

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
Part 1 - Introduction			
3.0	Notification Requirements		
	<p>Mixed use development and shop top housing.</p> <p>Notification Period = 14 days</p> <ul style="list-style-type: none"> - Letters to adjoining owners. - Advertise in local newspaper. - Notice on site. 	<p>The subject application was notified for a period of 14 days between 17 December 2019 and 31 December 2019. The application was renotified on 28 January 2020 to 11 February 2020, as the first notification was issued in error.</p> <p>Three (3) submissions were received during the notification period, objecting to the proposal, one of which has since been withdrawn.</p> <p>*Refer to commentary within report.</p>	Yes
Part 8 – Local Centres			
1.0	Introduction		
1.1	Development to which this Part Applies		
	<p>This Part applies to development permitted within the following zones under <i>Auburn LEP 2010</i>:</p> <ul style="list-style-type: none"> ▪ B4 Mixed Use; ▪ B2 Local Centre; and ▪ B1 Neighbourhood Centre. <p>These zones apply to Council's local centres hierarchy, which includes town centres, small villages and neighbourhood centres.</p>	<p>The proposed alterations and additions to the existing club are located on B4 Mixed Use zoned land.</p>	Noted
2.0	Built Form		
D1	<p>To allow for their adaptive use, mixed use buildings are to incorporate the following flexible design requirements:</p> <ul style="list-style-type: none"> ▪ The number of internal apartment structural walls are to be minimised; and <p>Ceiling heights for the ground floor is to be a minimum of 3.6 metres.</p>	<p>Not Applicable.</p> <p>The floor to ceiling heights of the ground floor is maintained to 3.785m, with the exception of back of house and general amenity areas.</p>	<p>N/A</p> <p>Yes</p>
D2	<p>Residential components are to be provided with direct access to street level with entrances clearly distinguishable from entries to commercial premises.</p>	Not Applicable.	N/A
D3	<p>Secure entries are to be provided to all entrances to private areas, including car parks and internal courtyards.</p>	Safety and security has been maintained to an acceptable level.	Yes
D4	<p>Car parking provided for the residential component of the development is to be clearly delineated and provided separate to general customer parking.</p>	Not Applicable.	N/A

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
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 residential areas.	The proposed development has been designed to locate loading bays, waste storage / collection areas, noise and odour generating aspects away from residential areas.	Yes
D6	Vehicular circulation areas must be legible and must differentiate between the commercial service requirements, such as loading areas, and residential access.	Vehicular circulation areas are legible.	Yes
D7	Mechanical plant is to be located on the roof or visually and acoustically isolated from residential uses.	Mechanical plant is located on the roof.	Yes
2.1	Number of Storeys		
D1	<p>The minimum finished floor level (FFL) to finished ceiling level (FCL) shall be as follows:</p> <ul style="list-style-type: none"> 3300mm for ground level (regardless of the type of development); 3300mm for all commercial/retail levels; and 2700mm for all residential levels above ground floor. 	<p>The floor to ceiling heights, with the exception of back of house and general amenity areas, are maintained as follows:</p> <ul style="list-style-type: none"> Ground Floor - 3.785m First Floor - 3.785m Second Floor - 3.3m Third Floor - 3.3m 	Yes
2.2	Articulation and Design		
D1	<p>Buildings shall incorporate:</p> <ul style="list-style-type: none"> Balanced horizontal and vertical proportions and well-spaced and proportioned windows; A clearly defined base, middle and top; Modulation and texture; and Architectural features which give human scale at street level such as entrances and porticos. 	The subject development incorporates adequate articulation and modulation, providing an acceptable appearance as seen from the public domain.	Yes
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 regarding articulation and design.	Yes
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	Street awnings have been provided to John Street and Board Street, which	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	façade of the building shall be provided as part of all new development.	provide a horizontal element to the building façades.	
D6	Where development has two (2) street frontages the streetscape should be addressed by both facades.	The proposed development addresses both John Street and Board Street.	Yes
2.3	Materials		
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.	The proposed development incorporates a mixture of solid and glazed material.	Yes
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.	The proposed building materials and finishes complement the predominant existing finishes of the area, and finishes recently approved within surrounding development.	Yes
D3	Building facades at street level along primary streets and public places consist of a minimum of 80% for windows/glazed areas and building and tenancy entries.	The proposed development achieves a minimum 80% of glazing to the ground floor component, as seen from Board Street.	Yes
D4	Visible light reflectivity from building materials used on the facades of new buildings shall not exceed 20%.	Standard condition of consent.	Standard Condition of Consent
2.4	Roofs		
D1	Design of the roof shall achieve the following: <ul style="list-style-type: none"> ▪ Concealment of lift overruns and service plants; ▪ Presentation of an interesting skyline; ▪ Enhancing views from adjoining developments and public places; and ▪ Complementing the scale of the building. 	The proposed roof design is acceptable as seen from the public domain.	Yes
D2	Roof forms shall not be designed to add to the perceived height and bulk of the building.	The proposed roof form does not add to the perceived bulk of the building.	Yes
D3	Where outdoor recreation areas are proposed on flat roofs, shade structures and wind screens shall be provided.		N/A
2.5	Balconies		
D1	Opaque glazing and/or masonry for balconies is encouraged.	No balconies are proposed to the development.	N/A
D2	Clear glazing for balconies is prohibited.		
D3	Verandahs and balconies shall not be enclosed.		
D4	Balconies and terraces shall be oriented to overlook public spaces.		

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
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.		
D6	Screens, louvres or similar devices shall be provided on balconies so as to screen any drying of laundry.		
2.6	Interface with Schools, Places of Public Worship, and Public Precincts		
	Not Applicable.		N/A
3.0	Streetscape and Urban Form		
3.1	Streetscape		
D1	Applicants shall demonstrate how new development addresses the streetscape and surrounding built environment.	A series of streetscape elevations and perspectives have been provided.	Yes
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 has been provided between the footpaths along John Street and the development.	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.	Standard condition of consent.	Standard Condition of Consent
D6	Signage shall be minimised and coordinated to contribute to a more harmonious and pleasant character for the locality.	Signage is not proposed within this development application.	Yes
3.2	Setbacks		
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 15.0 of Part 8 of the Auburn DCP 2010.	Noted
4.0	Mixed Use Developments		
4.1	Building Design		
D1	The architecture of ground level uses shall reflect the commercial/retail function of the centre.	The ground level reflects and sympathetically integrates with the commercial / retail function of the centre.	Yes
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.	Loading / unloading and passenger vehicle access has been separated within the development.	Yes
D4	The design of buildings on corner sites or at the ends of a	The proposed development emphasises the corner of John Street	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	business/commercial zone shall emphasise the corner as a focal point.	and Board Street.	
4.2	Active Street Frontages		
D1	Retail outlets and restaurants are located at the street frontage on the ground level.	The proposed development activates John Street and Board Street.	Yes
D2	A separate and defined entry shall be provided for each use within a mixed use development.	Not Applicable.	N/A
D3	Only open grill or transparent security (at least 70% visually transparent) shutters are permitted to retail frontages.	Security shutters have not been proposed to the development.	N/A
4.3	Awnings		
D1	Awning dimensions shall generally be: <ul style="list-style-type: none"> Horizontal in form; Minimum 2.4m deep (dependent on footpath width); Minimum soffit height of 3.2m and maximum of 4m; Steps for design articulation or to accommodate sloping streets are to be integral with the building design and should not exceed 700mm; Low profile [profile], with slim vertical fascia or eaves (generally not to exceed 300mm height); 1.2m setback from kerb to allow for clearance of street furniture, trees, and other public amenity elements; and In consideration of growth pattern of mature trees. 	The proposed development comply with the standards as noted, applicable to awnings.	Yes
D2	Awning design must match building facades, be complementary to those of adjoining buildings and maintain continuity.	The proposed awnings match the building façade, designed to both John Street and Board Street.	Yes
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.	Vertical canvas drop blinds have not been proposed to the development.	N/A
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.	Standard condition of consent.	Standard Condition of Consent
D6	Soft down lighting is preferred over up lighting to minimise light	Noted.	Noted

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	pollution.		
D7	Any under awning sign is to maintain a minimum clearance of 2.8m from the level of the pavement.	Signage has not been proposed within the subject development application.	Yes
D8	All residential buildings are to be provided with awnings or other weather protection at their main entrance area.	Awnings have been designed to John Street and Board Street.	Yes
4.4	Arcades		
D1	Arcades shall: <ul style="list-style-type: none">▪ Accommodate active uses such as shops, commercial uses, public uses, residential lobbies, cafes or restaurants;▪ Be obvious and direct thoroughfares for pedestrians;▪ Provide for adequate clearance to ensure pedestrian movement is not obstructed;▪ Have access to natural light for all or part of their length and at the openings at each end, where practicable;▪ Have signage at the entry indicating public accessibility and to where the arcade leads; and▪ Have clear sight lines and no opportunities for concealment.	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.		
4.5	Amenity		
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
4.6	Residential Flat Building Component of Mixed Use Developments		
	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.		N/A
5.0	Privacy and Security		
D1	Views onto adjoining private open space shall be obscured by: <ul style="list-style-type: none">▪ Screening with a maximum area of 25% openings is permanently fixed and made of durable materials; or▪ 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	Visual privacy to adjoining properties has been maintained to an acceptable level.	Yes



Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	measure to further improve privacy.		
D2	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.		
D3	Shared pedestrian entries to buildings shall be lockable.	Not Applicable.	N/A
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.	Standard condition of consent.	Standard Condition of Consent
D6	Landscaping and site features shall not block sight lines and are to be minimised.	The proposed plantings do not obstruct sight 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.	Not Applicable.	N/A
D8	Adequate lighting shall be provided to minimise shadows and concealment spaces.	Standard condition of consent.	Standard Condition of Consent
D9	All entrances and exits shall be made clearly visible.	The proposed entrances and exits are clearly visible from the public domain.	Yes
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.	Safety and security has been maintained to an acceptable level.	Yes
5.1	Lighting		
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.	Standard condition of consent.	Standard Condition of Consent
D2	Lighting systems shall incorporate specific display lighting to reinforce merchandise and provide a contrast against the street lighting generally.	Not Applicable.	N/A
D3	Surface mounted fluorescent fixtures shall not be considered in any part of the retail areas of the premises.	Not Applicable.	N/A
D4	The light source shall be selected to provide the desired light effect;	Standard condition of consent.	Standard Condition of

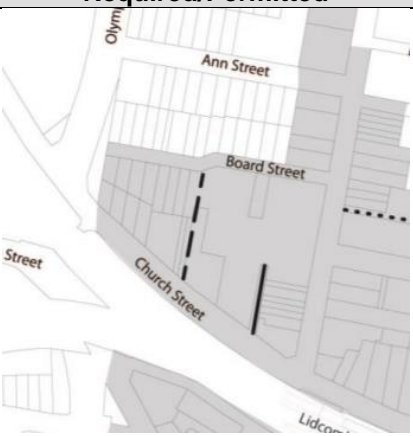
Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply Consent
	however, fitting and methods shall be chosen to produce the highest energy efficiency.		
D5	Lighting shall not interfere with the amenity of residents or affect the safety of motorists.		
D6	Excessive lighting shall not be permitted. Light spill onto the street into the public domain shall be minimised.		
5.2	Shutters and Grilles		
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">Be at least 70% visually permeable (transparent);Not encroach or project over Council's footpaths; andBe made from durable, graffiti-resistant materials.	Security shutters, grilles and screens are not proposed to the development.	N/A
D4	Solid, external roller shutters shall not be permitted.	Standard condition of consent.	Standard Condition of Consent
5.3	Noise		
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">Development Near Rail Corridors and Busy Roads, NSW Department of Planning, December 2008 – Interim Guidelines.NSW Industrial Noise Policy;Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects; andEnvironmental Criteria for Road and Traffic Noise.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	An Acoustic Assessment has been submitted with the Development Application, which has been reviewed by Council's Environmental Health Officer, to which conditions of consent have been provided.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	proposed commercial premise.		
D2	An acoustic report shall be submitted with a development application for a proposed commercial use in the local centre that operates during the hours between 10pm and 6am.		N/A
5.4	Wind Mitigation		
D1	Site design for tall buildings (towers) shall: <ul style="list-style-type: none">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;Ensure that tower buildings are well spaced from each other to allow breezes to penetrate local centres;Consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level; andEnsure useability of open terraces and balconies.	The proposed development is maintained to 22.53m, and therefore a Wind Effect Report is not required.	N/A
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 soften the development.	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.		Yes
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	Standard condition of consent.	Standard Condition of Consent

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	frontage to laneways.		
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.	No existing trees are impacted by the proposed development.	N/A
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.	Standard condition of consent.	Standard Condition of Consent
D5	Driveways and services shall be located to preserve significant trees.	No existing trees are impacted by the proposed development.	N/A
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.	Standard condition of consent.	Standard Condition of Consent
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.	Standard condition of consent.	Standard Condition of Consent
8.0	Energy Efficiency and Water Conservation		
	Standard condition of consent.		Standard Condition of Consent
9.0	Ancillary Site Features		
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 ² of gross leasable floor area devoted to commercial premises.	Not Applicable.	N/A
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.	Not Applicable.	N/A
10.0	Other Relevant Controls		
10.1	Waste		
D1	Applicants shall consult the Waste Part of this DCP for requirements for disposal.		Noted
10.2	Access and Amenity		
D1	Applicants shall consult the relevant provisions within the Access and		Noted

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	Mobility Part of this DCP.		
11.0	Public Domain		
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.	Council's Development Engineer has reviewed the proposal against the Public Domain Manual and Town Centre Infrastructure Manual to be acceptable, subject to conditions.	Yes
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.	The proposed development contributes to the public domain through the provision of awnings, sheltered building entries, safe pedestrian linkages to car parks, and landscaping.	Yes
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
12.0	Subdivision		
	Not Applicable.		N/A
13.0	Residential Interface		
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.	Ventilation facilities have been provided to the development, which has been reviewed by Council's Environmental Health Officer, to which conditions of consent have been provided.	Yes
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, which has been reviewed by Council's Environmental Health Officer, to which conditions of consent have been provided.	Yes
14.0	Auburn Town Centre		
	Not Applicable.		N/A
15.0	Lidcombe Town Centre		
15.1	Development to Which This Section Applies		
	This section applies to the Lidcombe Town Centre which is	The subject site falls within the Lidcombe Town Centre.	Noted

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	zoned B4 Mixed Use, RE1 Public Recreation and RE2 Private Recreation under <i>Auburn LEP 2010</i> . Refer to Figure 1.		
15.2	Setbacks		
D1	<p>Setbacks within the town centre shall be consistent with Figure 7.</p>  <p>Build to Boundary</p>	The proposed development has been designed to be built to the boundary to John Street and Board Street.	Yes
15.3	Active Frontages		
D1	<p>As a minimum, buildings shall provide active street frontages consistent with Figure 8.</p>  <p>Active Street Frontage are Applicable for All Frontages</p>	Active street frontages have been designed to John Street and Board Street.	Yes
15.4	Laneways		
	Redevelopment within the Lidcombe Town Centre shall make provision for the creation of new laneways as shown in Figure 9.	The proposed development is maintained to Phase 1 works, which is outside the area of the site associated with the provision of the future pedestrian connection between Church Street and Board Street.	N/A

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	 <p>A Laneway is required connecting Board Street and Church Street.</p>		
15.5	Key Sites		
15.6	Site 1 - Dooleys		
D1	Development shall be designed in accordance to Figure 11.	The proposed development has been designed in accordance with Figure 11.	Yes
D2	Development shall be designed to address Olympic Drive	The proposed development is primarily designed to the corner of John Street and Board Street.	N/A
D3	Development shall provide a new pedestrian through-site link, shared way or street between Church Street to Board Street, with a minimum width of 12m.	The proposed development is maintained to Phase 1 works, which is outside the area of the site associated with the provision of the future pedestrian connection between Church Street and Board Street.	N/A
D4	Through-site linkages shall be provided for pedestrians and vehicles within the site to improve circulation and access to the town centre. The linkages shall enable connection between Church Street and Board Street and John Street and Board Street.		
D5	The preferred access to the site shall be via Church Street with secondary access via Board Street.	Access to the site is maintained to John Street.	N/A
D6	Outdoor dining shall be encouraged along John Street and Church Street.	Outdoor dining does not form part of this development application.	N/A
D7	For residential uses, the maximum building dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 60m	Not Applicable.	N/A
D8	Levels above the podium are to be setback for a minimum of 4-6m from the boundary of adjoining commercial or residential uses.	A setback of 4m has been designed above the podium, as measured to John Street and Board Street.	Yes
16.0	Newington Small Village		
	Not Applicable.		N/A

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
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> .	Advertising and signage is not proposed as a part of this development application.	N/A
3.0	Language of Advertising and Signage		
D1	Advertising and signage shall be displayed in English but may include a translation in another language.	Advertising and signage is not proposed as a part of this development application.	N/A
Part 15 – Parking and Loading			
1.0	Introduction		
	This Part applies to land where <i>Auburn Local Environmental Plan 2010</i> applies.		Noted
2.0	Off-Street Parking Requirements		
D1	All new development shall provide off-street parking in accordance with the parking requirement tables of the respective developments in this Part.		Noted
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
3.0	Design of Parking Facilities		
3.1	Bicycle Parking		
D1	Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1000m ² and shall be designed in accordance with AS2890.3 – Bicycle Parking Facilities (see Figure 1 and 2). 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 requirements.	No applicable bicycle parking rates are provided within the Auburn DCP 2010.	N/A
3.2	Access driveway and circulation roadway design		
D1	Circulation roadways are designed to: <ul style="list-style-type: none"> ▪ Enable vehicles to enter the parking space in a single turning movement; ▪ Enable vehicles to leave the parking space in no more than two turning movements; ▪ Comply with AS 2890 – Parking Facilities (all parts); ▪ Comply with AS 1428.1 – Design for Access and Mobility; and ▪ Comply with Council's road design specifications and 	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of access driveway and circulation roadway design, subject to conditions.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	quality assurance requirements.		
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.		
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.	The proposed access driveways are located off Board Street, in accordance with Figure 11 of the Local Centres DCP.	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
3.3	Sight Distance and Pedestrian Safety		
D1	Access driveways and circulation roadways shall be designed to comply with sight distance requirements specified in AS 2890 – Parking Facilities.	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of sight distance and pedestrian safety, subject to conditions.	Yes
D2	Obstruction/fences shall be eliminated to provide adequate sight distance.		Yes
3.4	General Parking Design		
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 they are maintained to Board Street.	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 paths shall be designed to comply with AS 2890 – Parking Facilities (all parts). Note 1: Disabled parking shall comply with AS 2890 – Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay. Note 2: Visitor parking dimensions shall be a minimum 2.6m x 5.4m.	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of parking design, subject to conditions.	Yes
D4	All pedestrian paths and ramps shall: ▪ Have a minimum width of 1000mm;	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of parking design, subject to conditions.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<ul style="list-style-type: none"> Have a non-slip finish; Not be steep (ramp grades between 1:20 and 1:14 are preferred); Comply with AS 1428.1 – Design for Access and Mobility; and Comply with AS 1428.2 – Standards for blind people or people with vision impairment. 		
4.0	Residential Development		
4.1	General Controls		
4.1.1	Driveways and Entrances		
D1	Driveways shall be located and designed to avoid the following: <ul style="list-style-type: none"> Being located opposite other existing access driveways with significant vehicle usage; Restricted sight distances; On-street queuing; and Being located within 6m from a tangent point. 	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of driveways and entrances, subject to conditions.	Yes
D2	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.		
D3	Access driveways of a length exceeding 50m shall incorporate: <ul style="list-style-type: none"> A driveway width that allows for the passing of vehicles in opposite directions, this may be achieved by intermittent passing bays; and Turning areas for service vehicles. 		N/A
D4	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 considered.	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of driveways and entrances, subject to conditions.	Yes
D5	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). 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. Note: Waiting bays shall be provided within the development site.		N/A
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.	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of driveways and entrances, subject to conditions.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
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
4.2	Detached Dwellings & Dual Occupancies		
	Not Applicable.		N/A
4.3	Multi Dwelling Housing		
	Not Applicable.		N/A
4.4	Residential Flat Buildings		
	Not Applicable.		
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 basement car park entry and loading / unloading area is deigned to Board Street.	Yes
D2	Driveways shall be designed to allow vehicles to enter and leave in a forward direction.	The proposed basement arrangement is designed such that vehicles will enter and leave in a forward direction. The proposed at grade loading / unloading area does not afford entering and exiting the site in a forward direction. Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of access and driveway design, subject to conditions.	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		Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	all vehicles including large trucks to enter and leave the site in a forward direction.		
D5	<p>Driveways shall be located and designed so as to avoid the following:</p> <ul style="list-style-type: none"> ▪ Being located opposite other existing access ways with significant vehicle usage; ▪ Restricting sight distances; ▪ On-street queuing; ▪ An intersection controlled by traffic signals within 25m on the approach side; ▪ A signalled intersection of any major roads within 90m; ▪ An intersection controlled by a stop or give way sign within 12m on the approach side; ▪ The approach side of any intersection within 10m; ▪ A property boundary on the departure side of any intersection within 10m; and ▪ The commencement of a median island within 6m. 	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of access and driveway design, subject to conditions.	Yes
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.		Yes
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.	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of access and driveway design, subject to conditions.	Yes
5.1.3	Access Driveway Design		
D1	<p>Access driveways with a length exceeding 50m shall incorporate:</p> <ul style="list-style-type: none"> ▪ A driveway width, that allows for the passing of vehicles in opposite directions. This can be achieved by intermittent passing bays; and ▪ Turning areas for service vehicles. 		N/A
5.1.4	Number of Car Parking Spaces		
D1	<p>Car parking for commercial development shall comply with the requirements in Table 6, reproduced below.</p> <p>Function Centre</p> <ul style="list-style-type: none"> • 15 parking spaces per 100m² of GFA, or 1 parking space per 3 seats, whichever is the greater; and 	<p>The Applicant has confirmed the following breakdown of additional areas proposed on-site:</p> <ul style="list-style-type: none"> - Club: 1,229m² - Function Centre: 86m² - Admin / Commercial: 2,156m² - Gymnasium: No change. <p>Based upon the above breakdown, 295 additional car parking spaces are required. The development proposes</p>	No, but Acceptable

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	Registered Clubs <ul style="list-style-type: none"> 1 parking space per 5m² of public or licensed floor area, which includes bar, lounges, dining and gaming areas. Commercial/Retail Area <ul style="list-style-type: none"> 1 parking space per 60m² (*as reflected by Clause 5.1.5) 	<p>to retain the existing 519 car parking spaces on site, and propose an additional 51 car parking spaces, totaling 570 car parking spaces.</p> <p>*Refer to commentary in report.</p>	
5.1.5	Number of Car Parking Spaces		
	Not Applicable, *with the exception of commercial / retail area component, as listed under Column 1 of the commentary under Clause 5.1.4 above.		N/A
5.2	Newington Small Village		
	Not Applicable.		N/A
6.0	Controls for Industrial Development		
	Not Applicable.		N/A
7.0	Loading Requirements		
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	<p>Industrial developments having a floor area greater than 400m² 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.</p> <p>Note: 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.</p>		N/A
D3	Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.	The proposed loading and unloading functions are designed so as not to interfere with the commercial parking.	Yes
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.	<p>Two (2) Heavy Rigid Vehicle (HRV) loading / unloading areas have been provided to service the development.</p> <p>Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of loading requirements, subject to conditions.</p>	Yes
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	The loading dock is designed such that loading and unloading functions will be undertaken wholly within the site.	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
D7	<p>provided from a laneway.</p> <p>That loading bays for trucks and commercial vehicles shall be provided in accordance with Table 9 below.</p> <p>Table 9 - Loading and service vehicle requirements for specific land uses:-</p> <p>Business and Office Premises</p> <ul style="list-style-type: none"> • 1 space per 4,000m2 GFA up to 20,000m2 GFA plus. • 1 space per 8,000m2 thereafter. <p>Retail Premises – Department Stores</p> <ul style="list-style-type: none"> • 1 space per 1,500m2 GFA up to 6,000m2 GFA plus. • 1 space per 3,000m2 thereafter. <p>Retail Premises – Shops and Food and Drink Premises</p> <ul style="list-style-type: none"> • 1 space per 400m2 GFA up to 2,000m2 GFA plus. • 1 space per 1,000m2 thereafter. <p>Hotel and Motel Accommodation</p> <ul style="list-style-type: none"> • 1 space per 50 bedrooms or bedroom suites up to 200 plus. • 1 space per 100 thereafter plus. • 1 space per 1,000m2 of public area set aside for bar, tavern, lounge and restaurant. <p>Other</p> <ul style="list-style-type: none"> • 1 space per 2,000m2. <p>Industrial / Warehouse, Bulky Goods Retail and Wholesale Supplies</p> <ul style="list-style-type: none"> • 1 space per 800m2 GFA up to 8,000m2 GFA. • 1 space per 1,000m2 thereafter. <p>Note: It is not possible to establish criteria for the size of trucks likely to access the land</p>	<p>Two (2) Heavy Rigid Vehicle (HRV) loading / unloading areas have been provided to service the development.</p> <p>Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of loading requirements, subject to conditions.</p>	Yes

Auburn Development Control Plan 2010			
Standard	Required/Permitted	Comment	Comply
	<p>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	Loading/unloading areas shall be provided in accordance with AS 2890.2 – Off-Street Commercial Vehicle Facilities.	<p>Two (2) Heavy Rigid Vehicle (HRV) loading / unloading areas have been provided to service the development.</p> <p>Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of loading requirements, subject to conditions.</p>	Yes
8.0	Other Development Parking Controls		
	Not Applicable.		N/A
Part 16 – Access and Mobility			
	Access to persons with a disability has been afforded within the proposed development.		Yes
Part 17 – Stormwater Drainage			
4.1	Easements to Drain Water		
	No existing easements are affected by the proposed development.		Yes
5.0	On-Site Detention		
	Council's Development Engineer has reviewed the proposal to be acceptable on the grounds of on-site stormwater detention, subject to conditions.		Yes
Part 18 - Waste			
	A Waste Management Plan has been submitted with the Development Application, which has been reviewed by Council's Resource Recovery Officer to be acceptable.		Yes
Part 19 – Tree Preservation			
	No existing trees are impacted by the proposed development.		N/A