

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
<b>Part 1 - Introduction</b>			
<b>3.0</b>	<b>Notification Requirements</b>		
	<p>Mixed use development and shop top housing.</p> <p>Notification Period = 14 days</p> <ul style="list-style-type: none"> <li>- Letters to adjoining owners.</li> <li>- Advertise in local newspaper.</li> <li>- Notice on site.</li> </ul>	<p>The subject application was notified for a period of 14 days between 8 August 2017 and 27 August 2017.</p> <p><b>Four (4) submissions</b> were received, objecting to the proposal. A copy of the submissions received are provided at <b>Attachment 8</b>.</p> <p>Refer to commentary within the body of the report under the Section <i>Public Comment</i>.</p>	Yes
<b>Part 4 – Residential Flat Buildings</b>			
<b>1.0</b>	<b>Introduction</b>		
	This part applies to residential flat building development.		Noted
<b>2.0</b>	<b>Built Form</b>		
<b>2.1</b>	<b>Site Area</b>		
D1	A residential flat building development shall have a minimum site area of 1000m <sup>2</sup> and a street frontage of 20 metres in the B4 Zone or 26 metres in the R4 Zone.	The site area is 5,800m <sup>2</sup> , and has a frontage of 25.71 metres to Auburn Road, a frontage of 124.32 metres to Queen Street, a frontage of 79.37 metres to Harrow Road, and a frontage of 12.94m to Mary Street.	Yes
D2	Where lots are deep and have narrow street frontages the capacity for maximising residential development is limited. Two or more sites may need to be amalgamated to provide a combined site with sufficient width for good building design.	<p>The subject development landlocks / isolates the adjoining sites at 43 &amp; 45 Auburn Road, Auburn, which has a combined site area of 403.7m<sup>2</sup> and frontage to Auburn Road of 12.19m.</p> <p>No evidence of reasonable offers based on independent valuation/s have been submitted, nor have concept plans been submitted, which demonstrate that orderly and economic use and development of the adjoining sites can be achieved.</p> <p><b>Note:</b> A 5-6 storey commercial development has been depicted within 3D massing diagrams, however, by virtue of the limited building separation provided by the subject development, no residential can be accommodated on 43 and 45 Auburn Road, Auburn. Furthermore, an understanding of parking and vehicular access for a future development at 43 &amp; 45 Auburn Road, Auburn, has not been provided.</p>	No
<b>2.2</b>	<b>Development Controls</b>		
D1	The built upon area shall not exceed 50% of the total site area.	Not Applicable. Refer to the Built Form Controls under Part 8 of the Auburn	N/A

Auburn Development Control Plan 2010			
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D2	The non-built upon area shall be landscaped and consolidated into one communal open space and/or a series of courtyards.	DCP 2010.	
<b>2.3</b>	<b>Building Envelope</b>		
D1	Council may consider a site specific building envelope for certain sites, including: <ul style="list-style-type: none"> <li>• Double frontage sites;</li> <li>• Sites facing parks;</li> <li>• Sites adjoining higher density zones; and</li> <li>• Isolated sites.</li> </ul>		Noted
D2	The maximum building footprint dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 45m for sites up to 3,000m <sup>2</sup>	Not Applicable. Refer to the Built Form Controls under Part 8 of the Auburn DCP 2010.	N/A
D3	The tower component of any building above the podium or street wall height is to have a maximum floor plate of 850m <sup>2</sup> .	The Residential Tower 1 is maintained to 1118.7m <sup>2</sup> to 1243.4m <sup>2</sup> .  The Residential Tower 2 is maintained to 716.1m <sup>2</sup> to 853.2m <sup>2</sup> .	No
<b>2.4</b>	<b>Setbacks</b>		
<b>2.4.1</b>	<b>Front Setback</b>		
D1	The minimum front setback shall be between 4 to 6m (except for residential flat development in the B1 and B2 zones) to provide a buffer zone from the street where residential use occupies the ground level.	Not Applicable. Refer to the Setback Controls under Part 8 of the Auburn DCP 2010.	N/A
D2	Where a site has frontage to a lane, the minimum setback shall be 2m, however, this will vary depending on the width of the lane.		N/A
D3	Where a new building is located on a corner, the main frontage shall be determined on the existing streetscape patterns. Where the elevation is determined as the 'secondary' frontage, the setback may be reduced to 3m except where it relates to a primary frontage on that street.	Not Applicable. Refer to the Setback Controls under Part 8 of the Auburn DCP 2010.	N/A
D4	Front setbacks shall ensure that the distance between the front of a new building to the front of the building on the opposite side of the street is a minimum of 10m for buildings up to 3 storeys high. For example, a 2m front setback is required where a 6m wide laneway is a shareway between the front of 2 buildings. Where a footpath is to be incorporated a greater setback shall be required.		
D5	All building facades shall be articulated by bay windows, verandahs, balconies and/or blade walls. Such articulation	The proposed residential towers are articulated by verandahs, balconies and blade walls.	Yes

Auburn Development Control Plan 2010			
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	elements may be forward of the required building line up to 1m.		
D6	In all residential zones, levels above 4 storeys are to be setback for mid-block sites.		N/A
2.4.2	Side Setback		
D1	In all residential zones, buildings shall have a side setback of at least 3 metres.		N/A
D2	Eaves may extend a distance of 700mm from the wall.		N/A
2.4.3	Rear Setback		
D1	Rear setbacks shall be a minimum of 10m from the property boundary.	Not Applicable. Refer to the Setback Controls under Part 8 of the Auburn DCP 2010.	N/A
D2	Where there is a frontage to a street and a rear laneway the setback to the rear laneway shall be a minimum of 2m.		
D3	Where a building is an L or T shape with the windows facing side courtyards the rear setback shall be a minimum of 2m.		
2.4.4	Haslam's Creek Setback		
	Not Applicable.		N/A
2.4.5	Setbacks at Olympic Drive, Lidcombe		
	Not Applicable.		N/A
2.5	Building Depth		
D1	The maximum depth of a residential flat building shall be 24m (inclusive of balconies and building articulation but excluding architectural features).	The maximum building depth is 22.8 metres.	Yes
2.6	Floor to Ceiling Heights		
D1	The minimum floor to ceiling height shall be 2.7m. This does not apply to mezzanines.	Adequate information has not been provided to determine what the proposed floor to ceiling heights are.  <b>Note:</b> The Section Plans only identify the floor to floor heights between storeys.	<b>Council is Unable to Determine Compliance</b>
D2	Where there is a mezzanine configuration, the floor to ceiling height may be varied.		N/A
2.7	Head Height of Windows		
D1	The head height of windows and the proportion of windows shall relate to the floor to ceiling heights of the dwelling.	Not Applicable. Refer to Section 4A under the ADG Assessment.	N/A
D2	For storeys with a floor to ceiling height of 2.7m, the minimum head height of windows shall be 2.4m.		
D3	For storeys with a floor to ceiling height of 3m, the minimum head height of windows shall be 2.7m.		
2.8	Heritage		
D1	All development adjacent to and/or adjoining a heritage item shall be:  ▪ Responsive in terms of the curtilage and design;	The site is not heritage listed, however, is located within the vicinity of 3 heritage items, which are as follows:-  • 54 Queen Street Auburn – Auburn Ambulance Station;	Yes

Auburn Development Control Plan 2010			
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	<ul style="list-style-type: none"><li>Accompanied by a Heritage Impact Statement; and</li><li>Respectful of the building's heritage significance in terms of the form, massing, roof shapes, pitch, height and setbacks.</li></ul>	<ul style="list-style-type: none"><li>8-10 Mary Street, Auburn – <i>Dwelling</i>; and</li><li>4 Auburn Road, Auburn – <i>Jack Lang Plaque</i>.</li></ul> <p>The Development Application was reviewed by Council's Heritage advisor, who raised no objections to the proposal.</p>	
2.9	Building Design		
2.9.1	Materials		
D1	All developments shall be constructed from durable, high quality materials.	The material palette is made up of durable, high quality materials.	Yes
2.9.2	Building Articulation		
D1	Windows and doors in all facades shall be provided in a balanced manner and respond to the orientation and internal uses.	The proposed openings are provided in a balanced manner, responding the orientation and internal uses.	Yes
D2	Dwelling entrances shall create a sense of individuality and act as a transitional space between private and communal spaces. Entrances shall be clearly articulated and identifiable from the street through use of address signage, lighting, canopies and/or architectural statements.	Separate residential entries, distinguished from the commercial component of the development have not been designed.	No
D3	Elevations shall provide for variation and depth rather than relying on front façade treatment only. Varied massing projections and recesses shall be used to create a sense of articulation and depth.	Elevations are provided with varied depth.	Yes
2.9.3	Roof Form		
D1	Roof forms shall be designed in a way that does not add unnecessary height and bulk to the building.	Blade / fin walls have been designed to the 14 storey residential tower, which add unnecessary height to the development.	No
2.9.4	Balustrades and balconies		
D1	Balustrades and balconies shall be designed to maximise views of the street.	The proposed balustrades and balconies maximise views to the streets.	Yes
	The design of the underside of the balcony shall take into consideration the view of the underside from the street and shall avoid having exposed pipes and utilities.	Can be a condition of Consent.	Can be Conditioned
D2	Opaque glazing and/or masonry for balustrading and balconies is encouraged.	Can be a condition of Consent.	Can be Conditioned
D3	Clear glazing for balustrading and balconies is prohibited.		
2.10	Dwelling Size		
D1	The size of the dwelling shall	Not Applicable. Refer to Section 4D	N/A

Auburn Development Control Plan 2010			
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	<p>determine the maximum number of bedrooms permitted.</p> <p><b>Maximum number of bedrooms</b>  <b>Minimum dwelling size</b>            Studio 50m<sup>2</sup>            1 bedroom (cross through) 50m<sup>2</sup>            1 bedroom (maisonette) 62m<sup>2</sup>            1 bedroom (single aspect) 63m<sup>2</sup>            2 bedrooms (corner) 80m<sup>2</sup>            2 bedrooms (cross through or over) 90m<sup>2</sup>            3 bedrooms 115m<sup>2</sup>            4 bedrooms 130m<sup>2</sup></p>	under the ADG Assessment.	
D2	At least one living area shall be spacious and connect to private outdoor areas.	All living areas connect to the private outdoor areas.	Yes
<b>2.11</b>	<b>Apartment Mix and Flexibility</b>		
D1	<p>A variety of apartment types between studio, one, two, three and three plus-bedroom apartments shall be provided, particularly in large apartment buildings.</p> <p>Variety may not be possible in smaller buildings, for example, up to six units.</p>	<p>The proposed development maintains the following unit mix:-</p> <ul style="list-style-type: none"> <li>• 27 x 1 bedroom units;</li> <li>• 206 x 1 bedroom units; and</li> <li>• 12 x 3 bedroom units.</li> </ul> <p>The proposed development is considered to provide an acceptable unit mix.</p>	Yes
D2	<p>The appropriate apartment mix for a location shall be refined by:</p> <ul style="list-style-type: none"> <li>▪ Considering population trends in the future as well as present market demands; and</li> <li>▪ Noting the apartment's location in relation to public transport, public facilities, employment areas, schools and universities and retail centres.</li> </ul>		
D3	A mix of one (1) and three (3) bedroom apartments shall be located on the ground level where accessibility is more easily achieved for disabled, elderly people or families with children.		
D4	The possibility of flexible apartment configurations, which support future change to optimise the building layout and to provide northern sunlight access for all apartments, shall be considered.	Some flexibility is provided within the apartment configurations.	Yes
D5	Robust building configurations which utilise multiple entries and circulation cores shall be provided especially in larger buildings over 15m long.	Multiple entries and circulation cores have been designed.	Yes
D6	Apartment layouts which accommodate the changing use of rooms shall be provided.	The proposed apartment layouts accommodate the changing use of rooms.	Yes

Auburn Development Control Plan 2010			
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D7	Structural systems that support a degree of future change in building use or configuration shall be used.	The proposed design supports a degree of change in building use and configuration.	Yes
3.0	Open Space and Landscaping		
3.1	Development Application Requirements		
	A landscape plan shall be submitted with all development applications for residential flat buildings.	A landscape plan has been submitted with the subject Development Application.	Yes
3.2	Landscaping		
D1	If an area is to be paved, consideration shall be given to selecting materials that will reduce glare and minimise surface run-off.	The material schedule does not include the material for paving.	Council is Unable to Determine Compliance
D2	All landscaped podium areas shall maintain a minimum soil planting depth of 600mm for tree provision and 300mm for turf provision.	Can be a condition of Consent.	Can be Conditioned
3.3	Deep Soil Zone		
D1	A minimum of 30% of the site area shall be a deep soil zone.	Not Applicable. Refer to Part 3E under the ADG Assessment.	N/A
D2	The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building.		
D3	Deep soil zones shall have minimum dimensions of 5m.		
D4	Deep soil zones shall not include any impervious (hard) surfaces such as paving or concrete.		
3.4	Landscape Setting		
D1	Development on steeply sloping sites shall be stepped to minimise cut and fill.	Cut and fill has been minimised where possible with the development.	Yes
D2	Existing significant trees shall be retained within the development.	No trees are proposed to be removed.	N/A
D3	The minimum soil depth for terraces where tree planting is proposed is 800mm.	Can be a condition of Consent.	Can be Conditioned
D4	Applicants shall demonstrate that the development will not impact adversely upon any adjoining public reserve or bushland.		N/A
D5	Residential flat buildings shall address and align with any public open space and/or bushland on their boundary.		N/A
D6	All podium areas and communal open space areas, which are planted, shall be provided with a water efficient irrigation system.	Can be a condition of Consent.	Can be Conditioned
3.5	Private Open Space		
D1	Private open space shall be provided for each dwelling in the form of a balcony, roof terrace or, for dwellings on the ground floor, a courtyard.	All dwellings are afforded a private open space area.	Yes
D2	Dwellings on the ground floor shall be provided with private open space that has a minimum	Not Applicable. Refer to Part 4E under the ADG Assessment.	N/A



Auburn Development Control Plan 2010			
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	area of 9m2 and a minimum dimension of 2.5m.		
D3	Dwellings located above ground level shall be provided with a balcony or roof terrace that has a minimum area of 8m2 and a minimum dimension of 2m.		
D4	Balconies may be semi enclosed with louvres and screens.		Noted
D5	Private open space shall have convenient access from the main living area.	All private open space areas are accessed from the main living areas.	Yes
D6	Part of the private open space shall be capable of serving as an extension of the dwelling for relaxation, dining, recreation, entertainment and children's play.	The private open space areas are designed as an extension of the dwelling.	Yes
D7	Additional small, screened service balconies may be provided for external clothes drying areas and storage.		Noted
D8	Private open space and balconies shall take advantage of mid to long distance views where privacy impacts will not arise.	Refer to Part 3F under the ADG Assessment related to Building Separation, to which, concerns are raised regarding visual privacy.	No
3.6	Communal Open Space		
D1	Communal open space shall be useable, and where possible have a northern aspect and contain a reasonable proportion of unbuilt upon (landscaped) area and paved recreation area.	The proposed communal open space areas are usable, with a northern orientation.	Yes
D2	The communal open space area shall have minimum dimensions of 10m.		Noted
3.7	Protection of Existing Trees		
D1	Building structures or disturbance to existing ground levels shall not be within the drip line of existing significant trees to be retained.	The existing trees along Harrow Road are proposed to be retained.	Yes
D2	Existing trees are to be retained and integrated into a new landscaping scheme, wherever possible. Suitable replacement trees are to be provided if existing trees cannot be retained.  <b>Note:</b> For additional requirements, applicants shall refer to the Tree Preservation Part of this DCP.		
3.8	Biodiversity		
	The planting of indigenous species shall be encouraged.	Council's Landscape Architect has raised concerns with the species of trees proposed as follows:-  • The indicative species list submitted with the Development Application identifies the following Street trees:-  ○ Platanus x hybrid - London Plane Tree - 20m x 10m	No

Auburn Development Control Plan 2010			
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		<ul style="list-style-type: none"> <li>○ Lophostemon confertus - Brush Box - 15m x 10m</li> <li>○ Tristaniopsis laurina - 'Luscious' Water Gum - 9m x 5m</li> </ul> <p>These species do not correlate with the physical characteristics recommended by the Pedestrian and Wind Environment Statement. Furthermore, the proposed location of these tree species has not been identified on the submitted Landscape Plans.</p>	
<b>3.9</b>	<b>Street Trees</b>		
D1	Driveways and services shall be located to preserve existing significant street trees.	The proposed driveways and services do not impact upon the existing street trees within Harrow Road.	Yes
D2	<p>Additional street trees shall be planted at an average spacing of 1 per 10 lineal metres of street frontage.</p> <p><b>Note:</b> Where a site has more than one street frontage, street tree planting shall be applied to all street frontages, excluding frontage to laneways.</p>	Council's Landscape Architect has requested additional street trees be planted, to improve the pedestrian experience along Queen Street.	Can be Conditioned
<b>4.0</b>	<b>Access and Car Parking</b>		
<b>4.1</b>	<b>Access and Car Parking Requirements</b>		
	Applicants shall consult the Parking and Loading Part of this DCP.		Noted
<b>4.2</b>	<b>Basements</b>		
D1	Where possible, basement walls shall be located directly under building walls.	The proposed basement walls are designed mostly under the walls of the building.	Yes
D2	A dilapidation report shall be prepared for all development that is adjacent to sites which build to the boundary.	Can be a condition of Consent.	Can be Conditioned
D3	Basement walls not located on the side boundary shall have minimum setback of 1.2m from the side boundary to allow planting.	The proposed basement walls are located to side property boundaries, apart from where easements are located.	N/A
D4	Basement walls visible above ground level shall be appropriately finished (such as face brickwork and/or render) and appear as part of the building.	The proposed basement walls are not visible above ground level.	N/A
<b>5.0</b>	<b>Privacy and Security</b>		
<b>5.1</b>	<b>Privacy</b>		
D1	Buildings shall be designed to form large external courtyards with a minimum distance of 10 to 12m between opposite windows of habitable rooms.	Not Applicable. Refer to Part 3F under the ADG Assessment related to Building Separation.	N/A
D2	Windows to living rooms and main	Refer to Part 3F under the ADG	<b>No</b>



Auburn Development Control Plan 2010			
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	bedrooms shall be oriented to the street and to the rear, or to the side when buildings form an 'L' or 'T' shape. Where it is impracticable to locate windows other than facing an adjoining building, the windows should be off-set to avoid a direct view of windows in adjacent buildings.	Assessment related to Visual Privacy, to which, concerns are raised regarding visual privacy between the proposed residential towers.	
D3	Site layout and building design shall ensure that windows do not provide direct and close views into windows, balconies or private open spaces of adjoining dwellings.		
D4	Views onto adjoining private open space shall be obscured by: <ul style="list-style-type: none"><li>▪ Screening that has a maximum area of 25% openings, shall be permanently fixed and made of durable materials; or</li><li>▪ Existing dense vegetation or new planting.</li></ul>		
5.2	Noise		
D1	<p>For acoustic privacy, buildings shall:</p> <ul style="list-style-type: none"><li>▪ Be designed to locate noise sensitive rooms and private open space away from the noise source or by use of solid barriers where dwellings are close to high noise sources;</li><li>▪ Minimise transmission of sound through the building structure and in particular protect sleeping areas from noise intrusion; and</li><li>▪ All shared floors and walls between dwellings to be constructed in accordance with noise transmission and insulation requirements of the BCA.</li></ul> <p><b>Note:</b> For development within or adjacent to a rail corridor, or major road corridor with an annual average daily traffic volume of more than 40,000 vehicles, applicants must consult <i>State Environmental Planning Policy (Infrastructure) 2007</i> and the NSW Department of Planning's <i>Development Near Rail Corridors and Busy Roads – Interim Guidelines, 2008</i>.</p>	Refer to Part 4H-1 under the ADG Assessment related to Acoustic Privacy, to which concerns are raised.	No
5.3	Security		
D1	Shared pedestrian entries to	Can be a condition of Consent.	Can be

Auburn Development Control Plan 2010			
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	buildings shall be lockable.		Conditioned
D2	Ensure lighting is provided to all pedestrian paths, shared areas, parking areas and building entries.	Can be a condition of Consent.	Can be Conditioned
D3	High walls which obstruct surveillance are not permitted.	No high walls are proposed which obstruct surveillance.	Yes
D4	The front door of a residential flat building shall be visible from the street.	Separate residential entries, distinguished from the commercial component of the development have not been designed.	No
D5	Buildings adjacent to public streets or public spaces should be designed so residents can observe the area and carry out visual surveillance. At least one window of a habitable room should face the street or public space.	The subject development has been designed to allow residents to observe public spaces.	Yes
D6	A council approved street number should be conspicuously displayed at the front of new development or the front fence of such development.	Can be a condition of Consent.	Can be Conditioned
D7	Fences higher than 900mm shall be of an open semitransparent design.		N/A
D8	Balconies and windows shall be positioned to allow observation of entrances.	The proposed balconies maximise allow observation of entrances.	Yes
D9	Proposed planting must not obstruct the building entrance from the street or sightlines between the building and the street frontage.	The proposed planting does not obstruct sightlines.	Yes
D10	Blank walls facing a rear laneway should be avoided to discourage graffiti.		N/A
D11	Pedestrian and vehicular entrances must be designed so as to not be obstructed by existing or proposed plantings.	Sightlines are maintained between the street and the building entrances.	Yes
D12	If seating is provided in communal areas of a development it should generally only be located in areas of active use where it will be regularly used.		Noted
D13	Buildings adjacent to streets or public spaces shall be designed to allow casual surveillance over the public area.	The subject development has been designed to allow casual surveillance over public areas.	Yes
D14	Ground floor apartments may have individual entries from the street.		N/A
D15	Residential flat buildings adjoining a park or public open space shall be treated like a front entrance/garden for the length of the park. Refer to Figure 4 - Park frontage in Section 10.0.		N/A
5.4	<b>Fences</b>		
	Not Applicable.		N/A
6.0	<b>Solar Amenity and Stormwater Reuse</b>		
6.1	<b>Solar Amenity</b>		
D1	Solar collectors proposed as part of a new development shall have unimpeded solar access between 9:00am to 3:00pm on June 21.	Solar collectors are not proposed to the development.	N/A
	Solar collectors existing on the	Adequate information has not been	<b>Council is</b>

Auburn Development Control Plan 2010			
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	<p>adjoining properties shall not have their solar access impeded between 9:00am to 3:00pm on June 21.</p> <p>Where adjoining properties do not have any solar collectors, a minimum of 3m<sup>2</sup> of north facing roof space of the adjoining dwelling shall retain unimpeded solar access between 9:00am to 3:00pm on June 21.</p> <p><b>Note:</b> Where the proposed development is located on an adjacent northern boundary this may not be possible.</p>	<p>provided to determine if adjoining properties are affected to the extent that the proposal reduces solar access beyond that to achieve compliance with the standards listed.</p> <p><b>Note:</b> The relationship of the development to adjoining properties has not been noted on the solar access diagrams, nor have hourly solar access diagrams, in plan and elevation form been submitted, depicting the impact of the proposed development upon adjoining properties.</p>	<b>Unable to Determine Compliance</b>
D2	Buildings shall be designed to ensure sunlight to at least 50% of the principal area of ground level private open space of adjoining properties for at least 3 hours between 9:00am and 3:00pm on June 21.	<p>In addition, the proposed development appears to affect the morning sun to the following properties:-</p> <ul style="list-style-type: none"> <li>• 7 - 9, 11 and 13 Harrow Road, Auburn; and</li> <li>• 9, 11, 13 &amp; 15 Mary Street, Auburn.</li> </ul>	
D3	If the principal area of ground level private open space of adjoining properties does not currently receive at least this amount of sunlight, then the new building shall not further reduce solar access.		
D4	New buildings and additions shall be designed to maximise direct sunlight to north-facing living areas and all private open space areas.	The proposed living area and private open space areas with a northern orientation maximise direct sunlight.	Yes
D5	North-facing windows to living areas of neighbouring dwellings shall not have sunlight reduced to less than 3 hours between 9:00am and 3:00pm on June 21 over a portion of their surface.	Refer to commentary above regarding solar access to adjoining properties.	<b>Council is Unable to Determine Compliance</b>
D6	Where the proposed residential flat building is on an adjacent northern boundary or located within an area undergoing transition, compliance with D1, D2, D3 and D4 development controls may not be achievable.		Noted
D7	Internal living areas and external recreation areas shall have a north orientation for the majority of units in the development, where possible.	The majority of units maintain a northern orientation.	Yes
D8	The western walls of the residential flat building shall be appropriately shaded.	Shading devices have not been designed to the western façades of the development.	<b>No</b>
<b>6.2</b>	<b>Ventilation</b>		
D1	Rooms with high fixed ventilation openings such as bathrooms and laundries shall be situated on the southern side to act as buffers to	Not Applicable. Refer to Part 4B under the ADG Assessment.	N/A

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	insulate the building from winter winds.		
D2	Apartments shall be designed to consider ventilation and dual aspect. This can be achieved with cross over apartments, cross through apartments, corner apartments and two (2) storey apartments. Single aspect apartments shall be kept to a minimum except for those that are north facing. Single aspect apartments shall be limited in depth to 8m from a window.		
D3	Where possible residential flat buildings shall be designed with bathrooms, laundries, and kitchens positioned on an external wall with a window to allow for natural ventilation of the room.		
6.3	Rainwater Tanks		
D1	Developments may have rain water tanks for the collection and reuse of stormwater for car washing and watering of landscaped areas.		Noted
D2	Rainwater tanks shall be constructed, treated or finished in a non-reflective material which blends in with the overall tones and colours of the building and the surrounding developments.	Can be a condition of Consent.	Can be Conditioned
D3	The suitability of rainwater tanks erected within the side setback areas of development will be assessed on an individual case by case basis.		N/A
D4	Rainwater tanks shall not be located within the front setback.		N/A
D5	The overflow from the domestic rain water tank shall discharge to the site stormwater disposal system. For additional details refer to the Stormwater Drainage Part of this DCP.	Refer to commentary provided Part 17 – Stormwater Drainage of the Auburn DCP 2010, to which concerns are raised.	No
D6	The rain water tank shall comply with the applicable Australian Standards AS/NZ 2179 and AS 2180 for rainwater goods and installation.	Can be a condition of Consent.	Can be Conditioned
6.4	Stormwater Drainage		
	Applicants shall refer to the stormwater drainage requirements in the Stormwater Drainage Part of this DCP.		Noted
7.0	Ancillary Site Facilities		
7.1	Clothes Washing and Drying		
D1	Each dwelling shall be provided with individual laundry facilities located within the dwelling unit.	Each unit is afforded internal laundry facilities.	Yes
D2	Open air clothes drying facilities shall be provided in a sunny, ventilated and convenient location which is adequately screened from streets and other public places, where possible.	Can be a condition of Consent.	Can be Conditioned

Auburn Development Control Plan 2010			
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<b>7.2</b>	<b>Storage</b>		
D1	Storage space of 8m <sup>3</sup> per dwelling shall be provided. This space may form part of a garage or be a lockable unit at the side of the garage.	Not Applicable. Refer to Part 4G under the ADG Assessment.	N/A
D2	Storage space shall not impinge on the minimum area to be provided for parking spaces.		Yes
<b>7.3</b>	<b>Utility Services</b>		
D1	Where possible, services shall be underground.		Noted
<b>7.4</b>	<b>Other Site Facilities</b>		
D1	A single TV/antenna shall be provided for each building.	Can be a condition of Consent.	Can be Conditioned
D2	A mailbox structure that meets the relevant Australia Postal Service requirements shall be provided, located centrally and close to the major street entry to the site. All letterboxes shall be lockable.	Can be a condition of Consent.	Can be Conditioned
D3	Individual letterboxes can be provided where ground floor residential flat building units have direct access to the street.		N/A
<b>7.5</b>	<b>Waste Disposal</b>		
	Applicants shall refer to the requirements held in the Waste Part of this DCP.		Noted
<b>8.0</b>	<b>Subdivision</b>		
<b>8.1</b>	<b>Lot Amalgamation</b>		
D1	Development sites involving more than one lot shall be consolidated.		N/A
D2	Plans of Consolidation shall be submitted to, and registered with, the office of the NSW Land and Property Management Authority. Proof of registration shall be produced prior to release of the Occupation Certificate.		N/A
D3	Adjoining parcels of land not included in the development site shall be capable of being economically developed.	<p>The subject development landlocks / isolates the adjoining sites at 43 &amp; 45 Auburn Road, Auburn, which has a combined site area of 403.7m<sup>2</sup> and frontage to Auburn Road of 12.19m.</p> <p>No evidence of reasonable offers based on independent valuation/s have been submitted, nor have concept plans been submitted, which demonstrate that orderly and economic use and development of the adjoining sites can be achieved.</p> <p><b>Note:</b> A 5-6 storey commercial development has been depicted within 3D massing diagrams, however, by virtue of the limited building separation provided by the subject development, no residential can be accommodated on 43 and 45 Auburn Road, Auburn. Furthermore, an understanding of parking and vehicular access for a future development at 43 &amp; 45</p>	No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		Auburn Road, Auburn, has not been provided.	
<b>8.2</b>	<b>Subdivision</b>		
	Not Applicable.		N/A
<b>8.3</b>	<b>Creation of New Streets</b>		
	Not Applicable.		N/A
<b>9.0</b>	<b>Adaptable Housing</b>		
<b>9.1</b>	Development Application Requirements		
	<b>Note:</b> Evidence of compliance with the Adaptable Housing Class C requirements of Australian Standard (AS) 4299 shall be submitted when lodging a development application to Council and certified by an experienced and qualified building professional.	An Access Design Assessment Report has been submitted with the Development Application.	Yes
<b>9.2</b>	<b>Design Guidelines</b>		
D1	<p>The required standard for Adaptable Housing is AS 4299. Wherever the site permits, developments shall include adaptive housing features into the design.</p> <p>External and internal considerations shall include:</p> <ul style="list-style-type: none"> <li>▪ Access from an adjoining road and footpath for people who use a wheel chair;</li> <li>▪ Doorways wide enough to provide unhindered access to a wheelchair;</li> <li>▪ Adequate circulation space in corridors and approaches to internal doorways;</li> <li>▪ Wheelchair access to bathroom and toilet;</li> <li>▪ Electrical circuits and lighting systems capable of producing adequate lighting for people with poor vision;</li> <li>▪ Avoiding physical barriers and obstacles;</li> <li>▪ Avoiding steps and steep end gradients;</li> <li>▪ Visual and tactile warning techniques;</li> <li>▪ Level or ramped well lit uncluttered approaches from pavement and parking areas;</li> <li>▪ Providing scope for ramp to AS 1428.1 at later stage, if necessary;</li> <li>▪ Providing easy to reach controls, taps, basins, sinks, cupboards, shelves, windows, fixtures and doors;</li> <li>▪ Internal staircase designs for</li> </ul>	Adaptable housing features have been designed within the proposal.	Yes



Auburn Development Control Plan 2010															
Standard	Required/Permitted	Comment	Comply												
	<p>adaptable housing units that ensure a staircase inclinator can be installed at any time in the future; and</p> <ul style="list-style-type: none"><li>▪ Providing a disabled car space for each dwelling designated as adaptable.</li></ul> <p><b>Note:</b> In the design of residential flat buildings, applicants shall consider the Access and Mobility Part of this DCP.</p>														
D2	<p>All development proposals with five or more housing units shall be capable of being adapted (Class C) under AS 4299. The minimum number of adaptable housing units is set out below.</p> <p><b>Total number of dwellings in development Minimum number of adaptable units</b></p> <table><tr><td>5 -10</td><td>= 1</td></tr><tr><td>11-20</td><td>= 2</td></tr><tr><td>21-30</td><td>= 3</td></tr><tr><td>31-40</td><td>= 4</td></tr><tr><td>41-50</td><td>= 5</td></tr><tr><td>Over 50</td><td>= 6</td></tr></table> <p>(Plus 10% of additional dwellings beyond 60, rounded up to the nearest whole number)</p> <p><b>Note:</b> Adaptable Housing Class C incorporates all essential features listed in Appendix A – Schedule of Features for Adaptable Housing in AS 4299.</p>	5 -10	= 1	11-20	= 2	21-30	= 3	31-40	= 4	41-50	= 5	Over 50	= 6	<p>25 units are required to be adaptable. In total, 40 Units, with the numbering 2.17, 2.17A &amp; 1.08, have been provided, which are adaptable units.</p>	Yes
5 -10	= 1														
11-20	= 2														
21-30	= 3														
31-40	= 4														
41-50	= 5														
Over 50	= 6														
9.3	Lifts														
D1	<p>Lifts are encouraged to be installed in four (4) storey residential flat buildings where adaptable housing units shall be required.</p>	<p>Lifts are proposed to both residential towers, accessed within all 3 residential cores.</p>	Yes												
D2	<p>Where the development does not provide any lifts and includes adaptable housing units, the adaptable housing units shall be located within the ground floor of the development.</p>		N/A												
9.4	Physical Barriers														
D1	<p>Physical barriers, obstacles, steps and steep gradients within the development site shall be avoided.</p>	<p>There is an impediment for future residents within Residential Tower 1 – Level 1 to access the principal communal open space area within Level 1, which is unacceptable. Access is only afforded via the use of the lift to Level 2, only to require the person/s to then utilise the steps / separate lift within the area identified as C1 and go down to Level 1, to access the</p>	No												

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		communal open space area.	
<b>10.0</b>	<b>Development Control Diagrams</b>		
	Figures 1 to 4 comprise development control diagrams which illustrate the controls for setbacks, communal open space and number of storeys for two (2) scenarios. The following scenarios are provided.  <b>Figures 1 and 2: Mid-block site</b> <b>Figures 3 and 4: Corner sites</b>		N/A
<b>Part 8 – Local Centres</b>			
<b>1.0</b>	<b>Introduction</b>		
<b>1.1</b>	<b>Development to which this Part Applies</b>		
	<p>This Part applies to development permitted within the following zones under <i>Auburn LEP 2010</i>:</p> <ul style="list-style-type: none"> <li>▪ B4 Mixed Use;</li> <li>▪ B2 Local Centre; and</li> <li>▪ B1 Neighbourhood Centre.</li> </ul> <p>These zones apply to Council's local centres hierarchy, which includes town centres, small villages and neighbourhood centres.</p>	The subject site is zoned B4 – Mixed Use under the Holroyd LEP 2013.	Noted
<b>2.0</b>	<b>Built Form</b>		
D1	To allow for their adaptive use, mixed use buildings are to incorporate the following flexible design requirements: <ul style="list-style-type: none"> <li>▪ The number of internal apartment structural walls are to be minimised; and</li> </ul>	The number of internal apartment structural walls is minimised.	Yes
	Ceiling heights for the ground floor is to be a minimum of 3.6 metres.	<p>Adequate information has not been provided to determine what the proposed floor to ceiling heights are.</p> <p><b>Note:</b> The Section Plans only identify the floor to floor heights between storeys.</p>	<b>Council is Unable to Determine Compliance</b>
D2	Residential components are to be provided with direct access to street level with entrances clearly distinguishable from entries to commercial premises.	Separate residential entries, distinguished from the commercial component of the development have not been designed.	<b>No</b>
D3	Secure entries are to be provided to all entrances to private areas, including car parks and internal courtyards.	Refer to Part 3C-1 & 3D-3 under the ADG Assessment related to safety and security, to which concerns are raised.	<b>No</b>
D4	Car parking provided for the residential component of the development is to be clearly delineated and provided separate to general customer parking.	The residential visitor parking spaces are not separated from the commercial parking spaces.	<b>No</b>
D5	Development shall be designed to locate loading bays, waste storage/collection areas and any other noise and odour generating aspects of buildings away from	Refer to Part 4H-1 under the ADG Assessment related to Acoustic Privacy, to which concerns are raised.	<b>No</b>

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	residential areas.		
D6	Vehicular circulation areas must be legible and must differentiate between the commercial service requirements, such as loading areas, and residential access.	A conflict exists between the commercial parking area and the loading bay, specifically, when vehicles are maneuvering.	No
D7	Mechanical plant is to be located on the roof or visually and acoustically isolated from residential uses.	Mechanical plant is separated from residential uses.	Yes
<b>2.1</b>	<b>Number of Storeys</b>		
D1	<p>The minimum finished floor level (FFL) to finished ceiling level (FCL) shall be as follows:</p> <ul style="list-style-type: none"> <li>3300mm for ground level (regardless of the type of development);</li> <li>3300mm for all commercial/retail levels; and</li> <li>2700mm for all residential levels above ground floor.</li> </ul>	<p>Adequate information has not been provided to determine what the proposed floor to ceiling heights are.</p> <p><b>Note:</b> The Section Plans only identify the floor to floor heights between storeys.</p>	<b>Council is Unable to Determine Compliance</b>
<b>2.2</b>	<b>Articulation and Design</b>		
D1	<p>Buildings shall incorporate:</p> <ul style="list-style-type: none"> <li>Balanced horizontal and vertical proportions and well-spaced and proportioned windows;</li> <li>A clearly defined base, middle and top;</li> <li>Modulation and texture; and</li> <li>Architectural features which give human scale at street level such as entrances and porticos.</li> </ul>	<p>Council's Urban Designer has raised concerns with the architectural character and façade treatment as follows:-</p> <ul style="list-style-type: none"> <li>The towers within the development, rather than defining the Plaza, encroach onto it. The proposed built form, with no setbacks to the tower elements, fails to provide a human scale to the Village Plaza, which dominates the pedestrian experience. The very limited interface of the Plaza with adjoining streets disconnects the street environment.</li> <li>The coloured glass on the lower ground and ground level facades of the Queen Street façade, in addition to the metallic copper penny (red) horizontal bands, multi-coloured vertical bands, staggered awnings and angular balconies, although adding interest to the façade, results in a very busy façade that detracts from the coherence of the overall architectural composition. Furthermore, there are too many repeated elements which has resulted in monotony.</li> <li>The 124 metre long podium along Queen Street disrupts the rhythm</li> </ul>	No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		<p>of the street. The elevation does not provide adequate variation to the built form, including vertical articulation, to avoid a bulky, monolithic appearance.</p> <ul style="list-style-type: none"> <li>Generally, the elevations of the built form lack adequate variation to avoid a bulky, monolithic appearance (box like appearance).</li> </ul>	
D2	The maximum width of blank walls for building exteriors along key retail streets shall be 5m or 20% of the street frontage, whichever is the lesser.	The maximum width of blank walls does not exceed 5m.	Yes
D3	Articulation of the building exterior shall be achieved through recesses in the horizontal and vertical plane, adequate contrasts in materials, design features and the use of awnings.	Refer to commentary above from Council's Urban Designer.	No
D4	Features such as windows and doors shall be in proportion with the scale and size of the new building and any adjoining buildings which contribute positively to the streetscape.	The proposed windows and doors are in proportion to the scale and size of the building and adjoining buildings.	Yes
D5	Street awnings which appear as horizontal elements along the façade of the building shall be provided as part of all new development.	Adequate information has not been provided within the floor plans to determine if the proposed awnings are continuous along the façades of the development, which is required to ensure all weather protection is afforded to persons residing in the development and the general public.	<b>Council is Unable to Determine Compliance</b>
D6	Where development has two (2) street frontages the streetscape should be addressed by both facades.	The proposed development addresses all street frontages.	Yes
<b>2.3</b>	<b>Materials</b>		
D1	New buildings shall incorporate a mix of solid (i.e. masonry concrete) and glazed materials, consistent with the character of buildings in the locality. The use of cement rendering shall be minimised.	Refer to commentary above from Council's Urban Designer.	No
D2	Building materials and finishes complement the finishes predominating in the area. Different materials, colours or textures may be used to emphasise certain features of the building.		
D3	Building facades at street level along primary streets and public places consist of a minimum of		

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	80% for windows/glazed areas and building and tenancy entries.		
D4	Visible light reflectivity from building materials used on the facades of new buildings shall not exceed 20%.		
<b>2.4</b>	<b>Roofs</b>		
D1	Design of the roof shall achieve the following: <ul style="list-style-type: none"> <li>Concealment of lift overruns and service plants;</li> <li>Presentation of an interesting skyline;</li> <li>Enhancing views from adjoining developments and public places; and</li> <li>Complementing the scale of the building.</li> </ul>	Blade / fin walls have been designed to the 14 storey residential tower, which add unnecessary height to the development.	<b>No</b>
D2	Roof forms shall not be designed to add to the perceived height and bulk of the building.	Blade / fin walls have been designed to the 14 storey residential tower, which add unnecessary height to the development.	<b>No</b>
D3	Where outdoor recreation areas are proposed on flat roofs, shade structures and wind screens shall be provided.		N/A
<b>2.5</b>	<b>Balconies</b>		
D1	Opaque glazing and/or masonry for balconies is encouraged.	Can be a condition of Consent.	Can be Conditioned
D2	Clear glazing for balconies is prohibited.	Can be a condition of Consent.	Can be Conditioned
D3	Verandahs and balconies shall not be enclosed.	The following balconies / private open space areas are enclosed to all sides, which is not considered to provide an acceptable level of amenity for future occupants:-  Units 1.2.04.1, 1.2.03.1, 1.2.03.2, 1.2.04.2, 2.1.04, 2.2.17.2, 2.2.04A, and 2.2.03A.	<b>No</b>
D4	Balconies and terraces shall be oriented to overlook public spaces.	The proposed balconies and terraces are oriented to overlook public spaces, where possible.	Yes
D5	The design of the underside of the balcony shall take into consideration the view of the underside from the street and shall not have exposed pipes and utilities.	Can be a condition of Consent.	Can be Conditioned
D6	Screens, louvres or similar devices shall be provided on balconies so as to screen any drying of laundry.	Can be a condition of Consent.	Can be Conditioned
<b>2.6</b>	<b>Interface with Schools, Places of Public Worship, and Public Precincts</b>		
	Not Applicable.		N/A
<b>3.0</b>	<b>Streetscape and Urban Form</b>		
<b>3.1</b>	<b>Streetscape</b>		
D1	Applicants shall demonstrate how new development addresses the streetscape and surrounding built	A series of streetscape elevations and perspectives have been provided.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	environment.		
D2	New shopfronts shall be constructed in materials which match or complement materials used in the existing building.		N/A
D3	Development shall provide direct access between the footpath and the shop.	Direct access, where possible, has been provided between the footpath and commercial which fronts Auburn Road, Queen Street and Mary Street.	Yes
D4	Development shall avoid the excessive use of security bars.	Security bars have not been proposed.	N/A
D5	Block-out roller shutters are not permitted.	Can be a condition of Consent.	Can be Conditioned
D6	Signage shall be minimised and coordinated to contribute to a more harmonious and pleasant character for the locality.	The proposed signage is considered to be of an acceptable scale and presentation.	Yes
<b>3.2</b>	<b>Setbacks</b>		
D1	New development or additions to existing development shall adopt front setbacks, as shown in Figure 2 (refer to Section 14.2 Setbacks for Auburn Town Centre) and Figure 8 (refer to Section 15.2 Setbacks for Lidcombe Town Centre).	Refer to commentary under Section 14.0 of Part 8 of the Auburn DCP 2010.	Noted
<b>4.0</b>	<b>Mixed Use Developments</b>		
<b>4.1</b>	<b>Building Design</b>		
D1	The architecture of ground level uses shall reflect the commercial/retail function of the centre.	Refer to commentary above from Council's Urban Designer.	No
D2	Buildings shall achieve a quality living environment that sympathetically integrates into the character of the commercial precinct.		
D3	Commercial and retail servicing, loading and parking facilities shall be separated from residential access and servicing and parking.	A conflict exists between the commercial parking area and the loading bay, specifically, when vehicles are maneuvering.	No
D4	The design of buildings on corner sites or at the ends of a business/commercial zone shall emphasise the corner as a focal point.	Refer to commentary above from Council's Urban Designer.	No
<b>4.2</b>	<b>Active Street Frontages</b>		
D1	Retail outlets and restaurants are located at the street frontage on the ground level.	Retail outlets and restaurants are located at the street frontage, on the ground levels.	Yes
D2	A separate and defined entry shall be provided for each use within a mixed use development.	Separate residential entries, distinguished from the commercial component of the development have not been designed.	No
D3	Only open grill or transparent security (at least 70% visually transparent) shutters are permitted to retail frontages.	Can be a condition of Consent.	Can be Conditioned
<b>4.3</b>	<b>Awnings</b>		
D1	Awning dimensions shall	The proposed awnings are:-	Council is



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<p>generally be:</p> <ul style="list-style-type: none"> <li>Horizontal in form;</li> <li>Minimum 2.4m deep (dependent on footpath width);</li> <li>Minimum soffit height of 3.2m and maximum of 4m;</li> <li>Steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm;</li> <li>Low profile [profile], with slim vertical fascia or eaves (generally not to exceed 300mm height);</li> <li>1.2m setback from kerb to allow for clearance of street furniture, trees, and other public amenity elements; and</li> <li>In consideration of growth pattern of mature trees.</li> </ul>	<ul style="list-style-type: none"> <li>Horizontal in form.</li> <li>A minimum 2.4m deep.</li> <li>The proposed awnings are stepped to accommodate the slope of the site.</li> </ul> <p>Adequate detail has not been provided to determine compliance with the following:-</p> <ul style="list-style-type: none"> <li>The proposed soffit height of the awnings has not been provided.</li> <li>The profile of the awning is unclear within the submitted plans.</li> <li>The setback of the awnings from the kerb line has not been provided.</li> <li>Three existing street trees are present along Harrow Road; however, it is unclear from the submitted plans if the awning structure accommodates the existing trees and their growth pattern.</li> </ul>	<b>Unable to Determine Compliance</b>
D2	Awning design must match building facades, be complementary to those of adjoining buildings and maintain continuity.	Adequate information has not been provided within the floor plans to determine if the proposed awnings are continuous along the façades of the development, which is required, to ensure all weather protection is afforded to persons residing in the development and the general public.	<b>Council is Unable to Determine Compliance</b>
D3	Awnings shall wrap around corners for a minimum 6m from where a building is sited on a street corner.		
D4	Vertical canvas drop blinds may be used along the outer edge of awnings along north-south streets. These blinds must not carry advertising or signage.	Can be a condition of Consent.	Can be Conditioned
D5	Under awning lighting shall be provided to facilitate night use and to improve public safety recessed into the soffit of the awning or wall mounted onto the building.	Can be a condition of Consent.	Can be Conditioned
D6	Soft down lighting is preferred over up lighting to minimise light pollution.	Can be a condition of Consent.	Can be Conditioned
D7	Any under awning sign is to maintain a minimum clearance of 2.8m from the level of the pavement.	Can be a condition of Consent.	Can be Conditioned
D8	All residential buildings are to be provided with awnings or other weather protection at their main	Adequate information has not been provided within the floor plans to determine if the proposed awnings are	<b>Council is Unable to Determine</b>

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	entrance area.	continuous along the façades of the development, which is required, to ensure all weather protection is afforded to persons residing in the development and the general public.	<b>Compliance</b>
<b>4.4</b>	<b>Arcades</b>		
D1	<p>Arcades shall:</p> <ul style="list-style-type: none"> <li>Accommodate active uses such as shops, commercial uses, public uses, residential lobbies, cafes or restaurants;</li> <li>Be obvious and direct thoroughfares for pedestrians;</li> <li>Provide for adequate clearance to ensure pedestrian movement is not obstructed;</li> <li>Have access to natural light for all or part of their length and at the openings at each end, where practicable;</li> <li>Have signage at the entry indicating public accessibility and to where the arcade leads; and</li> <li>Have clear sight lines and no opportunities for concealment.</li> </ul>	An arcade has not been proposed.	N/A
D2	Where arcades or internalised shopping malls are proposed, those shops at the entrance must have direct pedestrian access to the street.	The commercial at the entrance of the internalised shopping mall are afforded direct pedestrian access.	Yes
<b>4.5</b>	<b>Amenity</b>		
D1	The internal environment of dwellings within mixed use developments in the vicinity of major arterial roads or railway lines shall provide an appropriate level of amenity for privacy, solar access and views.		N/A
<b>4.6</b>	<b>Residential Flat Building Component of Mixed Use Developments</b>		
	Applicants shall consult the Residential Flat Buildings Part of this DCP for the design requirements for the residential flat building component of a mixed use development.		Noted
<b>5.0</b>	<b>Privacy and Security</b>		
D1	<p>Views onto adjoining private open space shall be obscured by:</p> <ul style="list-style-type: none"> <li>Screening with a maximum area of 25% openings is permanently fixed and made of durable materials; or</li> <li>Incorporating planter boxes into walls or balustrades to increase visual separation between areas. Existing dense vegetation or new planting may be used as a secondary measure to further improve privacy.</li> </ul>	Screening by the incorporation of landscaping is present within some areas of the development; however, concern is raised regarding the ability of future occupants to overlook adjoining units within the development, as noted within Part 3F under the ADG Assessment.	<b>No</b>
D2	Site layout and building design shall ensure that windows do not		

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	provide direct and close views into windows, balconies or private open spaces of adjoining dwellings.		
D3	Shared pedestrian entries to buildings shall be lockable.	Can be a condition of Consent.	Can be Conditioned
D4	Buildings adjacent to streets or public spaces shall be designed to allow casual surveillance over the public area.	The subject development has been designed to allow casual surveillance over public areas.	Yes
D5	Pedestrian walkways and car parking shall be direct, clearly defined, visible and provided with adequate lighting, particularly those used at night.	Can be a condition of Consent.	Can be Conditioned
D6	Landscaping and site features shall not block sight lines and are to be minimised.	The proposed landscaping does not obstruct site lines.	Yes
D7	Seating provided in commercial areas of a development shall generally only be located in areas of active use where it will be regularly used.	Seating has been designed and limited to the public open space area at the corner of Auburn Road and Queen Street.	Yes
D8	Adequate lighting shall be provided to minimise shadows and concealment spaces.	Can be a condition of Consent.	Can be Conditioned
D9	All entrances and exits shall be made clearly visible.	Separate residential entries, distinguished from the commercial component of the development have not been designed.	No
D10	Buildings shall be arranged to overlook public areas and streets to maximise surveillance.	The subject development has been designed to allow casual surveillance over streets and public areas.	Yes
D11	Development shall be consistent with Council's Policy on Crime Prevention Through Environmental Design.	Refer to Part 3C-1 & 3D-3 under the ADG Assessment related to safety and security, to which concerns are raised.	No
<b>5.1</b>	<b>Lighting</b>		
D1	Lighting design shall be integrated with the interior design of a retail/commercial premise. The use of low voltage track lighting, recesses spotlighting and designer light fittings is encouraged.	Not Applicable. To be considered as a part of any future applications regarding use and fit-out of the individual tenancies.	N/A
D2	Lighting systems shall incorporate specific display lighting to reinforce merchandise and provide a contrast against the street lighting generally.		
D3	Surface mounted fluorescent fixtures shall not be considered in any part of the retail areas of the premises.		
D4	The light source shall be selected to provide the desired light effect; however, fitting and methods shall be chosen to produce the highest		



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	energy efficiency.		
D5	Lighting shall not interfere with the amenity of residents or affect the safety of motorists.	Can be a condition of Consent.	Can be Conditioned
D6	Excessive lighting shall not be permitted. Light spill onto the street into the public domain shall be minimised.	Can be a condition of Consent.	Can be Conditioned
<b>5.2</b>	<b>Shutters and Grilles</b>		
D1	Windows and doors of existing shopfronts shall not be filled in with solid materials.		N/A
D2	Security shutters, grilles and screens shall: <ul style="list-style-type: none"> <li>Be at least 70% visually permeable (transparent);</li> <li>Not encroach or project over Council's footpaths; and</li> <li>Be made from durable, graffiti-resistant materials.</li> </ul>	Can be a condition of Consent.	Can be Conditioned
D4	Solid, external roller shutters shall not be permitted.	Can be a condition of Consent.	Can be Conditioned
<b>5.3</b>	<b>Noise</b>		
D1	New development shall comply with the provisions of the relevant acts, regulations, environmental planning instruments, Australian Standards and guidelines produced by the NSW Department of Environment, Climate Change and Water, the NSW Roads and Traffic Authority and the NSW Department of Planning as applicable for noise, vibration and quality assurance. This includes: <ul style="list-style-type: none"> <li>Development Near Rail Corridors and Busy Roads, NSW Department of Planning, December 2008 – Interim Guidelines.</li> <li>NSW Industrial Noise Policy;</li> <li>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects; and</li> <li>Environmental Criteria for Road and Traffic Noise.</li> <li>Restaurant and cafe design shall minimise the impact of noise associated with late night operation on nearby residents. Operation includes loading/unloading of goods/materials and the use of plant and equipment at a proposed commercial premise.</li> </ul>	An Acoustic Assessment has been submitted with the Development Application, to which the recommendations have been accepted by Council's Environmental Health Officer.	Yes
D2	An acoustic report shall be submitted with a development application for a		N/A

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	proposed commercial use in the local centre that operates during the hours between 10pm and 6am.		
5.4	Wind Mitigation		
D1	Site design for tall buildings (towers) shall: <ul style="list-style-type: none"><li>Set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower;</li><li>Ensure that tower buildings are well spaced from each other to allow breezes to penetrate local centres;</li><li>Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level; and</li><li>Ensure useability of open terraces and balconies.</li></ul>	A Wind Effects Report has been submitted with the Development Application, however, the results of the wind tunnel testing have not been submitted, which is required as the development is greater than 48 metres in height. As such it is unclear if the proposed development will satisfy nominated wind standards and maintain comfortable conditions for pedestrians.  <b>Note:</b> Council's has a preference to the treatment noted in Figure 3c within the Wind Effects Report, as opposed to Figure 3b, regarding treatment to balcony areas.	No
D2	A Wind Effects Report is to be submitted with the DA for all buildings greater than 35m in height.		
D3	For buildings over 48m in height, results of a wind tunnel test are to be included in the report.		
6.0	Access and Car Parking		
6.1	Access, Loading and Car Parking Requirements		
	Car parking rates shall be provided in accordance with the Parking and Loading Part of this DCP.		Noted
6.2	Creation of New Streets and Laneways		
D1	Not Applicable.		N/A
7.0	Landscaping		
D1	Development shall incorporate landscaping in the form of planter boxes to soften the upper level of buildings.	The proposed development incorporates landscaping to the upper levels, which softens the appearance of the development from the public domain.	Yes
D2	At grade car parking areas, particularly large areas, shall be landscaped so as to break up large expanses of paving. Landscaping shall be required around the perimeter and within large car parks.		N/A
D3	In open parking areas, one (1) shade tree per ten (10) spaces shall be planted within the parking area.		N/A
D4	Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.		N/A
D5	Paving and other hard surfaces shall be consistent with architectural elements.	The material schedule does not include the material for paving.	Council is Unable to Determine Compliance
7.1	Street Trees		
D1	Street trees shall be planted at a rate of one (1) tree per lineal metre of street frontage, even in cases where a site has more than one street frontage, excluding	The design incorporates 1 tree along Auburn Road, 8 trees along Queen Street and maintains 3 trees along Harrow Road.	Can be Conditioned

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	frontage to laneways.	Council's Landscape Architect has requested additional street trees be planted, to improve the pedestrian experience along Queen Street.	
D2	Street tree planning shall be consistent with Council's Street Tree Masterplan or relevant Public Domain Plan or Infrastructure Manual.		
D3	Significant existing street trees shall be conserved and, where possible, additional street trees shall be planted to ensure that the existing streetscape is maintained and enhanced.	The existing trees along Harrow Road are maintained.	Yes
D4	Where street trees and the provision of awnings are required, cut-outs shall be included in the awning design to accommodate existing and future street trees.	Three existing street trees are present along Harrow Road; however, it is unclear from the submitted plans if the awning structure accommodates the existing trees and their growth pattern.	<b>Council is Unable to Determine Compliance</b>
D5	Driveways and services shall be located to preserve significant trees.	The proposed driveways and services avoid the existing trees along Harrow Road.	Yes
D6	At the time of planting, street trees shall have a minimum container size of 200 litres and a minimum height of 3.5m, subject to species availability.	Can be a condition of Consent.	Can be Conditioned
D7	Planter boxes (or similar) surrounding trees in the footpath shall be 1.2m x 1.2m, filled with approved gravel and located 200mm from the back of the kerb line.	Can be a condition of Consent.	Can be Conditioned
<b>8.0</b>	<b>Energy Efficiency and Water Conservation</b>		
	A BASIX Certificate has been submitted, and the commitments of Water, Energy and Thermal Comfort have been met.		Yes
<b>9.0</b>	<b>Ancillary Site Features</b>		
D1	Provision shall be made on-site for courier car parking spaces in a convenient and appropriately signposted location, preferably with access off the principal street frontage, for developments incorporating greater than 3,000m <sup>2</sup> of gross leasable floor area devoted to commercial premises.	2 x spaces have been provided within the loading dock, which can be used for courier car parking.	Yes
D2	Provision of mailboxes for residential units shall be incorporated within the foyer area of the entrance to the residential component of the mixed use developments.	Residential foyers, distinguished from the commercial component of the development have not been designed.	<b>No</b>
<b>10.0</b>	<b>Other Relevant Controls</b>		
<b>10.1</b>	<b>Waste</b>		
D1	Applicants shall consult the Waste Part of this DCP for requirements for disposal.		Noted
<b>10.2</b>	<b>Access and Amenity</b>		
D1	Applicants shall consult the relevant provisions within the Access and Mobility Part of this DCP.		Noted



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
<b>11.0</b>	<b>Public Domain</b>		
D1	Any works within the public domain or which present to the public domain shall be consistent with Council's Public Domain Manual and/or the Town Centre Infrastructure Manual and Council's Policy on Crime Prevention Through Environmental Design.	<p>Council's Development Engineer has raised the following concern:-</p> <ul style="list-style-type: none"> <li>A detailed plan, showing all proposed public domain works has not been submitted.</li> <li>Boundary line levels from Council have not been obtained and incorporated into the design.</li> <li>The low level footpath along Mary Street has not been designed in consultation with Council's Development Engineer.</li> <li>The Queen Street and Harrow Road corner does not provide adequate active footpath area.</li> </ul>	<b>No</b>
D2	New buildings shall contribute to the public domain through the provision of awnings, sheltered building entries, verandahs and canopies, safe pedestrian linkages to car parks, landscaping, and open space, where appropriate.	Refer to commentary provided under Part 8, Clause 4.3 of the Auburn DCP 2010, to which concerns are raised.	<b>No</b>
		Adequate information has not been provided within the floor plans to determine if the proposed awnings are maintained to the building entries.	<b>Council is Unable to Determine Compliance</b>
		Refer to Part 3C-1 & 3D-3 under the ADG Assessment related to safety and security, to which concerns are raised.	<b>No</b>
D3	Outdoor dining on footpaths shall be limited. Refer to Council's relevant Public Domain Plan, Outdoor Dining Policy and Public Art Policy.	Outdoor dining is not proposed as a part of this Development Application.	N/A
<b>12.0</b>	<b>Subdivision</b>		
	Not Applicable.		N/A
<b>13.0</b>	<b>Residential Interface</b>		
D1	Buildings adjoining residential zones and/or open space shall be setback a minimum of 3 metres from that property boundary.		N/A
D2	Loading areas, driveways, rubbish, storage areas, and roof top equipment shall not be located directly adjacent to residential zones, or if unavoidable shall be suitably attenuated or screened.		N/A
D3	Any commercial buildings which may have the potential to accommodate the preparation of food from a commercial tenancy shall provide ventilation facilities to ensure that no odour is emitted in a manner that adversely impacts upon any residential zones.		N/A
D4	External lighting shall be positioned to avoid light spillage to adjoining residential zones.		N/A
D5	Where noise generating development is proposed adjacent to residential or other noise sensitive uses, such as places of worship and child care centres, an acoustic report shall be submitted with a development application, outlining methods to minimise adverse noise impact.	An Acoustic Assessment has been submitted with the Development Application, to which the recommendations have been accepted by Council's Environmental Health Officer.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
14.0	<b>Auburn Town Centre</b>		
14.1	<b>Development to Which This Section Applies</b>		
	This section applies to the Auburn Town Centre which is zoned B4 Mixed Use under <i>Auburn LEP 2010</i> . Refer to Figure 1.	The subject site falls within the Auburn Town Centre.	Noted
14.2	<b>Setbacks</b>		
D1	<p>Setbacks within the town centre shall be consistent with Figure 2.</p>  <p>Build to Boundary</p>	The proposed development has been designed primarily to be built to the boundary, limited to the commercial component.	Yes
14.3	<b>Active Frontages</b>		
D1	<p>As a minimum, buildings shall provide active street frontages consistent with Figure 3.</p>  <p>Active Street Frontage are Applicable for All Frontages</p>	An active street frontage has been designed to Auburn Road, Queen Street and Harrow Road, and the proposed public open space.	Yes
14.4	<b>Laneways</b>		
	Redevelopment within the Auburn Town Centre shall make provision for the creation of new laneways as shown in Figure 4.	A laneway has not been designed between Queen Street and Mary Street, adjacent to the required Public Open Space Area, which is unacceptable, as the development hinders pedestrian access and	No

Page 29

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<p><b>Comment:</b> The following is noted:-</p> <ul style="list-style-type: none"> <li>Amalgamation of the subject site with 43 and 45 Auburn Road, and 1, 3, and 5 - 7 Mary Street, Auburn has not been achieved.</li> </ul> <p>No evidence of reasonable offers based on independent valuation/s have been submitted, nor have concept plans been submitted, which demonstrate that orderly and economic use and development of the adjoining sites be achieved.</p> <p><b>Note:</b> A 5-6 storey commercial development has been depicted for 43 and 45 Auburn Road, Auburn, within 3D massing diagrams, however, by virtue of the limited building separation provided by the subject development, no residential can be accommodated on 43 and 45 Auburn Road, Auburn. Furthermore, an understanding of parking and vehicular access for a future development at 43 &amp; 45 Auburn Road, Auburn, has not been provided.</p> <p>A shop top housing development has been depicted for 1, 3, and 5 – 7 Auburn Road, Auburn, with 3D massing diagrams; however, by virtue of the limited building separation provided by the subject development, the majority of the building separation is borne by 1, 3, and 5 – 7 Auburn Road, Auburn.</p> <ul style="list-style-type: none"> <li>The public open space area at the corner of Auburn Road and Queen Street has not been designed in accordance with the standards, measuring 9.5 metres along Auburn Road and 22 metres along Queen Street.</li> </ul> <p><b>Note:</b> The limited width of the open space, in particular the frontage to Auburn Road, restricts the openness of the space, limiting the opportunity for the public realm to be expanded. The proposed width limits the opportunity to provide visual relief, as well as provide views between Auburn Road and Queen Street, while also restricting the opportunity for social interaction and outdoor dining.</p> <ul style="list-style-type: none"> <li>The residential component of the development maintains a 0 metre setback to parts of Auburn Road, Queen Street and Harrow Road.</li> <li>The 24 metre maximum width of the residential component of the development has been maintained.</li> </ul>		
	An open space area shall be provided on the north-east corner of the site at the intersection of Auburn Road and Queen Street with a minimum width of 26m, including a 6m reservation as a pedestrian plaza to accommodate circulation and outdoor dining area.	The public open space area at the corner of Auburn Road and Queen Street has not been designed in accordance with the standards, measuring 9.5 metres along Auburn Road and 22 metres along Queen Street.	No
	Pedestrian through-site links shall be provided to improve circulation and access to the town centre. Where possible, these linkages shall align to existing or proposed crossing points.	<p>Council's Urban Designer has raised concerns with the architectural character and façade treatment as follows:-</p> <ul style="list-style-type: none"> <li>The proposal does not include</li> </ul>	No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		any through-site links nor does it make provisions for the creation of through-site links in the future when the whole block is redeveloped.  The proposed design includes pedestrian connections from Mary Street to Queen Street. However, there are no established clear sightlines or legibility, and persons are required to travel between levels to get from one point to the next. No connections are proposed linking Auburn Road and Harrow Road.	
	The preferred vehicular access to the site shall be via Harrow Road with secondary access via Mary Street and Queen Street.	Vehicular access to the site is maintained to Harrow Road.	Yes
	Outdoor dining shall be encouraged within the Five Ways open space and along Auburn Road and Queen Street.	Due to the limited area proposed to the public open space, as compared to the requirements as stated above, the opportunity for outdoor dining is limited.	No
	For residential uses, the maximum building dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 60m.	The building length for Residential Tower 1 is 67.402m, which is unacceptable, as the development does not maintain an appropriate level of visual privacy, due in a large part to the building footprint proposed.	No
		The maximum building dimensions has been achieved for Residential Tower 2.	Yes
15.0	Lidcombe Town Centre		
	Not Applicable.		N/A
16.0	Newington Small Village		
	Not Applicable.		N/A
Part 14 – Advertising and Signage			
1.0	Introduction		
1.1	The Land to Which This Part Applies		
	This Part applies to all land within the Auburn local government area where Council is the consent authority.		Noted
2.0	Advertising and Signage Controls		
D1	Advertising and signs shall be consistent with <i>State Environmental Planning Policy No. 64 – Advertising and Signage</i> .	The table in <b>Attachment 4</b> outlines the manner in which the proposed signage satisfies the assessment criteria of SEPP 64.	Yes
3.0	Language of Advertising and Signage		
D1	Advertising and signage shall be displayed in English but may include a translation in another language.	Can be a condition of Consent.	Can be Conditioned
Part 15 – Parking and Loading			
1.0	Introduction		
	This Part applies to land where <i>Auburn Local Environmental Plan 2010</i> applies.		Noted



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
<b>2.0</b>	<b>Off-Street Parking Requirements</b>		
D1	All new development shall provide off-street parking in accordance with the parking requirement tables of the respective developments in this Part.	Refer to Part 3J under the ADG Assessment, and Part 15, Clause 5.1.5 under the Auburn DCP 2010, to which concerns are raised.	<b>No</b>
D2	In circumstances where a land use is not defined by this Part, any development application shall be accompanied by a detailed parking and assessment prepared by a suitably qualified professional.		N/A
<b>3.0</b>	<b>Design of Parking Facilities</b>		
<b>3.1</b>	<b>Bicycle Parking</b>		
D1	<p>Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1000m<sup>2</sup> and shall be designed in accordance with AS2890.3 – Bicycle Parking Facilities (see Figure 1 and 2).</p> <p>The exception being development located in Newington Business Park, Newington Small village and residential units as part of mixed use development which shall comply with the following requirements:-</p> <ul style="list-style-type: none"> <li>1 bicycle storage area for every 5 residential units as part of mixed use development</li> </ul>	<p>In total, 245 residential units are proposed, requiring 49 bicycle parking spaces.</p> <p>Bicycle storage areas have been provided within the development; however, it is unclear how many bicycles can be stored within these areas, which is unacceptable, as it is unclear if the proposed development encourages the use of bicycles as a sustainable mode of transport.</p>	<b>Council is Unable to Determine Compliance</b>
<b>3.2</b>	<b>Access driveway and circulation roadway design</b>		
D1	<p>Circulation roadways are designed to:</p> <ul style="list-style-type: none"> <li>Enable vehicles to enter the parking space in a single turning movement;</li> <li>Enable vehicles to leave the parking space in no more than two turning movements;</li> <li>Comply with AS 2890 – Parking Facilities (all parts);</li> <li>Comply with AS 1428.1 – Design for Access and Mobility; and</li> <li>Comply with Council's road design specifications and quality assurance requirements.</li> </ul>	<p>Council's Development Engineer has raised the following concerns:-</p> <ul style="list-style-type: none"> <li>An additional 300mm clear has not been provided for parking spaces where one side is confined by an obstruction.</li> <li>Adequate manoeuvring space is not available for parking spaces 100 and 135.</li> <li>Adequate sight distance is not available for parking space 99.</li> <li>Turn areas have not been provided at the blind aisle near parking space 101.</li> <li>Adequate information has not been provided to determine if the minimum 2.2 metre have clearance has been provided for the car park.</li> <li>The commercial parking spaces</li> </ul>	<b>No</b>



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		<p>are not provided with a width of 2.6 metres.</p> <ul style="list-style-type: none"> <li>The proposed residential ramp width is not adequate to accommodate a proposed centre median and any access control devices.</li> </ul>	
D2	Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle manoeuvring shall be designed and justified using 'Auto Turn' or the like.	<p>Council's Development Engineer has raised the following concern:-</p> <ul style="list-style-type: none"> <li>A width of 5.8 metres has not been provided for the circulation aisles with 90 degree angle parking.</li> <li>A detailed swept path analysis has not been provided, which demonstrates cars passing on another along circulation aisles.</li> <li>The aisle width next to the 90 degree angle parking spaces have not been widened by 300mm where the aisle is confined by a wall or other obstruction.</li> </ul>	<b>No</b>
D3	Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.		N/A
D4	Access driveways shall be located and designed to minimise loss of on-street parking.	Two (2) access driveways are designed to Harrow Road. Currently, No Parking and No Stopping signs are present along the length of the Harrow Road frontage.	Yes
D5	Access driveway shall have a minimum width of 3.0m unless elsewhere specified.	The proposed access driveways are >3 metres in width.	Yes
D6	Access driveways shall be located a minimum of 1.2m clear from power poles and drainage pits.	The proposed access driveways are located >1.2 metres from power poles and drainage pits.	Yes
<b>3.3</b>	<b>Sight Distance and Pedestrian Safety</b>		
D1	Access driveways and circulation roadways shall be designed to comply with sight distance requirements specified in AS 2890 – Parking Facilities.	<p>Council's Development Engineer has raised the following concern:-</p> <ul style="list-style-type: none"> <li>Adequate sight distance is not available for parking space 99.</li> </ul>	<b>No</b>
D2	Obstruction/fences shall be eliminated to provide adequate sight distance.		Yes
<b>3.4</b>	<b>General Parking Design</b>		
D1	Visual dominance of car parking areas and access driveways shall be reduced.	The proposed access driveways are not considered to be visually dominant, as seen from Harrow Road.	Yes
D2	All basement/underground car parks shall be designed to enter and leave the site in a forward direction.	The proposed basement car parking is designed such that vehicles will enter and leave in a forward direction.	Yes
D3	Car parking modules and access	Council's Development Engineer has	<b>No</b>

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<p>paths shall be designed to comply with AS 2890 – Parking Facilities (all parts).</p> <p><b>Note 1:</b> Disabled parking shall comply with AS 2890 – Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay.</p> <p><b>Note 2:</b> Visitor parking dimensions shall be a minimum 2.6m x 5.4m.</p>	<p>raised the following concern:-</p> <ul style="list-style-type: none"> <li>The commercial parking spaces are not provided with a width of 2.6 metres.</li> </ul>	
D4	<p>All pedestrian paths and ramps shall:</p> <ul style="list-style-type: none"> <li>Have a minimum width of 1000mm;</li> <li>Have a non-slip finish;</li> <li>Not be steep (ramp grades between 1:20 and 1:14 are preferred);</li> <li>Comply with AS 1428.1 – Design for Access and Mobility; and</li> <li>Comply with AS 1428.2 – Standards for blind people or people with vision impairment.</li> </ul>	<p>All pedestrian paths and ramps are a minimum of 1 metre in width and do not exceed a gradient of 1:20.</p> <p>A non-slip finish, and compliance with AS 1428.1 &amp; AS 1428.2 can be a Condition of Consent.</p>	Can be Conditioned
<b>4.0</b>	<b>Residential Development</b>		
<b>4.1</b>	<b>General Controls</b>		
<b>4.1.1</b>	<b>Driveways and Entrances</b>		
D1	<p>Driveways shall be located and designed to avoid the following:</p> <ul style="list-style-type: none"> <li>Being located opposite other existing access driveways with significant vehicle usage;</li> <li>Restricted sight distances;</li> <li>On-street queuing; and</li> <li>Being located within 6m from a tangent point.</li> </ul>	<p>Council's Development Engineer has raised the following concerns:-</p> <ul style="list-style-type: none"> <li>The queuing area in front of the roller door is not adequate, and is not designed in accordance with AS 2890.1.</li> </ul>	No
D2	<p>Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council's Works and Services Department.</p>	<p>Council's Development Engineer has raised the following concern:-</p> <ul style="list-style-type: none"> <li>The proposed residential ramp width is not adequate to accommodate a proposed centre median and any access control devices.</li> </ul>	No
D3	<p>Access driveways of a length exceeding 50m shall incorporate:</p> <ul style="list-style-type: none"> <li>A driveway width that allows for the passing of vehicles in opposite directions, this may be achieved by intermittent passing bays; and</li> <li>Turning areas for service vehicles.</li> </ul>		N/A
D4	<p>The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) shall be</p>	<p>The maximum gradient of the proposed driveways is limited to 20%.</p>	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	considered.		
D5	<p>For multi dwelling housing, entrances to car parks including the access driveway shall have a minimum clear width of 5.5m wide. (Where there are adjoining walls an additional 300mm on each side of the driveway shall be provided).</p> <p>The above width may be reduced to 3.6m for developments with less than 20 dwellings. In this case, the driveway shall be 5.5m in width for the first 6m from the property boundary leading into the car park to allow for two passing vehicles entering and exiting the car park. Refer to AS 2890.1 – Off-street car parking for more information on access driveway widths.</p> <p><b>Note:</b> Waiting bays shall be provided within the development site.</p>	<p>The access driveway associated with the residential parking ramp is designed to be 6.1 metres wide.</p>	Yes
D6	Circulation roadways and ramps servicing car parking areas shall comply with AS 2890 – Parking Facilities unless otherwise advised by Council's Works and Services department.	<p>Council's Development Engineer has raised the following concerns:-</p> <ul style="list-style-type: none"> <li>A width of 5.8 metres has not been provided for the circulation aisles with 90 degree angle parking.</li> <li>The aisle width next to the 90 degree angle parking spaces have not been widened by 300mm where the aisle is confined by a wall or other obstruction.</li> </ul>	No
D7	For detached dwellings and dual occupancy development, driveways shall be a maximum of 3.5m in width at the property boundary.		N/A
D8	For detached dwellings and dual occupancy development, the minimum width of vehicle access driveways shall be 1.2m clear of structures such as power poles, service pits and drainage pits.		N/A
<b>4.2</b>	<b>Detached Dwellings &amp; Dual Occupancies</b>		
	Not Applicable.		N/A
<b>4.3</b>	<b>Multi Dwelling Housing</b>		
	Not Applicable.		N/A
<b>4.4</b>	<b>Residential Flat Buildings</b>		
<b>4.4.1</b>	<b>Number of Parking Spaces</b>		
D1	Not Applicable.		N/A
D2	Stacked parking for a maximum of 2 car parking spaces may be provided only for use by the same dwelling.		Noted
D3	Parking spaces may be enclosed if they have a minimum internal width of 3m clear of columns and meet the relevant Australian	Enclosed car parking spaces are not proposed.	N/A

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	Standards and BCA requirements.		
4.4.2	Design of Parking Spaces		
D1	All residential flat buildings shall have underground car parking and be fitted with a security door. Basement garage doors shall not tilt/swing or open in an outward direction.	A roller door has been designed to the entrance to the residential car park.	Yes
D2	Underground car parking shall be naturally ventilated where possible and shall be less than 1m above existing ground level.	The basement car parks are mechanically ventilated.	Yes
D3	Basement areas shall be used for storage and car parking only.	The basement areas are limited to storage, mechanical plant and car parking.	Yes
4.5	Other Forms of Residential Accommodation		
	Not Applicable.		N/A
4.6	Former Lidcombe Hospital Site		
	Not Applicable.		N/A
4.7	Newington Residential Part		
	Not Applicable.		N/A
5.0	Commercial Development		
5.1	General Control – Business Areas		
5.1.1	General Parking Design		
D1	Car parking shall be provided at the rear of the development or be fully underground.	Car parking is designed underground.	Yes
D2	The design of any parking area shall be integrated into the overall site and building design and be integrated with neighbouring properties.		
D3	Special consideration may be given to restaurants, cafes and function centres and the like which operate outside normal business hours where it can be demonstrated the car parking provided for retail and commercial uses operating during normal business hours will be available for parking demand outside these hours.		N/A
D4	Council may accept a monetary contribution in lieu of on-site car parking where a contributions plan is in place under Section 94 of the <i>Environmental Planning and Assessment Act 1979</i> , or other relevant legislation.		Not Applied For
5.1.2	Access and Driveway Design		
D1	Car park entries and driveways shall be kept to a minimum and shall not be located on primary or core retail streets.	The car park entries have been designed to Harrow Road, as per Part 8, Clause 14.5 of the Auburn DCP 2010.	Yes
D2	Driveways shall be designed to allow vehicles to enter and leave in a forward direction.	The proposed basement car parking is designed such that vehicles will enter and leave in a forward direction.	Yes
D3	Vehicular access shall be designed to avoid conflicts with pedestrians.	Vehicular access has been designed to limit conflict with pedestrians.	Yes
D4	Adequate area shall be provided on site and driveways designed to enable all vehicles including large trucks to enter and leave the site in a forward direction.		Yes
D5	Driveways shall be located and designed so as to avoid the	Council's Development Engineer has raised the following concerns:-	No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<p>following:</p> <ul style="list-style-type: none"> <li>Being located opposite other existing access ways with significant vehicle usage;</li> <li>Restricting sight distances;</li> <li>On-street queuing;</li> <li>An intersection controlled by traffic signals within 25m on the approach side;</li> <li>A signalled intersection of any major roads within 90m;</li> <li>An intersection controlled by a stop or give way sign within 12m on the approach side;</li> <li>The approach side of any intersection within 10m;</li> <li>A property boundary on the departure side of any intersection within 10m; and</li> <li>The commencement of a median island within 6m.</li> </ul>	<ul style="list-style-type: none"> <li>Adequate sight distance is not available for parking space 99.</li> <li>The queuing area in front of the roller door is not adequate, and is not designed in accordance with AS 2890.1.</li> </ul>	
D6	The maximum grade of manoeuvring areas and all access roadways shall comply with AS 2890 – Parking Facilities.		Yes
D7	Where sites front on to main or arterial roads, driveways shall be minimised or located on side or rear road frontages where available.		N/A
D8	Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council's Engineering Department.		Yes
D9	The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) will be considered.	The maximum gradient of the proposed driveways is limited to 20%.	Yes
<b>5.1.3</b>	<b>Access Driveway Design</b>		
D1	Access driveways with a length exceeding 50m shall incorporate: <ul style="list-style-type: none"> <li>A driveway width, that allows for the passing of vehicles in opposite directions. This can be achieved by intermittent passing bays; and</li> <li>Turning areas for service vehicles.</li> </ul>		N/A
<b>5.1.4</b>	<b>Number of Car Parking Spaces</b>		
	Not Applicable.		N/A
<b>5.1.5</b>	<b>Number of Car Parking Spaces</b>		
D1	<p>Development in the B4 Mixed Use and B2 Local Centre zones within 1000 metres of a railway station in Town Centres (Auburn and Lidcombe) and 800 metres in Villages (Berala and Regents Park) shall comply with the following requirements:-</p> <p><b>Residential</b> Refer to Part 3J-1 of the ADG Assessment related to Car Parking.</p>	<p>In total, 7,599m<sup>2</sup> of commercial is proposed, requiring 127 car parking spaces. 109 spaces have been provided within the commercial and residential car parking level on Basement Level 1, which is unacceptable, as adequate parking has not been provided to service the development.</p> <p><b>Note:</b> As the car parking within Basement Level 1 is a combination of commercial and residential visitor parking</p>	No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<b>Commercial/retail area</b> <ul style="list-style-type: none"> <li>Min - 1 space per 60m<sup>2</sup> to Max – 4 spaces per 40m<sup>2</sup></li> </ul> <b>Note:</b> Resident, visitor and commercial/retail area car parking calculations are to be rounded up separately.	spaces, inadequate information has been provided to determine the extent of parking provided to service the commercial area.	
D2	The Commercial/retail parking area shall be based on net leasable area excluding walls, toilets, etc.		Noted
D3	Clear signage indicating the location of basement parking shall be provided by the commercial/retail occupiers.	Can be a condition of Consent.	Can be Conditioned
<b>5.2</b>	<b>Newington Small Village</b>		
	Not Applicable.		N/A
<b>6.0</b>	<b>Controls for Industrial Development</b>		
	Not Applicable.		N/A
<b>7.0</b>	<b>Loading Requirements</b>		
D1	Driveway access and adequate on-site manoeuvring shall be provided to enable all delivery vehicles to enter and leave the site in a forward direction.		Yes
D2	Industrial developments having a floor area greater than 400m <sup>2</sup> shall include loading and unloading facilities to accommodate a 'heavy rigid vehicle' as classified under AS 2890 – Parking Facilities. Smaller developments shall make a provision for a 'medium rigid vehicle' as classified under the above Australian Standard. All development applications shall be accompanied with a manoeuvring analysis with 'auto turn or the like' and details of swept paths showing compliance with AS 2890 – Parking Facilities.  <b>Note:</b> The applicant shall identify the likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with AS 2890 – Parking Facilities.		N/A
D3	Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.	A conflict exists between the commercial parking area and the loading bay, specifically, when vehicles are maneuvering.	No
D4	The service area shall be a physically defined location which is not used for other purposes, such as the storage of goods and equipment.	The service area is a physically defined location.	Yes
D5	The design of loading docks shall accommodate the type of delivery vehicles associated with the development and potential uses of the development.	Council's Development Engineer has raised the following concerns:- <ul style="list-style-type: none"> <li>A conflict exists between the commercial parking area and the loading bay, specifically, when vehicles are maneuvering.</li> <li>The waste collection and commercial loading areas have not been separated.</li> <li>A 4.5 metre headroom height has not been provided for the</li> </ul>	No



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		<p>loading area.</p> <ul style="list-style-type: none"> <li>The loading area does not accommodate a heavy rigid vehicle, required to service the development.</li> <li>Deliveries from the loading docks are transported through the public lifts, which is not appropriate.</li> </ul>	
D6	Buildings shall be designed to allow loading and unloading of vehicles within the building and at all times. Where achievable, loading docks should be situated to the side or rear of buildings. In the case of commercial development access can be provided from a laneway.	The loading dock is designed such that loading and unloading functions will be undertaken wholly within the site.	Yes
D7	<p>That loading bays for trucks and commercial vehicles shall be provided in accordance with Table 9 below.</p> <p><b>Table 9</b> - Loading and service vehicle requirements for specific land uses:-</p> <p><b>Business and Office Premises</b></p> <ul style="list-style-type: none"> <li>1 space per 4,000m<sup>2</sup> GFA up to 20,000m<sup>2</sup> GFA plus.</li> <li>1 space per 8,000m<sup>2</sup> thereafter.</li> </ul> <p><b>Retail Premises – Department Stores</b></p> <ul style="list-style-type: none"> <li>1 space per 1,500m<sup>2</sup> GFA up to 6,000m<sup>2</sup> GFA plus.</li> <li>1 space per 3,000m<sup>2</sup> thereafter.</li> </ul> <p><b>Retail Premises – Shops and Food and Drink Premises</b></p> <ul style="list-style-type: none"> <li>1 space per 400m<sup>2</sup> GFA up to 2,000m<sup>2</sup> GFA plus.</li> <li>1 space per 1,000m<sup>2</sup> thereafter.</li> </ul> <p><b>Hotel and Motel Accommodation</b></p> <ul style="list-style-type: none"> <li>1 space per 50 bedrooms or bedroom suites up to 200 plus.</li> <li>1 space per 100 thereafter plus.</li> </ul>	<p>Council's Development Engineer has identified the subject development, based on an assessment of the breakdown of the uses on site requires 10 loading docks.</p> <p>1 x medium rigid loading dock and 2 x service vehicle docks have been provided to service the development.</p>	No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<ul style="list-style-type: none"> <li>1 space per 1,000m<sup>2</sup> of public area set aside for bar, tavern, lounge and restaurant.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>1 space per 2,000m<sup>2</sup>.</li> </ul> <p><b>Industrial / Warehouse, Bulky Goods Retail and Wholesale Supplies</b></p> <ul style="list-style-type: none"> <li>1 space per 800m<sup>2</sup> GFA up to 8,000m<sup>2</sup> GFA.</li> <li>1 space per 1,000m<sup>2</sup> thereafter.</li> </ul> <p><b>Note:</b> It is not possible to establish criteria for the size of trucks likely to access the land uses specified above. This will be done on a case by case basis.</p> <p>Larger trucks, such as B-Doubles, shall be assessed on their individual requirements, but will usually require a minimum loading area dimension of 25m length by 3.5m width.</p> <p>The heights of the loading area, platform in the service bay and of the service bay itself will vary with vehicle type and loading/unloading methods.</p>		
D8	<p>Loading/unloading areas shall be provided in accordance with AS 2890.2 – Off-Street Commercial Vehicle Facilities.</p>	<p>Council's Development Engineer has raised the following concerns:-</p> <ul style="list-style-type: none"> <li>A conflict exists between the commercial parking area and the loading bay, specifically, when vehicles are maneuvering.</li> <li>The waste collection and commercial loading areas have not been separated.</li> <li>A 4.5 metre headroom height has not been provided for the loading area.</li> <li>The loading area does not accommodate a heavy rigid vehicle, required to service the development.</li> <li>Deliveries from the loading docks are transported through the public lifts, which is not</li> </ul>	<b>No</b>

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
		appropriate.	
8.0	Other Development Parking Controls		
	Not Applicable.		N/A
Part 16 – Access and Mobility			
	Access to persons with a disability has not been afforded from the commercial parking area to the Village Tavern, which is unacceptable, as equal access opportunities has not been afforded to all persons.		No
Part 17 – Stormwater Drainage			
4.1	Easements to Drain Water		
	A Right of Drainage, 1.525 metres wide, is present along the southern boundary with 1, 3 & 5 – 7 Mary Street, Auburn; however, the easement is encroached upon by the proposed development.		No
5.0	On-Site Detention		
	<p>An On-site Stormwater Detention (OSD) system has been proposed.</p> <p>Council's Development Engineer has raised concerns with the stormwater disposal follows:-</p> <ul style="list-style-type: none"><li>• A detailed OSD calculation sheet has not been submitted.</li><li>• The OSD tank and rainwater tank have not been separated.</li><li>• The OSD tank has not been located outside the commercial floor areas.</li><li>• Details of stormwater disposal to Council's drainage system have not been clearly annotated on the submitted plans.</li><li>• A grated drain has not been provided behind the flap valve. The OSD tank configuration does not comply with Council's standard drawing.</li><li>• The spacing between the OSD tank access grates exceeds 5 metres.</li><li>• A detailed survey showing all existing footpaths, kerb and gutter and other surface levels has not been provided.</li></ul>		No

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
<b>Part 18 - Waste</b>			
	<p>A Waste Management Plan has been submitted with the Development Application. Separate residential and commercial bin storage areas have been proposed within the basement, and garbage chutes have been designed to service the residential portion of the development.</p> <p>Council's Waste Resource Recovery Officer has raised concerns with the waste arrangements as follows:-</p> <ul style="list-style-type: none"> <li>The waste service requirements for the proposed development are as follows:- <ul style="list-style-type: none"> <li>Residential Garbage: 10 x 1100L MGBs collected three times a week.</li> <li>Residential Recycling: 6 x 1100L MGBs collected three times a week.</li> </ul> </li> <li>It is unclear from the submitted plans if the bin storage rooms have the capacity to accommodate the bin arrangement listed above.</li> <li>The Applicant has not demonstrated how garbage and recycling bins will be transported from the bin storage room to the loading bay for servicing, and whether there is sufficient space for the required number of bins.</li> <li>The Applicant has not demonstrated the location of residential waste holding room noted within the Architectural Plans can accommodate for the recommended bin arrangement above.</li> <li>The Applicant has not demonstrated that a swept path for a 10.5 metre heavy rigid vehicle can manoeuvre to the loading bay on-site, and undertake collection of garbage and recycling.</li> <li>The Applicant has indicated a private garbage and recycling collection service will be used, which will incur a waste availability charge. The Applicant has not considered Council providing the service.</li> <li>A caged area for bulky items discarded by residents awaiting Council's collection has not been provided.</li> </ul>		<b>No</b>
<b>Part 19 – Tree Preservation</b>			
	No existing trees are proposed to be removed.		N/A