

AUBURN CITY COUNCIL

DA-113/2014 (Block B)

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| Applicant | Fairmead Business Pty Limited |
| Owner | Fairmead Business Pty Limited |
| Application No. | DA-113/2014 |
| Description of Land | Lot 3 DP 270778, 1 Burroway Road, WENTWORTH POINT NSW 2127 |
| Proposed Development | Construction of 8 and 20 storey mixed use retail / residential flat building complex comprising 396 apartments, 11 retail tenancies and associated carparking, landscaping and drainage works (Block B) |
| Site Area | 21400.00m 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 non-compliances with SEPP 65 (RFDC) • Minor variations to SREP No. 24 • Minor variations to the Homebush Bay West DCP 2004 • Variation to No. 1 Burroway Rd DCP 2006 |

Recommendation

That Development Application No. DA-113/2014 for the construction of 8 and 20 storey mixed use retail / residential flat building complex comprising 396 apartments, 11 retail tenancies and associated carparking, landscaping and drainage works (Block B) on land at 1 Burroway Road, WENTWORTH POINT NSW 2127 be granted deferred commencement approval subject to the following 'deferred commencement' conditions which must be satisfied before consent can operate:

DC1. Submission of waiver letter from Dept. Planning

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.

DC2. Submission of revised BASIX Certificate

A revised BASIX Certificate is required to be submitted to reflect the revised number of unit with the development and latest design amendments made to the architectural drawings.

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 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:

- 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.

- 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.

- Development Block "G" corner of Hill and Burroway Road

Development application (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 was lodged into Council on 23 August 2013. The application was referred to the Joint Regional Planning Panel for consideration and was granted deferred commencement approval by the Panel on the 26 May 2014. Operational consent was shortly issued on 20 August 2014.

Having regard to the above and in particular the application relating to the development of block G, an amendment was made to the Homebush Bay West DCP 2004 (known as Amendment no. 1). This amendment came into effect on the 31 July 2013 and on 6 December 2013, the VPA linked to DA-263/2013 (Block G) was formally executed by RMS which activated the Homebush Bay West DCP 2004 as amended. Whilst the development is primarily subject to the planning provisions contained within this amended HBW DCP, the amendment also results in various inconsistencies with the planning controls provided under the No. 1 Burroway Road Deemed DCP 2006.

The amendment which sought to revise the planning controls and introduce higher densities and building heights (commonly referred to as the “uplift”) 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 (No. 1 Burroway Rd) 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. Burroway Road 2006) is required and justified in this instance.

Consultations

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|-------------|---|
| 6 Jan 2014 | A pre-lodgement application (PL-1/2014) was initially submitted to Council with a proposal for the construction of an 8 and 20 storey mixed use development (Block B) consisting of 403 apartments and 11 commercial tenancies with associated parking, landscaping, road and drainage works. |
| 12 Mar 2014 | The pre-lodgement meeting was held with the applicant to discuss the proposal. The advice provided indicated that the proposal was considered to be satisfactory however concerns were raised with respect to the location of the pocket park, parking provision, proposed garbage and delivery arrangements.. |
| 11 Apr 2014 | The subject development application (DA-113/2014) was formally submitted to Council for consideration. |
| 17 Apr 2014 | The application was advertised and notified between 29 April 2014 to 13 May 2014. |
| 5 Jun 2014 | Council received a formal letter of response from Roads and Maritime Services (RMS) advising that no major concerns are raised with regard to the development of block B subject to compliance with the relevant Australian Standards requirements in relation to the layout of the proposed car parking areas and swept paths of the longest service vehicle. |
| 20 Aug 2014 | Additional information request letter was sent to the applicant via email correspondence indicating concerns of the proposed units being undersized and stormwater drainage issues. |
| 29 Aug 2014 | Council Officers briefed the Panel members of the major issues regarding the proposal. The key issues discussed in the briefing included the non-compliances with SEPP 65 requirements – namely undersized units, traffic and driveway access issues including non-compliance with the site specific deemed DCP – No 1 Burroway Rd 2006 which would require a waiver from the Minister under SREP 24. In addition, the applicant submitted information in relation to the issues raised in Council’s letter of the 20/08/14. |
| 1 Sept 2014 | All information submitted was reviewed was reviewed by Council’s Officers and the overall design of the development was considered to be generally compliant with relevant controls. |

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 B” is located at the centre of the site adjacent to its south eastern boundary with Lot 9 and is bounded by Footbridge Boulevard to the north, Waterways Road to the west, Half Street to the south and Ridge Road to the east. The site consists of the following dimensions:-

- Footbridge Boulevard frontage being the north eastern boundary: 81.02 metres.
- Waterways Street frontage being the north-western boundary: 76.7 metres.
- Ridge Road being the south-eastern boundary: 76.7 metres
- Half Street being the south-western boundary: 81.02 metres.

The site covered by this application inclusive of streets totals 11,019 square metres, while the block B development parcel has a site area of 6,213 square metres.

The land is currently vacant with 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

The proposal represents the fourth “block” (B) to be constructed in accordance with the plan being located on the centre of the most southern end of Lot 10 adjacent to development block A and Lot 9.

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

- Construction of 8 and 20 storey mixed use/residential flat buildings containing 396 apartments in a mix of studio, 1, 2 and 3 bedrooms;

- A single storey podium with ground floor commercial activity containing 11 retail tenancies located along the Footbridge Boulevard, Ridge Road and Half Street frontages;
- Total 545 parking spaces comprising of 518 basement parking spaces and 27 new on street car parking spaces;
- Pocket park and landscaping of private and public domain areas;
- Civil and associated site infrastructure and drainage service 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 advised that the proposed development is satisfactory due to the provision of adequate car parking and vehicle access to the site; provision of satisfactory loading and waste collection arrangements; and appropriate drainage arrangements. The impact of the development on traffic conditions is found to be acceptable having regard to the development permitted under the planning controls for the site. Appropriate conditions of consent have been included in the consent where appropriate.

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 21 May 2014, the comments received from Sydney Olympic Park Authority indicated 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 6 May 2014 for advice.

In correspondence of 2 June 2014, the comments provided by the Roads and Maritime Services indicated that no major concerns are raised with respect to the proposed development subject to compliance with the relevant Australian Standards requirements in relation to the layout of the proposed car parking areas and swept paths of the longest service vehicle.

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 |
| 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 consolidated report prepared by ERM dated 8 April 2014 (ref: 0233287_RP01_Final) was submitted with the application for the Block B 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 B was provided to Council and was reviewed by Council's health officer. The comments provided by Council's environmental health officer indicated that the development application may proceed subject to specific conditions to be imposed on any consent issued. I.e. the additional investigations of further sample analysis and remediation works required to be carried out to ensure compliance with SEPP 55 should be provided prior to commencement of construction/earth works. In addition, a standard condition will be imposed on any consent issued for the development of block B requiring validation in accordance with the approved RAP.</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. Due to design amendments to the development proposal which resulted in the overall reduction of 403 to 396 apartments, a deferred commencement condition will be imposed requiring a revised BASIX Certificate to be submitted to ensure consistency and that the construction of the new building is in accordance with all specified BASIX commitments.

| 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 HBWDCP as amended (refer to detailed assessments below). Block B comprises of 2 residential flat buildings located along the street frontages of Ridge Road and Waterways St. A pocket park is proposed along the southern end, on the corner of Half Street and Waterways Street in accordance with the HBW plan to provide a link to the pocket park required for Lot 9. Commercial/retail is proposed on ground floor podium level and common open space located on level 2. The built form and proposed treatment of the facades projecting as two buildings broken into components, each respond to surrounding streets and the aspect to the major park on the east. These tower shape and form optimise solar access and natural ventilation opportunities and allows for additional setback opportunities.</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 396 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 27552 sqm which is well within the indicative total maximum floor space for the overall site of 200,649 sqm permitted. (i.e. 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).</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 approved floor area of 18,564sqm sqm; • Block D occupies a total approved floor area of 16969 sqm; • Block G occupies a total approved floor area of 21,263 sqm; • Proposed current floor space for Block B is 27,552 sqm. <p>Cumulative floor space total to date = 84,348 sqm representing 42.04% or an FSR of 0.42:1.</p> <p>This leaves 116,301 sqm of floor area available for the remaining stages of Blocks C, E 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 does not exceed 200,649 sqm.</p> |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|---|
| <p><u>Principle 5: Resource, energy and water efficiency</u> <i>Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.</i></p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A BASIX certificate has been submitted to accompany the development. Due to design amendments to the development proposal which resulted in the overall reduction of 403 to 396 apartments, a deferred commencement condition will be imposed requiring a revised BASIX Certificate to be submitted to ensure consistency and that the construction of the new building is in accordance with all specified BASIX commitments. |
| <p><u>Principle 6: Landscape</u> <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain. Landscape design buildings on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat vales. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character. Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbour's amenity, and provide for practical establishment and long term management.</i></p> | <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 2. A pocket park is also proposed to be provided on the southern corner of Waterways and Half Street. |
| <p><u>Principle 7: Amenity</u> <i>Good design provides amenity through the physical, spatial and environmental quality of a development. Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.</i></p> | <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 relation to apartment unit sizes, dimensions, solar access, visual and acoustic privacy and private open space. |
| <p><u>Principal 8: Safety and security</u> <i>Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.</i></p> | <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. |
| <p><u>Principal 9: Social dimensions</u> <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></p> | <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. |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|-------------------------------------|--|
| <p>Principle 10: Aesthetics <i>Quality aesthetics reflect the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.</i></p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 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. |
| <p>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></p> <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> <p><i>The publication "Residential Flat Design Code" – Department of Planning, September 2002.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Auburn City Council does not employ a formal design review panel.</p> <p>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.</p> |
| <ul style="list-style-type: none"> • <input type="checkbox"/> <i>The advice of the design review panel (if any);</i> • <input checked="" type="checkbox"/> <i>The design quality of the residential flat development when evaluated in accordance with the design quality principles;</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| <ul style="list-style-type: none"> • <input checked="" type="checkbox"/> <i>The publication "Residential Flat Design Code" – Department of Planning, September 2002.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

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"/> | <p>The proposed development consists of a mixed use building complex with light commercial/retail components on the ground floor podium level fronting Footbridge Boulevard and Ridge Road. There is car parking situated below the ground floor podium over 2 levels and a communal open courtyard area with landscaping provided at level 2.</p> |
| <i>Subdivision and Amalgamation</i> | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| <u>Objectives</u> <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. |
| <i>Building Height</i> | | | | |
| <u>Objectives</u> <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. |
| <i>Building Depth</i> | | | | |
| <u>Objectives</u> <ul style="list-style-type: none"> To ensure that the bulk of the development is in scale with the existing or desired future context. To provide adequate amenity for building occupants in terms of sun access and natural ventilation. To provide for dual aspect apartments. | <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. |

| 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 proposed depth reaches up to a maximum of 25m in some areas. Compliance with the building depth is difficult to achieve in this instance as a result of the design methods chosen, however the design does not reflect poor amenity or building performance. Further the HBWDCP Amendment no. 1 provides allowances for internal plan depth of a building to exceed 18m if it is in a tower form.</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 B achieves satisfactory daylight and natural ventilation given the orientation of the site and design of buildings.</p> <p>There are 253 apartments in the development that receive natural cross ventilation. This represents 63.8% of the number of apartments in the development. Of the 253, 248 apartments have dual aspect in one form or another including corner apartments and apartments with windows facing different directions (including slots).</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 20 storey tower building takes the appearance of slimline structure. The proposed "teardrop" design optimises solar access and natural ventilation opportunities.</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 (i.e. June 21st and 22nd). As shown on the revised architectural drawings, around 287 apartments, representing 72.5%; achieve the solar access requirement between 9am and 3pm in mid-winter which complies. The development complies with the minimum requirements for natural ventilation which has been discussed previously above.</p> |
| <i>Building Separation</i> | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|-------------------------------------|--------------------------|---|
| Controls | | | | |
| <ul style="list-style-type: none"> Where setbacks are limited by lot size and adjacent buildings, 'step in' the plan on deep building to provide internal courtyards and to limit the length of walls facing boundaries. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Appropriate setbacks are achieved in accordance with the Homebush Bay West Development Control Plan requirements, as amended. |
| <ul style="list-style-type: none"> In general no part of a building or above ground structure may encroach into a setback zone - exceptions are underground parking structures no more than 1.2 metres above ground where this is consistent with the desired streetscape, awnings, balconies and bay windows. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Floor Space Ratio | | | | |
| 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. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be generally consistent with the density requirements imposed by the HBW DCP Amendment no. 1. |
| <ul style="list-style-type: none"> To define allowable development density for generic building types. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> To provide opportunities for modulation and depth of external walls within the allowable FSR. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 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. |
| <ul style="list-style-type: none"> To promote thin cross section buildings, which maximise daylight access and natural ventilation. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> To allow generous habitable balconies. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The development is accompanied by a Statement of Environmental Effects, which includes detailed site analysis information in relation to existing conditions, the proposed development and the relevant development control plan. |
| <ul style="list-style-type: none"> A written statement explaining how the design of the proposed development has responded to the site analysis must accompany the application. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Deep Soil Zones | | | | |
| Objectives | | | | |
| <ul style="list-style-type: none"> To assist with management of the water table. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | As discussed below. |
| <ul style="list-style-type: none"> To assist with management of water quality. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> To improve the amenity of developments through the retention and/or planting of large and medium size trees. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|--|--|--|---|
| <u>Objectives</u> <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"/> | <p>The proposed development is considered to be consistent with the Landscape Design objectives as suitable landscaping is to be used to soften the impact of the built form on surrounding streetscapes and within the internal courtyard.</p> |
| <u>Design Practice</u> <ul style="list-style-type: none"> • Improve the amenity of open space with landscape design which: provides appropriate shade from trees or structures; provides accessible routes through the space and between buildings; screens cars, communal drying areas, swimming pools and the courtyards of ground floor units; allows for locating art works where they can be viewed by users of open space and/or from within apartments. • Contribute to streetscape character and the amenity of the public domain by: relating landscape design to the desired proportions and character of the streetscape; using planting and landscape elements appropriate to the scale of the development; mediating between and visually softening the bulk of large development for the person on the street. • Improve the energy efficiency and solar efficiency of dwellings and the microclimate of private open spaces. • Design landscape which contributes to the site's particular and positive characteristics. • Contribute to water and stormwater efficiency by integrating landscape design with water and stormwater management. • Provide a sufficient depth of soil above paving slabs to enable growth of mature trees. • Minimise maintenance by using robust landscape elements. | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input 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>A landscape plan prepared by Scott Carver is provided. The plans contain details of the landscape provision, species to be planted, maintenance strategy and soil preparation.</p> <p>A good range of tree and shrubs are to be planted as part of the landscape theme across the site. The proposed landscape concept plan is considered to be satisfactory detailing sufficient soil depths to accommodate various plantings appropriate for the site.</p> |
| <u>Open Space</u> | | | | |
| <u>Objectives</u> <ul style="list-style-type: none"> • To provide residents with passive and active recreational opportunities. • To provide an area on site that enables soft landscaping and deep soil planting. • To ensure that communal open space is consolidated, configured and designed to be useable and attractive. • To provide a pleasant outlook. | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <p>The proposed development is considered to be consistent with the Open Space objectives. A pocket park is proposed to be provided at ground level on the corner of Waterways and Half Street and a communal open space is also provided in the form of an internal courtyard allowing for passive and active recreation at level 2.</p> |

| Requirement | Yes | No | N/A | Comment |
|--|---|--|---|--|
| <u>Design Practice</u> <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"/> | <p>Stormwater drainage design is considered acceptable subject to the inclusion of detailed conditions, should the application be recommended for approval.</p> |
| <u>Safety</u> | | | | |
| <u>Objectives</u> <ul style="list-style-type: none"> • To ensure residential flat developments are safe and secure for residents and visitors. • To contribute to the safety of the public domain. | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <p>The proposed development is considered to be consistent with the Safety objectives as secure access to communal entries to the building and as casual surveillance of the public domain from living and open space areas is to be provided.</p> |
| <u>Design Practice</u> <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 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 |
|---|-------------------------------------|--------------------------|--------------------------|---|
| <p>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.</p> <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"/> | <p>There are a total of seven lifts, six (6) of which service the residential component of the development. All 6 lifts within the development link all floors and the car park levels. Lift 7 services the commercial/retail and is linked to the carpark levels and ground floor podium.</p> <p>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.</p> |
| <i>Visual Privacy</i> | | | | |
| <p><u>Objectives</u></p> <ul style="list-style-type: none"> To provide reasonable levels of visual privacy externally and internally during the day and night. To maximise outlook and views from principal rooms and private open space without compromising visual privacy. | <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. |
| <p><u>Design Practice</u></p> <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. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to apartments by: balconies to screen other balconies and any ground level private open space; separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms; changing the level between ground floor apartments with their associated private open space, and the public domain or communal open space. Use detailed site and building design elements to increase privacy without compromising access to light and air. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Building Entry</i> | | | | |
| <p><u>Objectives</u></p> <ul style="list-style-type: none"> To create entrances which provide a desirable residential identity for the development. To orient the visitor. To contribute positively to the streetscape and building facade design. | <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. |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|---|
| <p><u>Design Practice</u></p> <ul style="list-style-type: none"> • Improve the presentation of the development to the street by: locating entries so that they relate to the existing street and subdivision pattern, street tree planting and pedestrian access network; designing the entry as a clearly identifiable element of the building in the street; utilising multiple entries where it is desirable to activate the street edge or reinforce a rhythm of entries along a street. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Multiple communal entries are to be provided facing the streets / roadways. There are three main entry points to the development for pedestrians located along the northern, eastern and western elevation of the building. Two vehicular access points are located on the southern and eastern elevations, with the eastern access providing residential car park access and the southern access being provided for loading and garbage collection services. |
| <ul style="list-style-type: none"> • Provide as direct a physical and visual connection as possible between the street and the entry. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | They are communal entry points that will have reasonable pedestrian traffic. |
| <ul style="list-style-type: none"> • Achieve clear lines of transition between the public street, the shared private circulation spaces and the apartment unit. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Entry foyers are spacious, feature glazing for clear sight lines to the roadways and will be secured with resident-access locked doors. |
| <ul style="list-style-type: none"> • Ensure equal access for all. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | There are a total of seven (7) lift wells to be constructed within the building. Lifts 1-6 provides full access throughout the complex and various floors, whilst lift 7 provides access to service the commercial tenancies at ground level and associated car parking levels only. |
| <ul style="list-style-type: none"> • Provide safe and secure access. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Provide separate entries from the street for pedestrians and cars; different uses and ground floor apartments. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Design entries and associated circulation space of an adequate size to allow movement of furniture between public and private spaces. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The entry foyers also allow equitable access to the building complex. |
| <ul style="list-style-type: none"> • Provide and design mailboxes to be convenient for residents and not to clutter the appearance of the development from the street. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Appropriate conditions can be imposed with respect to design of mailboxes. |
| <p><u>Parking</u></p> | | | | |
| <p><u>Objectives</u></p> <ul style="list-style-type: none"> • To minimise car dependency for commuting and recreational transport use and to promote alternative means of transport - public transport, bicycling and walking. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is consistent with the Parking objectives as suitable number of resident and visitor car, motorbike and bicycle spaces are provided within the underground levels which do not impact upon the aesthetic design of the building. |
| <ul style="list-style-type: none"> • To provide adequate car parking for the building's users and visitors depending on building type and proximity to public transport. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • To integrate the location and design of car parking with the design of the site and the building. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|--|
| <p>Design Practice</p> <ul style="list-style-type: none"> Determine the appropriate car parking spaces in relation to the development's proximity to public transport, shopping and recreational facilities; the density of the development and the local area; the site's ability to accommodate car parking. Limit the number of visitor parking spaces, particularly in small developments where the impact on landscape and open space is significant. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>There are 545 car parking spaces provided to support the development. Of that 51 spaces are provided for use for visitors and this includes 6 visitor accessible spaces. An additional 27 on street parking spaces will be created as a result of the development. There are 44 residential spaces allocated for use for people with disabilities and 50 spaces are allocated for commercial parking which include staff and customer parking and associated accessible parking spaces for staff and customers.</p> <p>In general, the development requires a minimum number of 462 spaces being 396 spaces for the residents (based on the minimum requirement of 1 space per dwelling unit), 33 spaces for visitor use (based on the parking rate of 1 space per 12 dwellings) and 33 spaces for commercial (based on 1 space per 40sqm). The development of block B provides in excess of the minimum requirements as well as additional street parking to service the demand. The provision of parking provided for the development of block B is considered to be satisfactory in this regard.</p> |
| <ul style="list-style-type: none"> Give preference to underground parking wherever possible. Design considerations include: retaining and optimising the consolidated areas of deep soil zones; facilitating natural ventilation to basement and sub-basement car parking areas; integrating ventilation grills or screening devices of car park openings into the façade design and landscape design; providing safe and secure access for building users, including direct access to residential apartments where possible; provide a logical and efficient structural grid. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Parking levels have appropriate ventilation intakes with proposed exhaust plenums extending to each level, secure access and direct and convenient access to the building with 6 lifts providing access from the car park area to the residential complex and one additional lift to service the commercial tenancies.</p> |
| <ul style="list-style-type: none"> Where aboveground enclosed parking cannot be avoided ensure the design of the development mitigates any negative impact on streetscape and street amenity by avoiding exposed parking on the street frontage; hiding car parking behind the building façade – where wall openings occur, ensure they are integrated into the overall façade scale, proportions and detail; wrapping the car parks with other uses. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> Minimise the impact of on grade parking by: locating parking on the side or rear of the lot away from the primary street frontage; screening cars from view of streets and buildings; allowing for safe and direct access to building entry points; incorporating parking into the landscape design of the site. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Only causal on-street parking is provided at ground level as required by the Street provisions of the HBW DCP as amended.</p> |
| <ul style="list-style-type: none"> Provide bicycle parking which is easily accessible from ground level and from apartments. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Bicycle storage areas are provided within the parking levels and are suitably accessible.</p> |
| Pedestrian Access | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|---|
| <u>Objectives</u> <ul style="list-style-type: none"> To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain. To ensure that residents, including users of strollers and wheelchairs and people with bicycles, are able to reach and enter their apartments and use communal areas via minimum grade ramps, paths, access ways or lifts. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Pedestrian Access objectives as barrier free communal entries are provided to access cores of all units. |
| <u>Design Practice</u> <ul style="list-style-type: none"> Utilise the site and its planning to optimise accessibility to the development. Provide high quality accessible routes to public and semi-public areas of the building and the site, including major entries, lobbies, communal open space, site facilities, parking areas, public streets and internal roads. Promote equity by ensuring the main building entrance is accessible for all from the street and from car parking areas; integrating ramps into the overall building and landscape design. Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space. Maximise the number of accessible, visitable and adaptable apartments in a building. Separate and clearly distinguish between pedestrian access ways and vehicle access ways. Consider the provision of public through site pedestrian access ways in large development sites. Identify the access requirements from the street or car parking area to the apartment entrance. Follow the accessibility standard set out in AS1428 as a minimum. Provide barrier free access to at least 20% of dwellings in the development. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Vehicular and pedestrian entries are well separated and the proposed street network provides vehicular and pedestrian links through the wider site.</p> <p>Where appropriate, ground floor apartments have been designed to be accessible from the street and their respective private open space or through the basement levels with lift access.</p> <p>There are 80 adaptable apartments within the development representing 20% of the total number of apartments.</p> <p>Including access via the lifts, 331 apartments or 83.5% of apartments are visitable and have good access without significant barriers.</p> |
| <u>Vehicle Access</u> | | | | |
| <u>Objectives</u> <ul style="list-style-type: none"> To integrate adequate car parking and servicing access without compromising street character, landscape or pedestrian amenity and safety. To encourage the active use of street frontages. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Vehicle Access objectives. Vehicular access is from the eastern side of the site from the future Ridge Road. |

| Requirement | Yes | No | N/A | Comment |
|--|---|---|--|--|
| <u>Design Practice</u> <ul style="list-style-type: none"> • Ensure that pedestrian safety is maintained by minimising potential pedestrian/vehicle conflicts. • Ensure adequate separation distances between vehicular entries and street intersections. • Optimise the opportunities for active street frontages and streetscape design by: making vehicle access points as narrow as possible; limit the number of vehicle access ways to a minimum; locating car park entry and access from secondary streets and lanes. • Improve the appearance of car parking and service vehicle entries by: screening garbage collection, loading and servicing areas visually away from the street; setback or recess car park entries from the main façade line; avoid 'black holes' in the façade by providing security doors to car park entries; where doors are not provided, ensure that the visible interior of the car park is incorporated into the façade design and materials selection and that building services – pipes and ducts – are concealed; return the façade material into the car park entry recess for the extent visible from the street as a minimum. • Generally limit the width of driveways to a maximum of 6 metres. • Locate vehicle entries away from main pedestrian entries and on secondary frontages. | <input checked="" type="checkbox"/> <input 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 checked="" type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <p>Two vehicular access points are provided from the eastern side of the development being Ridge Road. Each vehicular access point provides for two way traffic.</p> <p>This development features two vehicle access points capable of accommodating two way traffic. Access is isolated from the pedestrian access points.</p> <p>A separate access located on the southern side of Half Street is provided for truck loading and garbage collection services.</p> <p>The proposed two way traffic driveway is approximately 13 metres wide inclusive of the median strip. A variation is considered to be acceptable given the scale of the development proposed. A median strip separates the vehicle entry and exit travel path which necessitates a slightly wider driveway.</p> |
| Part 03 Building Design | | | | |
| <u>Apartment Layout</u> | | | | |
| <u>Objectives</u> <ul style="list-style-type: none"> • To ensure the spatial arrangement of apartments is functional and well organised. • To ensure that apartment layouts provide high standards of residential amenity. • To maximise the environmental performance of apartments. • To accommodate a variety of household activities and occupants' needs. | <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 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.</p> |
| <u>Design Practice</u> <ul style="list-style-type: none"> • Determine appropriate sizes in relation to: geographic location and market demands; the spatial configuration of an apartments; affordability. • Ensure apartment layouts are resilient over time by accommodating a variety of furniture arrangements; providing for a range of activities and privacy levels between different spaces within the apartment; utilising flexible room sizes and proportions or open plans; ensuring circulation by stairs, corridors and through rooms is planned as efficiently as possible thereby increasing the amount of floor space in rooms. • Design apartment layouts which respond to the natural and built environments and optimise site opportunities by: providing private open space in the form of a balcony, terrace, courtyard or garden for every apartment; orienting main living areas toward the primary outlook and aspect and away from neighbouring noise sources or windows. • Locating main living spaces adjacent to main private open space; locating habitable rooms, and where possible kitchens and bathrooms, on the | <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>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 and acoustic privacy and are suitability dimensioned.</p> <p>The living area of each apartment is connected to a balcony, terrace or courtyard.</p> |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|-------------------------------------|--------------------------|---|
| 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. | | | | |
| <ul style="list-style-type: none"> • Avoid locating kitchen as part of the main circulation spaces of an apartment, such as a hallway or entry space. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The kitchens do not form part of the major circulation space of any apartment. |
| <ul style="list-style-type: none"> • 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 with additional space being provided in the basement. |
| <ul style="list-style-type: none"> • Ensure apartment layouts and dimensions facilitate furniture removal and placement. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • Single aspect apartments should be limited in depth to 8 metres from a window. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | The development generally achieves compliance with the intent of this requirement as it is identified that the majority of apartments have the habitable rooms being less than 8 metres from windows. Whilst some apartments are noted as exceeding the maximum 8 metres, these affected apartments have depths that vary from around 8.5-9.5 metres. However, the minor variation occurs usually within the rear portions of the units being non-habitable utility rooms which are considered to be acceptable in this regard. |
| <ul style="list-style-type: none"> • 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"/> | |
| <ul style="list-style-type: none"> • The width of cross-over/cross-through apartments over 15 metres deep should be 4 metres or greater. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | All cross through apartments are a minimum of 4 metres wide. |
| <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. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> • If Council chooses to standardise apartment sizes, a range of sizes that do not exclude affordable housing should be used. As a guide, the Affordable Housing Service suggest minimum apartment sizes: <u>1 bed = 50sqm, 2 bed = 70sqm, 3 bed = 95sqm.</u> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Amended plans have been submitted by the applicant demonstrating every effort made to ensure compliance is achieved. Various 2 and 3 bedroom unit configurations have been expanded to achieve an internal area of 70 and 95 sqm or greater, whilst other 3 bedroom apartments have been converted/reduced into larger 2 bedroom units as they could not be revised to achieve the minimum internal area of 70 sqm, whilst providing an appropriate unit mix. In addition, the overall number of apartments has been reduced from 403 to 396 in an effort to achieve greater overall compliance. In this regard, of the 396 apartments proposed, 67 units representing (16.9%) of apartments are still slightly under the minimum unit sizes with variations ranging from 1-5 sqm for 2 bedrooms and 7-10 sqm for 3 bedrooms. These variations are considered to be minor and can be accepted as satisfactory amenity of daylight, natural ventilation and |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|--------------------------|--|
| | | | | <p>functionality has been demonstrated. In addition, the revised plans provided is considered to be an improvement to the original plans submitted and the proposal is therefore considered to be satisfactory with the apartment size requirements despite some very minor variations as noted previously.</p> <p>1 Br (min. 50 to 58 sqm) 2 Br (min. 65 to 80 sqm) 3 Br (min. 87 to 140 sqm)</p> |
| Apartment Mix | | | | |
| <u>Objectives</u> <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"/> | <p>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.</p> |
| <u>Design Practice</u> <ul style="list-style-type: none"> Provide a variety of apartment types particularly in large apartment buildings. Variety may not be possible in smaller buildings (up to 6 units). 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"/> | |
| <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"/> | <p>The development has the following bedroom mix:-</p> <ul style="list-style-type: none"> 1 bedroom apartments = 220 (55.56%). 2 bedroom apartments = 150 (37.88%). 3 bedroom apartments = 26 (6.57%). <p>Total = 396 (100%)</p> <p>A majority of apartments at ground level are noted as being 1 bedroom unit configurations. There are no three bedroom apartments across Level one, however no objection is raised to the configuration provided.</p> <p>There are 80 adaptable apartments within the development representing 20% of the total number of apartments.</p> |
| Balconies | | | | |
| <u>Objectives</u> <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 type="checkbox"/> | <input type="checkbox"/> | <p>The proposed development is considered to be consistent with the Balconies objectives as all apartments are provided with suitably sized private open spaces which integrate with the overall architectural form of the building and provide casual overlooking of communal and public areas.</p> |
| <u>Design Practice</u> <ul style="list-style-type: none"> Where other private open space is not provided, provide at least one primary balcony. Primary balconies should be: located adjacent to the main living areas, such as living room, dining room or kitchen to extend the dwelling living space; sufficiently large and well proportioned to be functional and promote indoor/outdoor living – a dining table and 2 chairs (small apartment) and 4 chairs (larger apartment) should fit on the majority of balconies in the development. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|-------------------------------------|--------------------------|--|
| Objectives <ul style="list-style-type: none"> • To create safe and pleasant spaces for the circulation of people and their personal possessions. • To facilitate quality apartment layouts, such as dual aspect apartments. • To contribute positively to the form and articulation of the building façade and its relationship to the urban environment. • To encourage interaction and recognition between residents to contribute to a sense of community and improve perceptions of safety. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Internal Circulation objectives as spacious access hallways and apartments are provided. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Design Practice <ul style="list-style-type: none"> • Increase amenity and safety in circulation spaces by: providing generous corridor widths and ceiling heights particularly in lobbies, outside lifts and apartment entry doors; providing appropriate levels of lighting, including the use of natural daylight where possible; minimising corridor lengths to give short, clear sight lines; avoiding tight corners; providing legible signage noting apartment numbers, common areas and general directional finding; providing adequate ventilation. • Support better apartment building layouts by designing buildings with multiple cores which: increase the number of entries along a street; increase the number of vertical circulation points; give more articulation to the façade; limiting the number of units off a circulation core on a single level. • Articulate longer corridors by: utilising a series of foyer areas and/or providing windows along or at the end of a corridor. • Minimise maintenance and maintain durability by using robust materials in common circulation areas. • Where units are arranged off a double loaded corridor, the number of units accessible from a single core/corridor should be limited to 8 - exceptions for: adaptive reuse buildings; where developments can demonstrate the achievement of the desired streetscape character and entry response; where developments can demonstrate a high level of amenity for common lobbies, corridors and units. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Corridor, foyer and hallway widths are adequately lit, articulated and produce good movements of people between apartments. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Multiple access cores are provided to service the different areas of the complex. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | This is achieved where appropriate. Corridors with greater than 8 apartments featuring glazed elements to allow the penetration of natural light into the corridor space created. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | The building to the eastern side of Ridge Road has a maximum of 11 apartments per core/ corridor within the building complex. A satisfactory design solution is achieved in which the corridors are recessed in between apartment units and provided with glazed elements to permit natural light and ventilation for the lobbies. In addition, to achieve better cross ventilation, some apartments have been designed to have secondary aspects (slot configuration) whilst also creating a varied style and articulation to the building façade. Further, it is noted that the HBW DCP Amendment no. 1, permits apartments to exceed 8 per corridor. |
| <i>Mixed Use</i> | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|---|
| Design Practice | | | | |
| <i>Awnings</i> | | | | |
| • Encourage pedestrian activity on streets by providing awnings to retail strips, where appropriate, which: give continuous cover in areas which have a desired pattern of continuous awnings; complement the height, depth and form of the desired character or existing pattern of awnings; provide sufficient protection for sun and rain. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Awnings will only be proposed over the commercial/retail tenancies and surrounding public domain area where appropriate. |
| • Contribute to the legibility of the residential flat development and amenity of the public domain by locating local awnings over building entries. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| • Enhance safety for pedestrians by providing under-awning lighting. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Signage</i> | | | | |
| • Councils should prepare guidelines for signage based on the desired character and scale of the local area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Proposed signages are compliant with the SEPP 64 requirements for business identification. |
| • Integrate signage with the design of the development by responding to scale, proportions and architectural detailing. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| • Provide clear and legible way finding for residents and visitors. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| Facades | | | | |
| <i>Objectives</i> | | | | |
| • To promote high architectural quality in residential flat 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 façade design. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <i>Design Practice</i> | | | | |
| • Consider the relationship between the whole building form and the façade and/or building elements. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Elevations/facade are provided in accordance with the scale requirements of the HBWDCP. The design quality of the development is satisfactory. |
| • Compose facades with an appropriate scale, rhythm and proportion, which respond to the building's use and the desired contextual character. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| • Design facades to reflect the orientation of the site using elements such as sun shading, light shelves and bay windows as environmental controls, depending on the façade orientation. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades. |
| • Express important corners by giving visual prominence to parts of the façade. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| • Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 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. |
| • Coordinate security grills/screens, ventilation louvres and car park entry doors with the overall façade design. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Roof Design | | | | |
| <i>Objectives</i> | | | | |
| • 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"/> | The proposed development is considered to be consistent with the Roof Design objectives as a flat roof with no elements which detract from the overall building appearance is proposed. |
| • To integrate the design of the roof into the overall façade, building composition and desired contextual response. | <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"/> | |

| Requirement | Yes | No | N/A | Comment |
|--|---|--|--|---|
| <u>Design Practice</u> <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 checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> | <p>The proposed building is to have a flat roof which will not have any impact upon its overall appearance.</p> <p>The maximum height of the building complex including the 20 storey residential tower is 67.65 metres inclusive of the lift overruns, measured from the finished ground level. The 8 storey building complex rises to a maximum height of 30.45 metres.</p> |
| <u>Energy Efficiency</u> | | | | |
| <u>Objectives</u> <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>A BASIX certificate has been submitted to accompany the development. Due to design amendments to the development proposal which resulted in the overall reduction of 403 to 396 apartments, a deferred commencement condition will be imposed requiring a revised BASIX Certificate to be submitted to ensure consistency and that the construction of the new building is in accordance with all specified BASIX commitments.</p> |
| <u>Design Practice</u> 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> |
| <u>Maintenance</u> | | | | |
| <u>Objectives</u> <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> |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|-------------------------------------|---|
| <u>Design Practice</u> <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 type="checkbox"/> | <input type="checkbox"/> | 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. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <u>Waste Management</u> | | | | |
| <u>Objectives</u> <ul style="list-style-type: none"> • To avoid the generation of waste through design, material selection and building practices. • To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development. • To encourage waste minimisation, including source separation, reuse and recycling. • To ensure efficient storage and collection of waste and quality design of facilities. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 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. |
| | <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"/> | |
| <u>Design Practice</u> <ul style="list-style-type: none"> • Incorporate existing built elements into new work, where possible. • Recycle and reuse demolished materials, where possible. • Specify building materials that can be reused and recycled at the end of their life. • Integrate waste management processes into all stages of the project, including the design stage. • Support waste management during the design stage by: specifying modestly for the project needs; reducing waste by utilising the standard product/component sizes of materials to be used; incorporating durability, adaptability and ease of future service upgrades. • Prepare a waste management plan for green and putrescible waste, garbage, glass, containers and paper. • Locate storage areas for rubbish bins away from the front of the development where they have a significant negative impact on the streetscape, on the visual presentation of the building entry and on the amenity of residents, building users and pedestrians. • Provide every dwelling with a waste cupboard or temporary storage area of sufficient size to hold a single day's waste and to enable source separation. • Incorporate on-site composting, where possible, in self contained composting units on balconies or as part of the shared site facilities. • Supply waste management plans as part of the DA submission. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Internal garbage room with a garbage chute is provided at every level of the 2 buildings.</p> <p>The basement garbage truck collection facility is proposed within the site with a separate truck loading access from Half Street.</p> <p>A waste management report prepared by Lucus Consulting engineers P/L dated 25/02/14 revision A, accompanies the development application which describes waste removal in detail.</p> <p>The report addresses waste management, ventilation, bin washing prevention of vermin and cleaning.</p> <p>The report shall form part of any approved stamped plans and documentation should the development application be approved.</p> |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <u>Water Conservation</u> | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|--|--|--|--|
| <u>Objectives</u> <ul style="list-style-type: none"> To reduce mains consumption of potable water. To reduce the quantity of urban stormwater runoff. | <input checked="" type="checkbox"/> <input 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 Water Conservation objectives as on-site detention and a suitable stormwater drainage plan is proposed. |
| <u>Design Practice</u> <ul style="list-style-type: none"> Requirements superseded by BASIX. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The design practice requirements are superseded by commitments listed in the accompanying BASIX Certificate. |

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"/> | As noted this section does not apply to the proposed development. |
| <p>Clause 10 - Consent Authorities</p> <p>(1) The relevant council is the consent authority for land in the Homebush Bay Area (including land/water interface development), except as provided by subclause (3), the Act and the <u>Sydney Olympic Park Authority Act 2001</u>.</p> <p>(2) (Repealed)</p> <p>(3) The Minister for Transport has the function of determining all development applications for consent for water-based development.</p> <p>(4)-(7) (Repealed)</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <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 \$103 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"/> | Proposed development type:- Mixed use development. The development is considered to be permissible with consent. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | A solar generating work is not proposed. |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| <u>Clause 12 continued</u> | | | | |
| <u>Environmental and Heritage Protection</u> | | | | |
| (k) <i>To protect sensitive natural environments, such as wetlands, woodlands and grasslands/wetlands (as shown on the map marked "Homebush Bay Area - Environmental Conservation Areas Map"), by identifying environmental conservation areas and ensuring ecological significance of these areas is not reduced.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | There are no heritage listed sites situated adjacent or adjoining to the site. |
| (l) <i>To identify and protect heritage items, heritage conservation areas and potential archaeological sites and ensure that development is sympathetic to them.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| Clause 13 Matters for consideration in determining development applications In determining a development application, the consent authority must (in addition to considering the other matters required to be considered by section 79C of the Act) consider such of the following matters as are of relevance to the development the subject of the application: (a) <i>Any relevant master plan prepared for the Homebush Bay Area.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The Homebush Bay West DCP as amended, has been considered in the assessment of the development application. Refer to detailed assessments for further information. |
| (b) <i>Any DCPs prepared for the land to which the application relates.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| (b1) <i>To the extent to which it applies to the land within Sydney Olympic Park, the "Environmental Guidelines" within the meaning of the Sydney Olympic Park Authority Act 2001 and any plan of management referred to in section 34 of that Act.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The development application was referred to Sydney Olympic Park Authority for comment and no major concerns were raised with respect to the proposal. |
| (c) <i>The appearance, from the waterway and the foreshores of the development.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed development is generally considered to be of high-quality design, with visually interesting elevations. |
| (c1) <i>The impact of the development on significant views.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| (d) <i>The effect of the development on drainage patterns, ground water, flood patterns and wetland viability.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Council's Engineering Department has assessed the proposed stormwater drainage system and considers the proposal acceptable, subject to the inclusion of conditions in any development consent that may be issued. |
| (e) <i>The extent to which the development encompasses the principles of ESD.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Ecologically sustainable development principles have been implemented in the development and each apartment must conform to the BASIX commitments. |
| (f) <i>The impact of carrying out the development on environmental conservation areas and the natural environment, including flora and fauna and the habitats of the species identified in international agreements for the protection of migratory birds.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| (g) <i>The impact of carrying out the development on heritage items, heritage conservation areas and potential historical archaeological sites.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| (h) <i>The views of the public and other authorities which have been consulted by the consent authority under this plan.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Submissions from public authorities have been considered in the External Referrals Section (above). |
| (i) <i>The issues listed in Schedule 7.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Schedule 7 requirements apply only to the development of major public facilities or within conservation areas. |

| Requirement | Yes | No | N/A | Comment |
|---|---|---|--|---|
| <p>Clause 14 Consultation with other public bodies</p> <p>1) <i>Within 14 days of receipt of a DA, the consent authority must seek the views on the proposal of the following:</i></p> <p>a) <i>Sydney Olympic Park Authority for DAs that are on or immediately land vested in that Authority, that are on land having a site area of 10,000sqm or more or that have a proposed floor space of 20,000sqm or more, or that are likely to have a significant impact on land vested in that authority.</i></p> <p>b) <i>The council of the LGA in which it is proposed the development will be carried out.</i></p> <p>b1) <i>The council of each LGA adjoining the LGA in which it is proposed the development will be carried out if the development proposed could have a significant impact on.</i></p> <p>c) <i>to e) (Repealed)</i></p> <p>2) <i>The consent authority must not determine the application until:</i></p> <p>a) <i>The views of the public or other authorities consulted have been received, or</i></p> <p>b) <i>A period of 28 days has elapsed since those views were sought.</i></p> | <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p>The development application was referred to Sydney Olympic Park Authority for comment. The Authority has raised no objection to the development as per a written Email statement of 21 May 2014.</p> <p>Auburn City Council has undertaken the assessment of the proposal and refers it to the Joint Regional Planning Panel - Sydney West for determination.</p> <p>The site does not share any physical boundaries with another Local Government Area and will not have any significant detrimental impact on those which adjoin across Homebush Bay.</p> <p>Submissions from public authorities have been considered in the External Referrals Section above.</p> |
| <p>Clause 15 Temporary Uses</p> <p>1) <i>The consent authority may consent to any use of a site which is not consistent with the planning objectives for the Homebush Bay Area for a limited period if the consent authority is satisfied the use will not prejudice the eventual development of the Homebush Bay Area in accordance with the rest of this plan.</i></p> <p>2) <i>Before granting consent to such a use, the consent authority must be satisfied that:</i></p> <p>a) <i>Appropriate arrangements have been made for the reinstatement of the site after its use in accordance with the consent so that it may be used in accordance with the rest of this plan.</i></p> <p>b) <i>The use will be limited to such period as the consent authority stipulates.</i></p> <p>c) <i>The use will not adversely affect any existing use or permissible development in accordance with this plan on other sites within the Homebush Bay Area.</i></p> <p>d) <i>The use will not have any detrimental effects on the natural environment.</i></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> | <p>The proposed development does not comprise a temporary use and hence Clause 15 will not apply to the application.</p> |

| Requirement | Yes | No | N/A | Comment |
|--|---|---|---|--|
| <p>Clause 16 Master plans</p> <p>(1) Development consent must not be granted for development on land edged red on the map marked Sydney REP No 24 - Homebush Bay Area – Amendment No 2 - Map 4” unless:</p> <p>(a) There is a master plan for the subject land.</p> <p>(b) The consent authority has taken the master plan into consideration, and</p> <p>(c) The development is consistent with the master plan.</p> <p>(2) The Minister may waive compliance with the requirements of this clause because of the minor nature of the development concerned, the adequacy of the planning controls that apply to the proposed development or for such other reason as the Minister considers sufficient.</p> <p>(3) This clause does not apply to minor development specified in Schedule 10.</p> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input 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>The development is consistent with the Homebush Bay West Development Control Plan as amended which has been used primarily in the assessment of the development application. As a result of the amendment creating various inconsistencies with the site specific DCP (i.e. No. 1 Burroway Road Deemed DCP 2006), this DCP 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 control is required and justified in this instance.</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. Notwithstanding, Council’s Engineering Department has indicated that the development proposal is satisfactory subject to recommended conditions of consent.</p> |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| <p>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></p> | <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. |
| <p>Clause 27 Development affecting places or sites of known or potential Aboriginal heritage significance</p> <p><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></p> <p><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></p> <p><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></p> <p><i>(c) be satisfied that any necessary excavation permit required by the <u>Heritage Act 1977</u> has been granted.</i></p> | <input type="checkbox"/> | <input 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. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| <p>Clause 28 Development affecting known or potential historical archaeological sites of relics of non-Aboriginal heritage significance</p> <p><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></p> <p><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></p> <p><i>(b) be satisfied that any necessary excavation permit required by the Heritage Act 1977 has been granted.</i></p> <p><i>(2) This clause does not apply if the proposal:</i></p> <p><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></p> <p><i>(b) Is integrated development.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The subject site is not identified as an archaeological or potential archaeological site. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

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” 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 Footbridge Boulevard, Ridge Road and to a lesser extent Half 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 |
|--|--------------------------|--------------------------|-------------------------------------|---|
| <i>2.3.3 Street and Block Structure – create a street and block structure that optimises legibility, permeability and efficiency</i> | | | | |
| i. Lay out streets to support the underlying subdivision pattern by aligning east-west streets with property boundaries and north-south streets perpendicular to them | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 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), Ridge Road (Major north-south street) and Half Street (secondary east-west street). |
| ii. Strengthen Hill Road as the major connector between the water and Sydney Olympic Park and an urban edge to the parkland areas | <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 |
|---|-------------------------------------|--------------------------|-------------------------------------|---|
| <i>2.3.4 Open Space Network – create a network of public open spaces that is strongly linked to Sydney Olympic Parklands, the foreshore edge and the water, and provides for a range of recreational activities</i> | | | | |
| i. Enhance the waterfront character of Homebush Bay West by designing the setback to the waterfront to allow for a variety of spaces and uses, including water-related uses | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The 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"/> | A BASIX certificate has been submitted to accompany the development. Due to design amendments to the development proposal which resulted in the overall reduction of 403 to 396 apartments, a deferred commencement condition will be imposed requiring a revised BASIX Certificate to be submitted to ensure consistency and that the construction of the new building is in accordance with all specified BASIX 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"/> | |

| Requirement | Yes | No | N/A | Comment | |
|---|-------------------------------------|--------------------------|--------------------------|--|-------------------------------|
| <p>2.3.9 Residential Amenity - provide a high level of residential amenity, including outdoor spaces as well as within apartments</p> <p>i. Support the amenity and privacy needs of their occupants by providing apartments of appropriate size and configuration</p> <p>ii. Optimise the number of apartments, their living spaces and private outdoor spaces which benefit from sun access</p> <p>iii. Provide attractive and comfortable communal open space areas by designing them to accommodate a range of different uses and be easily accessed from buildings</p> <p>iv. Integrate planting in internal courtyard areas with podium structures to optimize opportunities for large trees for shade, outlook and privacy</p> <p>v. Promote privacy from the street, particularly for ground floor apartments, by providing landscaped garden spaces within the setback zone</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Apartments are generally considered to be suitable in terms of living areas, private open space and landscaping, privacy and general residential amenity (as discussed in greater detail under the Residential Flat Design Code assessment above) are proposed.</p> | |
| <p>2.4.1 Land Uses</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <p>2.4.2 Streets and Blocks</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <p>2.4.3 Open Space Network</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <p>2.4.4 Building Height and Massing</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| <p>2.4.5 Precinct Structure - As amended under section 5.2.1 & 5.2.2 – Design Framework of Amendment no.1 to HBW DCP</p> <p>5.2.1 – Building Height and Massing The revised Design Framework retains these broad principles of the DCP in relation to heights but seeks a simplified approach to create greater coherence. This is achieved through applying distinct heights for different locations:</p> <p>5.2.2 – Precinct Structure The revised Development Framework retains the majority of the key structuring elements contained in section 2.4.5. In addition, the following structure elements apply:</p> <ul style="list-style-type: none"> • A modified street hierarchy that emphasises the importance of Burroway Road, Bridge Boulevard and the Central Major North-South Street. • A more urban character at the northern end of Wentworth Point around the intersection of Bridge Boulevard and the central north-south spine. • Tower forms introduced within a designated 'tower zone' primarily along the central north-south spine. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>The proposed development is generally consistent with the land use, streets and blocks, open space network, building height and massing and precinct structure figures of these clauses as per the HBW DCP Amendment no.1.</p> | |
| Part 3 Precinct Controls & General Controls | | | | | |
| 3.1 Public Domain Systems | | | | | |
| <p>3.1.1 Pedestrian Network</p> | | | | | |
| <p>i. Provide a continuous pedestrian</p> | | | | | The pedestrian network of the |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| 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"/> | 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 considered under DA-263/2013 for Block G, will connect Wentworth Point Area (via planned Footbridge Boulevard) to the Rhodes Peninsula was recently 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 subsequent 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 part of surrounding streets (Footbridge Boulevard and half of Ridge Road). The remaining portions of the streets will continue to be developed as and when each block within the Lot 10 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. Landscaping is generally considered to be acceptable and compatible with existing landscaped spaces within the locality. |
| ii. Provide a landscape framework which reflects the different scale and function of public streets and functions by using species and spacing in accordance with the street sections in Section 3.2 of this DCP and Section DF of the Public Domain Manual | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iii. Contribute to a sense of identity for the precinct as a whole by recognising and reflecting the linear and generally flat quality of the peninsula | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iv. Provide visual continuity with the context by: <ul style="list-style-type: none"> ▪ designing and selecting materials that complement other areas, particularly foreshore areas, in Homebush Bay ▪ planning vegetation to complement the habitat qualities of the adjoining Millennium Parklands | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| v. Enhance the amenity of footpaths by designing street layouts and selecting trees to recognise seasonal shade and solar access needs | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vi. Within waterfront setbacks, dedicate minimum 30% of the 30 metre setback to riparian planting for ecological outcomes. Elsewhere, limit lower level planting to plazas and parks and to the central median of east-west streets | <input 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 | | | | |
| ▪ Uses - Mixed: focus commercial uses | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | This section is not applicable to the |

| Requirement | Yes | No | N/A | Comment |
|--|--|---|---|---|
| <p>close to northern neighbourhood centre and at intersections with major east-west streets</p> <ul style="list-style-type: none"> ▪ Height - max. 8 storeys ▪ Street Setbacks - 8 metres ▪ Right of Way - 15-20 metres (varies to accommodate extended parkland edge) ▪ Carriageway - 2 travelling lanes, 2 separated dedicated bicycle lanes and 1 parking lane ▪ Footpath - 3.5m with 1m grass verge, east side only ▪ Landscape Character - Asymmetrical treatment with regular street tree planting in the verge on the east (building) side and 'casual' plantings on the west side to reflect the parklands character. Species in accordance with the Public Domain Plan and Sydney Olympic Park Parklands 2002 & Plan of Management. | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | site. |
| <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 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 type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> | This section is not applicable to the site. |
| <p>3.2.3 Major North-South Street – North of Burroway Road</p> <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. |

| Requirement | Yes | No | N/A | Comment |
|---|-----|----|-----|--|
| <p>3.2.6 Secondary North-South Streets</p> <ul style="list-style-type: none"> ▪ Uses – Residential <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ▪ Height - max 4 storeys <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> ▪ Street Setbacks - 3 metres <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> ▪ Right of Way - min. 14.5 metres <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Carriageway - 2 travelling lanes and 1 parking lane or 2 travelling lanes and 2 parking lanes <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Footpaths - 2.5m with 1m grass verge - 5m to accommodate parking extensions <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ▪ Landscape Character - Street trees are planted in parking bays at intervals of 2 parking spaces to provide shade for footpaths and to visually narrow the street. Species in accordance with the Public Domain Plan. <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> | | | | <p>The site shares a boundary to the secondary north to south street (Waterways Street).</p> <p>20 storey residential tower is proposed on Waterway Street frontage which is consistent with the amendment 1 HBWDCP under clause 5.3.2 and the respective building height diagram.</p> <p>A nil setback is proposed for the building from Waterway Street at ground level. This is considered to be satisfactory to create a defined street edge and further encourage pedestrian activity. However, the building is stepped in 2.5 metres from level 1 onwards to minimise the bulk and scale of the development to provide acoustic and visual relief for the residential units above. This setback is consistent with clause 5.3.4 (i) of the HBWDCP amendment 1.</p> |
| <p>3.2.7 Foreshore Street – One Way</p> <ul style="list-style-type: none"> ▪ Uses – Mixed, predominantly residential <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Height –4 storeys <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Waterfront Setbacks – 30 metres <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ 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 <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Right of Way – 8.5-10 metres <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Carriageway – 1 travelling lane and 1 parking lane on the west side <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Footpaths – 3m with 1m grass verge <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> ▪ Landscape Character – Street trees in the verge on the west side of the street are planted at approximately 15m spacings; 30% of 30m waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> | | | | <p>This section is not applicable.</p> |

| Requirement | Yes | No | N/A | Comment |
|--|-----|----|-------------------------------------|---|
| <p>3.2.8 Foreshore Street – Two Way</p> <ul style="list-style-type: none"> ▪ Uses – Mixed, predominantly residential <input type="checkbox"/> ▪ Height –4 storeys <input type="checkbox"/> ▪ Waterfront Setbacks – generally 30 metres except at the termination of major east-west streets where the setback is 20m (see p46) <input type="checkbox"/> ▪ Street Setbacks – can vary from zero to 3m <input type="checkbox"/> ▪ Right of Way – 11.5 metres for new development (existing ROW is 10m) <input type="checkbox"/> ▪ 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 <input type="checkbox"/> ▪ Footpaths – 3m with 1m grass verge <input type="checkbox"/> ▪ 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 checked="" type="checkbox"/> | This part does not apply to the development application. |
| 3.3 Public Open Spaces | | | | |
| <p>Public open space is to be provided at a minimum 10% of each precinct site area, and includes:</p> <ul style="list-style-type: none"> ▪ A point park at Wentworth Point of approximately 4.8ha including foreshore promenade <input type="checkbox"/> ▪ Three parks distributed evenly throughout the precinct, including one park on the waterfront for active recreation. Parks at the north and south to have min. area 2000m² each, park in the middle of the precinct to be min. 1000m² <input type="checkbox"/> ▪ A 20m wide promenade and foreshore street <input type="checkbox"/> ▪ Foreshore parks or plazas terminating major east-west streets and linked to the promenade <input type="checkbox"/> ▪ Pocket parks or plazas <input type="checkbox"/> <p>All public open space within the precinct, with the exception of the foreshore promenade is to be dedicated to Auburn Council and embellishment works undertaken by the applicant. <input type="checkbox"/></p> <p>An easement is required to be created in favour of Council to ensure continuous public access to the foreshore promenade. <input type="checkbox"/></p> | | | <input checked="" type="checkbox"/> | <p>As a result of the amendment 1 to HBWDGP, a minimum of 10973 sqm of public open space is required to be provided to precinct B (Lot 10).</p> <p>To date, a total of 1190 sqm (10.8%) of public open space is to be provided for the precinct which includes 300 sqm of public open space approved under development block G (DA-263/2013) and 890 sqm of public open space in the form of a pocket park is proposed under this application.</p> <p>Additional public open space is to be provided and considered under future development applications for subsequent stages to meet the minimum public open space requirement for the precinct.</p> |

| Requirement | Yes | No | N/A | Comment |
|--|--------------------------|--------------------------|-------------------------------------|--|
| <p>3.3.1 Foreshore Plazas</p> <ul style="list-style-type: none"> ▪ Uses – Mixed with emphasis on restaurant/café and small scale neighbourhood retail ▪ Height – 4 storeys with 2 storey pop-ups only on the building alignment to the major east-west street ▪ Setbacks – Variable – buildings lining the plaza may be set back an additional 5+ metres from the predominant building line along major east-west streets ▪ Landscape Character – Median and street tree planting is continued into the plaza open space. The design of these spaces and the arrangement of trees may vary, to give each space a different character | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | This section is not relevant to the development application. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| <p>3.3.2 Foreshore Linear Parks</p> <ul style="list-style-type: none"> ▪ Land Dedicated for Public Access - A continuous public accessway is required at the waterfront within a min. 20m min, width dedicated open space ▪ Landscape Character - Plantings of landmark trees at generally 30m spacings will create a consistent structure appropriate to the scale of the built form. Large trees will break up the visual dominance of new development to the waterfront and will provide shade for users of the public domain. The trees will also contribute to a sense of promenade and precinct as 'one place'. Within this structure, detailed promenade and park design is to fulfil the requirements of the Public Domain Manual. 30% of 30m waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | This section is not relevant to the development application. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| <p>3.3.3 Foreshore Plaza, Linear Park and Loop Road</p> <ul style="list-style-type: none"> ▪ Waterfront Setbacks – refer to diagram at p46 ▪ Landscape Requirements - 30% of 30m waterfront setback is to be dedicated to riparian planting for ecological outcomes. Riparian planting is to be located as far as possible to the property boundary but may extend to the promenade verge; Vegetation overhanging the waterway is to be provided along the foreshore in clumps, having a width of between 1-2m, lengths of no less than 10m and spacing at 40m centres; Planting is to support structural diversity, provide a continuous vegetated linkage and use native species in accordance with the Public Domain Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | This section is not relevant to the development application. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| 3.3.4 Parks, Pockets Parks and Urban Plazas | | | | |
| <u>Large Parks</u> | | | | |
| ▪ 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"/> | |
| <u>Pocket Parks</u> | | | | |
| ▪ 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"/> | |
| <u>Plazas and Squares</u> | | | | |
| ▪ 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> | | | | |
| <u>Land Uses and Density Objectives</u> | | | | |
| ▪ 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| ii. Architectural features such as domes, towers, masts and building services may exceed the maximum height by up to 4 metres providing they do not exceed 10% of the gross floor area of the top building level. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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"/> | |
| 5.3.3 Building Separation and Bulk | | | | |
| 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 | | | | |
| <ul style="list-style-type: none"> To allow for visual permeability through the tower zone. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> To avoid unreasonable visual bulk of development when viewed from | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> surrounding areas by ensuring appropriate tower separation, scale, form and articulation. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> To create tall slender tower forms and avoid monolithic buildings. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> 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"/> | |
| 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"/> | A schedule of the floor areas for each level of the tower has been provided demonstrating that the maximum floor plate does not reach 950 sqm. The proposed floor plate of the 20 storey tower is 932 sqm. |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|-------------------------------------|---|
| 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 accordance with the Tower Height Diagram noting that locational adjustment is permitted. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 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 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. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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> | | | | There are 253 apartments in the development that receive natural cross ventilation. This represents 63.8% of the number of apartments in the development. |
| ii. Maximise cross ventilation and daylight access by providing a minimum of 50% of apartments with openings in two or more external walls of different orientation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iii. Optimise the environmental amenity for single aspect apartments by orienting them predominantly north, east or west | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iv. Promote sustainable practices for commercial floors by limiting their depth above podium level to 25m | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 3.4.5 Building Separation Objectives | | | | |
| <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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Building Separation objectives as appropriate spacing and visual and acoustic privacy is provided between |

| 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> <ol 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 cl. 5.3.4 (i) of the HBWDPC as discussed above.</p> <p>Zero setback proposed from Waterways Street and Ridge Road frontage at ground level and 2.5 metres from level 1 onwards. Minimum 2.5m setback provided from Footbridge Boulevard and Half Street.</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 <ul style="list-style-type: none"> i. A minimum of 15 percent of the private open space area of a site is to be a deep soil zone. Where there is no capacity for water infiltration, stormwater treatment measures must be integrated with the design of the residential flat building 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 type="checkbox"/> | <p>Deep soil zone is limited in nature as a result of the 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.</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 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. The proposed fencing will provide visual privacy to apartments while also creating a sense of overlooking and casual surveillance of public areas. |
| ii. Contribute to the amenity, beauty and useability of private and communal open spaces by incorporating some of the following in the design of fences and walls:- benches and seats, planter boxes, pergolas and trellises, barbeques, water features, composting boxes and worm farms | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iii. Retain and enhance the amenity of the public domain by: <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 | | | | |
| ▪ To add value to residents' quality of life within the development in the form of privacy, outlook and views | <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. |
| ▪ To provide habitat for native indigenous plants and animals | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ To improve stormwater quality and reduce quantity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ To improve the microclimate and solar performance within the development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ To improve urban air quality | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ To provide a pleasant outlook | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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 within apartments | <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. Further sufficient soil depths are provided to suit the scale of landscaping to be used in different areas. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|--|--|--|---------|
| ii. Contribute to streetscape character and the amenity of the public domain by: <ul style="list-style-type: none"> <li data-bbox="272 304 683 383">▪ relating landscape design to the desired proportions and character of the streetscape <li data-bbox="272 383 683 461">▪ using planting and landscape elements appropriate to the scale of the development <li data-bbox="272 461 683 573">▪ mediating between and visually softening the bulk of large development for the person on the street | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | |
| iii. Improve the energy and solar efficiency of dwellings and the microclimate of private open spaces. Planting design solutions include: trees for shading low-angle sun on the eastern and western sides of a dwelling; trees that do not cast a shadow over solar collectors at any time of the year; deciduous trees for shading of windows and open space areas in summer; locating evergreen trees well away from the building to permit the winter sun access; varying heights of different species of trees and shrubs to shade walls and windows; locating pergolas on balconies and courtyards to create shaded areas in summer and private areas for outdoor living; locating plants appropriately in relation to their size at maturity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iv. Design landscape which contributes to the site's particular and positive characteristics by: <ul style="list-style-type: none"> <li data-bbox="272 1245 683 1402">▪ planting communal private space with native vegetation, species selection as per Sydney Olympic Park Parklands 2020 & Plan of Management- enhancing habitat and ecology <li data-bbox="272 1402 683 1514">▪ retaining and incorporating trees, shrubs and ground covers endemic to the area, where appropriate <li data-bbox="272 1514 683 1626">▪ retaining and incorporating changes of level, visual markers, views and any significant site elements | <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"/> | |
| v. Contribute to water and stormwater efficiency by integrating landscape design with water and stormwater management, for example, by: using plants with low water demand to reduce mains consumption; using plants with low fertiliser requirements; using plants with high water demand, where appropriate, to reduce run off from the site; utilising permeable surfaces; using water features; incorporating wetland filter systems | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vi. Provide a sufficient depth of soil above paving slabs to enable growth of mature trees | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vii. Minimise maintenance by using | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|---|
| viii. robust landscape elements See 4.1.5 Planting on structures for minimum soil depths on roofs for trees, shrubs and groundcover planting | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4.1.4 Private Open Space Objectives <ul style="list-style-type: none"> ▪ To provide residents with passive and active recreational opportunities ▪ To provide an area on site that enables soft landscaping and deep soil planting ▪ To ensure that communal open space is consolidated, configured and designed to be useable and attractive ▪ To provide a pleasant outlook | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Private Open Space objectives as all apartments are provided with areas of private open space in the form of terraces, balconies, rear courtyards and consolidated areas of communal open space (central courtyard) |
| 4.1.4 Private Open Space Performance Criteria <ul style="list-style-type: none"> i. Provide communal open space at a minimum of 25 percent of the site area (excluding roads). Where developments are unable to achieve the recommended communal open space, they must demonstrate that residential amenity is provided in the form of increased private open space and/or in a contribution to public open space ii. <u>Amended by 5.3.5 – General Provisions of HBW DCP Amendment 1 as follows: Private Open Space performance criteria in that a podium may also contain parking.</u> iii. Facilitate the use of communal open space for the desired range of activities by: <ul style="list-style-type: none"> ▪ locating it in relation to buildings to optimise solar access to apartments ▪ consolidating open space on the site into recognisable areas with reasonable space, facilities and landscape ▪ designing size and dimensions to allow for the ‘program’ of uses it will contain ▪ minimising overshadowing ▪ carefully locating ventilation duct outlets from basement car parks iv. <u>Amended by 5.3.5 – General Provisions of HBW DCP Amendment 1 as follows: so as to require the same amount of private open space at ground level as would be required for a balcony if the apartment was above ground level.</u> v. Provide private open space for each apartment capable of enhancing residential amenity, in the form of:- balcony, deck, terrace, garden, yard, courtyard and/or roof terrace. Where the primary private open space is a balcony, see Balconies vi. Locate open space to increase the potential for residential amenity by designing apartment buildings which: <ul style="list-style-type: none"> ▪ are sited to allow for landscape | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The combined common open space proposed is 2689 sqm including the public park which represents 43% of the block B site. In addition, all apartments are provided with their own private open space either in the form of balconies, courtyards or in some instances, both. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | All apartments are provided with at least 1 area of private open space. These include terraces, balconies or courtyards and increase the level of residential amenity. Private open spaces are positioned to optimise solar access, views of surrounding parklands and waterways and assist to provide visual privacy between apartments. |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| <ul style="list-style-type: none"> equivalent ▪ Medium trees (8 metre canopy diameter at maturity) <ul style="list-style-type: none"> ○ minimum soil volume 35 cubic metres ○ minimum soil depth 1 metre ○ approximate soil area 6 metre x 6 metre or equivalent ▪ Small trees (4 metre canopy diameter at maturity) <ul style="list-style-type: none"> ○ minimum soil volume 9 cubic metres ○ minimum soil depth 800mm ○ approximate soil area 3.5 metre x 3.5 metre or equivalent ▪ Shrubs <ul style="list-style-type: none"> ○ minimum soil depths 500-600mm ▪ Ground cover <ul style="list-style-type: none"> ○ minimum soil depths 300-450mm ▪ Turf <ul style="list-style-type: none"> ○ minimum soil depths 100-300mm | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <p><i>Stormwater Management Objectives</i></p> <ul style="list-style-type: none"> ▪ To minimise the impacts of residential flat development and associated infrastructure on the health and amenity of the Parramatta River, Homebush Bay and associated waterways ▪ To preserve existing topographic and natural features, including watercourses and wetlands ▪ To minimise the discharge of sediment and other pollutants to the urban stormwater drainage system during construction activity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>The development application was referred to Council's Development Engineer for comment who has raised no objection to the development application and works sought.</p> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|--------------------------|---|
| <i>Stormwater Management Performance Criteria</i> | | | | |
| i. Reduce the volume impact of stormwater on infrastructure by retaining it on site. Design solutions may include:- minimising impervious areas by using pervious or open pavement materials; retaining runoff from roofs and balconies in water features as part of landscape design or for reuse for activities such as toilet flushing, car washing and garden watering; landscape design incorporating appropriate vegetation; minimising formal drainage systems (pipes) with vegetated flowpaths (grass swales), infiltration or biofiltration trenches and subsoil collection systems in saline areas; water pollution control ponds or constructed wetlands on larger developments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The development application was referred to Council's Development Engineer for comment who has advised that the development is satisfactory subject to conditions. |
| 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"/> | |
| <i>4.1.7 Wind Objectives</i> | | | | |
| ▪ To minimise the impact of wind exposure within public and private open space | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is consistent with the Wind objectives. A report prepared by SLR Global environmental solutions, ref. 610.13508-R1 dated 8 April 2014 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 |
|--|-------------------------------------|--------------------------|--------------------------|---|
| 4.1.9 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. |
| 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"/> | 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. 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 levels to the building are proposed. |
| ▪ 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 rather than through a common | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|--------------------------|--|
| foyer <ul style="list-style-type: none"> ▪ 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"/> | |
| iv. Improve the opportunities for casual surveillance by: <ul style="list-style-type: none"> ▪ orienting living areas with views over public or communal open spaces, where possible ▪ using bay windows and balconies, which protrude beyond the building line and enable a wider angle of vision to the street ▪ using corner windows, which provide oblique views of the street ▪ avoiding high walls around and parking structures which obstruct views ▪ providing casual views of common internal areas, such as lobbies and foyers, hallways, recreation areas and car parks | <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. |
| v. Minimise opportunities for concealment by: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ 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"/> | |
| <ul style="list-style-type: none"> ▪ providing well-lit routes throughout the development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ providing appropriate levels of illumination for all common areas | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ 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"/> | Additional setbacks and open forecourts are provided near communal entries to avoid opportunities for concealment. |
| vi. 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. |
| <ul style="list-style-type: none"> ▪ making apartments inaccessible from the balconies, roofs and windows of neighbouring buildings | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ 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"/> | |
| <ul style="list-style-type: none"> ▪ providing direct and secure access from car parks to apartment lobbies for residents | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ providing separate access for residents in mixed-use buildings | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ 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"/> | |
| <ul style="list-style-type: none"> ▪ providing key card access for residents | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4.2.2 Visual Privacy Objectives | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ To provide reasonable levels of visual privacy externally and internally, during | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is generally considered to be consistent with the |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|--|
| <p>the day and at night</p> <ul style="list-style-type: none"> ▪ To maximise outlook and views to the public domain from principal rooms and private open spaces without compromising visual privacy | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | visual privacy objectives as outlook of open space is maximised where possible. The proposal is considered to deliver a sufficient level of amenity in this regard. |
| <p>4.2.2 Visual Privacy Performance Criteria</p> <p>i. Locate and orient new development to maximise visual privacy between buildings on site and adjacent buildings by:</p> <ul style="list-style-type: none"> ▪ providing adequate building separation ▪ employing appropriate rear and site setbacks <p>ii. Design building layouts to minimise direct overlooking of rooms and private open spaces adjacent to apartments by:</p> <ul style="list-style-type: none"> ▪ locating balconies to screen other balconies and any ground level private open space ▪ separating communal open space, common areas and access routes through the development from the windows of rooms, particularly habitable rooms ▪ changing the level between ground floor apartments with their associated private open space, and the public domain or communal open space (see Ground Floor Apartments) <p>iii. Use detailed site and building design elements to increase privacy without compromising access to light and air. Design detailing may include:- offset windows of apartments in new development and adjacent development windows; sill heights set at minimum 1.2m above floor level; recessed balconies and/or vertical fins between adjacent balconies; solid or semi-solid balustrades to balconies; louvres or screen panels to windows and/or balconies; fixed obscure glazing; appropriate fencing; vegetation as a screen between spaces; incorporating planter boxes into walls or balustrades to increase the visual separation between areas; utilising pergolas or shading devices to limit overlooking of lower apartments or private open space</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Building separation, locations of windows and private open spaces and the use of privacy screening, blade walls and louvers contribute to maximising visual privacy between apartments. |
| 4.3 Site Access | | | | |
| <p>4.3.1 Building Entry Objectives</p> <ul style="list-style-type: none"> ▪ To create entrances which provide a desirable residential identity for the development ▪ To orient the visitor ▪ To contribute positively to the streetscape and building facade design | <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 with open forecourts and which are easily identifiable are proposed. |
| <p>4.3.1 Building Entry Performance Criteria</p> <p>i. Improve the presentation of the development to the street by:</p> <ul style="list-style-type: none"> ▪ locating entries so that they relate to the existing street and | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Multiple communal entries are to be provided, which integrate with the public domain through the provision of |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| 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. | | | | 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"/> | Provision is made for suitable ventilation systems for the car park to be constructed. The car park levels include exhaust plenum for ventilation purposes. |
| iv. A basement podium does not protrude more than 1.2 metres above ground level | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 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 ▪ 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | There are 545 car parking spaces provided to support the development. Of that 51 spaces are provided for use for visitors and this includes 6 visitor accessible spaces. An additional 27 on street parking spaces will be created as a result of the development. There are 44 residential spaces allocated for use for people with disabilities and 50 spaces are allocated for commercial parking which include staff and customer parking and associated accessible parking spaces for staff and |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|-------------------------------------|-------------------------------------|---|
| Transport and Traffic Management Plan which meets their approval | | | | customers. |
| 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 462 spaces being 396 spaces for the residents (based on the minimum requirement of 1 space per dwelling unit), 33 spaces for visitor use (based on the parking rate of 1 space per 12 dwellings) and 33 spaces for commercial/retail (based on 1 space per 40sqm). The development of block B provides in excess of the minimum requirements as well as additional street parking to service the demand. The provision of parking provided for the development of block is considered to be satisfactory in this regard. |
| ix. Provide car parking for convenience retail as follows: ▪ employees: 2 spaces per tenancy | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ patrons: gross floor area under 100m ² - managed on-street parking; gross floor area over 100m ² - 1 space per 40m ² | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| x. Provide car parking for cafes and restaurants as follows: ▪ employees: 2 spaces per tenancy ▪ patrons: 15 spaces per 100m ² (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"/> | No office proposed within the development. This is considered to be satisfactory. |
| 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"/> | |
| xiii. Provide secure bicycle parking in all residential developments in accordance with these requirements: ▪ Studio - none ▪ 1 bed - none ▪ 2 bed - 0.5 spaces/dwelling ▪ 3 bed - 0.5 spaces/dwelling ▪ Visitors - 1 per 15 dwellings | | | | |
| xiv. Provide bicycle parking for commercial office development at the rate of: ▪ 1 bicycle space per 300m ² gross leasable floor area ▪ 1 visitor space per 2500m ² of gross leasable floor area | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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. |
| 4.3.3 Pedestrian Access Objectives | | | | |
| ▪ To promote residential flat development which is well connected to the street and contributes to the accessibility of the public domain | <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. |
| ▪ 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 80 adaptable apartments within the development representing 20% 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; 331 apartments (83.5%) achieve barrier free access without significant barriers. |
| v. Promote equity by: | | | | Vehicle and pedestrian entries are well defined. |
| ▪ ensuring the main building entrance is accessible for all from the street and from car parking areas | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ integrating ramps into the overall building and landscape design | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vi. Design ground floor apartments to be accessible from the street, where applicable, and to their associated private open space | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vii. Provide barrier free access to at least 20 percent of dwellings in the development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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 Half Street. |
| 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 proposed two way traffic driveway is approximately 13 metres wide inclusive of the median strip. A variation is considered to be acceptable given the scale of the development proposed. 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 are two vehicle access points into the building; the main access point is via Ridge Road with two way traffic into the car parking levels. The other access is via Half Street for truck access, loading and garbage collection services for the commercial tenancies. |
| iv. Optimise the opportunities for active street frontages and streetscape design by: <ul style="list-style-type: none"> ▪ making vehicle access points as narrow as possible ▪ consolidating vehicle access within sites under single body corporate ownership ▪ locating car park entry and access from secondary streets and lanes | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| v. Improve the appearance of car parking and service vehicle entries, for example, by: <ul style="list-style-type: none"> ▪ locating or screening garbage collection, loading and servicing areas visually away from the street ▪ setting back or recessing car park entries from the main facade line ▪ providing security doors to carpark entries to avoid blank 'holes' in facades; or ▪ 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 ▪ returning the façade material into the carpark entry recess for the extent visible from the street as a minimum | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input type="checkbox"/> | <input checked="" 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. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Service areas such as garbage storage (within specific rooms) and loading spaces are contained within the parking levels separated by separate vehicle access way via Half Street. |
| | <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: <ul style="list-style-type: none"> ▪ single-aspect apartments are limited in depth to 8 metres | | | | Addressed previously under RFDC. 40 apartments are identified as being single SE & SW aspect, which represents 10% of the development |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|-------------------------------------|--------------------------|--|
| <ul style="list-style-type: none"> ▪ the back of a kitchen is no more than 8 metres from a window | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | permitted. |
| <ul style="list-style-type: none"> ▪ The width of cross-over or cross-through apartments over 15 metres deep is 4 metres or greater to avoid deep narrow apartment layouts | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>The proposed development maximises solar access and natural ventilation opportunities. The design of the buildings, split into two slender tower forms are curved and aligned so that more than 70% of apartments receive the minimum 2 hours of sun access. Vertical slots are also introduced into the tower form to break up the building envelope creating slender and taller shapes which optimise cross ventilation whilst also creating a varied and visually interesting building façade. The proposal is considered to provide satisfactory level of residential amenity and outlook as compliance with daylight and natural ventilation is achieved. Thus, the 0.001% variation is considered to be acceptable in this instance.</p> <p>Every apartment is provided with a balcony or terrace attached to their main living rooms. The apartments on ground level and level one facing the common area are provided with courtyard space with good connections to their living spaces. The main living areas of apartments face the street or the internal courtyard depending on aspect.</p> <p>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.</p> |
| ii. Ensure apartment layouts are resilient and adaptable over time, for example by: <ul style="list-style-type: none"> ▪ accommodating a variety of furniture arrangements ▪ providing for a range of activities and privacy levels between different spaces within the apartment ▪ utilising flexible room sizes and proportions or open plans ▪ ensuring circulation by stairs, corridors and through rooms is planned as efficiently as possible, thereby increasing the amount of floor space in rooms | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iii. Design apartment layouts which respond to the natural environment and optimise site opportunities, by: <ul style="list-style-type: none"> ▪ providing private open space in the form of a balcony, a terrace, a courtyard or a garden for every apartment ▪ orienting main living spaces toward the primary outlook and aspect and away from neighbouring noise sources or windows ▪ locating main living spaces adjacent to main private open space ▪ locating habitable rooms, and where possible kitchens and bathrooms, on the external face of the buildings, thereby maximising the number of rooms with windows | <input checked="" type="checkbox"/> | <input 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"/> | |
| v. Avoid locating kitchen as part of the main circulation spaces of an apartment, such as a hallway or entry space | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vi. Include adequate storage space in apartment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vii. Ensure apartment layouts and dimensions facilitate furniture removal and placement | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| <p>4.4.2 Apartment Mix and Affordability Objectives</p> <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 type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Apartment Mix objectives as an acceptable mix of 1, 2 and 3 bedroom apartments are provided within the development. |
| <p>4.4.2 Apartment Mix and Affordability Performance Criteria</p> <p>i. Provide a variety of apartment types between studio-, one-, two-, three- and three plus-bedroom apartments</p> <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</p> <p>iii. Optimise the number of accessible and adaptable apartments. See 4.4.5 Flexibility</p> | <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"> • 1 bedroom apartments = 220 (55.56%). • 2 bedroom apartments = 150 (37.88%). • 3 bedroom apartments = 26 (6.57%). <p>Total = 396 (100%)</p> <p>There is a range of apartment types and sizes provided across every floor of the development.</p> <p>There are one bedroom and two bedroom apartments situated at ground level which is considered adequate.</p> <p>There are 80 adaptable apartments within the development representing 20% of the total number of apartments.</p> |
| <p>4.4.3 Balconies Objectives</p> <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 type="checkbox"/> | <input type="checkbox"/> | 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</p> <p>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</p> <p>ii. Primary balconies for one-bedroom apartments are to have a minimum depth of 2 metres and a minimum area of 8 m². Primary balconies for two and three bedroom apartments are to have a minimum depth of 2.4 metres and a minimum area of 10m².</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 <p>iii. Primary balconies are to be:</p> <ul style="list-style-type: none"> ▪ located adjacent to the main living areas, such as living room, dining room or kitchen to extend | <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> <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> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|---------|
| the dwelling living space | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ proportioned to be functional and promote indoor/outdoor living. A dining table and two to four chairs should fit on the majority of balconies in any development. Consider supplying a tap and gas point | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| iv. Consider secondary balconies, including Juliet balconies or operable walls with balustrades, for additional amenity and choice: <ul style="list-style-type: none"> ▪ in larger apartments ▪ adjacent to bedrooms ▪ for clothes drying; these should be screened from the public domain | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ utilising sun screens, pergolas, shutters and operable walls to control sunlight and wind | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ choosing cantilevered balconies, partially cantilevered balconies and/or recessed balconies in response to requirements for daylight, wind, acoustic privacy and visual privacy - ensuring balconies are not so deep that they prevent sunlight entering the apartment below | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ detailing balustrades and providing screening from the public, for example, for a person seated looking at a view, clothes drying areas, bicycle storage or air conditioning units | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|-------------------------------------|---|
| vii. Coordinate and integrate building services, such as drainage pipes, with overall façade and balcony design, for example, drainage pipes under balconies are often visible from below in taller buildings and negatively impact the overall facade appearance | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4.4.4 Ceiling Heights Objectives <ul style="list-style-type: none"> ▪ To increase the sense of space in apartments and provide well proportioned rooms ▪ To promote the penetration of daylight into the depths of the apartment ▪ To contribute to the flexibility of use ▪ To achieve quality interior spaces while considering the external building form requirements | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Ceiling Height objectives as suitable ceiling heights are provided for the residential nature of the apartments. |
| 4.4.4 Ceiling Heights Performance Criteria <ul style="list-style-type: none"> i. Minimum dimensions are measured from finished floor level (FFL) to finished ceiling level (FCL) are: <ul style="list-style-type: none"> ▪ in mixed use buildings along Hill Road and major east-west streets: 3.6 metre minimum for ground floor retail or commercial and 3.3 metre minimum for first floor residential, retail or commercial to promote future flexibility of use ▪ in residential buildings on primary north-south street and on secondary streets: 3.3 metre minimum for ground floor to promote future flexibility of use; 2.7 metre minimum for all habitable rooms on all other floors; 2.4 metre minimum for all nonhabitable rooms ▪ for two storey units, 2.4 metre minimum for second storey if 50 percent or more of the apartment has 2.7 metre minimum ceiling heights ▪ for two-storey units with a two storey void space, 2.4 metre minimum ii. Double height spaces with mezzanines count as two storeys iii. Use ceiling design to: <ul style="list-style-type: none"> ▪ define a spatial hierarchy between areas of an apartment using double height spaces, raked ceilings, changes in ceiling heights and/or the location of bulkheads ▪ enable well proportioned rooms: for example, smaller rooms often feel larger and more spacious when ceilings are higher ▪ maximise heights in habitable rooms by stacking wet areas from floor to floor. This ensures that services and their bulkheads are located above bathroom and storage areas rather than habitable spaces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 5.15 metres at ground level, 3.6 metres at level 1 and 3.1 metres for levels 2 to 20. |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The development is affected by two BASIX certificates which dictate sustainability measures and comfort details for individual apartments. |

| Requirement | Yes | No | N/A | Comment |
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| iv. Utilise structural systems, which support a degree of future change in building use or configuration. Design solutions may include:- a structural grid which accommodates car parking dimensions, retail, commercial and residential uses vertically throughout the building; aligning structural walls, columns and services cores between floor levels; minimising of internal structural walls; higher floor to floor dimensions on the ground floor and possibly the first floor; knock-out panels between apartments to allow two adjacent apartments to be amalgamated | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| v. Design all commercial / retail components of mixed use buildings to comply with AS1428-2001 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | There are 80 adaptable apartments within the development representing 20% of the total number of apartments. |
| 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"/> | |
| ▪ designing developments to meet AS3661 Slip-Resistant Surface Standard for pedestrian areas | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ ensuring wheelchair accessibility between designated dwellings, the street and all common facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4.4.6 Ground Floor Apartments Objectives | | | | The proposed development is considered to be consistent with the Ground Floor Apartment objectives as a range of ground floor apartments mixed with commercial/retail components and a pocket park are proposed which contribute to an active streetscape. |
| ▪ 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 and 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: <ul style="list-style-type: none"> ▪ adequate storage areas ▪ separate business phone/fax ▪ large mailbox suitable for business mail ▪ any special utility services needed (eg separate power metering) | <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"/> | |
| 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: | <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. | |
| ▪ providing generous corridor widths and ceiling heights, particularly in lobbies, outside lifts and apartment entry doors | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ providing appropriate levels of lighting, including the use of natural daylight, where possible | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ minimising corridor lengths to give short, clear sight lines | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ avoiding tight corners | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ providing legible signage noting apartment numbers, common areas and general directional finding | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ providing adequate ventilation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ii. Support better apartment building layouts by: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | There are two main pedestrian access points into the building with one on the eastern side and the other on the western side. The southern curtilage is retained for the services and vehicle access. |
| ▪ designing buildings with multiple cores which increase the number of entries along a street, increase the number of vertical circulation points, and give more articulation to the facade | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ 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 between 7 and 11 apartments per corridor. |
| 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> | <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. | |
| ▪ developments can demonstrate the achievement of the desired streetscape character and entry response | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| ▪ where developments can demonstrate a high level of amenity for common lobbies, corridors and units | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| iv. Articulate longer corridors. Design solutions may include:- changing the direction or width of a corridor; utilising a series of foyer areas; providing windows along or at the end of a corridor | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| v. Minimise maintenance and maintain durability by using robust materials in common circulation areas | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| 4.4.9 Storage Objectives | | | | | |
| ▪ To provide adequate storage for everyday household items within easy access of the apartment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Storage objectives as adequate areas of storage are provided or capable of being provided to each apartment, whether internally or within the parking levels. | |
| ▪ To provide storage for sporting, leisure, fitness and hobby equipment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

| Requirement | Yes | No | N/A | Comment |
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| 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 689 sqm 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 2 levels of parking provide 396 storage spaces to compensate for 50% of each apartments required storage space. This is considered to be satisfactory to demonstrate compliance. A condition will also be imposed to ensure compliance. 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"/> | <p>Secure bicycle storage spaces and chained storage spaces are provided within the car parking levels.</p> |
| 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"/> | |
| 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 | | | | |
| i. Utilise the site and building layout to maximise the potential for acoustic | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Suitable building separation is provided to allow private open space areas to be</p> |

| Requirement | Yes | No | N/A | Comment |
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| <p>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</p> <p>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></p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | As shown on the revised architectural drawings, around 287 apartments, representing 72.5%; achieve the solar access requirement between 9am and 3pm in mid-winter which complies. |
| <p>iii. Limit the number of single-aspect apartments with a southerly aspect (SW–SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and address energy efficiency</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <p>iv. Design for shading and glare control, particularly in summer, by:</p> <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 type="checkbox"/> | <input type="checkbox"/> | Overhanging balconies are proposed to provide shading to private open spaces. |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <p>v. The use of light wells as a primary source of daylight in habitable rooms is prohibited. Where they are used, they are to be fully open to the sky and their dimensions relate to building separation</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <p>vi. <u>Amended by HBW DCP – Amendment 1 as follows: in that</u></p> | | | | |

| Requirement | Yes | No | N/A | Comment |
|--|-------------------------------------|--------------------------|-------------------------------------|---|
| <p><u>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></p> <p>vii. Shadow diagrams showing the impact of a proposal on adjacent residential developments and their private open space will be required.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| <p>4.5.3 Natural Ventilation Objectives</p> <ul style="list-style-type: none"> ▪ To ensure that apartments are designed to provide all habitable rooms with direct access to fresh air and to assist in promoting thermal comfort for occupants ▪ To provide natural ventilation in non habitable rooms, where possible ▪ To reduce energy consumption by minimising the use of mechanical ventilation, particularly air conditioning | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Natural Ventilation objectives as all habitable rooms, and where possible non-habitable rooms, have sufficient openings for ventilation and BASIX commitments dictate energy consumption requirements. |
| <p>4.5.3 Natural Ventilation Performance Criteria</p> <p>i. Plan the site to promote and guide natural breezes by:</p> <ul style="list-style-type: none"> ▪ orienting buildings to maximise the use of prevailing winds ▪ locating vegetation to direct breezes and cool air as it flows across the site ▪ selecting planting or trees that do not inhibit airflow <p>ii. Limit residential building depth to 18 metres glass line to line to support natural ventilation</p> <p>iii. Utilise the building layout and section to increase potential for natural ventilation, by:</p> <ul style="list-style-type: none"> ▪ providing dual aspect apartments, eg. cross through and corner apartments ▪ facilitating convective currents by designing units which draw cool air in at lower levels and allow warm air to escape at higher levels, for example, maisonette apartments and two-storey apartments <p>iv. <u>Amended by HBW DCP – Amendment 1 as follows: in that the minimum may be exceeded for percentage of apartments above 8 storeys given the different air movement characteristics.</u></p> <p>v. A minimum of 25% of kitchens within a development are to be naturally ventilated</p> <p>vi. Select doors and operable windows to maximise natural ventilation opportunities established by the apartment layout. Design solutions may include:- locating small windows on the windward side and larger windows on the leeward side of the building thereby utilising air pressure to draw air through the apartment;</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>The building and apartment layouts are designed to maximise natural ventilation through the use of open-plan living areas.</p> <p>A variation is identified specific to building depth which has previously been addressed and considered to be acceptable. In addition, amendment 1 to HBW DCP under section 5.3.5 (iii) permits building depths to be greater than 18 metres glass line to glass line.</p> <p>The residential towers achieve satisfactory daylight and natural ventilation given the orientation of the site.</p> <p>It is identified that 253 apartments are cross ventilated which represents 63.8% of the total number of apartments within the development.</p> |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|--|
| <p>using higher level casement or sash windows, clerestory windows or operable fanlight windows—including above internal doors—to facilitate convective currents. This is particularly important in apartments with only one aspect; selecting windows which occupants can reconfigure to funnel breezes into the apartment, like vertical d, casement windows and externally opening doors</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vii. 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 | | | | |
| <p>4.6.1 Awnings and Signage Objectives</p> <ul style="list-style-type: none"> ▪ To provide shelter for public streets ▪ To support and encourage pedestrian movement associated with retail uses ▪ To ensure signage is in keeping with desired streetscape character and with the development in scale, detail and overall design | <input 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 | | | | |
| <u>Awnings</u> | | | | |
| i. Encourage pedestrian activity on streets by providing awnings to retail strips, | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ complement the height, depth and form of the desired character or existing pattern of awnings | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| <ul style="list-style-type: none"> ▪ provide 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| vi. pedestrian plazas at the termination of major east-west streets 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"/> | Proposed signs are integrated with the building design. |
| 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"/> | |
| 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"/> | |
| 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"/> | Elevations are provided generally in accordance with scale of the site specific concept plan and the Homebush Bay West Development Control Plan and consist of high quality building elements. A high level of modulation, articulation and architectural feature elements are incorporated to provide visually interesting and varied facades. |
| ii. Compose facades with an appropriate scale, rhythm and proportion which respond to the building's use and the desired contextual character, for example by:- defining a base, middle and top related to the overall proportion of the building; expressing key datum lines using cornices, change in materials or building setback; expressing building layout or structure, such as vertical bays or party wall divisions; expressing the variation in floor to floor height, particularly at lower levels; articulating building entries | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | At street level, the setback is further enhanced by the opportunity to have deep soil zones given that the basement is contained wholly within the building form. The development is provided with numerous windows, balconies and architectural elements to break the bulk and scale of the complex. |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|-------------------------------------|--|
| single family houses in larger flat buildings; this often results in inappropriate proportion, scale and detail for residential flat buildings; minimising the expression of roof forms gives prominence to a strong horizontal datum in the adjacent context, such as an existing parapet line; using special roof features ,which relate to the desired character of an area, to express important corners. | | | | |
| ii. Design the roof to relate to the size and scale of the building, the building elevations and 3D building form. This includes the design of any parapet or terminating elements and the selection of 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 | | | | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|--|
| iv. locating trees where they will not shade existing or planned solar and photovoltaic installations | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | arise. |
| 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: | | | | 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. |
| ▪ providing a mix of lighting fixtures, including dimmable lighting, to provide for a range of activities in different rooms | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ designing to allow for different possibilities for lighting the room, for example, low background lighting supplemented by task or effect lighting for use as required | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ using separate switches for special purpose lighting | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ using high efficiency lighting, such as compact fluorescent, for common areas | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ▪ using motion detectors for common areas, lighting doorways and entrances, outdoor security lighting and car parks | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| vi. Maximise the efficiency of household appliances by: | | | | |
| ▪ selecting an energy source with minimum greenhouse emissions | | | | |
| ▪ 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"/> | |

| Requirement | Yes | No | N/A | Comment |
|---|-------------------------------------|--------------------------|--------------------------|---|
| <p>4.7.2 Maintenance Objectives</p> <ul style="list-style-type: none"> ▪ To ensure long life and ease of maintenance for the development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | The proposed development is considered to be consistent with the Maintenance objectives as relevant conditions shall be included in any consent to ensure the site is suitably maintained. |
| <p>4.7.2 Maintenance Performance Criteria</p> <ul style="list-style-type: none"> i. Design windows to enable cleaning from inside the building, where possible ii. Select manually operated systems, such as blinds, sunshades, pergolas and curtains in preference to mechanical systems iii. Incorporate and integrate building maintenance systems into the design of the building form, roof and facade iv. Select durable materials, which are easily cleaned and are graffiti resistant v. Select appropriate landscape elements and vegetation and provide appropriate irrigation systems (see Landscape Design) vi. For developments with communal open space, provide a garden maintenance and storage area, which is efficient and convenient to use and is connected to water and drainage. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>This is possible in most instances but this is part of the day to day maintenance of the complex by the Strata manager.</p> <p>Many passive features are incorporated such as sun shades, overhanging balconies, pergolas and screens.</p> <p>Appropriate species selected.</p> |
| <p>4.7.3 Waste Management Objectives</p> <ul style="list-style-type: none"> ▪ To avoid the generation of waste through design, material selection and building practices ▪ To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development. To encourage waste minimisation, including source separation, reuse and recycling ▪ To ensure efficient storage and collection of waste and quality design of facilities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>A waste Management Plan has been submitted with the application detailing waste controls and removal during demolition and construction.</p> <p>The waste management plan is thorough and documents waste management throughout the development process.</p> <p>The waste management plan shall be included as part of any consent that may be issued.</p> |

| 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 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 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 control (No. 1 Burroway Road Deemed DCP 2006) is required and justified in this instance.

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:-

Residential component:

- 220 x 1 bedroom apartments.
- 150 x 2 bedroom apartments.
- 26 x 3 bedroom apartments.

Total: 396 units.

Whilst it is noted that the overall number of apartments have been reduced from 403 to 396 as a result of the amendments to the design, Council has however received a formal correspondence dated 3 September 2014 confirming that the costing supplied by the Rider Levett Bucknall (RLB) dated March 2014; despite detailing the number of residential units as being 403 in total, is satisfactory to be relied upon for Council to calculate the section 94 contributions. The following comment was provided from Billbergia substantiating:

"Billbergia have reviewed the amendments made to the DA application and are content that the cost of construction is consistent with the original cost plan submitted by RLB, due to the negligible modification in floor space area".

Commercial/retail component:

- 4,039 sqm of retail/commercial GFA with an estimate costing of \$4,745,817.00.

As at 3 September 2014, the contribution amount based on the above, is calculated at \$1,345,960.30 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.

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 have considered the proposal to be satisfactory, subject to conditions, 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 fourteen (14) days between 29 April 2014 to 13 May 2014.

A total of three (3) submissions were received as a result of notification of the proposed development. The issues are summarised and discussed in further detail below:

Issue: The respondents have primarily raised significant concerns regarding the excessive height and increased density proposed as well as increased traffic generation in the area and the lack of parking provided by the proposed developments to meet the demand. Other concerns raised by the respondents include:

- The proposal will result in significant overshadowing and loss of solar access of the respondent's property. The proposal will also contribute to loss of views from the respondent's property.
- The development of block B is inconsistent with the design controls of the HBWDCP amendment 1 as only one residential tower of 16-20 storeys is permitted.
- The development of block B is already on sale; however this is only the period of DA and submission.
- Lack of community consultation regarding the overall developments proposed in the area.
- Increased traffic and noise impacts affecting air quality.
- The proposal is not in keeping with current streetscape and is higher than the Millennium marker.

Comment: The proposed development being 8 and 20 storeys high is consistent with the controls of the HBWDCP amendment 1. Due to the orientation of the site, some overshadowing is considered to be inevitable and unavoidable, however reasonable building separation distances have been provided together with the proposed slender tower forms which assist to alleviate any significant overshadowing, noise and privacy concerns.

The design rationale of the proposed 20 storey residential tower is based on various architectural design techniques used to ensure that the overall massing of the tower achieves optimal daylight and natural ventilation whilst minimising the bulk and scale of the development. To prevent a wide form tower; that would otherwise result in greater overshadowing of apartments particularly to the south, a split into two slender forms connected by a common lobby and core is proposed for the 20 storey tower that is curved and aligned to maximise apartments receiving more than 70% of the minimum 2 hours solar access requirement. Vertical slots and insets are also incorporated into the tower forms to break up the base envelope to create slender and taller shapes whilst also facilitating cross ventilation. The proposal is considered to be consistent with the street and block pattern of the amended HWBDCP.

Council has limited control regarding overall marketing promotions and sale of properties selling off the plan by the developers.

Appropriate notification and exhibition of the development proposal has been carried out in accordance with Council's notification procedure.

The subject application has been supported with a traffic report. Council's engineers have reviewed the report and have advised that the impact of the development on traffic conditions is acceptable having regard to the development permitted under the planning controls for the site. The proposed development also provides adequate car parking in accordance with the HBWDCP.

The development has been assessed on its individual merit and is considered to perform satisfactory with respect to the RFDC and HBWDCP as amended. The development is considered to be design responsive and provides for acceptable levels of amenity for future residents and minimises adverse impacts on the amenity of neighbouring properties. It should also be noted that the redevelopment of the Wentworth Point is in an area undergoing transition in which all future developments have been specifically planned for since the inception of 1999 Homebush Bay DCP which established a broad direction for the urban structure and design controls which identified the site for residential and commercial uses. Subsequent controls made thereafter were approved by the Department of Planning which laid out a

structural design framework to guide developments for residential uses across the site.

The public interest (EP& A Act s79C(1)(e))

The public interest is served by permitting the orderly and economic development of land, in a manner that is sensitive to the surrounding environment and has regard to the reasonable amenity expectations of surrounding land users.

In view of the foregoing analysis it is considered that the development, if carried out subject to the conditions set out in the recommendation below, will have no significant adverse impacts on the public interest.

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.