

## DEVELOPMENT AND ACTIVE LIVING: DESIGNING FOR PROJECTS FOR ACTIVE LIVING COMPLIANCE TABLE

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
<b>Multi-Unit Development</b>			
<i>Walkability and Connectivity</i>			
Direct and convenient access is provided to the street	Multiple access points into buildings as well as through any internal open spaces	Yes	Access available to all three road frontages (Darling Street, Waterloo Street and Victoria Road).  Logical pedestrian passageway system provided within the site.  New laneway (Darling laneway extension) connecting Victoria Road and Waterloo Street provided.
	Car park entries are discrete and separated from pedestrian entries	Yes	Separate pedestrian and car park entrances proposed.
Movement past and through the site is facilitated	Footpaths are provided at all street frontages	Yes	Pedestrian access available from all three street frontages.
	Through site links provided, where appropriate, to reflect the adjoining street and pathway network	Yes	Logical pedestrian network provided within the site.
	Appropriate cycle and pedestrian pathway design and materials	Yes	Scheme provides opportunities to integrate with existing cycle network. Pedestrian pathways within and external to the site will be finished to a high standard.

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	Movement paths are unobstructed (e.g. location of street plantings, outdoor cafes).	Yes	Clear , logical and unobstructed pathways provided through the development.
	Footpaths are not diverted or shared to accommodate vehicle entries (i.e. their design is not compromised).	Yes	Footpaths will not be diverted or shared by vehicles but new crossings are proposed across existing pathways around the perimeter of the site to accommodate new vehicular entrance points. Suitable measures to ensure pedestrian safety have been incorporated into the design of these entrances (e.g. traffic lights, traffic calming).
	Pedestrian crossings are incorporated, where required.	Yes	Pedestrian crossings will be introduced across the new Victoria Road entries.
Pathways connect logically to the existing pedestrian, cycle and public domain network	Pathways connect logically to the existing pedestrian and cycle network	Yes	The internal mall passageways connect to the surrounding streets and facilitate as far as possible direct routes to nearby pedestrian crossings (Darling Street and Victoria Road).
	Connections to the pathway network are convenient and accessible	Yes	Level access to all three road frontages is provided.
	Pathways provide a choice of routes leading to local destinations and focal points (such as shops, schools, parks and public transport stops)	Yes	Multiple pedestrian entrances are provided to the development.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Routes are continuous and direct	Yes	The development connects directly to the surrounding pedestrian and cycling network. Passages through the site are direct.
	Traffic management plan (TMP) prepared, which maintains pedestrian and cyclist connectivity during construction	Can comply	
<i>Active travel alternatives</i>			
Promotes active forms of transport as a means of access from surrounding areas	Prioritisation of pedestrians and cyclists over vehicular access routes	Yes	Multiple pedestrian entries are provided within the development. Crossing points are provided to protect the safety of pedestrians using footpaths surrounding the development.
	Reduction in off street parking supply in areas with good accessibility to public transport	Yes	Landscaping will be suitably located to prevent visual obstructions.
	Allocation of car parking spaces to a commercial car share service (in large developments)	Yes	Dedicated car space for car share scheme provided
	Design of access to have regard to vehicular speed	Yes	Traffic calming measures to be introduced to Victoria Road entrances to manage vehicle speeds.

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Public transport is available and accessible	Provision or upgrading of bus stops along the street frontage with shelter and seating (where site is adjacent to a bus route)	N/A	No bus stops adjacent to the site
	Active frontages are provided adjacent to any bus stops	N/A	As above
	Directional signage which identifies the location of and distance to public transport stops and cycleways	Can comply	
	Appropriate end of trip facilities such as on street cycle racks for visitors (and customers of mixed use businesses) as well as car park cycle storage for residents	Yes	A substantial number of secure bicycle spaces are included in the proposal, together with changing and locker facilities for employees.
	Mix of land uses provided on activity streets to meet resident needs and increase the local employment base	Yes	A broad mix of uses are proposed. The proposal will generate a substantial number of new local jobs, increasing the opportunities for local people to work close to where they live.
Supportive facilities available reduce the need to travel, particularly by car	Mix of land uses provided on activity streets to meet resident needs and increase the local employment base	Yes	The proposal introduces new uses and supplements the range of commercial and retail facilities available within the area reducing the need for residents to travel to meet their needs for such facilities.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
<i>Legibility</i>			
Streetscape and pedestrian environment are recognisable and coherent	Design embraces consistent themes to encourage user familiarity	Yes	The proposal involves the comprehensive redevelopment of the site. Materials will be consistent throughout to provide a coherent appearance to the development.
	Pathways are readily identifiable	Yes	Entrances will be distinctive.
	Pathway location and orientation respond to local landmarks and interesting features and desired paths of travel	Yes	Sufficient parking to meet the needs of the proposal has been provided to alleviate potential pressure on on-street parking as a result of the proposed development. The level of parking proposed has regard to the availability of public transport within the area.
Residents and visitors are informed about local services and networks	Wayfinding strategy	Can comply	
	Pathways and junctions are well signposted, including locality maps	Can comply	
	Locality map fixed in building lobby and common areas, identifying safe and direct pathway routes leading to local destinations and focal points	Can comply	
	Signage displays walking times to nearby destinations as well as physical distances	Can comply	

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
<i>Quality public domain</i>			
Welcoming, activated and stimulating places	Building form contributes to the character of the streetscape. Blank walls including within car parking areas are avoided.	Yes	All frontages achieve a human scale through reduced building forms directly adjacent to street frontages together with articulation through fenestration treatments and the like.
	Buildings are designed to address adjoining streets and pathways	Yes	Buildings address streets and pathways.
	Footpaths are landscaped for shelter and shade	Yes	Passages are internal to the site and are therefore sheltered.
	Seating is provided in appropriate places (internally and externally) sheltered and shaded	Can comply	
	Inclusion of public art and cultural facilities incorporating opportunities for children's play and interactive public art.	Can comply	
	Existing mature trees retained wherever possible	N/A	
A frontage which is activated	Street frontages are active and lively, with a mix of land uses where possible	Yes	A broad range of uses are proposed. These uses will help to activate the streets surrounding the development.
	Ground floor dwellings are accessible from the street	N/A	

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	Non-residential land uses are co-located in focal points in places of high accessibility.	Yes	The podium will accommodate all non-residential uses. The siting of specific uses has been carefully considered to prevent potential conflicts arising between land uses. Regard has been given to internal circulation and all components of the proposed development are highly accessible.
Access to usable open space, with facilities for all ages, abilities and ethnicities	Appropriate and attractive communal spaces for socialisation and activity (e.g. central courtyard, communal gardens)	Yes	On-site communal facilities are provided including a mix of internal and external (at podium level) spaces.
	The size, layout and facilities within communal spaces are capable of accommodating the proposed uses	Yes	On-site communal facilities have been designed with regard to their purpose and future use.
	Communal spaces are shaded in summer and have protected sunny areas in winter	Yes	Landscaping will provide shading of outdoor areas. Additional internal landscaped spaces are available.
	Location of useable 'green' open space available within a short walk and included in locality map	Yes	The site is accessible to a range of open spaces which include the Bay Run, Callan Park and King George Park.
	Publically accessible internal plazas and arcades provided	Yes	A central court and arcade is provided which connects to the pedestrian entrances to the development
	Communal spaces activated with non-residential land uses (e.g. retail, kiosk, café).	Yes	A range of kiosks and retail units are proposed around communal internal spaces to help activate these areas.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
Promotes a safe community	Compliance with crime prevention (CPTED) principles (demonstrated by Crime Risk Assessment)	Yes	The scheme has been designed with regard to CPTED principles.
	Active land uses adjoin or habitable rooms overlook the public domain	Yes	New residential properties will provide opportunities for natural surveillance of surrounding street. At ground floor level, new uses will “look out” onto surrounding streets.
	Clear pedestrian sightlines provided – along pathways, from building entries, and from communal spaces. Landscaping does not obstruct pedestrian sight lines	Yes	
	Design or landscaping does not provide places for concealment or entrapment (e.g. recessed features)	Yes	Landscaping has been designed with regard to CPTED principles.
	Building entries prominently located, clearly demarcated, and positioned to maximise casual surveillance. Residential entries are separated from those of other land uses. Shared entries serve only a small number of dwellings.	Yes	Multiple entrances are provided around the development and provide opportunities for casual surveillance.  Separate entrances for the residential towers are provided.
	Well lit public domain	Can comply	



DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Design minimises conflict between pedestrians, cyclists and vehicles.	Yes	Multiple pedestrian entries are provided within the development. Crossing points are provided to protect the safety of pedestrians using footpaths surrounding the development.
	Safe pedestrian and cyclist routes provided along frontages and through the site.	Yes	The proposed development integrates with the existing surrounding pedestrian and cycling network. Improvements to the streets surrounding the development will also be undertaken.
Opportunities to interact access to facilities which satisfy residents' social, cultural, recreation and health needs	Where possible, on-site communal areas and provision of social infrastructure to meet resident needs (e.g. a community garden, rooftop / podium terrace).	Yes	On-site communal facilities are provided including a mix of internal and external (at podium level) spaces.
	Mix of land uses provided which meet resident needs and increase the local employment base. Street level retail uses include cafes.	Yes	A broad range of uses are provided.
	Provision of visually interesting, safe places to stop and rest – internally and along frontages.	Yes	The proposed uses are complemented by attractive spaces, most notably including central court which will provide a central focus not only for the development but for the wider Rozelle neighbourhood.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Social, health and retail facilities encourage walking when available within 300 – 400 metres.	Yes	The proposal is located within the Rozelle Commercial neighbourhood and within convenient walking distance of a range of facilities. New facilities will also be provided on-site.
Barrier free movement and entry	Compliance with Disability Discrimination Act (DDA) and Accessibility Standards (demonstrated by an Accessibility Assessment)	Yes	An access report accompanies the application. The development has been designed to meet relevant DDA standards.
	Pathways incorporate regular texture changes to assist the visually impaired.	Can comply	
<b>Business (commercial or retail), public administration, or entertainment</b>			
<i>Walkability and Connectivity</i>			
Movement past and through the site is facilitated	Footpaths are provided at all street frontages	Yes	Existing footpaths surrounding the site will be upgraded.
	Through-site links provided, where appropriate, to reflect the adjoining street and pathway network	Yes	Site links are provided, most notably this includes the Darling Laneway extension which provides access from Victoria Road to Darling Street.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Appropriate cycle and pedestrian pathway design and materials	Yes	The material palette selected for the pathways has been selected to contribute to the overall feel and appearance of the development.  Upgrades to surrounding footpaths will be undertaken in accordance with Council requirements.
	Movement paths are unobstructed (e.g. location of street plantings, outdoor cafes)	Yes	Paths are unobstructed.
	Footpaths are not diverted or shared to accommodate vehicle entries (i.e. their design is not compromised)	Yes	The design of footpaths is not compromised by vehicle entrances. Crossing points will be introduced to safeguard pedestrians and cyclists.
	Pedestrian crossings are incorporated, where required.	Yes	Crossings are provided at vehicle entrances.
Pathways connect logically to the existing pedestrian and cycle network	Pathways connect logically to the existing pedestrian and cycle network	Yes	Direct access to the surrounding pedestrian and cycle network is available to the development.
	Connections to the pathway network are convenient and accessible	Yes	The entrances are integrated into the existing pedestrian and cycle network.
	Pathways provide a choice of routes leading to local destinations and focal points (such as shops, schools, parks and public transport stops)	Yes	Multiple entrances are provided allowing pedestrians a choice of entry / exit from the site.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Routes are continuous and direct	Yes	Through the development site, passages are logical and direct. Of note, the proposal includes a through connection extending from Victoria Road to Darling Street.
	Traffic Management Plan (TMP) prepared which maintains pedestrian and cyclist connectivity during construction.	Can comply	
<i>Active Travel Alternatives</i>			
Supportive facilities available	Appropriate end-of-trip facilities (such as caged bike storage for workers within an underground car park)	Partly	Cages are not provided, but bike racks together with showers, changing facilities and lockers are provided within the basement.
Promotion of initiatives which will increase commuting by alternate forms of transport other than the private vehicle	A Workplace Travel Plan (WTP), a means of achieving mode share targets, may be set as a condition of consent	Can comply	
	Prioritisation of pedestrians and cyclists over vehicular access routes	Yes	Multiple pedestrian entries are provided within the development. Crossing points are provided to protect the safety of pedestrians using footpaths surrounding the development.
	Reduction in off-street parking supply areas with good accessibility to public transport	Yes	Sufficient parking to meet the needs of the proposal has been provided to alleviate potential pressure on on-street parking as a result of the proposed development. The level of parking proposed has regard to the availability of public transport within the area.

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	Designation of priority car parking spaces near building entries for car-pooling vehicles	No	A car share space has been allocated within the car park. This space is conveniently located close to the lifts.
	Streets, pathways and bus stops are located closer to the building envelope than staff car parking	Yes	All car parking is accommodated within the basement levels of development.
Public transport is available and accessible	Provision or upgrading of bus stops along the street frontage with adequate shelter and seating (where site is adjacent to a bus route)	No	Consultation has been undertaken with the State Transit Authority. No new bus stops are required. Seating is already available for existing bus stops on Darling Street.
	Bus or train station within walking distance (400m and 800m respectively) along a pathway connected to the site	Yes	Bus stops are located within 400m of the site and are connected by existing footpaths.
	Active land uses are provided adjacent to any bus stops	Yes	The site is well served by existing bus stops.
	Directional signage is provided which identifies the location of and distance to public transport stops	Can comply	

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
Reduce the need to travel, particularly by car	Mix of land uses provided to meet reasonable workforce needs (for example, convenience shopping, medical facilities, cafes, ATMs, childcare facilities, gymnasium and food outlets)	Yes	The proposal includes a mix of uses which will contribute to the range of facilities and services provided in the area. This includes a new supermarket, medical centre, cafes, restaurants, child care facilities and a gym.
<i>Legibility</i>			
Streetscape and pedestrian environment are recognisable and coherent	Design embraces consistent themes to encourage user familiarity	Yes	Although comprised of a number of components, the scheme has been designed holistically. A consistent materials palette and colour scheme will be used throughout.
	Pathways are readily identifiable	Yes	Materials selection helps to clearly define passages through the site.
Workers and visitors are informed about local services and networks	Way finding strategy (for larger scale developments)	Can comply	
	Pathways and junctions are well signposted	Can comply	
	Transport Access Guide, ensuring that staff and visitors are aware of alternative ways of getting to the workplace	Can comply	

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Locality map fixed in building lobbies and common areas, identifying safe and direct pathway routes leading to local destinations and focal points	Can comply	
	Signage displays walking times to nearby destinations as well as physical distances	Can comply	
<i>Quality Public Domain</i>			
Welcoming, activated and stimulating places	Building form contributes to the character of the streetscape. Blank walls such as within car parking areas are avoided	Yes	Blank walls have been avoided. Built form has been designed to respond to surrounding development, the height of new development on Darling Street and Waterloo Street is reduced to reflect the lower scale of surrounding buildings at this side.
	Buildings are designed to address adjoining streets and pathways	Yes	Buildings address streets and pathways.
	Street frontages are active and lively with a mix of land uses	Yes	A mix of land uses are proposed which will activate the street frontages surrounding the development.
	Footpaths are landscaped for shelter and shade	Yes	Street trees will be introduced.
	Seating is provided in appropriate places (internally and externally) sheltered and shaded.	Can comply	

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
Access to usable open space with facilities for all ages, abilities and ethnicities	On-site and nearby off-site open space or commercial recreation facilities provide for the informal recreation needs of workers	Yes	On-site recreational facilities are provided. Open spaces including the bay run and Callan Park are also within walking distance of the site.
	End-of-trip facilities included in larger businesses to promote physical activity during lunchtimes and before and after work.	Yes	Shower, changing and locker facilities are provided within Basement Level 2.
	Building floor plans encourage walking whilst at work. For example stairwells are accessible.	Yes	Access between podium levels will be via moving stair ways which provide the opportunity to walk.
Promotes a safe community	Compliance with crime prevention (CPTED) principles (demonstrated by Crime Risk Assessment)	Yes	The proposal adopts CPTED principles.
	Safe pedestrian and cyclist routes provided along frontages and through the site	Yes	The pathways surrounding the development will be upgraded. Pedestrian and cyclist routes will be integrated into the existing pedestrian and cyclist network to enhance access to the site.
	Landscaping does not obstruct pedestrian sight lines	Yes	Landscaping will be suitably located to prevent visual obstructions.
	Design of landscaping does not provide places for concealment or entrapment (e.g. recessed features)	Yes	Passageways within and through the site have been designed to provide clear sight lines.



DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
	Active land uses adjoin or habitable rooms overlook the public domain	Yes	Habitable rooms provide opportunities for natural surveillance. At ground level the proposed development will activate the surrounding streets reducing opportunities for crime.
	Building entrances are prominently located, clearly demarcated and positioned to maximise casual surveillance	Yes	Building entrances are located on the site's three road frontages providing a clear indication of how to access the building. The main pedestrian access will be from Darling Street.
	Design minimises conflict between pedestrians, cyclists and vehicles	Yes	Separate pedestrian and vehicle access points are provided.
Opportunities to interact	Where possible, provision of on-site communal areas incorporating green space (e.g. rooftop / podium gardens)	Yes	A range of public and private communal spaces are provided.
	Communal seating and lunch gathering areas are shaded in summer and have protected sunny areas in winter.	Yes	Planting will provide podium level spaces with shade. An internal court / atrium will provide additional shelter.
Barrier free movement and entry	Compliance with Disability Discrimination Act (DDA) and Accessibility Standards (demonstrated by an Accessibility Assessment)	Yes	The development has been designed to comply with DDA requirements.

DA LEVEL ISSUES – MATTERS FOR CONSIDERATION	ACTIVE LIVING PRINCIPLE	COMPLIANCE	DETAILS
Provision for the human services needs of the workforce, preferably on-site	Adequate community services encourage walking when available within 400m.	Yes	The proposal includes a range of community services which will supplement existing facilities within the immediate locality. These facilities are within walking distance of existing residential communities and will be readily accessible to new residents of the development.
	On-site provision of social infrastructure to serve reasonable workforce needs (where appropriate). For example, cafes, convenience shopping, medical services, ATMs, childcare facilities or gymnasium.	Yes	The proposal includes a mix of uses which will contribute to the range of facilities and services provided in the area. This includes a new supermarket, medical centre, cafes, restaurants, child care facilities and a gym.