



# APPENDIX R

## PENRITH DEVELOPMENT CONTROL PLAN 2014 COMPLIANCE TABLE

Penrith Development Control Plan 2014		
E11 – Part B – North Penrith		
11.8.3 Residential Development		
Control	Proposed Development	Compliance
<p><b>11.8.3.1 Housing Density and Diversity</b></p> <p>Between 900 and 1,000 dwellings are envisaged across the whole precinct.</p>	<p>The site is located within Area T6 in Figure E11.35 of the DCP which does not contain any dwelling targets.</p> <p>The site is also located within the Western City District as identified by the Greater Sydney Commissions' – <i>A Metropolis of Three Cities</i>. The vision of this strategy is to create a 30-minute city – which means residents in the Western City District will have quicker and easier access to a wider range of jobs, housing types and activities. This proposal encourages this by providing dwellings and job opportunities within walking distance of a major rail hub - Penrith Train Station.</p> <p>The population of the Western City District is expected to grow by 464,450 over the next twenty years and this site is ideally located to accommodate some of the dwelling growth.</p> <p>Further justification to this DCP variation for dwelling targets is provided in the SEE.</p>	No, but justified
11.8.4 The Village Centre		
<p>The preferred land use for the site is commercial.</p>	<p>The site is located within The Village Centre and has a preferred intended land use of commercial. Notwithstanding this, the proposal for a 'residential flat building' or 'shop top housing' is permitted with consent in the B2 Local Centre zone in accordance with Schedule 5 of the Penrith LEP 2010.</p> <p>The proponent has made numerous attempts to secure commercial tenants for the subject site, however the location is not desirable for commercial operators. This has resulted in the subject site being developed for predominantly residential land uses which provides dwelling densities greater than the what the SSD concept plan and guidelines nominated. The proposal contains ground floor commercial tenancies which will provide some limited employment opportunities to the local community.</p>	No, but justified

	<p>GTA Consultants have undertaken a traffic assessment and find:</p> <ul style="list-style-type: none"> <li><i>The proposed development is expected to generate up to 26 vehicle movements during any typical weekday peak hour.</i></li> <li><i>There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development, as assessed by the previous Thornton Precinct studies.</i></li> </ul> <p>Accordingly, the impacts of the greater density will not have a detrimental impact of the surrounding road network.</p>	
Building heights are to be a minimum of 2 storeys, and a maximum of 6 storeys.	The development proposes a building height of 9 storeys (31.055m (RL57.755m)). This complies with the 32m height control in the prevailing statutory instrument, being the Penrith Local Environmental Plan 2010. Further, the 'expected outcomes' of the North Penrith Precinct in Section 11.8.2.2 promote "a dense and interconnected mixture of land uses" which is reflected in the B2 Local Centre zoning and height standard which the proposal complies with. The proposal positively responds to the expected outcomes of the North Penrith Precinct by providing high quality serviced apartment building design in a manner that exhibits design excellence and has minimal environmental impacts.	No, but justified
The ground floor of all mixed-use buildings is to have a minimum floor to ceiling height of 3.6m in order to provide for flexibility of future use. Above ground level, minimum floor to ceiling heights are 3.3m for commercial office, 3.6m for active public uses, such as retail and restaurants, and 2.7m for residential.	The ground floor of the proposed building has a minimum floor to ceiling height of 3.3 metres which is acceptable under the ADG requirements. 2.7m ceiling heights are proposed for upper level residential units.	N/A
Building setbacks / build-to lines within the Village Centre are to be consistent with Figure E11.48. Buildings are generally to be built to the street/square alignment. No upper level setbacks are required	The proposal provides zero setback at the ground level facing street frontages. Figure E11.48 provides for built to boundary for mixed use developments.	Yes
Street frontages are required at ground level of buildings as shown at Figure E11.51 and Table E11.11 below	Figure E11.51 states that the site should have semi-active street frontage. Ground floor commercial and retail tenancies in addition to the pedestrian through-site link allow for street activation.	Yes
Main building entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity.	The proposal provides for separate residential and commercial building access points. Building access points are clearly distinguishable and legible. An awning is proposed to the entire building frontage along Lord Sheffield Circuit.	Yes
Mixed use buildings within the Village Centre are to:	The main residential lobby fronts onto Lord Sheffield Circuit providing access to upper level residential units.	Yes

<p>a) provide direct 'front door' access from ground floor residential units,</p> <p>b) provide clearly separate and distinguishable commercial and residential entries and vertical circulation, and</p> <p>c) provide multiple entrances for large developments including an entrance on each street frontage.</p>	<p>Separate entrances provided for residential and commercial users.</p> <p>Multiple entrances are provided onto Lord Sheffield Circuit and the pedestrian through-site link.</p>	
<p>The design and provision of facilities for persons with a disability including car parking must comply with Australian Standard AS 1428 Parts 1 and 2 (or as amended) and the Commonwealth Disability Discrimination Act 1992 (as amended). A report from an accredited access consultant is to be submitted with a development application (where relevant), indicating the proposal's compliance.</p>	<p>Achieved. Refer to Access Report and provided at Appendix G Transport Impact Assessment provided at Appendix D of the SEE.</p>	Yes
<p>External materials and finishes:</p> <p>a) should be constructed of high quality and durable materials and finishes with 'selfcleaning' attributes (e.g. face and rendered brickwork, stone, concrete and glass);</p> <p>b) consider the views/appearance from the commuter car park and the railway line;</p> <p>c) maximise glazing for retail uses at ground level;</p> <p>d) avoid large expanses of blank walls; and</p> <p>e) are not to include highly reflective finishes and curtain wall glazing above ground floor level.</p>	<p>Achieved. Refer to elevations contained within the Architectural Plans provided at Appendix B of the SEE.</p> <p>A vigorous selection of materials is proposed to be used throughout the proposed development. These materials will be durable and promote the ongoing life span of the development.</p> <p>No blank walls are proposed and the use of highly reflective finishes are avoided.</p> <p>Glazing to the glassed walls will be provided for retail tenancies located at ground level.</p>	Yes
<p>12) The design of roof plant rooms and lift overruns is to be integrated into the overall architecture of the building, and in residential buildings may be screened by roof pergolas.</p>	<p>Achieved. Refer to elevations contained within the Architectural Plans provided at Appendix B of the SEE.</p>	Yes
<p>15) All dwellings, including those dwellings in a mixed-use building and serviced apartments which are intended to be or are capable of being strata titled, are to demonstrate compliance with the State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.</p>	<p>Achieved. Refer to BASIX and Naters Certification attached at Appendix J of the SEE.</p>	Yes
<p><b>11.8.4.2 Access, Parking and Servicing</b></p>		
<p>1) The parking rates provided in this Section override the parking rates outlined in the Transport, Access and Parking Section of this DCP.</p> <p>2) Maximum parking rates are to be in accordance with Table E11.12. The preferred location of and access to car parking within the Village Centre is shown at Figure E11.52.</p> <p>3) Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890. Bicycle parking shall be provided in</p>	<p>The DCP provides the following maximum car parking rates.</p> <p><u>Required:</u></p> <p>Commercial /retail - max 1 space per 50m2 GFA</p> <p>Residential - 1-2 bedrooms – max 1 space per dwelling</p> <p>Visitors – on street parking only</p> <p><u>Proposed:</u></p> <p>Commercial /retail = 7 spaces</p>	Yes



<p>accordance with the Transport, Access and Parking Section of this DCP.</p> <p>4) Where above ground parking is proposed, the location of the parking area must:</p> <p>a) be located on the side or rear of the site, and not be visible from the street and street frontage;</p> <p>b) be landscaped or screened so that cars parked in the parking area are not visible from adjoining buildings or the street/street frontage; and</p> <p>c) allow safe and direct access to the building's entry points.</p> <p>6) 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.</p> <p>7) All parking provided on site is to meet AS2890 and where, appropriate AS1428.</p>	<p>Residential (1-2 bedrooms) = 48 spaces Visitors = 0 spaces</p> <p>In addition to the requirements above, 10 parking spaces must be provided for the adjacent Quest development, therefore the proposal requires a maximum of 69 parking spaces. The proposal provides 65 spaces and therefore complies with the parking requirements.</p> <p>The proposal provides above ground parking from ground level to Level 2. The parking levels are screened from the public with effective landscaping elements.</p> <p>In total 5 accessible parking spaces are provided.</p> <p>Refer to Transport Impact Assessment attached at Appendix D.</p>	
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