

**COMPLIANCE TABLE: BLACKTOWN CITY COUNCIL GROWTH CENTRE PRECINCTS DCP 2010
ASSESSMENT AGAINST SCHEDULE 1 – SCHOFIELDS AND ALEX AVENUE PRECINCT CONTROLS**

CLAUSE	REQUIREMENT	COMPLIES	COMMENT
Development principles			
3.2.1 Function and land use mix	1. The maximum retail floor area within the local centre is to be in the order of 25-30,000m ² to ensure that the centre functions in accordance with its position in the regional centres hierarchy.	YES	The proposed stage 1 retail development has a gross floor area (GFA) of approximately 4,000sq.m. The proposed development will not result in retail floor space within the Alex Avenue Precinct to exceed that maximum permitted.
	2. A range of retail, commercial, entertainment, recreation and community uses is encouraged to serve the needs of the wider community and promote an active and vibrant Local Centre.	YES	The proposed retail development will assist in providing a range of retail offering to the community.
	3. Mixed use developments containing residential uses on upper floors are located in the centre to take advantage of access to transport and services, and to increase levels of activity within the centre.	N/A	No residential development is proposed as part of this DA.
	4. Employment opportunities are maximised within the Local Centre.	YES	The proposal will result in new jobs being provided in the precinct.
	5. The ground floor of all buildings is occupied by retail, commercial, community, entertainment or other active uses, particularly fronting the Main Street and all open space.	YES	The development proposes retail and café uses. Stage 2 of the proposal will provide further retail/commercial opportunities that will front Railway Terrace and Pelican Road.
	6. Fine grained and intensive retail and commercial uses that present an active street frontage are located along the main street.	YES	The proposal will ultimately contribute to the activation of both Pelican Road and Railway Terrace through the provision of retail development fronting these streets as part of stage 2.
	7. Retail and commercial building frontages functionally and visually integrate internal spaces (i.e. the interior of shops and other businesses) and the public domain (i.e. the street and parks), including active use of footpaths by cafes and the like.	YES	A café with outdoor seating is proposed as part of stage 1 at Pelican Road. Clear and open entrances to the centre are proposed as part of the development.
	8. Uses and facilities are co-located as much as possible to maximise the efficient use of space.	YES	The proposal involves co-location of a variety of uses, such as with a supermarket and specialty stores and a café.
	9. The needs of health and aged care providers, facilities for young people, civic and emergency services are met within the Local Centre.	YES	The proposal will provide a retail service for all members of the community. Additional retail/commercial floor space (including opportunities for medical practitioners, entertainment facilities, and the like) will be provided as part of stage 2.
3.2.2 Design layout	1. A pedestrian focused Main Street acts as the focal point for the centre.	N/A	The proposal does not adjoin the proposed "main street".

					The proposal does not adjoin the proposed “main street”. Issues relating to the streetscape design and building elevations is discussed in detail under Section 7 of the JRPP report.
	2. Large format retail premises (supermarkets and discount department stores) have pedestrian access to the Main Street, but are not to present blank walls or inactive facades to the main street.	N/A			The proposed retail development has been designed to eliminate any potential amenity impacts on the future residential development to the south.
	3. The core retail area of the Local Centre and the mixed use fringe are clearly defined by the mix of land uses and intensity of development.	YES			The proposed development complies with the DCP road pattern. Pelican Road has been closed and as such, no longer fragments the Local Centre.
	4. An interconnected street block network with small block sizes and mid-block connections maximises pedestrian movement and connections to key destinations including parks, plazas and transport nodes.	N/A			The proposed retail development has been designed to eliminate any potential amenity impacts on the future residential development to the south. Appropriate conditions will be imposed on any consent to ensure that the development will not result in any acoustic impacts on the future residential properties. For example, all loading/unloading operations will be required to cease by 7pm each night.
	5. Noise and amenity considerations inform the layout and location of various uses, particularly residential uses.	YES			The views along the adjoining road do not terminate with any significant views or landmarks.
	6. The street network emphasises sight lines to local landscape features, places of key cultural significance, civic buildings and public open space.	N/A			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.
	7. Opportunities for crime are minimised through appropriate design and maintenance.	YES			

3.2.3 Public domain	1. The streetscape will create a high amenity pedestrian environment through solar access, shade and shelter, good natural light, landscaping and footpath design, and management of vehicular traffic.		The proposed single storey development will maintain solar access to the surrounding area. Appropriate landscaping within and surrounding the site is proposed, and there is adequate glazing proposed at the northern and eastern elevations to allow natural light within the buildings. Awnings are proposed to offer all-weather protection to pedestrians.
	2. Parks and plazas are a focal point for the Local Centre and community activities and are 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 until the remaining portion of the plaza (i.e. located over Pelican Road and the adjoining allotment) is available for development.
	3. A town park adjacent to the main street provides an urban landscape setting that encourages community interaction in an outdoor environment.	N/A	The "town plaza" (discussed above) is not to be confused with the town park which is located immediately to the east (i.e. rear) of the Woolworths complex and does not adjoin this development.
	4. A plaza is located adjacent to the Railway Station on the main street, and forms an entry and meeting point for visitors to the centre.	YES	Unlike for the town park, the DCP does not include any specific requirements or design guidelines for the "town plaza". The area is described, however, as an entry and meeting point for visitors to the centre given its location immediately opposite the railway station. This area will be embellished as described above.
	5. High standards of design and landscaping promote the character and attractiveness of the Local Centre and create a sense of ownership and pride for businesses and residents.	YES	The proposal has sought to provide a high standard of architectural design in relation to the buildings and the proposed landscaping. Appropriate conditions will be included on any consent to address matters relating to building finishes, signage and landscaping.
	6. Activities that activate the streets, the park and plaza draw people to the centre not only to shop, but for entertainment and recreation, such as markets, concerts and outdoor community events.	N/A	The development proposal does not include designated areas for markets, concerts or other outdoor events.
3.2.4 Built form	1. A range of building heights are permitted, up to a maximum of 6 storeys, to create a varied skyline.	N/A	The proposal is for a single storey development only. Stage 1 of the development provides a varied roof design.
	2. Building heights transition around the fringes of the centre to integrate the built form with adjacent residential areas.	YES	The proposal is only one storey in height, and therefore will not overshadowing or impact on the high density residential area proposed to the south of the site.
	3. Building heights and setbacks are related to street widths and functions to promote a comfortable urban scale of development.	YES	The proposal is considered to relate well to the width of the adjoining roads.
	4. Building heights take into account view lines and solar access to the	YES	The proposal, being only one storey in height, will not impact on

	public domain.		view lines or solar access to the public domain.
	5. Main and secondary streets are 20-25 metres wide to enable a clear relationship between retail uses.	YES	The adjoining DCP roads will be constructed in accordance with the required DCP widths.
	6. Streets and open spaces are defined by buildings that are generally built to the street edge, have a consistent street wall height and provide a continuous street frontage, particularly along the main street and fronting the town square.	YES	As part of stage 1, elements of the retail complex will be constructed with a zero front setback (i.e. to Pelican Road). Stage 2 of the proposal will include additional retail tenancies that will be built to the street boundary along both the Railway Terrace and Pelican Road frontages. As part of the future DA for stage 2, the applicant will be required to address those buildings adjoining the "town plaza".
	7. A high quality built form and energy efficient architectural design promotes a 'sense of place' and contemporary character for the Local Centre.	YES	The proposed building is a good quality design and is of a contemporary nature whilst promoting energy efficiency.
3.2.5 Transport	1. The Centre is pedestrian and public transport orientated with walking and cycling taking priority over vehicles.	NO	Users will be able to access the site from the railway station located immediately to the west of the site. Bicycle parking will also be available as part of the proposal. While many of the future residents to the south of the development (i.e. within the future high density residential units) are likely to walk to the centre, it is anticipated that the majority of customers will arrive by car.
	2. Rail transport is integrated with other transport modes through an efficient interchange.	YES	Schofields railway station has been completed and is located immediately opposite the subject site.
	3. The rail-bus interchange has direct pedestrian access to the main street and retail core.	YES	Schofields railway station and the bus interchange are within easy walking distance of the subject site.
	4. The railway station is an "anchor" attracting people to the centre and encouraging pedestrian movement and circulation within the centre.	YES	The development has been designed to cater for pedestrians movements between the railway station and the proposed retail development.
	5. The safety and security of the station is enhanced by integrating the station Precinct with the Local Centre and encouraging land uses that promote activity and surveillance around the station.	YES	The proposal will create activity close to the railway station, promoting casual surveillance around the station. Stage 2 of the proposal will also include additional retail tenancies that will be built to the street boundary along both the Railway Terrace and Pelican Road frontages.
	6. The street layout allows easy access to and within the Local Centre while allowing for regional traffic to by-pass the centre.	YES	The proposed development complies with the DCP road pattern. Pelican Road has been closed and as such, no longer fragments the Local Centre.