwater drainage design is considered acceptable subject to the inclusion of detailed conditions, should the application be recommended for approval.
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"/>	The proposed development is considered to be consistent with the Safety objectives as secure access to communal entries to the building and as casual surveillance of the public domain from living and open space areas is to be provided.
Design Practice <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. • 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 	<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>As mentioned above, suitable landscaping and fencing is to be provided to boundaries between public and private areas. Level changes along street elevations aide in providing additional physical barriers.</p> <p>Communal building entries are to be orientated to the adjoining street and have greater setbacks, lighting, open forecourts and glazed elevations to provide for a suitable level of visibility and functionality. Internally, direct and convenient access ways from the communal courtyard and from parking levels to the building are proposed.</p> <p>Secure access doors/gates are to be provided to communal access points, physical barriers are to be provided between private open spaces and an intercom system to access pedestrian and vehicular access ways is to be provided to all apartments.</p>

Requirement	Yes	No	N/A	Comment
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.				There are five lifts within the development linking all floors and the car park levels.
<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"/>	A crime risk analysis report was submitted with the application which details a suite of features to minimise crime within the building grounds and general locality.
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"/>	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">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"/>	
<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"/>	

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Requirement	Yes	No	N/A	Comment
Apartment Layout				
Objectives				
• 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 and living areas are oriented to maximise solar access and aspect.
• To ensure that apartment layouts provide high standards of residential amenity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To maximise the environmental performance of apartments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To accommodate a variety of household activities and occupants' needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice				
• 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 and aspect, allow for flexibility of furniture layout where possible, enable suitable levels of visual acoustic privacy and are suitability dimensioned. The living area of each apartment is connected to a balcony, terrace or courtyard.
• 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"/>	
• 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"/>	
• Locating main living spaces adjacent to main private open space; locating habitable rooms, and where possible kitchens and bathrooms, on the external face of buildings; maximising opportunities to facilitate natural ventilation and to capitalise on natural daylight by providing corner apartments, cross-over/cross-through apartments; split-level/maisonette apartments, shallow/single aspect apartments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• 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"/>	The kitchens do not form part of the major circulation space of any apartment.
• Include adequate storage space in apartment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All units are provided with adequate storage space in the apartment.
• Ensure apartment layouts and dimensions facilitate furniture removal and placement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 83 single aspect apartments in the development. Of this figure 17 have depths of greater than 8 metres representing 20% of the total number of single aspect apartments. The affected apartments have depths that vary around 10 metres. It is identified that the habitable rooms are less than 8 metres from windows but the variation occurs usually within the rear portions of the units being non-habitable utility functions.
• Single aspect apartments should be limited in depth to 8 metres from a window.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
• The back of a kitchen should be no more than 8 metres from a window.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• The width of cross-over/cross-through	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
apartments over 15 metres deep should be 4 metres or greater. <ul style="list-style-type: none"> Buildings not meeting the minimum standards must demonstrate how satisfactory day lighting and natural ventilation can be achieved, particularly for habitable rooms. If Council chooses to standardise apartment sizes, a range of sizes that do not exclude affordable housing should be used. As a guide, the Affordable Housing Service suggest minimum apartment sizes: 1 bed = 50sqm, 2 bed = 70sqm, 3 bed = 95sqm. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All cross through apartments are a minimum of 4 metres wide.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Amended plans have been submitted demonstrating compliance. Various 1 bedroom apartments have been expanded to achieve an internal area of 50 sqm or greater, whilst other 1 bedroom apartments have been converted into studios as they could not be revised to achieve the minimum internal area of 50 sqm; however are larger than the RFDC rule of thumb for studio size of 38.5 sqm. The proposal is now deemed to be compliant with the apartment size requirements as follows: Studio (min. 40 to 51 sqm) 1 Br (min. 50 to 58 sqm) 2 Br (min. 65 to 80 sqm) 3 Br (min. 89 to 93 sqm)
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 provide living spaces for most household requirements.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Design Practice <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). Refine the appropriate mix for a location by considering population trends in the future as well as present market demands; noting the apartment's location in relation to public transport, public facilities, employment areas, schools, universities and retail centres. Locate a mix of 1 and 3 bed apartments on the ground level where accessibility is more easily achieved. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development has the following bedroom mix:-
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Studio apartments = 21 (6%) 1 bedroom apartments = 140 (42%). 2 bedroom apartments = 157 (48%). 3 bedroom apartments = 12 (4%). Total = 330 (100%)
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Due to the presence of the raised podium, the level one apartment are raised somewhat above the street level. There are six apartments all with one bedrooms.
				There are no three bedroom apartments across Level one. No objection is raised to the configuration provided.
<ul style="list-style-type: none"> Optimise the number of accessible and adaptable units to cater for a wider range of occupants. Investigate the possibility of flexible apartment configurations which support change in the future. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 68 adaptable apartments within the development representing 21% of the total number of apartments.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Balconies				

Ceiling Heights

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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 or attics or penthouse apartments. 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <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"/> <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"/>	<p>The proposed building is to have a flat roof which will not have any impact upon its overall appearance.</p> <p>The maximum height of the building complex including the 16 storey residential tower is 54.6 metres inclusive of the lift overruns, measured from the natural ground level. The 6 – 8 storey building complex rises to a maximum height of 25 metres.</p> <p>There is some plant on the roof of the tower being the lift over runs and hot water systems; however these are not visible from the street and at close angles.</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 two BASIX Certificates 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> <p>The assessment of the BASIX Certificates is provided under State Environmental Planning Policy – BASIX above.</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. • 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 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>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>

Requirement	Yes	No	N/A	Comment
Waste Management				
<u>Objectives</u>				
• To avoid the generation of waste through design, material selection and building practices.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
• To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To encourage waste minimisation, including source separation, reuse and recycling.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To ensure efficient storage and collection of waste and quality design of facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
• Incorporate existing built elements into new work, where possible.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal garbage room with a garbage chute is provided at every level of the 4 buildings for the development.
• Recycle and reuse demolished materials, where possible.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The basement garbage truck collection facility is proposed to be shared with Block D with access from Park Street North.
• Specify building materials that can be reused and recycled at the end of their life.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Integrate waste management processes into all stages of the project, including the design stage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A waste management report prepared by Lucus Consulting engineers P/L dated 5/7/13 revision 1,A. accompanies the development application describes waste removal in detail.
• 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• 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"/>	The report addresses waste management, ventilation, bin washing prevention of vermin and cleaning.
• 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"/>	The report shall form part of any approved stamped plans and documentation should the development application be approved.
• 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"/>	
• Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Supply waste management plans as part of the DA submission.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Water Conservation				
<u>Objectives</u>				
• To reduce mains consumption of potable water.	<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.
• To reduce the quantity of urban stormwater runoff.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Design Practice</u>				
• 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.

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
<p>Clause 5 - Suspension of certain laws</p> <p>(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.</p> <p>(2) Before this plan was made, the Governor approved of the making of this clause on the recommendation of the Minister made with the concurrence of the Minister administering the Sydney Harbour Trust Act 1900.</p>	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>As noted this section does not apply to the proposed development.</p>
<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 type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>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> <p>With the cost of works (Capital Investment Value) at \$86 million, The Joint Regional Planning Panel is the determining authority.</p>
<p>Clause 11 - Permissible Uses</p> <p>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.</p> <p>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:</p> <p>Subdivision, or</p> <p>Development for the purposes of a building, work, place or land use specified in Schedule 8 in relation to the land concerned.</p> <p>In Schedule 8:</p> <p>(a) terms used in that Schedule that are defined in the <u>Environmental Planning and Assessment Model Provisions 1980</u> have the same meanings as they have in those model provisions, and</p> <p>(b) solar generating work means a device that captures solar energy for use on a site or for transferral to an electricity grid.</p>	<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 checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>Proposed development type:- Mixed use development. The development is considered to be permissible with consent.</p> <p>A solar generating work is not proposed.</p>

Requirement	Yes	No	N/A	Comment
Clause 12 Planning Objectives				
<u>Regional Role and Land Use</u>				
(a) To promote development of major public facilities and other public facilities that will establish the Homebush Bay Area, and Sydney Olympic Park in particular, as a centre for hosting regional, State, national and international events.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not constitute a major public facility.
(b) To preserve and protect the Homebush Bay Area's regionally significant wetlands and woodlands in Sydney Olympic Park.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development will not have any significant detrimental impact upon wetlands and woodlands.
(c) To promote a variety of development and land uses other than those referred to in paragraph (a) (for example, commercial, retail, industrial, residential , recreational, open space, institutional and tourism uses), but only if the type and scale of those uses do not prevent the use or reduce the attractiveness or suitability of the Homebush Bay Area, and Sydney Olympic park, in particular, for development referred to in paragraph (a).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development application will facilitate mixed use development and the redevelopment of the land from industrial use to residential and to a lesser extent commercial/retail use along the Burroway Road frontage as per the desired future character of the area that is earmarked for such development.
(d) To permit a range of ancillary development and land uses (for example, roads, parking areas, public transport, utility services, remediation of land, flood mitigation, drainage works, land filling, earthworks, clearing, site rehabilitation and dredging works.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>Relationship to Surrounding Sites and Areas</u>				
(e) To integrate the Homebush Bay Area, and Sydney Olympic Park, in particular, with the regional transport network, whether on land or water, including public transport systems, roads, cycle ways and walkways.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development forms part of a VPA agreement for the provision of a new bridge link between Homebush Bay West and the Rhodes Peninsula. The site is well positioned to utilise existing ferry, bus and cycle routes established in the precinct.
(f) To protect the Homebush Bay Area and land surrounding it from adverse effects resulting from the holding of major public events.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not constitute a major public facility and thus will not cause any such adverse effects.
<u>Quality and Nature of Urban Form</u>				
(g) To promote co-ordinated, sensitive and high quality development in the Homebush Bay Area through the adoption of overall guidelines for development relating to, for example, urban design, landscaping and signage.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ecological sustainable development principles have been implemented in the proposed design. Every apartment in the development is covered by the BASIX Certificates and BASIX Commitments.
(h) To promote ESD.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The site is not situated close enough to the waterways.
(j) To enable the habitat of birds protected under international agreements for the protection of migratory birds to be conserved.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><u>Environmental protection:</u></p> <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 to the west) but any detrimental impact is considered negligible.</p> <p>The subject site does not contain any items listed under Schedule 5 of the SREP.</p>

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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 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 type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>A locality specific development control plan exists and is applicable to the subject site. (No. 1 Burroway Road (Deemed) DCP).</p> <p>Refer to comments below under No. 1 Burroway Road DCP 2006.</p>
<p>Clause 18 Services</p> <p>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.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Clause 19 Flood prone Land</p> <p>Before granting consent to the carrying out of development on land in the vicinity of Haslam's Creek defined as flood prone on the latest of any appropriate plan or report adopted for the time being by the consent authority for the purposes of this clause, the consent authority must consider:</p> <p>a) The findings and recommendations of that report;</p> <p>b) The impact of the proposed development on flood flows and whether compensatory works should be provided;</p> <p>c) If land filling is involved, whether compensatory flood storage or other flood mitigation works should be provided;</p> <p>d) 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.</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 raised no issue of land flooding.</p>

Requirement	Yes	No	N/A	Comment
<p>Clause 20 Contaminated land</p> <p><i>The consent authority must be satisfied that:</i></p> <p>(a) Adequate steps have been taken to identify whether the land the subject of the development is contaminated and, if so, whether remedial action needs to be taken.</p> <p>(b) (Repealed)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Relevant investigations into contamination conditions of the specific development area of the subject site have been undertaken. As identified under State Environmental Planning Policy 55 "Remediation of Land", the development application was referred to Council's Environment and Health Officers for assessment. It is concluded that the development application may proceed subject to conditions.</p>
<p>(c) 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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Suitable landscaping is to be provided as part of the proposal</p>
<p>Clause 20A Acid sulphate soils</p> <p>(1) Despite clause 35 of, and Schedule 1 to, the <u>Environmental Planning and Assessment Model Provisions 1980</u> adopted by this plan, development (not being exempt development or complying 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 may be carried out only with development consent.</p> <p>(2) Before granting a consent required by this clause, the consent authority must consider:</p> <p>(a) the adequacy of an acid sulfate soils management plan prepared for the proposed development in accordance with the <u>Acid Sulfate Soils Assessment Guidelines</u>, as published by the NSW Acid Sulfate Soils Management Advisory Committee and adopted for the time being by the Director, and</p> <p>(b) the likelihood of the proposed development resulting in the discharge of acid waters, and</p> <p>(c) any comments received from the Department of Land and Water Conservation within 21 days of the consent authority having sent that Department a copy of the development application and of the related acid sulfate soils management plan.</p> <p>(3) Consent for development referred to in this clause is required despite clause 10 of <u>State Environmental Planning Policy No 4—Development Without Consent and Miscellaneous Complying Development</u>.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>There is to be no excavation works carried out for the development due to the site constraints as discussed throughout this report.</p> <p>The roof of the upper level car park forms the podium for a large landscape common open space area.</p>
<p>(a) the adequacy of an acid sulfate soils management plan prepared for the proposed development in accordance with the <u>Acid Sulfate Soils Assessment Guidelines</u>, as published by the NSW Acid Sulfate Soils Management Advisory Committee and adopted for the time being by the Director, and</p> <p>(b) the likelihood of the proposed development resulting in the discharge of acid waters, and</p> <p>(c) any comments received from the Department of Land and Water Conservation within 21 days of the consent authority having sent that Department a copy of the development application and of the related acid sulfate soils management plan.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Council's Environment and Health Unit has raised no issue or objection to the development on acid sulphate soil impacts. A geotechnical investigation report ref. 72264.04, dated July 2013, prepared by Douglas Partners has been submitted to accompany the development application.</p>
<p>(3) Consent for development referred to in this clause is required despite clause 10 of <u>State Environmental Planning Policy No 4—Development Without Consent and Miscellaneous Complying Development</u>.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p>Clause 21 Development of major public facilities</p> <p>Consent authority must:</p> <p>a) Ensure that the development proposal has been dealt with in accordance with s79A of the Act as advertised development.</p> <p>b) And c) (Repealed)</p> <p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed development does not include any major public facilities. Clause 21 will not apply to the development.</p>
<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
Clause 25 Advertised Development <i>Development is advertised development if it comprises or includes the demolition of a heritage item or a building, work, tree or place in a heritage conservation area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The subject site does not contain any items of heritage and is not identified as a conservation area under Schedule 4.
Clause 26 (Repealed)				Not applicable.
Clause 27 Development affecting places or sites of known or potential Aboriginal heritage significance <i>Before granting consent for development likely to have an impact on a place or potential place of Aboriginal heritage significance or on an archaeological site of a relic that has Aboriginal heritage significance, the consent authority must:</i> <i>(a) Consider a heritage impact statement explaining how the proposal would affect the conservation of the place or site and any relic known or reasonably likely to be located at the place or site.</i> <i>(b) Except where the proposed development is integrated development, notify the local Aboriginal communities and the Director-General of NPWS of its intention to do so and consider any comments received in response within 28 days after the notice was sent.</i> <i>(c) be satisfied that any necessary excavation permit required by the <u>Heritage Act 1977</u> has been granted.</i>	<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"/>	The proposed development will not have any impact upon any identified places or potential places of aboriginal significance or archaeological sites.
Clause 28 Development affecting known or potential historical archaeological sites of relics of non-Aboriginal heritage significance <i>(1) Before granting consent for development that will be carried out on an archaeological site or a potential historical archaeological site of a relic that has non-Aboriginal heritage significance (whether or not it is, or has the potential to be, also the site of a relic of Aboriginal heritage significance), the consent authority must:</i> <i>(a) Consider a heritage impact statement explaining how the proposed development will affect the conservation of the site and any relic known or reasonably likely to be located at the site.</i> <i>(b) be satisfied that any necessary excavation permit required by the Heritage Act 1977 has been granted.</i> <i>(2) This clause does not apply if the proposal:</i> <i>(a) Does not involve disturbance of below-ground deposits and the consent authority is of the opinion that the heritage significance of any above ground relics would not be adversely affected by the proposed development.</i> <i>(b) Is integrated development.</i>	<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 checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	The subject site is not identified as an archaeological or potential archaeological site.

[illegible]

1. *What is the purpose of this study?*

(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).

Local Environmental Plans

The provision of the Auburn Local Environmental Plan (ALEP 2010) is not applicable in this instance and the land falls into the "Deferred Matter" under 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 relation to this matter.

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 development application.

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

Homebush Bay West Development Control Plan 2004 (as amended)

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				
<i>Sufficient information provided with the application</i>				
Part 2 Background				
2.3 DCP Objectives				

Requirement	Yes	No	N/A	Comment
2.3.1 Identity – create an identifiable character for Homebush Bay West				
i. Retain and enhance views to water, opposite shores and ridges, including vistas along existing and future major east-west streets to the Bay and Rhodes, views from within the precinct north to Parramatta River, west to the Sydney Olympic Parklands and south to the wetlands and Powells Creek	<input checked="" 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 waterfront provisions are not applicable to this specific proposal and will be considered under future applications.
ii. Optimise the waterfront location by providing continuous foreshore access and links to open space within and surrounding the precinct	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Design streets and public open spaces appropriate to the conditions of the site, particularly in relation to the waterfront, and to the uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Retain and enhance the key elements of the urban structure: existing streets, established trees, the formed eastern edge of the peninsula and the maritime focus to Parramatta River	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Build on the structure formed by the site's industrial character by aligning new streets with a grid formed by the subdivision pattern and the Hill Road and waterfront edges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Acknowledge the visual primacy of the waterfront by stepping building heights down from Hill Road to the water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii. Retain and enhance Wentworth Park as a public park typical of other point parks on Sydney Harbour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
viii. 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 type="checkbox"/>	<input type="checkbox"/>	

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"/>	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Commercial/retail elements proposed on ground level of Burroway Road and Waterway Street.
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"/>	

Requirement	Yes	No	N/A	Comment
2.3.3 Street and Block Structure – create a street and block structure that optimises legibility, permeability and efficiency				
i. Lay out streets to support the underlying subdivision pattern by aligning east-west streets with property boundaries and north-south streets perpendicular to them	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Street layout and public domains are proposed in accordance with the HBW DCP and include the first stages of the major east-west street to be known as the Footbridge Boulevard (including the linear park), Waterways Street (secondary north-south street) and Park Street North (secondary east-west street).
ii. Strengthen Hill Road as the major connector between the water and Sydney Olympic Park and an urban edge to the parkland areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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"/>	
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"/>	
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"/>	

Requirement	Yes	No	N/A	Comment
2.3.4 Open Space Network – create a network of public open spaces that is strongly linked to Sydney Olympic Parklands, the foreshore edge and the water, and provides for a range of recreational activities				
i. Enhance the waterfront character of Homebush Bay West by designing the setback to the waterfront to allow for a variety of spaces and uses, including water-related uses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development is not located on the waterfront and does not propose links to the waterfront.
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"/>	
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"/>	
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"/>	
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"/>	
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"/>	
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"/>	
ix. Design streets, parks and plazas with high amenity and high quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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"/>	
ii. Create a maritime precinct with associated commercial and retail uses north of Burroway Street, linked to the foreshore and open space network	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	
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"/>	
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"/>	
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"/>	
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"/>	

Requirement	Yes	No	N/A	Comment
2.3.6 Sustainability – Incorporate ESD principles into all stages of design including the design of public spaces, block and site layout and built form				
i. Design blocks to deliver efficient subdivision and optimize north orientation for buildings, to minimise overshadowing and the negative impacts of wind on the public domain, to mitigate the visual impact of large scale development on Homebush Bay, and to define and appropriately frame parks and plazas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is accompanied by a BASIX Certificate for sustainability performance and is consistent with the commitments.
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"/>	Acceptable stormwater measures have been proposed which will ensure stormwater entering Homebush Bay is of an acceptable quality.
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"/>	
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"/>	
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"/>	Other elements such as ample bicycle storage areas, the close proximity to existing and future public transport links encourages alternative transport use.
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"/>	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"/>	

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Requirement		Yes	No	N/A	Comment
i.	Provide a continuous pedestrian network through the precinct, along streets and through open spaces, connected with and including the foreshore promenade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The pedestrian network of the proposed surrounding streets is considered to be consistent with these requirements.
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"/>	
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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"/>	
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"/>	
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"/>	
xiii.	Design appropriate lighting for publicly accessible areas for their level of night-time use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
xiv.	Provide kerb ramps at all intersections in accordance with the Public Domain Manual	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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 although sufficient carriageways are provided for cyclists and motor vehicles. The Hill Road carriageway is to be retained as is existing.
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"/>	
ix. Design cycle paths and parking to minimum Austroads design standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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"/>	<p>Public transport will be accessible from the site. This includes buses along Hill Road and the Wentworth Point ferry terminal. A VPA for the HBW Bridge that will connect Wentworth Point Area (via planned Footbridge Boulevard) to the Rhodes Peninsula has recently been approved.</p> <p>Some of the provisions stated here relate more to subdivisions and associated infrastructure works which is not proposed in this application. This matter is addressed under Development Consent 386/2009 and the Section 96 modification granted thereafter.</p>
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"/>	

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"/>	The proposed development includes the construction of a surrounding street (Waterways Street). This street will continue to be developed as and when each block within the site is developed. The proposed street layout is consistent with the HBW DCP as amended and will feature high-quality streetscape design and amenity.
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"/>	
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"/>	
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 inter-tidal 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"/>	

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"/>	The proposed development includes extensive and high quality landscaped elements to communal and private open spaces as well as the public domain.
ii. Provide a landscape framework which reflects the different scale and function of public streets and functions by using species and spacing in accordance with the street sections in Section 3.2 of this DCP and Section DF of the Public Domain Manual	<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"/>	Landscaping generally considered to be acceptable and compatible with existing landscaped spaces within the locality.
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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				
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"/>	Suitable plans for public domain works are provided and to ensure compliance with the Public Domain Manual, a relevant condition shall be included in any consent, should the application be recommended for approval.
ii. Provide a hierarchy of pavement surfaces reflecting the pedestrian significance of different public spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Vehicular pavement				
iii. Provide a safe and hard wearing surface for vehicle movements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Requirement		Yes	No	N/A	Comment
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 Auburn Council's requirements for public streets	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.1.8 Services Infrastructure and Stormwater Management					
Services infrastructure					

Requirement		Yes	No	N/A	Comment
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, relevant conditions shall be included in any consent for such service 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: <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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stormwater drainage					
iv.	Integrate stormwater drainage with streetscape design by <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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 in major plaza spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.2 Streets					
3.2.1 Hill Road					

Requirement	Yes	No	N/A	Comment
<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 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 checked="" 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>The site also faces towards Hill Road and is setback 8 metres from the lot boundary to the edge of the terraces.</p> <p>Maximum height of the building addressing Hill Road is 8 storeys as per the HBW DCP Amendment no. 1.</p>
<p>3.2.2 Major East-West Streets</p> <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 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 checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>8 Storeys proposed on the Burroway Road frontage. This is consistent with the amendment 1 to the HBW DCP under clause 5.3.2 and the respective building height diagram. The amendment allows for an additional storey (9 in total) if the block fronts Burroway Road.</p> <p>The building has a proposed nil setback for the first four storeys and is stepped in 2.5 metres thereafter. Again this is consistent with the HBW DCP as amended. The proposed nil setback to Burroway Road is considered satisfactory especially on the ground level where commercial/retail uses are proposed for street activation.</p>

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 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"/>	This section is not applicable to the site. The development is not located on the Major North-South Street - North of Burroway Road.
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. 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 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"/>	This section is not applicable to the site. The development is not located on the Major North-South Street - South of Burroway Road.

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Requirement	Yes	No	N/A	Comment
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 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 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"/> <input checked="" type="checkbox"/>	This section is not applicable.
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 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"/>	This part does not apply to the development application.
3.3 Public Open Spaces				

1

Requirement	Yes	No	N/A	Comment
3.3.4 Parks, Pockets Parks and Urban Plazas				
Large Parks				
▪ Uses – various, including structures and unstructured play, and for both local and district users	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ Character – green, uncluttered and informal, safe and comfortable, respond to maritime/riverine precinct identity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Pocket Parks				
▪ Uses – various, including structured and unstructured play	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ Access – clear access over wide frontage, with min. 30% edge condition adjoining public streets and pedestrian/cycle access	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	
Plazas and Squares				
▪ Uses – public, day and evening, flexible	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ Access – clear, integrated access with adjoining spaces and buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ Character – robust maritime, simple and uncluttered, shady but urban	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3.4 Built Form – as amended under section 5.3 of Amendment no. 1 to HBW DCP 2004.				
<u>3.4.1 amended by 5.3.1:</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Land Uses and Density Objectives				
▪ To provide for a neighbourhood focus at the south of the peninsula and a larger neighbourhood centre focussed around the ferry terminal and the intersection of Hill Rd and Burroway Rd, which include non-residential uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As a result of the amendments to the provisions of the HBW DCP, The floor space ratio and height of the development is considered as being acceptable as discussed throughout this report.
▪ To provide activity areas of small scale retail, outdoor dining and water-related uses along the foreshore	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To ensure that development does not exceed the optimum capacity of the development site and the precinct as a whole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To allow adequate public open space to be provided and distributed throughout the peninsula	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To support peninsula objectives for a clear, well connected and walkable street layout and efficient block structure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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Requirement	Yes	No	N/A	Comment
level.				topography of the land will not exceed the maximum number of storeys stipulated the by the building height provisions indicated under the HBW DCP amendment. In this regard, when viewed at street level the proposed building complex has 8 storeys to the Hill Road frontage, 8 storeys to the Burroway Road frontage, 16 storeys for Waterways Street frontage and 6 storeys to the Park Street North frontage. The proposal is consistent with the indicative building height diagram.
Performance Criteria				
iii. Scale development to conform to the urban form principles in the revised Design Framework by complying with the following maximum height requirements for street types and widths: – Hill Road (east side only) 8 storeys. – Major east-west streets 8 storeys with the exception of 9 storeys along Burroway Road and 6 storeys at the foreshore edge. – Major North-South Street 8 storeys. – Tower Zone ranging from 16 to 20 storeys except 25 storeys around the 'Focal Point'. – Major east-west streets 8 storeys. – Foreshore edge fronting the Foreshore Promenade 4 storeys. – Minor north-south and east-west streets 6 storeys.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Encourage the use of architectural treatments to create distinctive and interesting 'tops' to the towers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>5.3.3 Building Separation and Bulk</i>				
The revised Design Framework introduces tower forms whilst maintaining the structural elements of the Framework. A number of architectural treatments are available to manage the relationship between typical street defining buildings and tower forms that will provide additional building variety and interest.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed building complex satisfies the objectives of this section.
Objectives				
• To allow for visual permeability through the tower zone.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To avoid unreasonable visual bulk of development when viewed from	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• surrounding areas by ensuring appropriate tower separation, scale, form and articulation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To create tall slender tower forms and avoid monolithic buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To allow locational flexibility to optimise shadowing and aesthetic effects.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Performance Criteria				
i. Ensure towers do not exceed a maximum floor plate of 950m ² floor areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A schedule of the floor areas for each level has been provided demonstrating that the maximum floor plate does not reach 950 sqm. The proposed tower is one of the first under the HBW DCP amendment.
ii. Space towers so that they do not appear to coalesce into a continuous built form when viewed from Rhodes when viewed along street alignments at both right angles from the Bay and in oblique views.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposal achieves this requirement with the exception of some units being unable to achieve full compliance due to the design of the building and units being located on a corner/convergence point of the building. Notwithstanding, it is noted the majority of these apartments face a solid wall where the view lines are "front to sides" rather than "front to front" and this has been discussed previously under the building
iii. For buildings above 8 storeys provide 18 metres between facing habitable room windows/balcony edges.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Locate tower forms generally in				

Requirement	Yes	No	N/A	Comment
accordance with the Tower Height Diagram noting that locational adjustment is permitted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	separation section of the RFDC.
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 checked="" type="checkbox"/>	
3.4.3 Topography and Site Integration Controls and Performance Criteria <u>Items (i) and (iii) in relation to 3.4.3 does not apply as amended by 5.3.5 – General Provisions.</u> Consider the continuation of any changes in ground level across adjacent sites when proposing changes to the topography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	The proposed building is generally consistent with the bulk and scale provisions of the site specific DCP and the future desired character of the locality. Compliance with specific solar access and dual-aspect apartment controls is considered in greater detail below.
3.4.4 Building Depth Performance Criteria <u>(item (i) of performance criteria relating to 3.4.4 and 4.5.3 – in that glass line to glass line distance may be greater than 18 metres.</u> <ul style="list-style-type: none"> 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 iii. Optimise the environmental amenity for single aspect apartments by orienting them predominantly north, east or west iv. Promote sustainable practices for commercial floors by limiting their depth above podium level to 25m 	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	There are 247 apartments in the development that receive natural cross ventilation. This represents 73.51% of the number of apartments in the development. Of the 247, 96 apartments have dual aspect in one form or another including corner apartments and apartments with windows facing different directions.
3.4.5 Building Separation Objectives <ul style="list-style-type: none"> 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 To provide visual and acoustic privacy for residents in new development and in any existing development To control overshadowing of adjacent 	<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 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.

Requirement	Yes	No	N/A	Comment
<p>properties and private or shared open space</p> <ul style="list-style-type: none"> ▪ To allow for the provision of open space of suitable size and proportions for recreational use by building occupants ▪ To provide open space areas within blocks for landscaping, including tree planting, where site conditions allow 	<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>3.4.5 Building Separation Performance Criteria</p> <ul style="list-style-type: none"> i. For buildings of 5 - 8 storeys, provide: <ul style="list-style-type: none"> ▪ 18m between habitable rooms / balcony edges ▪ 13m between habitable rooms / balcony edges and non-habitable rooms ▪ 9m between non-habitable rooms ii. 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 iii. Where an upper level setback creates a terrace, apply the building separation control for the storey below. 	<input checked="" type="checkbox"/> <input 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"/>	<p>The proposal achieves this requirement with the exception of some units being unable to achieve full compliance due to the design of the building and units being located on a corner/convergence point of the building. Notwithstanding, it is noted the majority of these apartments face a solid wall where the view lines are “front to sides” rather than “front to front” and this has been discussed previously under the building separation section of the RFDC.</p>

Requirement	Yes	No	N/A	Comment
<p>3.4.6 and 3.4.7 amended by 5.3.4 Street setbacks and building articulation</p> <p>Street setbacks are a key determinant of the preferred character of an area. The public significance of the bridge as a key public transport, walking and cycling route combined with the publicly relevant activity generated by the park, the northern neighbourhood centre, the ferry terminal and other uses north of Burroway Road warrant a more intense urban character at this northern end of Wentworth Point.</p> <p>The street setbacks proposed along this portion of the Major North-South Street are varied to contribute to a more urban character. However, they will continue to achieve the Plan's Street Setback Objectives by maintaining a transition between public and private space, achieving visual privacy of apartments and allowing for a landscaped setting for buildings.</p> <p>Objectives</p> <p>As defined in Section 3.4.6 and 3.4.7 of the Plan.</p> <ul style="list-style-type: none"> ▪ Ensure that towers exhibit high quality design. <p>Performance Criteria</p> <ul style="list-style-type: none"> i. Create a more urban character for buildings in Precinct B and C up to Burroway Road by providing a minimum 2.5 metre setback. ii. Permit a zero setback on ground floor and up to 4 storeys in association with retail, commercial or community uses iii. Optimise amenity and comfort within the public domain by designing the forms and articulation of towers and associated buildings so as to: <ul style="list-style-type: none"> - minimise the generation of wind effects at ground level; - provide a sense of scale, enclosure and continuity that will enhance the pedestrian environment; - support an animated and attractive public domain through a suitable interface and transition with its adjoining building uses, entrances, openings, balconies and setbacks. iv. The proportions and articulation utilised in towers should reflect a sound response to their contexts and potential aesthetic and physical effects. 				<p>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 as discussed above.</p> <p>Zero setback proposed from Burroway Road frontage for the first 4 storeys as ground level commercial/retail uses are proposed. The building is setback 2.5 metres from level 4 onwards.</p> <p>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.</p>
Part 4 Detailed Design Guidelines				
4.1 Site Configuration				

Requirement	Yes	No	N/A	Comment
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	As discussed previously under the RFDC compliance table, the proposed development provides little by way of deep soil due to the site and excavation limitations resulting from the reclaimed nature of the land and the need for above ground structure in lieu of basements.
4.1.1 Deep Soil Zones Performance Criteria <ol 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 ii. Optimise the provision of consolidated deep soil zones by locating basement and sub-basement car parking within the building footprint so as not to extend into street setback zones iii. Optimise the extent of deep soil zones beyond the site boundaries by locating them contiguous with the deep soil zones of adjacent properties iv. Promote landscape health by supporting a rich variety of vegetation type and size v. Increase the permeability of paved areas by limiting the area of paving and/or using pervious paving materials 	<input 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"/>	<p>Deep soil zone is limited in nature as a result of the building design and site constraints. This is due to the reclaimed nature of the land and the need for above ground structure in lieu of basements as per the conclusions of the contamination report which require the soil to remain capped to avoid direct contact. Thus the development has therefore been designed to accommodate parking above ground over six levels.</p> <p>In addition, the HBW DCP 2004 and the no. 1 Burroway Road DCP 2006 acknowledge the limitations of achieving the deep soil requirement and as such this control is not considered to be applicable in this instance.</p> <p>Notwithstanding, a suitable landscaping scheme has been submitted which provides for adequate plantings including trees in the internal courtyard, building surrounds, public domain and road network to be constructed.</p>
4.1.2 Fences and Walls Objectives <ul style="list-style-type: none"> ▪ To define the edges between public and private land ▪ To define the boundaries between areas within the development having different functions or owners ▪ To provide privacy and security ▪ To contribute to the public domain 	<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 fences and walls objectives as suitable barriers between the public and private areas are proposed in the form of low-level walls and landscaping.

Requirement	Yes	No	N/A	Comment
4.1.2 Fences and Walls Performance Criteria				
i. Clearly delineate the private and public domain without compromising safety and security by: <ul style="list-style-type: none"> designing fences and walls which provide privacy and security while not eliminating views, outlook, light and air limiting the length and height of retaining walls along street frontages 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development provides low-level boundary walls behind a landscape buffer to ground-floor apartments to clearly delineate between public and private spaces.
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"/>	The proposed fencing will provide visual privacy to apartments while also creating a sense of overlooking and casual surveillance of public areas.
iii. Retain and enhance the amenity of the public domain by: <ul style="list-style-type: none"> avoiding the use of continuous lengths of blank walls at street level using planting to soften the edges of any raised terraces to the street, such as over sub basement car parking, and reduce their apparent scale where sub basement car parking creates a raised terrace (up to 1.2 metres higher than footpath level) for residential development to the street, ensuring that any fencing to the terrace is maximum 50% solid to transparent 	<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"/>	
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 type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Landscape Design objectives as suitable landscaping is to be used to soften the impact of the built form on surrounding streetscapes and within the internal courtyard, provide habitats and visual privacy to ground floor apartments.
4.1.3 Landscape Design Performance Criteria				
i. Improve the amenity of open space with landscape design which: <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 	<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.
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Further sufficient soil depths are provided to suit the scale of landscaping to be used in different

Requirement		Yes	No	N/A	Comment
ii.	within apartments				areas.
	Contribute to streetscape character and the amenity of the public domain by:				
	▪ relating landscape design to the desired proportions and character of the streetscape	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ using planting and landscape elements appropriate to the scale of the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii.	mediating between and visually softening the bulk of large development for the person on the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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 type="checkbox"/>	<input type="checkbox"/>	
iv.	Design landscape which contributes to the site's particular and positive characteristics by:				
	▪ planting communal private space with native vegetation, species selection as per Sydney Olympic Park Parklands 2020 & Plan of Management- enhancing habitat and ecology	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ retaining and incorporating trees, shrubs and ground covers endemic to the area, where appropriate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ retaining and incorporating changes of level, visual markers, views and any significant site elements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	

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Requirement	Yes	No	N/A	Comment
designing apartment buildings which: <ul style="list-style-type: none"> are sited to allow for landscape design are sited to optimise daylight access in winter and shade in summer have a pleasant outlook have increased visual privacy between apartments v. Provide environmental benefits including habitat for native fauna, native vegetation and mature trees, a pleasant microclimate, rainwater percolation and outdoor drying area	<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"/>	and waterways and assist to provide visual privacy between apartments.
4.1.5 Planting of 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 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 planting on structures objectives as sufficient soil depth is provided above the parking level podium to allow communal open space areas to incorporate landscape plantings and trees.
4.1.5 Planting of Structures Performance Criteria <ul style="list-style-type: none"> i. Design for optimum conditions for plant growth by: <ul style="list-style-type: none"> providing soil depth, soil volume and soil area appropriate to the size of the plants to be established providing appropriate soil conditions and irrigation methods providing appropriate drainage ii. Design planters to support the appropriate soil depth and plant selection by: <ul style="list-style-type: none"> ensuring planter proportions accommodate the largest volume of soil possible and minimum soil depths of 1.5 metres to ensure tree growth providing square or rectangular planting areas rather than narrow linear areas iii. Increase minimum soil depths in accordance with: <ul style="list-style-type: none"> the mix of plants in a planter for example where trees are planted in association with shrubs, groundcovers and grass the level of landscape management, particularly the frequency of irrigation anchorage requirements of large and medium trees soil type and quality iv. Recommended minimum standards for a range of plant sizes, excluding drainage requirements, are: <ul style="list-style-type: none"> Large trees such as figs (canopy diameter of up to 16 metres at maturity) <ul style="list-style-type: none"> minimum soil volume 150 cubic metres minimum soil depth 1.3 	<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 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"/> <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 depth of soil within the central communal open space area (above parking level podium) is to be approximately dimensioned to support the type of vegetation proposed. Therefore, sufficient planting conditions will be provided for a range of tree sizes, shrubs and ground covers.

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Requirement	Yes	No	N/A	Comment
Stormwater Management Performance Criteria				
i. Reduce the volume impact of stormwater on infrastructure by retaining it on site. Design solutions may include:- minimising impervious areas by using pervious or open pavement materials; retaining runoff from roofs and balconies in water features as part of landscape design or for reuse for activities such as toilet flushing, car washing and garden watering; landscape design incorporating appropriate vegetation; minimising formal drainage systems (pipes) with vegetated 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"/>	The development application was referred to Council's Development Engineer for comment who has raised no objection to the development application and works sought.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ treatment of stormwater collected in sediment traps on soils containing dispersive clays	<input checked="" 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"/>	
4.1.7 Wind Objectives				
▪ 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. A report prepared by SLR Global environmental solutions, ref. 610.12863-R1 dated 19 July 2013 has been submitted and is considered satisfactory.
▪ 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"/>	
ii. Maximum allowable wind velocities are:				
▪ 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"/>	
▪ 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"/>	Refer to SEPP 55 assessment above. Relevant investigations have been carried out and reports prepared. An interim advice for the SAS has been provided in relation to Block G and appropriate conditions will be imposed to ensure suitability and compliance.
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"/>	
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:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ Stage 1 - Preliminary Investigations				
▪ Stage 2 - Detailed Investigations				
▪ Stage 3 - Remedial Action Plan (if remediation is required) as outlined in Section 3.4 of Managing Land Contamination and Draft Guidelines prepared by DUAP and EPA, August 1998				
iii. Provide documentation of the process used to ensure fill is clean and contamination free	<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"/>	
▪ 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"/>	The proposed development is consistent with the Electro-magnetic Radiation objectives as it has previously been deemed suitable for residential purposes.

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"/>	Based on a report issued by Radhaz, the 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"/>	An assessment of the proposal in relation to Council's Policy on Crime Prevention Through Environmental Design 2006 is provided, which addresses the relevant provisions.
ii. Reinforce the development boundary to strengthen the distinction between public and private space. This can be actual or symbolic and may include:- employing a level change at the site and/or building threshold; signage which is clear and easy to understand; entry awnings; fences, walls and gates; change of material in paving between the street and the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As mentioned above, suitable landscaping and fencing is to be provided to boundaries between public and private areas. Level changes along street elevations aide in providing additional physical barriers.
iii. Optimise the visibility, functionality and safety of building entrances by:				Communal building entries are to be orientated to the adjoining street and have greater setbacks, lighting, open forecourts and glazed elevations to provide for a suitable level of visibility and functionality, internally, direct and convenient access ways from parking
▪ orienting entrances towards the public street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement		Yes	No	N/A	Comment
iv.	rather than through a common foyer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	levels to the building are proposed.
	▪ 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"/>	
	Improve the opportunities for casual surveillance by:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fencing and balustrades to private open spaces areas are to consist of transparent elements to ensure an appropriate level of casual surveillance of public areas is achieved. Living areas and private open spaces are orientated to outdoor space and allow for casual overlooking of communal/public areas.
	▪ 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"/>	
	▪ 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"/>	
v.	▪ 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"/>	
	Minimise opportunities for concealment by:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Additional setbacks and open forecourts are provided near communal entries to avoid opportunities for concealment.
	▪ avoiding blind or dark alcoves near lifts and stairwells, at the entrance and within indoor carparks, along corridors and walkways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ providing well-lit routes throughout the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ providing appropriate levels of illumination for all common areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi.	▪ 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"/>	
	Control access to the development by:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Secure access doors/gates are to be provided to communal access points, physical barriers are to be provided between private open spaces and an intercom system to access pedestrian and vehicular access ways is to be provided to all apartments.
	▪ 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 access from car parks to apartment lobbies for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ providing separate access for residents in mixed-use buildings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ providing an audio or video intercom system at the entry or in the lobby for visitors to communicate with residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ providing key card access for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.2.2 Visual Privacy Objectives					
▪ To provide reasonable levels of visual					The proposed development is generally

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Requirement	Yes	No	N/A	Comment
<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 network designing the entry as a clearly identifiable element of the building in the street utilising multiple entries—main entry plus private ground floor apartment entries—where it is desirable to activate the street edge or reinforce a rhythm or entry along a street 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	provided, which integrate with the public domain through the provision of forecourt areas with feature paving and landscaping.
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"/>	Entry foyers are spacious, feature glazing for clear sight lines and will be secured with resident-access locked doors. Minimal level changes between foyers, forecourts and adjoining public domain (entries from Burroway Road and Waterways Street are level with the adjoining forecourt and public domain) to allow equitable access.
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"/>	
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"/>	
vi. Generally provide separate entries from the street for:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> pedestrians and cars different uses, for example, for residential and commercial users in a mixed-use development ground floor apartments, where applicable (see Ground Floor Apartments) 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Separate entries for pedestrians and vehicles are provided and ground-floor apartments have individual entries direct from the adjoining street to private open spaces.
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"/>	
viii. Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. Design solutions include:- locating them adjacent to the major entrance and integrated into a wall, where possible; setting them at 90 degrees to the street, rather than along the front boundary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 To provide adequate car parking for the builder's users and visitors, depending on building type and proximity to public transport To integrate the location and design of car parking with the design of the site and the building 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be consistent with the Parking objectives as a suitable number of resident, commercial and visitor car and bicycle parking spaces are provided within underground levels which do not impact upon the aesthetic design of the building. Further, the site is well positioned in relation to existing public transport links.
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
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"/>	<p>The parking in this instance cannot be completely underground due to site and excavation constraints resulting from reclaimed nature of the land. The car parking facility for the building complex is not exposed at street level, but concealed by residential apartment units on all sides.</p> <p>Provision is made for suitable ventilation systems for the car park to be constructed. The car park levels include exhaust plenum for ventilation purposes.</p>
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 car park podium protrudes greater than 1.2 metres above the ground level. This is unavoidable due to site and excavation constraints. Refer to SEPP 55 assessment.
v. Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity by-integrating the car park, including vehicle entries, into the overall facade design, for example, by using appropriate proportions and façade details; 'wrapping' the car parks with other uses, for example, retail and commercial along street edges with parking behind	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The central car park facility is concealed by apartments. This is considered acceptable to address the variation identified.
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"/>	Bicycle storage/parking are provided within the parking levels and are suitably accessible.
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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 407 car parking spaces provided to support the development. Of that, 36 spaces are provided for use for visitors. An additional 26 on street parking spaces will be created as a result of the development. There are 33

Requirement	Yes	No	N/A	Comment
<ul style="list-style-type: none"> 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 				spaces allocated for use for people with disabilities and 26 spaces are allocated for commercial use.
viii. Non-residential parking controls for Precinct A are excluded from this DCP and addressed through the precinct masterplan				In general, the development requires a minimum number of 390 spaces being 347 spaces for the residents, 43 spaces for visitor use and 12 spaces for commercial.
ix. Provide car parking for convenience retail as follows: <ul style="list-style-type: none"> employees: 2 spaces per tenancy 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12 spaces including 1 disabled space have been proposed to accommodate the 6 retail/commercial tenancies at ground level which complies. 518.8 sqm of retail/commercial space which includes 1 tenancy over 100 sqm. A total of 14 spaces including 1 disabled space have been provided which complies. The proposal also provides for 26 new on-street parking.
<ul style="list-style-type: none"> patrons: gross floor area under 100m² - managed on-street parking; gross floor area over 100m² - 1 space per 40m² 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 consent authority and/or Auburn Council 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bicycle storage areas are shown on the plans within the parking levels and are suitably accessible. Although no bicycle parking schedule has been provided to demonstrate compliance, appropriate conditions shall be imposed to ensure compliance with this requirement.
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 				
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 	<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.
<ul style="list-style-type: none"> 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"/>	

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"/>	A majority of the apartments on Level one have individual entries from the road ways.
ii. Separate and clearly distinguish between pedestrian accessways and vehicle accessways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 68 adaptable apartments within the development representing 21% of the total number of apartments.
iii. Consider the provision of public through-site pedestrian accessways in large development sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	Access via the lifts is included; only 38 apartments (12%) would not achieve barrier free access. The remainder of the apartments have good access without significant barriers. This is made possible due to how the lifts are arranged within the complex.
v. Promote equity by:				
▪ 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"/>	Vehicle and pedestrian entries are well defined.
▪ 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"/>	
viii. Demonstrate that adaptable apartments can be converted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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.
▪ To encourage the active use of street frontages	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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 the southern side of the building complex being Park Street North.
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"/>	The driveway is 6.6 metres wide. A variation of 600 mm is not excessive given the scale of the development. A median strip separates the vehicle entry and exit travel path which necessitates a slightly wider driveway.
iii. Ensure adequate separation distances between vehicular entries and street intersections	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There is only one vehicle access point to the building.
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"/>	
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"/>	The vehicle entries are integrated into the elevation and materials and finishes used to reduce the impact rather than highlight the opening.
▪ setting back or recessing car park entries from the main facade line	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Service areas such as garbage storage (within specific rooms) and loading spaces are contained within the parking levels shared with Block D and not visible from public areas.
▪ providing security doors to carpark entries to avoid blank 'holes' in facades; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.4 Building Configuration				
4.4.1 Apartment Layout Objectives				
▪ To ensure that apartment layouts are efficient and provide high standards of residential amenity.	<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.
▪ To maximise the environmental performance of apartments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.1 Apartment Layout Performance Criteria				
i. Provide apartments with the following amenity standards as a minimum:				Addressed previously under RFDC. There are 83 single aspect apartments in the development. Of
▪ single-aspect apartments are				

Requirement		Yes	No	N/A	Comment
ii.	limited in depth to 8 metres	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	this figure 17 have depths of greater than 8 metres representing 20% of the total number of single aspect apartments. The affected apartments have depths that vary around 10 metres. It is identified that the habitable rooms are less than 8 metres from windows but the variation occurs usually within the rear portions of the units being non-habitable utility functions. A variation is considered to be acceptable in this instance.
	▪ the back of a kitchen is no more than 8 metres from a window	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ 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"/>	
	Ensure apartment layouts are resilient and adaptable over time, for example by:				The apartments have various sizes and shapes to meet the needs of the occupants.
	▪ accommodating a variety of furniture arrangements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ providing for a range of activities and privacy levels between different spaces within the apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ utilising flexible room sizes and proportions or open plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Apartments vary in terms of layout and room size proportions.
	▪ 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"/>	
	iii. Design apartment layouts which respond to the natural environment and optimise site opportunities, by:				
	▪ providing private open space in the form of a balcony, a terrace, a courtyard or a garden for every apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Every apartment is provided with a balcony or terrace attached to their main living rooms. The apartments on Level two facing the common area are provided with courtyard space with good connections to their living spaces.
	▪ orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ locating main living spaces adjacent to main private open space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ 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 type="checkbox"/>	<input type="checkbox"/>	
	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"/>	The main living areas of apartments face the street or the internal courtyard depending on aspect.
	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				
	vii. Ensure apartment layouts and dimensions facilitate furniture removal and placement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Many apartments feature no hallways while others feature short hallways. This promotes greater use of space for furniture layout and avoids wasted space within habitable areas.
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
4.4.2 Apartment Mix and Affordability 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 provide equitable access to new housing 	<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 Apartment Mix objectives as an acceptable mix of 1, 2 and 3 bedroom apartments are provided within the development.</p>
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"/>	<p>The development has the following bedroom mix:-</p> <ul style="list-style-type: none"> Studio apartments = 21 (6%) 1 bedroom apartments = 140 (42%). 2 bedroom apartments = 157 (48%). 3 bedroom apartments = 12 (4%). <p>Total = 330 (100%)</p> <p>There is a range of apartment types and sizes provided across every floor of the development.</p>
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"/>	<p>There are one bedroom and two bedroom apartments situated on Level one which is considered adequate.</p>
iii. Optimise the number of accessible and adaptable apartments. See 4.4.5 Flexibility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>There are 68 adaptable apartments within the development representing 21% of the total number of apartments.</p>
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 the apartments in the development are provided with private open space that varies in size and shape. The open space is in the form of a balcony, courtyard or terrace. The private open spaces provide casual overlooking of communal and public open spaces.</p>
4.4.3 Balconies Performance Criteria				
i. Where other private open space is not provided, provide at least one primary balcony. The combined area of private open space is a minimum of 12% of the dwelling floor space	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>All apartments feature private open space areas in the form of a terrace, courtyard space or a balcony with access from the living spaces.</p>
ii. Primary balconies for one-bedroom apartments are to have a minimum depth of 2 metres and a minimum area of 8 m ² . Primary balconies for two and three bedroom apartments are to have a minimum depth of 2.4 metres and a minimum area of 10m ² .	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Proposal complies with this requirement. Floor space area compliance schedule which includes courtyard/balconies areas are provided to demonstrate compliance with this requirement.</p>
<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Primary balconies are to be:				

Requirement	Yes	No	N/A	Comment
<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 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 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 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"> ▪ detailing balustrades using a proportion of solid to transparent materials to address site lines from the street, public domain or adjacent development. Full glass balustrades do not provide privacy for the balcony or the apartment's interior, especially at night ▪ detailing balustrades and providing screening from the public, for example, for a person seated 	<div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div> <div><input checked="" type="checkbox"/></div>	<div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div>	<div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div> <div><input type="checkbox"/></div>	

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Requirement		Yes	No	N/A	Comment
iv.	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"/>	
	Facilitate better access to natural light by using ceiling heights which:				
	▪ promote the use of taller windows, highlight windows and fan lights. This is particularly important for apartments with limited light access, such as ground floor units and apartments with deep floor plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ enable the effectiveness of light shelves in enhancing daylight distribution into deep interiors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	v. Developments which seek to vary the recommended ceiling heights must demonstrate that apartments will receive satisfactory daylight (eg. 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"/>	
4.4.5 Flexibility Objectives					
	▪ To encourage housing which meets the broadest range possible of occupants' needs, including people who are ageing and people with disabilities	<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.
	▪ To promote 'long life loose fit' buildings, which can accommodate whole or partial change of use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ To encourage adaptive re-use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ To save the embodied energy expended in building demolition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.5 Flexibility Performance Criteria					
i.	Provide robust building configurations which utilise multiple entries and circulation cores, especially in larger buildings over 15 metres long, for example with:- thin building cross sections suitable for either residential or commercial uses; a mix of apartment types; higher ceilings on the ground floor and first floor; separate entries for the ground floor level and the upper levels; sliding and/or movable wall systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multiple communal entries and access cores are provided to service the building complex.
ii.	Provide a multi-use space with kitchenette within each development to be available for the use of residents	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A multi use community room is proposed to be provided and is located at level 7 on north eastern corner of the site.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Apartment layout provides for basic changes to internal configuration.

Requirement		Yes	No	N/A	Comment
iv.	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"/>	There are 68 adaptable apartments within the development representing 21% of the total number of apartments.
	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:				
	▪ 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"/>	
4.4.6 Ground Floor Apartments Objectives	▪ designing developments to meet AS3661 Slip-Resistant Surface Standard for pedestrian areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
	▪ ensuring wheelchair accessibility between designated dwellings, the street and all common facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ To contribute to residential streetscape character and to create active safe streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ To increase the housing and lifestyle choices available in apartment buildings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	▪ To ensure that ground floor apartments achieve good amenity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
4.4.6 Ground Floor Apartments Performance Criteria				
i. Design front gardens or terraces to contribute to the spatial and visual structure of the street while maintaining privacy for apartment occupants. This can be achieved by:- animating the street edge and creating more pedestrian activity by optimizing individual entries for ground floor apartments; providing appropriate fencing, balustrades, window sill heights, lighting and/ or landscaping to meet privacy and safety requirements of occupants while contributing to a pleasant streetscape; increasing street surveillance with doors and windows facing onto the street; utilising a maximum 1.5 metre change in level from the street to the private garden or terrace to minimise sight lines from the streets into the apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All ground-floor apartments are setback from the boundaries with adjoining streets. These setback areas are utilised for generally substantial private terraces accessible from internal living areas, bounded by fencing and landscaping which provides sufficient visual privacy.
ii. Promote housing choice by:				
▪ providing private gardens or terraces which are directly accessible from the main living spaces of the apartment and support a variety of activities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ maximising the number of accessible and visitable apartments on the ground floor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ supporting a change or partial change in use, such as a home offices accessible from the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Increase opportunities for solar access in ground floor units, particularly in denser areas by:				
▪ providing higher ceilings and taller windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ choosing trees and shrubs which provide solar access in winter and shade in summer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.4.7 Home Offices Objectives				
▪ To promote economic growth in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The building complex is designated for residential use with no additional use components. It will be possible for a home occupation in any of the apartments but this would be a matter for consideration if and when required.
▪ To promote an active and safe neighbourhood by promoting 24 hour use of the area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ To promote transport initiatives by reducing travel time and cost, which in turn creates a cleaner environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ To enable tax deduction advantages by clearly identifying a home business area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ To promote casual surveillance of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ To promote opportunities for less mobile people to make economic progress	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ 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"/>	

Requirement	Yes	No	N/A	Comment
4.4.7 Home Offices Performance Criteria				
i. Home offices are not allowed to conduct business which involves the registration of the building under the Factories, Shops and Industries Act 1962	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed development does not contain any specific or designated home office apartments. Generous study rooms are provided within many apartments but are for casual use rather than for formal home offices.
ii. Home offices are to have no traffic or parking implications on the neighbourhood/street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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:				
▪ adequate storage areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ separate business phone/fax	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ large mailbox suitable for business mail	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ any special utility services needed (eg 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"/>	
4.4.8 Internal Circulation Objectives				
▪ To facilitate quality apartment layouts, such as dual aspect apartments	<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.
▪ To contribute positively to the form and articulation of building facade and its relationship to the urban environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To create safe and pleasant spaces for the circulation of people and their personal possessions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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"/>	

Requirement	Yes	No	N/A	Comment
4.4.8 Internal Circulation Performance Criteria				
i. Increase amenity and safety in circulation spaces by: <ul style="list-style-type: none"> 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 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Corridors, foyers and hallways have adequate lighting, appropriate widths and good view lines to promote safety and movement of residents and their belongings.
ii. Support better apartment building layouts by: <ul style="list-style-type: none"> designing buildings with multiple cores which increase the number of entries along a street, increase the number of vertical circulation points, and give more articulation to the facade limiting the number of units off a circulation core on a single level 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are three main pedestrian access points to the building with one on the eastern side, one on the western side and one along the northern side. There are no pedestrian access points along the southern curtilage of the building complex. The southern curtilage is retained for the services and vehicle access.
iii. <u>Amended by HBW DCP – Amendment 1 as follows: Where the minimum number of apartments off a corridor may be greater than eight within a tower form:</u> <ul style="list-style-type: none"> 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"/>	There are between 9 and 12 apartments per corridor.
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"/>	A satisfactory design solution is achieved in which the corridors are provided with glazed elements where possible to permit light penetration.
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				
<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"/>	The proposed development is considered to be consistent with the Storage objectives as adequate areas of storage are provided or capable of being provided to each apartment, whether internally or within the parking levels.

Requirement	Yes	No	N/A	Comment
4.4.9 Storage Performance Criteria				
i. Provide storage facilities accessible from hall or living areas, in addition to kitchen cupboards and bedroom wardrobes, at a minimum: <ul style="list-style-type: none"> studio - 6m³ 1-bed - 6m³ 2-bed – 8m³ 3 and 3+ bed - 10m³ This storage is to be excluded from FSR calculations 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Apartments are to have varying levels of storage areas. However, the storage space per unit varies.</p> <p>A total of 632 sqm with a storage volume of 1435.50 cubic metres for unit storage is being provided. A matrix schedule and supporting plans have been provided showing:</p> <ul style="list-style-type: none"> 1 Br = min. 3 cubic metres 2 Br = min. 4 cubic metres 3 Br = min. 5 cubic metres
ii. Locate storage conveniently for apartments. Options include providing:- <ul style="list-style-type: none"> at least 50 percent of the required storage within each apartment and accessible from either the hall or living area. Storage within apartments is best provided as cupboards accessible from entries and hallways and/or from under internal stairs dedicated storage rooms on each floor within the development, which can be leased by residents as required dedicated and/or leasable storage in internal or basement car parks. Leasing storage provides choice and minimises the impact of storage on housing affordability 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>And the 6 levels of parking provides 330 storage spaces to compensate for 50% of each apartments required storage space.</p> <p>This is considered to be satisfactory to demonstrate compliance.</p>
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 <ul style="list-style-type: none"> 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"/>	
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: <ul style="list-style-type: none"> ensure that it does not compromise natural ventilation in car parks or create potential conflicts with fire regulations exclude it from FSR calculations 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Consider providing additional storage in smaller apartments in the form of built-in cupboards to promote a more efficient use of small spaces.	<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.
4.5 Building Amenity				
4.5.1 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"/>	<p>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.</p>
4.5.1 Acoustic Amenity Performance Criteria				

Requirement	Yes	No	N/A	Comment
i. Utilise the site and building layout to maximise the potential for acoustic privacy by providing adequate building separation within the development and from neighbouring buildings	<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.
ii. Minimum building separations are: <ul style="list-style-type: none"> 5 to 8 storeys/12-25 metres <ul style="list-style-type: none"> 18m between habitable rooms/balconies 13m between habitable rooms/balconies and non-habitable rooms 9m between non-habitable rooms 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The setbacks and separation distances between buildings have been previously discussed earlier in the report.</p> <p>Some variations have been identified but these have been described in detail under the relevant headings.</p>
iii. Arrange apartments within a development to minimise noise transition between flats by: <ul style="list-style-type: none"> locating busy, noisy areas next to each other and quieter areas next to other quiet areas, for example, living rooms with living rooms, bedrooms with bedrooms using storage or circulation zones within an apartment to buffer noise from adjacent apartments, mechanical services or corridors and lobby areas minimising the amount of party (shared) walls with other apartments 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Design the internal apartment layout to separate noisier spaces from quieter spaces by grouping uses within an apartment—bedrooms with bedrooms and service areas like kitchen, bathroom, laundry together	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Resolve conflicts between noise, outlook and views by using design measures including:- double glazing; operable screened balconies; continuous walls to ground level courtyards where they do not conflict with streetscape or other amenity requirements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Reduce noise transmission from common corridors or outside the building by providing seals at entry doors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>This is achieved where possible</p> <p>Like use rooms of apartments and neighbouring apartments are grouped to avoid noise disturbance between apartments as much as possible.</p> <p>An Acoustic Report provided with the application, prepared by Acoustic Logic Consultancy Pty Ltd, dated 2 July 2013 (report 20130522.1/0207A/R0/HP) for Block G, provides acoustic criteria and recommended construction methods for the complex. This should be included into any consent that may be issued.</p>
vii. Provide a detailed noise and vibration impact assessment report for residential buildings affected by surrounding uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	<p>The proposed development is considered to be generally consistent with the Daylight Access objectives as the orientation of living areas allows for daylight infiltration.</p>
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.5.2 Daylight Access Performance Criteria <ul style="list-style-type: none"> i. Orient new residential flat 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The applicant has stated that buildings

Requirement		Yes	No	N/A	Comment
ii.	development to optimise northern aspect 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"/>	have been orientated to maximise solar access.
iii.	<u>Amended by HBW DCP – Amendment 1 as follows: in that 70% if apartments meet the 2 hour solar access criteria as per the Residential Flat Design Code.</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As shown on the revised architectural drawings, around 278 apartments, representing 84%; achieve the solar access requirement between 9am and 3pm in mid-winter which complies.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are 36 apartments being single aspect south facing, which represents 10.9% of the development. Further it is considered that some of the apartments are not exactly single aspect apartments and if excluded would reduce the count and result in 27 “single aspect apartments with a southerly aspect” representing only 8% of all apartments.
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 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 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"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Overhanging balconies are proposed to provide shading to private open spaces.
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi.	<u>Amended by HBW DCP – Amendment 1 as follows: in that the amount of overshadowing of the public domain (excluding streets) and communal open space as referred, has regard to unavoidable shadowing from tower forms during these times and the means for alternate solar access in the locality.</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vii.	Shadow diagrams showing the impact of a proposal on adjacent residential developments and their				

[illegible]

Requirement		Yes	No	N/A	Comment
vii.	windows and externally opening doors Coordinate design for natural ventilation with passive solar design techniques	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
viii.	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"/>	
ix.	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 streetsTo support and encourage pedestrian movement associated with retail usesTo ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Awnings and Signage Objectives are complied with. Signages proposed are for business identification purposes only and is consistent with the SEPP 64 requirements.
4.6.1 Awnings and Signage Performance Criteria					
Awnings					
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 awningsprovide sufficient protection for sun and rain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ii.	Contribute to the legibility of the development and amenity of the public domain by locating local awnings over residential building entries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii.	Enhance safety for pedestrians by providing under-awning lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv.	New awnings are to follow the general alignment of existing awnings in the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v.	Provide continuous awnings at areas of high pedestrian activity, particularly where there are ground floor commercial and/or retail uses: corners of Hill Road and major east-west streets; and corners of major east west streets and the primary north-south street). Awnings are also to be provided to buildings fronting pedestrian plazas at the termination of major east-west streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii.	All awnings are to comply with State Environmental Planning Policy No 64 (SEPP 64) - Advertising and Signage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement	Yes	No	N/A	Comment
Signage				
i. Signage is to be integrated with the design of the development by responding to scale, proportions and architectural detailing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Proposed signs are integrated with the building design.
ii. Signage is to provide clear and legible way-finding for residents and visitors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Under-awning signage is limited to one sign per residential building plus one sign per commercial or retail tenancy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vi. Illuminated signage is only permitted where it does not compromise residential amenity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
vii. All signage is to comply with State Environmental Planning Policy No 64 (SEPP 64) - Advertising and Signage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<p>Elevations are provided generally in accordance with scale of the Concept Plan approval and the Homebush Bay West Development Control Plan and consist of high quality building elements.</p> <p>A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades.</p> <p>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.</p> <p>The development is provided with numerous windows, balconies and architectural elements to break the bulk and scale of the complex.</p>
ii. Compose facades with an appropriate scale, rhythm and proportion which respond to the building's use and the desired contextual character, for example by:- defining a base, middle and top related to the overall proportion of the building; expressing key datum lines using cornices, change in materials or building setback; expressing building layout or structure, such as vertical bays or party wall divisions; expressing the variation in floor to floor height, particularly at lower levels; articulating building entries with awnings, porticos, recesses, blade walls and projecting bays; selecting balcony types which respond to the street context, building orientation and residential amenity and will create different façade profiles; detailing balustrades to reflect the type and location of the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement		Yes	No	N/A	Comment
iii.	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				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.
	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Coordinate and integrate building services, such as drainage pipes, with overall facade and balcony design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Coordinate security grills/screens, ventilations and carpark entry doors with the overall facade design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Integrate the design of garage entries with the building facade design, locating them on secondary streets where possible.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.6.3 Roof Design Objectives					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.
▪ To provide quality roof designs, which contribute to the overall design and performance of residential flat buildings		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To integrate the design of the roof into the overall facade, building composition and desired contextual response		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ To increase the longevity of the building through weather protection		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.6.3 Roof Design Performance Criteria					The proposed building complex is to have a flat roof which will not have any impact upon its overall appearance. There are some plant and associated equipment on the roof of the residential tower being the lift over runs and hot water systems.
i.	Relate roof design to the desired built form. Some design solutions may include: articulating the roof, or breaking down its massing on large buildings, to minimise the apparent bulk or to relate to a context of smaller building forms; using a similar roof pitch or material to adjacent buildings, particularly in existing special character areas or heritage conservation areas. Avoid directly copying the elements and detail of single family houses in larger flat buildings; this often results in inappropriate proportion, scale and detail for residential flat buildings; minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement		Yes	No	N/A	Comment
	context, such as an existing parapet line; using special roof features ,which relate to the desired character of an area, to express important corners.				The tower on the northern-eastern building complex rise to a maximum height of 48.85 metres excluding lift overruns.
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 roof 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 service elements are centrally located on the roof space and would not be visible from the street level at close angles.
v.	Support the use of roofs for quality open space in denser urban areas by:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	▪ providing space and appropriate building systems to support the desired landscape design (see Landscape Design and Open Space)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	▪ incorporating shade structures and wind screens to encourage open space use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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.				There are no landscaping / planting elements or pedestrian access to the roof level of the residential tower.
4.7 Building Performance					
4.7.1 Energy Efficiency Objectives					The proposed development is consistent with the Energy Efficiency objectives. The development is compliant with the BASIX Certificate commitments and the specialised report associated with the certificate.
▪	To reduce the necessity for mechanical heating and cooling	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	To reduce reliance on fossil fuels	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	To minimise greenhouse gas emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	To support and promote renewable energy initiatives	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪	To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sunlight	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪	To provide a suitable environment for proposed uses, having regard to wind impacts and noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪	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 type="checkbox"/>	<input type="checkbox"/>	
4.7.1 Energy Efficiency Performance Criteria					
i.	Incorporate passive solar design techniques to optimise heat storage in winter and heat transfer in summer				

Requirement	Yes	No	N/A	Comment
by:				
▪ maximising thermal mass in floor and walls in northern rooms of dwelling/building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The two BASIX Certificates for the buildings show that the development as a whole achieves the energy and water conservation.
▪ polishing concrete floors and/or using tiles or timber floors rather than carpets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ limiting the number of single aspect apartments with a southerly aspect (SW–SE) to a maximum of 10 percent of the total units proposed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The number of single aspect apartments with southerly aspect is 8% (27 apartments) out of the total number of apartments within the development. (Refer to discussion of the Residential Flat Design Code (above) in relation solar access and south-facing single-aspect apartments.
▪ insulating roof/ceiling to R2.0, external walls to R1.0 and the floor—including separation from basement car parking—to R1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ minimising the overshadowing of any solar collectors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ii. Improve the control of space heating and cooling by:				
▪ designing heating/cooling systems to target only those spaces which require heating or cooling, not the whole apartment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Climate control techniques are found to be satisfactory.
▪ designing apartments so that entries open into lobbies or vestibules and are isolated from living areas by doorways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ allowing for adjustable awnings and blinds to be attached to the outside of windows to keep the heat out in summer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing gas bayonets to living areas, where gas is available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ providing reversible ceiling fans for improving air movement in summer and for distributing heated air in winter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Provide or plan for future installation of solar collectors and photovoltaic panels, for example by:				
▪ designing the roof so that solar collectors and photovoltaic panels can be mounted parallel to the roof plane	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Solar panels are not proposed in this development however they could be installed in future should the need arise.
▪ 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"/>	These are addressed by the BASIX Certificates issued for the development. This is addressed under the heading “State Environmental Planning Policy - BASIX” described earlier in the report.
▪ designing to allow for different	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Requirement		Yes	No	N/A	Comment
	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				
	▪ 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"/>	
		<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 the residential housing types in the DCP precinct area, as an additional rating system, to be achieved to 80% of all residential apartments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.7.2 Maintenance Objectives					
	▪ 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.

Requirement	Yes	No	N/A	Comment
4.7.2 Maintenance Performance Criteria				
i. Design windows to enable cleaning from inside the building, where possible	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This is possible in most instances but this is part of the day to day maintenance of the complex by the Strata manager.
ii. Select manually operated systems, such as blinds, sunshades, pergolas and curtains in preference to mechanical systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iii. Incorporate and integrate building maintenance systems into the design of the building form, roof and facade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Many passive features are incorporated such as sun shades, overhanging balconies, pergolas and screens.
iv. Select durable materials, which are easily cleaned and are graffiti resistant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Select appropriate landscape elements and vegetation and provide appropriate irrigation systems (see Landscape Design)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	Appropriate species selected.
4.7.3 Waste Management Objectives				
▪ To avoid the generation of waste through design, material selection and building practices	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A waste Management Plan has been submitted with the application detailing waste controls and removal during demolition and construction.
▪ 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The waste management plan is thorough and documents waste management throughout the development process.
▪ To ensure efficient storage and collection of waste and quality design of facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The waste management plan shall be included as part of any consent that may be issued.

Requirement	Yes	No	N/A	Comment
4.7.3 Waste Management Performance Criteria				
i. Incorporate existing built elements into new work, where possible	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are a number of waste bin storage areas located within Car park Level One. Garbage collection is arranged to be shared with Block D. This will facilitate garbage collection from within the building complex and not on the kerb side.
ii. Recycle and reuse demolished materials, where possible	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Specify building materials that can be reused and recycled at the end of their life	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
iv. Integrate waste management processes into all stages of the project, including the design stage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
v. Support waste management during the design stage by:				
▪ specifying modestly for the project needs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ reducing waste by utilising the standard product/component sizes of the materials to be used	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ incorporating durability, adaptability and ease of future services upgrades	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
ix. Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
x. Supply waste management plans with any Development Application as required by the NSW Waste Board	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.7.4 Water Conservation Objectives				
▪ To reduce mains consumption of potable water	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Suitable water saving measures have been proposed for this development.
▪ To reduce the quantity of urban stormwater runoff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
▪ 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"/>	

Requirement	Yes	No	N/A	Comment
4.7.4 Water Conservation Performance Criteria				
i. Use AAA (or higher) rated appliances to minimise water use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Water Management is satisfactory as per the BASIX Certificates generated for the development. The development includes a rainwater tank collecting from the roof area.
ii. Encourage the use of rainwater tanks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
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"/>	
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				
▪ To celebrate local heritage and culture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development does not include any items of public art.
▪ To explore community cultural identity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ To instigate the feeling of 'community' in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
▪ To articulate the nature and special qualities of the town in the public domain	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4.8 Public Art and Design Performance Criteria				
i. Artworks are to be integrated into broader development and planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development does not include any items of public art.
ii. Art and design that enhances the pedestrian experience are to be encouraged	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iii. Projects that develop cultural themes that are relevant to the locality and its community are to be encouraged	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
iv. Public art is to be used to help define important spaces in the locality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
v. Stand-alone projects that fail to address the locality and its culture, are to be avoided	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
vi. Elements such as seating, paving, bus shelters and other street furniture, whilst being functional, are to be visually appealing and of a high design quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

No. 1 Burroway Road DCP 2006

The No.1 Burroway Road DCP 2006 (referred to as the *site specific DCP*) was prepared and adopted as a more detailed Master Plan for the subject site and as an extension to other planning

controls adopted for the precinct as a whole (i.e. the Homebush Bay West DCP, which has been considered above). This *site specific DCP* contains more detailed controls with respect to street patterns, configuration, floor space and so on as well as the general planning principles and requirements for residential flat development which are also prevalent in the Homebush Bay West DCP and taken from the Residential Design Code associated with SEPP 65 - Design Quality of Residential Flat Development.

Having regard to the above, it should be noted that an Amendment no. 1 to the Homebush Bay West DCP 2004 which came into effect on the 31 July 2013 has resulted in various inconsistencies with the planning controls provided under the *site specific DCP*. Consequently, the amendment which sought to revise the planning controls and introduce higher densities and building heights was created to support the Voluntary Planning Agreement (VPA) for the construction of the Homebush Bay Bridge to link Wentworth Point to the Rhodes Peninsula.

The controls contained within the *site specific DCP* whilst still technically applicable, are considered to be effectively redundant to the extent that the abovementioned amendment to the HBWDCP permits a substantially greater built form not contemplated by the *site specific DCP*. As such, a variation to the *site specific DCP* is required and justified in this instance. It is however, intended to recommend that the application be approved subject to a deferred commencement condition to ensure that the *site specific DCP* is repealed or amended prior to any consent becoming operational in order to satisfy the statutory provisions of Clause 16 of SREP 24.

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

The Section 94 Contributions will be based upon the following criteria:-

- 161 x 1 bedroom apartments.
- 157 x 2 bedroom apartments.
- 12 x 3 bedroom apartments.

As at 10 February 2014, the contribution amount is calculated at \$1,129,455.71 which will be subjected to the consumer price index.

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 and is a form of development anticipated and expected for the Wentworth Point locality.

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

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

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

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

Submissions made in accordance with the Act or Regulation (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 and letters sent to adjoining owners/occupiers for a period of thirty (30) days from 17 September to 17 October.

A total of nine (9) submissions were received as a result of notification of the proposed development. Two (2) submissions were received within the notification period and the remaining seven (7) submissions were received after the notification period. The issues are summarised and discussed in further detail below:

Issue: The respondent objects to the development claiming that the number of levels proposed is excessive for the density of buildings in the area due to a lack of open space and infrastructure. The respondent has provided a list supporting his objection to the proposal indicating the following:

- Wentworth point area does not have such tall buildings and building higher than eight levels will damage the current architectural appearance of the suburb.
- The current infrastructure may not be capable to cope with such increase in residents. There is only one main road, Hill Road that connects the suburb with Olympic Park and the rest of Sydney. The buildings with more than eight levels may create traffic issues and problems with finding parking spots. On the top of this, public transport may also be out of capacity, if the high-rise building will be constricted to our area. This will make life uncomfortable for existing and new residents.
- The proposed number of storeys will totally block natural light coming to my apartment. My apartment as well as apartments of my neighbours who have their windows on the north side of the building will be at risk of staying in permanent shadow created by the proposed building.

Taking into account all mentioned above, it would not be acceptable to introduce high-rise buildings that have more than eight storeys in our area.

Comment: *The amendment no. 1 to the HBW DCP 2004 introduced new heights limits to the Wentworth Point Area which permitted increased floor space and density. The proposed development is consistent with the planning provisions under the new amendment to the HBW DCP and as such is considered to be acceptable. The Amendment is associated to the Voluntary Planning Agreement to create funding for the Homebush Bay Bridge development to connect Homebush Bay West and the Rhodes Peninsula.*

The majority of the development is 6 to 8 storeys high with the exception of the tower which rises to a total of 16 storeys. Due to the orientation of the street grid, some overshadowing is considered to be unavoidable, however, reasonable building separation distances have been provided to alleviate any significant overshadowing.

Issue: The respondent objects to the development as a whole and states that the development makes all the mistakes of the original HBW DCP 2004 which have been carried through to the amended HBW DCP issued on 1/7/2013. The respondent indicates that there appears to have been no effort by the Department of Planning to incorporate any feedback from public consultation in the first half of 2013 where the proposed amended code incorporated the increase in building heights up to 25 storeys.

The respondent identifies that the specific inferior aspects relate to excessive studio and one bedroom units and not enough three bedroom units, poor sunlight access in winter months, lack of resident parking capacity, inferior acoustic standards on glass doors and windows, inadequate storage allowances, narrow north/south road ways that do not allow for two vehicles to pass safely when travelling in the opposite directions.

Comment: *The development has been assessed on its merit and it is considered to perform satisfactorily with respect to the RFDC and HBW DCP as amended. The development has been responsibly designed and provides for acceptable levels of amenity for future residents and minimises adverse impacts on the amenity of neighbouring properties.*

Issue: Seven (7) respondents have objected to the proposed Carter Street and Wentworth Point Urban Activation Precinct and have raised similar concerns with respect to the following:

- Lack of transport infrastructure being provided in these areas to service the increased density and housing
- Increased traffic generation on Hill Road and the concerns with regard to how Hill Road will accommodate the future increase in housing in these areas
- The lack of parking provided resulting from increased traffic generation and housing
- Offensive odours emitted from the Carter Street Liquid Waste Processing Facility affecting residents of Newington
- Lack of proposed schools in the area to service the increase in housing in the area, and;
- The development is out of keeping with the current streetscape.

Comment: *As discussed previously, the amendment no. 1 to the HBW DCP 2004 which is associated with the Voluntary Planning Agreement to create funding for the new Homebush Bay Bridge development provides for a connection from Homebush Bay West to the Rhodes Peninsula thus alleviating pressures from Hill Road. The development has been assessed on its merit and it is considered to perform satisfactorily with respect to the RFDC and HBW DCP as amended. The development has been responsibly designed and provides for acceptable levels of*

amenity for future residents and minimises adverse impacts on the amenity of neighbouring properties and parking has been assessed and achieves compliance with Council's numerical controls.

With regard to the concerns raised for the Carter Street Precinct, the development is located within the Wentworth Point Precinct and thus has no relevance to the application. Notwithstanding, any matters surrounding the Carter Street Precinct will be appropriately addressed upon future applications being lodged in the Carter Street Precinct.

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 outcome of the assessment, there are a number of variations to the planning controls which are related to internal layout and how apartments are arranged. The applicant has demonstrated that overall residential amenity will be satisfactory and the project may be supported.

Operational Plan / Delivery Program

This assessment and report relates to the Auburn City Council Operational Plan and Delivery Program, Our Places – Attractive and Liveable theme, action “2a.1.1.3 Assess development applications, complying development and construction certificates”.

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

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

