

Appendix 18

**DCP Assessment Table
prepared by
Keylan Consulting Pty Ltd**



DCP 2014 Compliance Table

An assessment against the relevant DCP controls are provided in the table below.

Relevant Provision	Comment
<p>2.3 Bushfire Management</p> <p>Relevant Controls: Planning for Bushfire Protection</p> <ul style="list-style-type: none">• <i>If land is identified as 'bushfire prone land' on the Bushfire Prone Land Map, then any development application on that land must address the bush fire protection measures set out in the document 'Planning for Bushfire Protection 2006 (PBP).</i>• <i>If the development proposes the subdivision of land for residential and rural-residential purposes or is a development which has been identified as 'special fire protection purposes', then the development will be Integrated Development under the Environmental Planning and Assessment Act 1979.</i> <p>Bushfire Assessment Report</p> <ul style="list-style-type: none">• <i>A Bushfire Assessment Report, prepared in accordance with the PBP, must accompany all development applications on land identified as bush fire prone land.</i>	<ul style="list-style-type: none">• The site is bushfire prone, with a Vegetation Category 1 and a Vegetation Buffer placed across the site.• A Bushfire Assessment has been prepared by Peterson Bushfire to accompany the development application. The Assessment demonstrates the development can comply with <i>Planning for Bushfire Protection 2006</i>, the requirements of the <i>Rural Fires Regulation</i> and <i>Section 100B of the Rural Fires Act 1997 (Amended)</i>. The Bushfire Assessment is provided in Appendix 7.
<p>C5 Waste Management</p>	<ul style="list-style-type: none">• A construction management plan will be prepared prior to works being undertaken on the site to address construction waste management.• All recommended waste management plans will comply with council codes and any statutory requirements.• The proposal has been designed to ensure adequate access and turning paths are provided for Council's waste collection vehicles.• A Waste Management Plan (WMP) has been prepared by Elephants Foot (Appendix 12), which covers the ongoing management of waste generated by the future residential development.
<p>C10 Transport, access and parking</p> <p>10.4 Roads B. 1 Controls for all roads a) <i>Proposed roads must comply with the road configurations set out in Table C10.1. These</i></p>	<ul style="list-style-type: none">• A Traffic Impact Assessment (TIA) has been prepared by Bitzois Consulting and is provided at Appendix 19. The TIA assesses internal roads, car parking and public



Relevant Provision	Comment
<p><i>configurations apply to private and community title roads as well as all public roads.</i></p> <p>10.5 Parking, Access and Driveways</p> <p>10.5.1 Parking 1) <i>Provision of Parking Spaces a) Parking provided on site is to meet AS 2890 and where appropriate, AS 1428. 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.</i></p> <p>Accessible car spaces should be in accordance with the Access to Premises Standards, Building Code of Australia and AS2890.</p> <p><i>Visitor parking is to be provided for developments that have 5 or more dwellings: 1 space per every 5 dwellings, or part thereof.</i></p> <p><i>Bicycle parking in accordance with the suggested bicycle parking provision rates for different land use types in the document 'Planning Guidelines for Walking and Cycling' (NSW Government 2004). Bicycle parking spaces should comply with AS2890.3:1993 Bicycle Parking Facilities.</i></p> <p>10.5.2 Access and Driveways a) <i>The road access to the site should provide for safe entry to and exit from the site. All vehicles must enter/exit the site in a forward direction. (This does not apply to single dwellings). b) The entry and exit from the site should provide for appropriate traffic sight distance in both directions, in accordance with the provisions of AS2890.1 and 2 - 2004 for car parking and commercial vehicles respectively. c) The design of the development driveway should take into consideration the traffic volumes of the surrounding road network.</i> e) <i>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> f) <i>Driveway widths must comply with the relevant Australian Standards. g) Driveway</i></p>	<p>transport accessibility.</p> <ul style="list-style-type: none"> • The TIA confirms the proposed roads comply with the Council's DCP's requirements • The proposed car parking spaces comply with the relevant Australian Standards and Council's where relevant the DCP requirements. It is noted the Seniors SEPP provides car parking rates for the seniors units and the proposal has been designed using these rates. • The accessible spaces have been designed in accordance with the relevant Australian Standards as confirmed by the Access Report (Appendix 15). • The proposed future residential flat buildings will provide appropriate car parking in conjunction with future application/s • The proposal incorporates pedestrian links in the site including sealed pathways along both sides of the proposed local roads. • The application is supported by a Traffic Report and Road Safety Audit which confirm compliance of the roads with the relevant Australian Standards and Council's DCP. • The Access report confirms the footpaths and lighting is consistent with the Australian Standards.



Relevant Provision	Comment
<p><i>grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard (AS2890.1).</i></p> <p>10.6. Pedestrian Connections 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. 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 4) To enable comfortable passage for all people with diverse abilities, footpaths must be: i) Provided on both sides of the road in urban areas; ii) A minimum of 1.5m wide along collector and all lower order streets; and iii) A minimum of 2.5m on approach routes to predictable destinations such as schools, parks and shopping precincts. (Three metre paths or wider are preferred).</p>	
<p>D2 Residential Development 2.1 Single dwellings</p> <p>1. Minimum front and side setbacks: Penrith Development Control Plan 2014 D2 Residential Development D2 - 5 a) Front setback is the greater of either i) 5.5m, or ii) The average of the setbacks of the adjoining properties b) Front setbacks for corner sites are; i) Primary street frontage (measured on the shortest boundary, as in a) above ii) Secondary street frontage is 3m to external walls and 5.5m to garage entrances. verandahs and pergolas are permitted to encroach 1.5 m beyond the adopted setback c) Encroachments to front setbacks i) Verandahs and pergolas are permitted to encroach 1.5m beyond the setback to the primary street frontage</p>	<ul style="list-style-type: none"> The proposed 51 seniors villas have been designed with regard to the Seniors SEPP. However regard has been given to Council's setback requirements. The proposed front setbacks within the site range from approximately 2.6m to 5.5m. The proposed front setbacks within the new seniors living estate is considered appropriate, adequate landscaping and permeable areas are provided and appropriate residential footprints are proposed. The corner villas have setbacks ranging from approximately 4.4m to 6.4m. The villas share common walls and as such the DCP side setback requirement does not apply.
<p>ii) Garages, carports and parking spaces, other than stacked parking or driveways, are not permissible within the front setback d) Side setbacks to external walls should be a minimum of 900mm.</p>	<p>The proposed garages are incorporated into the design of the villas.</p>



Relevant Provision	Comment
<p>e) Rear setbacks</p> <p>i) The minimum rear setback for a single storey building (or any single storey component of a building) is 4m</p> <p>ii)</p> <p>iii) Minor, partial or point encroachments into the above rear setbacks may be considered on irregular shaped lots</p> <p>iv) Rear setback areas are to be used predominantly for the provision of a landscaped area</p> <p>f) Exceptions to rear setbacks - consideration may be given to the erection of a non-habitable building or structure that does not comply with the minimum setback requirements if it can be demonstrated it will have minimal adverse impact on the subject property or any adjoining property.</p>	<p>The proposed rear setbacks for the villas range from approximately 3m to 6m. The rear setback comprises the private open spaces for the villas and will be landscaped.</p> <p>The proposed rear setbacks will not result in a reduced level of amenity for future residents.</p>
<p>2. Building Envelope</p> <p>a) Development is to be contained within the building envelope for the site. As shown in Figure D2.1, the building envelope means a height plane over the site at 45° from a specified height above natural ground level at the side boundaries of the site.</p>	<p>The proposed villas are single storey and comprise pitched roofs. The proposed seniors villas will provide for a high level of visual and acoustic privacy for residents and neighbours in dwellings and private open space. Minimal overlooking will occur given the design of the villas.</p> <p>The proposed envelopes are consistent with the relevant objectives of the DCP.</p>
<p>2.5 Residential Flat Buildings</p>	<p>The future residential flat buildings will be designed to have regard to SEPP 65 and the ADG and Council's DCP, where relevant.</p>

Table 1: Assessment of the proposed development against relevant DCP controls