Attachment 4 – Assessment Against ADG and LLUDG

1) Assessment Against Apartment Design Guide

SEPP No. 65 – Design Quality of Residential Apartment Development requires consideration of the "Apartment Design Guide" (ADG) which supports the nine design quality principles by giving greater detail as to how those principles might be achieved. The table below addresses the relevant matters:

Part 2 - Developing the controls		
	Proposal	**Compliance**
Building Depth Use a range of appropriate maximum apartment depths of 12-18m from glass line to glass line.	The apartment depths range between 13 metres (Levels 3-6 of Building 2) and 26 metres (Levels 2 to 29 of Building 1).	**Building depth does not comply. See discussion in report.**
Building Separation Minimum separation distances for buildings are: *Up to four storeys (approx12m):* - 12m between habitable rooms/balconies - 9m between habitable and non-habitable rooms - 6m between non-habitable rooms. *Five to eight storeys (approx 25m):* - 18m between habitable rooms/balconies - 12m between habitable and non-habitable rooms - 9m between non-habitable rooms <u>Note:</u> • At the boundary between a change in zone from apartment buildings to a lower density area, increase the building setback from the boundary by 3m • No building separation is necessary where building types incorporate blank party walls. Typically this occurs along a main street or at podium levels within centres.	**To surrounding/adjoining development** North – The building adjacent to the northern boundary is set back 12m from the boundary. This would allow for a 16.5m separation in the event that the future development to the north is set back 4.5m from this boundary as required by the LLUDG. South – A 4.5m setback is proposed for all levels to the southern boundary. Assuming that the required Mews Road is provided in accordance with the LLUDG for the adjoining development to the south, the required separation would be achieved. East – To the east is the M2. West – Halifax St and the linear park are located to the west. **Within the site** 10m is proposed between the two buildings fronting Halifax Street. Both buildings are proposed to be fitted with angled privacy screens to prevent direct viewing of the opposite building Between the two buildings adjoining the southern boundary there is a setback of 11.1m where habitable rooms/balconies face each other. This is considered satisfactory as design features have been	**Separation does not comply to the north and within the development. See discussion in report.**

	added to minimise the impacts between the two buildings.	
Front, Rear & Side Setbacks See discussion under the relevant Development Control Plan.	The LLUDG sets the required setbacks for the locality. See LLUDG assessment.	Refer to LLUDG assessment
Part 3 Siting the development Design criteria/guidance		
3A Site Analysis Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context <u>Design guidance</u> Each element in the site analysis checklist should be addressed	The submitted site analysis is responsive to the context of the site and is considered to be satisfactory.	Yes
3B Orientation Building types and layouts respond to the streetscape and site while optimising solar access and minimising overshadowing of neighbouring properties in winter.	The building types and layouts respond to the streetscape and site and solar access is maximised. The built form is generally consistent with the SSD approval.	Yes
3C Public domain interface Transition between private & public domain is achieved without compromising safety and security and amenity of the public domain is retained and enhanced.	Apartments fronting Halifax St do not have direct street addresses as this would reduce the useable area of the linear park. The amenity of the public domain is retained and enhanced given the casual surveillance provided by the units.	Yes
3D Communal & public open space Provide communal open space to enhance amenity and opportunities for landscaping & communal activities. <u>Design guidance</u> Provide communal open space (COS) with an area equal to 25% of site; Minimum 50% of usable area of communal open space to receive direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June.	57.6% of the site is proposed to be provided as communal open space. Over 50% of the COS will receive direct sunlight for more than 2 hours between 9am and 3pm on 21 June.	Yes
3E Deep Soil Zone Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.	33.7% of the site is proposed to comprise deep soil zone with the dimension greatly exceeding 3m – 6m.	Yes

<table>
<tr>
<td><u>Design criteria</u>
1. Deep soil zones are to be provided equal to 7% of the site area and with min dimension of 3m – 6m.</td>
<td></td>
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<tr>
<td>3F Visual Privacy
Building separation distances to be shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.
<u>Design Criteria</u>
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:
<table>
<tr><th>Building Height</th><th>Habitable rooms & balconies</th><th>Non habitable rooms</th></tr>
<tr><td>Up to 12m(4 storeys</td><td>6m</td><td>3m</td></tr>
<tr><td>Up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr>
<tr><td>Over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr>
</table>
<u>Note:</u>
• No separation is required from blank walls;
• Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.</td>
<td>Between buildings fronting Halifax Street – There is a 10m setback between the buildings. Both buildings are six storeys in height. Therefore, the required visual privacy distance is achieved between habitable rooms.

Between buildings adjacent to southern boundary – Reduces to 11.1m between habitable rooms noting that the building in the south-western corner is 6 storeys in height.

The visual privacy separation distances are capable of being achieved to future adjoining development to the north and south assuming that LLUDG compliant setbacks are provided for future adjoining development.</td>
<td>Yes</td>
</tr>
<tr>
<td>3G Pedestrian Access & entries
Pedestrian Access, entries and pathways are accessible and easy to identify.</td>
<td>The two pedestrian entrances off the linear park are accessible and easy to identify.</td>
<td>Yes</td>
</tr>
<tr>
<td>3H Vehicle Access.
Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.</td>
<td>The vehicle access point is proposed off the partial Mews road. It effectively minimises conflict between pedestrians and vehicles and results in a high quality streetscape.</td>
<td>Yes</td>
</tr>
</table>

3J Parking Provisions. **Car parking**: For development in the following locations: • on sites that are within 800 metres of a railway station; or • within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, the minimum parking for residents and visitors to be as per TfNSW Guide to Traffic Generating Developments, or Council's car parking requirement, whichever is less.	The site is located within 800m of North Ryde station. The proposed parking complies with Council's DCP controls. Based on the proposed unit mix, the DCP permits a maximum of 300 car parking spaces (being located in the Macquarie Park Corridor). There are 299 parking spaces proposed.	Yes
Bicycle Parking: Provide adequate motorbike, scooter and bicycle parking space (undercover). 10% of carspaces	Based on the 300 car parking spaces, a total of 30 bicycle spaces would be required. The plans depict 30 bicycle spaces on B1.	Yes
Part 4 Designing the building		
4A Solar & daylight access 1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter.	77.6% of the proposed apartments receive a minimum of 2 hours direct sunlight between 9am and 3pm in mid-winter.	Yes
No more than 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.	9.5% of apartments receive no direct sunlight between 9am and 3pm in mid-winter.	Yes
Design should incorporate shading and glare control, particularly for warmer months.	Horizontal spandrels are provided to the northern frontages and vertical shading devices to the eastern and western frontages.	Yes
4B Natural Ventilation All habitable rooms are naturally ventilated.	All habitable rooms are naturally ventilated (have access to a window).	Yes
Design layout of single aspect apartments to maximises natural ventilation and airflow (See Figure 4D.3)	The single aspect apartments allow natural ventilation and airflow.	Yes
<u>Design criteria for natural cross ventilation:</u> 1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or	62.7% of the apartments are proposed to be naturally cross ventilated.	Yes

<table>
<tr>
<td>greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.

2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.</td>
<td>At level 10 and above, the balconies are not enclosed.

None of the cross through apartments exceed 18m from glass line to glass line.</td>
<td>

Yes</td>
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<tr>
<td>4C Ceiling Heights
Ceiling height achieves sufficient natural ventilation and daylight access. The following is required as a minimum:

<table>
<tr><th colspan="2">Min ceiling height for apartment & mixed use buildings</th></tr>
<tr><td>Habitable rooms</td><td>2.7m (3.1m floor to floor)</td></tr>
<tr><td>Non Habitable</td><td>2.4m</td></tr>
<tr><td>2 storey apts</td><td>2.7m for main living area
,
2.4m for 2nd floor</td></tr>
<tr><td>Attic spaces</td><td>1.8m at edge of room</td></tr>
<tr><td>Mixed used zone</td><td>3.3m for ground & 1st floor to promote future flexibility of use.</td></tr>
</table>
</td>
<td>The submitted plans nominate a minimum habitable room height of 2.7m and minimum floor to floor heights of 3.1m.</td>
<td>Yes</td>
</tr>
<tr>
<td>4D Apartment size and layout
Apartments are required to have the following minimum internal areas with one bathroom:
• Studio = 35m2;
• 1 bedroom = 50m2;
• 2 bedroom = 70m2;
• 3 bedroom = 90m2;
• 4 bedroom = 102m2.

<u>Note:</u>
➢ Additional bathrooms increase the minimum internal area by 5m2;</td>
<td>
<table>
<tr><td>Apartment Type</td><td>Proposed</td></tr>
<tr><td>Studio</td><td>N/A</td></tr>
<tr><td>1 bedroom</td><td>50.4m² to 61.8m²</td></tr>
<tr><td>2 bedroom</td><td>75.6m² to 88.7m²</td></tr>
<tr><td>3 bedroom</td><td>95.7m² to 104m²</td></tr>
</table>
</td>
<td>Yes</td>
</tr>
<tr>
<td>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.</td>
<td>All habitable rooms have direct access to a window opening that achieves light and ventilation. No borrowed daylight or air is proposed.</td>
<td>Yes</td>
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<tr>
<td>Habitable room depths are limited to a maximum of 2.5 x the ceiling height.
In open plan layouts – habitable room (where the living, dining and</td>
<td>All units comply with this requirement.</td>
<td>Yes</td>
</tr>
</table>

<table>
<tr><td>kitchen are combined) be maximum depth of 8m from a window.</td><td></td><td></td></tr>
<tr><td>Bedroom - minimum dimension of 3m (excluding wardrobe space)</td><td>All bedrooms have a minimum dimension of 3m.</td><td>Yes</td></tr>
<tr><td>Living rooms or combined living/dining rooms have a minimum width of:
• 3.6m for studio and 1 bedroom apartments;
• 4m for 2 & 3 bedroom apt</td><td>All units comply with the minimum living room widths.</td><td>Yes</td></tr>
<tr><td>The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.</td><td>The cross over apartments have widths exceeding 4m.</td><td>Yes</td></tr>
<tr><td>4E Private Open Space and balconies
Apartments must provide appropriately sized private open space and balconies to enhance residential amenity.
<u>Design criteria</u>
1.All apartments are required to have primary balconies as follows:
<table><tr><th>Dwelling type</th><th>Minimum area</th><th>Min.depth</th></tr><tr><td>Studio apartments</td><td>4m2</td><td>N/A</td></tr><tr><td>1 bedroom</td><td>8m2</td><td>2m</td></tr><tr><td>2 bedroom</td><td>10m2</td><td>2m</td></tr><tr><td>3+ bedroom</td><td>12m2</td><td>2.4m</td></tr></table></td><td>All units comply with the required POS size and depth based on the unit type.</td><td>Yes</td></tr>
<tr><td>2. 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 15m^2 and a minimum depth of 3m.</td><td>The minimum ground floor courtyard size is 20.6m^2 and all achieve depths of 3m or over.</td><td>Yes</td></tr>
<tr><td>4F Common circulation and spaces.
<u>Design criteria</u>
1. The maximum number of apartments off a circulation core on a single level is 8.

Where design criteria 1 is not achieved, no more than 12 apartments should be provided of a circulation core on a single level.</td><td>There is a maximum of 9 units accessing the circulation core in buildings 1 & 2. Whilst this does not comply with the criteria, it meets the guidelines of not more than 12 units accessing the core.</td><td>Yes</td></tr>
<tr><td>Design Guide:
Daylight and natural ventilation should be provided to all common</td><td>Suitable daylight and natural ventilation is provided to all common circulation space. Windows are provided within all corridors.</td><td>Yes</td></tr>
</table>

<table>
<tr><td>circulation space above ground. Windows should be provided at the end wall of corridor, adjacent to the stair or lift core.</td><td></td><td></td></tr>
<tr><td>4G Storage
Adequate, well designed storage is to be provided for each apartment.
<u>Design criteria</u>
1.In addition to storage in kitchens, bathrooms and bedrooms, the following storage is to be provided:

<table><tr><th>Dwelling type</th><th>Storage size volume</th></tr><tr><td>Studio</td><td>4m^3</td></tr><tr><td>1 bedroom apt</td><td>6m^3</td></tr><tr><td>2 bedroom apt</td><td>8m^3</td></tr><tr><td>3 + bedroom apt</td><td>10m^3</td></tr></table>
At least 50% of the required storage is to be located within the apartment. Additional storage is conveniently located, accessible and nominated for individual apartments (show on the plan).</td><td>All units have sufficient storage cages in the south-eastern corner of the basement levels and some are provided on the ground floor.</td><td>Yes</td></tr>
<tr><td>4H Acoustic privacy
Noise transfer is minimised through the siting of buildings, building layout, and acoustic treatments.

Plant rooms, services and communal open space and the like to be located at least 3m away from the bedrooms.

Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.</td><td>The building is satisfactorily designed to minimise noise transmission. Windows directly facing the motorway to the east are minimised.

All plant has been located away from residential units.</td><td>Yes</td></tr>
<tr><td>4K Apartment mix
A range of apartment types with different number of bedrooms (1bed, 2 bed, 3 bed etc) should be provided.</td><td>The proposed apartment mix is:

80 x 1 bedroom
197 x 2 bedroom
27 x 3 bedroom</td><td>Yes</td></tr>
<tr><td>4L Ground floor apartments
Building facades to provide visual interest, respect the character of the local area and deliver amenity and safety for residents.</td><td>All GF apartments provide suitable visual interest and deliver amenity and safety for residents.</td><td>Yes</td></tr>
</table>

Building functions are expressed by the façade.	Satisfactory.	Yes
4N Roof design Roof treatments are integrated into the building design and positively respond to the street.	The roof treatments are integrated well into the building design and respond to the street.	Yes
Opportunities to use roof space for residential accommodation and open space are maximised.	There is no rooftop open space proposed. It is considered that the generous ground level communal open space is adequate.	Yes
Roof design incorporates sustainability features.	The roof contains solar panels, solar hot water and landscaping to contribute to sustainability.	Yes
4O Landscape design Landscape design contributes to the streetscape and amenity. Landscape design is viable and sustainable	The proposed landscape design will contribute positively to the streetscape and amenity. The design is viable and sustainable.	Yes
4P Planting on structures Appropriate soil profiles are provided.	The landscape plans provide suitable details in relation to soil profiles where planting on structures is proposed.	Yes
4Q Universal design Universal design features are included in apartment design to promote flexible housing for all community members. A variety of apartments with adaptable designs are to provided.	Complies.	Yes
4T Awnings and signage Awnings are well located and complement and integrate with the building design.	N/A – there are no awnings or signage proposed for the development.	N/A
4U Energy efficiency Development incorporates passive environmental design measures – solar design, natural ventilation etc.	A combination of solutions is proposed including insulation, glass performance and shading devices.	Yes

2) Assessment Against Lachlan's Line Urban Design Guidelines

Control	Proposal	Compliance
3.1 Precinct Planning		
1. Ensure the Layout Plan for any development must be consistent with the underlying principles of the relevant State Significant Development Consent for the High-Density Residential Precinct and Lot 107. 2. Any modification and/or variation to the relevant State Significant Development Consent must demonstrate that the underlying principles and desirable planning outcomes are still being achieved.	The layout plan for the development is generally consistent with the SSD approval. It is noted that the plan that accompanied the SSD showing the building footprints and number of storeys was not stamped as part of the SSD approval and is taken to be indicative only.	Yes, generally consistent with SSD approval.
3.2 Circulation Networks		
1. Mews roads are to be included in the applications for the final built form on each development lot. 2. Mews roads must be constructed in accordance with the Vehicular Movement Plan as shown in Figure 03, which are consistent with the relevant State Significant Development Consent. 3. Any proposed modifications to the Vehicular Movement Plan in Figure 03, Table 3.1 or the Street Sections in Figure 08 to Figure 11 must demonstrate that: i. The proposed changes meet the Objectives for this section; ii. Adequate vehicular and pedestrian connections can be provided in Lot 109 to the adjoining site (Lot 1, DP1151499) ; iii. Emergency access and servicing access are provided.	The proposal involves the provision of part of the Mews road on the northern boundary. The Mews road does not extend for the full length of the northern boundary as depicted in Figure 03. The proposed variation to the Mews road alignment (provision of partial length) is considered to meet the objectives of the control as it enables safe, clear and legible access movements and provides suitable visual outcomes for users of the communal open space, as views will not be disrupted by a portion of road that does not have a building address.	**No, see discussion in report.**
3.3 Open Space		
1. Open space is to be provided in Lot 108 in accordance with the Open Space Plan at Figure 04 and embellished as set out in Table 3.2. 2. The local park should be designed to maximise solar access. 3. Trees will be predominantly indigenous with some specimen exotic trees. Tree selection and planting should be undertaken in accordance with the City of Ryde Street Tree Master Plan.	N/A N/A The proposed plantings are mainly natives with some exotic species.	N/A N/A Yes

4. The park is to be designed in accordance with public open space described in the Public Open Space Plan Figure 04.	N/A	N/A
5. Provide communal open space on each lot exceeding 25% of the site area.	The extent of communal open space proposed is approx. 57.6% of the site area.	Yes
6. Any proposed amendment to the Open Space Plan at Figure 04 must demonstrate that: i. The proposed changes meet the Objectives for this section; ii. At least 50% of existing and future public space is to receive 3 hours of sunlight on June 21 between 9am and 3pm.	The proposal is consistent with the Open Space Plan.	Yes
3.4 Landscape and Deep Soil		
1. Deep soil zones are to meet the following minimum requirements: - 15% of the site as deep soil on sites greater than 1,500m2; - The minimum dimension of the deep soil zone is to be 6m in any direction on sites greater than 1,500m2.	The proposal provides for 33.7% of the site being deep soil planting which considerably exceeds the 15% requirement. The dimensions exceed 6m.	Yes
2. Private mews roads to be constructed as part of future applications will include street tree planting showing the location, species, planting methodology and maintenance of street trees to satisfy the Objectives and Controls of this section, and ensure an appropriate degree of consistency is achieved between the different Sub-Precincts.	Street tree plantings are proposed adjacent to the Mews Road.	Yes
3. All street trees must be provided in accordance with the approved Street Tree Plan as per the development consents for each Sub-Precinct.	The proposed street tree plantings are consistent.	Yes
4. Street tree planting in mews roads is to be designed in accordance with the following principles:		
i. Street trees should be used to distinguish between public and private space; ii. Street tree planting should be durable and include a mix of indigenous and exotic species;	The street trees distinguish between public and private. The plantings are durable and are natives.	Yes
iii. Street trees are to contribute to place making and way finding; and iv. Street trees should generally be of uniform species within the one street.	The street trees contribute to place making and way finding.	Yes
5. Street tree planting is to be coordinated with subdivision layout, traffic plan and services layouts to ensure appropriate configuration	The street tree plantings are coordinated effectively.	Yes

with vehicle crossovers, sight lines, drainage swales, lighting and other services. 6. Any modification and/or variation to tree planting must satisfy the Objectives above and Part 3.3 of this guide.	The tree plantings are generally compliant.	Yes
3.5 Stormwater Management 1. An Integrated Water Management Plan was approved as part of SSD 5093. Any modifications which would change the performance of the approved Plan must comply with the principles above.	The proposed stormwater management is generally consistent with the Integrated WMP.	Yes
3.6 Housing Diversity 1. Provide a diversity of housing types in the Precinct, e.g. townhouses, double-storey apartments and penthouses. 2. Provide a variety of apartment types, including studios, one-bedroom, two-bedroom, three-bedroom and three-bedroom + units. 3. Development is to provide a diverse mix of dwelling sizes generally within the following ranges: Apartment Types — Percentage 1 bedroom + studio — 10 – 35% 2 bedroom — 40 – 80% 3 bedroom — 5 – 35% 3 bedroom+ — 1 – 5%	The proposed unit mix across the three buildings is: - 1 bedroom: 26% - 2 bedroom: 65% - 3 bedroom: 8% The Social Impact Assessment submitted with the application advises: - Unit mix: The proposed unit mix provides suitably sized accommodation options for the demographics of the suburb and locality, which predominately consists of singles or couples without children. - Housing mix: The proposal represents a positive social outcome, given it provides modern housing in a location close to public transport and existing infrastructure.	Yes Yes
4. All apartments should meet the 'Silver Level' requirements of the Livable Housing Design Guidelines by Livable Housing Australia (LHA).	20% of the apartments meet the Silver Level requirements of the Livable Housing Design	No, however, considered satisfactory

	Guidelines in compliance with the ADG.	as it complies with the ADG.
4.1 Heights and FSR under RLEP 2014 SSD 5093 is a Staged Development Consent for the High-Density Residential Precinct and Mixed- Use Precincts which allocates the gross floor area (GFA) achievable under Ryde LEP 2014 to each of the development lots to be created by the subdivision in accordance with the Table 1. As a Staged Development Consent, any future development must be consistent with the Concept Proposal approved under SSD 5093 and, in this case, the allocation of GFA to each development site under Ryde LEP 2014. Only the maximum GFA outlined for Lot 117 in the table above can be exceeded, but only where the development is proposed under an environmental planning instruments (EPIs) that provides for a floor space ratio (FSR) bonus for the provision of affordable rental housing and that component is incorporated in the proposed development. Any FSR bonus is to be calculated as per the relevant EPI and added to the gross floor area for Lot 117. It is important to note that the development potential expressed for the Development Lot in Table 1.1 may result in a development that does not reach the maximum 'height of building' control under Ryde LEP 2014. The following sections on Overshadowing and Building Setback and Street Frontage will also guide final heights in the High Density Residential and Mixed Use Precincts. The number of storeys for buildings on each development lot is also shown in Figure 05 and Figure 06. Where it is proposed to depart from the following height and FSR controls, a design excellence process in accordance with the NSW Government Architect's Design Excellence Competition Guidelines must be followed prior to seeking modification to the SSD 5093 consent.	The site is identified in the SSD approval as having a maximum permitted GFA of 25,626m². The proposed GFA is 25,505.6m². The proposal complies with the mapped building heights for the site under RLEP 2014.	Yes
4.2 Construction of Mews Roads and Vehicular Access 1. Mews roads are private access ways nominated in Figure 03 to provide access to each development lot. The location of the mews road presupposes the developer will be required to construct the mews road located primarily on that development lot, even where a part those works may benefit adjoining lots. (See mew road cross-sections on Figure 07 to Figure 11 and possible vehicular access locations on Figure 12). 2. Mews roads can incorporate visitor parking for the development and car share spaces as well as access into basements on elevations other than the Halifax Street frontage.	The proposal includes the provision of part of the required Mews road on the northern boundary. The Mews road provides two parallel car share parking spaces and enables driveway access	**No, see discussion in report** Yes

		to the basement away from Halifax Street.	
3.	The mews road location and notional width through the site is important in providing building separation. Entry lobbies and individual entries to residential units will help activate these roads on the eastern side of Halifax Street.	The proposed Mews road location is consistent with the guidelines.	Yes
4.	Flexibility on the location or inclusion of the entre length of the mews road could be considered where a better outcome can be achieved, which would be considered on a merit basis.	The negative impacts of providing a full-length Mews Road include: • The creation of dead-end streets. • Street parking is proposed at 90 degrees, which emphasis car parking over public domain; and • Reduces the amount of communal open space (together with solar access to it). The proposed development removes the northern built form and partial construction of the Mews Road, to significantly increase the amount of communal open space, offering increased amenity and solar access. Street parking along the (partial) Mews Road is provided as parallel (rather than perpendicular) parking, which creates a pedestrian friendly interface with the street. Unless a building is fronting the Mews Road it serves little purpose.	**See discussion in report.**
5.	Driveway widths/grades, vehicular ramp width/grades and passing bays off mews roads are to be in accordance with the relevant Australian Standard. Design of driveway crossings is to be in accordance with Part 8.3 of Ryde DCP 2014 with the paving material to be Bipave 80 coloured 'Fossil - River Gravel" shot blast finish, with aggregate inlay.	The proposal is capable of complying. Subject to recommended conditions of consent.	Yes
6.	The location and design of access ways to underground parking is to be located away from the Halifax Street elevation; design must also consider residential amenity particularly	The access to the underground parking is located off the Mews road and off Halifax Street.	Yes

	the location of doors and windows of habitable rooms.		
7.	Potential pedestrian/vehicle conflict is to be minimised by:		
	i. Providing vehicle access from minor or secondary streets rather than primary streets or streets with major pedestrian activity, where practicable;	Vehicle access is proposed off Mews road.	Yes
	ii. Limiting the width to no more than 6m;	The driveway width is 6m.	Yes
	iii. Limiting the number of vehicle access points - generally one crossing per lot will be permitted and where practicable, adjoining buildings may share or amalgamate vehicle access points;	Only one proposed.	Yes
	iv. Ensuring clear sight-lines and clearly distinguishing pedestrian and vehicle crossings;	There will be clear sight-lines for vehicles exiting the Mews Road.	Yes
	v. Utilising traffic calming devices;	Traffic calming devices are not necessary.	Yes
	vi. All vehicles must be able to enter and leave the site in a forward direction.	Forward ingress and egress is possible.	Yes
8.	The appearance of car parking and service entries is to be improved by:	The vehicle access will not be intrusive.	Yes
	i. Minimising the size, quantity and visual intrusion of vehicle access points;	All garbage collection and storage will occur inside the basement.	Yes
	ii. Locating or screening garbage collection, loading and servicing areas visually away from the street;	The car park entry is suitably set back from the façade.	Yes
	iii. Setting back or recessing car park entries from the main façade line;	Suitable security doors proposed.	Yes
	iv. Avoiding black holes in the façade by providing security doors to car park entries;	The car park is incorporated into the façade design.	Yes
	v. Where doors are not provided, it is to be ensured that the visible interior of the car park is incorporated into the façade design and material selection and that building services pipes and ducts are concealed;	Complies	Yes
	vi. Returning the façade material into the car park entry recess for the extent visible from the street as a minimum; and	The ramp is proposed off the Mews Road and is not visible from the public domain.	Yes
	vii. Avoiding ramping vehicular access along boundary alignments edging the public domain and streets.		
4.3 Application of SEPP No. 65 All developments for residential flat buildings must meet the requirements of *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65)*. SEPP No 65 requires that applications for residential flat buildings, including residential accommodation above shops, can be determined after Council has considered: a. The advice obtained from the design review panel,		UDRP comments detailed in report.	Yes

b. The design quality of the development when evaluated in accordance with the design quality principles, and c. The *Apartment Design Guide*. The following objectives and controls as they relate to residential flat buildings are intended to complement the provisions in *SEPP 65* and the *Apartment Design Guide* (ADG).	See discussion in report. See separate compliance table.	
4.4 Limiting Overshadowing and Accessing Sunlight		
1. Detailed overshadowing studies are to be lodged with development applications for buildings.	Suitable shadow diagrams submitted.	Yes
2. At least 50% of new and existing public open space is to receive 3 hours direct sunlight between 9am and 3pm on June 21.	The linear park receives direct sunlight between 12noon and 3pm on June 21.	Yes
3. No overshadowing of residential lots outside of the Precinct is to occur after 11 am on June 21.	There will be no impacts on residential lots outside of the precinct.	Yes
4. No overshadowing of Blenheim Park is to occur after 9am on June 21.	The development will not overshadow Blenheim Park.	Yes
5. 100% of Bundara Reserve must receive a minimum of 3 hours direct sunlight between 9am and 3pm on June 21.	The development will not overshadow Bundara Reserve.	Yes
6. Residential flat buildings are to comply with Daylight Access provisions in the *Apartment Design Guide*.	77% of the units achieve compliance.	Yes
7. At least 50% of communal courtyards must receive a minimum of 2 hours direct sunlight between 9am and 3pm on June 21.	Over 50% of the communal courtyard receives over 2 hours of direct sunlight between 9am and 3pm on June 21.	Yes
4.5 Building Setbacks		
1. Building setbacks are to be provided generally in accordance with Table 6. All setbacks are measured from the development lot boundaries and hence exclude the linear park or any mews roads to be constructed through the development lot. - Western boundary (fronting Halifax St): 3m ground floor and first floor setback; 0m building setback. - Northern boundary: 20m ground and first floor setback and 17m building setback. - Southern boundary: 7.5m ground and first floor setback and 4.5m building setback. - Eastern boundary: 8m setback.	Western setback: The ground floor and first floor have a 3m setback and levels above have a nil setback. Northern setback: A 12m setback is proposed for Building 3 for all storeys. Southern setback: A 4.5m setback is proposed for all floors. Eastern setback: 8m setback is proposed.	Yes **No, see report for discussion** **No, see report for discussion** Yes

2.	All building cantilevers/overhangs must be at least 2 storeys up (ground and first floor setback).	The cantilevers for buildings 2 and 3 are 2 storeys up.	Yes
3.	The Primary Building Setbacks are shown on Figure 13 and is measured from the lot boundary of each development lot to that part of the building above the ground and first floors. The Primary Building Setbacks are 'built to lot boundaries' to define and frame the street edge / built form and to achieve the desired streetscape appearance within the Precinct.	Complies except to the north where a 12m setback is proposed and 17m is required.	**No, see report for discussion**
4.	The Secondary Building Setbacks are shown on Figure 14 and is measured from the property boundary of each development lot relate to the ground and first floor components of a building. The Secondary Building Setbacks create a sheltered pedestrian walkway. Where no Secondary Building Setback is specified, the setback should be consistent with the Primary Building Setback.	Does not comply to the north and south.	**No, see report for discussion**
5.	The Landscape Setbacks are shown on Figure 15 and are measured from the lot boundary of each development lot to any part of the basement podium protruding above ground level.	Complies with the exception of an element of building 1 where the GF courtyard encroaches.	**No, see report for discussion**
6.	On Lots 102 and 116, the setbacks nominated are to be minimum setbacks to allow tower built form.	N/A	N/A
7.	Where no building setback is specified, the setback will be considered on merits which can include a nil building setback.	All building setbacks are specified by the guidelines.	Yes
8.	Roof plant must be setback at least 3m from the top of the building.	Plant is proposed more than 3m from the building parapet.	Yes
9.	Where a development lot adjoins the linear park (Lots 102, 110, 114 and 115):		
	i. The ground level setback and 'entry points' (such as gates or front doors) are to activate the open space, and make it feel inhabited to maximise visibility along the public domain.	The proposed entry points are considered to activate the open space.	Yes
	ii. The ground floor level is to step with the topography of the site and be no more than 1m above the street.	Some units exceed 1m above the street.	**No, see report for discussion**
10.	Setbacks between buildings are to comply with *SEPP 65* and the *ADG*.	Considered in ADG assessment.	
11.	Buildings are to provide clear delineation between the public and private domain.	The buildings provide a clear delineation between public and private.	Yes
12.	Where a site is constrained, basement parking may protrude above natural ground level by up		Yes

to 1m. This will only be considered where the encroachment is appropriately designed to incorporate functional features such as ramps, courtyards and landscaping beds to minimise this impact.	The basement does not protrude more than one metre at any point.	
13. Where landscaping cannot provided in the verge, the ground floor apartments are to be raised by up to 1m above the footpath to increase privacy for the occupants.	Landscaping is capable of being provided on all frontages.	Yes
14. Minor encroachments up to 450mm into the setback may be considered, where it does not involve any GFA, provides articulation to the building and does not reduce any required landscaped setbacks.	The setback encroachments exceed 450mm.	N/A
4.6 Building Depth and Bulk		
1. No building above 22 metres in height is to have a building length that aligns to a street in excess of 40 metres without a recess.	Buildings 2 and 3 each have a length of less than 40m fronting Halifax Street.	Yes
2. Each recess is to be open to the sky and have a minimum dimension of 3m in width and 3m in depth.	N/A – no recess required.	N/A
3. For residential tower buildings over 8 storeys, each building footprint is to be a maximum of 1,090m2 (Gross Building Area).	Building 1 is proposed to exceed 8 storeys but has a floorplate of approx 1040m².	Yes
4. A one storey 'waist line' is to be created to residential tower buildings to articulate the base and tower forms in accordance with Figure 18 and Figure 19; this is achieved by providing a 3 metre setback to the storey above the street wall.	Building 1 includes a waist line which articulates the base and tower forms.	Yes
5. Use atria, light wells and courtyards to improve internal building amenity and achieve cross ventilation and/or stack ventilation.	The buildings contain a number of features to improve internal amenity.	Yes
6. Atria and light wells are not to be used as the primary air and/or light source for any apartment units.	Not the primary air or light source proposed.	Yes
7. Building façades are not to be dominated by continuous balconies.	There are no facades dominated by continuous balconies.	Yes
4.7 Mixed Use Buildings		
1. Provide flexible building layouts which allow variable tenancies or uses on the ground floor.	N/A- The development does not contain any mixed use buildings. They are all completely residential.	N/A
2. Minimum floor to ceiling heights for residential developments are to comply with the requirements of the *Apartment Design Guide*.		
3. Separate commercial service requirements, such as loading docks, so as not to interfere with residential access, servicing needs and primary outlooks.		
4. Locate clearly identified residential entries directly from the public street.		

5. Clearly separate commercial and residential entries and vertical circulation. 6. All development must be consistent with the Safety by Design principles incorporated in Part 4 of the *Apartment Design Guide*. 7. Provide security access controls to all entrances into private areas, including car parks and internal courtyards. 8. Provide safe pedestrian routes through the site, where required. 9. All buildings must be orientated to address major streets with active uses. 10. All development must not have any unarticulated blank walls and car parking vents at ground level. 11. Blank walls, if any, must not be located facing Halifax Street. 12. Noise and vibration insulation is required between residential and other uses in order to minimise amenity impacts.		
4.8 Awnings 1. Awnings are to be provided at key pedestrian and active frontage locations in Lot 107. 2. Awning width is to be appropriate to the building design and streetscape and have regard to the location of street trees and open space. 3. Awnings are to have a minimum soffit height of 3m above the finished ground floor level. On sloping sites, awning soffit height may vary from 3.6m to 4.2m. 4. Where the topography slopes along the street, awnings are to step to provide a regular height over the footpath. 5. Awnings are to provide adequate weather protection. 6. Under awning lighting is to be provided to achieve appropriate luminance levels for pedestrians (refer to relevant Australian Standards). This should be recessed into the soffit of the awning. 7. Entry canopies and discontinuous awnings may be provided to building entries not located along active frontages. 8. Entry canopies may be glazed or solid, and are to be coordinated with the overall facade design.	The guidelines do not call for awnings for the subject site given that it is purely residential.	N/A
4.9 Active Street Frontages		Yes

1.	Active frontages are required to be provided in accordance with Figure 20.	The proposal provides an active frontage to the west.	Yes
2.	Buildings adjacent to or opposite open space are to have 'entry points', such as gates or front doors, to activate the space and make it feel inhabited to maximise visibility along the public domain (Refer to No 1 in Figure 20).	There are two entry points proposed through the linear park.	Yes
3.	Entries to residential lobbies and tenancies are to be accessible and at the same level as the adjacent footpath. (Refer to No 2 in Figure 20)	The two entrances to the residential lobbies are accessible and at the same level as the adjacent footpaths.	N/A
4.	Retail development is to be provided within Lot 107.	N/A	N/A
5.	Buildings within Lot 107 are to be designed to provide high activity zones. Active ground level uses are required on all street frontages.	N/A	N/A
6.	Glazing of windows and doors of building frontages in Lot 107 should be maximised.	N/A	Yes
7.	Commercial and residential lobbies are not to occupy more than 25% of the total length of the building's street frontage	The lobbies do not occupy more than 25% of the Halifax St frontage.	N/A
8.	Retail uses in Lot 107 are to have a tenancy depth that encourages different uses and design flexibility.	N/A	**No, see report for discussion**
9.	Apartments are not to be subterranean. Ground floor apartments must step with the topography and relate to the grade and ground level of the site (see Figure 21), with the ground floor level no more than 1m above the public footpath.	There are no subterranean units proposed. There are some units more than 1m above the footpath on the Halifax St frontage.	**Considered satisfactory**
10.	Where ground floor apartments have to be raised by more than 1m above the natural ground level due to site constraints, terraced garden beds are to be provided along the frontage to enhance privacy and amenity (see Figure 22).	This is not considered to be warranted given that the units front the linear park.	**Considered satisfactory**
11.	Private gardens with individual street access are to be provided to address the public domain.	Private gardens are not considered to be warranted given that the units front the linear park.	Yes
12.	Residential buildings adjacent to the public domain are to have a front door, living room and/ or kitchen window facing the street. Buildings which have only bedrooms facing the street are to be avoided.	All units fronting the public domain have living rooms facing the street.	
4.10 Building Design and Materials			
1.	Balconies and terraces that assist in providing passive surveillance are to be provided.	There are balconies proposed which assist in providing passive surveillance.	Yes
			Yes

2.	Balconies are to have a minimum dimension of 1m in any direction and to allow for usable private open space.	All balconies have a minimum dimension exceeding 1m.	Yes
3.	Air conditioning units, hot water gas heaters and other mechanical services must be screened (if visible from the public domain) and integrated with the building design.	Proposal is capable of complying subject to a condition of consent.	Yes
4.	Provide landscaped communal open space at podium-level setbacks. Refer to NSW Government's *Technical Guidelines for Urban Green Cover in NSW* and Part 4P Planting on Structures of the *Apartment Design Guide*.	Suitable landscaped COS is proposed on the Building 2 roof and at ground level.	Yes
5.	Articulate façades so that they address the street and add visual interest. Avoid extensive expanses of any single material.	The facades are adequately articulated.	Yes
6.	Building design is to include articulation of the ground floor elevation to enable it to read differently from the upper floors.	The podium scale of Halifax Street is emphasised in brick detailing on the first two levels.	Yes
7.	External walls are to be constructed of high-quality and durable materials and finishes with 'self-cleaning' attributes, such as face brickwork, rendered brickwork, stone, concrete and glass.	The proposal is capable of complying.	Yes
8.	Finishes with high maintenance costs, those susceptible to degradation or corrosion, such as painted render finishes, that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.	The proposal is capable of complying.	Yes
9.	Maximise glazing for retail uses and break glazing into sections to avoid large expanses of glass.	There are no large expanses of glass proposed.	Yes
10.	Driveways and car park entries should not be located along the primary street frontage and should not constitute more than 20 per cent (maximum 8 metres) of the secondary street frontage.	The driveway and car park entry is proposed off the Mews Road and will not be visible from the public domain.	Yes
11.	Highly reflective finishes and curtain wall glazing are not permitted above ground floor level.	There are no highly reflective finishes proposed.	Yes
12.	A materials sample board and schedule is required to be submitted with applications for development with a capital investment value of $1 million or more for that part of any development built to the street edge.	Satisfactory.	Yes
13.	Minor projections up to 450mm from building walls in accordance with those permitted by the Building Code of Australia may extend into the public space, providing they do not fall within the definition of gross floor area and there is a public benefit, such as expressed cornice lines that assist in enhancing the streetscape.	There are no projections into the public domain proposed.	

14. The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building. Setbacks and screening are to be utilised where appropriate. 15. Facade design is to reflect and respond to the orientation of the site using elements such as sun shading and environmental controls where appropriate. 16. Important corners are to be expressed by giving visual prominence to parts of the façade (e.g. a change in building articulation, material or colour). 17. Ventilation louvres and car park entry doors are to be coordinated with the overall façade design. 18. Balcony balustrades on the first floor are to be opaque to maintain privacy of the occupants.	Roof plant rooms and lift overruns are suitably set back to prevent visual impacts from the public domain. The façade responds according to each orientation. Satisfactory Areas for services and loading have been excluded from the primary elevations and are integrated with the building design. Capable of being addressed with a condition of consent.	Yes Yes Yes Yes Yes
4.11 Active Transport and Parking 1. DAs for residential and commercial development must be accompanied by a traffic and transport impact assessment. The traffic and transport impact assessment is to: i. Provide an assessment of the impact of the proposal on the traffic network; ii. Demonstrate how the development maximises access by sustainable modes of transport and reduces car dependency consistent with Transit-Oriented Development principles; and iii. Accommodate car share schemes. 2. A Framework Travel Plan (FTP) is to be submitted to Council for all DAs in accordance with Section 4.4C of Part 4.5 Macquarie Park Corridor of the Ryde DCP 2014. 3. Car parking is to be provided in accordance with the car parking controls for Macquarie Park, as set out in Section 9.3 of the Ryde DCP 2014. 4. Bicycle parking is to be provided in accordance with Part 9.3 of the Ryde DCP 2014. 5. Car share spaces are to be provided throughout the development, with 29 spaces to be provided in the high-density residential precinct. It is intended that the car share spaces in the high-density residential precinct be provided as perpendicular parking in mews roads. The mews roads west of Halifax Street will incorporate 3 car share spaces each, and the mews roads on the east of Halifax Street will each incorporate 8 spaces, 7 spaces, 5	A suitable traffic and parking assessment has been submitted with the application. A suitable FTP has been submitted with the application. The proposal is permitted to provide 301 parking spaces and 300 spaces are proposed. 31 bicycle spaces are proposed within basement level 1. The proposal includes six car share spaces including two in the Mews Road.	Yes Yes Yes **No, see report for discussion**

spaces and 3 spaces within each mews road from south to north, respectively.		
4.12 Site Facilities and Services Site facilities and services are to comply with the Macquarie Park controls set out in Section 8.5 of Part 4.5 of the Ryde DCP 2014.	The development provides adequate laundry facilities, storage areas and lockable mail boxes.	Yes
4.13 Accessible Design 1. Development is to be designed to comply with the controls set out in Part 9.2 of the Ryde DCP 2014 – Access for People with Disabilities. 2. In designing new developments and the public domain, consideration is to be given to the recommendations of the National Disability Strategy NSW Implementation Plan 2012 (particularly the section titled Inclusive and Accessible Communities) and the NSW Disability Action Plan 2012-2017.	The access report submitted with the application confirms that the provisions of the DDA can be met.	Yes
4.14 Environmental Performance		
1. Development is to comply with *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*.	Complies – refer to BASIX Certificate.	Yes
2. All multi-unit residential buildings are to be assessed and certified against Green Star (Design Rating) and achieve a minimum 4 star rating.	The development will achieve the equivalent of a 4 star green rating.	Yes
3. All commercial buildings are to be assessed and certified against Green Star (Design Rating) and achieve: i. A minimum 5 star rating (if the associated Development Application is lodged before 1 January 2017);	N/A – does not contain commercial.	N/A
ii. A minimum 6 star rating (if the associated Development Application is lodged on or after 1 January 2017).	N/A	N/A
4. Potable water demand in residential buildings is to be reduced by at least 50% from BASIX baseline for an average household.	Capable of complying	Yes
5. Potable water demand in commercial buildings is to be reduced to achieve a 4.5 stars NABERS water rating.		
6. Potable water demand in retail buildings is to be reduced to achieve a 4.5 stars NABERS water rating.	N/A	N/A
7. All buildings are to be connected to smart water metering.	N/A	N/A
8. All buildings with basement parking should make provision for electro-voltaic charging infrastructure to allow for the transition to electric car technology.	Condition of consent recommended.	Yes Yes

9. The following targets for the reduction in energy use are to be met. i. BASIX 25 – achieve a 25% reduction in kgCO2 – e/person/year in residential buildings 6 storeys or higher; ii. BASIX 35 – achieve a 35% reduction in kgCO2 – e/person/year in residential buildings 4-5 storeys; iii. BASIX 45 – achieve a 40% reduction in kgCO2 – e/person/year in residential buildings 1-3 storeys. 10. All residential buildings are to achieve: i. A 7 star NatHERS for heating and cooling where development applications are lodged prior to 1 January 2017; ii. An 8 star NatHERS for heating and cooling where development are lodged on or after 1 January 2017. 11. Commercial buildings are to achieve NABERS 5.5 star (equating to an 11% kgCO2 e/sqm/year reduction compared to 5 star).	Complies	Yes
4.15 Wind Mitigation Development is to comply with the Macquarie Park Wind Impact controls set out in Section 9.1 of Part 4.5 of the Ryde DCP 2014.	A wind assessment has been submitted, prepared by SLR Consulting. The report concludes that the proposal is satisfactory subject to a number of recommendations.	Yes
4.16 Air, Noise and Vibration		
1. The provisions of *State Environmental Planning Policy (Infrastructure) 2007 and Development near Rail Corridors and Busy Roads Interim Guideline* must be taken into consideration to minimise impacts of busy roads and railway corridors on residential and other sensitive development such as child care centres and health services facilities.	The submitted acoustic report concludes that with appropriate materials selection, the relevant noise/amenity levels can be achieved.	Yes
2. An Acoustic Impact Assessment report prepared by a suitably qualified acoustic consultant is to be submitted with all development applications for commercial, retail and residential buildings, with the exception of applications for minor building alterations or where Council considers an assessment is not required.	Report prepared by Acoustic Dynamics.	Yes
3. Non-residential development is not to adversely affect the amenity of adjacent and nearby residential development and public spaces as a result of noise, hours of operation and/or service deliveries. Acoustic and vibration attenuation must be implemented to ensure the amenity of adjacent residential use.	N/A – development is for 100% residential units.	N/A
4. Noise from plant and equipment (including roof plant, air conditioning ducts and plant and servicing associated with green infrastructure) is to be attenuated to an appropriate level to	The acoustic report advises that with appropriate siting and	Yes

ensure the amenity of adjacent and nearby uses is achieved and maintained. 5. Mechanical ventilation systems are to be designed to meet the requirements of the Building Code of Australia and relevant Australian Standards, and air intakes are to be sited as far as practicable from major sources of air pollution. 6. A vegetation buffer is to be established between the M2 Motorway and any residential buildings prior to occupation. The vegetation buffer is to be of sufficient width to assist in intercepting wind-blown dust by physical entrapment of airborne particles.	selection of plant equipment at the construction phase, the proposal can meet the relevant operational noise criteria. As above. A suitable landscape buffer is proposed along the eastern boundary.	 Yes Yes
4.17 Waste Management Development is to comply with the Macquarie Park Waste Management controls set out in Part 7 of the Ryde DCP 2014.	The proposal complies with the Macquarie Park waste management controls.	Yes
4.18 Soil Management Development is to comply with the Macquarie Park Soil Management controls set out in Section 9.4 of Part 4.5 of the Ryde DCP 2014.	The proposal complies with the soil management controls set out in Section 9.4.	Yes