No.	Control	Comments	Comp	liance	
	- SETTING THE DEVELOPMENT				
3A	Site Analysis		Yes	No	N/A
3A-1	Site analysis illustrates that design de	cisions have been based on			
	opportunities and constraints of the site of	conditions and their relationship		ш	
	to the surrounding context.	·			
3B	Orientation		Yes	No	N/A
3B-1	Building types and layouts respond to t	he streetscape and site while			
	optimising solar access within the develop		\boxtimes		
3B-2	Overshadowing of neighbouring proper				
3D-Z	winter.	iles is minimised during mid-			
3C	Public Domain Interface		Yes	No	N/A
3C-1	Transition between private and public	domain is achieved without		NO	IN/A
36-1	·	domain is achieved without			
20.0	compromising safety and security.				
3C-2	Amenity of the public domain is retained a	and ennanced.	\boxtimes		
3D	Communal and Public Open Space		Yes	No	N/A
3D-1	An adequate area of communal open s	space is provided to enhance			
	residential amenity and to provide opportu	unities for landscaping.		ш	Ш
	Design Criteria	•			
	Communal open space has a minimum	COS provision = 230m ² or			
	area equal to 25% of the site.	16%			
		Refer to body of Report for			
	Required: $25\% \times 1413.4\text{m}^2 = 353.35\text{m}^2$	justification.			
	110quil 20 /0 X 1 110. IIII = 000.00III	justification.			
	Developments achieve a minimum of				
	50% direct sunlight to the principal	The COS area at the rear of			
	usable part of the communal open space	the development receives the	\boxtimes		
	for a minimum of 2 hours between 9 am	min. 2 hours direct sunlight,			
		mid-winter.			
	and 3 pm on 21 June (mid-winter).				
3D-2	Communal open space is designed to	allow for a range of activities.			
-	respond to site conditions and be attractive				
3D-3	Communal open space is designed to ma				
3D-4					
3D-4	Public open space, where provided, is res	sponsive to the existing pattern			
25	and uses of the neighbourhood.		Vac	N _a	
3E	Deep Soil Zones		Yes	No	N/A
3E-1	Deep soil zones provide areas on the	Deep soil areas are provided			
	site that allow for and support healthy	to the north, east and west of			
	plant and tree growth. They improve	the site and incorporates tree			
	residential amenity and promote	planting and landscaping.			
	management of water and air quality.				
	Design Criteria				
	Deep soil zones are to meet the	Required: 7% x 1413.4m ²			
	following minimum requirements:	= 98.94m ²			
	Minimum Deep soil zone				
	Site area dimensions (% of site area)	Provided: 115m ²			
	less than 650m ²				
		= 8.1%			
	650m² - 1,500m² 3m	With minimum dimension of			
	greater than 1,500m ² 6m 7%	6m provided.			
	greater than 1,500m ²				
	with significant 6m existing tree cover				
	and				
	\				
3F	Visual Privacy		Yes	No	N/A
3F-1	Adequate building separation distances				_
	neighbouring sites, to achieve reasonable	e levels of external and internal			
	visual privacy.		l		_

	Design Criteria	Building is	s 3	storeys in	n height			
	Separation between windows and	Elevatn	L		Y/N			
	balconies is provided to ensure visual	North	G	ⁿ Dist 4.52m –	N			
	privacy is achieved. Minimum required	(side)	G	4.32111 – 6m	IN			
	separation distances from buildings to	(5.25)	1	4.52m –				
	the side and rear boundaries are as			6m				
	follows:		2	4.52m – 6m				
	Building height Habitable rooms and habitable balconies rooms	South (side)	G	3.078m	N			
	up to 12m (4 storeys) 6m 3m			6.078m				
	up to 25m (5-8 storeys) 9m 4.5m		1	6.078m				
	over 25m (9+ storeys) 12m 6m		2	6.078m				
		East	G	8.301m	Υ			
	Note:	(rear)	1	6.101m				
	Separation distances between buildings		2	6.101m				
	on the same site should combine							
	required building separations depending							
	on the type of room.	1						
	on the type of footh.	The varia			-			
	Gallery access circulation should be	separation		distance				
	treated as habitable space when	considere						
	measuring privacy separation distances	to body o		eport for	detailed			
	between neighbouring properties.	discussion	n.					
3F-2	Site and building design elements increas	se privacy w	vitha	out compi	romisino			
0	access to light and air and balance out							
	rooms and private open space.	noon and v		0 110111 11	abitabic			
3G	Pedestrian Access and Entries					Yes	No	N/A
3G-1	Building entries and pedestrian access of	connects to	ar	nd addres	sses the			
	public domain.							
3G-2	public domain. Access, entries and pathways are access	sible and ea	asv	to identif	V.			
3G-2	Access, entries and pathways are access							
3G-2 3G-3	Access, entries and pathways are access Large sites provide pedestrian links for a							
3G-3	Access, entries and pathways are access Large sites provide pedestrian links for act to destinations.							
3G-3 3H	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access	ccess to str	eet	s and co	nnection	Yes	No	N/A
3G-3	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a	ccess to str	to	s and con	nnection	Yes	No	
3G-3 3H	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians	ccess to str	to	s and con	nnection	Yes	No	
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes.	ccess to str	to	s and con	nnection	Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking	nd located and vehic	to	achieve	safety,	Yes Yes	No No	
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on pr	nd located and vehic	to	achieve	safety,	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in regions.	nd located and vehic	to	achieve	safety,	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria	nd located and vehice coximity to onal areas.	to les	achieve and crea	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria	nd located and vehice coximity to onal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations:	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for act to destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for act to destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre,	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, The minimum car parking requirement	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for acto destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, The minimum car parking requirement for residents and visitors is set out in the	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A
3G-3 3H 3H-1	Access, entries and pathways are access Large sites provide pedestrian links for art to destinations. Vehicle Access Vehicle access points are designed a minimise conflicts between pedestrians quality streetscapes. Bicycle and Car Parking Car parking is provided based on prometropolitan Sydney and centres in region Design Criteria For development in the following locations: on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating	nd located and vehice roximity to anal areas.	to les	achieve and crea blic tran	safety ate high	Yes Yes		N/A

	The ca	r parking needs for ent must be provided	a off				
	street.	lent must be provided	OII				
	-						
	Control						
	1 bedroo	om 0.6					
	spaces 2 bed	0.9 spaces					
	3 bed	1.4 spaces					
	4+ bed	1.4 spaces					
	Visitor	0.2 spaces per					
		dwelling	_				
3J-2	•	and facilities are provided	tor	Refer to ARH SEPP and DCP	\boxtimes		
3J-3		des of transport.	200	compliance table.			
3J-3 3J-4	•	design and access is safe a					
	minimised	d.		underground car parking are			
3J-5				rade car parking are minimised.			\boxtimes
3J-6			abo	ve ground enclosed car parking			\bowtie
DADT 4	are minim	ilsed. ING THE BUILDING					
4A		d Daylight Access			Yes	No	N/A
4A-1	To optim	ise the number of apartme	ents	receiving sunlight to habitable			
		imary windows and private	oper			Ш	
	Design	Living rooms and priv		14 out of 18 units (77.7%)	\boxtimes		
	Criteria	open spaces of at least 7		achieve 2 hours			
		of apartments in a build receive a minimum of 2 ho					
		direct sunlight between 9					
		and 3 pm at mid-winter in					
		Sydney Metropolitan A					
		and in the Newcastle a Wollongong	and ocal				
		government areas.	Juan				
		3					
		Required: 70% x 18 unit	:s =		\bowtie		
		12.6 (13) units minimum					
				All units receive a minimum of			
		apartments in a build receive no direct sunli		1 hour direct sunlight between 9am and 3pm at mid-winter			
		between 9 am and 3 pm		Sam and Spin at mid-winter			
		mid-winter.					
		Maximum: 15% x 18 unit	ts =				
4A-2	Daylight a	2.7 (3) units maximum access is maximised where	sunl	ight is limited			
4A-3				control, particularly for warmer			
	months.		iui o		Vac		
4B 4B-1		'entilation ble rooms are naturally ven	tilata	nd .	Yes	No	N/A
4B-2		ut and design of single aspe		Satisfactory			
7U-L	apartmen			Cationación y			
	ventilation						
4B-3				ross ventilation is maximised to	\boxtimes		
		comfortable indoor environn	nent	tor residents.			
	Design C		are	11 units (66%) are naturally			
		cross ventilated in the fi					

	at ten storeys of be cross ventilated of the balconie adequate nature be fully enclose					
	-	5 x 18 = 10.8 (11) units				
	through apartr	of a cross-over or cross- ment does not exceed d glass line to glass line.	Single aspect units are less than 18m in depth.	\boxtimes		
4C	Ceiling Height	S		Yes	No	N/A
4C-1	Ceiling height a	chieves sufficient natura	ventilation and daylight access.	\boxtimes		
	finished ceiling heights are: Minimum ceiling he for apartment and mix	n finished floor level to level, minimum ceiling	The proposed minimum ceiling heights are as follows: Ground floor 2.7m Level 1 2.7m Level 2 2.7m			
	For 2 storey apartments	2.4m 2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area				
		1.8m at edge of room with a 30 degree minimum ceiling slope 3.3m for ground and first floor to				
4C-2 4C-3	higher ceilings Ceiling height i for well-proport Ceiling height	ncreases the sense of sp	The proposal is for a residential flat building and ceiling heights provided are acceptable.			
4D	Apartment Siz	e and Layout	•	Yes	No	N/A
4D-1			is functional, well organised and	\boxtimes		
	Design Criteria	standard of amenity.			ш	
	Apartments are following minim Apartment type Studio 1 bedroom 2 bedroom 3 bedroom The minimum only one	e required to have the num internal areas: Minimum internal area 35m² 50m² 70m² 90m² internal areas include bathroom. Additional crease the minimum	All units comply with the minimum internal areas.	\boxtimes		

	Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	All habitable rooms have adequate access to daylight and ventilation.			
4D-2	Environmental performance of the apartr	ment is maximised.	\boxtimes		
	Design Criteria Habitable room depths are limited to a maximum of 2.5 x the ceiling height.	All units comply.			
	In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.	All units comply	\boxtimes		
4D-3	Apartment layouts are designed to accordactivities and needs.	mmodate a variety of household	\boxtimes		
	Design Criteria	All units comply.			
	Master bedrooms have a minimum area of 10m ² and other bedrooms 9m ² (excluding wardrobe space).	7 d c c c p.y.			
	Bedrooms have a minimum dimension of 3m (excluding wardrobe space). Living rooms or combined living/dining	All units comply. All units comply.			
	 rooms have a minimum width of: 3.6m for studio and 1 bedroom apartments 4m for 2 and 3 bedroom apartments. 	. ,			
	The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow	All units comply.	\boxtimes		
4E	apartment layouts. Private Open Space and Balconies		Yes	No	N/A
4E 4E-1	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p	rivate open space and balconies		No	N/A
	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity.	rivate open space and balconies	Yes	No	N/A
	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity. Design Criteria All apartments are required to have primary balconies as follows: Dwelling Minimum Minimum depth Studio apartments 4m² - 1 bedroom apartments 8m² 2m 2 bedroom apartments 10m² 2m 3+ bedroom apartments 12m² 2.4m The minimum balcony depth to be counted as contributing to the balcony area is 1m.	Each upper level unit is provided with the minimum POS area, in the form of balconies on the upper levels, with minimum 1m dimensions.		No	N/A
	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity. Design Criteria All apartments are required to have primary balconies as follows: Dwelling Minimum Minimum depth Studio apartments 4m² - 1 bedroom apartments 8m² 2m 2 bedroom apartments 10m² 2m 3+ bedroom apartments 12m² 2.4m The minimum balcony depth to be counted as contributing to the balcony	Each upper level unit is provided with the minimum POS area, in the form of balconies on the upper levels,		No	N/A
	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity. Design Criteria All apartments are required to have primary balconies as follows: Dwelling Minimum Minimum depth of 3m. Primary private open space and balcony.	Each upper level unit is provided with the minimum POS area, in the form of balconies on the upper levels, with minimum 1m dimensions. Each ground floor unit is provided with a courtyard with a minimum POS area of 15m² and minimum dimension of 3m.		No	N/A
4E-1	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity. Design Criteria All apartments are required to have primary balconies as follows: Dwelling Minimum Minimum depth Studio apartments 4m² 1 bedroom apartments 8m² 2m 2 bedroom apartments 10m² 2m 3+ bedroom apartments 12m² 2.4m The minimum balcony depth to be counted as contributing to the balcony area is 1m. For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m² and a minimum depth of 3m. Primary private open space and balcone enhance liveability for residents. Private open space and balcony design i	Each upper level unit is provided with the minimum POS area, in the form of balconies on the upper levels, with minimum 1m dimensions. Each ground floor unit is provided with a courtyard with a minimum POS area of 15m² and minimum dimension of 3m. ies are appropriately located to s integrated into and contributes		No	N/A
4E-1	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity. Design Criteria All apartments are required to have primary balconies as follows: Dwelling Minimum Minimum depth Studio apartments 4m² - 1 bedroom apartments 8m² 2m 2 bedroom apartments 10m² 2m 3+ bedroom apartments 12m² 2.4m The minimum balcony depth to be counted as contributing to the balcony area is 1m. For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m² and a minimum depth of 3m. Primary private open space and balconenhance liveability for residents. Private open space and balcony design it to the overall architectural form and deta	Each upper level unit is provided with the minimum POS area, in the form of balconies on the upper levels, with minimum 1m dimensions. Each ground floor unit is provided with a courtyard with a minimum POS area of 15m² and minimum dimension of 3m. ies are appropriately located to sintegrated into and contributes il of the building.		No	N/A
4E-2 4E-3	apartment layouts. Private Open Space and Balconies Apartments provide appropriately sized p to enhance residential amenity. Design Criteria All apartments are required to have primary balconies as follows: Dwelling Minimum Minimum depth Studio apartments 4m² 1 bedroom apartments 8m² 2m 2 bedroom apartments 10m² 2m 3+ bedroom apartments 12m² 2.4m The minimum balcony depth to be counted as contributing to the balcony area is 1m. For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m² and a minimum depth of 3m. Primary private open space and balcone enhance liveability for residents. Private open space and balcony design i	Each upper level unit is provided with the minimum POS area, in the form of balconies on the upper levels, with minimum 1m dimensions. Each ground floor unit is provided with a courtyard with a minimum POS area of 15m² and minimum dimension of 3m. ies are appropriately located to sintegrated into and contributes il of the building.		No	N/A

	the number of apartments.				
		he			
	The maximum number of apartments building, and each level off a circulation core on a single level is follows:	as			
	eight. • Ground floor = 6 units		\bowtie		
	Levels 1 = 6 units			Ш	
	 Level 2 = 6 units 				
	For buildings of 10 storeys and over, Not applicable.				
	the maximum number of apartments				
4F-2	sharing a single lift is 40.	ial			
46-2	Common circulation spaces promote safety and provide for socinteraction between residents.	iai	\boxtimes		
4G	Storage		Yes	No	N/A
4G-1	Adequate, well designed storage is provided in each apartment.				
	Design Criteria				
	In addition to storage in kitchens, Most units have sufficient	ent			
	bathrooms and bedrooms, the following internal storage.				
	storage is provided: Dwelling type Storage size volume Additional storage is provid	ed			
	to units within the basement				
	Studio apartments 4m³		\boxtimes		
	1 bedroom apartments 6m³				
	2 bedroom apartments 8m³				
	3+ bedroom apartments 10m ³				
	At least 50% of the required storage is				
10.0	to be located within the apartment.	_			
4G-2	Additional storage is conveniently located, accessible and nominated individual apartments.	tor	\boxtimes		
4H	Acoustic Privacy		Yes	No	N/A
4H-1	Noise transfer is minimised through the sitting of buildings and buildi	ng			
	layout.				
4H-2	Noise impacts are mitigated within apartments through layout a	nd	\boxtimes		
41	acoustic treatments.				NI/A
4J 4J-1	Noise and Pollution In noisy or hostile environments the impacts of external noise a	nd	Yes	No	N/A
-10 -1	pollution are minimised through the careful sitting and layout of building		\boxtimes		
4J-2	Appropriate noise shielding or attenuation techniques for the buildi				
	design, construction and choice of materials are used to mitigate noi	se	\boxtimes		
416	transmission.				21/2
4K 4K-1	Apartment Mix A range of apartment types and Proposal is for 8 x 1-bedroom	am.	Yes	No	N/A
713-1	sizes is provided to cater for (44.4%), 10 x 2-bedroom (55.6)				
	different household types now and units.	,0,]	
	into the future.				
4K-2	The apartment mix is distributed to suitable locations within the building	_			
4L	Ground Floor Apartments		Yes	No	N/A
4L-1	Street frontage activity is Pedestrian access is provided	to	\boxtimes		
	maximised where ground floor ground floor units. apartments are located.				
4L-2	Design of ground floor apartments delivers amenity and safety	for			
-	residents.		\boxtimes		Ш
4M	Façades		Yes	No	N/A
4M-1	Building facades provide visual interest along the street while respecti	ng	\boxtimes		
4M-2	the character of the local area.][
	Building functions are expressed by the façade.			NI C	N/A
4N	Roof Design		Yes	No	IN/A

4N-1	Roof treatments are integrated into the building design and positively			
4N-2	respond to the street.			
4IN-Z	Opportunities to use roof space for residential accommodation and open space are maximised.	\boxtimes		
4N-3	Roof design incorporates sustainability features.			
40	Landscape Design	Yes	No	N/A
40-1	Landscape design is viable and sustainable.	\boxtimes		
40-2	Landscape design contributes to the streetscape and amenity.			
4P	Planting on Structures	Yes	No	N/A
4P-1	Appropriate soil profiles are provided.			
4P-2	Plant growth is optimised with appropriate selection and maintenance.		H	
4P-3	Planting on structures contributes to the quality and amenity of communal	-		
4. 0	and public open spaces.			
4Q	Universal Design	Yes	No	N/A
4Q-1	Universal design features are included in apartment design to promote	\boxtimes		
	flexible housing for all community members.		Ш	Ш
	Developments achieve a The development provides 16			
	benchmark of 20% of the total liveable units, equating to 88.8%.			
	apartments incorporating the Liveable Housing Guideline's		Ш	Ш
	silver level universal design			
	features			
4Q-2	A variety of apartments with adaptable designs are provided.	\boxtimes		
4Q-3	Apartment layouts are flexible and accommodate a range of lifestyle			
	needs.		Ш	
4R	Adaptive Reuse	Yes	No	N/A
4R-1	New additions to existing buildings are contemporary and complementary			
4R-2	and enhance an area's identity and sense of place. Adapted buildings provide residential amenity while not precluding future			
411-2	adaptive reuse.			
4S	Mixed Use	Yes	No	N/A
4S-1	Mixed use developments are provided in appropriate locations and			\boxtimes
	provide active street frontages that encourage pedestrian movement.			
4S-2	Residential levels of the building are integrated within the development,			
	and safety and amenity is maximised for residents.		ш	
4T	Awnings and Signage	Yes	No	N/A
4T-1	Awnings are well located and complement and integrate with the building			
47.0	design.			
4T-2	Signage responds to the context and desired streetscape character.	\		
4U 4U-1	Energy Efficiency Development incorporates passive environmental design.	Yes	No	N/A
4U-2	Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer.	\boxtimes		
4U-3	Adequate natural ventilation minimises the need for mechanical			
	ventilation.			
4V	Water Management and Conservation	Yes	No	N/A
4V-1	Potable water use is minimised.	\boxtimes		
4V-2	Urban stormwater is treated on site before being discharged to receiving waters.			\boxtimes
4V-3	Flood management systems are integrated into site design.			
4W	Waste Management	Yes	No	N/A
4W-1	Waste storage facilities are designed to minimise impacts on the			
	streetscape, building entry and amenity of residents.			
4W-2	Domestic waste is minimised by providing safe and convenient source			
4X	separation and recycling. Building Maintenance	Yes	No	N/A
	Building design detail provides protection from weathering.	Tes		14/74
4X-1	Dullullu design detail bloyides blotechon from weathering.	1 / 1		

4X-2	Systems and access enable ease of maintenance.	\boxtimes	
4X-3	Material selection reduces ongoing maintenance costs.		