

<b><i>Penrith Development Control Plan 2014</i></b>	<b>Clause/ Control Description</b>	<b>Planning Assessment Compliance: Yes/No</b>	<b>Planning Assessment</b>
<b>Part C10 – Transport, Access and Parking</b>			
<b><i>Transport and Land Use</i></b>	<i>Transport and Land Use</i>	<b>NA</b>	The proposal relates to an existing shopping centre, and no change of use or development that would increase traffic generation are proposed.
<b><i>Traffic Management and Safety</i></b>	<p><i>Traffic Studies</i></p> <p><i>a) Development applications for major development proposals should be accompanied by an appropriate Traffic Report. The Traffic Report should detail the assessed impact of projected pedestrian and vehicular traffic associated with the proposal, with recommendations on the extent and nature of the traffic facilities necessary to preserve or improve the safety and efficiency of the adjacent road system.</i></p> <p><i>b) A Traffic Report must be provided for applications required to be referred to the Roads and Maritime Services (RMS) under Column 2 and a Traffic Impact Statement for Column 3 of SEPP (Infrastructure) 2007.</i></p> <p><i>c) Depending on the scale, type and nature of the use proposed, Council may determine that a Traffic Report or Traffic Impact Statement is required for certain development which is not</i></p>	<b>YES</b>	The proposal is not for 'traffic generating development', but owing to the nature of the works which directly relate to car parking and vehicle access, a Traffic Design Statement has been prepared ( <b>Appendix 6</b> ).

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	<p><i>listed under Column 2 or 3 of SEPP (Infrastructure) 2007.</i></p> <p><i>d) Any Traffic Report or Traffic Impact Statement is required to address the following issues:</i></p> <p><i>i) The objectives of this section relating to transport and land use;</i></p> <p><i>ii) The objectives of this section relating to traffic management and safety;</i></p> <p><i>iii) The objectives and controls of this section relating to traffic generating developments; and iv) The issues set out in Appendix F3 – Submission Requirements of this DCP.</i></p> <p><i>e) Any development identified in Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 is either referred to RMS (Column 2 developments) or Council's Local Traffic Development Committee (Column 3 developments) for assessment and conditions as required.</i></p>		
	<p><i>Road Safety</i></p> <p><i>a) Each development should demonstrate how it will:</i></p>	<b>YES</b>	The proposed car park reconfiguration has been designed to improve safety for pedestrians and vehicles.

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	<p>i) <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;</i></p> <p>ii) <i>Minimise the potential for vehicular/pedestrian conflicts, providing protection for pedestrians where necessary;</i></p> <p>iii) <i>Not restrict traffic flow or create a hazard to traffic on roads in the vicinity of the development;</i></p> <p>iv) <i>Provide suitable off-street parking facilities to accommodate vehicles generated by the development;</i> <i>and</i></p> <p>v) <i>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.</i></p> <p>b) <i>Where feasible, vehicle access for developments should be from service roads/lanes.</i></p>		<p>The design of vehicle access routes, pedestrian paths and car parking spaces will minimise the potential for vehicle-vehicle and vehicle-pedestrian conflict by providing compliant driveway widths, unobstructed sight lines and continuous pedestrian paths. Traffic over-flow and queuing will be minimised compared to the current situation.</p> <p>Additionally, loading zones will remain suitably separated from car parking and pedestrian paths.</p> <p>Existing site access will be retained, and therefore no disruption will be incurred to the operation of the surrounding road network. By reducing traffic overflow and queuing through facilitating more efficient circulation through the site, the proposal will also improve the interface between the shopping centre and surrounding road network.</p>

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	<p><i>c) The design of direct vehicular access to developments should consider the traffic impacts on the surrounding road network. This may require the provision of deceleration, acceleration, right turn lanes and road widening, as necessary.</i></p> <p><i>d) Provision must be made for all vehicles to enter and leave properties in a forward direction other than for single dwellings.</i></p> <p><i>e) The layout and design of parking areas must minimise vehicle to pedestrian impacts, especially where heavy vehicle access to loading docks is proposed.</i></p>		
	<p><i>Traffic Generating Development</i></p> <p><i>a) New access points off arterial, sub arterial or other major roads is to be avoided where alternate access opportunities exist.</i></p> <p><i>b) Any development identified in Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 is either referred to RMS (Column 2 developments) or Council's Local Traffic Development Committee (Column 3 developments)</i></p>	<b>YES</b>	<p>The proposal will not introduce any new access points, but will make use of existing access.</p> <p>The proposal is not for traffic generating development.</p>

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	<i>for assessment and conditions as required.</i>		
<b>Key Transport Corridors</b>	<i>Key Transport Corridors</i>	<b>NA</b>	The site is not located on a road identified as a key transport corridor.
<b>Roads</b>	<i>Roads</i>	<b>NA</b>	The proposal does not include any new roads.
<b>Parking, Access and Driveways</b>	<p><i>Provision of Parking Spaces</i></p> <p><i>a) Parking provided on site is to meet AS 2890 and where appropriate, AS 1428.</i></p> <p><i>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.</i></p> <p><i>c) Within rural zones, the range of possible uses of land is very broad. Car parking is to be provided in accordance with Table C10.2: Car Parking Rates. If parking rates for the use is not listed, it will be the applicant's responsibility to demonstrate that adequate parking is provided.</i></p> <p><i>d) For commercial developments providing</i></p>	<p><b>YES</b></p> <p><b>YES</b></p> <p><b>NA</b></p> <p><b>NA</b></p>	<p>Newly line-marked car parking spaces will comply with relevant Australian Standards.</p> <p>The proposal preserves 411 of the 416 existing car parking spaces on the site, and will retain adequate car parking to support the demand generated by the shopping centre (98.8% of car parking preserved). The minor reduction in car parking is incidental to the changes required to reduce congestion and improve queuing impacts across the site. Given the proposal achieves the key objectives of improving driver amenity, the minimal loss of car parking is considered acceptable. This is confirmed within the Traffic Design Statement at <b>Appendix 6</b>.</p> <p>The site is not located within a rural area.</p> <p>The proposal does not involve any new GFA or development that would increase</p>

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	<p><i>employment for 20 people or more, bicycle parking is to be in secure and accessible locations, and provided with weather protection. The following associated facilities are to be provided:</i></p> <p><i>i) Change and shower for cyclists and are to be conveniently located close to the bicycle storage areas.</i></p> <p><i>ii) Where the building is to be strata-titled, the bicycle storage facilities and shower/ change facilities are to be made available to all occupants of the building.</i></p> <p><i>e) 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.</i></p> <p><i>f) In the absence of specific requirements relevant to particular developments, the parking requirements in the RTA's "Guide to Traffic Generating Developments" (as updated) and Australian Standard AS 2890.1 and</i></p>	<p><b>NA</b></p> <p><b>YES</b></p>	<p>the number of persons employed at the site.</p> <p>No new bike parking is included within the DA scope.</p> <p>No new use is proposed.</p> <p>The proposal preserves 411 of the 416 existing car parking spaces on the site, and will retain adequate car parking to support the demand generated by the shopping centre (98.8% of car parking preserved).</p>

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	<p><i>2 - 2004 should be referred to as a guide. In the absence of all data, the applicant should revert to the use of first principles.</i></p> <p><i>g) Where relevant, development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site.</i></p> <p><i>h) Stacked parking will not be permitted for visitor spaces for any development.</i></p> <p><i>i) Stacked parking in commercial or industrial development may be permitted for employee spaces only, provided the number of stacked spaces does not account for more than 10% of the total required parking spaces.</i></p> <p><i>j) Car parking above ground level is to have a minimum floor to ceiling height of 2.8m so it may be adapted to another use in the future.</i></p> <p><i>k) Car parking and associated internal manoeuvring areas provided over and beyond the requirements of this DCP shall be</i></p>	<p><b>YES</b></p> <p><b>YES</b></p> <p><b>NA</b></p> <p><b>NA</b></p> <p><b>NA</b></p>	<p>The minor reduction in car parking is incidental to the changes required to reduce congestion and improve queuing impacts across the site. Given the proposal achieves the key objectives of improving driver amenity, the minimal loss of car parking is considered acceptable.</p> <p>This is confirmed within the Traffic Design Statement at <b>Appendix 6</b>.</p> <p>Existing on-site loading facilities will be preserved and will continue to service the site.</p> <p>No stacked car parking is proposed.</p> <p>No stacked car parking is proposed.</p> <p>All car parking will be provided at ground level. No above-ground structures are proposed.</p> <p>The proposal relates to the existing car park and circulation roads within the site, and will not increase the number of parking spaces provided. No new GFA is proposed.</p>







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	<p><i>b) The movement of pedestrians throughout the car park should be clearly delineated and be visible for all users of the car park to minimise conflict with vehicles. The car parking and manoeuvring layout should be in accordance with the provisions of AS 2890.1 - 2004.</i></p> <p><i>c) Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890.</i></p> <p><i>d) Council will require all car parking areas to be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated.</i></p> <p><i>e) Vehicle access is to be integrated into the building design as to be visually recessive.</i></p> <p><i>f) It will be necessary for the method of treating and minimising runoff from parking and access areas to be addressed as part of any development application.</i></p> <p><i>g) For development in the R4 High Density Residential zone, use</i></p>	<p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p> <p><b>NA</b></p>	<p>The proposal provides a continuous, accessible network of pedestrian paths and crossings through the car parking area, connecting the shopping centre entry to the pedestrian crossing at Botany Lane, the pedestrian crossing at Bennet Road, disabled parking spaces, the McDonalds restaurant and Endeavour Avenue, as shown in the Site Plan at <b>Appendix 4</b>.</p> <p>The layout of the car park, manoeuvring areas and circulation routes comply with relevant Australian Standards.</p> <p>The proposal provides nine (9) disabled spaces conveniently located in proximity of the shopping centre entrance and designed in accordance with the relevant DDA and Australian Standards.</p> <p>All parking areas and circulation routes will be constructed of hard-standing, all-weather material. Parking bays and circulation aisles will be clearly line marked.</p> <p>Existing vehicle access to the site from the surrounding streets is to be maintained.</p> <p>A Stormwater Concept Plan has been prepared to support the DA and is provided at <b>Appendix 5</b>.</p> <p>The site is not zoned R4.</p>

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	<p><i>semi-pervious materials for all uncovered parts of driveways and parking areas to assist with stormwater infiltration.</i></p> <p><i>h) 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.</i></p> <p><i>i) 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.</i></p> <p><i>j) Council may require the provision of internal directional signs to assist site visitors in locating parking areas.</i></p> <p><i>k) For residential development, other than a single residence, the minimum space width shall provide for full door opening in accordance with Table B1 of AS2890.1 – 2004.</i></p> <p><i>l) The design of the car park should ensure that passive surveillance is possible and, where appropriate, incorporate</i></p>	<p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p> <p><b>NA</b></p> <p><b>YES</b></p>	<p>Existing landscaping within the site will predominantly be retained, with the exception of some planters within car parking areas. The removal of some planters is required to widen traffic aisles to accommodate the functional flow of traffic. Where planters will not compromise the safe and efficient movement of vehicles, trees will be reinstated. Additionally, all landscaping adjacent to the street frontages that is external to the site boundaries will be preserved. Therefore the site will continue to be adequately screened by vegetation.</p> <p>All vehicles will enter and exit the site in a forward direction.</p> <p>Internal directional signs will direct customers through the car park.</p> <p>The proposal is not for residential development.</p> <p>Existing levels of passive surveillance and formal security will be maintained. Car parking areas have been designed to avoid places of concealment or entrapment, lighting has been</p>

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	<p><i>active measures such as cameras and security patrols. Car parks should be designed to minimise dark areas through the provision of appropriate lighting.</i></p> <p><i>m) Access to security parking shall be designed to ensure the access mechanism is accessible to the vehicle driver on the entry side of the driveway.</i></p> <p><i>n) Provision should be made for all vehicles to enter and exit a secure (i.e. boom-gated) area in a forward direction.</i></p> <p><i>o) Visitor parking should be provided outside the secured parking areas.</i></p> <p><i>p) The design of car parks should ensure adequate separation of staff/visitor parking and loading dock circulation areas for heavy vehicles.</i></p> <p><i>q) Vehicular ramps less than 20m long within developments and parking stations must have a maximum grade of 1 in 5 (20%). Ramp widths must be in accordance with AS2890.</i></p> <p><i>r) Access ways to underground parking should be sited to minimise noise impacts on adjacent habitable rooms, particularly bedrooms.</i></p>	<p><b>NA</b></p> <p><b>NA</b></p> <p><b>NA</b></p> <p><b>YES</b></p> <p><b>NA</b></p> <p><b>NA</b></p>	<p>strategically located to ensure visibility through the day and night, and car parking areas are visible from the shopping centre entrance, surrounding streets and other land uses on the site (including the fast food restaurants and service station).</p> <p>No security parking is proposed.</p> <p>No boom-gated area is proposed.</p> <p>All parking will be accessible to customers. No secured parking is proposed.</p> <p>Loading zones will remain suitably separated from car parking and pedestrian paths.</p> <p>No vehicle ramps are required. All parking is provided at-grade.</p> <p>No underground parking is proposed.</p>

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	<p><i>s) Loading docks associated with the development shall be provided on-site, with all loading and unloading activities occurring on-site.</i></p> <p><i>t) All loading and unloading areas are to be:</i></p> <ul style="list-style-type: none"> <li><i>i) integrated into the design of developments,</i></li> <li><i>ii) separated from car parking and waste storage and collection areas,</i></li> <li><i>iii) located away from the circulation path of other vehicles,</i></li> <li><i>iv) provided separately for commercial/retail and residential uses, where part of a mixed use development, and</i></li> <li><i>v) designed for commercial vehicle circulation and access complying with AS 2890.2.</i></li> </ul> <p><i>u) 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)</i></p>	<p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p>	<p>Existing loading zones will be maintained as a result of the proposal and will continue to service the shopping centre and other uses on the site.</p> <p>Existing loading zones will be maintained as a result of the proposal and will continue to service the shopping centre and other uses on the site. Loading zones will remain suitably separated from car parking and pedestrian paths.</p> <p>Existing loading zones will be maintained as a result of the proposal and will continue to service the shopping centre and other uses on the site. The primary zone is located to the rear of the site, and is accessed by Botany Lane which adjoins the rear and side site boundaries. Loading zones will remain suitably separated from car parking and pedestrian paths.</p>

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	<p><i>and waste collection area(s).</i></p> <p><i>v) Secure multi-deck car parks should incorporate communication devices such as:</i></p> <ul style="list-style-type: none"> <li><i>i) Intercoms at boom gates;</i></li> <li><i>ii) Public address systems;</i></li> <li><i>iii) Telephones; or</i></li> <li><i>iv) Emergency alarms.</i></li> </ul> <p><i>w) To ensure users of secure multi-deck car parks are easily able to determine the location of exit and access points, security intercoms or similar and appropriate signage are to be included.</i></p> <p><i>x) All surfaces in the car park should be painted in light coloured paint or finished in light grey concrete to reflect as much light as possible.</i></p> <p><i>y) All potential entrapment points should be avoided, e.g. under stairs, blind corners and wide columns. Adequate lighting and mirrors should be used when certain design features are unavoidable.</i></p> <p><i>z) Access, parking, manoeuvring and loading facilities for commercial and industrial development shall be in accordance with AS 2890.2 - 2004 and</i></p>	<p><b>NA</b></p> <p><b>NA</b></p> <p><b>NA</b></p> <p><b>NA</b></p> <p><b>YES</b></p>	<p>No multi-deck parking structures are proposed.</p> <p>No multi-deck parking structures are proposed.</p> <p>No multi-deck parking structures are proposed. Existing car park and road finishes will be maintained.</p> <p>No multi-deck parking structures are proposed. The design of the car park avoids entrapment points and maximises passive surveillance given that parking areas are viable from the surrounding streets, the shopping centre and other uses on the site.</p> <p>All access, parking, loading and circulation areas have been designed in accordance with relevant Australian Standards.</p>



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	<p><i>rather than the primary street, wherever practical;</i></p> <p><i>ii) Located taking into account any services located within the road reserve, such as power poles, drainage inlet pits and existing street trees;</i></p> <p><i>iii) Setback a minimum of 6m from the perpendicular of any intersection of any two roads; and</i></p> <p><i>iv) Located to minimise noise and amenity impacts on adjacent residential development.</i></p> <p><i>e) The driveway crossing and access roads shall be designed in accordance with the provisions of AS2890.1 and 2 - 2004 for car parking and commercial vehicles respectively.</i></p> <p><i>f) Driveway widths must comply with the relevant Australian Standards.</i></p> <p><i>g) Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard (AS2890.1).</i></p>	<p></p> <p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p>	<p>intersections and adjoining development, will be maintained.</p> <p>Existing access will be preserved.</p> <p>Existing access will be preserved. New internal circulation routes within the site will comply with relevant Australian Standards.</p> <p>All newly-marked parking and circulation areas will comply with relevant Australian Standards.</p>



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	<p><i>h) Access to basement parking shall have an entry threshold a minimum of 300mm above the top of the kerb. The threshold shall be increased within areas of flooding or local overland flows to a minimum of 300mm above the flood level. The design of the development shall ensure that floodwater cannot enter the car park in a 1% Annual Exceedance Probability (AEP) flood event.</i></p> <p><i>i) The required threshold should be set within the property to prevent cross fall greater than 4% within the footway area.</i></p> <p><i>j) No direct access will be permitted to the M4 Western Motorway.</i></p>	<p><b>NA</b></p> <p><b>YES</b></p> <p><b>YES</b></p>	<p>No basement parking is proposed.</p> <p>Existing gradients will be maintained.</p> <p>The site is not located in immediate proximity of the M4.</p>
	<p><i>Design</i></p> <p><i>a) For rural subdivisions, the width of sealed surface shall be determined at the time of subdivision taking into consideration the intensity of use, landscaping proposals, servicing requirements and drainage design. Roads should be designed to enhance the rural character and long stretches of straight road should be avoided.</i></p>	<p><b>NA</b></p>	<p>The proposal does not relate to rural subdivision.</p>

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	<p><i>b) All driveways (including in rural and environmental zones) are to be sealed from the point of the public road up to and including the hard-stand parking areas.</i></p> <p><i>c) The design of rural driveways shall ensure that stormwater is not impounded, concentrated or redirected onto adjoining properties.</i></p>	<p><b>YES</b></p> <p><b>NA</b></p>	<p>All driveways will be sealed.</p> <p>The site is not located in a rural area.</p>
	<p><i>Construction Standards</i></p> <p><i>a) Roads shall be constructed to Council's standards in consultation with Council's Engineering Services Unit and Council's 'Guidelines for Engineering Works - Development and Subdivision'.</i></p> <p><i>b) Design drawings should be accompanied by details of the erosion and sediment control measures that are to be implemented during construction.</i></p>	<p><b>NA</b></p> <p><b>NA</b></p>	<p>No new roads are proposed.</p> <p>The proposal relates to existing car parking areas and will not impact on erosion or sediment.</p>
	<p><i>Dedication</i></p> <p><i>a) New road reservations and rights-of-way shall be dedicated or created at no cost to Council.</i></p>	<p><b>NA</b></p>	<p>The proposal does not create any new roads or rights-of-way.</p>
	<p><i>Access to Allotments Created in Subdivision</i></p> <p><i>a) New allotments must have direct access to dedicated public roads.</i></p>	<p><b>NA</b></p>	<p>The proposal does not relate to subdivision or any new allotments.</p>

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	<p><i>b) Where battle-axe subdivision is supported, the following controls apply:</i></p> <p><i>i) The battle-axe width is generally to be a minimum of 10m. Where two battle axe developments adjoin reciprocal rights-of-carriage way may be permitted;</i></p> <p><i>ii) The battle-axe handle is to be stabilised or sealed depending on the anticipated intensity of use; and</i></p> <p><i>iii) The line of any sealed or stabilised area within the battle-axe handle should be varied and landscaped where appropriate to avoid a 'gunbarrel' appearance.</i></p> <p><i>c) Passing bays will be required for the following:</i></p> <p><i>i) Entry/exit of all properties;</i></p> <p><i>ii) Access handles;</i></p> <p><i>iii) More than one allotment; and</i></p> <p><i>iv) Change in direction of the access handle.</i></p> <p><i>d) Bushfire requirements must be considered when</i></p>		

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	<i>designing access roads for subdivisions of land which is classified as 'bushfire prone land'. Access arrangements must include adequate provision for turning areas and emergency access.</i>		
	<p><i>Responding to Topography</i></p> <p><i>a) Natural contours should be followed when designing and constructing driveways. Driveways should be located to retain as much of the property's vegetation as practicable.</i></p> <p><i>b) Any new private access roads or driveways that connect to a public road should be sealed with asphalt or another suitable surface from the public road to prevent erosion and minimise dust and dirt transfer.</i></p>	<p><b>NA</b></p> <p><b>NA</b></p>	<p>No new driveways are to be constructed. The proposal relates to the existing car park within the shopping centre site.</p> <p>No new access roads or driveway connections are proposed.</p>
<b>Pedestrian Connections</b>	<p><i>1) Footpaths should have ramps at all kerb corners for wheelchairs and pram access and cater for all people with diverse abilities in line with current Australian Standards.</i></p> <p><i>2) Street lighting in accordance with the provisions of AS1158 should be present in all urban streets, while on rural traffic routes in general only intersections will be lit.</i></p>	<p><b>YES</b></p> <p><b>NA</b></p>	<p>All footpaths through the car park have been designed in accordance with relevant Australian Standards and DDA requirements.</p> <p>The proposal does not relate to any urban streets or rural roads. Existing lighting within the car park will be preserved ensuring a high level of visibility whilst avoiding glare.</p>



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	<p><i>is to be designed and constructed for minimum maintenance. Continuous pathways, uninterrupted by variations in surface material must be provided.</i></p> <p><i>7) Gradients from pathways to streets are to be minimal, safe and comfortable for people with limited mobility and those using wheelchairs, prams and trolleys in line with current Australian Standards.</i></p> <p><i>8) Gradients and ramps must be aligned with desired paths of travel for pedestrians and cyclists.</i></p> <p><i>9) A smooth transition from ramps to roads is to be provided for people using wheelchairs or prams. Ramps should be designed in accordance with appropriate design guidelines Transport, Access and Parking and be as wide as the pathway or marked crossing point to eliminate squeeze points at transition areas.</i></p> <p><i>10) Reconstructed driveways/pathways are to achieve a useable cross slope for a width of 915mm. Cars must slow to negotiate the two steeper ramps on either side of the pathway crossing, but will not</i></p>	<p><b>YES</b></p> <p><b>YES</b></p> <p><b>YES</b></p> <p><b>NA</b></p>	<p>continuous access for people of all abilities. DDA compliance is confirmed within the Access Statement at <b>Appendix 7</b>.</p> <p>Pedestrian routes through the car park have been designed to facilitate access for people of all abilities. DDA compliance is confirmed within the Access Statement at <b>Appendix 7</b>.</p> <p>Pedestrian routes through the car park have been designed to facilitate access for people of all abilities. DDA compliance is confirmed within the Access Statement at <b>Appendix 7</b>.</p> <p>Pedestrian routes through the car park have been designed to facilitate access for people of all abilities. DDA compliance is confirmed within the Access Statement at <b>Appendix 7</b>.</p> <p>No new ramps are to be constructed.</p>

<b><i>Penrith Development Control Plan 2014</i></b>	<b>Clause/ Control Description</b>	<b>Planning Assessment Compliance: Yes/No</b>	<b>Planning Assessment</b>
	<i>'bottom out' at these angles.</i>		
<b><i>Bicycle Facilities</i></b>	<i>Bicycle Facilities</i>	<b>NA</b>	The proposal does not relate to any bicycle facilities.