Control	Assessment	Compliance?
2.2 The Indicative Layout Plan All development applications (DAs) are to be generally in accordance with the indicative layout plan (ILP). Council will consider the extent to which development is consistent with the ILP. Variations to the general arrangement of the ILP must be demonstrated by the applicant to be consistent with the precinct planning vision in the relevant precinct schedule.	The indicative layout plan identifies this site as part of the precinct's retail core. The site is to provide half of a service lane along its north western boundary and land for road widening and drainage along its south western boundary. The development is consistent with these requirements. It is noted that an additional service lane is proposed along the western boundary of 108 Ingleburn Road. The additional service lane is supported as it will enhance access to the site and ultimately the surrounding properties without causing any unreasonable adverse impacts upon the functioning of the master planned road network. The development is considered to be consistent with the precinct planning vision in the precinct schedule.	Yes.
2.3.1 Flooding Development and adjoining properties are not to be adversely affected by the 1% annual exceedance probability (AEP) flood extent. Filling and development within the 1% AEP may be permitted where site specific flood investigations demonstrate compliance with Council's Flood Risk Management Policy and engineering specifications. Pedestrian and vehicle access to basement car parking is to be located above the 1% AEP level plus 500mm of freeboard. The design of the road network is to ensure that evacuation routes from existing and proposed development are maintained or replace by suitable alternative evacuation routes in accordance with Council's Flood Risk Management Policy and the Precinct's Water Cycle Management Strategy.	The site is identified as flood prone and major creeks land. Council staff have assessed the flooding constraints for the site and the stormwater management design for the development. The design is satisfactory and consistent with the objectives of the Austral and Leppington North Precincts Water Cycle Management Report, the Growth DCP and Council's engineering specifications. The development will not result in any unreasonable adverse flooding impacts upon itself, surrounding properties or the environment generally. Additional information regarding flooding is provided in the assessment report.	Yes.
2.3.2 Water Cycle Management Stormwater drainage is to be provided in accordance with Council's engineering specifications. The developed 1%, 20% and 50% AEP peak flows are to be maintained at pre-developed levels through stormwater detention and management devices. Temporary on-site facilities must be	Council staff have assessed the stormwater management design for the development. The design is satisfactory and consistent with the objectives of the Austral and Leppington North Precincts Water Cycle Management Report, the Growth DCP and Council's engineering specifications. Water quality treatment infrastructure that will achieve the water quality targets in Table 2-1 has been proposed.	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
provided prior to the development of regional drainage facilities. Water quality treatment infrastructure that achieves the water quality targets in Table 2-1 must be constructed in accordance with the precinct's Water Cycle Management Strategy. Trunk drainage channels are to be designed and constructed as naturalised channels. Council may consider amendments to the precinct's Water Cycle Management Strategy if a revised strategy demonstrates compliance with Table 2-1, that construction costs will be met by the applicant and a maintenance framework addressing maintenance strategies and life-cycle maintenance costs is provided.	The Austral and Leppington North Precincts Water Cycle Management Report provides for stormwater flows traversing the site to be conveyed via a 10m wide open drainage channel running parallel to Ingleburn Road. The applicant has instead proposed a box culvert running parallel to Ingleburn Road. Council staff support the use of a box culvert as this will allow the land zoned for local drainage to be embellished with landscaping and provide for pedestrian access to and the along the frontage of the site. The local drainage land identified for acquisition will still be dedicated to Council even though the stormwater conveyance infrastructure has changed. Council staff envisage a similar approach being replicated along the Ingleburn Road frontage of surrounding properties for consistency. This is considered to be a more appropriate outcome for the envisaged town centre environment.	
2.3.3 Salinity and Soil Management DAs on land with a low, medium or high risk of salinity, as identified in the precinct's schedule, are to be accompanied by information detailing how the design and construction of the development will address salinity issues and comply with the Western Sydney Salinity Code of Practice 2004 and Appendix B of the Growth DCP. Salinity and Sodicity management referred to in Appendix B of the Growth DCP is to complement water sensitive urban design strategies, improving or at least maintaining the current condition without detriment to the waterway environment. All development must incorporate soil conservation measures to minimise soil erosion and siltation. Salinity should be considered during the planning, design and carrying out of earthworks, rehabilitation works and during the siting, design and construction of development including infrastructure.	The applicant has submitted a geotechnical report in support of the DA. The report assesses the site for salinity and identifies it as ranging from slightly to very saline. A salinity management plan was also submitted however a condition is recommended that requires additional salinity assessment (and an updated management plan if required) where excavation will exceed 3m, i.e. the basement car park area. This is required as the geotechnical report did not assess areas of the site that will be excavated greater than 3m. Council staff are satisfied that this additional salinity assessment and management will achieve the intent of the Growth DCP's salinity controls. The applicant has submitted an adequate sediment and erosion control plan and details in support of the DA.	Yes.
2.3.4 Aboriginal and European Heritage DAs must identify any areas of Aboriginal heritage values.	The applicant has submitted an Aboriginal archaeological report and an Aboriginal Cultural Heritage Assessment in support of the DA. The reports identify the presence of one mudstone and two	Yes.

Control	Assessment	Compliance?
Development that will impact upon Aboriginal heritage may require approvals from Heritage NSW.	silcrete Aboriginal artifacts on the site. As the artifacts will be impacted by the development the applicant must obtain an Aboriginal Heritage Impact Permit from Heritage NSW. The DA was referred to the Department of Planning, Industry and Environment and general terms of approval were granted to the development. A standard condition is recommended that requires any Aboriginal artifacts found during construction to be managed in accordance with statutory requirements.	
2.3.5 Native Vegetation and Ecology Native trees and other vegetation are to be retained where possible with trees incorporated into road reserves or open spaces. When assessing DAs that propose tree removal Council must consider several matters including if the trees form a prominent part of the streetscape or landscape character of the locality and if they provide visual screening. Where their removal is unavoidable, all existing indigenous trees are to be replaced using similar species. Development design should demonstrate that existing street trees will be retained to the greatest practical extent. Buildings are to be set back a minimum of 3m from existing trees that are to be retained. Prior to development, developers are to provide for the re-use of native plants and topsoil that contain known or potential native seed bank and relocate native animals from sites. All subdivision design and bulk earthworks are to consider the need to minimise weed dispersion and to eradicate weeds on site. A landscape plan is to be submitted that shows existing trees to be retained and removed, tree protection measures and proposed landscaping. Landscaping selection is to consider	The development will include the removal of 145 trees from the site and adjoining road reserves. Given the desired future character of the area and the precinct's planning controls, which have dictated the development's form, it is neither envisaged nor reasonably practical for trees to be retained on the site. Furthermore, it is noted that the South West Growth Area is subject to biodiversity certification which 'turns off' consideration of threatened species impacts pursuant to the *Biodiversity Conservation Act 2016*. Consequently, the tree removal is considered to be acceptable in terms of the Growth DCP's controls in the context of the major rural to urban transition that is planned for the area. Conditions are recommended to require the re-use of native plants and topsoil that contain known or potential native seed bank (where possible), manage the relocation of fauna from the site and manage the dispersion and eradication of noxious weeds during construction. The applicant has submitted landscaping plans in support of the DA which demonstrate suitable replacement tree planting via street trees, car park tree planting and tree planting within the local drainage land to be dedicated to Council. The landscaping selection is consistent with Appendix C of the Growth DCP and is considered suitable for the site and desired future character of the area.	Yes.

Control	Assessment	Compliance?
several matters including Appendix C of the Growth DCP, local indigenous species and bush fire risk.		
2.3.7 Site Contamination DAs must be accompanied by contamination investigations prepared in accordance with the relevant State and Council policies. Prior to granting consent the consent authority must be satisfied that the site is suitable or can be made suitable for the development.	The applicant has submitted a phase two detailed contamination assessment in support of the DA. This assessment found the site to be suitable for the development from a contamination perspective. Council staff have reviewed the assessment, agree with its findings and are satisfied that the site is suitable for the development. Conditions are recommended that require: (a) The preparation of a hazardous building materials assessment for all buildings and structures to be demolished. (b) Any contamination found during works to be managed with development consent obtained for remediation if required.	Yes.
2.3.9 Noise DAs must be accompanied by an acoustic report where the development will be located in a noise affected area as identified in the precinct's schedule. The acoustic report must consider the requirements of relevant State guidelines and Council's Environmental Noise Policy. Physical noise barriers are generally not supported and noise attenuation should be achieved through subdivision layout, setbacks, building orientation and building design and materials selection.	The applicant has submitted a noise impact assessment in support of the DA. The assessment makes several recommendations to control noise impacts including operating hours, prohibiting amplified entertainment in the alfresco areas, acoustic barriers around the supermarket plant deck and mechanical plant design and installation. Council staff have reviewed the assessment, agree with its findings and are satisfied that the development will comply with Council's Environmental Noise Policy and not result in any unreasonable adverse noise impacts. However, a condition is recommended to restrict the loading dock's operational hours to 10pm as opposed to the proposed 11pm. This is to reduce the development's modelled maximum noise of 41d(B)A at the nearest residential receivers to at or closer to the applicable night time noise criteria of 37d(B)A. It will also help ensure that the development complies with the applicable sleep disturbance criteria for the nearest residential receivers. It is considered appropriate to revisit this restriction and potentially increase the loading dock's operational hours to 11pm once the surrounding area is further developed. This can be facilitated through a future modification application.	Yes.

Control	Assessment	Compliance?
	No at grade physical noise barriers are proposed as noise attenuation will be achieved through building design, plant selection and operational management.	
2.3.10 Odour Assessment and Control Council will consider what type of development is appropriate in areas affected by odour and may require an odour assessment to be submitted.	Council staff consider that a reasonable odour criterion for commercial/industrial land uses in the South West Growth Area is a maximum of 7.5OU for no more than 250 hours a year. The site is located in an area where odour impacts will not exceed this criterion.	Yes.
2.4 Demolition All demolition work must comply with AS 2601 The Demolition of Structures. Demolition must be consistent with several demolition related controls including the provision of security fencing, dust control and work hours.	Conditions are recommended that require the demolition works to be undertaken consistent with the Growth DCP's controls.	Yes.
2.5 Crime Prevention Through Environmental Design Buildings should be designed to overlook and enhance the public surveillance of roads and communal/open spaces. Developments are to avoid creating areas for concealment and blank walls facing the street. Pedestrian and communal areas are to have sufficient lighting for a high level of safety. All developments are to incorporate the principles of Crime Prevention Through Environmental Design.	The building has been designed to overlook the surrounding roads and public domain at ground and first floor levels. The development will not create areas for concealment and has reasonably minimised the extent of blank walls facing the street. Conditions are recommended that require the development to provide lighting in all areas that complies with AS 1158 and AS 4282 and street lighting to Council's requirements. Subject to the recommended conditions, the development will be consistent with the principles of Crime Prevention Through Environmental Design. The DA was referred to the Camden Police Area Command (CPAC) for comment and no objections were raised. The CPAC made several recommendations that have been included in the recommended conditions.	Yes.
2.6 Earthworks Subdivision and building work are to be designed to respond to the natural topography of the site wherever possible, minimising the extent of cut and fill both during subdivision and when buildings are constructed. Applicants must demonstrate how finished land levels will be integrated with nearby land and facilitate appropriate drainage.	As described in the assessment report, the development will change the existing levels to 'flatten out' the site and achieve a single ground floor building level of RL 86.52. The level changes are considered reasonable, will adequately integrate with nearby land and facilitate appropriate drainage. Additional information regarding the development's levels is provided in the assessment report. All proposed retaining walls have been	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
Greater cut for basements can be considered. DAs are to identify all proposed retaining walls. Where located at property boundaries, an easement for support, maintenance and repair is required on the subject site and adjoining land. All retaining walls are to be designed by a structural engineer, be of masonry construction and finished with an anti-graffiti coating. A validation report must be submitted to Council prior to the placement of imported fill. Earth that is moved and contains noxious weeds material must be disposed of at an approved waste management facility and transported in compliance with statutory requirements. DAs proposing dam removal must be accompanied by a dam removal plan which addresses water quality and salinity hazards. Contaminated dam water must be managed in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999. Contaminated water should be disposed of at a liquid waste facility. The controlled release of water into receiving waters must ensure that there are no erosion impacts. Water release should be undertaken during high flow events as creek water is reduced at that time.	identified and a condition is recommended that requires them to be designed by a structural engineer, be of masonry construction and finished with an anti-graffiti coating. A standard condition is recommended that requires the submission of a validation report to the principal certifier prior to the placement of imported fill. A standard condition is recommended to manage the dispersion and eradication of noxious weeds during construction. A condition is recommended that requires the preparation of a dam dewatering management plan that will address the Growth DCP's requirements. Conditions are recommended to address the Growth DCP's dam water management requirements.	
5.3.1 Streetscape and Architectural Design All applications for development are to include a masterplan addressing several matters including the development's context in the overall centre, how it will fit into the future layout of the centre and proposed vehicle and pedestrian access consistent with the precinct's schedule.	The applicant has submitted an urban design principles document in support of the DA that adequately addresses the matters listed by the Growth DCP.	Yes.
5.3.1 Streetscape and Architectural Design Commercial uses on upper floors are to	The proposed commercial tenancies on the first floor will all have windows which will provide for passive surveillance of Rickard Road and Ingleburn Road.	Yes.

Control	Assessment	Compliance?
be designed to overlook streets and other public places to provide passive surveillance.		
5.3.1 Streetscape and Architectural Design The ground and first floor of all buildings on active street frontages are to be built to the front property boundary to define the street edge.	The precinct's schedule identifies both Rickard Road and Ingleburn Road as active street frontages. The building will generally be built to the site's ultimate property boundary with Rickard Road. The development will be separated from the ultimate Ingleburn Road edge by a 10m deep area of land that will contain the proposed drainage culvert and landscaping. This is generally consistent with the precinct's schedule which identifies an open drainage channel to be provided along Ingleburn Road. The building will be set back from the corner of Rickard Road and Ingleburn Road. As the building is at a higher level than the road corner this creates a semi-covered external 'landing' above the street level. This provides a transition zone for pedestrians before they completely exit the site down to the corner. This is considered to be a positive feature as the ultimate intersection of Rickard Road and Ingleburn Road will be a busy, signalised intersection with high volumes of vehicular and pedestrian traffic. It also provides pedestrians with an informal meeting/interaction space at the building entrance that is separated from the heavier traffic at street level.	**No, however variation recommended to be supported.**
5.3.1 Streetscape and Architectural Design The primary means of pedestrian access to retail and commercial uses is to be from the street rather than from the rear of internal areas of the building. Building entries should be prominent, clearly identifiable and accessible.	The primary means of access to the development's retail and commercial uses is from the side and internal areas of the building. However, this is considered reasonable in this circumstance, given the level differences between the building and Rickard Road and Ingleburn Road and the separation of the building's Ingleburn Road frontage from the ultimate edge of Ingleburn Road by the local drainage land. The development will sufficiently activate both streetscapes by providing pedestrian accesses, shopfronts, articulated walls and upper floor windows. The building's entries will be prominent, accessible and clearly identifiable through architectural design and signage.	**No, however variation recommended to be supported.**
5.3.1 Streetscape and Architectural Design Vehicle access to basement level parking or parking located behind buildings must not be from active street frontages.	Vehicle access to the proposed car parks will be from the service lanes which are not identified as active street frontages by the precinct's schedule.	Yes.

Control	Assessment	Compliance?
5.3.1 Streetscape and Architectural Design All large format retail premises and decked parking areas are to be sleeved with uses that provide an active street frontage. Blank walls visible from the public domain are to be avoided. Retail shops are to have a variety of shop frontage widths and articulation. Restaurants, cafes and the like are encouraged to provide openable shopfronts and to make use of footpath areas on active streets. On corner sites, active shopfronts are to wrap around the corner and address both street frontages. Developments that have multiple street frontages are to provide entrances to internal/upper floor uses on each street frontage. Entrances are to be visible from the street and well lit. Security shutters and grilles are not encouraged and any proposed security devices are to be transparent or at least 80% open. All buildings on active street frontages are to include awnings above the ground floor for the full length of the street frontages. Parking is to be screened by buildings from streets with active frontages or be below ground.	The supermarket will be partially sleeved by a business premises and shopfront that will provide a partially active street frontage to Rickard Road. Part of the supermarket will directly abut Rickard Road however the abutting wall will be articulated with a patterned concrete panel finish which is a balanced and reasonable outcome for this frontage. Additional information regarding the building's Rickard Road interface is provided in the assessment report. Blank walls visible from the public domain have been reasonably minimised. The retail premises will have a variety of frontage widths and be well articulated through material variation and continuous awnings. The building is elevated above Rickard Road and Ingleburn Road however openable shopfronts will be provided along the building's Ingleburn Road frontage. A 3.4m wide pedestrian path will be provided along the building's Ingleburn Road frontage which could provide for future outdoor dining opportunities. The development's main pedestrian entrance will be located at the corner of Rickard Road and Ingleburn Road and will be framed by active shop fronts on either side. Pedestrian access to the building will be provided from Rickard Road, the corner of Rickard Road and Ingleburn Road and the at-grade car park adjacent to the western service lane. The entrances to the development will be reasonably prominent, well articulated and easily visible from the adjoining streets. A condition is recommended that requires lighting to be provided for the building's entrances. A condition is recommended that prohibits the use of security shutters or grilles and requires that any security devices are transparent or at least 80% open. Awnings are proposed for the full length of the development's Rickard Road and Ingleburn Road street frontages. The	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
	precinct schedule identifies the corner of Rickard Road and the northern service lane as being an active street frontage which would require an awning. No awning is proposed around this corner which is acceptable as this corner will not be active but instead house a loading dock with an articulated and landscaped green wall interface with the street. Most of the proposed parking will be located within a basement level. The proposed at-grade car park will be largely screened from Rickard Road and Ingleburn Road by the building.	
5.3.1 Streetscape and Architectural Design Building facades at street level on active frontage streets are to have a minimum of 80% glazing and be open to the street.	At street level, Rickard Road will have 28.6% glazing and Ingleburn Road will have 53% glazing. Additional information regarding the building's Rickard Road interface is provided in the assessment report. The lower level of glazing along the building's Ingleburn Road frontage is supported as this building frontage is set back from the ultimate edge of Ingleburn Road by the local drainage land. This results in the building frontage not having a direct relationship with the street as envisaged by the DCP control. This is particularly so as the building frontage will also be elevated above Ingleburn Road by the landscaped embankment. Notwithstanding, this building frontage will contain three openings facing Ingleburn Road which is considered reasonable. It is noted that the precinct's schedule only requires the building's Ingleburn Road frontage to have a minimum of 50% glazing.	**No, however variation recommended to be supported.**
5.3.1 Streetscape and Architectural Design Translucent or obscured glazing is not permitted on active street frontages.	A condition is recommended that prohibits the use of semi-transparent or obscured glazing along the site's active street frontages.	Yes.
5.3.1 Streetscape and Architectural Design Signage and advertising material are not to obscure glazing.	The proposed signage and advertising material will not significantly obscure the development's glazing. The proposed plans foreshadow future tenancy signage zones on upper glazed areas of the shopfronts. These will either be exempt or complying development or subject to separate DAs. Notwithstanding, it is not considered that these zones will result in a significant overall loss of glazing and	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
	consequently street activation or passive surveillance.	
5.3.1 Streetscape and Architectural Design At night, internal lighting is to fall onto the footpath, or under-awning lighting is to be provided.	A condition is recommended that requires under-awning lighting to be provided for all awnings.	Yes.
5.3.1 Streetscape and Architectural Design Solid elements are preferably to be finished with rendered masonry, tiles or face brick.	The development will be constructed of a mix of patterned and textured concrete panels, brickwork, metal sheeting and glazing.	Yes.
5.3.1 Streetscape and Architectural Design Coordinated colour schemes are required and colours and materials are to be consistent with adjoining buildings and the general character of the street.	The development's various colours are complementary to each other. This development will be the first approved development in this part of the precinct and it's colours and materials will set a good precedent for future development to be consistent with.	Yes.
5.3.1 Streetscape and Architectural Design Façade articulation is encouraged above the ground floor through the incorporation of balconies, openings and other design elements that modulate the façade, providing rhythm and interest.	Upper level façade articulation will be provided by varied roof forms, a mix of building materials and colours and a clock feature that will mark the corner of Rickard Road and Ingleburn Road.	Yes.
5.3.1 Streetscape and Architectural Design Articulated corners are to be provided to building facades on active street frontages as identified in the precinct's schedule. Articulated elements may include verandahs, awnings, upper level balconies, use of materials or roof designs that accentuate the corner. Articulation elements are to address both street frontages.	A clock feature is proposed at the corner of Rickard Road and Ingleburn Road. This feature is higher than the rest of the building which marks out the corner and provide a visual reference/focal point for people traversing the surrounding area. The clock will be set upon a brick wall which will visually accentuate it as this material differs from the development's predominant concrete panels and metal sheeting. Additionally, the main building entrance will be located at this corner. The corner of Rickard Road and the northern service lane will be defined by a patterned concrete wall softened by a landscaped green wall treatment. This is acceptable as this corner will not be active but instead house a loading dock.	**No, however variation recommended to be supported.**
5.3.1 Streetscape and Architectural Design Design of corner buildings on the ground floor is to facilitate free pedestrian movement. Open corners at ground level are encouraged.	The design of the building will facilitate the free movement of pedestrians at the corner of Rickard Road and Ingleburn Road. The building is set back from the corner and provides access stairs and a ramp to allow pedestrians to easily bridge the level difference with the street and move around both frontages.	Yes.

Control	Assessment	Compliance?
5.3.1 Streetscape and Architectural Design Building height, massing, materials and parapet/roof expression should be used to accentuate corner elements. Council may consider proposals on street corners that do not meet the relevant height controls where the design of the building accentuates the corner, creates a landmark and is well designed.	A clock feature is proposed at the corner of Rickard Road and Ingleburn Road. This feature is higher than the rest of the building which marks out the corner and provide a visual reference/focal point for people traversing the surrounding area. The clock will be set upon a brick wall which will visually accentuate it as this material differs from the development's predominant concrete panels and metal sheeting.	Yes.
5.3.1 Streetscape and Architectural Design Any awning over a public footpath will require a public road activity approval to be issued by Council. Awnings should be a minimum height of 2.7m (3.2m desirable) above footpath level and generally consistent in form with adjacent awnings. The front fascias of the awnings are to be set back a minimum of 500mm from the kerb of the street carriageway, including at street corners. Awnings are to generally project horizontally from the building façade and be horizontal along the length of the façade. Stepped awnings are appropriate on sloping streets.	Standard conditions are recommended that require approval under the *Roads Act 1993* to be obtained for any works within a public road reserve. The proposed awning heights will range from 4m to 5m above Rickard Road. The level difference results from the downward slope of Rickard Road from north east to south west and the single ground floor building level of RL 86.52. The front fascias of the awnings will be set back more than 500mm from the kerb of the carriageway. The awnings will project horizontally from the building and will be horizontal along the length of the façade. A consistent awning height has been proposed which results in a stronger, more consistent presentation to the street and is supported.	Yes.
5.3.1 Streetscape and Architectural Design DAs within the centre that propose works in public streets to be undertaken by the developer are to be consistent with any public domain strategy or similar document that applies to the centre.	A condition is recommended that requires all works undertaken in existing or proposed public roads or public land to be consistent with Schedule 2 of the Growth DCP.	Yes.
5.3.1 Streetscape and Architectural Design All signage and advertising is to be designed in a coordinated manner	The proposed signage has been designed in a coordinated manner.	Yes.
5.3.1 Streetscape and Architectural Design Plant selection should take into account several matters including ongoing maintenance and solar access and shade. Street tree planting is to provide generous shade for pedestrians in summer and allow for sunlight penetration to street	The proposed landscaping is considered to be acceptable for the site and area and consistent with the intent of the Growth DCP. The proposed street tree planting will provide an appropriate mix of shade and sunlight penetration for streets.	Yes.

Control	Assessment	Compliance?
level in winter.		
5.3.1 Streetscape and Architectural Design All paving materials must conform to relative standards for durability, non-slip textures, strength and surface treatment to withstand use by light automobiles, service vehicles, pedestrians and bicycles. Paving materials should be certified colour stable for a period of at least 20 years to ensure a reasonable match to existing paving when damaged sections are replaced. All paving areas should be adequately drained and follow 'best practices' in installation, including sub-surface preparation and stormwater management. All paved areas must be properly designed to facilitate use by the elderly and disabled.	A condition is recommended that requires that all paving materials and areas comply with the Growth DCP's requirements. The applicant has requested that paving materials only be certified colour stable for a period of at least 10 years. This reduced period is considered more reasonable than the Growth DCP's 20 years and is not inconsistent with Council's requirements for paving materials generally.	**No, however variation recommended to be supported.**
5.3.2 Solar Access, Weather Protection and Energy Efficiency Building envelopes are to allow for north-south streets to receive 2 hours of sunlight between 9am-3pm on June 21st on a minimum of 50% of the eastern or western footpaths. Building envelopes are to allow for east-west streets to receive 2 hours of sunlight between 9am-3pm on June 21st on a minimum of 50% of the southern footpath.	The development will allow Rickard Road to receive at least 2 hours of sunlight between 9am-3pm on June 21st for a minimum of 50% of its eastern footpath. The development will allow Ingleburn Road to receive at least 2 hours of sunlight between 9am-3pm on June 21st on a minimum of 50% of its southern footpath.	Yes.
5.3.2 Solar Access, Weather Protection and Energy Efficiency Continuous awnings are to be provided along the ground floor street frontage on active street frontages in accordance with Figure 5-1. The design of awnings is to comply with Section 5.3.1 of the Growth DCP, ensure that the Growth DCP's solar access controls are achieved and ensure that protection from rain and summer sun is provided to a minimum of 75% of footpath areas.	The development will provide continuous awnings along both its Rickard Road and Ingleburn Road frontages generally in accordance with Figure 5-1. The awnings comply with Section 5.3.1 of the Growth DCP, will ensure that the Growth DCP's solar access controls are achieved and will provide reasonable protection from rain and summer sun to Rickard Road's footpath area. At 2.4m wide the awnings are less than the Growth DCP's typical 3m width however this is considered to achieve a good balance between weather protection and future street tree planting along Rickard Road.	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
5.3.2 Solar Access, Weather Protection and Energy Efficiency The design and orientation of buildings is to consider prevailing south-westerly winds in winter, and active frontages are to be located to maximise shielding from strong winds by buildings. Uses that are likely to occupy footpaths should be generally located on the southern or western sides of active streets to take advantage of winter sun and protection from winter winds. Loading, parking and service areas are preferably located on the southern or western sides of buildings, except where the western or southern side of a development site adjoins an active street. Large expanses of west-facing glazing, or open shop fronts facing west, are to be avoided unless the glazing or shopfront is shielded from afternoon sun in summer and cold winter winds by other buildings or awnings. Each retail or commercial tenancy is to be separately metered or sub-metered for electricity, gas and water (hot and cold). Hot water is to be supplied from solar or heat pump systems. Where these systems cannot deliver sufficient hot water to meet demand, gas water heating is preferred. Rainwater collected from roof areas is to be used for non-potable uses including toilet flushing, laundries and cleaning.	The majority of the development's active retail frontages are orientated towards the north west and south east which will help protect them from strong south-westerly winds in winter. No uses are proposed to occupy any public footpath as part of this DA. The development's loading, parking and service areas will be located on the northern and western side of the development. This is considered acceptable given that the development's southern side (facing Ingleburn Road) is required to be an active street frontage. The west facing shopfronts that front the at-grade car park will be shielded by building canopies. Conditions are recommended that require each tenancy to be separately metered or sub-metered, hot water to be supplied from solar or heat pump systems and roof area rainwater to be collected and reused consistent with the Growth DCP.	Yes.
5.3.2 Solar Access, Weather Protection and Energy Efficiency All new commercial and mixed use development over the value of $5 million shall achieve a minimum Greenstar rating of 4 stars in accordance with the Green Building Council of Australia's 'As Built' rating tool. An accredited Greenstar professional is to be engaged on the development. A schedule of achievable Greenstar credits must be prepared and certified by the professional and submitted with the DA.	The applicant has submitted an indicative Greenstar scorecard in support of the DA. The scorecard demonstrates that it is possible for the development to achieve a 4 star Greenstar rating. Conditions are recommended that require the development to achieve a minimum Greenstar rating of 4 stars in accordance with the Green Building Council of Australia's 'As Built' rating tool. The conditions also require certification from a Greenstar professional to be provided at both the construction and occupation certificate stages to ensure compliance.	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
Proposed Greenstar measures must be shown on the DA documents. Certificates from suitably qualified structural, hydraulic and mechanical consultants must be provided certifying the ability of the development to incorporate Greenstar commitments when the DA is lodged.	This approach is considered reasonable as the detailed design of the development will inform how the 4 star Greenstar rating will be achieved and is best addressed at later stages.	
5.3.2 Solar Access, Weather Protection and Energy Efficiency External pedestrian circulation areas are encouraged, rather than internal mall-type buildings. Development that includes internal pedestrian circulation areas should be designed to enable natural ventilation and lighting when weather conditions are appropriate. This may include measures such as openable windows, louvres, skylights and openings on the building perimeter to facilitate natural air circulation. Temporary, moveable or adjustable shade structures are encouraged to provide protection to outdoor or semi-indoor pedestrian circulation areas.	The development provides for a mix of internal and external pedestrian circulation areas. The development has a relatively small internal pedestrian circulation area and so it is not considered necessary to provide additional measures to achieve natural ventilation and lighting. The external pedestrian circulation areas will be protected by awnings and building canopies.	Yes.
5.3.2 Solar Access, Weather Protection and Energy Efficiency Retail and commercial tenancies are to be capable of natural ventilation and have access to natural light. External glazing or shade structures to commercial and retail development shall be capable of controlling solar ingress into internal spaces. Where necessary, solar ingress control systems shall be dynamically operable via climate control systems for individual tenancies.	The majority of the tenancies have a glazed interface with the perimeter of the building for natural light. The tenancies with entries from outdoor areas are not of such a size and depth that would preclude reasonable natural ventilation being achieved. It is not considered necessary to require the tenancies to provide solar ingress or climate control systems. Reasonable comfort for workers and customers will be achieved by building orientation, awnings and landscaping.	**No, however variation recommended to be supported.**
5.3.2 Solar Access, Weather Protection and Energy Efficiency Materials used for construction shall have low volatile organic compounds emissions content. Timber building materials should be sourced from sustainable suppliers such as products certified by the Forestry Stewardship Council.	Conditions are recommended that require that construction materials will have low volatile organic compounds emissions content and that timber building materials will be sourced from sustainable suppliers such as products certified by the Forestry Stewardship Council.	Yes.

Control	Assessment	Compliance?
5.3.2 Solar Access, Weather Protection and Energy Efficiency For development with a value more than $10 million, a construction environmental management plan that addresses several matters listed by the Growth DCP is to be prepared prior to the issue of a construction certificate.	A condition is recommended that requires the preparation of a construction environmental management plan in accordance with the Growth DCP's requirements.	Yes.
5.3.3 Building Bulk, Scale and Design Roof forms should not result in excessive bulk or overshadowing. All plant and lift over-runs are to be concealed within roof forms to minimise visual impact. Floor to ceiling heights are to be a minimum of: (a) Ground floor of all buildings (regardless of use): 3.6m. (b) First floor for retail and/or commercial use: 3.3m.	The proposed roof form is neither overly bulky nor likely to cause excessive overshadowing. The roof has been modulated with different forms to enhance visual amenity and reduce bulk. The development includes a roof mounted services room and condenser deck. These elements have been integrated into the overall design of the building to minimise their visual impacts. A standard condition is recommended that requires all additional roof mounted equipment to be integrated into the overall design of the building. The proposed ground floor floor to ceiling height will be a minimum of 4m. The proposed first floor floor to ceiling height will be a minimum of 3.3m.	Yes.
5.3.4 Signs Signs are to be designed and located to achieve several criteria listed by the Growth DCP including visual interest, consistency with building scale and minimal projection from buildings. Signs are not to be supported from, hung from or placed on other signs. The preferred locations for business or building identification signs are shown in Figure 5-2 and include fascia signs, under-awning signs, flush wall mounted signs and projecting wall signs (where fixture to an awning is not appropriate). The minimum clearance from the footpath to the bottom of any sign (apart from flush mounted wall signs) is 2.4m. Projecting wall signs and under-awning signs are to be perpendicular to the building façade and horizontal. Above awning signs are not permitted.	The signs are considered to be consistent with the Growth DCP's criteria. The signs will provide visual interest and are appropriately scaled to their parent building. Signs that project from the building are generally small in scale with only small projections over Rickard Road. The most notable projecting sign is an upper level pylon sign (pylon 03) that will identify the core services in the building and direct motorists to the car parks. The projection of this sign over Rickard Road is supported as it will particularly help motorists identify how to access the development's car parks. None of the proposed signs will be supported or hung from other signs. The signs are generally consistent with the preferred signage locations shown in Figure 5-2. A condition is recommended to ensure that the minimum clearance from the bottom of the projecting signs overhanging Rickard Road (sign 36) to the ultimate Rickard Road footpath level is	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
Flush mounted building identification signs are permitted above the first floor on the building parapet only where they are integrated with the design of the building and where they do not project more than 100mm. The maximum area of the sign face is to be 3m². The maximum number of signs on each façade of any retail or commercial tenancy is three, and only one sign of each type (fascia, under-awning, projecting wall or flush mounted) is permitted on each façade. Under-awning or projecting wall signs are to be a minimum of 3.5m apart. Signs are not to project beyond the dimensions of the structure to which they are affixed or obscure windows or other openings. Free-standing signs are not permitted on active street frontages. Flashing, animated or bright neon signage is not permitted. Any illuminated signage must comply with AS 4282 The Control of Obtrusive Effects of Outdoor Lighting. All buildings are to have clearly displayed and legible street numbering. The location of signs is not to obscure views of traffic signs or traffic signals, or have the potential to cause confusion with traffic signs or signals.	2.4m. The projecting signs overhanging Rickard Road will be perpendicular to the building façade and horizontal. No above awning signs are proposed. The only flush mounted building identification sign above the first floor is sign 05 facing Ingleburn Road. This sign will have an area of 20.5m² and will project by 125mm. These variations are acceptable as the sign is in scale with the building and considered reasonable to identify it given the scale of the building's Ingleburn Road frontage. The additional 25mm projection will not be readily discernible when viewing the building. Apart from the projecting wall signs that will overhang Rickard Road, no signage is proposed for the tenancy facades at this stage. The projecting signs that will overhang Rickard Road will be a minimum of 5.3m apart. Aside from the projecting wall signs previously described, the signs will be contained within the structures to which they are affixed. The signs will generally not obscure any glazed elements except for some minor entry signs stating the conditions of entry and hours of operation which are supported. Pylon sign 01 will be located at the edge of the at-grade car park along the site's Ingleburn Road frontage (which is an active frontage). This is supported as a pylon sign in this location will help to identify the building to motorists travelling east along Ingleburn Road. None of the signs have flashing, animated or bright neon characteristics. A standard condition is recommended that requires that all illuminated signage comply with AS 4282 The Control of Obtrusive Effects of Outdoor Lighting. A condition is recommended that requires the development's street number to be clearly and legibly displayed at the	

Control	Assessment	Compliance?
	building's street entrances. The signs will not obscure views of or cause confusion with traffic signs or signals.	
5.3.5 Acoustic and Visual Privacy Development in centres must comply with the applicable noise attenuation requirements.	The applicant has submitted a noise impact assessment in support of the DA. The assessment makes several recommendations to control noise impacts including operating hours, prohibiting amplified entertainment in the alfresco areas, acoustic barriers around the supermarket plant deck and mechanical plant design and installation. Council staff have reviewed the assessment, agree with its findings and are satisfied that the development will comply with Council's Environmental Noise Policy and not result in any unreasonable adverse noise impacts. However, a condition is recommended to restrict the loading dock's operational hours to 10pm as opposed to the proposed 11pm. This is to reduce the development's modelled maximum noise of 41d(B)A at the nearest residential receivers to at or closer to the applicable night time noise criteria of 37d(B)A. It will also help ensure that the development complies with the applicable sleep disturbance criteria for the nearest residential receivers. It is considered appropriate to revisit this restriction and potentially increase the loading dock's operational hours to 11pm once the surrounding area is further developed. This can be facilitated through a future modification application.	Yes.
5.3.6 Safety, Surveillance and Maintenance The principles of Crime Prevention Through Environmental Design detailed in Section 2.5 of the Growth DCP are applicable to all development within centres. The design of all buildings, fences and landscape elements shall take sight lines, both horizontal and vertical, into consideration to minimise blind spots and promote a sense of safety. All streets and pedestrian walkways must be adequately lit at all times.	Subject to the recommended conditions, the development will be consistent with the principles of Crime Prevention Through Environmental Design. The development's design has minimised blind spots, will promote a sense of safety and ensure good sight lines throughout. A standard condition is recommended that requires all proposed public roads to be provided with street lighting. Conditions are recommended that require the installation of lighting in all areas of the site and building, including under-awning lighting.	Yes.

Control	Assessment	Compliance?
Lighting is to be installed on all circulation routes and major pedestrian thoroughfares, including under-awning lighting on all awnings. Large open areas such as parking lots and public open spaces are to be flood lit. Lights should be positioned so that they highlight landmarks and other special building features. Lighting fixtures must be sturdy, durable, vandal resistant and easily maintained. Fixtures visible from the public domain should be mounted at a height of at least 2.7m, and their appearance should complement the architectural and landscape character of the location. The installation of lighting should take into account and minimise its impacts on surrounding commercial premises and residential properties. Durable and easily cleaned materials should be selected in all areas exposed to the public, and all masonry surfaces to a height of 3m should be protected with an approved anti-graffiti coating. Fencing and street planning should be designed to achieve a balance between screening and security/surveillance. Traffic facilities are to be installed to enhance pedestrian safety. Safety features such as tactile surfaces and handrails are to be provided in appropriate locations.	A condition is recommended that requires that lighting is positioned to highlight the clock feature at the corner of Rickard Road and Ingleburn Road. A condition is recommended that requires all lighting fixtures to be sturdy, durable, vandal resistant and easily maintainable. A condition is recommended that requires lighting fixtures visible from the public domain to be mounted at a minimum height of 2.7m and for their appearance to complement the architectural and landscape character of the development. A standard condition is recommended that requires that all lighting comply with AS 4282 The Control of Obtrusive Effects of Outdoor Lighting. Durable and easily cleaned materials have been selected for areas exposed to the public. A condition is recommended that requires that all masonry surfaces to a height of 3m must be protected with an approved anti-graffiti coating. The development neither proposes nor requires any fencing. Conditions are recommended to require appropriate signage and line marking to ensure pedestrian and vehicular safety. A condition is recommended to ensure that tactile surfaces and handrails are provided in locations as required by the applicable Australian Standards.	
5.3.7 Site Servicing Services and structures such as transformers, waste collection, storage and deposit areas, and loading bays are generally to be located to the rear of the property. Where this cannot be achieved services must be integrated into the overall design of buildings and landscaping of the street front through screening measures. Service areas are not permitted on active street frontages or adjacent to public parks, plazas or squares.	The development includes a loading dock that will provide for deliveries and waste collection. The loading dock will be located at the rear of the development off the northern service lane. Two electricity substations are proposed at the corner of Ingleburn Road and the western service lane. The substations will be softened by landscaping and a decorative metal palisade fence. A condition is recommended that requires that, if alternative requirements are stipulated by Endeavour Energy, an amended design for suitable substation screening must be provided to the satisfaction of Council and	Yes.

Control	Assessment	Compliance?
Service/delivery vehicles should access service and loading areas using secondary streets. The Growth DCP specifies several controls relating to the screening of services that must be complied with including the use of screen walls or mass plating and free and easy access to facilities. Service access is permitted from rear lanes, side streets and rights of way for the use of parking, loading docks and waste collection areas. Adequate space should be provided for the movement, unloading and loading of service vehicles. All service vehicles should enter and exit any loading area in a forward direction. Structures shall be painted according to the standards of the relevant service authority, in colours that limit their visual impact. All air conditioners must be located in areas where any noise and dripping condensation will have minimal impact on the public domain. No roof or wall mounted air conditioners shall be visible from public areas. Television antennas and other telecommunication devices are not to be visible from the street.	Endeavour Energy. Service and delivery vehicles will access the development's loading dock from the northern service lane which is a type of secondary street. The development is consistent with the Growth DCP's controls in that service areas will be screened from view, an adequate treatment for the substations has been proposed and all services will maintain free and easy access. Service and delivery vehicles will access the development's loading dock from the northern service lane. The loading dock will allow for service vehicles to enter and exit it in a forward direction and adequately move, unload and load. Service infrastructure, such as the substations, will be finished in accordance with the requirements of the relevant service authority. No air conditioners are proposed in areas visible from the public domain. A condition is recommended that requires that no television antennas and other communication devices are visible from the street.	
5.3.8 Traffic Circulation, Parking and Access On-site car and bicycle parking are to be provided in accordance with the standards set out in Table 5-1 or standards that apply elsewhere in the local government area for land uses not listed in Table 5-1.	The off-street parking calculations for the development are: <u>Car Parking</u> *Retail Premises >200m² GFA* 5,084m² / 22 = 231.1 *Retail Premises <200m² GFA* 484m² / 30 = 16.1. *Business Premises/Offices Premises* 2,474m² / 40 = 61.9. Total off-street car parking spaces	Yes.

Control	Assessment	Compliance?
	required = 309.1 (310). Total off-street car parking spaces proposed = 338. The development will therefore have a surplus of 28 off-street car parking spaces. It is noted that the customer pick-up facility will provide 6 waiting bays for customers. Motorcycle Parking The development does not require any motorcycle parking spaces however 4 are proposed. Bicycle Parking 13 bicycle parking spaces are required and 50 are proposed.	
5.3.8 Traffic Circulation, Parking and Access Secondary streets, rear lanes and rights of way are to be used to provide access to parking areas, loading docks and waste collection areas. Lanes will need to accommodate heavy vehicles where access to loading areas and waste collection is required. On-street parking is to be provided on all streets to create a buffer between pedestrian and street traffic and promote casual surveillance. Basement, semi-basement or decked parking is preferred over large expanses of at-grade parking. At grade or decked parking areas are to be located behind building lines. Outdoor parking areas are to be screened and landscaped to minimise their visual dominance. At grade car parks must contain shade tree plantings using tree species and spacing of trees to demonstrate that tree canopies are capable of covering 50% of the car space surface area (excluding car park travel lanes). Plans submitted are to	Access to the development's parking areas will be from the northern and western service lanes. The services lanes have been designed to accommodate heavy vehicles that will utilise the loading dock and provide waste collection services. On-street parking will be provided along the eastern side of the western service lane. On-street parking opportunities will also be available along the northern service lane when it is ultimately widened to a full width two-way road upon the development of the adjoining property of 113 Rickard Road. Furthermore, on-street parking opportunities will ultimately be available on Rickard Road following the widening and upgrade of that road to its final urban standard by Council. Most of the proposed parking will be located within a basement level. The proposed at-grade car park will be largely screened from Rickard Road and Ingleburn Road by the building. The at-grade parking area will be located behind the development's primary road building lines (Rickard Road and Ingleburn Road). The at-grade car park will be largely screened by the building. Adequate	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
illustrate the estimated extent of tree canopies at maturity. Bicycle parking is to be in secure and accessible locations. Bicycle parking for employees is to have weather protection. Vehicle parking areas are to be in accordance with AS 2890.1 and service vehicle provisions are to be in accordance with AS 2890.2.	landscaping has been proposed to soften the car park. The at-grade car park will contain tree canopies that will cover 17.5% of the car space surface area. Shade sails will be used to provide coverage to an additional 37% of the area for a total of 54.5%. This is accepted as the car park will be largely screened by the building and the shade sails will achieve the Growth DCP's shading requirements. Bicycle parking will be provided within the local drainage land, the at-grade car park and the basement car park. All of the bicycle parking will be accessible and the majority will be weather protected in the basement car park. A standard condition is recommended that requires compliance with Council's engineering specifications. This includes compliance with AS 2890.1 and AS 2890.2.	
Schedule 1, 3.1.1 Hierarchy and Function of Local and Neighbourhood Centres Leppington Major Centre is to be the focus of higher order retail, commercial, entertainment, civic and cultural activities within the South West Growth Area and will be supported by the local and neighbourhood centres.	The development is a mixed use retail and commercial development that will contribute towards the vision for the Leppington Major Centre as articulated by the Growth DCP.	Yes.
Schedule 2, 3.1 Indicative Layout Plan Development within the Leppington Major Centre is to be generally in accordance with the ILP.	The ILP identifies this site as part of the precinct's retail core. The site is to provide half of a service lane along its north western boundary and land for road widening and drainage along its south western boundary. The development is consistent with these requirements. It is noted that an additional service lane is proposed along the western boundary of 108 Ingleburn Road. The additional service lane is supported as it will enhance access to the site and ultimately the surrounding properties without causing any unreasonable adverse impacts upon the functioning of the master planned road network.	Yes.
Schedule 2, 3.2 Public Domain Public domain elements are to be located as shown on the ILP. Elements of the public domain that are	The development will provide public domain elements (land for road widening and local drainage along its south western boundary) consistent with the ILP. The applicant proposes to construct a	Yes.

Control	Assessment	Compliance?
zoned SP2 Infrastructure can be delivered by Council or may be constructed in accordance with this DCP by another party and dedicated to Council, subject to the agreement of Council. Access is to be available to the public domain at all times of the day and night.	drainage culvert within the land zoned SP2 Infrastructure (Local Drainage). These works (or similar) would otherwise have been constructed by Council but instead will be delivered by the applicant which Council is agreeable to. The land zoned SP2 Infrastructure (Drainage) and SP2 Infrastructure (Classified Road) will be dedicated to Council and will be publicly accessible.	
Schedule 2, 3.3 Road Hierarchy and Circulation The location of streets is to be in accordance with the ILP. Streets within the centre are to be designed and constructed in accordance with Figure 3-2 and Section 4.1 of Schedule 2. Modifications to the street network will be considered by Council only where the proposed street network complies with several criteria listed by the Growth DCP; including achieving the same outcomes in terms of traffic circulation and enabling efficient and safe pedestrian and cyclist movement around the centre. Additional mid-block streets (e.g. service lanes) may be proposed where the additional street complies with several criteria listed by the Growth DCP including improving pedestrian movement for circulation within the centre and meeting relevant road safety requirements for intersection locations and road geometry. Traffic management measures are to be utilised within and surrounding the major centre to produce a low speed pedestrian friendly traffic environment. Traffic management devices are to be identified at the time of DA submission. Crime prevention through environmental design principles are to be incorporated in the design of the street network. Streets and pathway networks are to be designed to ensure that walking and cycling take priority over traffic circulation.	The location of the proposed streets is in accordance with the DCP except for an additional service lane which is supported. Conditions are recommended to ensure that the proposed streets are designed and constructed in accordance with Figure 3-2 and Section 4.1 of Schedule 2. An additional service lane (the western service lane) is proposed along the western side of the development and will connect Ingleburn Road with the northern service lane. Vehicular access to the development will be obtained via the western service lane. The western service lane is consistent with the Growth DCP's criteria in that it achieves a 'no worse' outcome in terms of traffic circulation, will not significantly impact upon safe pedestrian and cyclist movement around the centre and will allow cars to efficiently access the development. No specific traffic management measures are required to create a low speed pedestrian friendly environment as part of this development. Subject to the recommended conditions, the development will be consistent with the principles of Crime Prevention Through Environmental Design. The proposed streets will provide for pedestrian movement as required by the Growth DCP.	Yes.
Schedule 2, 4.1 Materials Leppington Major Centre will have a	A condition is recommended that requires all works undertaken in existing or proposed public roads or public land to be	Yes.

Control	Assessment	Compliance?
unified and integrated character through consistent materials, details, finishes and treatments. Materials used in the public domain are to be consistent with Table 4-1 and demonstrate implementation of the Growth DCP's materials selection principles.	consistent with Schedule 2, Section 4.1 and Table 4-1 of the Growth DCP. This will ensure a unified and integrated character for the Leppington Major Centre.	
Schedule 2, 4.2 Landscaping Leppington Major Centre will have a unified and integrated character through a consistency of species selection and landscaping design in the public domain. Plant species are to be selected predominantly from Table 4-2.	The proposed landscaping is consistent with Table 4-2.	Yes.
Schedule 2, 4.3 Street Design Materials used in footpaths, landscaped areas and other elements of road verges are to be consistent with the Growth DCP. Materials, finishes and planting are to emphasise key elements of the streetscape such as intersections, pedestrian crossings and major building entries. Each DA is to include a landscaping plan. Street landscaping is to comply with several controls listed by the Growth DCP including deciduous and evergreen tree use, plant selection and tree spacing.	A condition is recommended that requires all works undertaken in existing or proposed public roads or public land to be consistent with Schedule 2, Section 4.1 and Table 4-1 of the Growth DCP. Council is responsible for completing the upgrade of Rickard Road and Ingleburn Road to their final urban standard which will establish the final treatments for those roads and their relationship with key elements of the streetscape. The applicant has submitted landscaping plans in support of the DA. The proposed landscaping is consistent with the controls listed in the Growth DCP.	Yes.
Schedule 2, 4.3.1 Rickard Road Main building entrances should be located on Rickard Road. Outdoor dining and other activities that activate the street are encouraged adjacent to building entrances and near street corners. Continuous awnings are to be provided for development.	The building's main entrance will be located at the corner of Rickard Road and Ingleburn Road. No outdoor dining or other activities are proposed as part of this development. Continuous awnings have been proposed for the development along Rickard Road.	Yes.
Schedule 2, 4.3.5 Service Lanes The design of service lanes is to be consistent with Figure 4-8 and the controls in this section of the Growth DCP.	Northern Service Lane (NSL) The NSL will be constructed as an interim one-way half road configuration. The NSL will ultimately be widened and become a two-way road upon development of the adjoining property at 113 Rickard Road.	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
	To the extent proposed, the NSL is generally consistent with the Growth DCP's requirements. It is noted that the width of the southern verge where the NSL connects to Rickard Road narrows down to a minimum of 2.7m as the verge transitions around the corner. This minor variation is acceptable given that it is only at two 'pinch points' through a corner transition and that the building at the corner is articulated but not active. Consequently, it is not anticipated to impact upon pedestrian amenity or safety. Western Service Lane (WSL) The WSL is generally consistent with the Growth DCP's requirements. It is noted that the road will have a 6m carriageway and a dedicated 3m parking lane along its eastern side. This is acceptable as the Growth DCP provides for a 9m carriageway with on-street parking along one side. The western verge will not be completed in its ultimate form as urban development on the western side of the WSL is still to occur and will likely result in damage to it. The western verge will be completed as part of future development that fronts it. The Growth DCP provides for street tree planting to be limited to areas adjacent to intersections with other town centre streets. The applicant has proposed street tree planting along the entire length of both service lanes which is supported as it will help to soften the building and the at-grade car park and provide better amenity for pedestrians. Conditions are recommended that require that both service lanes comply with the detail design requirements of the Growth DCP.	
Schedule 2, 5.1.1 Building Orientation Buildings are to be orientated towards and provide active frontages at street level to Rickard Road, the Main Streets and preferably to town centre streets as shown in Figure 5-1. The main pedestrian entries to buildings, including ground floor retail and commercial premises that face the street,	Additional information regarding the building's Rickard Road interface is provided in the assessment report. The development will provide active frontages at street level to Rickard Road and Ingleburn Road. The development's main entrance will be located at the corner of Rickard Road and Ingleburn Road.	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
are to be from streets listed in the control above with active frontages. Buildings are to be orientated towards major access roads in the Leppington Major Centre, including Ingleburn Road. Blank walls are not to face these roads and glazing is to occupy at least 50% of the building façade width facing these roads. Service and utility bays, loading docks and car park entries are to be orientated towards service lanes, or where this is not possible, to streets that are not specified as requiring an active frontage in Figure 5-1. Large format retail such as supermarkets and parking areas are to be sleeved or hidden by retail and commercial uses, or designed with a high proportion of glazing where the building fronts directly onto the Main Street or town centre streets. Buildings are to be orientated to provide attractive, active building frontages and passive surveillance to public open space, land zoned for drainage purposes, plazas, squares and pedestrian through-site links.	The building will be orientated towards Rickard Road, Ingleburn Road and the western service lane. The development has been sufficiently articulated to minimise blank walls. At street level, Rickard Road will have 28.6% glazing and Ingleburn Road will have 53% glazing. The proposed loading dock and car park entry are orientated towards the northern and western service lanes respectively. The building's Ingleburn Road frontage will provide an active and attractive interface and passive surveillance opportunities to the local drainage land along Ingleburn Road.	
Schedule 2, 5.1.2 Setbacks Building setbacks are to be in accordance with Figure 5-2. Where Figure 5-2 identifies a zero setback, buildings are to be built to the property boundary for at least the ground and first floor. Projections beyond the zero setback lines may include awnings, verandas, balconies, roof overhangs and blade walls above street level.	The building setbacks are generally consistent with Figure 5-2. The building has generally been built to its ultimate property boundary for the ground and first floor levels along Rickard Road and Ingleburn Road. The building will be set back from the corner of Rickard Road and Ingleburn Road. As the building is at a higher level than the road corner this creates a semi-covered external 'landing' above the street level. This provides a transition zone for pedestrians before they completely exit the site down to the corner. This is considered to be a positive feature as the ultimate intersection of Rickard Road and Ingleburn Road will be a busy, signalised intersection with high volumes of vehicular and pedestrian traffic. It also provides pedestrians with an informal meeting/interaction space at the building entrance that is separated from the heavier traffic at street level. Projections beyond the zero setback lines	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
	will include awnings and projecting signage as previously described. The projecting signs are supported as they are consistent with Section 5.3.4 of the Growth DCP and will provide an important way finding and identification function.	
Schedule 2, 5.1.3 Building Height and Envelope Controls Maximum building heights are to be in accordance with Figure 5-3. The Rickard Road transit boulevard, Leppington Railway Station and prominent street corners should be reinforced in a visual context through concentrating building height and built form as shown in Figure 5-3. Buildings are to be designed to ensure a human scale is maintained at street level. Floor to ceiling heights are to be a minimum of: (a) Ground floor of all buildings (regardless of use): 3.6m. (b) First floor for retail and/or commercial use: 3.3m.	Figure 5-3 allows for maximum building heights of between two and six storeys on this site. The development will have a maximum building height of two storeys. A clock feature is proposed at the corner of Rickard Road and Ingleburn Road. This feature is higher than the rest of the development which marks out the corner and provide a visual reference/focal point for people traversing the surrounding area. The clock will be set upon a brick wall which will visually accentuate it as this material differs from the development's predominant concrete panels and metal sheeting. The building has been designed to ensure a human scale will be maintained at street level. This will be achieved through appropriately scaled shopfronts, building entrances and awnings. The proposed ground floor floor to ceiling height is a minimum of 4m. The proposed first floor floor to ceiling height is a minimum of 3.3m.	Yes.
Schedule 2, 5.2 Façade Design Articulation zones should be provided to compliment the building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views. External security shutters are not permitted. On corner sites, shop fronts are to wrap around the corner. Entries to residential or commercial lobbies, facing Rickard Road, main town centre streets or internal access streets, are to be a maximum of 50% of the building frontage width or 10m, whichever is the lesser. Architectural expression should be diverse across building groups/blocks and	Façade articulation will be provided by varied roof forms, a mix of building materials and colours and a clock feature that will mark the corner of Rickard Road and Ingleburn Road. The main building entrance will be located at this corner and accentuated by being raised above street level and set behind a landscaped landing. A condition is recommended that prohibits the use of security shutters. The development's main pedestrian entrance will be located at the corner of Rickard Road and Ingleburn Road and will be framed by active shopfronts on either side. The building entry at the corner of Rickard Road and Ingleburn Road will be 29.8% of the building frontage width at the corner and 6m wide.	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
facades should be articulated to create visual interest. There should be a contemporary architectural style based on simple primary building forms and a fine grained assemblage of elements (which may incorporate the diversity of character of streetscapes in historic towns such as Camden). Façade design should create a series of vertical elements along a building length reflecting a traditional main street façade. Building facades are to be designed to accentuate key architectural features and clearly delineate points of interest such as building entries, vertical and horizontal elements. Building facades are to incorporate a variety of finishes and materials which provide visual relief to the built form and which complement the materials and colours adopted for the public domain. Sleeve buildings are to be used to minimise the visual impact of large boxes, service areas and to define streets. Roof forms and structures such as clock towers/spires are encouraged for key sites and roofs should be designed to break up the overall mass of a roof on a large building. Roof elements should be used to screen mechanical plant.	The building has been appropriately articulated to create visual interest. This development will be the first approved development in this part of the precinct. The development has been designed in a contemporary style and has had its bulk broken down by varied roof forms (with pitches inspired by the existing rural architecture of the area), shopfronts, window elements and a range of materials. The building's shopfronts, entries and awnings create a series of vertical elements along the building facades. The building's design accentuates the main pedestrian entry at the corner of Rickard Road and Ingleburn Road through being raised above street level, being set back behind a landscaped landing and being made a focal point by the clock feature. The development will be constructed of a mix of patterned and textured concrete panels, brickwork, metal sheeting and glazing which are considered acceptable for this site and area. The supermarket component has not been sleeved however the overall Rickard Road frontage has been sufficiently articulated to minimise its visual impacts. Additional information regarding the building's Rickard Road interface is provided in the assessment report. A clock feature is proposed at the corner of Rickard Road and Ingleburn Road. This feature is higher than the rest of the development which marks out the corner and provide a visual reference/focal point for people traversing the surrounding area. The clock will be set upon a brick wall which will visually accentuate it as this material differs from the development's predominant concrete panels and metal sheeting. The building's roof incorporates different forms that modulate it and provide visual interest The development includes a roof mounted services room and condenser deck. These elements have been integrated into the overall design of the building to minimise their visual impacts. A standard	

Control	Assessment	Compliance?
	condition is recommended that requires all additional roof mounted equipment to be integrated into the overall design of the building.	
Schedule 2, 5.3 Landscaping A landscaping plan is to be submitted for all development within the Leppington Major Centre where landscaped areas are required or proposed at ground level. Landscaping within development sites is to complement the landscape character of adjoining streets and other public spaces. The proportion of the site that is unpaved is to be maximised to enable water infiltration. Planting is to include deep rooted tree species to assist in maintaining an appropriate water table. Rainwater storage and re-use is required for all landscaping irrigation, with mains water only to be used as a back-up. The capacity of on-site water storage is to consider the likely water consumption required to maintain landscaped areas within the site. Landscaping design and tree species selection is to consider solar access (in winter) and the provision of shade (in summer) to buildings, the public domain and outdoor areas within the development (including private or communal open space areas).	The applicant has submitted landscaping plans in support of the DA. The proposed landscaping will complement the character of adjoining streets. The site is largely paved however this is consistent with the key planning controls for the area which envisage development built to the street boundaries. The use of an at-grade car park has provided opportunities for unpaved areas and appropriate landscaping. A below ground rainwater tank is proposed. A condition is recommended that requires roof area rainwater to be collected and reused for landscaping irrigation. The condition also requires the tank to be sized in consideration of the likely water consumption required to maintain the development's landscaped areas. The proposed landscaping has been designed to achieve the requirements of the Growth DCP.	Yes.
Schedule 2, 5.4 Water Sensitive Urban Design The water sensitive urban design controls in Section 6.5 of the Growth DCP apply to development in business zones in the Leppington Major Centre. A Leppington Major Centre Water Sensitive Urban Design Strategy has been prepared for the Leppington Major Centre. DAs are to demonstrate compliance with the strategy and the Growth DCP controls (which take precedence) to Council's satisfaction. Detention of stormwater run-off as a result of development must be managed on site to ensure there is no increase in runoff events up to the 1% ARI event.	Subject to the recommended conditions, the development will be consistent with the water sensitive urban design controls in Section 6.5 of the Growth DCP. Council staff have assessed the proposed stormwater management design for the development. The design is satisfactory and consistent with the objectives of the Austral and Leppington North Precincts Water Cycle Management Report, the Growth DCP and Council's engineering specifications. Additional information regarding flooding is provided in the assessment report. The Austral and Leppington North Precincts Water Cycle Management Report provides for stormwater flows traversing the site to be conveyed via a 10m wide open drainage channel running	**No, however variation recommended to be supported.**

Control	Assessment	Compliance?
DAs must be accompanied by a water cycle management strategy. Measures to treat stormwater to achieve the targets specified in Section 2.3.3 of the Growth DCP are to be incorporated into each development.	parallel to Ingleburn Road. The applicant has instead proposed a box culvert running parallel to Ingleburn Road. Council staff support the use of a box culvert as this will allow the land zoned for local drainage to be embellished with landscaping and provide for pedestrian access to and the along the frontage of the site. The local drainage land identified for acquisition will still be dedicated to Council even though the stormwater conveyance infrastructure has changed. Council staff envisage a similar approach being replicated along the Ingleburn Road frontage of surrounding properties for consistency. This is considered to be a more appropriate outcome for the envisaged town centre environment.	
Schedule 2, 5.5 Parking, Loading and Access On-street parking is to be provided throughout the centre in accordance with Section 4 of Schedule 2 to contribute to street life and surveillance. Rooftop parking is discouraged to preserve the future amenity for residential flat buildings located in the centre. Below ground parking is encouraged for major retail and commercial development. The majority of parking is to be provided under or behind buildings, and on-street to limit visual impact and maintain pedestrian amenity. Parking, loading and service areas are to be accessed predominantly from secondary town centre streets. At grade car parking is permitted where the main access is from a secondary town centre street and where site landscaping and buildings provide appropriate visual screening from public places. Bicycle racks/storage areas are to be provided in all developments in accordance with the requirements of Part 5 of the Growth DCP. Bicycle racks/storage should be provided for both employees and site visitors. Loading and service areas are not to be	On-street parking will be provided in accordance with the Growth DCP. No rooftop parking is proposed. The majority of the proposed parking will be located in a basement car park. All parking will be provided either under or behind the building. Parking, loading and service areas will be accessed form the northern and western service lanes which are a type of secondary town centre street. The at-grade car park will be accessed from the western service lane which is a type of secondary town centre street. This car park will be sufficiently screened by the building and proposed landscaping. Bicycle parking will be provided in accordance with Part 5 of the Growth DCP. Bicycle parking will be provided for both employees and visitors. The loading dock will not be located adjacent to or across a road from land zoned for residential or public recreation purposes.	Yes.

Control	Assessment	Compliance?
located adjacent to or across a road from land zoned for residential or public recreation purposes.		
Schedule 2, 5.6 Development and Use of Flood Prone Land Development within the 100 year ARI flood extent is only to occur where the controls relating to flood prone land in Part 2 of the Growth DCP are met.	Council staff have assessed the flooding constraints for the site and the stormwater management design for the development. The design is satisfactory and consistent with the objectives of the Austral and Leppington North Precincts Water Cycle Management Report, the Growth DCP and Council's engineering specifications. The development will not result in any unreasonable adverse flooding impacts upon itself, surrounding properties or the environment generally. Additional information regarding flooding is provided in the assessment report.	Yes.
Schedule 2, 5.8 Staging of Development Development in the early stages of growth in the centre should be designed, orientated and located to comply with the relevant controls in Schedule 2 of the Growth DCP, or to not preclude future development from complying with the controls and planning principles. To the extent that is practical, early development in the centre is to consider the layout, orientation and scale of future stages of development that may occur and whether the proposed development will enable future stages of development to occur. Council will generally require the full width of roads to be constructed as part of any development proposal that requires the construction of a new road, except for the road verge and footpath on the side opposite the development, where applicants can demonstrate to Council that that verge and footpath are not required to service the proposed development. Where the new road straddles a property boundary, Council may accept amendment to the location of the road to ensure the full road carriageway (and full width of verges/footpaths where required) can be constructed within the development site.	The development has been designed and orientated to be consistent with the relevant controls in Section 2 of the Growth DCP. The development has adequately considered its surrounding future context as envisaged by the Growth DCP. The subject development will not preclude the future development of the Leppington Major Centre. The development of the northern service lane in a half road configuration is supported given that the ILP only requires this site to provide one half of the road. The road has been designed to adequately work in a one way configuration. The western verge of the western service lane will not be completed in its ultimate form as urban development on the western side of the western service lane is still to occur and will likely result in damage to it. The western verge will be completed as part of future development that fronts the western verge. At this stage the final verge on the western side of the western service lane is not required. As aforementioned, an adequately designed half road configuration for the northern service lane has been proposed. The primary means of vehicular access to the development's parking areas will be via the western service lane which will allow for two way vehicle movement. Figure 5-5 of the Growth DCP indicates that the development of this site is a	Yes.

Control	Assessment	Compliance?
Construction of half road widths will only be permitted where the applicant can demonstrate to Council that the half road will have sufficient capacity and be safe for the predicted traffic volumes. Half roads will not be permitted where they form the primary means of vehicular access to parking areas for retail premises or commercial premises. Development need not occur in accordance with the staging shown in Figure 5-5 but must consider the requirements of this section of the Growth DCP to contribute to the orderly and efficient development of the centre.	medium term outcome. The development has been adequately designed to proceed as one of the earlier developments in the Leppington Major Centre and will contribute to the orderly and efficient development of the centre.	