

**COMPLIANCE TABLE: BLACKTOWN CITY COUNCIL GROWTH CENTRE PRECINCTS DCP 2010
ASSESSMENT AGAINST SECTION 5 – CENTRE DEVELOPMENT CONTROLS (SCHOFIELDS AND ALEX AVENUE PRECINCT)**

CLAUSE	REQUIREMENT	COMPLIES	COMMENT
Streetscape and Architectural Design			
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.	YES	Activation is provided to Pelican Road through the provision of a café with outdoor seating. A condition will be imposed on any development consent requiring the applicant obtain the separate consent of Council for the placement of tables and chairs within the footpath area. The proposed McDonald's restaurant will provide activation to the Railway Terrace frontage (via a separate Development Application No. DA-11-1988). Further activation of the main street (i.e. Railway Parade), however, will not be provided until stage 2 of the development. At this stage retail tenancies will be built to the street boundary along both the Railway Terrace and Pelican Road frontages. For further details please refer to section 7 of the JRPP report. While Council Officer's initial assessment suggested that staging of DA may not achieve the intent of the DCP, it is recognised that the applicant's proposal is consistent with the approach applied by the nearby Woolworths development. This approach was considered acceptable to the Land & Environment Court who subsequently approved the Woolworths development in February 2012. Given this precedence and that the layout and design of the Coles development is consistent with the approved Woolworths complex, it is considered that the Coles proposal is acceptable and satisfies the DCP. The proposal is for a single storey development only.
	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.	N/A	
	3. The ground and first floor of all buildings on active street frontages are to be built to the front property boundary (i.e. a zero front setback) to define the street edge. If the first floor contains residential uses,	YES	As part of stage 1, elements of the retail complex will be constructed with a zero front setback (i.e. to Pelican Road). As indicated above, stage 2 of the proposal will include additional retail tenancies that

	internal spaces may be set back where balconies are built to the property boundary.		will be built to the street boundary along both the Railway Terrace and Pelican Road frontages. At this stage, there are no plans to construct a first floor level.
	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.	YES	The primary means of access to the proposed stage 1 retail complex will be from the car park. In this case, this is considered appropriate, as visitors to the shopping centre are most likely to arrive by car. Additional pedestrian access will be available from Pelican Road, the unnamed "South Road" and via the pedestrian link from the railway station. As part of stage 2, the additional retail and commercial tenancies will be required to face and be accessed from the street rather than from the internal car park. This matter will be addressed as part of the future stage 2 Development Application (DA) and will be included as an Advisory Condition of any consent granted for stage 1 of the development.
	5. Vehicle access to basement level parking or parking located behind buildings is not to be from active street frontages.	YES	Basement parking will be provided as part of stage 2 of the proposal. Access to the basement level car park will be from within the car park itself, which will be located behind the future stage 2 buildings fronting Railway Terrace and Pelican Road.
	6. All large format retail premises and decked parking areas are to be sleeved with active uses fronting the street.	YES	Sleeving of the development will be provided as part of stage 2 of the retail complex. As indicated above, staging of the development was considered acceptable to the Land & Environment Court in its determination of the Woolworths development in February 2012. Given the layout and design of the Coles development is consistent with the approved Woolworths complex it is considered that this requirement of the DCP has been satisfied.
	7. Blank walls visible from the public domain are to be avoided.	YES	To address concerns regarding the appearance of the development, the applicant is proposing to screen the loading docks with a series of vertical landscaped panels and aluminium/timber panels. The mix of building materials and finishes, together with the soft landscaping, will ensure that the southern and eastern elevations present well to the street. A suitable condition will also be imposed to ensure the substations along the southern elevation are also screened by the vertical landscaped and timber panels. The northern elevation will also be provided with a mix of building materials and finishes. To further enhance this façade, however, it is recommended that the blank cement panels fronting Pelican Road be provided with decorative features to provide interest to those elements. In this regard, the applicant is to provide an artwork panel adjacent to the proposed cafe. It is recommended that this matter be addressed as a condition of any consent. It should be noted that similar condition was also imposed on

			the nearby Woolworths development.
	8. Retail shops are to have a variety of shop frontage widths.	YES	The retail tenancies provided at part of stage 1 have a variety of shop frontage widths in accordance with the DCP. The stage 2 tenancies have not been specified at this stage, however, it is anticipated that through retail demand, these tenancies are likely to have different widths. This matter will be addressed as part of the future stage 2 DA and will be included as an Advisory Condition of any consent granted for stage 1 of the development.
	9. Restaurants, cafes and the like are encouraged to provide openable shop fronts.	YES	The proposed café as part of stage 1 will have an openable shop front. A condition will be imposed on any development consent requiring the applicant obtain the separate consent of Council for the placement of the tables and chairs within the footpath area. The future stage 2 tenancies will also be required to address Railway Terrace and Pelican Road and provide openable shop front. This matter, however, will be address as part of the future DA for stager 2.
	10. On corner sites, active shop fronts are to wrap around the corner and address both street frontages.	YES	The additional retail development proposed as part of stage 2 will address both the Railway Terrace and Pelican Road street frontages, and will be designed to address the "town plaza" located on this corner. This requirement will also be given separate consideration when assessing the separate DA for the McDonald's restaurant located on the corner of Railway Terrace and the unnamed "South Road".
	11. Developments that have multiple street frontages are to provide entrances to internal/upper floor uses on each street frontage.	NO	The proposed development is for a single level retail complex only and as such, does not provide any upper floor levels. The supermarket proposed as part of stage 1 has been orientated towards the car park. A secondary entrance has not been provided from the Pelican Road or the unnamed "South Road" frontage. Pedestrian links, however, have been provided from both of these streets to the main shopping centre entry and therefore provided satisfactory pedestrian access.
	12. In mixed-use buildings, separate access from the street is required for retail, commercial and residential uses.	N/A	The proposed development is seeking approval for retail uses only.
	13. Entrances are to be visible to the street and well lit.	YES	The locations of the proposed entrances will be visible from the adjoining street and from the internal car park area, and therefore will provide a high level of safety/security during late night trading hours. Appropriate lighting and CCTV will be required and will be included as a condition of any consent granted.
	14. Only open grill and transparent security shutters (at least 80%	YES	This matter will be included as a condition of any consent granted.

	open/visually transparent) are permitted to retail and commercial frontages.			
	15. All buildings on active street frontages are to include awnings above the ground floor for the full length of the street frontage.	YES		Awnings are proposed along the frontage of both the stage 1 and stage 2 buildings as required by the DCP. The awning will provide all-weather protection for pedestrians.
	16. Parking is to be screened by buildings, from the main street and other streets with active frontages, or be below ground.	YES		The at grade parking area will be screened from the majority of both the Pelican Road and Railway Terrace frontages as part of stage 2 of the development. In the meantime, landscaping will be required as part of stage 1 to soften the appearance of the car park when viewed from these street frontages. A detailed landscape plan will be required to be submitted for the separate consent of Council prior to release of any Construction Certificate and will included as a condition of any consent granted.
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 building proposed as part of stage 1 does not propose a minimum of 80% glazing, however articulation and interest is provided along Pelican Road and the unnamed DCP roads through the incorporation of vertical landscaping panels, as well as the use of varied materials and finishes. As a condition of any consent, it is also recommended that the blank cement panels fronting Pelican Road be provided with decorative features. In this regard, the applicant should is to provide an artwork panel adjacent to the proposed cafe. It is recommended that this matter be addressed as a condition of any consent. It should be noted that similar condition was also imposed on the nearby Woolworths development. The buildings fronting Pelican Road and Railway Terrace as part of stage 2, however, will have a minimum of 80% glazing in accordance with the DCP.
	2. Translucent or obscured glazing is not permitted, and signage and advertising material are not obscure glazing.	YES		This matter will be addressed as condition of any consent granted.
	3. At night, internal lighting is to fall onto the footpath, or under-awning lighting is to be provided.	YES		Appropriate lighting will be provided. This matter will be addressed as condition of any consent granted.
	4. Solid elements are preferably to be finished with rendered masonry, tiles or face brick.	YES		A variety of finishes are proposed, including painted pre-cast concrete panels, glass blocks and vertical landscaping. Stage 2 of the proposal will be required to be finished with a combination of materials, including with rendered masonry, tiles, face brick or the like.

	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	Colours are indicated on the elevations, and are considered to be co-ordinated. A condition will be included on any development consent requiring that the colours and materials are consistent with the elevations/perspectives submitted as part of the DA plans.
	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	The proposed development is for a single level retail complex only and as such, does not provide any upper floor levels.
	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.	YES	The additional retail development proposed as part of stage 2 will address both the Railway Terrace and Pelican Road street frontages, and will be required to provide articulated frontages and corner elements in accordance with the DCP. This matter will be given further consideration as part of the future DA for stage 2. The requirement for an accentuated corner element and use of awnings and varied materials and glazing will also be given consideration when assessing the separate DA for the McDonald's restaurant located on the corner of Railway Terrace and the unnamed "South Road". As part of stage 1, a "verandah" is proposed along the full frontage of the building. The "corner" café will also be provided with an awning. As a condition of any consent granted the developer will be required to provide public artwork on the blank wall adjacent to the café to further accentuate this corner and add interest to the building.
	8. Design of corner buildings on the ground floor is to facilitate free pedestrian movement. Open corners at ground level are encouraged.	YES	The proposed stage 2 development incorporates a pedestrian link between the railway station, the stage 2 shops and the Stage 1 development, ensuring free and safe pedestrian movement throughout the site. The "town plaza" is also located on the corner of Railway Terrace and Pelican Road and will be required to be designed as a pedestrian friendly environment with seating and landscaping. As a condition of any consent granted, details of the "town plaza" must be submitted for the separate consent of Council prior to the issue of any Construction Certificate.
	9. Building height, massing, materials and parapet/roof expression should be used to accentuate corner elements.	YES	The actual corner of Pelican Road and Railway Terrace is proposed to be open (i.e. the "town plaza") allowing for views through the site. The adjoining stage 2 buildings, however, will be required to provide elements that accentuate and address the corner "town plaza" area. As indicated above, the requirement for an accentuated corner element will also be given further consideration when assessing the separate DA for the McDonald's restaurant located on the corner of

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.	YES	Railway Terrace and the unnamed "South Road". As a condition of any consent granted, the applicant will be required to provide street tree planting and footpath paving in accordance with Council's adopted policies. In this regard, footpath paving and street tree planting will be required to be consistent with that provided for the Woolworths retail development.
	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.	YES	All road works will be addressed as a condition of any consent granted.
	3. All signage and advertising is to be designed in a co-ordinated manner (refer to clause 5.2.3 for detailed controls).	YES	The proposed wall mounted signage and signage mounted to the free-standing wall on "Eastern Road" is co-ordinated and uses similar colours. It is recommended that as a condition of any consent granted, the applicant should be advised that separate consent is required for any pylon sign. Any future DA for a pylon sign should also address the signage requirements of the McDonald's restaurant and is to ensure that the single signage pole is designed in a co-ordinated manner.
	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.	YES	A "town plaza" is located on the corner of Railway Terrace and Pelican Road. A suitable condition will be imposed on any development consent to ensure that appropriate landscaping and street furniture is provided in this area and that the area is appropriately maintained by the land owner at all times.
	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.	YES	A suitable condition will be imposed on any development consent requiring that an appropriate landscape plan be submitted for Council's separate consent prior to the issue of any Construction Certificate. The landscape plan will be required to address the requirements of the DCP.
	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.	YES	Street trees are proposed as part of the development. A condition will be included on any development consent requiring that the separate consent of Council be obtained prior to undertaking the required street tree planting.
	7. All paving materials must conform to relevant standards for durability, non-slip textures, strength and surface treatment to withstand use by	YES	This matter will be addressed as a condition of any consent granted.

	light automobiles, service vehicles, pedestrians and bicycles.			
	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		This matter will be addressed as a condition of any consent granted.
	9. All paved areas should be adequately drained and follow 'best practises' in installation, including sub-surface preparation and stormwater management.	YES		This matter will be addressed as a condition of any consent granted.
	10. All paved areas must be properly designed to facilitate use by the elderly and disabled.	YES		This matter will be addressed as a condition of any consent granted.
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		Given the location of the proposed "town plaza" to the north of the site, the development proposal will not impact on its solar access.
	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 the eastern or western footpaths; and	YES		The proposed stage 1 development will not impact on solar access to Railway Terrace. The stage 2 development will only be a single storey and will allow for adequate solar access.
	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		There will be no unreasonable overshadowing of the proposed unnamed "South Road" or Pelican Road resulting from the proposal.
	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.	YES		Awnings are proposed along the frontage of the stage 1 building which is most likely to be accessed by pedestrians. Awnings will also be provided along the entire frontage of the stage 2 buildings.
	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 proposed awnings are at least 2.7 metres above footpath level. This matter will also be addressed as a condition of any consent granted.
	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.	YES		The awning at Pelican Road is set back more than 500m from the kerb line. As part of stage 2, the awning will be set back from the new building element by more than 500mm in accordance with the DCP.
	7. Awnings are generally to project horizontally from the building façade and be horizontal along the length of the façade. Stepped awnings are	YES		The awnings provided along the frontage of the stage 1 building are proposed at an angle, and at various heights, in order to result in

	appropriate on sloping streets.			articulation and a varied elevation. This is considered appropriate in this location. A horizontal awning has been provided to the café fronting Pelican Road and will be provided to the future stage 1 buildings located along the Railway Terrace and Pelican Road frontages.
	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.	N/A		There are no adjoining buildings. The subject site adjoins a road on all four frontages.
	9. Under awning lighting is to be provided to enhance pedestrian amenity and safety.	N/A		This matter will be addressed as a condition of any consent granted.
Controls: Building Bulk, Scale and Design	1. The maximum allowable depth of residential building envelopes is 22m (max 18m glass line to glass line).	N/A		No residential development is 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		The proposal is for a single storey development only.
	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		The proposal is for a single storey development only.
	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).	N/A		There are no side setbacks proposed as all buildings are proposed to primary frontages. In this regard, the subject site adjoins a road on all four frontages.
	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		The proposal is for a single storey development only.
	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		The proposal is for a single storey development only.

		7. For floors above the fourth floor, the minimum separation distance between buildings is to be 18 metres.	N/A	The proposal is for a single storey development only.	
		8. Buildings are to include distinctive roof forms that contribute to the architectural design of a building. Elements such as parapets, skillion roofs and eaves should be utilised where appropriate.	YES	The roof proposed in stage 1 is pitched. The stage 2 roofs are proposed to be predominantly flat, and articulated through the use of varied awning heights and slopes. The design of the stage 2 buildings, however, will be subject to separate development approval.	
		9. Roof forms should not result in excessive bulk or overshadowing.	YES	The proposed roofs as part of both stages will not result in any overshadowing on surrounding areas. They will also not result in excessive bulk, being broken up in various locations.	
		10. All plant and lift over-runs are to be concealed within roof forms to minimise visual impact.	YES	Any plant proposed as part of the development will be located at the rear of the site and is proposed to be concealed and/or screened from view.	
		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	The development proposes retail uses only. No residential development is proposed as part of this DA.	
		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 building is single storey in height and is well separated from the rail corridor.	
		13. Ground floors are to have a minimum floor to ceiling height of 3.3 metres.	YES	The floor to ceiling heights proposed as part of stage 1 and stage 2 are varied, and will be a minimum of 3.3 metres. This matter will be addressed as a condition of any consent granted.	
		14. First floor commercial and retail spaces are to have a minimum floor to ceiling height of 3.0 metres.	N/A	The proposal is for a single storey development only.	
Signs (Note: Also refer to the separate SEPP 64 – Schedule 1 Assessment)					
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 proposed “building identification signage” is solely reflective of the activities being undertaken on site. No general advertising will be permitted on site. This matter will be address as a condition of		

			any consent granted.
	2. Signs that advertise particular products, whether they are for sale within the premises or not, are not permitted.	YES	No general advertising will be permitted on site. This matter will be address as a condition of any consent granted.
	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 proposed wall mounted signs and free-standing signage, including the content, colours, and location of the signage, has been carefully designed to integrate with the proposed architecture of the building. The size of the signage fits well with the scale of the buildings and reflects Coles' national standards. As described under Section 6 of the report, however, concerns have been raised in relation to 2 proposed pylon signs. It is has therefore been recommended that any pylon sign be subject to a separate DA at which time issue relating to height, location and co-location should be investigated. This matter will be addressed as a condition of any consent granted.
	4. Signs are not to be supported from, hung from or placed on other signs.	YES	The proposed wall mounted signs and free-standing signage satisfies this requirement. Any pylon sign is to be the subject of a separate DA at which time this issue will be given further consideration.
	5. The preferred locations for business or building identification signs are shown on Figure 5-2 and include: · 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.	NO	The proposed flush mounted wall signs are considered satisfactory. The 2 pylon signs do not satisfy the requirements of the DCP. Any pylon sign is to be the subject of a separate DA at which time this issue will be given further consideration.
	6. Awning fascia signs are not to project within 500mm of the kerb.	N/A	There are no awning fascia signs proposed within 500mm from the kerb as part of this DA.
	7. The minimum clearance from the footpath to the bottom of any sign (apart from flush mounted wall signs) is 2.4 metres.	N/A	There is no under awning signage proposed as part of this DA.
	8. Projecting wall signs and under-awning signs are to be perpendicular to the building façade and horizontal.	N/A	There are no projecting wall signs or under awning signs proposed as part of this DA.
	9. Above awning signs are not permitted.	YES	There are no above awning signs proposed.
	10. Flush mounted building identification signs are permitted above the	N/A	The proposal is for a single storey development only.

	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 .			
	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.	YES	Only one wall mounted sign is proposed on each facade.	
	12. Under-awning or projecting wall signs are to be a minimum of 3.5 metres apart.	N/A	There are no projecting wall signs or under awning signs proposed as part of this DA.	
	13. Signs are not to project beyond the dimensions of the structure to which they are affixed or obscure windows or other openings.	YES	No signage projects beyond the dimensions of the structure to which they are attached.	
	14. Free standing signs (signs that are not affixed to a building) are not permitted on active street frontages.	NO	The proposal seeks to construct 2 pylon signs, including one on the corner of Railway Terrace/Pelican Road and one on the corner of Pelican Rd/"Eastern Road". The proposed signage does not satisfy this requirement of the DCP. As described under Section 6 of the report concerns have been raised in relation to 2 proposed pylon signs. It is has therefore been recommended that any pylon sign be subject to a separate DA at which time issue relating to height, location and co-location should be investigated. This matter will be addressed as a condition of any consent granted.	
	15. Internal illumination is the only acceptable method of illumination for any sign.	YES	The proposed signage is proposed to be internally illuminated. This matter will be addressed as a condition of any consent granted.	
	16. Flashing, animated or bright neon signage is not permitted.	YES	There will be no flashing, animated or bright neon signage on site. This matter will be addressed as a condition of any consent granted.	
	17. All buildings are to have clearly displayed and legible street numbering.	YES	This matter will be addressed as a condition of any consent granted.	
	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 location of the proposed wall mounted signs and free-standing wall signage will not obscure any views of traffic signs or traffic signals, etc. As described above concerns have been raised in relation to 2	

				proposed pylon signs. It is has therefore been recommended that any pylon sign be subject to a separate DA. This matter will be addressed as a condition of any consent granted.
Acoustic and Visual Privacy				
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 .	YES		Standard conditions will be included as part of any consent granted to ensure that the development does not generate any unreasonable noise impacts.
	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		Given the proposal is for retail uses only, noise from the adjoining rail corridor and roads will not impact on any future occupants of the site.
Safety, surveillance and maintenance				
Controls	1. The principles of Crime Prevention through Environmental Design (CPTED) in Appendix E are applicable to all development within centres.	YES		The Quakers Hill Local Area Command have recommended that Crime Prevention Through Environmental Design (CPTED) treatment options be adopted to reduce opportunities for crime. In this regard, the Police have recommended that appropriate measures including installation of signage, vandal resistant lighting, CCTV, "help" points, ATM security, gates to the loading dock and vandal resistant street furniture be provided. They have also recommended that an appropriate Security Management Plan, landscape strategy and graffiti removal plan be devised and implemented for the site. These matters will be addressed as conditions of any consent granted.
	2. Balconies, terraces and other private open spaces are to be oriented to public open spaces to optimise casual surveillance.	N/A		The proposed development does not propose a residential component and therefore does not included any private open space areas.
	3. The design of all buildings, fences and landscape elements shall take	YES		The proposal has been designed to ensure that sightlines are

	sight lines, both horizontal and vertical, into consideration to minimize blind spots and promote a sense of security.		maintained, and blind spots are minimized, through appropriate landscaping and architectural design. Safety and security around the site will also be addressed through the implementation of the Police recommendations.
	4. All streets, alleys, bike paths and pedestrian walkways must be adequately lit at all times.	YES	Appropriate lighting will be provided around the site. This matter will be included as a condition of any consent granted.
	5. Lighting is to be installed on all circulation routes and major pedestrian thoroughfares.	YES	Appropriate lighting will be provided around the site. This matter will be included as a condition of any consent granted.
	6. Large open areas such as parking lots and public open spaces are to be floodlit.	YES	Appropriate lighting will be provided around the site. This matter will be included as a condition of any consent granted.
	7. Lights should be positioned so that they highlight landmarks and other special building features.	YES	Appropriate lighting will be provided around the site and at the entry to the building. This matter will be included as a condition of any consent granted.
	8. Lighting fixtures must be sturdy, durable, vandal resistant and easily maintained.	YES	All lighting is to comply with the Australian Standards and is to be vandal-proof. This matter will be included as a condition of any consent granted.
	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	All lights within the car park and around the building will be mounted more than 2.7 metres in height and will be of a design that suits the architecture of the building and the proposed shade sail structures. This matter will be included as a condition of any consent granted.
	10. The installation of lighting should take into account and minimise its impacts on surrounding commercial premises and residential properties.	YES	Details of all lighting, including a spillage diagram, will be required prior to release of any Construction Certificate. In this regard, the lights must be designed so that they will not impact on future residential development to the south. This matter will be included as a condition of any consent granted.
	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	All materials and finishes are to be treated to mitigate graffiti. This matter will be included as a condition of any consent granted. In the event of any graffiti/tagging, the operator of the site will be required to remove the graffiti within 48 hours of detection. This matter will also be addressed as a suitable condition of any consent granted.

	12. Fencing and street plantings should be designed to achieve a balance between screening and security/surveillance.	YES	The proposed landscaping is designed at a height to maximize casual surveillance, and at the same time, screen any unsightly elements of the proposal, such as plant and equipment.
	13. Traffic calming measures are to be installed to ensure pedestrian safety.	YES	All road works and pedestrian facilities, including the future traffic lights, will be included as conditions of any consent granted.
	14. Safety features such as tactile surfaces and handrails are to be provided in appropriate locations.	YES	This matter will be addressed as a condition of any consent granted.
Site Servicing			
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.	YES	As part of the supermarket development a large loading dock has been proposed at the rear of the building in the eastern corner of the site (i.e. away from Railway Terrace). Loading dock areas typically do not present well to the street and are areas where limited pedestrian activity will occur. To address this concern and provide a satisfactory streetscape, the applicant has screened the loading dock with a series of vertical landscaping panels and aluminium/timber panels. The loading dock driveways have also been provided with sliding gates and internally illuminated business identification signs have been proposed to add interest and variation to the streetscape. The mix of building materials and finishes, together with the soft landscaping, will ensure that the southern and eastern elevations present well to the street. A suitable condition will also be imposed to ensure the substations along the southern elevation are also screened by the vertical landscaped and timber panels.
	2. Service areas are not permitted on active street frontages.	NO	Although the loading dock will front the unnamed DCP roads, they will be appropriately screened as indicated above.
	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.	YES	See comment above. Trees at an average height of approximately 10 metres, and shrubs up to 2 metres are proposed to screen the loading and waste area.

	· Screening wall materials and plants shall be selected which have no adverse impacts on the operation of the facilities.			
	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.	YES		Access to the service area and loading dock is provided from the “side street” located adjacent to the site’s southern boundary.
	5. Adequate space should be provided for the unloading and loading of service vehicles.	YES		Turning templates have been submitted to demonstrate that there is adequate space provided within the loading dock for all truck movements.
	6. Structures shall be painted according to the required standards of the relevant service authority, in colours that limit their visual impact.	YES		This matter will be addressed as a condition of any consent granted.
	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 air conditioning condenser deck is located at the rear of the stage 1 building. At stage 2, all air conditioning units will be concealed and/or screened from view. Appropriate conditions will be imposed on any consent granted to ensure that the air conditioning units comply with acceptable noise levels.
	8. Television antennas and other telecommunication devices are not to be visible from the street.	N/A		There are no television antennas or other telecommunication devices proposed as part of the proposal and would be subject to separate applications as required.
Traffic circulation, parking and access				
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.	YES		The development has been amended so all vehicular access is from Railway Terrace and the unnamed “South Road” only. The plans have been amended to show Pelican Road as being closed.
	2. On-site car and bicycle parking is to be provided in accordance with the standards set out in Table 5-1 . Car Parking Requirements Retail shops greater than 200sq.m (i.e. the supermarket) = 1sp/22sq.m Note: The supermarket has a total floor area of 4,200sq.m. The GFA (i.e. excluding storage areas, loading areas, garbage and plant rooms,	YES		Application of the DCP requirements yields a total parking requirements as follows: 3716/22sq.m + 502/30sq.m + 108/10 sq.m + 2 (i.e. 6 employees) = 169 + 17 + 13 = 199 spaces

	and the like), however, is 3,716sq.m. Retail tenancies with a floor area < 200sq.m = 1sp/30sq.m Note: The 220sq.m tenancy shown on the plans will be further split into smaller shops and such, the 1sp/30sq.m rate applies. Restaurants/cafes = 1sp/10sq.m of dining area plus 1 space per 3 employees. Note: The café has a total floor area of 163sq.m and a dining area of 108sq.m. 6 staff will be employed.		The development plans nominate a total of 205 car parking spaces and therefore exceeds the minimum requirement by 6 spaces.
	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	Parking has been provided in accordance with the DCP requirement. As part of the assessment process, the DA was referred to RailCorp for comment (see Section 8 of the JRPP report). Parking is provided opposite the subject site within RailCorp's property for train commuters.
	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 development is proposed as part of the DA.
	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.	N/A	No laneways are proposed over the subject site. For comments regarding the loading dock design and access by trucks, refer to the comments above.
	6. On-street parking is to be provided on all streets to create a buffer between pedestrian and street traffic and promote casual surveillance.	YES	The adjoining roads will be constructed in accordance with the DCP requirements and will accommodate on-street parking.
	7. Basement, semi-basement or decked parking is preferred over large expanses of at-grade parking.	NO	Stage 1 of the proposal includes the provision of at-grade parking within a visually dominant location. Basement car parking and additional buildings to screen the at-grade parking, however is proposed as part of stage 2.
	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	YES	Staging plans have been submitted which demonstrate that when stage 2 of the proposal is constructed, parking will be located behind the building line and as part of a basement in compliance with the

	compliance with the above desired parking location principles upon ultimate development.		DCP.
	9. Outdoor parking areas are to be screened and landscaped to minimise their visual dominance within the centre.	YES	Prior to release of any Construction Certificate, the applicant will be required to submit a landscape plan for the separate approval of Council. This matter will be addressed as a condition of any consent granted.
	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	Appropriate landscaping will be required to provide adequate shading to the open car park. Prior to release of any Construction Certificate, the applicant will be required to submit a landscape plan for the separate approval of Council. This matter will be addressed as a condition of any consent granted. In addition, shade sails are proposed within the car park itself. Details of the shade sails will be required to be submitted for the separate consent of Council prior to release of any Construction Certificate. This matter will be addressed as a condition of any consent granted.
	11. Bicycle parking is to be in secure and accessible locations. Bicycle parking for employees is to have weather protection.	YES	Bicycle parking is proposed outside the café on Pelican Road. The location and design of bicycle parking will be addressed as a condition of any consent granted.
	12. The parking area per vehicle is to be in accordance with AS 2890:1.	YES	All car parking spaces will be provided in accordance with the Australian Standards and will be addressed as a condition of any consent granted.