

Heads of Consideration	Comment	Complies
	A key outcome sought by the DPIE is the establishment of minimum and maximum densities for all residential areas that have been rezoned under the SEPP (i.e. density bands). Currently the planning controls nominate only a minimum density. This proposal will have a significant influence on the ultimate development capacity (i.e. yield) of the precincts. Following exhibition in mid 2017 and the receipt of many objections, the DPIE is still considering this matter and no final decision has been made. The timing of adoption is uncertain at this stage, as is the content of any amendments. There is no guarantee the exhibited controls will be adopted and made law. This site is within the Alex Avenue Precinct Local Centre zone and no dwelling density is mapped for this site. Thus this proposed instrument is not relevant to our assessment.	
(iii) Any development control plan (DCP)	The Growth Centre Precincts DCP applies to the site. The proposed development is compliant with the numerical controls established under the DCP. The ILP road pattern provides for the establishment of Jerralong Drive, and for Minerva Street within the subject site. Refer to further discussion below.	Yes.
(iii a) Any Planning Agreement	N/A	N/A
(iv) The regulations	The DA is compliant with Clause 92 with regard to demolition.	Yes
b. The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts on the locality	It is considered that the likely impacts of the development, including traffic, access, parking, design, bulk and scale, overshadowing, noise, privacy, waste management, flora and fauna, salinity, contamination, heritage, bushfire protection and stormwater management, can be satisfactorily addressed by way of conditions. With regard to the provision of excessive parking, this can be conditioned to be reduced to cater for the recommended minimum parking provision only. With regard to the visual impact of the designed internal private roads, more can be done to improve the ground treatment to make it more attractive for pedestrians/residents and to provide connection between pathways to each building. This will be dealt with by conditions. A site analysis was undertaken to ensure that the proposed development will have minimal impacts on surrounding properties. In view of the above, it is believed that the proposed development will not have any unfavourable social, economic or environmental impacts.	Yes subject to conditions
c. The suitability of the site for the development	The majority of the site is zoned B2 Local Zone with an 18.5 m building height limit under the Growth Centres SEPP. Shop top housing is permissible on the site with development consent. East of the site is land zoned RE1 Public Recreation, for a future public park which is separated from the site by the future Minerva Street.	Yes

Heads of Consideration	Comment	Complies
	The site has an area and configuration that is suited to this form of development. The design solution is based on sound site analysis. The site is located within the Schofields Local Centre, and is directly opposite the Schofields Railway Station and bus interchange.	
d. Any submissions made in accordance with this Act, or the regulations	The application was exhibited for comment for a period of 30 days as it is "nominated integrated development". No submissions were received from the public.	N/A
e. The public interest	The site is zoned for shop top housing and the proposal provides high quality housing stock and housing diversity, as well as commercial uses, including 8 retail units and a supermarket at ground and mezzanine level. The overriding public interest is considered satisfied.	Yes subject to conditions

2 State Environmental Planning Policy (State and Regional Development) 2011

Summary comment	Complies
The Sydney Central City Planning Panel (SCCPP) is the consent authority for all development with a capital investment value (CIV) of over \$20 million (being the CIV applicable for applications lodged but not determined prior to 1 March 2018 under Clause 23 transitional provisions of this SEPP). As this DA has a CIV of \$66 million, Council is responsible for the assessment of the DA and determination of the application is to be made by the Panel.	Yes

3 State Environmental Planning Policy (Infrastructure) 2007

Summary comment	Complies
The SEPP ensures that Roads and Maritime Services (RMS) is given the opportunity to comment on development nominated as 'traffic generating development' under Schedule 3 of the SEPP. The development was referred to RMS, which found the development acceptable and advised it had no objection provided that the proposed dwelling density and road layout plan is consistent with the Alex Avenue Precinct. We note that there is no dwelling density mapped for the site. The FSR is mapped at 3.5:1 and the proposal complies with this with a FSR at 2.33:1.	Satisfactory subject to conditions

4 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

Summary comment	Complies
The proposed development includes BASIX affected buildings and therefore requires assessment against the provisions of this SEPP, including BASIX certification. A BASIX Certificate was submitted with the Development Application in line with the provisions of this SEPP. The BASIX Certificate demonstrates that the proposal complies with the relevant sustainability targets and will implement those measures required by the certificate. This will be conditioned in any consent granted.	Yes

5 State Environmental Planning Policy No. 55 – Remediation of Land

Summary comment	Complies
SEPP 55 aims to 'provide a State-wide planning approach to the remediation of contaminated land'. Clause 7 requires a consent authority to consider whether the land is contaminated and if it is suitable or can be remediated to be made suitable for the proposed development, prior to the granting of development consent. The application is accompanied by a Phase 2 Contamination Assessment prepared by Sullivan Environmental Sciences Pty Ltd, dated 23 January 2017. The report stated that the site is considered suitable for a multi-storey residential land use. The report has been reviewed by our Environmental Health Officer who advised that the site can be made suitable for residential use. Conditions of consent are recommended to be imposed to ensure that if any contaminated soil is found on the site it is disposed of appropriately and supported by a final validation statement prior to any Occupation Certificate being issued. A final validation statement must be prepared by an EPA recognised geoscientist without any limitations in line with the National Environment Protection (Assessment of Site Contamination) Measure (NEPM) 1999 as amended 2013.	Satisfactory subject to conditions

6 Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River

Summary comment	Complies
The planning policies and recommended strategies under SREP 20 are considered to be met through the development controls of the Growth Centres SEPP.	Yes

7 State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

Summary comment
SEPP 65 applies to the assessment of Development Applications for residential flat buildings 3 or more storeys in height and containing at least 4 dwellings, including shop top housing, and also commercial buildings adjoining residential flat buildings and shop top housing. Clause 30 of SEPP 65 requires a consent authority to take into consideration: • advice (if any) obtained from the design review panel • design quality of the residential flat development when evaluated in accordance with the design quality

Summary comment

principles

- the Apartment Design Guide (ADG).

We do not have a design review panel.

The tables below provide comments on our assessment of the 9 design quality principles and details where the numerical guidelines of the Apartment Design Guide are not fully complied with.

7.1 Design quality principles

Principle	Control	Comment
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7.1.1 Design quality principles

The development satisfies the 9 design quality principles.

1. Context and neighbourhood character	Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions. Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.	The site is located in a greenfield context, within the Alex Avenue Precinct of the North West Growth Area. The surrounding locality proposes increased residential density as well as the creation of RE1 Public Recreation land on the adjoining site to the east. The site is within the Schofields Local Centre and opposite the Schofields Railway Station/bus interchange to the west of the site. The layout and design of the proposal responds well to the context of the site and is satisfactory with regard to the development standards and controls. The buildings have been architecturally designed and are considered compatible with the intended social, economic and environmental identity of this Precinct which is in transition.
2. Built form and scale	Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.	During a detailed review of the proposal by our consultant, Planning Ingenuity, in late 2018 fundamental issues were raised including the relationship of the building at street level, where a set of stairs was provided to descend down to the supermarket entry; the interface with ground floor tenancies and the street; the relationship of the ground level of Building E with the park opposite; the shortfall in communal open space; the building height exceedance and non-compliance with building separation. The amended plans have addressed each of these issues to the satisfaction of our design officers. The built form, height and scale of the proposed development have been resolved by a thorough evaluation of the site's surrounding context, topography and environmental characteristics, with

Principle	Control	Comment
		an emphasis on amenity for future residents, and for the provision of business uses at ground level which will provide for street activation opposite the future local park. The height of the buildings steps with the sloping topography of the site and variations to the maximum permitted height control is sought for the purpose of providing communal open space areas on the rooftop. The increases do not result in the creation of habitable space above the 18.5 m building height limit.
		The building façade design, combined with a range of different materials and aesthetics, have been applied to buildings across the site to provide further visual interest and to break up the bulk and scale of the built form.
3. Density	Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.	The proposal is for 229 apartments. The site is not mapped with a Dwelling Density control. It is mapped at an FSR of 3.5:1; the proposal has an FSR of 2.33:1 and thus complies. Each apartment has been designed to achieve a suitable level of amenity for residents. The proposed density and resulting population increase is consistent with that currently envisaged by the gazetted Growth Centre Precinct controls for this site. The proposal, including road construction (Minerva Street extension and widening of Railway Terrace), is consistent with the Alex Avenue Precinct ILP and seeks to deliver commercial and residential development that provides: • a new public road (Minerva Street) of sufficient capacity to provide street parking opportunities • access points to ground and basements for parking and waste collection. Bus services are available opposite, from Schofields Railway Station/bus interchange. Further opportunities for public bus routes will develop as the population increases.
4. Sustainability	Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for	The proposal is supported by BASIX Certificates. The commitments are incorporated into the design of the buildings. The proposal demonstrates satisfactory levels of sustainability, waste management and efficient use of energy

Principle	Control	Comment
	ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.	and water resources. Due to the site's location in the Local Centre, with nil setbacks to 3 street frontages, a deep soil zone is not able to be provided at ground level; it is co-located with communal open space, and extensive vegetation is provided within planter box configurations at the podium level and at the rooftop of each building, which includes small and medium sized trees, ground covers and small shrubs.
5. Landscape	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood. Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks. Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.	During detailed review of the proposal by Planning Ingenuity in late 2018 which raised fundamental issues, including the under-provision of communal open space, the Senior Architect and our design officers sought from the applicant compliance with the provision of communal open space with the Apartment Design Guide requirements. We requested additional provision of communal open space and landscaping at the podium levels, in addition to landscaping at ground level, and also required that communal open space be provided on each rooftop. We also requested a common room to be provided for the use of each building, given that the climatic conditions in this location, especially in mid-summer, limits the availability of the communal open space on the rooftops due to reduced comfort levels. To ensure all weather access for gathering areas to provide opportunity for social interaction amongst residents, common rooms are required to be provided. This has been conditioned. The amended landscape plans have addressed the significant shortfall that had existed in communal open space, and also addressed additional perimeter landscaping at the podium levels to improve the presentation of the building. The landscape plan submitted with the amended proposal incorporates a variety of plantings which contribute to the amenity of the development, includes soft and hard landscaping, and provides for communal open space areas on each rooftop, and for an additional communal open space area at Level 2 between Buildings A and B. In addition, at ground level a through-site connection is landscaped and extends between the buildings from Railway Terrace through to Jerralong Drive and Minerva Street. This is to enable clear pedestrian access and wayfinding from the public domain to

Principle	Control	Comment
		the retail premises located at the ground level of the buildings, and also offers clear connections through the site to the SP2 zoned land to the north, and the RE1 future public park located to the east which faces the site's Minerva Street frontage. The amended design has provided for suitable screening of the building at the podium level. The additional areas of communal open space, provided at Level 2 of Buildings A and B, have screen fencing to provide privacy to residential units. The design includes 2 landscaped areas for children to play, with soft fall surfaces, and street tree planting along 3 sides of the development which provides for 18 trees to be planted along the 3 street frontages. The amended landscape proposal was examined by our Senior Architect and he advised on 23 January 2019 that communal open space provision on each rooftop and at Level 2 was satisfactory as it provides useable areas, water features, 2 kids play areas, built-in furniture, BBQs, timber decks, large format paving, soft fall and turfed areas, and shade sails and pergolas for shade. This will provide open spaces for residents with easy access to a variety of different environments for recreation, relaxation and entertaining, with adequate shade, and BBQ facilities within each rooftop communal open space area and for communal open space at Level 2 of Buildings A and B. A unit in each building will be required to be deleted in order to provide for an area of approximately 80 m2 for the purpose of providing a common room for the use of residents in each building. Unit B203 which is adjacent to the Level 2 communal open space area is suitable for this purpose, and could be shared by Buildings A and B, and a unit can be set aside in Buildings C, D and E for this purpose. This amendment will be conditioned.
6. Amenity	Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident wellbeing. Good amenity combines appropriate room dimensions and shapes, access to	The design of the proposal provides an acceptable level of amenity which is achieved through a carefully considered spatial arrangement and layout. The amended proposal is supported as it achieves a suitable level of amenity through appropriate room dimensions

Principle	Control	Comment
	sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.	and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, outlook, efficient layouts and service areas. A high level of residential amenity will be achieved within this development: - 70% of units will achieve cross-ventilation - 77% of units will achieve a minimum of 2 hours of sunlight on 21 June
		- Only 5% of units are within the category of receiving 0% daylight access (the ADG sets a maximum of 15% permitted) The proposal is designed with suitable consideration for solar access to habitable rooms, private open space and communal open space areas. This is considered to be appropriate given the adjoining site to the south is also capable of additional future redevelopment, as any overshadowing caused by the building height exceedances for plant and equipment on the rooftops fall within the development site. Common rooms are to be incorporated into the design given that this is a high density development. This is to ensure that there are gathering areas available for residents and visitors that can be used regardless of the weather conditions in the communal open spaces located on the rooftops.
7. Safety	Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety. A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.	The proposal is satisfactory in terms of future residential occupants overlooking communal open spaces while maintaining privacy. The communal open space area on Level 2 of Buildings A and B includes 1.8 m high fencing on both sides of the space to provide privacy to both residents enjoying this space and in the units which look onto this space. District views from the rooftops will look over the public domain, including the SP2 zoned land to the north and the future public park to the east. The primary communal open space areas are located on each rooftop of Buildings A - E, and are suitably located to maximise the opportunity for solar access useability.
8. Housing diversity and social interaction	Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and	The proposal consists of a mix of dwellings which are responsive to anticipated market and demographic

Principle	Control	Comment
	household budgets. Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.	demands. The proposal provides additional housing choice very close to public transport and within the Schofields Local Centre. The proposal provides housing diversity with an appropriate mix of 1 bedroom (15%), 2 bedroom (79%) and 3 bedroom (6%) apartments.
9. Aesthetics	Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures. The visual appearance of a well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.	The proposed development is considered to be appropriate in terms of the composition of building elements (textures, materials, finishes and colours) and reflect the use, internal design and structure of the 5 buildings proposed. The facades have been designed to include 'designed' breaks to reduce the length of each building which, when combined with face brick and rendered/painted finishes and aluminium screening elements, ensure well-designed buildings. The buildings are broken up into distinct sections to create focal points and break up the scale of the buildings. This is supported by a combination of vertical and horizontal elements which reinforce the steps in the buildings, provide physical breaks in the facades and deep recesses to provide visual relief and interest. The contemporary design for both the commercial/retail and residential portions of the buildings assists in setting a suitable appearance for the transitioning character of this locality and creates a desirable streetscape. It also provides for adequate activation of the street, with well planned entries and pedestrian connections into the 8 retail units at ground floor level within Buildings C, D and E, and into the supermarket which is accessed at ground level from Railway Terrace, and comprises 2,050 m² within Buildings A and B.

7.2 Compliance with Apartment Design Guide (ADG)

ADG requirement	Proposal	Compliance
We have assessed the amended application against the relevant provisions of the ADG and the table below only identifies where compliance is not fully achieved. It is compliant with all other matters under the ADG.		

ADG requirement		Proposal	Compliance
Controls			
3D Communal and public open space	Direct and equitable access. If communal open space cannot be located on Ground level, provide on the podium or roof. If communal open space can't be achieved, provide on rooftop, or a common room, provide larger balconies, or demonstrate proximity to public open space and facilities.	Communal open space is only provided on each rooftop, and on 1 podium level. It is not provided at ground level and common rooms have not been provided. Given the size of the development, spread over 5 separate buildings which will be under the control of a strata management body, a common room is required to be provided in each building, of an area of approximately 80 m². This is to ensure that all weather access to communal space can be enjoyed by all residents, and that there is a suitable location in each building for the regular meetings of the strata management body.	No, but conditions are intended to address common room provision
4H Acoustic privacy	Noise sources from garage doors, driveways, services, communal open space and circulation areas to be 3 m from bedrooms. Provide double/acoustic glazing, acoustic seals and materials with low noise penetration.	Communal open space areas on Level 2 of Buildings A and B are located near units. 1.8 m high fencing has been used to screen this area. An Acoustic Report has been provided, but only in relation to the adjacent railway corridor. It does not address noise from plant and equipment. An additional acoustic assessment will be required to address noise emissions in relation to plant and equipment and retail operations within the development.	Conditioned, including hours of access. Conditioned
4J Noise and pollution	In noisy or hostile environments, the impacts of external noise and pollution are to be minimised through the careful siting and layout of buildings. To mitigate noise transmission: Limit the number and size of openings facing the noise sources. Use double or acoustic glazing, acoustic louvres or enclosed balconies (winter gardens). Use materials with mass and/or sound insulation (e.g. solid balcony balustrades, external screens or soffits).	The layout of the development considers potential noise and pollution impacts and is satisfactory. However, the applicant has not addressed the acoustic impact of plant and equipment. The applicant provided an acoustic report which related only to the potential noise from the rail corridor, which Sydney Trains reviewed and provided comments. We have imposed a condition for an additional acoustic report to be provided.	No, subject to condition
3J Bicycle and car parking	Excessive parking proposed, far in excess of the RMS guidelines for developments of this scale close to	288 proposed car parking spaces are not required for this development and we recommend their deletion. An excessive	No, but can comply subject to a deferred commencement

ADG requirement		Proposal	Compliance
	a railway station.	provision does not fulfil the implied objectives of the State Government's 2056 Transport Plan to promote the reduction in car dependability.	condition to delete the excess parking
3D and 3E Deep soil zone	The standard is to provide 15% of the site as deep soil zone but this is not possible in a B2 Business Zone. Objective 3E-1 however acknowledges that achieving this design criteria may not be possible at ground level in a business district.	Objective 3E of the ADG is that it can be co-located with communal open space. This is done at the podium and rooftop levels of these buildings. This is a common approach in Business zones where ground areas are taken up by shops, parking and loading docks.	No, but acceptable in the circumstances and subject to conditions
4W-2 and 4S-2 Security	Resident security for parking and lift access.	There is concern that some of the basement levels do not separate access to residential parking areas from commercial parking. Security to residents and where storage is permitted. At the same time visitors and communal use in the car park must be able to move freely through the basement	No, but subject to conditions for secure basement access to resident parking is to be clearly shown on the plans as a deferred commencement condition.

8 Central City District Plan 2018

Summary comment	Complies
While the Act does not require consideration of District Plans in the assessment of Development Applications, the DA is consistent with the following overarching planning priorities of the Central City District Plan: Liveability - Improving housing choice - Improving housing diversity and affordability - Improving access to jobs and services - Creating great places	Yes

9 State Environmental Planning Policy (Sydney Region Growth Centres) 2006

Summary comment
We have assessed the DA against the relevant provisions and the table below only identifies where compliance is not fully achieved. It is compliant with all other matters under <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>.

Summary comment

Controls within Appendix 4 – Alex Avenue Precinct Plan 2010 of the SEPP

Part 4 Principal development standards

Cl. 4.3 Height of buildings Maximum 18.5 m	The proposed development has a building height of up to 19.5 m to part of the roofline and parapet, and up to 23.1 m to the lift structures, as measured from the ground levels created by the new roads (Jerralong Avenue under construction; Minerva Street to be constructed). The maximum breach to this development standard is 4.6 m. The applicant has submitted a request to vary this development standard under Clause 4.6 of the Growth Centres SEPP. The proposal has minor point encroachments, only for lift overruns, stair access areas and part of the roof and shade structures associated with the communal open space areas located on each rooftop. This building height exceedance does not result in the creation of any habitable space. The proposed overall building height and extent of variation for each building is as follows: <table> <tr> <th>Building</th> <th>Height</th> <th>Exceedance</th> <th>Variation</th> </tr> <tr> <td>A</td> <td>21.13 m</td> <td>2.63 m</td> <td>14.0%</td> </tr> <tr> <td>B</td> <td>22.63 m</td> <td>4.13 m</td> <td>22.0%</td> </tr> <tr> <td>C</td> <td>22.41 m</td> <td>3.91 m</td> <td>21.0%</td> </tr> <tr> <td>D</td> <td>23.10 m</td> <td>4.60 m</td> <td>24.8%</td> </tr> <tr> <td>E</td> <td>22.51 m</td> <td>4.01 m</td> <td>21.6%</td> </tr> </table> The buildings have been designed to respond to the topography of the site and have been appropriately situated across the site to reflect the slope of the site and to coordinate with the levels of the existing and future roads, including internal laneways. This includes ensuring that the levels of the ground floor commercial units which front onto Jerralong Drive and Minerva Street, and the supermarket which is accessed from the Railway Terrace frontage, are afforded an appropriate amount of accessibility and connectivity from the public domain into the site given their relationship with the new roads and laneway levels.	Building	Height	Exceedance	Variation	A	21.13 m	2.63 m	14.0%	B	22.63 m	4.13 m	22.0%	C	22.41 m	3.91 m	21.0%	D	23.10 m	4.60 m	24.8%	E	22.51 m	4.01 m	21.6%	No. The applicant seeks to vary this control. Refer to Section 7 of Assessment Report and attachments 7 and 8.
Building	Height	Exceedance	Variation																							
A	21.13 m	2.63 m	14.0%																							
B	22.63 m	4.13 m	22.0%																							
C	22.41 m	3.91 m	21.0%																							
D	23.10 m	4.60 m	24.8%																							
E	22.51 m	4.01 m	21.6%																							
Cl. 4.6 Exceptions to development standards	The applicant has submitted a Clause 4.6 variation statement in support of the variation to height, which is provided at attachment 7. The building height exceedances referenced by the applicant are measured from the ground levels created by the new roads and internal laneways.	The Clause 4.6 request is satisfactory in the circumstances of the case.																								
Cl. 5.1 Relevant acquisition authority	The site is affected by road widening and contains roads shown on the Indicative Layout Plan. In late 2017, Civil Assets resolved that there would be 2 areas of the site that would need to be set aside by the applicant for road construction and dedication: 1. A portion of 192 m² which fronts onto Railway Terrace. This is required for road widening and has a varying width of 4.82 m to 5.13 m. 2. A portion of 882 m² for the extension of Minerva Street so it can connect onto Jerralong Drive.	Satisfactory, subject to conditions																								

Summary comment

Council's Engineering Branch advised that conditions of consent are to be imposed requiring these 2 areas to be constructed and dedicated as public roads. The applicant has provided a subdivision plan which reflects this. The applicant is responsible for completing and dedicating its new public roads to Council.

We note that the half road of Minerva Street within the site, located adjacent to the future public park, is shown as mapped in the SEPP for acquisition by Council.

10 Blacktown City Council Growth Centre Precincts Development Control Plan 2018 (Growth Centre DCP)

Summary comment

We have assessed the DA against the relevant provisions and the table below only identifies where compliance is **not fully achieved**.

It is compliant with all other matters under the Blacktown City Council Growth Centre Precincts Development Control Plan 2018 (Growth Centre DCP).

10.1 Part 5.0 – Centres Development Controls (from main body of DCP)

10.1.1 Specific Local Centre development controls for shop-top housing

DCP requirement	Proposal	Complies
Key controls for local centre development		
5.2.4 Acoustic and visual privacy	Internal layout of residential buildings, window openings, location of courtyards and balconies, and building plant to be designed to minimise noise impacts. The DA is accompanied by an acoustic assessment prepared by Rodney Stevens Acoustics, entitled Rail Noise and Vibration Impact Assessment, which is limited to addressing the rail noise and vibration impacts from the R1 Western Line on the amenity of the proposed development. This assessment was referred to Transport for NSW which has provided a condition requiring an additional acoustic assessment to be submitted to demonstrate compliance with DPIE document 'Development Near Rail Corridors and Busy Roads – Interim Guidelines'. This additional acoustic assessment will also address noise emissions in relation to plant and equipment within the development.	Satisfactory subject to conditions