

COMPLIANCE TABLE: BLACKTOWN CITY COUNCIL GROWTH CENTRE PRECINCTS DCP 2010 SECTION 5 – Centre Development Controls (Schofields and Alex Ave Precinct) Assessment against Stage 1 of the Proposed Staged Retail Development

CLAUSE	REQUIREMENT	COMPLIES	COMMENT
5.1 Introduction			
Objectives	The objectives of the controls in this Part of the DCP are to: a. create a vibrant centre that functions as the heart of the community within the relevant Precinct; b. establish design principles that achieve high quality coordinated urban design outcomes and high standards of amenity; c. Encourage social interaction and the development of places that are safe and desirable for all users; d. Provide flexible controls to accommodate change within the Centre's over time; e. Ensure that development in the centre takes advantage of access to public transport.		
5.2 Development Controls			
5.2.1 Streetscape and Architectural Design	Objectives a. To achieve high standards of streetscape amenity and building design. b. To encourage pedestrian activity in the streets of the Centre and other public spaces. c. To clearly define the character of the main street and other elements of the public domain.	No	The building provides no architectural merit along any of the three street frontages and fails to achieve an active street frontage due to the orientation of the building being designed to face inwards onto the at-grade car park. Further, the layout of the development is considered to detrimentally impact upon the character of the Main Street and fails to positively encourage pedestrian activity.
Controls Active Frontage and Street Address	1. Active street fronts, built to the street boundary, are required on the ground level of all retail and commercial development fronting the main street and where applicable, public open space, as identified in the Desired future layout of the Centre figure in the relevant Precinct's Schedule. 2. Residential, commercial and retail uses on the upper floors are to be designed to overlook streets and other public places to provide casual surveillance. 3. The ground and first floor of all buildings on active street frontages	No	Stage 1 of the proposed development provides a blank facade to Main Street with the building being orientated internally towards the at-grade parking. The entrance foyer is then setback approximately 95m to Railway Terrace providing no active street frontage to address this requirement. The applicant has indicated that the future stage(s) of the development will include an upper level however no floor plans or detailed elevation plans have been submitted for assessment.
		No	No active street frontages have been provided within the

	are to be built to the front property boundary (ie. a zero front setback) to define the street edge. If the first floor contains residential uses, internal spaces may be set back where balconies are built to the property boundary.		development. The site has been designed locating the at-grade car parking at the western end of the site opposite the new Schofields Railway Station along the frontages of both Railway Terrace and the western end of Main Street. This results in the entrance to the building being setback approximately 95m to Railway Terrace which does not achieve the zero front setback identified to activate the street frontage. Particularly noting the prominent location of this façade opposite the Railway Station it is considered even more significant that the active street frontage being achieved to enable good pedestrian linkages between commuters and the shops within the Local Centre.
	4. The primary means of pedestrian access to retail, commercial and upper floor residential uses is to be from the street rather than from the rear or internal areas of the building.	No	The supermarket and specialty shops are all accessed internally within the site with no direct street access into any of the shops or supermarket provided therefore failing to achieve this control. In particular, the main development including the supermarket, liquor shop and specialty shop are all accessed from a central foyer located in the middle of the site being setback approximately 26m from Main Street and 95m from Railway Terrace.
	5. Vehicle access to basement level parking or parking located behind buildings is not to be from active street frontages.	No	No basement parking has been proposed within Stage 1. Vehicle access to the at-grade car park has been located off Railway Terrace with a second entrance off Main Street being where the active street frontage has been identified to be located.
	6. All large format retail premises and decked parking areas are to be sleeved with active uses fronting the street.	No	The proposed supermarket being considered a large format retail premises has been setback approximately 95m from Railway Terrace in a box-like shape. The proposal provides no sleeving to achieve an active street frontage and has instead orientated the development internally to face the at-grade parking located at the western end of the site.
	7. Blank walls visible from the public domain are to be avoided.	No	A blank façade has been proposed along Main Street (southern façade). While the applicant states this has been addressed through the provision of graphics proposed over this elevation, it is not considered to meet the intent of the DCP.
	8. Retail shops are to have a variety of shop frontage widths.	No	Apart from the supermarket, there are 3 shops proposed including a liquor shop and two specialty shops. The liquor shop has a floor area

			of 200sqm with the specialty shops having similar sized areas of 100sqm and 95sqm. Only one of the specialty shops abuts a street which includes a 5m frontage to Main Street. However, the shop has been designed to orientate internally towards the at-grade car park with no activation of this street frontage.
	9. Restaurants, cafes and the like are encouraged to provide openable shop fronts.	No	No openable shop fronts have been proposed with the supermarket, liquor shop and 1 specialty shop all being designed to gain access internally from the central foyer in the middle of the site. The second specialty shop which abuts Main Street has been designed positioning the entrance doors along the western elevation of the shop towards the at-grade parking with no openable frontage.
	10. On corner sites, active shop fronts are to wrap around the corner and address both street frontages.	No	The development has not been designed having a zero front setback around the corner intersection of Railway Terrace and Main Street. Instead the building has been setback approximately 95m from this corner failing to meet the intent of the DCP and therefore providing no active street frontage at this intersection.
	11. Developments that have multiple street frontages are to provide entrances to internal/upper floor uses on each street frontage.	No	The development site has three street frontages including Railway Terrace, Main Street and the un-named street along the eastern end of the site. No direct access points into the main building or specialty shops have been proposed from any of the street frontages. All access points involve walking through the car park to access the development.
	12. In mixed-use buildings, separate access from the street is required for retail, commercial and residential uses.	N/A	Stage 1 does not involve any mixed use. While the future staging does include this, the applicant has not considered detailed designs to enable consideration or assessment of this.
	13. Entrances are to be visible to the street and well lit.	No	The entrance has been located internally within the site orientating out towards the at-grade car parking approximately 95m from the street boundary along Railway Terrace. The entrance has however been designed as the focal point of the development which includes lighting to identify the entrance at night.
	14. Only open grill and transparent security shutters (at least 80% open/visually transparent) are permitted to retail and commercial frontages.	Yes	The applicant states that this will be complied with.

	15. All buildings on active street frontages are to include awnings above the ground floor for the full length of the street frontage.	No	The site provides no active street frontages. As the building has been setback 95m from the Railway Terrace property boundary, the applicant fails to meet this control with no awning being provided along Railway Terrace or for the initial 95m of the western end of Main Street which are considered significant street facades. Further as a result of these street frontages being located directly opposite the Railway Station, the provision of an awning is considered even more essential noting the high pedestrian movements typically associated within this type of area. The applicant has proposed an awning along the southern elevation of the site adjacent to the side elevation of the supermarket. This awning starts level with the building and is 60m in length not quite extending the full length of this building façade.
	16. Parking is to be screened by buildings, from the main street and other streets with active frontages, or be below ground.	No	Stage 1 proposes at-grade car parking which has been located at the western end of the site opposite the new Schofields Railway Station. The applicant has not provided any screening of this car park which is considered to be located along the two most prominent facades including Railway Terrace and Main Street. The location of the car park being in such a visually prominent location is considered to detract from the development with no screening provided to achieve the intent of this control.
Controls Building Facades	1. Building facades at street level on active frontage streets are to have a minimum of 80% glazing and be open to the street.	No	The applicant has not provided any active street frontages. The southern building elevation that does abut Main Street has been constructed using concrete panels and are proposed to be covered with selected fruit and vegetable graphics therefore failing to meet this control.
	2. Translucent or obscured glazing is not permitted, and signage and advertising material are not obscure glazing.	Yes	The applicant states that the glazing will not include signage and will not be obscured. This can be included as a condition of consent within any approval.
	3. At night, internal lighting is to fall onto the footpath, or under-awning lighting is to be provided.	Yes	External lighting has been provided within the site. Appendix G (CPTED Report) addresses this issue in more detail.
	4. Solid elements are preferably to be finished with rendered masonry, tiles or face brick.	Yes	The main elevations of the building have been designed utilising precast concrete which will have a rendered finish.

		5. Coordinated colour schemes are required, and colours and materials are to be consistent with adjoining buildings and the general character of the street.	Yes		The colour scheme for the development is proposed to be in the Woolworths colours which include earthy greens and neutral tones.
		6. Façade articulation is encouraged above the ground floor through the incorporation of balconies, openings and other design elements that modulate the façade, providing rhythm and interest.	N/A		While the future staging of the development includes upper floors, no details have been provided for a detailed assessment as part of this application.
		7. Articulated corners are to be provided to building facades on active street frontages, as identified in the Desired future layout of the Centre figure in the relevant Precinct's Schedule. Articulated elements may include verandahs, awnings, upper level balconies, use of materials or roof designs that accentuate the corner. Articulation elements are to address both street frontages.	No		No active street frontages have been provided within the development with the proposed building being setback approximately 95m from the corner intersection of Railway Terrace and Main Street. The development therefore fails to meet this control.
		8. Design of corner buildings on the ground floor is to facilitate free pedestrian movement. Open corners at ground level are encouraged.	No		The applicant has failed to design the building with a corner orientation at the prominent intersection of Railway Terrace and Main Street. While the applicant shows an indicative future layout of buildings orientate towards the intersection with an open corner to facilitate free pedestrian movements, these designs are subject to future applications and therefore cannot be considered in meeting this requirement.
		9. Building height, massing, materials and parapet/roof expression should be used to accentuate corner elements.	No		No buildings have been proposed within the prominent corner intersection of Railway Terrace and Main Street.
Controls – Landscape Design and Public Spaces		1. Council is to prepare a public domain landscape and urban design plan for centres which establishes: • Preferred materials, colours and finishes for paving of footpaths and other public spaces, • Preferred street tree species, • Specifications for street furniture including seating, lighting, signage.	N/A		Council's Manager Strategic & Precinct Planning has advised that this plan has not been prepared to date.
		2. Development applications within the centre that propose works in public streets to be undertaken by the developer are to be consistent with the public domain landscape and urban design plan.	N/A		Council's Manager Strategic & Precinct Planning has advised that this plan has not been prepared to date.
		3. All signage and advertising is to be designed in a co-ordinated manner	Yes		Further details on signage is provided within the Signage controls

	(refer to clause 5.2.3 for detailed controls).		below (5.2.3)
	4. Parks and plazas are to act as a focal point for the Local Centre and community activities and are to be designed to ensure adaptability and flexibility in use and function over time.	N/A	N/A
	5. Plant selection should take into account the following: · species which complement remnant native vegetation, · level of on-going maintenance, · potential impacts on road and footpath pavements, · focus on hardy, drought tolerant, easily maintained species, · scale in relation to the function of the area, and · contribution to the character of the local centre.	No	Insufficient details submitted by the applicant.
	6. Street tree and open space planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street level in winter.	No	The submitted landscaping plan does not clearly identify where the proposed plant species are to be located. As such this control cannot be assessed.
	7. All paving materials must conform to relevant standards for durability, non-slip textures, strength and surface treatment to withstand use by light automobiles, service vehicles, pedestrians and bicycles.	Yes	The applicant states that the paving used will conform to all relevant standards.
	8. Paving materials should also be certified colour stable for a period of at least 20 years to ensure a reasonable match to existing paving when damaged sections are replaced.	Yes	The applicant states that the paving used will comply.
	9. All paved areas should be adequately drained and follow 'best practises' in installation, including sub-surface preparation and stormwater management.	Yes	The applicant indicates that this will be complied with.
	10. All paved areas must be properly designed to facilitate use by the elderly and disabled.	Yes	The development has been designed to facilitate use by the elderly and disabled
Controls Solar Access and Weather Protection	1. Parks and plazas are to receive sunlight on a minimum of 50% of their site area between 11am and 2pm on June 21st.	Yes	There are no buildings currently proposed opposite the town plaza which would impact on this control.
	2. Building envelopes are to allow for north-south streets to receive 2 hours sunlight between 9am-3pm on June 21st on a minimum of 50% of	Yes	Both Railway Terrace and the un-named road along the eastern elevation of the site having a north-south orientation receive a

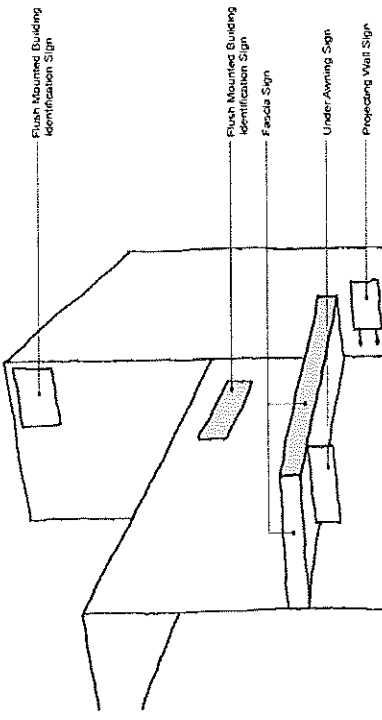
	the eastern or western footpaths; and		minimum of 2 hours sunlight between 9am-3pm on June 21 st on a minimum of 50% of the eastern and western footpaths.
	3. Building envelopes are to allow for east-west streets to receive 1 hour of sunlight between 9am-3pm on June 21st on a minimum of 50% of the southern footpaths.	Yes	Stage 1 complies with this control.
	4. Continuous awnings are required to be provided along the ground floor street frontage on active street frontages in accordance with Figure 5-1 and all buildings fronting public open space or squares.	No	Due to the proposed design of the development which does not provide for active street frontages, the applicant has not provided awnings around the prominent street facades including both Railway Terrace and Main Street. The site plan does indicate that a portion of Main Street along the southern elevation will be provided with an awning however it does not extend the full length of the building. Due to the location of the service area which is enclosed having a concrete pre-cast concrete wall situated along the eastern elevation with a zero setback, it is considered that the awning should wrap around the south-east corner of the site to extend along this façade as well to address this frontage being opposite the town park.
	5. Awnings should be a minimum height of 2.7m (3.2m desirable) above footpath level and generally consistent in form with adjacent awnings.	Yes	The small portion of awning proposed has an approximately height of 3m therefore achieving this control.
	6. The front fascia of the awning is to be set back a minimum of 500mm from the kerb of the street carriageway, including at street corners.	No	The applicant has failed to design Main Street to the required Town Centre road width. As such, an assessment cannot be undertaken to determine the extent to which the fascia protrudes in order to satisfy this control.
	7. Awnings are generally to project horizontally from the building façade and be horizontal along the length of the façade. Stepped awnings are appropriate on sloping streets.	Yes	Along the southern façade of the building where the applicant has proposed an awning, it has been designed to project horizontally being stepped down within 3 levels with the highest end being in the west stepping down to the east.
	8. The design of awnings is to be consistent with adjoining buildings. Awnings that are significantly different in terms of materials, finishes and dimensions will not be permitted.	Yes	As there are no other town centre developments surrounding the subject site, this control is not applicable at this time.
	9. Under awning lighting is to be provided to enhance pedestrian amenity and safety.	Yes	Under awning lighting is proposed within the portion of awning proposed along the southern elevation adjacent to the building.

Controls Building Scale Design	Objectives a. To ensure a high standard of building design. b. To ensure that buildings are appropriate to the scale and character of the centre. c. To provide for appropriate air circulation and solar access, and to maintain view corridors to and through the centre.	No	The proposed decision is the standard Woolworths module with Corporate Colours/logos.
	Controls 1. The maximum allowable depth of residential building envelopes is 22m (max 18m glass line to glass line).	N/A	No residential component proposed.
	2. Floors above the second floor are to be set back a minimum of 4 metres from the boundary of the property with any public street.	N/A	Stage 1 does not include any upper floors.
	3. Larger upper floor setbacks from the street may be required to: · achieve adequate solar access at street level; · maintain the privacy of dwellings; · maintain view corridors; or · minimise the bulk of the building.	N/A	Stage 1 does not include any upper floors.
	4. Zero side setbacks are required on the ground floor and first floor and the side wall shall contain no windows or other openings (except where the side setback is to a public street, where the façade controls in clause 5.2.1 apply).	Yes	Where the building abuts the common boundary to the north with H/N 209 Railway Street, no windows or openings have been provided along this elevation.
	5. Zero side setbacks are permitted for the upper floors providing the side wall contains no windows or other openings (except where the side setback is to a public street, where the façade controls in clause 5.2.1 apply).	N/A	Stage 1 does not include any upper floors.
	6. Where windows, balconies or other openings are to be provided on upper floors, the minimum side setback for upper floors is 6 metres from the side property boundary and the minimum separation distance between habitable rooms or balconies is 12 metres.	N/A	Stage 1 does not include any upper floors.
	7. For floors above the fourth floor, the minimum separation distance between buildings is to be 18 metres.	N/A	Stage 1 does not include any upper floors.
	8. Buildings are to include distinctive roof forms that contribute to the	Yes	The entrance to the shopping centre is considered to have been

	architectural design of a building. Elements such as parapets, skillion roofs and eaves should be utilised where appropriate.	designed incorporating a variety of architectural features including a distinctive skillion roof form having an elevated height in comparison to the main building which results in the entrance design being very prominent and recognisable. The southern elevation fronting Main Street however has been designed with parapet walls constructed of concrete panels which form a unified building line to screen the actual roof line. Along the eastern elevation fronting the un-named DCP road to the east of the site the building has been designed having a raised corner element constructed of pre-cast concrete. Parapet walls have then been designed along the eastern elevation with a central feature point incorporating the mezzanine office level situated above the loading dock. This feature point is raised in height by approximately 2m having a flat roof with the office being finished with glazing. It is considered that due to Main Street being a prominent street within the local centre, that the design of the roof along this elevation has not been satisfactory addressed with little architectural merit provided along this façade.		designed incorporating a variety of architectural features including a distinctive skillion roof form having an elevated height in comparison to the main building which results in the entrance design being very prominent and recognisable. The southern elevation fronting Main Street however has been designed with parapet walls constructed of concrete panels which form a unified building line to screen the actual roof line. Along the eastern elevation fronting the un-named DCP road to the east of the site the building has been designed having a raised corner element constructed of pre-cast concrete. Parapet walls have then been designed along the eastern elevation with a central feature point incorporating the mezzanine office level situated above the loading dock. This feature point is raised in height by approximately 2m having a flat roof with the office being finished with glazing. It is considered that due to Main Street being a prominent street within the local centre, that the design of the roof along this elevation has not been satisfactory addressed with little architectural merit provided along this façade.
	9. Roof forms should not result in excessive bulk or overshadowing.	No		The height of the building measures 11m at its highest point towards the eastern end of the site. Due to the lack of any architectural features along the southern façade, it is considered that the building would appear dominant and overbearing as viewed from this elevation. More articulation should be provided along with a breaking up the roof form to address the bulk and scale of the development.
	10. All plant and lift over-runs are to be concealed within roof forms to minimise visual impact.	Yes		The plant room has been concealed behind the concrete panelling and will not be visible.
	11. The use of roof areas for private / communal open space and gardens is encouraged. Such spaces should be designed to minimise privacy impacts on neighbours.	N/A		Stage 1 does not include any upper floors or residential component.
	12. For development in close proximity to a rail corridor, balconies and windows are to be designed so as to prevent objects being thrown onto Railcorp's facilities (refer to the relevant Building Code of Australia standards and the Railcorp Electrical Standards).	N/A		The development is significantly setback from the rail corridor with the commuter car parking and Railway Terrace providing a buffer between the development and the railway.

	13. Ground floors are to have a minimum floor to ceiling height of 3.3 metres.	No	The ground floor (supermarket and specialty shops) has been designed having an entrance height of 3m which does not comply with this requirement.
	14. First floor commercial and retail spaces are to have a minimum floor to ceiling height of 3.0 metres.	N/A	Stage 1 does not include any upper floors.
5.2.3 Signs	Objectives a. To ensure that signs and advertising structures are unobtrusive and coordinated in their appearance and design, and complement buildings and the streetscape. b. To limit the purposes for which signs may be erected to those that identify businesses and buildings.		
	Controls 1. Signs are permitted within centres where they advertise the business carried on at a particular property or identify the name of a building.	Yes	The signage includes 'Woolworths' branding along each elevation of the development and signage in relation to the proposed liquor shop.
	2. Signs that advertise particular products, whether they are for sale within the premises or not, are not permitted.	Yes	The proposed signage identifies the business name only and the proposed liquor shop being connected with the supermarket.
	3. Signs are to be designed and located to: • Be visually interesting and have a high level of design quality, • Be integrated with the architecture and structure of the building on which they are located; • Be consistent with the scale of the building or the property on which they are located. • Consider existing signs on the building, adjoining buildings or elsewhere in the streetscape, and not obscure views of existing signs or the potential for signs to be viewed on adjoining premises; • Not cover glazed surfaces; • Project minimally from the building.	Yes	The signs are considered to meet the controls detailed.
	4. Signs are not to be supported from, hung from or placed on other signs.	Yes	The proposed signage complies with this control.
	5. The preferred locations for business or building identification signs are shown on Figure 5-2 and include:	Yes	The signage is proposed to be flush mounted wall signs above the awning level of the building which satisfies the controls identified.

	· Fascia signs, located on the front or side fascia of an awning; · Under-awning signs; · Flush wall mounted signs (e.g. above windows or doors); · Projecting wall signs, where there is no awning or the fixture of the sign to the awning is not appropriate due to the style of the awning.		While the applicant has identified a sign within the corner of the site at the intersection of Railway Terrace and Main Street, no details have been provided to show what type of sign or the details of the site (size, colour, signage details) and therefore this sign has not been considered in relation to this application.
	6. Awning fascia signs are not to project within 500mm of the kerb.	No	While no awning fascia signs have been proposed as part of this application, the applicant has not designed the development in accordance with the Town Centre road widths and as such Council is unable to assess whether any potential signage would impact upon this requirement.
	7. The minimum clearance from the footpath to the bottom of any sign (apart from flush mounted wall signs) is 2.4 metres.	Yes	All proposed signage is elevated above the awning level meeting the minimum clearance requirements.
	8. Projecting wall signs and under-awning signs are to be perpendicular to the building façade and horizontal.	N/A	None proposed.
	9. Above awning signs are not permitted.	Yes	None proposed.
	10. Flush mounted building identification signs are permitted above the first floor on the building parapet only where they are integrated with the design of the building and where they do not project more than 100mm from the building. The maximum area of the sign face is 3m ² .	No	The signage face for flush mounted signs is exceeded and does not meet the 3m ² maximum area identified.
	11. The maximum number of signs on each façade of any retail or commercial tenancy is three, and only one sign of each type (fascia, under-awning, projecting wall or flush mounted) is permitted on each façade.	No	The applicant has proposed two signs along the southern elevation. Due to the size of the building and the location of this signage with one at the eastern end and one at the western end of the building, the signage is not considered to detrimentally impact upon the visual appearance of the building.
	12. Under-awning or projecting wall signs are to be a minimum of 3.5 metres apart.	N/A	None proposed.
	13. Signs are not to project beyond the dimensions of the structure to which they are affixed or obscure windows or other openings.	Yes	The proposed signage complies with this requirement.
	14. Free standing signs (signs that are not affixed to a building) are not permitted on active street frontages.	No	The applicant appears to have proposed a free standing sign at the intersection of Railway Terrace and Main Street. While no details have been provided for this signage, the location of it being situated

			at this intersection along the identified active street frontage would not be supported.
	15. Internal illumination is the only acceptable method of illumination for any sign.	Yes	The applicant states that all signage will be internally illuminated.
	16. Flashing, animated or bright neon signage is not permitted.	Yes	None proposed.
	17. All buildings are to have clearly displayed and legible street numbering.	No	The applicant has not proposed to provide this but this requirement can be included as a condition as necessary.
	18. The location of signs is not to obscure views of traffic signs or traffic signals, or have the potential to cause confusion with traffic signs or signals (e.g. signs that look like traffic signals or stop signs located near a public road).	Yes	The proposed flush mounted signage on the building is not considered to impact upon traffic signals and/or impact upon traffic safety. While the applicant has indicated that there is a free standing sign at the intersection of Railway Terrace and Main Street, no details have been provided and as such it is not being considered as part of this application. In any case, due to the location along an active street frontage, the location of this sign would not be supported.
	Preferred locations for signs (Figure 5-2 of the GCP DCP 2010)		

5.2.4 Acoustic and Visual Privacy	Objectives a. To ensure that appropriate standards of amenity and privacy are maintained for residents in the centre. b. To ensure that noise sources such as road and rail traffic do not impact on the amenity of residents or detract from the character of the centre.			
	Controls 1. Development in the centres must comply with DECCW's noise attenuation requirements and the controls for visual and acoustic privacy in clause 4.3.4.	No		No acoustic report submitted with application to assess this. While it is noted that the controls are primarily related to residential development, it is considered that the applicant should provide an acoustic report to assess the impacts of the development and impacts on the existing low residential dwellings surrounding the site.
	2. A combination of the following measures is to be used to mitigate the impacts of rail or road traffic noise within centres: · setbacks and service roads; · internal dwelling layouts that are designed to minimise noise in living and sleeping areas; · changes in topography; · higher than standard fencing constructed with a suitably solid mass; and · locating courtyards and principal private open space areas that will comply with the criteria in clause 4.3.4 away from the noise source.	N/A		These controls primarily relate to new residential development.
5.2.5 Safety, surveillance and maintenance	Objectives a. To provide for a safe and attractive local centre with high levels of activity and amenity. b. To ensure that the design quality and amenity of the centre is maintained.			
	Controls 1. The principles of Crime Prevention through Environmental Design (CPTED) in Appendix E are applicable to all development within centres.	Yes		The applicant has submitted a Crime Prevention through Environmental Design Assessment Report which is held at Appendix G of their SEE which demonstrates compliance in this respect.
	2. Balconies, terraces and other private open spaces are to be oriented to public open spaces to optimise casual surveillance.	N/A		No residential component proposed.
	3. The design of all buildings, fences and landscape elements shall take sight lines, both horizontal and vertical, into consideration to minimize	Yes		The design complies with this requirement.

	blind spots and promote a sense of security.			
	4. All streets, alleys, bike paths and pedestrian walkways must be adequately lit at all times.	Yes		Lighting is proposed within the site and under the awning along the southern elevation.
	5. Lighting is to be installed on all circulation routes and major pedestrian thoroughfares.	Yes		This will be included within any condition of consent for lighting along all street frontages including Railway Terrace, Main Street and the un-named DCP road along the eastern elevation.
	6. Large open areas such as parking lots and public open spaces are to be floodlit.	Yes		Lighting is proposed within the car park.
	7. Lights should be positioned so that they highlight landmarks and other special building features.	No		There are no landmark features within the large at-grade car park for the proposed lighting to highlight. The entrance of the supermarket is proposed to be illuminated including illuminated signage which is considered to address this control.
	8. Lighting fixtures must be sturdy, durable, vandal resistant and easily maintained.	Yes		This can be included as a condition of consent.
	9. Fixtures visible from the public domain should be mounted at a height of at least 2.7 metres, and their appearance should compliment the architectural and landscape character of the location.	Yes		This can be included as a condition of consent.
	10. The installation of lighting should take into account and minimise its impacts on surrounding commercial premises and residential properties.	Yes		This can be included as a condition of consent.
	11. Durable and easily cleaned materials should be selected in all areas exposed to the public, and all masonry surfaces to a height of 3 metres should be protected with an approved anti-graffiti treatment.	Yes		This can be included as a condition of consent.
	12. Fencing and street plantings should be designed to achieve a balance between screening and security/surveillance.	No		The landscaping plan submitted does not provide clear detail as to what plants are proposed to be planted where for assessment of the screening and security control.
	13. Traffic calming measures are to be installed to ensure pedestrian safety.	No		Not addressed by applicant. There is no pedestrian crossing proposed between the station and the proposed development which is proposed directly opposite the station.
	14. Safety features such as tactile surfaces and handrails are to be	Yes		This can be included as a condition of consent.

	provided in appropriate locations.			
5.2.6 Site Servicing	Objectives a. To ensure that servicing of premises within the centre is efficient. b. To minimise the amenity impacts of servicing activities including loading/unloading, waste storage and collection.			
	Controls 1. Services and structures such as transformers, waste collection, storage and deposit areas, and loading bays are generally to be located to the rear of the property. Where this cannot be achieved services must be integrated into the overall design of buildings and landscaping of the street front through screening measures.	No	The applicant has proposed a sub-station at the intersection of Main Street and the un-named DCP road along the eastern elevation of the site of which no screening details have been proposed. The loading dock has been positioned along the eastern elevation to the un-named DCP road. In this respect this service area has been designed as an enclosed structure having solid pre-cast concrete walls along the eastern elevation with a zero setback.	
	2. Service areas are not permitted on active street frontages.	No	The service area has been proposed along the eastern elevation of the building abutting the un-named DCP road to the east. It is considered that alternative options to locate the service area have not been thoroughly explored to see if a better outcome could be achieved. However, it is noted that the site has a large amount of street frontages with the loading area being screened through the use of pre-cast concrete walls being situated along the boundary line having limited to no setback. This should have been further addressed with the provision of an awning to address this elevation being situated opposite the town park.	
	3. The following controls relate to the screening of services: · All services, transformers, storage and deposit areas, and wheeled rubbish bins must be effectively screened from view. · Screening walls or plant masses shall be at least 2.4 metres high. · All screening shall be designed to allow free and easy access to the facilities, as required to permit maintenance and checking by all relevant parties, including service authorities, Council officials, tenants and property owners. · Screening wall materials and plants shall be selected which have no adverse impacts on the operation of the facilities.	No	No screening has been proposed for the substation situated in the south-eastern corner of the site.	

	4. Service access is permitted from rear lanes, side streets and right of ways for the use of parking, loading docks and waste collection areas.	No	Service access has been proposed directly via the un-named DCP road to the east of the building.
	5. Adequate space should be provided for the unloading and loading of service vehicles.	No	Issues were raised with the applicant in relation to the proposed structural column shown on the site plan in the middle of the loading dock driveway which would impact upon truck turning and manoeuvrability.
	6. Structures shall be painted according to the required standards of the relevant service authority, in colours that limit their visual impact.	Yes	The proposed colour scheme proposed neutral earthy tones and Woolworths corporate colours.
	7. All air conditioners must be located in areas where any noise and dripping condensation will have minimal impact on the public domain. No roof or wall mounted air conditioners shall be visible from public areas.	Yes	The plant room is situated over the mezzanine area being screened from view.
	8. Television antennas and other telecommunication devices are not to be visible from the street.	Yes	This will be conditioned within any approval.
5.2.7 Traffic circulation, parking and access	Objectives a. To ensure that vehicular traffic (including cars, public transport and service vehicles) is able to access the Centre, including retail destinations, service areas and railway stations or other transport interchanges. b. To minimise conflicts between the pedestrian oriented areas of the centre and those areas required for vehicular traffic. c. To minimise the land area required for car parking and to encourage the efficient utilisation of car parking for multiple purposes.		
	Controls 1. The pattern of vehicle movement and access to car parking is to be in accordance with the diagram at the Traffic circulation and parking within the centre figure in the relevant Precinct's Schedule.	No	The 'Traffic circulation and parking within the centre' figure held within the GCP DCP 2010 at Figure 3-2 of Schedule One (Alex Avenue Precinct) identifies that the main access to the site should be provided from the adjoining block (H/N 209 Railway Terrace, Schofields). In this regard, the access points proposed as part of this Application along the other 3 street frontages (Railway Terrace, Main Street, and the un-named DCP road) are not in accordance with this diagram. This diagram indicates that the subject site and adjoining site should be developed together to provide an overall design for the site.
	2. On-site car and bicycle parking is to be provided in accordance with	Yes	Car and bicycle parking have both been provided on-site in

the standards set out in Table 5-1.		accordance with the requirements below.	
	Car Parking Requirements Land use Commercial/office premises Retail shops/showrooms (less than 200m² GFA) Retail shops/showrooms (greater than 200m² GFA) Restaurants/cafes Residential development Refer to clause 4.6.1.	Car parking requirements 1 space per 40m² GFA 1 space per 30m² GFA 1 space per 22m² GFA 1 space per 10m² of dining area 1 space per 3 employees	The proposed development generates the need for the following parking to be provided: 4,300sqm (supermarket, attached liquor shop and mezzanine) / 22sqm = 195.45 spaces 195sqm (specialty shops) / 30sqm = 6.5 spaces Total car parking generated = 202 spaces The applicant has proposed to provide 216 car parking spaces which therefore meets the car parking requirements. Due to the location of the site being opposite the new Schofields Railway Station it is considered that there may be opportunity for this to occur however no formal discussions have taken place between the Applicant and the SRA to investigate this option further.
	3. Opportunities for shared parking provision for complementary uses within centres are to be provided. In particular, shared parking provision to cater for rail commuters and retail uses is encouraged. Where centres are located adjacent to train stations, Council will request applicants for major retail developments to discuss parking arrangements with Railcorp.	Yes	
	4. In mixed developments, dedicated on site parking is to be provided for the residential component of the development in accordance with the controls in clause 4.6.1.	N/A	No residential component proposed within Stage 1.
	5. Rear lanes and right of ways are to be used to provide access to parking areas, loading docks and waste collection areas. Lanes will need to accommodate heavy vehicles where access to loading areas and waste collection is required.	No	Direct vehicle access from each road around the site has been proposed.
	6. On-street parking is to be provided on all streets to create a buffer between pedestrian and street traffic and promote casual surveillance.	No	The applicant has not designed the development in accordance with the required Town Centre road widths which would potentially facilitate this.
	7. Basement, semi-basement or decked parking is preferred over large expanses of at-grade parking.	No	The applicant has proposed a large at-grade car park being situated within a prominent corner of the local centre detracting from the visual appeal of the area. A basement car park was identified to be provided as part of the future staging. The RTA and Council both requested that the application be amended to include the basement as part of the Stage 1 works to address traffic issues which would arise as a result of the basement construction and to comply with

			the GCP DCP requirements however no response to this issue was received from the applicant.
	8. At grade or decked parking areas are to be located behind building lines. Notwithstanding this, Council will consider transitional arrangements for parking where an application is supported by a staging plan that indicates compliance with the above desired parking location principles upon ultimate development.	No	The applicant has positioned the at-grade parking in front of the building along the prominent street facades. Council does not support this proposal which was identified in correspondence to the applicant advising them of this. No response has been received however or alternatively amended plans submitted to address this issue. The applicant has indicated that they have no intention of building any future development at this stage with the submitted 'future staging' plans subject to separate development applications to be submitted in the future.
	9. Outdoor parking areas are to be screened and landscaped to minimise their visual dominance within the centre.	No	The proposed screening is not considered to satisfactorily in screen the large at-grade car park. Further the landscaping plans are not adequately detailed to identify what species are being proposed around the site to accurately assess this.
	10. At grade car parks must contain shade tree plantings so that trees shade 50% of the car space surface area within 10 years.	No	Minimal planting of up to 4 trees has been proposed within the internal at-grade parking area. While some tree species have been identified for planting around the site, the landscaping plan is not clear and therefore it is difficult to determine what species these trees are. To address shade provision, the applicant has proposed shade structures within the at-grade car park. While this may achieve the 50% shade requirement, it does not improve the visual appeal of the development. It is considered that in addition to shade, the landscaping would break up the hard concrete massing with natural vegetation across the site, which the shade structures fail to do.
	11. Bicycle parking is to be in secure and accessible locations. Bicycle parking for employees is to have weather protection.	Yes	The bicycle parking has been located along the front of the building partially underneath the awning in an accessible location.
	12. The parking area per vehicle is to be in accordance with AS 2890:1.	Yes	The applicant states that the parking areas have been designed in accordance with AS 2890:1.