

CONTROL	COMMENTS	COMPLIANCE
C6 Landscape Design		
6.1.1. Development Process		
This section classifies all development in the Penrith local government area into 3 categories (see Table C6.2 below). Each of these categories has different requirements in relation to the landscape design component of the development	The proposal relates to work identified as being Class 1 as it relates to minor alterations and additions to an existing commercial facility.	Yes
6.1.3. Protection of the Environment		
<u>Landscape Character</u>		
a) Remnant native vegetation should be retained, managed and incorporated into landscape designs to conserve the natural biodiversity across the landscape.	No remnant native vegetation will be removed as a result of the proposal.	Yes
b) Landscape design should enhance the amenity and visual quality of the site. Landscaping solutions are to be used to screen and enhance visually obtrusive land uses or building elements within their setting.	The additional landscaping proposed to the Reserve Street frontage of the site will ensure further screening is provided between the car park and the mixture of residential and commercial buildings of Reserve Street ensuring the amenity and visual quality of the area.	Yes
<u>Integration of Design</u>		
a) Generally, Council requires that dominant positive streetscape elements are to be continued in the design of any landscaping works to ensure that the development integrates into and enhances the existing streetscape character.	The proposal will result in the additional planting of nine (9) trees along the Reserve Street frontage of the site continuing the overall landscaped themed of that frontage. The proposal is therefore considered to enhance a positive streetscape character.	Yes
b) Some elements of landscape design and streetscape that should be implemented include the following: <ul style="list-style-type: none"> i. Landscape design should be used to soften the impact of buildings and as a visual element between the street and the development; ii. Fencing that is forward of the building line should be incorporated with the landscape and consistent with that in the street or locality; 	The proposal seeks approval for the planting of nine (9) trees along the Reserve Street frontage of the site which will provide suitable screening between the car park facilities of the shopping centre to adjacent development significantly softening the visual impact of the car park area.	Yes

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<ul style="list-style-type: none"> iii. Landscape design should be used to soften the impact of car parking areas; and iv. In open car parking areas, one large shade tree for every 6 car spaces is to be provided as a minimum to improve visual amenity and reduce the heat island effect 	<p>The tree removal proposed by this application is essential to ensure the long term safety of the car park facilities on site. In addition it is noted that the trees proposed have caused significant damage to the kerbing of the site and must be removed before further damage can be done.</p> <p>Multiple trees will be maintained throughout the car park to avoid a heat island effect and sustain the visual amenity of the car park.</p>	
Community Safety		
<p>a) All landscape designs should promote the safety of the community through the maximisation of natural surveillance and appropriate lighting. Such measures include the following:</p> <ul style="list-style-type: none"> i. Appropriate levels of lighting of public spaces such as driveways, gardens and links through the site; ii. Appropriate lighting and visibility of the entry to dwellings; iii. Provision of appropriate plant species that minimise opportunities for concealment of intruders and do not provide hidden recesses; iv. At driveways, street intersections and other crossing points, landscaping that does not block views between pedestrians and approaching vehicles 	<p>The proposal will not impact on the existing provisions for natural surveillance and lighting currently in place for the site.</p> <p>The realignment of the car parking facilities have been proposed to ensure that the car park facilities can be safely used for loading facilities, vehicle access and pedestrian access by ensuring appropriate sight lines are maintained at crossing points throughout the site.</p> <p>Works as proposed do not allow opportunities for concealment of intruders and do not provide hidden recesses.</p>	Yes
C7 Culture and Heritage		
7.1.5. Development in the Vicinity of a Heritage Item or Conservation Area		
<p>The impact of the proposed development on the heritage significance, visual curtilage and setting of the heritage item must be addressed in a Heritage Impact Statement</p>	<p>A Heritage Impact Statement has been prepared for the project and is attached as Appendix C of the Statement of Environmental Effects. The Heritage Impact Statement confirms there will be no physical impact to the heritage items as the works will be outside the curtilage of the heritage items.</p>	Yes

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C10 Transport, Access and Parking		
10.2 Traffic Management and Safety		
<p>a) Each development should demonstrate how it will:</p> <ul style="list-style-type: none"> i. Provide safe entry and exit for vehicles and pedestrians which reflect the proposed land use, and the operating speed and character of the road; ii. Minimise the potential for vehicular/pedestrian conflicts, providing protection for pedestrians where necessary; iii. Not restrict traffic flow or create a hazard to traffic on roads in the vicinity of the development; iv. Provide suitable off-street parking facilities to accommodate vehicles generated by the development; and v. Identify the need, where apparent, for any additional on-street traffic facilities or road works which may be required to maintain the safe and efficient movement of vehicles and pedestrians. 	<p>The subject Development Application has been proposed to enhance the overall functionality of the existing car park facilities and will minimise the potential for vehicular/pedestrian conflicts in the vicinity of the existing loading dock on the west of the site. The proposal will ensure the functionality of the car park and ensure that traffic flow within and around the site will be maintained in a safe and orderly fashion.</p>	<p>Yes</p>
<p>b) Provision must be made for all vehicles to enter and leave properties in a forward direction other than for single dwellings.</p>	<p>All vehicles can enter the site in a forward direction under both the existing and proposed car park scheme.</p>	<p>Yes</p>
10.5. Parking, Access and Driveways		
<u>Provision of Parking Spaces</u>		
<p>a) Parking provided on site is to meet AS 2890 and where appropriate, AS 1428.</p>	<p>The new parking spaces proposed as part of this Development Application are capable of complying with AS2890.</p>	<p>Yes</p>
<p>b) For any proposed development, Council will require the provision of on-site car parking to a standard appropriate to the intensity of the proposed development as set out in Table C10.2 below.</p>	<p>Development within the Penrith City Centre is required to provide 1 parking space for every 30sqm of retail floor space. The site has a total gross floor area of 20, 715sqm and is as such required to provide 691 parking spaces. The proposal will result in the total onsite parking to be reduced from the 779 spaces to 776 which is compliant with the</p>	<p>Yes</p>

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	numerical standards of the PDCP.	
<p>c) For existing developments, a new use must not commence or the floor area increased until the required car park spaces have been provided on the site, corresponding to the land use outlined in Table C10.2.</p>	<p>No new uses are proposed as part of the subject Development Application.</p>	<p>Yes</p>
<p>d) Where relevant, development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site</p>	<p>The works have been proposed to enhance the access arrangements to the existing loading dock on the western side of the building. The capacity of the loading dock will be increased to allow for an additional truck to use the site. By simplifying the access arrangements of the site the safety and efficiency of the dock will be enhanced.</p>	<p>Yes</p>
<p><u>Design of Parking and Manoeuvring Areas</u></p>	<p>As stated previously the works have been proposed are capable of complying with the relevant Australian Standards</p>	<p>Yes</p>
<p>a) Car space dimensions must comply with the relevant Australian Standards.</p>		
<p>b) Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890</p>	<p>No alterations to the existing disabled parking spaces of the site are proposed as part of the subject application.</p>	<p>Yes</p>
<p>c) Council will require all car parking areas to be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated.</p>	<p>The existing hard stand of the car parking facilities will be maintained and restored where required as part of the application.</p>	<p>Yes</p>
<p>d) Large car parking areas (more than 5 vehicles) should be visually separated from access roads and from the buildings they serve by planting and other landscaping and should not be visually prominent from public roads, either through separation or screening.</p>	<p>The existing landscaping which fronts Station Street, Reserve Street and Woodriff street and forms a landscaping buffer between the site and public roads will be maintained as part of the subject Development Application. In addition to this the proposal seeks to plant nine (9) new trees to the Reserve Street frontage of the site which will ensure the car park is not a visually dominant aspect of the site.</p>	<p>Yes</p>

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<p>e) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.</p>	<p>The subject Development Application has been proposed to enhance the overall functionality of the existing car park facilities and will ensure that all vehicles are capable of entering and leaving the site in a forward direction.</p>	<p>Yes</p>
<p>f) Council may require the provision of internal directional signs to assist site visitors in locating parking areas.</p>	<p>Existing internal directional signage will be maintained as part of the application to provide appropriate way finding throughout the Nepean Village Shopping Centre.</p>	<p>Yes</p>
<p>g) The design of the car park should ensure that passive surveillance is possible and, where appropriate, incorporate active measures such as cameras and security patrols. Car parks should be designed to minimise dark areas through the provision of appropriate lighting.</p>	<p>The proposed alterations to the car park facilities will not impact on the existing passive surveillance which is presently in place for the Nepean Village Shopping Centre.</p>	<p>Yes</p>
<p>h) Loading docks associated with the development shall be provided on-site, with all loading and unloading activities occurring on-site.</p>	<p>No new loading docks are proposed as part of the subject application. The application proposes the expansion of the existing loading dock to accommodate space for one (1) additional truck. The works proposed will ensure that the existing loading dock facilities on the western portion of the site can be readily accessed without impacting on the overall safety of the site.</p>	<p>Yes</p>
<p>i) All loading and unloading areas are to be:</p> <ul style="list-style-type: none"> i. integrated into the design of developments, ii. separated from car parking and waste storage and collection areas, iii. located away from the circulation path of other vehicles, iv. provided separately for commercial/retail and residential uses, where part of a mixed use development, and v. designed for commercial vehicle circulation and access complying with AS 2890.2. 	<p>The proposal will result in the expansion of the existing loading facilities to accommodate an additional dock. The loading dock facilities are integrated into the existing design and are appropriately separated from car parking and waste storage and collection areas as a result of the proposal.</p>	<p>Yes</p>

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<p>j) Access, parking, manoeuvring and loading facilities for commercial and industrial development shall be in accordance with AS 2890.2 - 2004 and accommodate vehicle types as outlined in Table C10.3.</p>	<p>As stated previously the site is capable of complying with all relevant Australian Standards.</p>	<p>Yes</p>

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E11 Penrith		
11.4.3 Site Facilities and Services - Loading/Unloading Areas		
<p>Loading/ unloading areas are to be:</p> <ul style="list-style-type: none"> a) integrated into the design of developments; b) separated from car parking and waste storage and collection areas; c) located away from the circulation path of other vehicles; and d) designed for commercial vehicle circulation and access complying with AS2890.2. <p>Vehicular access to the loading/unloading area(s) is preferred off rear lanes, side streets and right of ways. Where appropriate, consider a single vehicular access point for the loading/unloading area(s) and waste collection area(s).</p>	<p>As stated previously no alteration is proposed to the existing loading dock facilities of the Nepean Village Shopping Centre. The loading dock facilities are integrated into the existing design and are appropriately separated from car parking and waste storage and collection areas as a result of the proposal.</p>	<p>Yes</p>
11.7.1.2 Precinct 2		
<p><u>Development of the site must adhere to the following design principles:</u></p> <ul style="list-style-type: none"> 1) Provide a range of density across the site reflective of the Precinct's location and consistent with a highly urbanised centre. 	<p>The proposal will not alter the existing density of the precinct.</p>	<p>Yes</p>
<ul style="list-style-type: none"> 2) Locate non-residential uses towards the northern end of the site where they will be in closer proximity to the city centre 	<p>The proposal does not seek approval for additional non-residential uses.</p>	<p>Yes</p>