

Rhodes West Development Control Plan 2015 Compliance Table

Rhodes West Development Control Plan 2015		Comment	Complies
3.2.1 Pedestrian network and amenity			
C1 Provide a continuous pedestrian network through the streets, parks and public rights of way as set out in the Framework Plan.	The proposal provides a continuous pedestrian network which links Walker Street to Marquet Street to the east and west of the site and provides for a future connection to the north and south of the site.	✓	
C2 Connect to the regional pedestrian network by linking to the Bicentennial Park path system at the southern end of the peninsula, and to Blaxland Road to the north.	A bicycle centre is proposed in the northern part of the site which will serve as an end of trip facility and will provide bicycle maintenance and storage for the general public. The bicycle strategy will provide bike paths on Marquet Street, Walker Street and on the through site link.	✓	
C3 Supplement connections to the street system of the east side of Rhodes Peninsula, through links at Walker Street rail underpass, the retail area and Oulton Avenue.	The pedestrian bridge from the site to the station (located to the east) will be subject to a future DA.	N/A	
C4 Extend pedestrian access to the south of Walker Street to improve connections to Homebush Bay Drive, Liberty Grove, Concord West and residential areas to the east.	A 5.9m wide pedestrian link has been designed to connect with future developments to the south of the site.	✓	
C5 Provide links to Meadowbank Park and the ferry wharf via the pedestrian link across John Whitton Bridge.	Not applicable to the site.	N/A	
C6 Allow for the pedestrian/cycleway bridge to Homebush Bay West (Wentworth Point) that lands along the alignment of Gauthorpe Street at the Foreshore Park.	A bridge connecting to Wentworth Point has been built and opened and allows pedestrian and bicycle use.	✓	
C7 Intersection and crossing design should favour pedestrian convenience and safety. Local pedestrian crossings should link major destinations and areas of intense pedestrian activity.	N/A	N/A	
C8 Provide a paved footpath to both sides of every street.	The site is adjacent to Marquet Street and Walker Street and footpaths already exist.	N/A	
C9 Separate pedestrian and vehicular traffic through use of a formed vertical kerb between the footpath and the carriageway.	Pedestrian and vehicular traffic will be clearly separated.	✓	
C10 Pavement width should allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage should provide for amenity without causing clutter.	Most the proposed pedestrian links are 6m wide and will allow for comfortable access for pedestrians. Trees and street furniture have been located to ensure they do not impede on access routes.	✓	
C11 Avoid ambiguity in the design of public spaces and secondary streets, particularly at parks, entrances and areas with a strong built edge and residential presence.	The central plaza and associated footpaths are clearly identifiable, through the use of materials and future signage.	✓	
C12 Access to the foreshore must be open and unambiguous, particularly via the secondary streets and at the entrance / exit points to the foreshore linear park. Avoid the use of walls and gates at these entrances.	The proposed east west through site link to the north of 18 Walker Street, will connect with Annie Leggett Promenade which connects through to the foreshore.	✓	
C13 Minimise pedestrian areas with limited surveillance due to visual or physical access or distance from buildings and / or passing traffic.	The retail buildings are located adjacent to the pedestrian routes, which will ensure casual surveillance will be provided.	✓	
C14 Provide quality of lighting in areas of concentrated car parking, pedestrian/vehicle laneways, and at the interface between buildings and streets in commercial and retail areas.	A public domain lighting report has been submitted as part of the DA. All car parking and pedestrian routes will be well lit to ensure safety for pedestrians, residents and the general public.	✓	

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C15 Identify safe night time pathways through good lighting, maximum casual surveillance and minimal concealment opportunities.	The development will provide safe night time pathways through a combination of good lighting and casual surveillance from retail buildings.	✓
C16 Front fences and walls along street frontages should use visually permeable materials and treatments. Where solid walls or fences are proposed, these should be limited to 1m in height	N/A	N/A
C17 Provide safety provision in accordance with CPTED - 'Safer by Design' principles. The safety requirements include provisions in relation to: • Lighting, CCTV, laneway vehicular access management, letterbox security, overbridge design, visual openness, basement car park planning, emergency service access and directional signage.	A fully networked designated closed circuit TV system will be provided for the retail and residential components of the development. This will help to provide a feeling of safety for pedestrians, residents and the public. A public domain lighting report has been submitted as part of the DA. All car parking and pedestrian routes will be well lit to ensure safety for pedestrians, residents and the public.	✓
C17 Integrate design for equal access into the design of streets and open spaces. Design of the public domain should comply with the Commonwealth Disability Discrimination Act. It should incorporate requirements set out in AS 1428, as set out in the City of Canada Bay Council Development Control Plan 2013 – Appendix A: Access and the Canada Bay Standard Conditions of Consent.	An Access Assessment Report prepared by Certis has been submitted with the application. The report outlined that the access and approach arrangement should be renewed from the allotment boundary to the principle mall entry. Access for all is provided with 4 lifts per tower. The proposal would meet the relevant access and disability criteria.	✓
C18 Provide kerb ramps at all intersections, with pedestrian refuges at wide or busy streets.	N/A	N/A
3.2.2 Cycle strategy		
C1 Provide a cycle network through the public streets and the foreshore park as set out in the Framework Plan.	The applicant provides an end of trip facility that allows for bicycle maintenance and changing facilities. The bike points will link into the broader bike network. The end of bike facility will support the cycleway surrounding the site. The bicycle paths will utilise the east west through site link and connect through to the Annie Leggett Promenade.	✓
C2 Connect to the regional cycleway, and improve access to the pedestrian / cycleway at John Whitton Bridge and the new Homebush Bay Bridge.		✓
C3 Provide commuter cycle lanes along Walker Street, from Mary Street to the underpass at the northern end of the peninsula, at a minimum width of 1.4m.	N/A	N/A
C4 Provide a recreational cycle path through the Foreshore Reserve, which also connects to the regional cycleway at both ends. The recreational cycleway continues under John Whitton Bridge to the stairs and ramps on the eastern side of the bridge. Refer to the Public Domain Technical Manual for standards	N/A	N/A
C5 Design intersections and crossings along dedicated cycle routes to favour cyclist's safety and convenience.	N/A	N/A
C6 Provide lockable bicycle storage at Rhodes Station, the retail centre, and in publicly accessible facilities.	The proposal provides end of trip facilities for cyclists in the northern part of the site.	✓
C7 Separate cycle and pedestrian routes through the Foreshore Reserve.	N/A	N/A
C8 Design cycle paths, cycle parking and end of trip facilities at least to the minimum design standards set out by Austroads.	The proposed bike paths and parking will be accordance with the DCP and Australian Standards.	✓
C9 Bicycle parking is to be provided at the station.	Bicycle parking is provided on the site at the end of trip facility and within the carpark and the northern part of the site in close proximity to the station.	✓

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3.2.3 Sustainable transport infrastructure			
C1 Provide convenient pedestrian and cycle connections to Rhodes Station, bus stops on Concord Road, and Meadowbank Ferry Wharf.	A pedestrian link/overpass from the subject site to Rhodes Train Station will be part of a future DA.		✓
C2 Encourage interchange between public transport modes.	The pedestrian links and end of trip facility and proximity to the station will encourage interchange between transport nodes.		✓
C3 Promote ease of access to the station through a permeable street network.	Complies.		✓
C4 Locate bus stops at activity nodes including the retail centre, and also close to publicly accessible facilities.	N/A		N/A
C5 Bus stops and taxi ranks are to be provided with good lighting, shelters / seating and route / schedule information.	N/A		N/A
C6 Public bicycle parking facilities are to be located at public open spaces, with convenient access to commuter and recreational cycleways throughout Rhodes West.	Bicycle parking is provided on the site at the end of trip facility and within the carpark.		N/A
3.2.4 Vehicle circulation and parking			
C1 Promote permeability for vehicles, pedestrians and cyclists and a spread of traffic throughout the peninsula by adopting the street layout shown in the Framework Plan.	The proposed street layout and pedestrian layout is generally consistent with the Framework Plan.		✓
C2 Access to private vehicle parking in developments is restricted in the locations shown at Figure 42.	The proposal is consistent with Figure 42 and provides residential and retail parking access from the northern and southern end of Marquet Street and loading services access from the northern end of Walker Street.		✓
C3 To promote the shared use of private vehicles, to reduce parking demand and to minimise traffic generation, developments exceeding 200 dwellings are to allocate one car space in a convenient location on the street frontage for use by a car share company. One additional car share space is to be allocated for each additional 300 dwellings.	Shared car parking spaces are located with the residential component of the basement carpark.		✓
C4 Applicants are to provide adequate signage on behalf of the car share company to clearly advertise the provision.	Clear car share signage will be provided as part of the car share agreement.		✓
C5 Liaison with TfNSW regarding the integration of bus services within the streetscape.	N/A		N/A
3.2.5 Landscape			
C1 Street tree selection for Rhodes West is to follow the current approvals for civil infrastructure works.	The proposed street trees include Tuckeroos on Marquet Street and Eucalyptus Trees on Walker Street. The proposed trees are consistent with the current approvals for infrastructure works.		✓
C2 Retain, wherever possible, existing trees in the following areas: • Mary Street and the extension of Mary Street to the foreshore. • East west stand of trees near the mangroves. • Along the eastern edge of Walker Street and the extension of Walker Street to the south.	No significant trees are located on the site.		N/A
C3 Ensure that appropriate species are selected to suit streetscape conditions including, street width, building height and setback, orientation and views.	Plant species such as Fiddle Leaf Figs, Crepe Myrtle and Frangipani are consistent with Council's recommended species.		✓
C4 Create conditions favourable to the planting and long term health of trees in the design and construction of streets.	All plantings on top of the podium level will be in raised planter boxes and comply with Council's soil depth recommendations for trees and shrubs.		✓

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C5 Species and spacing should be consistent within blocks.	The landscape plan submitted with the application details appropriate spacing of plant species.	✓
C6 Establish a riparian zone along the foreshore, with appropriate tree, shrub and groundcover species.	N/A	N/A
C7 Provide visual openness in accordance with CPTED - 'Safer by Design' principles considering the placement of landscaping.	The landscape plan submitted with the application details appropriate spacing of plant species and are consistent with CPTED principles.	✓
3.2.6 Street furniture, paving and lighting		
C1 Design and build the streets in accordance with the Canada Bay Engineering Requirements for Development.	N/A	N/A
C2 Use the range of standards for furniture, lighting and signage set out in the Canada Bay Engineering Requirements for Development.	The use and the range of standards for furniture, lighting and signage set out in the Canada Bay Engineering Requirements for Development. The proposal will be consistent with this criteria.	✓
C3 Provide safety provision in accordance with CPTED - 'Safer by Design' principles considering all implemented street furniture, paving and lighting.	The proposal is consistent with CPTED principles, in terms of lightings, street furniture and paving.	✓
C4 Establish a hierarchy of lighting levels based on the civic significance of the street and the perceived threat of crime. Walker Street as a 'spine' created by the railway line should have the highest level of illumination, along with the civic and urban streets that link Walker Street with the retail centre and the foreshore.	The lighting report submitted with the application creates a lighting hierarchy.	✓
C5 Provide a level of lighting for streets and parks that enhances security and legibility, while minimising impact on residential dwellings.	Complies.	✓
C6 Coordinate and standardise street lighting throughout the development	A lighting strategy has been submitted as part of the application. Coordination and standardisation of street lighting through the development is outlined in the report.	✓
C7 In riparian and conservation areas additional care should be taken to ensure that light does not interfere with animal habitats.	N/A	N/A
C8 For parks establish a simple palette of materials that: • Reflects the streetscape palette in the Canada Bay	N/A	N/A
C9 Generally paving is to provide a simple and subdued ground plane, that creates a background to buildings and streetscape elements. Accent paving should only be used on retail and commercial streets, in key public places and in parks.	Paving on the ground floor levels will be located in the central plaza, with honeycomb pavers with a contrast of colours and paving unit sizes.	✓
C10 Utilise simple, robust elements that are durable and fit for their purpose. The range of elements should be coordinated for streets and for parks, and relate to the character and function of these spaces.	The applicant outlined that the proposed street furniture will be made from solid durable materials.	✓
C11 Placement of furniture should provide an acceptable level of amenity, without creating clutter or obstruction.	The proposal will provide high level of public domain with furniture appropriately located.	✓
C12 Locate street name signs at intersections, wall mounted on buildings where possible to reduce clutter.	N/A	N/A
C13 Consolidate traffic signs as far as possible, to reduce clutter.	N/A	N/A
C14 No private identification sign is permitted within the public right of way.	N/A	N/A

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C15 Public access rights are to be clearly indicated for public space and, where relevant, over publicly accessible private land.	N/A	N/A
C16 Include signage from the Parramatta River Foreshore Signage Manual, as outlined in the Rhodes Peninsula Domain Manual.	N/A	N/A
3.2.7 Infrastructure and water management		
C1 Integrate services design with the design of all new streets and parks with consideration of the following:	N/A	N/A
C2 Locate all new services underground, within a consolidated strip adjacent to the kerb line. Where possible, new services should occupy a single services corridor, accessible through a single access cover.	All new services will be integrated into the building.	✓
C3 Service access covers should relate to the geometry and materiality of paving design.	N/A	N/A
C4 Utilise water sensitive urban design strategies and integrate stormwater design in the design of streets and parks.	A combination of rainwater re-use, On-site Stormwater Detention, bio-retention system, and porous pavement is proposed to manage storm water runoff. Storm water management conditions are proposed.	✓
C5 Integrate systems to capture and filter low flow stormwater, to improve the quality of discharge to Homebush Bay and Parramatta River.	The combination of rainwater re-use, On-site Stormwater Detention, bio-retention system, and porous pavement will help improve the quality of discharge to Homebush Bay and Parramatta River. Storm water management conditions are proposed.	✓
C6 Provide litter and sediment traps for stormwater outlets. Engineering structures should be integrated into the design of parks, without the need for extensive screening.	Storm water management conditions are proposed to ensure runoff is managed effectively.	✓
3.2.8 Public art		
C1 All public art should be relevant to Rhodes West, be of a scale appropriate to the public realm, and be specific to time and place.	A public art location plan has been submitted with the development application, see below. Further details regarding the type size will be submitted in future with consultation with Council, this forms part of the VPA.	✓
C2 Development proposals are to include a public art strategy that describes how proposed public art has been selected to suit the historic, environmental and social contexts of Rhodes West and contributes to a unique 'sense of place'.		
C3 Public art is required in Shoreline Park North, Shoreline Park South and Rhodes Town Square.		
C4 Public art is encouraged in other publicly accessible locations such as main entrances, lobbies, street frontages, gardens, walls and rooftops.		
C5 Consult with Council and community groups in the design and execution of public artworks.		
C6 Consider artworks that serve a dual role, as play equipment for children, or informal seating for example.		
3.3.1 Land use		
C1 Design for a mix of uses within buildings by encouraging: • Developments with retail and / or commercial frontage at street level and commercial premises and / or housing at upper levels;	The proposal has been designed for a mix of uses including retail and commercial in the podium and residential uses in the towers.	✓

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<ul style="list-style-type: none"> Flexible design of ground floor apartments to facilitate future change of use, incorporating individual street address, appropriate layout, and adequate floor to floor height; and, Home based businesses with flexible layouts for business and residential use. 		
<p>C2 Create a commercial centre which links to the existing centre on the eastern side of Rhodes Station and to the Rhodes Waterside Shopping Centre by concentrating street level retail / commercial frontage in the following areas:</p> <ul style="list-style-type: none"> An activity strip along Walker Street; Between the station entrance and Mary Street; and Along the eastern side of Rider Boulevard. 	The proposal will create a commercial centre and activate the ground floor through retail and associated pedestrian paths and links. An activity strip of retail units will be provided along Walker Street.	✓
<p>C3 To activate the residential zone, the preferred location for non-residential uses is nominated in key street frontages and corners, whilst managing environmental impacts on surrounding residents.</p>	Retail uses are located on the podium and adjacent to the key street frontages for Walker and Marquet Street.	✓
<p>C4 To achieve high quality living environments:</p> <ul style="list-style-type: none"> Ground floor level residential apartments are not permitted in the activity strip, although entrance lobbies to residential development above are encouraged. Ground floor apartments opposite the activity strip should incorporate sills and balustrades located a minimum 0.5m above finished footpath level for privacy. Residential development within 50m of Homebush Bay Drive is not permitted, unless measures to ameliorate adverse impacts of noise, pollution and loss of privacy are incorporated. Refer to SEPP (Infrastructure) 2007. <p>Mixed Use in the Station Precinct (Precinct D)</p>	No residential use at ground.	N/A
<p>C5 To ensure development in Precinct D optimises its location close to Rhodes Station and is integrated with development of Rhodes West as a whole, it should incorporate the following provisions:</p> <ul style="list-style-type: none"> A 6-8m wide public pedestrian walkway connecting Walker Street, Marquet Street and Shoreline Drive must be created to provide direct access to the foreshore park. For detail refer to 3.3.5 - C4. A honeycomb of publicly accessible through block connections especially to Marquet Street and Rider Boulevard is encouraged, to increase choice of routes, particularly to Rhodes Station and enrich the pedestrian environment. Through block connections include internal and external arcades, and double fronted commercial lobbies and shops. Through block connections achieve surveillance and provide public domain character, supplemented by outdoor areas such as courtyards. their use should be optimised by providing a legally registered public right of way on the title of the land between the hours of 7am and 7pm daily, excluding public holidays, as a minimum. 	<p>Pedestrian walkways have been provided that connect Walker Street through to Marquet Street though the plaza and retail centre. The pedestrian links have been designed to connect to the south and north of the site to facilitate pedestrian access to the future development.</p> <p>A through site pedestrian link is provided from Walker Street to Marquet Street. The through site link lines up to connect to Annie Leggett Promenade which enhances access to the foreshore.</p> <p>Deep soil gardens are not provided as part of the site, however, landscaping is located on the ground level and roof of the podium in accordance with the public domain and landscaping plans.</p> <p>The combination of the retail frontages and the pedestrian walkways link together to support an active pedestrian oriented environment.</p> <p>Mixed use buildings are proposed on the site, and reasonable quality private amenity will be provided.</p>	✓

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<ul style="list-style-type: none"> • Deep soil garden areas and permeable paving should be provided to courtyards within the block, to create a distinctive leafy character and optimise natural infiltration of stormwater. • An active pedestrian oriented environment with high pedestrian amenity should be created around Rhodes Station and surrounding streets. • New public squares and a network of through-site links that enhance access between the foreshore and Rhodes Station. • Mixed use buildings that provide high residential amenity complying with SEPP 65 – Apartment Design Guide (Part 2F – Building separation). • Active street frontages with non-residential uses including community uses, commercial, retail and cafes / restaurants. 		
3.3.2 Built form		
C1 The maximum height of development should comply with the Height Map contained in the Canada Bay Local Environment Plan 2013 (as amended) and the maximum heights shown in the site-specific controls of this DCP.	<p>Buildings A, B and C all comply with maximum permissible building height of the LEP as amended. The RWDCP stipulates a storey height limit of 36 storeys for Tower A, 25 storeys for Tower B excluding plant and 10 storeys for Building C.</p> <ul style="list-style-type: none"> ▪ Tower A provides 37 storeys and does not comply with this control. Refer to Section 5.2 for comment. ▪ Tower B provides 25 storeys excluding plant and complies. ▪ Building C only provides a single storey and complies. 	✓ (acceptable on merit)
C2 The maximum Floor Space Ratio (FSR) of development is to be consistent with the FSR map contained in the Canada Bay Local Environment Plan 2013 (as amended).	The proposal provides an FSR of 9.28:1, 5.58:1 and 0.22:1 on Site A1, 1B and 1C respectively and is compliant with CBLEP 2013.	✓
C3 Developments are to be consistent with the maximum building envelope plans contained in the site-specific controls in this DCP.	The proposal is generally consistent. Refer to Section 5.4 for comment.	✓ (acceptable on merit)
<p>Internal floor levels</p> <p>C5 To achieve quality living environments, maximise direct sunlight and allow future adaptability of uses, provide the following minimum heights:</p> <ul style="list-style-type: none"> • Provide minimum ceiling heights for apartment and mixed use buildings: - Habitable rooms: 2.7m. - Non-habitable room: 2.4m. - 2 storey apartments: 2.7m for main living area floor and 2.4m for second floor, where its area does not exceed 50% of the apartment area. <p>Figure 13. Roof forms that are incorporated into the overall building design can add visual interest to the Rhodes West skyline</p> <p>Figure 14. Variety in building types is required on large sites</p> <p>Figure 15. Well-articulated facades, including refinement, in window and balcony design.</p> <ul style="list-style-type: none"> - Attic spaces: 1.8m at edge of room, with a 300 	All residential levels provide a minimum 2.7m. Podium levels provide a floor to ceiling height of 3.3m	✓

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<p>minimum ceiling slope.</p> <ul style="list-style-type: none"> In mixed use areas: Provide minimum 3.3m height for ground and first floor to promote future flexibility of use. 		
<p>Architectural roof features</p> <p>C5 To provide a visually interesting skyline, architectural roof features, as defined in the Canada Bay Local Environment Plan 2013 (as amended), may extend above the maximum building height limit provided they are of high architectural design quality integrated into the overall building design, and do not adversely impact on neighbouring properties in terms of overshadowing and loss of views. Architectural roof features may extend above the maximum height limit of the Height of Buildings Map within the Canada Bay Local Environment Plan 2013 (as amended).</p>	<p>An architectural roof feature in the form of a Heliostat is provided on top of Tower A. The proposal complies with this control.</p> <p>The Heliostat extends 17.75m above Tower A. The Heliostat is a high quality architectural design and complies with the LEP and RWDGP.</p>	✓
<p>C6 To optimise accessibility, provide floor levels to entrances of ground floor retail and commercial uses, that are contiguous with the adjoining footpath level, to the maximum extent practical.</p>	<p>Floor levels to retail entrances are appropriate for access for all.</p>	✓
<p>C7 To protect privacy, elevate ground floor level apartments above adjacent footpath levels – 500mm is suggested as a minimum and 1500mm is suggested as a maximum. This requirement needs to be balanced against the provision of access and adaptability for commercial and retail uses at ground level.</p> <p>Maximum number of storeys / height for buildings within parkland open space</p>	N/A	N/A
<p>C8 To minimise visual impact and optimise views from the private domain, the Community Facility building sited within the Foreshore Park in Precinct B must not be higher than 12m.</p>	N/A	N/A
3.3.3 Building bulk		
<p>Retail / commercial uses</p> <p>C1 To avoid bulky towers the floor plate of commercial buildings above 4 storeys should not exceed 1400 m², including the core.</p>	N/A	N/A
<p>C2 For retail and commercial uses in the mixed use zone only, deeper building footprints are permitted up to 4 storeys in height.</p>	<p>The proposed building footprints for the retail uses are generally consistent with the Station Precinct Masterplan.</p>	✓
<p>C3 To optimise natural light to work spaces, no point on an office floor above 4 storeys should be more than 12m from a window, excluding the core.</p>	N/A	N/A
<p>C4 To allow natural lighting and ventilation at ground and first floor level of deep buildings, courtyards and atria which are open to the sky, are encouraged. For buildings greater than 6 storeys, courtyards and atria should have a minimum width of 8m.</p>	<p>The mid-block plaza will remain an open air meeting place for residents and the general public.</p>	✓
<p>Residential use</p> <p>C5 To achieve good cross ventilation and access to natural light, the depth of residential buildings up to 9 storeys in height should not exceed 18m from window face to window face.</p>	<p>Both towers exceed 18m depth up to 9 storeys however still achieve good cross ventilation. The combined total for cross ventilation is 74% and complies.</p>	✓ (acceptable on merit)

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C6 The depth of residential buildings greater than 9 storeys should not exceed 18m from window face to window face, and 26m overall including balconies, terraces and the like.	The depth of Towers A and B greater than 9 storeys is 26m and complies with the required 26m. Refer to Section 5.4 for discussion.	✓ (acceptable on merit)
C7 Should a building exceed the maximum building depths from window face to window face, it needs to be demonstrated that the apartments can achieve acceptable access to natural light and cross ventilation.	Acceptable levels of cross ventilation up to 9 storeys are provided to Towers A and B. Solar access should be provided to the apartments for a minimum of 2 hours on the winter solstice between 9am and 3pm. Tower A and Tower B provide a combined total of 73% solar access and comply.	✓
C8 The maximum length of a street facade without a recess or break is 45m. Facades longer than 45m are to have a recess of a minimum of 3 x 3 meter and provide other means in the visual composition to break up overly bulky buildings. The composition and detailing of a facade has to be a well-designed and should reflect the use, internal layout and structure of a building.	The street façade to Walker Street is broken up into two sections by the pedestrian walkways and have a maximum length of 39m and 13.5m. The street façade to Marquet Street is 59m in length, which exceeds the maximum street façade of 45m. The façade is broken up by the differing materials including timber and sandstone cladding and glazing and is considered acceptable.	✓ (acceptable on merit)
C9 To avoid bulky towers the floor plate of residential buildings above 9 storeys should not exceed 1250m.	The proposed tower floor plates range in area from 593.2m ² to 947.1m ² and are consistent with the maximum GFA floor plan area of 1250m ²	✓
C10 To achieve natural ventilation and daylight, a minimum 60% of all residential apartments within a building should have openings in two or more external walls of different orientation. Single orientation apartments should predominantly face north, east or west.	Acceptable levels of cross ventilation up to 9 storeys are provided to Towers A and B.	✓
C11 A maximum of 15% of apartments in a building may have a single southern aspect (SW-SE).	All apartments receive some solar access. 15.8% of apartments receive less than 1hour of sunlight on June 21.	✓
C12 To avoid long internal corridors, the number of apartments served by a common lobby should be no more than 8 per floor. Where this cannot be achieved, no more than 12 apartments should be provided off a circulation core on a single level. Where a development is unable to achieve this design criteria, a high level of amenity for common lobbies, corridors should be demonstrated in the design (such as sunlight and natural cross ventilation in apartments, and greater residential amenity to the space). For buildings of 10 storeys or over, the maximum number of apartments sharing a single lift is 40.	The floor plates in towers A and B provide a maximum 10 apartments which is considered acceptable. A high level of amenity is provided with 73% of apartments receive Solar access for a minimum of 2 hours on the winter solstice between 9am and 3pm.	✓
C13 To achieve high quality living environments, double loaded access corridors are to have outlook, access to sunlight and natural day lighting and preferably be naturally ventilated.	A window/door is provided adjacent to the lift lobby which provides light and outlook.	✓
3.3.4 Setbacks		
C1 Street setbacks should comply with Section 4: Site-specific controls.	Refer to the site-specific controls at the end of this compliance table.	N/A
C2 To create an urban character, provide strong street definition, enhance retail activity, and define prominent corners, build to the street edge along and opposite the activity strip in the mixed use zone, and on important corners as nominated in Figure16and as illustrated in Figures 17 and 18. Non-compliance with these figures will be assessed on a case-by-case basis.	The entrance to the retail plaza will be clearly identifiable using paving, signage and a break in the podium. The proposal provides a strong street definition.	✓

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C3 To create a residential character, comply with 3m street setbacks along north south streets, as nominated in Figure 16.	Refer to the site specific controls at the end of this compliance table.	N/A
C4 To achieve adequate separation between buildings for solar access, and to create wide view corridors to the water, that can be landscaped as 'green fingers', a consistent 5m street setback is preferred along east west streets, as nominated in Figure 16.	Refer to the site specific controls at the end of this compliance table.	N/A
C5 To minimise the impact of tower buildings on the public domain in terms of wind and to create a human scale at street level buildings greater than 9 storeys in height are to be setback a minimum 10m from the primary street boundaries, except within the Station Precinct (Precinct D), where a minimum of 3m setback is permitted.	Complies with Precinct D controls.	✓
C6 A 2 to 4 storey street wall fronting Rider Boulevard is required to create urban character, to provide strong street definition, and achieve a built form that allows direct sun to streets and reduces the apparent scale of taller buildings. Development above the street wall level should be set back 5m from the street edge.	N/A	N/A
C7 Buildings fronting the foreshore with a façade length of up to 18m are to achieve a minimum 3m setback along the reserve.	N/A	N/A
C8 To achieve a varied built edge, buildings with a façade length of more than 18m fronting the Foreshore Reserve are to comply with the following controls: <ul style="list-style-type: none">• The ends of buildings fronting the Foreshore Reserve (adjacent to east/west streets) are to have a building setback (including balconies) of not less than 10m from the Foreshore Reserve.• The bays of the building extending forward of the 10m setback line may extend to no less than 7m from the Foreshore Reserve (not including balconies).• Balconies in the bays of the building extending up to 7m from the Foreshore Reserve shall not extend along the full length of the façade of each bay.• The setback of the building fronting the Foreshore Reserve in between the setback described in dot point two above, may extend to no less than 8.8m from the Foreshore inclusive of balconies.	N/A	N/A
C9 Projecting balconies are permitted forward of the minimum building setback line for a maximum of 50% of the length of the building.	Balconies do not project forward of the building line.	✓
3.3.5 Definition of streets and open spaces		
C1 To allow buildings to address streets, lots resulting from the subdivision of large blocks, should have at least one frontage to a primary or secondary street.	The development has frontages to Walker Street and Marquet Street.	✓
C2 To contribute to the hierarchy of different street types and functions, development is required to build to identified street and park setback lines as shown in Figure16.	Complies with Precinct D controls.	✓
C3 To encourage surveillance of the street and communal gardens, orientate primary openings in living areas to the street and rear gardens.	Communal open space on top of the podium and apartment balconies orientate to the street which provides casual surveillance.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
<p>C4 To provide a public pedestrian walkway connecting Walker Street, Marquet Street and Shoreline Drive with a width of 6-8m subject to performance requirements to accommodate:</p> <ul style="list-style-type: none"> • Sufficient space to accommodate sufficient clear width, swept path and height for emergency vehicle access as required by the NSW Fire Brigade and NSW Ambulances and other day-to-service vehicles required to maintain the central oval plaza and laneway public domain and as necessary to service businesses. • Planting of mature trees in the laneways and central oval plaza as illustrated in the Public Domain Concept Plan (Context Landscape Design 2014). • Provision of outdoor dining zones associated with cafe, bar and restaurant tenancies. • Projecting shop or other signage. • Laneway vehicular access management in liaison with NSW Police to restrict vehicular access 	<p>A public pedestrian through site link is proposed to the north of 18 Walker Street, which will connect Walker Street to Marquet Street. The link also connects through to the Annie Leggett Promenade. The through site link will be a minimum of 6m wide and will be able to accommodate vehicles. The proposed planting will be appropriately spaced.</p>	<p>✓</p>
3.3.6 Building articulation and address		
<p>C1 Comply with the building envelopes controls in Section 4: Site-specific controls including building articulation zones. The intention of the building articulation zone is to promote stepping in the general line of the building facades including the line of windows, and balconies to create visually interesting buildings.</p>	<p>The proposal is generally consistent with Precinct D site specific controls.</p>	<p>✓</p>
<p>C2 Residential tower buildings greater than 9 storeys in height are to demonstrate a slender and slimline appearance to create a visually interesting skyline. The buildings in Figures 22 and 23 have a slender and slimline quality.</p>	<p>The towers are oval shaped and appear to be slender due to their orientation. They have a maximum building depth extends to 26m.</p>	<p>✓</p>
<p>C3 Residential tower buildings are to articulate the vertical proportions in their external appearance. Extensive horizontal articulation through the use of solid balustrades is to be avoided as this design strategy tends to result in overly bulky buildings which are neither slender nor slimline.</p>	<p>The upper levels of the towers articulate vertical proportions in their external appearance, with the use of the materials such as glazing.</p>	<p>✓</p>
<p>C4 Tower buildings greater than 9 storeys, should demonstrate vertical proportions in the articulation of building facades. Figure 23 illustrates how vertical elements appropriately accentuate the vertical proportions of a tower building.</p>	<p>Complies. The proposal incorporates vertical proportions into the towers.</p>	<p>✓</p>
<p>C5 Provide a high degree of articulation. Do not rely on the excessive use of a single type of sun shading to articulate building facades. Louvre type sun shading can add excessively to building bulk when used over large facades areas.</p>	<p>The bulk and scale of the towers are broken up by the use of materials and articulation including: metal clad columns, full height glazing – operable and fixed, aluminium vertical façade battens, metal and glass balustrades, decorative metal screening and rendered concrete.</p>	<p>✓</p>
3.3.7 Diversity of apartment types		
<p>C1 To achieve a mix of dwelling sizes, all residential and mixed use development should provide a range of dwelling types including 1, 2 and 3+ bedroom dwellings.</p>	<p>The proposal provides a mix of 1, 2 and 3 bedroom dwellings with a range of sizes and layouts and generally meet the minimum apartment sizes set out in the ADG.</p>	<p>✓</p>

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C2 To achieve environmental amenity, all access corridors should have a component of daylight, either at the point of vertical circulation or at the ends of corridors and preferably be naturally ventilated.	Each corridor in Tower A and B is provided with a window.	✓
C3 To achieve high quality living environments, cross ventilated apartments are encouraged, including dual aspect apartments.	Some apartments are dual aspect. 74% of apartments are cross ventilated up to 9 storeys in height.	✓
C4 To achieve solar access in high density areas where it may be difficult to ensure direct sunlight to the ground floor in midwinter, two-storey apartments are encouraged at ground floor level. This control is not intended to conflict with the provision of accessible housing. Refer Figure 25.	N/A	N/A
C5 To innovatively combine different apartment types, 'hybrid' buildings are encouraged.	N/A	N/A
C6 To optimise liveability for all dwellings, internal and external living areas should be integrated. Noise attenuation for buildings facing the rail line and busy roads	Acoustic treatments have been recommended to ensure that internal noise levels from rail comply with the requirements of the: State Environmental Planning Policy (Infrastructure 2007).	✓
C7 A noise attenuation zone should be created between habitable rooms facing the noise source, particularly bedrooms, by; •Locating service areas such as circulation, kitchens, laundries, storage and bathrooms to create a noise buffer; •Locating screened balconies or wintergardens to create a noise buffer, and; •Selecting sound isolating materials, including acoustic glazing.	Acoustic treatments have been recommended to ensure that internal noise levels from rail comply with the requirements of the: State Environmental Planning Policy (Infrastructure 2007).	✓
C8 To protect local residential amenity, building articulation should be designed to minimise external noise reflectivity.	Building Articulation has been incorporated into the design of the towers to minimise external noise reflectivity.	✓
C9 Buildings adjacent the Northern Railway Line are to consider the provisions of State Environmental Planning Policy (Infrastructure) 2007 and related guideline documents and seek appropriately qualified acoustic engineering advice in relation to the mitigation of rail-related impacts on development.	Acoustic treatments have been recommended to ensure that internal noise levels from rail comply with the requirements of the: State Environmental Planning Policy (Infrastructure 2007).	✓
3.3.8 Flexibility		
C1 To cater for a wider range of occupants and avoid disability discrimination, the accessibility and adaptability of all buildings should be maximised in all residential and mixed use developments.	82 (15%) adaptable units will be provided. The podium level and towers will be provided with lifts to ensure access for all.	✓
C2 Adaptable housing units are to be designed and constructed to meet the performance requirements and provide the essential features required by AS4299 Adaptable Housing at the minimum rate of 15% of total dwellings. Where the total number of adaptable housing units to be provided is not a whole number, the number is to be rounded up to the next whole number. One accessible parking space is to be provided for each adaptable unit.	82 (15%) adaptable units of total dwellings will be provided.	✓
C3 Housing design that provides for a degree of future adjustment of its configuration is encouraged.	82 (15%) adaptable units will be included in the development to ensure a degree of flexibility for future residents.	✓

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C4 To optimise flexibility for future changing uses, windows or skylights should be provided to all habitable rooms and to the maximum number of non-habitable rooms possible.	Windows are provided to all habitable rooms.		✓
C5 The design of commercial space that provides for a degree of future adjustment of its configuration is encouraged.	The proposal provides a mixed number of retail units with different layouts and sizes to ensure flexibility for future uses.		✓
3.3.9 Visual privacy and building separation			
C1 To achieve privacy to private internal and external spaces, consider: <ul style="list-style-type: none"> • Building separation distance. • Appropriate internal room layout. • Location and design of windows and balconies. • Design of appropriate screening devices and landscaping. Refer Figure 37. 	Visual privacy will be maintained. Building separation is generally appropriate for the site and will ensure privacy will be maintained. Where non-compliances occur with building separation, 1.7m high, privacy screens, or 1.7m fixed shut frosted glazing will be imposed by conditions.		
C2 To achieve privacy as well as to provide well-spaced buildings for sunlight access and natural ventilation, the following minimum separation between openings of habitable and non-habitable rooms within dwellings must be provided, in accordance with SEPP 65.	The proposal generally complies. Refer to Section 5.11 of the report.		✓
C3 The use of tinted glazing as the sole means of achieving privacy is not permitted.	The proposed towers are generally oriented away from neighbouring properties and have appropriate levels of separation, thereby privacy screens are not required.		✓
C4 To achieve privacy to ground floor level apartments, without compromising surveillance of any adjoining public domain, generally elevate the ground level by a minimum of 0.5m and maximum 1.5m above the adjoining footpath level and provide suitable front walls or fences to front gardens.	N/A		N/A
3.3.10 Acoustic privacy			
C1 to reduce the transmission of noise internally, sound insulation requirements between separating floors, ceilings and walls of adjoining dwellings should exceed the Building Code of Australia minimums.	Most the floor plates have a similar layout as the floors above and below which will reduce the noise impacting on other apartments.		✓
C2 The siting and design of buildings should minimise the transmission of noise externally, through careful consideration of the layout of internal rooms and external living spaces, design of openings, screens, blade walls, and the like, and choice of materials.	Most the floor plates have a similar layout as the floors above and below which will reduce the noise impacting on other apartments.		✓
C3 Design restaurants and cafes to minimise the impact of noise associated with late night operation on nearby residents by using measures such as double glazing, and providing outdoor eating areas under awnings to help contain noise to street level.	Cafes and restaurants will be located in the retail areas on the ground and first floor of the podium. The residential uses will be located on the 4 th floor of the towers. The separation distance will ensure noise will not adversely impact on the amenity of residents.		✓
C4 To enable occupants to control internal living environments, at least 25% of double glazed windows to dwellings should be openable.	At least 25% of windows will be openable.		✓
3.3.11 Solar access and daylight			

Rhodes West Development Control Plan 2015	Comment	Complies
C1 To create a useable open space network that can be enjoyed by local residents and workers, new development should retain solar access to a minimum of 50% of the area of neighbourhood parks and green spaces during lunchtime hours (noon to 2:00pm) during mid-winter (22 June).	N/A	N/A
C2 At the Winter Solstice during the hours of noon, 1:00pm and 2:00pm, solar access is to be protected in Rhodes Town Square, and is to be maximised in the Mary Street Child Care Centre outdoor play area, and mid-block oval plaza and the laneways of the Station Precinct. If alternative means of providing solar access to the public domain are proposed, eg by heliostats or the like, they are to be backed up by a Scientific Report providing evidence of like-for-like replacement of solar amenity and addressing legal, operational and ongoing maintenance and management issues in perpetuity.	Refer to site specific controls at the end of this compliance table.	
C3 To protect the comfort and safety of pedestrians and motorists, new buildings and facades should minimise glare. Mirror glass is not to be used. A maximum of 20% reflectivity index is permitted for all external glazed elements. A Reflectivity Report that analyses the potential glare of any proposed new development, where building facades contain high proportion of glazing, is required to be submitted with the Development Application.	Mirror glass is not proposed.	✓
C4 To achieve high quality living environments, a minimum of 2 hours direct sunlight between 9:00am and 3:00pm should be provided to principal living rooms and private open spaces in at least 70% of dwellings within a residential development, on 22 June (Winter Solstice). A maximum of 15% of apartments in a building may receive no direct sunlight between 9am to 3pm in mid-winter (21 June).	Solar access will be provided to apartments to 73% of apartments for a minimum of 2 hours on the winter solstice between 9am and 3pm.	✓
C5 To assist plant growth, maximise direct sunlight to communal open space as much possible within residential developments on 22 June.	The communal open space will be located on Podium level and underneath the towers. Direct sunlight will not be possible to some areas of the open space. However, the northern section of the communal open space will maximise direct sunlight.	✓
C6 To facilitate solar access to principal living rooms and private open spaces at first floor level, two storey and mezzanine ground floor apartments are encouraged.	N/A	N/A
C7 To achieve high quality internal environments, appropriate sun protection should be provided to glazed areas facing north, west and east in residential and commercial developments. Refer Figures 26 and 27. Avoid extensive areas of glazing unprotected from solar access during summer. Shading devices including eaves, awnings, colonnades, balconies, pergolas, external louvres and planting to control the penetration of sun, should be used to maximise solar access in winter, and minimise solar access in summer. On east and west facing facades subject to direct sunlight, external shading should be integrated into	Sun protection in the form of louvres is provided at upper levels and awnings are provided at ground floor level.	✓

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the design, or the area of glazing minimised. Avoid the excessive use of louvres of a single style, which can reduce building articulation and add to the bulk and scale of buildings. Refer to Figure 24.		
C8 To achieve solar control, optimise comfort and ensure liveability, design balconies that are appropriate to their orientation. Balconies that have controllable access to sunlight, especially those facing north, and balconies with views to parks, Homebush Bay or Parramatta River, have potential as excellent outdoor living spaces.	Some balconies are provided with louvres to achieve solar control.	✓
3.3.12 Natural ventilation		
C1 To reduce energy inputs over the long term, buildings should be designed so that living and working environments are substantially naturally lit and ventilated, using ventilation by means such as thin cross section buildings.	The proposal provides a good level of solar access and cross ventilation which decreases reliance on energy inputs.	✓
C2 To avoid reliance on mechanical ventilation or air conditioning and minimise use of artificial lighting, windows should be provided to all living and working environments. Do not rely on skylights to provide the sole source of daylight and ventilation to habitable rooms.	Windows are provided to all habitable rooms and retail frontages.	✓
C3 To achieve high quality living environments residential buildings up to a height of 9 storeys are to have a maximum depth of 18m window line to window line. Buildings greater than 9 storeys in height are to have a maximum depth of 23m.	Towers A and B have a maximum building depth of 26m, which impacts on the apartments solar access compliance. Refer to Section 5.3 for comment.	✓ (acceptable on merit)
C4 A minimum of 60% of residential apartments should be naturally cross ventilated.	73% of apartments are cross ventilated up to level 9 as per the ADG.	✓
C5 Developments which seek to vary from the maximum building depth and minimum percentage of naturally cross ventilated apartments must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.	Towers A and B have a maximum building depth of 26m, which impacts on the apartments solar access compliance. Refer to Section 5.3 for comment.	✓ (acceptable on merit)
C6 To achieve natural ventilation, doors and openable windows should be located in two walls facing different or preferably opposite directions.	Where possible windows are located on two walls facing opposite directions.	✓
C7 To allow daylight into ground and first floor levels, buildings should be articulated using atria and courtyards.	The proposal will feature an open plaza which will allow daylight to penetrate.	✓
3.3.13 Building materials, finishes and colours		
C1 To optimise thermal comfort and minimise energy consumption, insulation must be provided in wall, ceiling and roof systems.	The development will be consistent with this control.	✓
C2 To minimise resource depletion, plantation timbers, Australian regrowth timbers and recycled timbers should be used. The use of Australian native rainforest timbers, imported rainforest timbers and timbers from old growth forest is not permitted.	The development materials will be consistent with this control/	✓
C3 To minimise environmental impacts, materials with the following characteristics are to be selected: • With low embodied energy;	The applicant outlined that the material to be utilised will aim to reduce environmental impacts.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
<ul style="list-style-type: none"> • That are durable; • That are recycled or able to be recycled; • That are sourced from renewable resources and materials; • That are non-polluting in manufacture, use and in disposal; and, • That are non toxic, do not "outgas". 		
C4 Use colour to provide visual interest in building facades. Colour can be used to articulate vertical proportions of tower buildings, such as in Figure 22 or primary building entries such as in Figure 30.	The use of blue and blonde glazing, timber battens and white render will create visual interest in the building facades.	✓
C5 Development Applications are required to include an assessment of the environmental sustainability of selected building materials. Selected materials are to display energy efficiency in production and their contribution to sustainable building design and construction.	An environmental assessment has been included in application.	✓
C6 A best practice sustainable approach to building materials and finishes should be taken, including: <ul style="list-style-type: none"> • Use of precast concrete walls; • Use of re-usable formwork for internal floors and core walls on site; • Reinforcing steel with a high recycled steel content; • Low VOC paints for all internal flat and low sheen areas; • Water based paints for all internal gloss and semigloss areas; and • No use of unsustainable rainforest timbers, specification of sustainably sourced timber and minimal use of MDF. 	Proposed materials are consistent with C6.	✓
3.3.14 Public domain interface		
C1 An active frontage is defined as one, or a combination of the following: <ul style="list-style-type: none"> • Shopfronts, if predominantly glazed and accompanied by an entry. • Community use if accompanied by an entry. • Commercial lobby if accompanied by an entry. • Entrance to residential / commercial use. • Café or restaurant, if accompanied by an entry and / or outdoor seating. • Any other use that in the opinion of the consent authority is consistent with the strategy. 	The extent of active frontage has been maximised to ensure a wide variety of retail uses are located adjacent to the laneways and pedestrian links, refer to active frontage plan below. There will be a range of both public and private outdoor dining seating areas in the laneway to support future food and beverage options.	✓
C2 Minimise the number and width of vehicle footpath and cycle path crossings, to optimise pedestrian and cyclist safety.	Vehicle access is from the north and south corner on Marquet Street and the northern corner on Walker Street. Pedestrian and cyclist safety is considered to be maintained.	✓
B4 - Mixed use zone C3 To create a lively centre, active frontages must be established along the activity strip identified in Figure 33, with ground level retail and commercial uses, and entrances to residential or commercial development above. Active ground floor frontage should also be maximised to all other streets, laneways and plazas in the mixed use zone, especially at street corners. Refer to Figures 34 and 35.	The proposal combines pedestrian links with retail units to activate the development.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
C4 To create an interesting pedestrian environment, predominantly clear glazing should be provided to the street frontage of retail and commercial windows at ground floor level.	Predominantly clear glazing is proposed at retail level.	✓
C5 To create a friendly pedestrian environment, roller shutters to ground floor retail street frontages are prohibited.	No roller shutter doors are proposed at retail level.	✓
C6 To create a lively centre, street level retail frontage for individual tenancies is limited to 20m, except on street corners where 30m frontages are permitted, and along Rider Boulevard and Oulton Avenue where bulky retailing may be accommodated.	Individual tenancies range in size on the retail frontage, but do not exceed 20m in width.	✓
C7 To create a safe and lively retail complex, active frontages must be provided to the pedestrian spine of the retail centre. Ground level shops with frontage to both a public street and a pedestrian spine, should have public entrances on both frontages.	Active frontage will be provided on Walker Street, Marquet Street and the plaza.	✓
C8 To enliven the street, laneways and plazas, outdoor eating areas should be located at ground floor and first floor level along street frontages and adjacent to parks, with minimal disturbance to pedestrian circulation and residential amenity.	Future DAs will be provided for food and beverage shops and outdoor seating.	✓
C9 To enliven the street, provide surveillance, accommodate home occupation, and facilitate potential future adaptation for mixed or commercial use, design every ground floor apartment fronting a primary street in the mixed use zone to incorporate a direct street entrance.	N/A	N/A
C10 Complete existing connections and establish new pedestrian connections through the block, to create a fine-grained network of interconnected laneways and open spaces.	East, west, north and south of the site will be provided with through pedestrian connections.	✓
3.3.15 Awnings and entrance canopies		
C1 To achieve weather protection in the major pedestrian areas, continuous awnings must be provided to the activity strip and discontinuous awnings in transition areas opposite and adjoining the activity strip.	Awnings are provided through the pedestrian routes adjacent to the retail units.	✓
C2 To provide adequate weather protection awning height is to be minimum 3.2m and maximum 4.5m and integrate with adjoining properties. The awning face should be horizontal. Steps for design articulation or to accommodate sloping streets are to be maximum of 0.75m. Awning width is to be a minimum 2m, setback 0.8m from the face of the kerb and to suit adjoining awnings. Where street trees are required the entire length of the awning is to be set back from the inside edge of the tree hole. Cut out segments are not acceptable. Awnings wider than 3.66m require approval from the Director General of Local Government.	If the application is recommended for approval the awning heights will be recommended as a condition of consent.	✓
C3 To achieve protection from the sun, awnings should have no more than 50% of their area transparent.	Awnings are not proposed to be more than 50% transparent.	✓
C4 To create a safe pedestrian environment at night and avoid visual clutter, under awning lighting should be provided and recessed into the soffit of the awning or wall mounted on the building.	The lighting schedule is consistent with this control.	✓

Rhodes West Development Control Plan 2015		Comment	Complies
C5 To promote a safe and weather protected pedestrian connection, a continuous awning from Rhodes Station to the bus interchange should be provided.	N/A		N/A
C6 To accommodate a design for any awning or overbridges on ground level and facing the roadway with an underpass of 4.3 meter clearance.	N/A		N/A
C6 To assist sun shading generally, retractable or fixed canvas awnings or shade cloths are permitted.	The proposal will provide some awnings for sun protection.		✓
C7 To provide sun shading to east and west facades, vertical canvas blinds may be used along the outer edge of awnings. These blinds should not carry advertising or signage.	The proposal provides appropriate sun protection with awnings located to provide sun shading.		✓
Entrance canopies C8 To provide weather protection canopies are required at the pedestrian entries of all buildings. Entrance canopies are permitted within building setbacks. Where there is no building setback, entrance canopies can extend 2m beyond the property line over the footpath or further to align with the width of any adjoining discontinuous awning.	Sufficient undercover areas is provided on the site at the entrances to the plaza to ensure weather protection.		✓
3.3.16 Signage and advertising			
C1 Signage must be designed to avoid confusion with directional and traffic signs.	The DA proposes signage zones- the signage zones will be subject to future DAs.		✓
C2 Signage should be designed to add character to the street and complement the architecture.			
C3 To minimise visual clutter, signage should be integrated with awnings. Suspended signage should be a minimum of 2.7m clear above finished footpath level.			
C4 Building identification is the only signage permitted above first floor level.			
C5 A single retail centre and major tenant pylon is permitted along Homebush Bay Drive.			
C6 To minimise visual clutter, a coordinated presentation of signs is required where there are multiple occupancies or uses within a single building development.			
C7 Advertising which is not related to the business being conducted from the premises is not permitted (other than on bus stop shelters, kiosks or public toilets).			
C8 To optimise pedestrian circulation, advertising signs are not permitted on public footpaths unless associated with a bus stop shelter, kiosk or public toilets.			
C9 To achieve durability, signage and advertising should be constructed of non-combustible materials and be resistant to vandalism.			
C10 To protect residential amenity, advertising signage is not permitted facing private residential streets, or on side walls abutting residential properties.			
C11 To minimise visual clutter, the source of light to illuminated signage should be concealed or integral with the sign. Electrical conduits to illuminated signs including neon signs should be concealed. The ability to adjust the light intensity is required. A curfew on illumination may be imposed to protect the residential amenity of nearby residential development.			
3.3.17 Private and communal open space			

Rhodes West Development Control Plan 2015	Comment	Complies
C1 The area of communal open space required should be at least 25% of the site. Developments must achieve at least 50% direct sunlight to the principal useable part of the open space for a minimum of 2 hours between 9am to 3pm on 21 June (mid-winter).	The proposal provides 3556.1m ² (34%) of communal open space on the site. The communal open space is provided on top of the podium at level 3, underneath the towers. The open space will not receive direct sunlight to 50% of the open space for 2 hours in mid-winter to the principal usable space. However, the northern section of the open space will receive good levels of direct sunlight and therefore can be considered acceptable and consistent with the masterplan.	✓
C2 Where communal open space cannot be totally provided at ground level, it should be provided on a podium or roof, communal roof or private open space. Where developments are unable to achieve the recommended communal open space, such as those in dense urban areas, 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.	The communal open space is located provided on top of the podium at level 3.	
C3 To optimise natural infiltration and encourage substantial planting, deep soil landscape space should be provided wherever possible, and maximised.	No deep soil landscaping on site. Planter boxes will be located on the podium and at ground level consistent with Council's soil requirements.	✓
C4 Development sites in the residential zone are to contain landscaped areas in the form of private, common and public open space. Refer to Section 4: Site-specific controls.	N/A	N/A
C5 To achieve a garden quality, half the area of communal open space should be unpaved and provide soft landscaping.	The communal open space is located on top of the podium. Landscaping in the form of planter boxes will be provided.	✓
C6 To achieve a leafy residential quality, a minimum of one large tree, with a spreading canopy, and mature height of 12m minimum, should be planted in soft landscaping zones for every 100m ² of landscape space. Locally indigenous species are preferred.	Street trees will be provided on Walker Street (Eucalyptus) and Marquet Street (Tuckeroo) which will help to achieve a leafy environment.	✓
C7 Each apartment at ground level or on podiums or car parks, must have minimum private courtyard open space of 15m ² , with minimum depth for planting of 3m (Part 4E).	N/A	N/A
C8 To assist stormwater management, landscape areas should provide some capacity for storage and infiltration of stormwater falling within the total landscape space.	On-site Stormwater Detention, bio-retention system, and porous pavement is proposed to manage stormwater runoff.	✓
C9 To create optimum conditions for the establishment and long term viability of planted areas. Plantings are to achieve the following guidelines in deep soil zones:	Frangipanis, Fiddle Leaf Trees and Crepe Myrtles will require 35 litres of soil, while Tuckeroos and Spotted Gums will require 45 litres of soil. The soil depths are consistent with Council's controls.	✓
C10 Deep soil zone are to be at least 7% of the site area and to meet the following minimum requirements: (ADG – Part 3E: Deep soil zones)	The proposal does not provide 7% deep soil landscaping on the site, however this is consistent with the envisaged Masterplan for the site. Deep soil is provided in the form of planter boxes on the podium level.	✓
C11 For planting on top of built structures such as basement car parks, podiums or roofs, ensure that the minimum soil standards for the following plant types and sizes are complied with:	As discussed above appropriate soil levels will be provided.	✓
C12 Variations may be considered to the above guidelines supported by advice from a qualified arborist.	N/A	N/A
C13 Drainage and irrigation must be provided to all planters over structure.	Appropriate drainage and Irrigation will be provided across the site, subject to stormwater conditions.	✓
C14 All planters on podium levels must be accessible for maintenance.	All planter boxes will be accessible for maintenance.	✓
3.3.19 Above ground open space		

Rhodes West Development Control Plan 2015	Comment	Complies
C1 To achieve residential amenity, at least one balcony, terrace, verandah, loggia, or deck must be provided to each dwelling where direct access to ground level private open space is not available. Refer Figure 38.	A balcony is provided for each apartment.	✓
<p>C2 All apartments are required to have primary balconies as follows:</p> <ul style="list-style-type: none"> • Studio apartments: <ul style="list-style-type: none"> - Minimum area: 4m² - Minimum depth of balcony: no requirement • 1 bedroom apartments: - Minimum area: 8m² - Minimum depth of balcony: 2m • 2 bedroom apartments: <ul style="list-style-type: none"> - Minimum area: 10m² - Minimum depth of balcony: 2m • 3+ bedroom apartments: <ul style="list-style-type: none"> - Minimum area: 12m² - Minimum depth of balcony: 2.4m • For apartment balconies with the following circumstances: <ul style="list-style-type: none"> - At 10 storeys or above, subject to consistently high wind speeds; - In close proximity to road, rail or other noise sources; - Exposure to significant levels of aircraft noise. <p>In these situations, the use of other forms of balconies (e.g. wintergardens, bay windows or juliet balconies) are appropriate, with natural ventilation demonstrated.</p>	<p>There are minor non-compliances in terms of minimum sizes and depth for the private open space balconies in Tower A and Tower B.</p> <p>However, the intent and useability of the balconies are not adversely impacted and therefore the balconies and terraces provide an acceptable private amenity space for future residents. Refer to Section 5.5 of the report for comment.</p>	✓ (acceptable on merit)
C3 To achieve high quality living environments, smaller secondary above ground open space elements are also encouraged, such as balconies adjacent bedrooms, screened external clothes drying balconies adjacent laundries and bathrooms. Such spaces may have screens to a height of 1.4m. The preferred depth of secondary open space is 1.2m and the minimum permissible depth is 0.9m.	Secondary balconies are provided in the northern one bedroom apartments on level 4-7 of Towers A and B.	✓
C4 Above ground open space must be designed to provide security and protect the privacy of neighbours.	The above ground open space at level 3 and balconies above will allow for casual surveillance. The separation of the buildings will maintain privacy for the majority of residents.	✓
C5 Lightweight pergolas, sunscreens, privacy screens and planters are permitted on roof terraces, provided they do not increase the bulk of the building. These elements should not significantly affect the views available from adjoining properties, the immediate vicinity or from the nearby ridges.	The proposal proposes planter boxes on top of the podium which are not considered to increase the bulk of the building.	✓
C6 To optimise useability, the primary above ground space element should include a potable water tap and barbeque gas outlet where possible	The communal open space located on level 3 will provide these elements.	✓
3.3.20 Services		

Rhodes West Development Control Plan 2015	Comment	Complies
C1 Install energy efficient building services, including but not limited to, low energy heating and cooling systems and timer switches. The use of green power and solar cells is encouraged.	The proposal will provide these elements.	✓
C2 Passive solar design principles should be provided in building design to avoid the need for additional heating and cooling.	Passive solar design principles have formed part of the design.	✓
C3 Building designs should be energy efficient by isolating and selecting spaces to be heated or provide individual room controls if using a centralised system; select low energy lighting such as compact fluorescent light fittings, and low energy appliances (minimum 3-star rating).	Basix certificates form part of the application, which ensures the residential development section will meet the applicable thermal heating, energy and water efficiency initiatives.	✓
C4 To minimise energy consumption incorporate clothes lines that are screened from public view, in preference to dryers. Locate clothes lines for sun and breeze wherever possible.	Clothes drying will form part of the body corporate details.	✓
C5 To maximise safety and minimise visual clutter all new services should be located underground. Building services such as drainage and sewerage pipe work should not be exposed.	Building services such as drainage and sewerage pipe work will not be exposed.	✓
C6 Appliances with a low energy rating are to be used when provided as part of a development.	N/A	N/A
C7 Minimum energy requirements, include: <ul style="list-style-type: none"> • Building Management Tools like motion sensors, time based controllers, irrigation control systems and air quality control systems for car parks to minimise water and energy use. • An average thermal comfort star rating of 5 or better (BERSPro, AcuuRate or FirstRate5). • Double Glazed, low-e glass to all apartment windows achieving summer/winter (glass only) U-values of 1.7 or less. • R2.5 insulation to all non-glazed external walls. • R3.0 plus foil insulation to the underside of all roofs and roof terraces over apartments. • Energy efficient variable speed fans for mechanical exhaust system. • Energy efficient light fittings. • Energy efficient VVVF lifts. 	Basix certificates form part of the application, which ensures the residential development section will meet the applicable thermal heating, energy and water efficiency initiatives. The proposal will use Double Glazed, low-e glass to all apartment windows achieving summer/winter (glass only) U-values of 1.7 or less. The proposal will use R2.5 insulation to all non-glazed external walls. The proposal meets a 5.9 nationwide house energy rating and a NatHERS Rating of 3.5 stars for individual units.	✓
3.3.21 Water conservation		
C1 Water saving devices such as dual flush toilets, tap aerators, low water use dishwashers and washing machines must be provided to all new developments.	The Inhabit Sustainability Report submitted with the application outlines that the Water saving devices such as dual flush toilets, tap aerators, low water use dishwashers and washing machines must be provided to all new developments. The proposal will provide 3 star fridge, and clothes dryer and 3.5 star clothes washer and dishwasher.	✓
C2 Spring return taps must be used for all public amenities.	The proposal will provide Spring return taps	✓

Rhodes West Development Control Plan 2015		Comment	Complies
C3 Appliances and plumbing hardware should have a “AAA” Australian Standards Conservation Rating.	N/A		N/A
C4 Implement fit for purpose substitution by matching water quality with its intended use. Roofwater should be retained on site for use externally, such as garden watering, cleaning and irrigation. The collection and storage of rainwater for toilet flushing should be considered. The recycling of grey water for toilet flushing or external use should also be considered.	The proposal is consistent with this control.		✓
C5 The installation of incinerators is not permitted.	The proposal does not proposed incinerators.		✓
C6 Water conserving landscape practices, such as use of mulch, irrigation zoning, limited turf areas and flow regulators on hoses should be incorporated into design and management arrangements.	On-site Stormwater Detention, bio-retention system, and porous pavement is proposed to manage stormwater runoff.		✓
C7 Minimum water requirements, include: • Drip irrigation to all planters/ on slab landscaping, except turf areas. • Water efficient taps. • Non-potable (recycle) water reticulation to all apartment WC’s and laundries (washing machine supply), the irrigation of gardens and the supply of carwash bays. • Recycling of water from the fire pump testing system.	The proposal is consistent with this control		✓
3.3.22 Stormwater management			
C1 Stormwater drainage systems must promote natural infiltration.	On-site Stormwater Detention, bio-retention system, and porous pavement is proposed to manage stormwater runoff.		✓
C2 To assist with onsite drainage, maximise soft landscaping and reduce hard landscaping.			
C3 Wherever possible, minimise the volume of water entering the existing stormwater system, particularly at peak times. Minimise runoff into the existing stormwater system by implementing design measures to reduce, and where possible, reuse and recycle site stormwater.			
C4 Urban runoff should have minimal nutrients and pollution so it does not affect the quality of the bay and the broader water system.			
C5 Soil erosion and siltation must be minimised during construction and following completion of development. It should be ensured that any increase in suspended solids is temporary and does not exceed the current range of turbidity.			
C6 Apartments are to be individually metered.			
3.3.23 Waste minimisation, storage and removal Strategy			
C.1 On site storage for waste and recycling facilities must be provided in designated areas for all new developments. The minimum storage space required is to be based on 120 litres of waste and recycling generated per unit per week. The area should be located so as not to cause offence to adjoining property owners or occupiers with regard to smell, visual appearance, noise disturbance and traffic.	All waste storage for retail and residential use will be located on the Loading level of the basement. One bulky waste room will also be provided. The waste caretaker will be responsible for organising collections with Council. These facilities will enable the effective management and collection of waste from the site. Furthermore, a detailed waste management plan has been submitted and is considered appropriate for development.		✓

Rhodes West Development Control Plan 2015	Comment	Complies
C.2 Source separation facilities and containers shall be provided in kitchens for waste to be divided into separate waste streams to encourage the composting and recycling of materials.	Residents will be supplied with a collection area in each unit (generally in the kitchen, under bench or similar alternate area) to deposit garbage and collect recyclable material suitable for one days storage. Waste chutes are to be used for the separate disposal of garbage and recycling.	✓
C.3 Common composting facilities should be provided at accessible locations away from dwellings to every residential development for garden waste and organic kitchen waste.	Any green waste will be collected and removed from site by the maintenance contractor during scheduled or arranged servicing of these areas.	✓
C.4 Consideration should be given to bin storage space for garden organics that are not able to be composted on site ie thick branches as garden organics cannot be disposed of in Council serviced waste bins.	Any green waste will be collected and removed from site by the maintenance contractor during scheduled or arranged servicing of these areas.	✓
C.5 Source separation facilities shall be provided on building sites so that different waste streams may be easily separated during construction and demolition to encourage the re-use and recycling of materials. The source separation facilities are to be clearly indicated on the drawings. Tipping dockets for disposal and recovery of all wastes are required to be held on site during this phase and are subject to auditing and/or inspection by Council.	For residential waste, dual waste chutes will be installed on all residential levels of Towers A and B. The garbage will discharge into separate 1100L bins. Garbage and recycling bins for Tower A will be placed on separate carousel systems and on separate linear tracks for Tower B. All garbage will not be compacted	✓
C.6 In the design of buildings waste should be minimised by: <ul style="list-style-type: none"> • Matching building dimensions to standard sizes of building materials; • Using recycled materials; • Selecting materials that can be re-used or recycled in the future; • Utilising component parts that may be easily replaced. 	The proposal is consistent with this control.	✓
C.7 A Waste Management Plan is required as part of the development application documents for all developments.	A Waste Management Plan has been prepared by Elephant's foot and provided as part of the DA This site would require a "Centre Management" for the retail units to manage the waste requirements for all the tenancies. The "Centre Management" is responsible for supplying the waste management services to all the commercial tenancies, including the supermarket and liquor shop.	✓
C.8 Plans and drawings of the proposed development that highlight the location of and space allocated to the waste management facilities and the nominated waste collection point must be included in the Waste Management Plan. The path of access for both users and collection vehicles must be highlighted as well as the presentation point for bin servicing. Controls for multi-unit residential development	The proposal is consistent with this control.	✓
C.9 In multi-unit residential development containing 20 or more dwellings bulk bin and recycling collection service is required. Council supplies 660 or 1100 litre bulk recycling and waste bins. Provision must be made for waste collection vehicles to enter and service all bins on site. Bins cannot be presented on the pedestrian footway for servicing.	The submitted waste management plan is detailed and designed to be (mostly) compatible with the current waste collection service i.e. bin and truck sizes.	✓
C.10 Chutes are required for all buildings. Chutes must be designed to separate three streams of waste, food, recycling and residual waste. Chutes can either be singular, one chute for waste plus one chute for food waste plus one chute for recycling, or a combination of a single chute, plus a single chute with a dual function. Dual function chutes will have a mechanism for selecting the waste stream to be disposed of and a diverter at the bottom of the chute to direct the waste into the appropriate bin. Each floor will have a hopper with clear instructions on how to use the system.	Dual waste chute will be installed with access provided on all residential for buildings A and B. The chutes are to be used for the separate disposal of garbage and recycling.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
Site electing to be serviced by 660 litre waste bins must install compactors and compact the waste at 2:1. Recycling cannot be compacted or waste being serviced by 1100 litre bins.		
C.11 Chute outlets must discharge into the central waste and recycling room. The room and bin collection system, (linear belt etc) must be able to accommodate one days waste volume from the number of units it is servicing. The building caretaker should not be required to transfer waste from one side of the building to the other in order to get it from the chute outlet to the waste and recycling room. All transferring of waste from the central waste and recycling room to the storage room and or collection point must occur underground.	Garbage and recycling will discharge into separate 1100L Garbage and recycling bins for Tower A will be placed on separate carousel systems; and separate linear tracks for Tower B. All garbage will be compacted. Full waste and recycling bins will be transferred to the bin holding room on the loading level to wait for servicing by Council.	✓
C.12 Space must be allocated and a receptacle supplied inside each unit for waste and recycling, each with the capacity to store 2 days' worth of waste and recycling.	The proposal is consistent with this control.	✓
Centralised waste and recycling room C.13 A centralised waste and recycling room must be provided in an area that is accessible to the users and easy for servicing. The waste and recycling room must be located within the underground carpark or basement. The clearance to the waste room must be no less than 4.2m high to allow waste collection vehicles to service bins on site. The onsite approach i.e. driveway must have unimpeded clearance of 4.2m to ensure collection vehicles can enter the site. Waste collection vehicles must move in a forward direction at all times. Where this is not possible a turning circle must be supplied to ensure all waste collection vehicles exit the site in a forward direction.	A centralised waste and recycling room will be provided in the loading level in the basement. It is accessible to the users and easy for servicing. The clearance for the waster room is consistent with the DCP.	✓
C.14 In high rise residential developments where there is a full time caretaker on site, it is advisable that access to waste facilities by residents is restricted to only the service compartments located on each floor, and the bulky items storage area. This is to help prevent contamination of recycling bins and illegal dumping. Council will not collect recycling bins that are contaminated with unacceptable materials.	A full time caretaker will manage the waste and coordinate Council pickup for the residential component of the site.	✓
C.15 A room or caged area must be allocated for the storage of discarded bulky household items awaiting collection and should be incorporated within the waste and recycling room. The space shall be adequate in size to meet the needs of the residents and shall be divided into sections ie. Metals and white goods, e-waste, mattresses, clothing and materials, bulk cardboard and polystyrene foam to maximise resource recovery. A small section and/or container system must be incorporated for, household batteries, fluorescent light globes, smoke alarms, printer cartridges, cooking oil and household paint. Cardboard bailing and polystyrene foam shrinking machines are required to be incorporated into the waste storage room to reduce the floor space required to store these items. The ongoing management of disposal/recovery of these items is to be addressed in the waste management plan. The allocated space must be a minimum of 20m³. Implementation of these types of recovery options will reduce the overall waste generated in these development sites.	A 43m² bulky goods room will be provided on Loading Level of the basement.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
<p>Residential amenity</p> <p>C.16 Residential dwellings must be adequately insulated from noise and smell if they are adjacent to or above:</p> <ul style="list-style-type: none"> • Chutes or waste storage facilities; • Chute discharge; • Waste compaction equipment; and • Waste collection vehicle access points. 	The proposal is consistent with this control.	✓
C.17 Where possible, chutes should not be situated adjacent to habitable rooms due to the noise from hopper use and waste falling down the shaft.	Chutes are located near to the lifts.	✓
C.18 The Waste Management Plan must describe how the waste management system will work and who is responsible for the transfer of waste and recycling for each stage of the process.	All waste equipment movements are to be managed by the building manager at all times.	✓
C.19 Signage in waste storage compartments must encourage residents to wrap waste prior to placement in chutes, specify that no dangerous or bulky items be placed in chutes and provide information about what is acceptable in the recycling system.	Building management will be responsible for creating and managing the waste management education process. Educational material encouraging correct separation of garbage and recycling items must be provided to each resident to ensure correct use of the waste and recycling chute. This would include the correct disposal process for bulky goods (old furniture, large discarded items, etc). Information is provided in multiple languages to support correct practises and minimise the possibility of chute blockages as well as contamination in the collective waste bins.	✓
<p>Commercial premises</p> <p>C.20 A waste and recycling room must be provided on each floor level within a retail development. The waste and recycling area must have the capacity to store at least one (1) day's volume of waste and recycling likely to be generated on that floor level.</p> <p>C.21 Material from the waste and recycling room must be transferred to the centralised waste and recycling room or holding area daily or more frequently, as required.</p> <p>C.22 If more than 10m³ of non-compacted waste and recycling is calculated to be generated per day (as described in the Waste Management Plan), the central waste and recycling room must be separate from the goods receivable dock or service vehicle bay area.</p> <p>C.23 The waste and recycling area should be flexible in design so as to allow for a variety of bin sizes and types and future changes in the use of the commercial units.</p> <p>C.24 Where a development mixes residential with commercial uses, the waste handling, storage and collection system for residential waste (from the residential area) and commercial waste (from the commercial area) are to be completely separate and self-contained. They must have separate keys and locking systems.</p> <p>C.25 The Waste Management Plan prepared for a mixed use development must identify the collection points and management systems for both residential and commercial waste streams.</p>	For retail waste, 20 x 1100L MGBs and 16 x 1100L MGBs bins will be used. These bins will be collected daily by a private contractor. The proposed waste and recycling bins and flexible waste rooms are consistent with Council's controls. The building management will ensure the waste collection points will be clearly identified.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
C.26 The waste handling and management system for each component of the mixed development must comply with the relevant provisions of this DCP (e.g. separate residential and commercial collection areas).	The proposal is consistent with Council's waste management controls as outlined in the DCP. The Waste Management Plan details consistency with the relevant provisions. Residential and Retail component complies.	✓
C.27 Sufficient space must be allocated in each waste and recycling storage room to store the amount of waste likely to be generated in each respective part of the development.		
C.28 Each waste and recycling room must be located in an area that is easily accessible for waste services collection vehicles and convenient to the users.		
C.29 Measures must be taken to ensure that noise and odour from the commercial waste facilities does not impact on residents.		
C.30 Commercial tenants in a mixed development must be actively discouraged from using the residential waste facilities.		
C.31 The waste storage and recycling area shall be designed to enable each separately tenanted or occupied area within the building or complex to be provided with a designated and clearly identified space for the housing of sufficient commercial bins to accommodate the quantity of waste and recycling material likely to be generated.		
3.3.24 Site facilities		
C.1 Loading facilities must be provided via a rear lane or side street where such access is available.	Access is from Walker Street for loading facilities.	✓
C.2 Adequate waste and recycling areas must be provided to all developments. These areas are to be visually integrated to minimise their visibility from the street. Such facilities must be located away from openable windows to habitable rooms to avoid amenity problems associated with smell and noise.	Waste and recycling areas are located in the basement. Garbage chutes are located on each floor.	✓
C.3 To achieve amenity, provide either communal or individual laundry facilities to every dwelling, and at least one external clothes drying area. The public visibility of this area should be minimised. Clothes drying is only permitted on balconies that are permanently screened from public view.	Every dwelling will have laundry facilities provided to them.	✓
C.4 To avoid visual clutter, all apartments are to have a balcony that has portion of the balustrade which has a minimum height of 1.4 metres and minimum width of 1.5 metres wide to screen drying clothes.	This will form part of the body corporate rules.	✓
C.5 To optimise convenience, lockable mail boxes should be provided close to the street, integrated with front fences or building entries. Safety requirements need to be assessed in accordance with NSW Police regulations set-out in CPTED 'Safer by Design' principles.	Mail boxes will be located in the residential lobbies.	✓
C.6 To minimise the negative impact of smells on occupants on upper levels ducted vents must be provided to commercial kitchens.	N/A	

Rhodes West Development Control Plan 2015	Comment	Complies
C.7 To facilitate the maintenance of communal open space, garden maintenance storage including connections to water and drainage should be provided.	This will form part of the body corporate rules and maintenance for the site	✓
<p>C.8 In addition to storage in kitchens, bathrooms and bedrooms, provide the following storage to each apartment:</p> <ul style="list-style-type: none"> • Studio: 4m³ • 1 bedroom: 6m³ • 2 bedroom: 8m³ • 3 + bedrooms: 10m³ <p>With:</p> <ul style="list-style-type: none"> • At least 50% of the required storage to be located within the apartment; and • Storage is to be accessible from circulation spaces, living areas or laundry. 	The application provides acceptable levels of storage in each apartment.	✓
C.9 To encourage sustainable transport options provide change rooms, showers and lockers for people walking, running or cycling to work on all employment generating development. Locate these facilities close to secure bicycle parking.	End of trip facility proposed which will provide showers, changing rooms and storage, which will encourage sustainable transport options.	✓
C.10 To provide a safe public environment CCTV surveillance is to be provided in liaison with NSW Police.	CCTV will be provided on site.	✓
3.3.25 Pedestrian access, parking and servicing		
<p>C.1 To cater for mobility impairment, provide at least one main entry with convenient, barrier-free access in all buildings. Access should be direct and without unnecessary barriers. Obstructions which cause difficulties should be avoided. These include;</p> <ul style="list-style-type: none"> • Uneven and slippery surfaces; • Steep stairs and ramps; • Narrow doorways, paths and corridors; • Devices such as door handles which require two hands to operate, or revolving doors. <p>C.2 To cater for mobility impairment, appropriately designed and convenient seating and ablutions should be provided.</p> <p>C.3 To cater for drivers with mobility impairment, adequate parking should be provided for people with mobility disabilities, and safe, easy and convenient access to the building.</p> <p>C.4 To cater for visitors with mobility impairment, the proportion of visitable dwellings should be maximised.</p> <p>C.5 An assessment of the accessibility of developments is to accompany all development applications for new buildings and substantial alterations to existing buildings involving changes to pedestrian access</p>	Access for all forms part of the proposal. The application has provided an Access Report prepared by Certis Access Consultancy which evaluated the application and deemed it to satisfy the provision of the Building Code of Australia against opportunities for alternative solutions for Access.	✓

Rhodes West Development Control Plan 2015		Comment	Complies
3.3.26 Vehicular access			
C1 Provide access to parking from rear or side lanes or secondary streets wherever possible. Where practical, buildings are to share vehicle access points, and internal on-site signal equipment is to be used if necessary. Vehicular access is to be avoided in locations identified in Figure 41.	N/A		N/A
C2 To optimise pedestrian safety, pedestrian and vehicle access should be clearly differentiated.	Vehicle entry is clearly identified at the northern and southern boundaries of the site on Marquet Street and the northern boundary on Walker Street.		✓
C3 Provide a minimum 6m distance between a vehicle and pedestrian entries to avoid conflicts and maintain safety.	Pedestrian and vehicle entries are clearly separated.		✓
C4 To optimise pedestrian amenity, driveways should be consolidated within blocks, particularly those in single body corporate ownership.	Vehicle entry is clearly identified at the northern and southern boundaries of the site on Marquet Street and the northern boundary on Walker Street.		✓
C5 Vehicle access and pathway layouts should be designed to satisfy Australian Standards.	Vehicle access and pathway layouts will meet Australian Standards. This forms a condition of consent.		✓
C6 To optimise pedestrian access and safety, vehicular access ramps parallel to the street frontage are not permitted.	N/A		N/A
C7 Where a portico is proposed, it is to be located so as not to interrupted pedestrian access to a building or along a street frontage. Pedestrian access is to be maintained along street footpaths.	N/A		N/A
C8 The maximum permitted width of driveway crossings to detached, row and pair housing is 2.5m. The maximum permitted width of driveway crossings to all other lots is 6m generally, and 12m for the entrance to the retail centre near Homebush Bay. Dependent on the number of vehicles, 3m is the preferred width of driveway crossings, and car park and service entries.	N/A		N/A
C9 In commercial, retail and light industrial developments, minimise the width of driveway crossings by consolidating car access, docks and servicing, and waste disposal. Avoid conflicts with pedestrian access and the impact of any such access on residential amenity.	Driveway entries are consolidated across the site.		✓
C10 Visual intrusion of vehicle access points must be minimised in accordance with NSW Police regulations set-out in CPTED 'Safer by Design' principles.	The proposal is consistent with CPTED principles.		✓
3.3.27 On-site parking			
C1 Parking provision shall be in accordance with the table in Figure 43.	The proposal generates a minimum requirement for 548 resident car parking spaces and 27 visitor spaces. The proposal provides for 548 (including 100 accessible) residential spaces and 37 visitor spaces. The proposed 37 visitor spaces exceed the maximum however given the scale of development the proposal is satisfactory. Car Parking has been provided in accordance with Council controls, the Masterplan and traffic studies aligned with the Masterplan.		✓
C2 Stack parking is not permitted for residential development except where two spaces are provided for one apartment.			
C3 Motorcycle parking equivalent to the area of 1 car parking space per 100 parking spaces, is to be provided in every building with on-site parking.			
C4 One accessible parking space is to be provided for each adaptable unit.			
C5 Parking and service areas are to satisfy AS2890.1 and AS2890.2.			

Rhodes West Development Control Plan 2015	Comment	Complies
C6 To maximise the area for soft landscaping consolidated parking areas should be concentrated under building footprints wherever possible.	Bicycle and motorbike parking is also consistent with DCP controls.	
C6 To accommodate a relatively safe environment in accordance with CPTED 'Safer by Design' principles.		
C7 To achieve a high quality public domain, at grade car parking is only permitted to the rear of shops, restaurants and the like, and to detached, pair and row housing. It must be located behind the building line and screened from the public domain unless accessed via a lane or private street.		
C8 To achieve a high quality public domain, internal car parking which protrudes more than 1.2m above ground level of the adjacent public domain must be located behind the building alignment and be screened from the public domain in a manner that is an integral part of the external design of the building.		
C9 Parking structures should be designed to minimise reliance on artificial ventilation of car exhaust.		
C10 To encourage cycling provide the following bicycle parking in accordance with the table in Figure 44.		
C11 For other uses and the dimensions of all bicycle parking facilities, comply with provisions in the 'Guide to Traffic Engineering Practice Part 14: Bicycles', Austroads 1999.		
C12 To encourage cycling, ensure resident and employee bicycle parking is secure.		
C13 Provide bicycle parking in all public car parks.		
C14 To encourage cycling, provide end of cycle trip facilities in retail / commercial developments.		
Precinct D (Station Precinct)		
4.7.1 Character and place making principles		
C1 The maximum permissible building height on the subject sites are defined in the Canada Bay Local Environment Plan 2013: Amendment No.3 (as revised November 2014). Building height reaches 127 metres (equivalent to 36 storeys) adjacent to Rhodes Station and steps down to the north, west and south.	Buildings A, B and C all comply with maximum permissible building height of the LEP as amended. The RWDCP also stipulates a storey height limit of 36 storeys for Tower A and 25 storeys for Tower B excluding plant and 10 Storeys for Building C. Tower A provides 37 storeys and does not comply with this control, refer to Section 5.2 in the report for comment. Tower B provides 25 storeys excluding plant and complies. Building C only provides a single storey.	✓ (acceptable on merit)
C2 The maximum Floor Space Ratio (FSR) is defined in the Canada Bay Local Environment Plan 2013: Amendment No.3 (as revised November 2014).	The proposed FSR complies.	✓
C3 The mid-block is to provide a fine grained network of plaza's and laneways, creating a permeable city block.	The proposal provides a central plaza that is interconnected to the east, west, north and south creating a permeable city block.	✓
C4 Pedestrian connections, through a series of new urban places and plazas between Rhodes Station, to Marquet Street, Mary Street and Annie Leggett Promenade to the waterfront are required.	A central plaza is located on the podium level and is interconnected with paths from Walker Street to the east and Marquet Street to the west. The central plaza is 20m wide inclusive of the surrounding paths. The proposal provides pedestrian connections to the north, south east and west.	✓

Rhodes West Development Control Plan 2015	Comment	Complies
Additional north-south retail laneway connections between Town Square and the new Recreation Centre are also required.		
<p>C5 Building-to-building setbacks are to comply with SEPP65. The following setbacks apply:</p> <p>Up to 4 Storeys / 12m;</p> <ul style="list-style-type: none"> • 12m between habitable rooms/balconies • 9m between habitable/balconies and non-habitable rooms • 6m between non-habitable rooms <p>Five to eight storeys/up to 25m;</p> <ul style="list-style-type: none"> • 18m between habitable rooms/balconies • 12m between habitable/balconies and non-habitable rooms • 9m between non-habitable rooms <p>Nine storeys and above/over 25m:</p> <ul style="list-style-type: none"> • 24m between habitable rooms/balconies • 18m between habitable/balconies and non-habitable rooms • 12m between non-habitable rooms <p>Zero building separation is permitted in situations where there are party walls in a street wall building.</p>	<p>Tower B complies with the building setbacks in SEPP 65.</p> <p>Tower A complies does not comply with setbacks to the north and south, refer to Section 5.11 for comment.</p>	<p>✓</p> <p>(acceptable on merit)</p>
C6 A maximum GFA floor plan of 1250m ² above podium level within residential towers.	The proposed tower floor plates range in area from 593.2m ² to 947.1m ² and are consistent with the maximum GFA floor plan area of 1250m ²	✓
C7 A Podium of approximately 14m building height is require.	The podium has a building height of 13.9m and is compliant with the 14m height control.	✓
C8 The Podium Articulation Zone has a maximum setback of 4m.	The podium is setback 2.6m from Marquet Street and 3.6m from Walker Street and complies with this control.	✓
C9 The street wall has a maximum continuous frontage of 45m. Facades longer than 45m are to have a recess of a minimum of 3 x 3 meter and provide other means in the visual composition to break up overly bulky buildings. The composition and detailing of a facade is important to the appearance of the building and influences its perceived scale. Well designed facades reflect the use, internal layout and structure of an apartment building.	<p>On Marquet Street, the street wall has a continuous frontage of 59m on level 2 and 3. There is a slight break in the façade at level 2 for the residential entry, however the different materials break up the bulk as viewed from the streetscape.</p> <p>On Walker Street the continuous street wall facade is broken up into two sections of 45m and 13m by the 6m wide pathway, which is continued vertically through the façade, ensuring the podium will not be viewed as overly bulky from Walker Street.</p>	<p>✓</p> <p>(acceptable on merit)</p>
C10 A tower Setback Line applies to all new property frontages and is a minimum of 3m.	Towers A and B are setback 3.2m from Walker Street and Marquet Street.	<p>✓</p> <p>(acceptable on merit)</p>
C11 A Built-to-line with a zero setback is required for the mid-block laneways and plaza. Laneway width is 6-8m and minimum plaza width is 20m. Laneway width is subject to performance requirements to accommodate:	A zero setback is provided to all mid-block laneways and plaza areas to promote activation of these areas with retail frontages and passive surveillance opportunities. The plaza laneways provide a width ranging from 5.4m to 7m which is generally consistent with the Masterplan. The plaza width is a maximum of 20m inclusive of	<p>✓</p> <p>(acceptable on merit)</p>

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<ul style="list-style-type: none"> • Sufficient space to accommodate sufficient clear width, swept path and height for emergency vehicle access as required by the NSW Fire Brigade and NSW Ambulances and other day-to-day service vehicles required to maintain the central oval plaza and laneway public domain and as necessary to service businesses. • Planting of mature trees in the laneways and central oval plaza as illustrated in the Public Domain Concept Plan (Context Landscape Design 2014). • Provision of outdoor dining zones associated with cafe, bar and restaurant tenancies. • Projecting shop or other signage. 	paths. Some areas of the plaza do not provide a width of 20m, however these areas are acceptable due to the high quality of paving, public domain and active frontages which will ensure a positive plaza experience.	
C12 New development on Marquet Street is to align with the buildings opposite that define the sides of Annie Leggett Promenade.	The proposed building envelope locations are consistent with this control.	✓
C13 Solar access on the Town Square is protected during lunchtime hours (noon to 2:00pm) on the Winter Solstice. Alternative means of providing solar access are permitted, assessed on their merit, and must be proven on a scientific basis (a specialist report is to be provided at DA stage). The legal obligations of the proponent must also be addressed to Council's satisfaction.	<p>To protect solar access to the Town Square during lunch time, the proposal incorporates a Heliostat on the roof of Tower A.</p> <p>The simulation results of the heliostat, provided by Inhabit indicate that the introduction of the heliostat system resulted in a significant increase in the light levels within the overshadowed regions of the Rhodes Town Square, with the illumination level within the development's shadow increased by 37% at 12, 25% at 1pm and 22% at 2pm on June 21 due the heliostat.</p>	✓
C14 Solar access to the Mary Street Childcare outdoor play area, the mid-block plaza and laneways is to be provided, whether by direct solar access or by alternative approved means.	<p>Solar Access will be restricted to Mary Street Childcare outdoor play area. This is due to the childcare centre being located to the south of the site and is due to the nature of the orientation of the site. The Masterplan takes this into consideration. The podium steps away from the Mary Street Childcare outdoor play area to provide a sense of transition in scale. This break in the bulk and scale of the development will help in providing a level of amenity to the childcare centre.</p> <p>The intent of the mid-block plaza was to remain an open-air meeting place for residents and the public. The proposal is consistent with the DCP/</p>	✓ (acceptable on merit)
C15 Provide a taxi rank, kiss-and-ride drop-off and pickup bay and disabled parking spaces in proximity of the Rhodes Station on Walker Street.	No taxi rank is provided/drop off bay is provided.	N/A
C16 Bus bays relocated and expanded along Walker Street to accommodate the projected increase in patronage.	N/A	N/A
C17 Maximise pedestrian amenity by providing bus shelters and building awnings for weather protection from Rhodes Station to the bus interchange.	N/A	N/A
C18 Connection from the development to the Station Concourse with a pedestrian bridge over Walker Street is permitted subject to a high level of urban design and architectural quality being achieved. A pedestrian bridge should appear light and slender in design and maximise Walker Street openness and vistas.	Part of future DA.	N/A
C19 Proponents are to address the provision of cycle routes, crossings and parking facilities in relation to the Station Precinct, including at Rhodes Station and at key precinct destinations. Refer to section 3.2.2 Cycle Strategy and to Figure 7 .	<p>The proposal provides a Bicycle Strategy. This accommodates bicycles throughout the development by:</p> <ul style="list-style-type: none"> ▪ Ensuring that bicycle points link into the broader bicycle context network; and ▪ Promoting the site as an end of trip destination point which is adjacent the train station. <p>The strategy includes the provision of well-defined bicycle paths through the site and a bicycle storage location, designed to be well managed and easily accessible to the wider community.</p>	✓

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C20 Restrict vehicular and servicing access to the midblock to ensure for a safe, pedestrian prioritise network of mid-block laneways and plazas to thrive.	The proposed vehicle access points to the site (three in total) are well separated from the main plaza and pedestrian thoroughfare.	✓
C21 Major truck and service vehicle access to Station Precinct basements is preferably from Walker Street and Marquet Street.	Loading and servicing – entry to the loading dock is from Walker Street, adjacent to the northern site boundary at 16 Walker Street	✓
C22 Consolidate wherever possible, vehicular entry points to Station Precinct development and ensure good sightlines at pedestrian cross-overs.	There are three driveway entries to the site. On Walker Street the loading dock entrance is adjacent to the northern boundary. On Marquet Site the residential entrance to the carpark is adjacent to the southern boundary, the retail entrance is adjacent to the northern boundary.	✓
C23 Maintain fire and emergency vehicle access via one or more laneways, as required by emergency service authorities.	Fire and emergency vehicle access can use the laneways.	✓
Public Domain The urban and landscape design of the Station Precinct is guided by the following Public Domain Principles: C23 Provide a raised threshold pedestrian crossing to Rhodes Station, across Walker Street, and also at the mid-point, across Marquet Street, to Annie Leggett Promenade.	To be provided as part of the VPA and subject to future DA.	✓
C24 Provide generous through-site pedestrian links (as shown in Figure 55) with tree planting arranged to maximise views into the mid-block, and taking into account of access and safety considerations.	Provision has been generally made within the development for generous through-site pedestrian links including laneways and plaza areas, all designed to accommodate planting of mature trees, outdoor dining areas and public seating.	✓
C25 Wherever possible provide active edges along all pedestrian passageways and around the proposed plaza.	A zero setback is provided to all mid-block laneways and plaza areas to promote activation of these areas with retail frontages and passive surveillance opportunities.	✓
C26 Central Oval Plaza – this is an opportunity for a flexible, simple and uncluttered space, with minimal and carefully chosen landscape, furniture, lighting and artwork. The plaza and laneways are a focus for cafes, small daytime events, community activities and temporary markets.	The ground plane of the plaza has been activated as the primary experience. Clear visual and physical links provide for direct connection in a safe and convenient manner which also promotes a market town centre concept. The proposal includes plantings within the pedestrian thoroughfare areas, furniture, lighting and potential outdoor dining and seating areas. Provision is also made for public artwork installations.	✓
C27 There is an opportunity to integrate a water feature within the Station Precinct plaza.	No water feature is proposed.	N/A
C28 Provide new street trees in surrounding streets –Gauthorpe, Marquet, Mary and Walker Streets.	Tuckerroo trees, which grow to a height of 8m will be planted along Marquet Street and a Eucalyptus Tree (Spotted Gum) will be in the northern part of Walker Street these trees will be supported by Star Jasmin, Blue Fescue and Kangaroo Paw.	✓
C29 Celebrate the Walker Street and Marquet Street entry plazas to the precinct with groves of distinctive palm trees.	The entry plazas from both the east and west are proposed to be well defined with open site lines into the site. The planting at the entry points are defined as “Arrival accent trees” and will be further specified through the design detail.	✓
C30 Integrate the Walker Street public domain generally in accordance with the Public Domain Concept Plan.	Complies.	✓
C31 Integrate public art and feature lighting into the public domain – opportunities include embedded artwork in the paving or sculptural installations, as a focus in the entry plazas, and in the central oval plaza – to entice pedestrians to the ‘heart’ of the precinct.	A public art strategy location plan has been submitted with the application. The details of the public art strategy will be submitted to Council in the future with consultation of Council. This forms part of the VPA.	✓

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C32 Integrate sustainability and WSUD initiatives in the designated public domain.	Water sourced from the onsite rainwater collection will be used for the landscape irrigation, all irrigation systems will comprise of subsurface drip systems and automatic timers with rainwater / soil moisture sensor controls.	✓
C33 Integrate the Station Precinct paving, furniture, lighting and materials and finishes, seamlessly with the adjoining Rhodes Peninsula public domain.	The architectural and landscape plans both demonstrate the proposal's intention to carry through the design and style of the public domain treatment within the site to the adjoining Rhodes Peninsula public domain. This will create a consistency in the streetscape and throughout the precinct to encourage pedestrian flow seamlessly between the public and private realms.	✓
<p>Additional Referral Requirement</p> <p>C34 Requirement for a Development Approval is subject to a Sydney Airport 'Operate Equipment' Approval. Information required by Sydney Airport prior to any approval is to include:</p> <ul style="list-style-type: none"> • The location of any temporary structure or equipment, i.e. construction cranes, planned to be used during construction relative to Mapping Grid of Australia 1994 (MGA94); • The swing circle of any temporary structure/equipment used during construction; • The maximum height, relative to Australian Height Datum (AHD), of any temporary structure or equipment i.e. construction cranes, intended to be used in the erection of the proposed structure/activity; • The period of the proposed operation (i.e. construction cranes) and desired operating hours for any temporary structures. 	<p>Applicant commissioned an assessment of the development by an aviation consultant.</p> <p>CASA and Sydney Airports – The Aeronautical Engineers Report has been submitted to Council and referred back to CASA and Sydney Airports. The referral response outlined that the proposal is satisfactory and no more information is required.</p>	✓