

TABLE OF COMPLIANCE WITH RHODES WEST DRAFT MASTERPLAN 2009

MASTERPLAN PROVISION	EVALUATION	CONSISTENCY
The quality of the external appearance of developments to promote design excellence		
<ul style="list-style-type: none"> Council will establish a Design Review Panel for Rhodes Peninsula engaging experts in the fields of architecture, urban design, landscape architecture and planning to ensure future development proposals above 8 storeys exhibit design excellence; 	<p>Noted. The proposed development has been designed with a high degree of architectural interest. The two towers are the only buildings that are greater than 8 storeys. The towers display interesting animated facades by the defined use of masonry and glass. Detailed architectural discussion is contained in the assessment of the SEPP 65 Design Principles contained at Annexure 15 of the Environmental Assessment report.</p>	Yes
<ul style="list-style-type: none"> Council to prepare additional development controls to achieve design excellence including: <ul style="list-style-type: none"> Controls on buildings above 8 storeys to ensure the highest architectural quality and finish, Controls that ensure taller buildings are located to reinforce the urban structure of prominent streets and intersections. Controls on the bulk and scale of development by establishing a maximum floor plate size for tower buildings to ensure buildings have elegant, slender designs (for example residential building footprints (excluding balconies are not to exceed 800sqm over podium height for buildings above 6 storeys in height; Controls on the separation distance between tower buildings to provide adequate privacy and permeability of views between buildings; Controls on building form and articulation to ensure buildings have a human scale and address at street level, and are well-articulated with tower buildings setback from street frontages above lower podium forms; Controls on the lengths of buildings along street frontages to ensure that the scale of development responds to the context and provides permeability between buildings along streets; and Controls that require buildings to be differentiated by massing, façade design, articulation and modulation, window treatment, balcony design, and character. 	<p>The council is currently finalising the new Development Control Plan for the Rhodes Peninsula. The DCP will address all the relevant considerations.</p> <p>The proposed development has been designed to comply with the Rhodes West Draft Masterplan and in anticipation of the proposed DCP.</p>	Yes



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High quality living environments		
<ul style="list-style-type: none"> Controls that are consistent with State Environmental Planning Policy No. 65: Design Quality of Residential Flat Development (SEPP 65) and the NSW Residential Flat Design Code 2002 to achieve a high level of amenity for future residents in all respects but particularly in terms of solar access, natural cross ventilation, visual and acoustic privacy, and adequate storage; 	The proposed development has been designed to provide for a high level of amenity for the future residents. The buildings comply with the requirements of SEPP 65 and the Residential Flat Design Code – details of which are at Annexure 15 of the Environmental Assessment report. In summary, the units achieve the required minimum 70% solar access and 60% cross ventilation. The development complies with the building separation requirements, which ensures good visual and acoustic privacy. All units will be provided with compliant storage inside units and in the basement.	Yes
<ul style="list-style-type: none"> Controls that provide housing types of a mixed nature and which suits the local context and current market conditions. 	The proposal involves a broad mix of units that include studios, 1, 2 and 3 bedroom apartments. The units vary in size up from the minimum requirements of SEPP 65. Ground floor units offer outdoor space in the form of a courtyard and the upper level units have balconies – some have more than 1 balcony. The proposed mix of units has been established to target the current market prevailing in the area.	Yes
Minimal impact to surrounding areas		
<ul style="list-style-type: none"> The bulk and scale of new developments are to achieve design excellence, especially in terms of their visual attributes and overshadowing impacts; 	<p>The proposal is part of an overall scheme envisaged for changed built form over the Rhodes Peninsula. Annexure 21 contains the approved documentation of the Rhodes West Draft Masterplan, showing perspectives that provide a clear understanding of the built form and how it relates in the broader context.</p> <p>The proposed development has been designed to comply with the Rhodes West Draft Masterplan. The building height and floor space are consistent with the masterplan approval. The shadow diagrams at Annexure 4 of the Environmental Assessment report show that the shadow effects are shared. At mid-winter, the shadows cast by the two towers are cast towards Homebush Bay at 9am and over the railway line and towards Blaxland at 3pm. The shadows will not constantly impact upon any of the surrounding properties, which will allow solar access to surrounding sites at various times throughout the day.</p>	Yes
<ul style="list-style-type: none"> Controls to ensure that adequate car parking is provided within each development to minimise parking impacts in surrounding streets. 	Car parking is proposed to be provided at the rate of 1 space for every studio, 1 and 2 bedroom unit. Every 3 bedroom unit is to be provided with 2 parking spaces. Visitor parking is to be provided at the rate of 1 space for every 10 units. These proposed parking rates are consistent with what is anticipated in the proposed DCP for the site. Additional facilities are to be provided for parking of bicycles and motorcycles.	Yes



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Environmental sustainability performance of the new development		
<ul style="list-style-type: none"> Reinforce a holistic approach to ecologically sustainable development including environmentally, socially and economically sustainable development; Enhance the environmental performance of the development including: <ul style="list-style-type: none"> Management measures that promote the range of transport choices available as alternatives to the car; Design of areas in front of buildings to encourage and provide for car share schemes; Reduction of use of potable water, when recycled water is made available from Sydney Water. 	<p>Environmentally, the site has been remediated from past heavy industrial use. Buildings will be provided with appropriate environmental sustainable appliances and consideration of harvested water for landscaped areas. The buildings have been designed to comply with the requirements of BASIX, a Certificate for which is at Annexure 9 of the Environmental Assessment report.</p> <p>The location of the site to the Rhodes Railway Station will promote the use of public transport and reduce motor vehicle trips. Opportunities are possible for the establishment of car share schemes around the site.</p> <p>Socially, much needed housing will be provided in close proximity to employment centres and future open space. A diverse mix of units will be provided for a range of household structures with 10% studios, 27% 1 bedroom units, 55% 2 bedroom units and 8% 3 bedroom units.</p> <p>Economically, direct benefits include employment benefits pre construction, during and post construction. Indirect benefits include expenditure in the local economy towards shops and businesses. Rebuilding of a brown field site brings increased land values to surrounding residential, commercial and industrial areas.</p>	Yes
Quality public open space		
<ul style="list-style-type: none"> Achieve a high quality of embellishment for new local parks and plaza including tree planting, pavement materials, furniture for public seating, water bubblers, toilets, lighting; 	The proposal provides for the required 4,600 sqm area of public open space in the centre of the site. The open space provides a link between Shoreline Drive and Walker Street and is landscaped with paving, turf and trees. Areas of seating area proposed throughout the open space area. Plans showing the proposed park and its landscape treatment are at Annexure 6 of the Environmental Assessment report.	Yes
<ul style="list-style-type: none"> Focus on accessibility, safety and security within local parks and seating areas such as the proposed plaza; 	The proposed public park has been designed to be fully accessible to all users including those using a wheelchair. An access report, prepared by Morris Goding, is at Annexure 7 of the Environmental Assessment report. A safety and crime assessment of the park and its surroundings is contained at Annexure 20 of the Environmental Assessment report.	Yes
<ul style="list-style-type: none"> Implement Council's public domain standards for streets, cycleways and pathways; 	The public domain finishes and treatments will be undertaken to meet Council's requirements.	Yes



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Traffic impacts		
<ul style="list-style-type: none"> Traffic and transport planners have advised that the additional development can be accommodated without adverse traffic consequences; The additional dwellings will increase vehicle trips in the morning and evening peak periods by 10-12 %; The impact of additional traffic generation on the external road system has been assessed as moderate. Drivers will be able to avoid the critical intersection of Concord Road/Homebush Bay Drive (ie by using the Averill Street access point), such that additional traffic from the proposed additional density in the Rhodes Master Plan 2009 is not expected to create an adverse impact when compared with existing traffic conditions; Additional traffic will also be able to use the Concord Road/Mary Street intersection or the Homebush Bay Drive – Oulton Avenue interchange. These two intersections will have sufficient spare capacity to be able to accommodate the extra traffic. 	<p>A traffic report has been prepared in relation to the subject proposal. The report is at Annexure 10 of the Environmental Assessment report. The report concludes that the vehicle access and traffic circumstances of the development scheme accord with and are consistent with the Masterplan documents for Rhodes West including the supporting Transport and Traffic Assessment.</p> <p>Details regarding expected resultant vehicle trips are contained and considered in the traffic report along with an assessment of parking facilities.</p>	Yes
Rail Capacity		
<ul style="list-style-type: none"> The additional dwellings will increase public transport trips in the morning and evening peak hours respectively by 12-15%; Railcorp has confirmed that there is adequate capacity on the trains to accommodate the additional passengers as a result of the Draft Rhodes West Master Plan 2009; 	<p>The subject site is in close proximity to Rhodes railways station. It is expected that as an alternative to use of private vehicles some residents will make use of the convenience of the train.</p>	Yes