

Leppington Town Centre DCP Compliance Table

The project has been assessed in accordance with the Camden Growth Centre Precincts Development Control Plan. It comprises two sections, as described below:

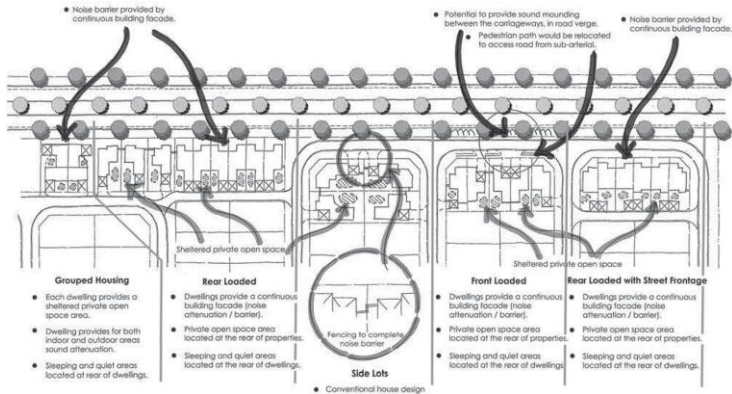
- Camden Growth Centre Precincts Development Control Plan (main body of the DCP) (refer **Table 1**)
- Schedule 2 – Draft Leppington Town Centre Development Control Plan (DPHI's Leppington Town Centre State-assessed Rezoning Proposal) (refer **Table 2**)

Table 1 Camden Growth Centre Precincts Development Control Plan (main body of the DCP)

DCP Section	Control	Response	Compliance
2. Precinct Planning Outcomes	1. All development applications are to be generally in accordance with the Indicative Layout Plan.	The proposed development is generally in accordance with the draft Leppington Town Centre (LTC) Indicative Layout Plan. This EIRS seeks to rezone the site to MUI Mixed Use. These proposed amendments to the WPC SEPP are considered to be an improved outcome for the site to deliver upon the LTC vision and objectives.	Variation sought through the HDA Concurrent Rezoning pathway
2.2 The Indicative Layout Plan	2. When assessing development applications, Council will consider the extent to which the proposed development is consistent with the Indicative Layout Plan.		
	3. Any proposed variations to the general arrangement of the Indicative Layout Plan must be demonstrated by the applicant, to Council's satisfaction, to be consistent with the Precinct Planning vision in the relevant Precinct Schedule.		
2.3 Site Analysis	2.3.1 Flooding	More detailed flood controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes – Refer Table 2
	2.3.2 Water Cycle Management	More detailed water management controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes – Refer Table 2
	2.3.3 Salinity and Soil management	More detailed soil controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes – Refer Table 2
	2.3.4 Aboriginal and European Heritage	More detailed heritage controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes – Refer Table 2
	2.3.5 Native Vegetation and Ecology	More detailed vegetation controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes – Refer Table 2
	2.3.6 Bushfire Hazard Reduction	The Bush Fire Assessment prepared by BlackAsh Consulting and attached confirms the following: - Planning and design have been prepared with direct reference to <i>Planning for Bush Fire Protection 2019</i> (PBP 2019). - APZ requirements have been provided in accordance with the Bushfire risk and requirements of PBP 2019. These have been mapped in the bushfire report. - The subdivision design provides for APZ functionality through a combination of managed private land and the separation afforded by public road reserves consistent with PBP 2019. APZs are to be maintained in accordance with PBP 2019 Appendix 4.	Yes
	1. Reference is to be made to Planning for Bushfire Protection 2019 in subdivision planning, and design and development is to be consistent with Planning for Bushfire Protection 2019.		
	2. Subject to detailed design at development application stage, the indicative location and widths of Asset Protection Zones (APZs) are to be provided generally in accordance with the Bushfire risk and Asset Protection Zone Requirements figure in the relevant Precinct Schedule. APZs and construction standards are to be accurately mapped and detailed for each affected lot on plans submitted with the development application.		
	3. APZs:		

DCP Section	Control	Response	Compliance
	- are to be located wholly within the Precinct. - may incorporate roads and flood prone land, - are preferred to be located wholly outside of a riparian zone. APZs may only be permitted within a riparian zone where compliant with the NSW Office of Water requirements, - may be used for open space and recreation subject to appropriate fuel management, - are to be maintained in accordance with the guidelines in Planning for Bushfire Protection 2019, - may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ), - are not to increase the maintenance burden on public lands, and - are to be generally bounded by or incorporate a public road or perimeter fire trail that is linked to the public road system at regular intervals in accordance with Planning for Bushfire Protection 2019. 4. Establishment and maintenance of the APZ must not require clearing of native vegetation within any Native Vegetation Protection Areas or Existing Native Vegetation Areas shown on the Native Vegetation Protection Map. Vegetation outside Riparian Protection Areas, Native Vegetation Protection Areas and Existing Native Vegetation Areas is to be designed and managed as a 'fuel reduced area' where it forms part of an APZ. 5. Where an allotment fronts and partially incorporates an APZ it shall have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88B instrument 6. Temporary APZs, identified through a Section 88B instrument, will be required where development is proposed on allotments next to undeveloped land that presents a bushfire hazard. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and shall cease. 7. Reticulated water is to meet the standards contained within Planning for Bushfire Protection 2019. Water supply is to be via a ring main system, engineered to the requirements of Australian Standard 2419.1-1994 Fire Hydrant Installations. 8. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Planning for Bushfire Protection 2019 and Australian Standard 3959-1999 - Construction of Building in Bushfire Prone Areas.	- APZ establishment and ongoing maintenance is to be achieved without reliance on clearing within mapped native vegetation protection areas. Areas that form part of an APZ outside constrained/protected areas are to be managed as fuel-reduced areas consistent with PBP 2019 and the applicable subdivision controls. - Water supply for the subdivision is provided via reticulated water and is required to comply with PBP 2019. - All buildings adjoining or relying on APZs will be designed and constructed in accordance with PBP 2019 (including Appendix 3 as applicable) and AS 3959 (current edition).	
	2.3.7 Site Contamination	In accordance with Chapter 4 of the Resilience and Hazards SEPP, a Detailed Site Investigation (DSI) has been prepared by Environmental Consulting Services (ECS).	Yes
	1. All subdivision Development Applications, and applications proposing a change of use to a more sensitive land use (e.g. Residential, education, public recreation facility etc), shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with the NSW EPA Contaminated Sites Guidelines, State Environmental Planning Policy 55 - Remediation of Land and the Contaminated Land Management Act, 1995 and relevant Council Policies.	A Preliminary Site Investigation (PSI) was undertaken in 2022 by Douglas Partners, including a desktop review and site walkover to investigate potential contamination on the site. The PSI recommended detailed further assessment.	
	2. Where the Stage 1 Investigation identifies potential or actual site contamination a Stage 2 Detailed Site Investigation must be prepared in accordance with the NSW EPA Contaminated Sites Guidelines, State Environmental Planning Policy 55 - Remediation of	A Detailed Site Investigation (DSI) has been prepared by ECS. Excavation of 43 test pits were completed. The soil analysis indicated that all contaminants were under the site assessment criteria for sensitive land use. Based on the findings, ECS considers the site suitable for the	

DCP Section	Control	Response	Compliance
	Land and the Contaminated Land Management Act, 1995 and relevant Council Policies. A Remediation Action Plan (RAP) will be required to be submitted and approved by Council prior to development consent being granted for areas identified as contaminated land in the Stage 2 Site Investigation. 3. DAs for development in “high risk ” areas of potential contamination risk-ranking figure shall be accompanied by a Stage 2 Detailed Environmental Site Investigation prepared in accordance with the NSW EPA Contaminated Sites Guidelines, State Environmental Planning Policy 55 – Remediation of Land and the Contaminated Land Management Act, 1995 and Council’s Policy – Management of Contaminated Lands. If remediation is required, a Remediation Action Plan (RAP) is to be prepared and submitted as part of the DA that seeks consent for remediation. Council may require a Site Audit Statement (SAS) (issued by an NSW Accredited Site Auditor) during any stage of the investigation or remediation process. 4. All investigation, reporting and identified remediation works must be in accordance with the NSW EPA’s (now Office of Environment and Heritage) Guidelines for Consultants Reporting on Contaminated Sites and SEPP 55 – Contaminated Land and relevant Council Policies. 5. Prior to granting development consent, the Consent Authority must be satisfied that the site is suitable, or can be made suitable, for the proposed use. Remediation works identified in any RAP will require development consent prior to the works commencing. 6. Council may require a Site Audit Statement (SAS) (issued by an NSW Accredited Site Auditor) to be provided at any stage of the contamination investigation, remediation or validation stages.	development and sensitive land uses, subject to the implementation of the recommendations.	
	2.3.8 Development on and adjacent to electricity and gas easements.	The site is not identified as being in proximity to easements as shown on the Location of Easements map.	N/A
	2.3.9 Noise 1. Figure 2-1 provides guidance to applicants on measures to mitigate the impacts of rail and traffic noise within the Precinct. 2. Development Applications must be accompanied by an acoustic report where the development is in a location, shown on the Potential noise attenuation measures figure in the relevant Precinct Schedule, such as: • adjacent to a railway line, arterial road, sub-arterial road, transit boulevard or other road with traffic volumes predicted to exceed (or currently exceeding) 6,000 vehicles per day. • potentially impacted upon by a nearby industrial / employment area; or • potentially impacting upon sensitive receivers such as residences within the precinct and outside the precinct. 3. The acoustic report shall demonstrate that the noise criteria in Development Near Rail Corridors and Busy Roads- Interim Guideline (Department of Planning 2008), and Council’s Environmental Noise Policy have been considered. 4. Subdivision design on land adjacent to significant noise sources is to consider and implement measures to attenuate noise within dwellings and in external areas that are classified as Principle Private Open Space (refer to clause 4.2.7)	Refer to the Noise and Vibration Report has prepared by Acouras. The site is not adjacent to the railway line as it is located at a distance across the commuter carpark. No acoustic barriers are proposed. Traffic noise has been assessed to ensure all potential impacts will be managed.	Yes

DCP Section	Control	Response	Compliance
	5. Physical noise barriers (i.e. Noise walls or solid fencing) are not generally supported, and measures to attenuate noise through subdivision layout, such as service roads, setbacks, building orientation, and building design and materials selection should be implemented to achieve appropriate internal noise standards. 		
	2.3.10 Odour assessment and control Where land is deemed by Council to be affected by an odour source, Council will consider whether the type of development in this area is appropriate and will also consider the need for the applicant to provide additional supporting information with the development application. An odour assessment prepared by an appropriate qualified person in accordance with the EPA Draft Policy "Assessment and Management of Odour from Stationary Sources in NSW" and Technical Notes may be required to be submitted. Applicants. Applicants are to refer and consider any relevant Council policies and the odour figure and associated development controls as referenced in the relevant schedule.	Not applicable to the proposed development which comprises mixed-use residential.	N/A
	2.3.11 Air quality 1. For industrial / employment developments, the emission of all air impurities is to be strictly controlled in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2002 and must not exceed the prescribed standard concentration and emission rates. Where no standard is prescribed by the regulation, the activity or operation of any plant must be carried out by such practicable means as may be necessary to prevent or minimise air pollution. A report prepared by a suitably qualified air quality expert may be requested by Council to be prepared prior to development consent being granted. Such a report is to detail the likely air emissions and impacts, methods for control and maintenance of equipment, to ensure compliance with the Protection of the Environment Operations Act, 1997 and associated Regulations. Refer to Department of Planning, Industry and Environment (then Department of Planning) Development Near Rail Corridors and Busy Roads – Interim Guideline. 2. Implement effective site controls during and after demolition and construction to ensure that development does not contribute to increased air pollution.	Not applicable to the proposed development which comprises mixed-use residential.	N/A
2.4 Demolition	1. All demolition work must comply with the Australian Standard AS2601 – 1991, The Demolition of Structures.	A Waste Management Plan has been prepared and a Hazardous Building Materials Survey has been prepared by ECS which addresses these details to confirm demolition will be completed appropriately.	Yes

DCP Section	Control	Response	Compliance
	- Security fencing such as hoardings must be provided around the perimeter of the demolition site prior to work commencing to prevent access by unauthorised persons at all times during the demolition period. Approval of the fencing by Council must be received prior to erection. - All lead contaminated materials identified in the building must be handled and disposed of in accordance with the NSW Environment Protection Authority's requirements. - Dust controls must be implemented on site prior to and during demolition. - Hazardous materials audits shall be conducted on any buildings at the site that may require demolition. - Asbestos, if identified in the building, must be removed and disposed of in accordance with the requirements of Work Cover. - Demolition activities on site must be limited to the following hours: - Monday to Friday 7:00am to 5:00pm - Saturday 8:00am to 5:00pm - No work on Sunday and Public Holidays - Sound pressure levels emanating from the site must comply with the Interim Guideline for Construction Noise (Office of Environment and Heritage). - A Waste Management Plan (WMP) is to be submitted with the Development Application. - The WMP must include volume, or area estimates and information about reuse, recycling and disposal options for all types of waste produced on-site, including excavation materials. - The WMP together with proof of lawful disposal for all waste that is disposed of or otherwise recycled from the site must be retained on site. - A Dilapidation Report may be required to be submitted with a Development Application for any demolition within the zone of influence of any other building.		
2.5 Crime Prevention through environmental design	- Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. In the case of corner lots habitable windows are also be oriented to overlook both streets. - The design of all development is to enhance public surveillance of public streets and open space/conservation areas. - For residential development, the use of roller shutters other than garages is not permitted on doors and windows facing the street. Any security railings must be designed to complement the architecture of the building. - Developments are to avoid creating areas for concealment and blank walls facing the street. - Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment. - All developments are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Development Applications for subdivision, public open space, community facilities, commercial developments, mixed-use developments, and schools may require a formal crime risk (CPTED) assessment as part of the EP&A Act 1979,	A CPTED Report has been prepared by The Design Partnership. The project has been assessed in accordance with the DCP as follows: The buildings are oriented towards the streets, proposed linear park and communal open spaces. Units with balconies and habitable windows are positioned on corners and overlook the public domain. The building has been designed to enhance public surveillance of the public plaza, the street and park. Mitigation measures are provided where there is the risk in the public domain, the building and its occupants. There are no roller shutters (other than garages) proposed for doors and windows. Security railings are not proposed. The design does not generally include areas of concealment where the building and landscape interface with the street. The area at risk in the development is the carpark entry which is recessed. The CPTED report provides recommendations for lighting design to minimise areas of concealment and entrapment, including shadows created by gaps in lighting or conflict between the building and landscaping.	Yes

DCP Section	Control	Response	Compliance
	development assessment and Camden Council's Designing Safer Communities – Safer by Design Guidelines (October 2002).	The CPTED report addresses the seven CPTED principles and include a Crime Risk Assessment (CRA).	
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. - The applicant is to demonstrate how the finished land levels will be integrated with nearby land and facilitate appropriate drainage. - Where terraced retaining walls are proposed the minimum horizontal distance between each step is one metre. - A variation to the retaining wall heights can be considered with supporting justification. - Council will consider permitting greater cut for basements. All retaining walls proposed are to be identified in the development application. Those affecting adjoining properties i.e. adjacent to property boundaries, are to be available for inspection prior to the internal linings of the house being installed. - All other approved retaining walls are to be in place prior to the issue of an occupation certificate. - Where cut or fill is proposed on the boundary of a lot, retaining walls are to be constructed with side fence posts integrated with the retaining wall (relevant construction details are required with retaining wall approval). - Where retaining walls are located at property boundaries, a section 88B instrument is to create an easement for support, maintenance and repair on the subject lot and adjoining land. - All retaining walls that are proposed as part of a subdivision or building work shall be designed by a practicing Structural Engineer and be of masonry construction. - Retaining walls that front a public place are to be finished with anti-graffiti coating. - Retaining walls are to be designed and constructed to allow for installation of boundary fencing without impact on the structural soundness of the retaining wall and its footings - A Validation Report is required to be submitted to Council prior to the placement of imported fill on site. All fills shall comply with the NSW Office of Water – "Site Investigation for Urban Salinity" and the OEH Contaminated Sites Guidelines – "Guidelines for the NSW Site Auditor Scheme (2nd edition) – Soil Investigation Levels for Urban Development Sites in NSW". - Earth moved from areas containing noxious weed material must be disposed of at an approved waste management facility and transported in compliance with the Noxious Weeds Act 1993. - Development on land having a natural gradient of 1:6.7 (15%) or greater shall be accompanied by a geotechnical study, including guidelines for structural and engineering works on the land. Note: the consent authority may require specific information to be submitted with Development Applications that propose earthworks. Applicants should consult with Council to identify information requirements prior to lodgement of an application.	Details on earthworks is provided in the Civil Plans at Appendix PP. Road grading has been designed to generally follow the natural contours of the site, thereby minimising the extent of cut and fill required during subdivision construction. The road has been designed to taper back to existing road levels within neighbouring lots. The drainage design has been designed to drain the site to existing levels.	Yes

DCP Section	Control	Response	Compliance
	15. For sites with existing water storage facilities (dams) the DA must include a dam removal plan which addresses each of the following controls to Council's satisfaction and must also include details of: • A water quality and soil test which details any contaminants in both the water and soil at the base of the dam (all testing shall be undertaken by a qualified consultant and National Association of Testing Authorities accredited laboratory). • A salinity hazard test undertaken in accordance with the Office of Water salinity site assessment guidelines. 16. Sites identified as contaminated must follow the Office of Environment and Heritage contaminated water or soil removal guidelines in the National Environment Protection (Assessment of Site Contamination) Measure 1999. Contaminated water should be disposed of at a liquid waste facility. 17. Water identified as not contaminated may be re-used on site or on other properties. Should there be no possible reuse option for the water; a controlled release into the creek may be possible. 18. Any controlled release of water into the receiving waters (creek) must ensure against any erosion impact. 19. It is recommended that any water release is undertaken during high flow events as creek water quality is reduced at this time.		
3. Neighbourhood and Subdivision Design	3.1 Residential Density and Subdivision 3.1.1 Residential Density 3.1.2 Block and Lot Layout 3.1.4 Corner Lots 3.2 Subdivision Approval Process 3.3 Movement Network 3.3.1 Layout and Design 3.3.2 Laneways 3.3.4 Pedestrian and Cycle Network 3.3.5 Temporary Vehicular Access 3.3.6 Access to arterial roads, sub-arterial roads and transit boulevards 3.4 Construction Environmental Management	More detailed controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes
4. Development in Residential Areas	4.1 Site Responsive Design 4.1.1 Site Analysis 4.1.2 Cut and fill 4.1.3 Sustainable building design 4.1.4 Salinity, sodicity and aggressivity 4.2 Dwelling design controls 4.2.2. Streetscape and architectural design 4.2.3 Front Setbacks	More detailed development controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes

DCP Section	Control	Response	Compliance
	4.2.4 Side and rear setbacks		
	4.2.8 Garages, Storage, Site Access and Parking		
	4.3 Additional controls for certain dwelling types		
	4.3.5 Controls for residential flat buildings, manor homes and shop top housing		
5. Centres Development Controls	5.3.1 Streetscape and architectural design	More detailed development controls are provided in Schedule 2 Leppington Town Centre DCP, in which the proposed development has been assessed against. Notwithstanding, these controls have been considered.	Yes
	5.3.2. Solar access, weather protection and energy efficiency		
	5.3.3 building bulk, scale and design		
	5.3.4 Signs		
	5.3.5 Acoustic and visual privacy		
	5.3.6 Safety, surveillance and maintenance		
	5.3.7 Site servicing		
	5.3.8 Traffic circulation, parking and access		

Table 2 Schedule 2 – Draft Leppington Town Centre DCP

Control	Requirement	Response	Compliance
Schedule Two – Draft Leppington Town Centre Development Control Plan			
2.0 Desired Future Character			
2.1 Vision for Leppington Town Centre	The vision for Leppington Town Centre has changed. Over the next 20 years, the planned strategic centre planned around Leppington rail station will grow into a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the South West Growth Area. The nearby Aerotropolis will take on the major business and industrial enterprise focus, and Leppington Town Centre will now become a more mixed use, urban living and service centre for the surrounding district. It will become home to over 25,000 people who will love this place. Active and people focused A green urban centre Convenient and connected A well-designed built environment Complementary to its natural environment	The proposed development delivers upon this vision by delivering a range of housing typologies and residential apartments including affordable housing, supported by commercial and retail which will provide activation within the heart of the LTC. This is alongside the delivery of road infrastructure, communal spaces, and commercial offerings in accordance with this DCP to support the emerging LTC.	Yes
2.2 Desired Future Character Statement	Objectives - Leppington Town Centre will be the primary focus for employment, retailing, entertainment and community services in the South West Growth Area. It will grow to become a Strategic Centre, consistent with the Greater Sydney Region Plan, the Western City District Plan and the Camden and Liverpool Local Strategic Planning Statements. Leppington Town Centre will be a destination for all residents in the South West Growth Area, providing higher order services and facilities. Leppington is also an important centre for NSW government services, education and health services, in addition to community focussed infrastructure delivered by Council. - Leppington Town Centre will be focused on Leppington Station connected via an attractive public domain comprising a network of parks, plazas and active tree lined streets. - Leppington Town Centre embeds the principles of ‘Connection to Country’ to empower Aboriginal voices within decision-making; give Aboriginal people greater choice, access and control over land, water, housing and resources within NSW; drive success in Aboriginal organisations and businesses; and create better outcomes for every Aboriginal person in NSW. - Development will activate and enliven the public domain by encouraging the use of outdoor space for movement, recreation and socialisation. - Leppington Station will provide access to the centre connected by an integrated road network that builds on existing roads, respects historic road alignments and considers all road users such as pedestrians, cyclists, buses and cars.	The proposal will deliver upon these objectives by delivering critical housing and commercial/retail floorspace to support the growth of LTC and broader Camden precinct. By delivering upon the mixed use zone objectives, the proposal is housing a number of families and individuals which will be in an accessible location to access the offering of the future Town Centre. The incoming residential population will be supported by the services and goods provided by the Town Centre, and in turn activate the precinct. The proposed development will leverage upon its vicinity to the train station and ensure accessible connections to the rail corridor is achieved. It will deliver the civic plaza which forms the focal point for LTC, at the doorstep of Leppington Station. The design team has engaged with Traditional Custodians through the project’s cultural advisor, WSP. This engagement included a Walk on Country on 11 February 2026 and is outlined in the Connecting with Country Design Report attached at. The key themes of this engagement and how these elements have been interpreted and incorporated into the design are outlined in the EIRS. The design potential of the development was workshopped with the team on site, helping to define key master planning principles and establish an emerging identity for the new community. The proposed development includes the provision of linear parks and a central public plaza to activate the public domain and encourage recreational activity. The proposed development aligns with the envisioned road network of the Leppington Town Centre. A safe and efficient vehicular and pedestrian movement network is achieved.	Yes Yes Yes Yes Yes

Control	Requirement	Response	Compliance
	6. Streets within the town centre will focus on public transport, active transport and pedestrian amenity. Rickard Road and Edmondson Avenue will be a key public transport, pedestrian and cyclist route.	The proposed development aligns with the envisioned road network of the Leppington Town Centre. A safe and efficient vehicular and pedestrian movement network is achieved.	Yes
	7. Market Lane will be the key north south retail spine linking pedestrians from Leppington Station to the to the civic precinct to the north and the retail core to the south. Market Lane will be activated by a high-quality public domain and development that provides active frontages to encourage cafes, small bars, boutique shopping and the like.	Noted and understood.	Yes
	8. Perimeter roads (Eastwood Road, Dickson Road, Ingleburn Road, Byron Road, Camden Valley Way, Fourth Avenue, Bringelly Road and Cowpasture Road) will be the main vehicular access routes to ensure streets within the town centre remain focused on public transport, active transport and pedestrian amenity. Despite being main vehicular access routes, perimeter roads must also accommodate public transport, active transport and pedestrian amenity with appropriate planting and material treatments.	The proposed development aligns with the envisioned road network of the Leppington Town Centre. The design is supported by an interim road network that is capable of transitioning to the proposed LTC road network once adjoining sites are development, and an ultimate road network which is consistent with the proposed perimeter roads around the site under the LTC SARP.. A safe and efficient vehicular and pedestrian movement network is achieved.	Yes
	9. The layout of the centre will capitalise on the natural features of the site. Public open space will take advantage of the creeks running through Leppington Town Centre, which form natural edges to the urban areas. The creek lines will serve an important role in drainage and water quality management and provide attractive green spaces for recreation and pedestrian connections to other areas of the Town Centre. These green spaces will link the centre to surrounding recreation areas. Development will be oriented to activate and enhance these spaces.	Whilst there are no creeks running through the site, linear parks and a central public plaza is proposed with landscaping to provide public amenity, passive recreation, and green links. The proposed buildings are oriented towards these areas to encourage activation and gathering.	Yes
	10. Water sensitive urban design measures will be integrated within streets, parks and plazas to emphasise connections to the creeks.	WSUD measures are included in the proposed development. The IWCMP confirms through the implementation of the proposed stormwater quantity and quality management measures, the proposed development will ensure no worsening effects downstream.	Yes
	11. A number of parks and plazas will provide places for people to meet and play, and for the community to gather in. These parks and plazas are located and oriented to attract people to key destinations.	The proposed linear parks and central public plaza will encourage social gathering and recreational activity. It is well connected to the public domain which will create a vibrant and activated community.	Yes
	12. Parks and plazas are interconnected to the regional public open space network and provide for an attractive public domain.	The proposed linear parks and central public plaza will encourage social gathering and recreational activity. Streetscape landscaping and tree planting will further establish the green connections and achieve amenity for an attractive public domain.	Yes
	13. The centre will contain a mix of land uses to encourage vibrancy and to create a wide range of employment opportunities: A retail core south of Leppington Station, with opportunities for mixed use development at the fringes integrating with the Scalabrini Creek parkland corridor. A civic precinct north of Leppington Station with education, cultural, recreation and services for residents of the South West Growth Area, in a vibrant mixed-use area that connects Bringelly Road, the station, Rickard Road and Scalabrini Creek. Bulky goods retailing and bulky goods related activities will take advantage of the high visibility of major roads including Bringelly Road, Dickson Road and Cowpasture Road. Bulky goods should not be located in highly walkable areas of the Town Centre such as the core. High Density residential development will be focused within a 10-to-15-minute walk from Leppington Station. Density should be highest near Leppington Station, with density decreasing the further away the site is located from the station.	The proposal will deliver upon these objectives by delivering critical housing to support the growth of LTC and broader Camden LGA. It will increase housing choice and affordability through the apartment mix and affordable housing units proposed. The delivery of housing in proximity to the town centre and public transport infrastructure will establish homes closer to jobs and transport corridors which will increase accessibility and amenity for the community, whilst also supporting the economic growth.	Yes

Control	Requirement	Response	Compliance
	An industrial precinct west of Dickson Road will provide significant employment opportunities and contain industrial activities that meet the needs of the surrounding residential population.		
	14. Development should respond to local scenic views such as parks, plazas and creeks as well as further scenic views such as the Blue Mountains and the Sydney skyline.	Building facades have carefully considered the identified view corridor, as well as take advantage of significant district views over open space and to the town centre.	Yes
	15. The structural elements of the masterplan (the road network, park and plaza network and general arrangement of land uses) are critical to creating a cohesive, functional and attractive centre. This DCP schedule focuses on ensuring that development in the centre, at all stages of its growth, is consistent with the ultimate structural elements for Leppington Town Centre.	The proposed development is consistent with the structural elements of the masterplan.	Yes
	The applicant must demonstrate compliance with the above Desired Future Character Statement objectives.	Responded to above.	Yes
2.3 Land Use Planning Principles	16. A wide range of commercial, retail, community services, educational, light industrial, entertainment and recreational opportunities are available in Leppington Town Centre.	The proposed development will support the LTC in delivering a range of land uses, including residential accommodation, commercial, retail and open space. These complimentary land uses will activate the centre to promote vibrancy and diversity.	Yes
	17. Opportunities for residential development exist within high and medium density residential areas and mixed-use areas within or near the centre and within walking and cycling distance of Leppington Station.	The proposed mixed-use development is within walking distance of the Leppington Train station and the central hub of the town centre. This locates people in proximity to the amenity, services, infrastructure and recreational opportunities provided by the town centre.	Yes
	18. Related land uses take advantage of opportunities to locate near each other to maximise access to services, economies of agglomeration and the efficient provision and use of ancillary functions such as car parking.	The mixed-use development will position people in proximity to the range of offerings and amenity within LTC. This will bring people closer to job opportunities, public transport and daily services.	Yes
	19. The mix of land uses within the centre creates high levels of activity, and a vibrant, attractive centre.	The mixed-use development will locate people close to goods and services, public open space, and public transport which will encourage activity to create a vibrant and attractive centre.	Yes
	20. The scale, intensity and function of land uses reinforce Leppington Town Centre's role as a Strategic Centre and draws people to the centre from the South West Growth Area.	The residential development will generate critical housing within a Strategic Centre in proximity to public transport, employment and commercial offerings. This strengthens the role of Leppington as a Town Centre within the SWGA, by drawing a resident and visitor population.	Yes
	21. Land uses take advantage of public transport provision, the cycling network and the major road network, all of which make Leppington Town Centre a preferred location for major employment generating land uses.	The residential and commercial land uses will benefit from the site's proximity to public transport and active transport. This is by providing a range of accessible transport options in proximity to dwellings and employment opportunities.	Yes
	22. Development responds to existing patterns of subdivision and land ownership to make efficient use of land and to ensure neighbouring development can occur as the centre progressively develops.	The design responds to the site topography and the vision of the LTC to improve the existing subdivision layout. It will transition from large, rural lots to appropriately sized mixed-use lots supporting roads and open space within an emerging town centre.	Yes
	23. At each stage in the development of the town centre, land uses and the form of development will be consistent with the Vision for the town centre.	The proposed land uses and layout is consistent with the LTC ILP. This civic plaza design was reconfigured as it was considered to be a better option for the site to support the growing town centre and provide a better range of land uses to realise the vision. It should be noted the LTC SARP ILP provides flexibility in the configuration of open space areas, which the proposed development has utilised.	Yes
	The applicant must demonstrate compliance with the above Land Use objectives.	The above land use objectives are achieved by the proposed development.	Yes

Control	Requirement	Response	Compliance
2.4 Transport and Access Planning Principles	Objectives	The proposal will deliver streets in accordance with the ILP to support a walkable, accessible and safe movement network.	Yes
	1. A hierarchy of streets creates clearly legible routes for pedestrians, cyclists, public transport, cars and service vehicles to access and circulate Leppington Station and the town centre.		
	2. The function of each street type is clearly defined.	The function of the proposed street is clearly defined by its design.	Yes
	3. Streets are designed and constructed to standards that will facilitate the establishment of a high-quality tree lined streetscape and provide sufficient capacity for pedestrians, cyclists and vehicles to move throughout the centre.	Streets are designed to be safe, legible and provide amenity to pedestrians and cyclists.	Yes
	4. Streets are safe, attractive and interesting elements of the public domain that contribute to civic life.	The streets will be designed with high quality landscaping and urban design treatments to support a safe, attractive and high amenity public domain.	Yes
	5. Leppington Station is a key transport connection to metropolitan Sydney, particularly for workers in the centre. Permeability and access to and from Leppington Station, particularly for pedestrians, cyclists and buses is a critical element of the town centre road network.	The sites permeability and links to surrounding existing and future planed public and active transport corridors have been considered in the design to ensure strong connections to Leppington station.	Yes
	6. All streets within the centre have low traffic speeds for pedestrian amenity and safety.	Noted and understood.	Yes
	7. Rickard Road and Edmondson Avenue are a low-speed traffic environment that gives priority to buses, pedestrians and cyclists. It is the primary access route from suburban areas into the transport interchange and Leppington Station.	The site has a Rickard Road frontage, which will be activated and supported by public and active transport connections.	Yes
	8. Market Lane is the focus of activity in the retail core of the centre. Retail, commercial and residential development activate the street, along with pedestrians and cyclists.	Noted and understood.	Yes
	9. Perimeter roads (Eastwood Road, Dickson Road, Ingleburn Road, Byron Road, Camden Valley Way, Bringelly Road, Fourth Avenue and Cowpasture Road) are the main vehicular routes to ensure Rickard Road, Edmondson Avenue and the centre of Leppington Town Centre are focused on public transport, active transport and pedestrians.	The Rickard Road frontage will not permit direct vehicular access into the building parking areas. This will be accommodated by the proposed roads within the site.	Yes
	10. Town Centre Streets are active and pedestrian friendly, with capacity for buses to circulate on bus capable streets. Town Centre Streets have active ground floor frontages.	The sites permeability and links to surrounding existing and future planed public and active transport corridors have been considered in the design of the streets.	Yes
	11. Shared Lanes cater for pedestrians, support compatible secondary active frontages for safety and amenity (e.g. small laneway shops and secondary building entries) and provide direct vehicle access to internal car parks and loading bays.	The proposed Shared Laneway accommodates ground floor activation and pedestrian amenity, alongside vehicular movement to access carparks and loading areas.	Yes
	The applicant must demonstrate compliance with the above Transport and Access objectives.	The above objectives have been complied with.	Yes
2.5 Public Domain Planning Principles	Objectives	The public domain supports an accessible, attractive and high-quality public domain comprising of streets, landscaping and open space.	Yes
	1. The public domain comprises a network of streets, parks and plazas that are activated, accessible at all times of the day, connect places and provide a consistent, high-quality character and amenity that defines Leppington Town Centre.		
	2. Elements of the public domain may be constructed by Council or other parties but are designed and constructed to consistent standards to unify development across the town centre.	The public domain design will be in accordance with the relevant controls. It will demonstrate consistency with the surrounding public domain elements as well as the future vision of LTC.	Yes

Control	Requirement	Response	Compliance
	3. Landscaping of streets, parks and plazas enhances the quality of the public domain, provides protection from the sun, contributes to the Tree Canopy target, and links the natural features of the town centre with the urban areas.	The streets will be designed with high quality landscaping and urban design treatments to support a safe, attractive and high amenity public domain.	Yes
	4. Materials and finishes such as paving, street furniture, lighting, and elements that link the public and private domain such as ground floor transition areas, building facades and awnings, must be consistent across the town centre	The public domain design will be in accordance with the relevant controls. It will demonstrate consistency with the surrounding public domain elements as well as the future vision of LTC.	Yes
	5. The design of streets reinforces their role in the road hierarchy and provides a safe, attractive and legible network for pedestrians, cyclists, public transport and cars. Street designs reinforce walkability and maximum block dimensions.	The sites permeability and links to surrounding existing and future planned public and active transport corridors have been considered in the design of the streets.	Yes
	6. Green links along Kemps Creek, Scalabrini Creek and Bonds Creek create a positive interface between the urban, built-up parts of the centre and natural features.	Noted. Not in the vicinity of the site.	Yes
	7. Streets, and green streets connect or terminate at parks and plazas within Leppington Town Centre as well as regional open space outside of the centre	The street network is supported by tree planting and landscape design features to connect with surrounding green links.	Yes
	8. The orientation of streets, parks and plazas takes advantage of and emphasises local views to Kemps Creek, Scalabrini Creek, Bonds Creek as well as distant views to the Blue Mountains and the Sydney skyline.	Building facades have carefully considered the nearby view corridors, as well as take advantage of significant district views over open space and to the town centre.	Yes
	9. Elements of water cycle management are integrated with the street network and public spaces to capitalise on the contribution of water to the amenity and character of the centre.	WSUD is incorporated into the public domain and street network design. The IWCMP demonstrates water will be appropriately managed and employed for re-use in the landscape.	Yes
	10. The design of the public domain achieves energy efficiency and is filled with sunlight in winter.	Sustainability is incorporated into the public domain design through material selection, sunlight access, WSUD and landscape treatment.	Yes
	The applicant must demonstrate compliance with the above public domain objectives.	The proposal has demonstrated compliance with the above objectives.	Yes
2.6 Built Form Planning Principles	Objectives	The building design and placement ensures shadow impacts to the public domain is minimised and can permit an adequate amount of daylight and solar access. Lower-level podiums, upper storey setbacks and slender towers will minimise shadow impacts to the public domain.	Yes
	1. The design, orientation, size and bulk of buildings compliment the public domain and ensure natural light reaches the public domain. Slender and tall building forms will allow daylight to access between buildings to the public and private domain.		
	2. The location, orientation and height of buildings take advantage of and emphasises local views to Kemps Creek, Scalabrini Creek, Bonds Creek and distant views to the Blue Mountains and the Sydney skyline	The built form has been designed to respond the local context and take advantage of landscape views.	Yes
	3. The built form contributes to a legible town centre by highlighting key destinations and creating landmarks.	The site supports the creation of a legible and coherent town centre through the scale, design and materiality of the built form. This is through clear sightlines, a legible public domain and cohesive design features.	Yes
	4. Building orientation, building heights and the design of building facades enhance safety and amenity in the public domain, including streets, parks, plazas and the creek corridors.	The built form considers public safety by promoting passive surveillance, achieving clear sightlines and reducing the risk of concealment.	Yes
	5. Taller buildings are clustered near Leppington Station.	The proposed development delivers eight tall, slender buildings almost directly opposite Leppington Train Station (divided by the station carpark). This achieves the objective to deliver high density development adjacent to rail corridors and stations.	Yes

Control	Requirement	Response	Compliance
	6. The bulk of buildings is minimised by a fine-grained road network and by limiting the floorplate of taller building elements.	The buildings are designed to have slender upper-level towers that are setback from the podium levels to minimise visual and shadow impacts on the local context.	Yes
	7. Mid-block links are encouraged to improve pedestrian circulation and reduce the horizontal bulk of buildings.	The proposed development provides mid-block pedestrian links between buildings.	Yes
	8. Buildings always have Active Commercial Frontages and Active Residential Frontages onto streets, parks and plazas to facilitate activity.	Retail and commercial offerings are provided in the podium levels to promote activity and vibrancy.	Yes
	9. Ancillary activities such as parking, loading and service areas are visually screened from the public domain by either sleeving parking with buildings, creating underground parking or creating above ground parking that sits above active ground floor uses, such as Active Commercial Frontages, and is sleeved by apartments and façade treatments.	These activities will be provided for within the basement car parks so that they are screened from the public domain.	Yes
	10. Driveways take up as little space as possible and loading docks are internal and or sleeved by buildings with active frontages to the street to improve pedestrian amenity on the street.	The design of driveways and loading docks allow for the safe and efficient movement of vehicles, without taking up too much space or creating a visual impact.	Yes
	11. Buildings are orientated to take advantage of solar access and provide protection from prevailing winds both for building occupants and those in the public domain.	Buildings are oriented to maximise solar access and passive daylighting. These considerations are in accordance with the ADG requirements.	Yes
	12. The design and construction of buildings maximise energy efficiency, minimises water use and considers the embodied energy of materials used in construction.	Sustainable building design has been considered, and a sustainability report has been prepared to detail the initiatives focusing on energy efficiency, water consumption, materials and embodied energy.	Yes
	13. Development in the vicinity of listed heritage items respects and responds to the heritage significance of those items.	The proposed development is not adjacent to any heritage items.	Yes
	The applicant must demonstrate compliance with the above Built Form principles.	The above objectives have been complied with.	Yes
3.0 Public Domain Controls			
3.1 General Public Domain Controls	1. Public domain elements must be located as shown in the Indicative Layout Plan (Figure 3).	The proposal includes linear parks and a central public plaza to contribute to the public domain elements of the Indicative Layout Plan.	Yes
	2. Elements of the public domain that are zoned RE1 Public Recreation or SP2 Infrastructure can be delivered by Council, or by another party in accordance with this DCP schedule and must be dedicated to Council, subject to the agreement of Council.	This SSDA does not seek consent for any Rickard Road upgrade works, the proposed upgrade works have been factored into the design and close consultation has been undertaken with both TfNSW and Council for the future road design and proposed access strategy.	Yes
	3. Streets that are not zoned SP2 are to be delivered by the applicant and dedicated to Council subject to Council's design standards.	The local streets delivered as part of the proposed development will be dedicated to council.	Yes
	4. Elements of the public domain that are zoned for purposes other than those listed in Control 3 above are the responsibility of the applicant, and details of the proposed design, construction and operational management of public domain elements must be included in development applications.	Noted and understood.	Yes
	5. Access to the public domain must be available to the public at all times regardless of Controls 3 and 4 above.	Noted and understood. Public access will be permitted.	Yes
3.2 Indicative Layout Plan	Development within Leppington Town Centre must generally be consistent with the layout of the Indicative Layout Plan (Figure 3).	The proposal is generally in accordance with the Indicative Layout Plan.	Yes

Control	Requirement	Response	Compliance
3.3 Road Hierarchy and Circulation	1. The locations of streets must be consistent with the Indicative Layout Plan (Figure 3).	The proposal is generally in accordance with the Indicative Layout Plan.	Yes
	2. The street type must be consistent with the Street Typology Map (Figure 4)	The proposed streets are designed in accordance with the Indicative Layout Plan.	Yes
	3. The design, construction and layout of streets must be consistent with the relevant schedules of this DCP:	The proposed streets are designed in accordance with the relevant schedules of this DCP.	Yes
	a. Material Treatment Masterplan provided in 3.4 Street Material Treatments		
	b. Street Designs provided in 3.5 Street Designs		
	c. Intersection Designs provided in 3.6 Intersection Designs		
	d. Street Tree Masterplan provided in 3.7 Street Tree Masterplan		
	e. Street Interface Controls provided in 3.9 Street Interface Controls		
	f. Cycle Strategy provided in Figure 26 Cycle Route Map.		
	g. Pedestrian Strategy provided in Figure 27 Pedestrian Desire Lines.		
	4. Any variation to the street typologies as per controls 1-3 above must be generally consistent with the principal design elements of those controls, and the Western Sydney Design Guide.	N/A	Yes
	5. A Local Area Traffic Management (LATM) plan shall be submitted with any development which involves the opening of a new road(s), or modifications to existing roads. Design solutions shall conform to Austroads Guide to Traffic Management Part 8 (Local Area Traffic).	A Local Area Traffic Management Plan has been provided which illustrates the access strategy within the site and to the surrounding LTC. Refer to Traffic Report.	Yes
	6. For a modifications to the street network (layout and typology) to be considered by Council, the proposed street must:	Roads will be provided in accordance with the Draft ILP.	Yes
	a. Achieve the same outcomes in terms of circulation, especially pedestrian circulation.		
	b. Maintain the hierarchy of streets within the centre.		
	c. Prioritise pedestrians and cyclists.		
	d. Be consistent with requirements for bus access in and around the centre, including Leppington Public School and the Leppington Transport Interchange.		
	e. Enable the management of stormwater including connections to trunk stormwater basins.		
	f. Not unreasonably impact on the ability of adjoining land owners to develop their land in accordance with the Indicative Layout Plan.		
	g. Be consistent with the Desired Future Character and Planning Principles in Section 2 of this DCP schedule.		
	h. Be consistent with the above controls 4 to 8.		
3.4 Street material Treatments	1. All street and intersection material treatments must be consistent with 3.4.1 Street Material Schedule, Appendix 3 Street Materials, and Figure 11 Intersection crossing types.	Street and intersection material treatments will be provided in accordance with the DCP.	Yes
3.4.1 Standard Street material Treatments	2. Development must generally use the same street material treatment as the adjacent development. Preference is given to higher grade street material treatments.	As above	Yes

Control	Requirement	Response	Compliance
3.4.2 Special Street Material Treatments and Intersection Crossing Material Treatments	1. Intersection crossing types must be consistent with both the location and type indicated on Figure 11 Intersection crossing types, as well as the corresponding crossing in the appendix of this schedule.	As above	Yes
	2. Special Road Material Treatments must be consistent with the material indicated on Figure 6 Special Road Material Treatments.	As above	Yes
	3. Intersection crossing types must be consistent with the corresponding intersection crossing examples shown in Figures 7, 8, 9, and 10.	As above	Yes
	4. Where Town Centre Footpath Paving is identified in Figure 12 Special material treatments on footpath, Standard Footpath Paving (paving type 01 in Figure 5) must be substituted with Town Centre Footpath Paving (paving type 04 in Figure 5).	As above	Yes
	 Town Centre Material Treatments on Footpath Map - Site Boundary - Town Centre Footpath Paving - Drainage and Riparian - Utilities Infrastructure - Open Space - Leppington Train Station and Railway Corridor - Main Roads		
	5. Any traffic calming devices should be consistent with controls in the Liverpool and Camden Council Growth Centre DCPs (Section 3.3.3 of Liverpool GCDP & 3.3.1 Camden GCDP).	Noted and understood.	Yes
3.5 Street Designs	Figure 4 / Table 3 Controls for individual street typologies:	The proposal includes the following street types: - Rickard Road: 37.6m Transit Boulevard - Future Byron Road: 25m Town Centre Street (with Linear Park) - North south: 9m Shared laneway - North south (western boundary): 25m Town Centre Street - Internal: 12m Pedestrian Priority Street Roads will be provided in accordance with the Draft ILP	Yes

Control	Requirement	Response	Compliance
			
Rickard Road	a. Rickard Road must function as a transit boulevard with priority to public transport in a 24-hour bus lane on each side of the road.	Roads will be provided in accordance with the Draft ILP	Yes
	b. Pull in bus stop bays are not permitted. Buses must stop in the left lane to avoid buses needing to reenter traffic which can cause accumulative delays to busses. Note: Pull in bus stop bays may only be constructed where buses are expected to dwell for significant periods of time (such as school bus stops).	Roads will be provided in accordance with the Draft ILP	
	c. A fully separated unidirectional cycleway must be constructed on each side of the road for the full length of Rickard Road within the town centre precinct boundary. Note: A bi-directional share path will need to be provided on both sides of the road between the Town Centre Street closest to Bringelly Road and Bringelly Road until such time that a footbridge can be provided over Bringelly Road to accommodate the long-term cycling network as indicated in Figure 26 Cycle Route Map. A bi-directional share path will also need to be provided in front of the school as indicated in Figure 26 Cycle Route Map.	Roads will be provided in accordance with the Draft ILP	Yes
	d. Rickard Road must have an attractive landscape character with tree canopy coverage consistent with minimum dimensions and locations indicated in the relevant street section identified in 3.5.1 to 3.5.26.	All street tree selections are consistent the DCP Street Tree Masterplan.	Yes
	e. Active frontages must be incorporated into street design.	Active frontages are provided by the commercial and retail tenancies at the ground floor.	Yes
	f. Rickard Road is an access denied road with no driveways permitted	No crossovers are proposed.	Yes

Control	Requirement	Response	Compliance
	g. The design of this street must incorporate smart poles consistent with the prevailing definition of smart poles in Section 1.3.	Roads will be provided in accordance with the Draft ILP	Yes
Town Centre Streets	a. Where bus stops are required at intersections, bus stops must be provided immediately after the intersection consistent with 3.6.2 Standard Intersection Designs. Where bus stops are required mid-block, busses are to stop within the vehicular lane and the passenger waiting area constructed within the parking bay area. Note: Pull in bus stop bays may only be constructed where buses are expected to dwell for significant periods of time (such as school bus stops).	Roads will be provided in accordance with the Draft ILP	Yes
	b. A fully separated bidirectional cycleway must be constructed on one side of the road for cyclists. The side of the road that the fully separated bidirectional cycleway must be constructed on must be consistent with Figure 26 Cycle Route Map.	Roads will be provided in accordance with the Draft ILP	Yes
	c. Town Centre Streets must have an attractive landscape character with tree canopy coverage provided in tree pits between every two parking spaces and on the footpath consistent with minimum dimensions and locations indicated in the relevant street section identified in 3.5.1 to 3.5.26.	Roads will be provided in accordance with the Draft ILP	Yes
	d. Active frontages must be incorporated into street design.	Active frontages are provided by the commercial and retail tenancies at the ground floor.	Yes
	e. Town Centre Streets are access denied roads with no driveways permitted.	The future Byron Road West(northern boundary east-west road) and the future western Town Centre Street (north-south road) include driveways to permit access into the site. This strategy ensures no driveways are provided on Rickard Road.	Yes
	f. The design of this street must incorporate smart poles consistent with the prevailing definition of smart poles in Section 1.3.	Roads will be provided in accordance with the Draft ILP	Yes
Local Street	a. A shared path must be constructed on both sides of the road for pedestrians and cyclists. There is to be no line marking of the shared path. Instead, a shared path logo is to be painted in appropriate locations to indicate that cyclists are permitted on the footpath.	Roads will be provided in accordance with the Draft ILP	Yes
	b. Local Streets must have an attractive landscape character with tree canopy coverage provided in tree pits between every two parking spaces and on the footpath consistent with minimum dimensions and locations indicated in the relevant street section identified in 3.5.1 to 3.5.26	Roads will be provided in accordance with the Draft ILP	Yes
	c. Active frontages must be incorporated into street design.	The internal streets will be activated through ground floor commercial and residential lobbies, with appropriate visual privacy measures such as level changes and screening.	Yes
General	1. All streets that are anticipated to operate as bus routes must be capable of accommodating buses with a minimum vehicle length of 14.5 metres. Refer to figure 28 Public Transport Map in section 3.12 for indicative bus routes.	Road types will be provided in accordance with the Draft ILP	Yes
	2. All streets must be constructed in accordance with the street sections and material treatments identified in sections 3.5.1 to 3.5.26 and Appendix 1 Street Sections.	Road types will be provided in accordance with the Draft ILP	Yes
	3. Vehicles over 7.5m in length or weigh of more than 4.5t GVM cannot stop for >1 hour unless signposted.	No on street loading is proposed. Traffic engineer to note.	Yes
	4. Streets must follow the following design and installation specifications:	Road types will be provided in accordance with the Draft ILP	Yes

Control	Requirement	Response	Compliance
	Service pits: a. All service pits to be installed to align with back of kerb orientation and/or with surrounding paving pattern. b. All service pits to be infilled with adjacent paving material. Where required, ensure paver cuts to continue surrounding paving pattern. Include dummy cuts as required to avoid smaller pieces. c. All service pit locations, orientation and dimensions to be approved by all relevant authorities. Furniture and services: d. Allow sufficient space between fixtures to accommodate in-ground footings. e. Allow for a min of 1200mm clearance between furniture/services or as required in relation to specific use (e.g. seating bench front clearance, bike racks). f. Locate and install furniture and services between tree pits to avoid any interference along adjacent movement zones. g. Where possible, align fixtures with paving joints to minimise paving cuts. Ensure clean and smooth edges at fixing base. h. Maintain a minimum of 200mm clearance between fixtures and property boundary. i. All services installed within planting must be located away from tree root zone. Paving installation: j. Paving pattern to follow street and back of kerb orientation. k. Include custom size paving units where required to suit site conditions and minimise small pieces. l. The minimum paver dimension is 100mm. m. Ensure even joints spread along the paved path. Align joints to tree pits and property boundary corner. n. Install paving to ensure even falls (range fall min 1:100 and max 1:40) and smooth transition between pavers and material changes. o. Ensure joints and infill colours to match adjacent paving type. Tree pit: p. Tree pit edge to be aligned with back of the kerb orientation/path of travel lines. q. Ensure clean and smooth edge all around the tree pit. r. Native grasses and groundcovers to be planted with consideration of their full width along tree pit edge to avoid interference with the line of movements and reduce ongoing maintenance. s. Native grasses and groundcovers max 600mm at mature height to maintain sight clearance. Parking bay paving: t. Permeable paving to parking bay areas is encouraged wherever possible to maximise water infiltration.		

Control	Requirement	Response	Compliance
3.6 Intersection Designs	Intersections must be designed and constructed in accordance with the relevant intersection design and material treatments identified in Figure 13, Appendix 2 Intersection Designs and Appendix 3 Street Materials and satisfy the above objectives for intersection designs.	This SSDA will deliver the interim access strategy which contain roads work within the site only. The temporary roundabout at the south western corner of the site at the Rickard Road intersection with the southern boundary road will be subject to a separate application under a Section 138 of the <i>Roads Act 1993</i> .	Yes
3.7 Street Tree Masterplan	Tree planting must be generally consistent with the street tree masterplan and relevant street section as shown in Figure 14 Street Tree Masterplan and Appendix 4 Street Tree Types. Note: In the event of inconsistency between the design and layout of streets in Section 3.5 Street Designs and the design and layout of streets in Section 3.7 Street Tree Masterplan, Section 3.5 Street Designs prevails.	Tree planting is consistent with the Draft ILP. A total tree canopy area of approximately 4,849.5m ² (14.9%) will be delivered.	Yes
3.8 Parks, Plazas and Public Open Space	The design of public and publicly accessible open spaces must demonstrate consistency with the following principles: a. sites are to be accessible and safe, b. include pedestrian and cycling connections to the overall network, c. provide passive surveillance, d. respond to existing site features (e.g. existing trees, topography, water), e. respond to the surrounding buildings functions and uses, f. support and enhance local biodiversity and natural values, g. include vegetated buffers and/or landform to busy roadways to minimise interferences, and h. tree planting to maximise shade.	The proposed linear parks and public plazas will be designed to be accessible (to AS 1428) as well as consider CPTED principles and passive surveillance. Pedestrian and cycling paths are included as per Leppington Town Centre Masterplan, connecting to surrounding network. Existing trees and topography of the site are considered to maximise and retain existing terrain, while also responding to building functions and program. Planting is selected from local vegetation communities, enhancing ecology and local biodiversity, with Tree planting maximising shade and canopy cover. Landscape buffers are incorporated to screen building interfaces and busy roadways.	Yes
	The provision of open space in Leppington Town Centre is to be in accordance with Figure 15.	The site is identified as '8 – Railway Square and Civic Park'. The proposal will deliver linear parks along the northern site boundary to leverage northern solar access, and a central public plaza that is landscaped and integrated with the public domain.	Yes
	The design of public open space is to be generally in accordance with the concept designs in Appendix 5 Open Space Concept Designs.	Public open space will be designed with amenity and functionality in accordance with Appendix 5.	Yes
3.9 Street Interface Controls	1. Street Interfaces are to be provided in the locations nominated in Figure 23 Street Interface Controls.	Being a mixed-use precinct, the street interfaces will be activated through commercial and retail tenancies, residential lobbies, and public plazas, designed in accordance with CPTED principles.	No

Control	Requirement	Response	Compliance
	 Active Frontages - Site Boundary - Active Commercial Frontage - Type A - Active Commercial Frontage - Type B - Active Commercial Frontage - Type C - Flexible Residential Frontage - Commercial frontage encouraged on key corner - Drainage and Riparian - Utilities Infrastructure - Open Space - Leppington Train Station and Railway Corridor - Main Roads		
	2. Building and street interfaces are to contribute to the liveliness and vitality of streets by maximising entries or display windows. This includes shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction.	The podium levels will support commercial and retail land uses to contribute to street vitality and activation. Display windows, frequent building entries, clear sightlines, and visually active façades will generate pedestrian traffic and ongoing pedestrian interest.	Yes
	3. Nominated street interfaces shall minimise the percentage of façade dedicated to fire doors, garage doors, blank walls, switchboards, and the like.	Service elements such as fire doors, garage doors, and plant areas are consolidated and screened to keep them to a minimal proportion of the façade. Where possible, they are located on street frontages separate to the building entries. This maintains a visually engaging residential frontage and prioritises pedestrian amenity.	Yes
	4. Glazing on Commercial Frontages must not be covered by signs or stickers (e.g. advertisements and promotions) for more than 25% of the glazing. This is to ensure passive surveillance via visual engagement between those in the street and those on the ground floor(s) of buildings	Noted. Signage/stickers won't be shown in the DA	Yes
	5. Where buildings adjoin open space, the building must face and open (this could include windows) towards the open space. Ground floors may accommodate uses such as cafes, shops, businesses, restaurants or ground floor residential apartments with individual access that function, look and feel as though they are separate terrace houses compared to the apartments above. The type of ground floor use and level of activation must be consistent with Figure 23 Street Interface Controls. These frontages must provide passive surveillance and allow workers, customers and residents to enjoy and utilise the immediately adjoining open space	The podium levels will support commercial and retail land uses to contribute to street vitality and activation. This comprises food and beverage premises, pubs, hotel lobby, supermarkets, and other commercial offerings to provide activation consistent with the DCP. It has been designed in accordance with CPTED guidelines in order to achieve safety.	Yes

Control	Requirement	Response	Compliance
	6. Driveways and service entries are not permitted on streets that require Active Commercial Frontage Type A (as shown in Figure 23 Street Interface Controls), Town Centre Streets, Entryway Streets, Boulevards (for example, Rickard Road and Byron Road) and Arterial Roads (for example, Bringelly Road).	The site comprises Active Commercial Frontage A-C. To ensure no driveways are located on Rickard Road, Byron Road West and the western Town Centre Street include driveways to permit vehicular access into the site. These driveways are clearly delineated from pedestrian circulation and spaces to ensure a safe environment.	Partial compliance - justified
	7. Street frontages must conform to street levels as much as is practicable.	The pedestrian access points along residential frontages follow the natural street level as closely as practicable to maintain accessibility and visual continuity. Level transitions are managed through integrated landscaping and subtle grade adjustments.	Yes
	8. As shown in Figure 23 Street Interface Controls, street interface Active Commercial Frontage Type A: a. must have an Active Commercial Frontage for 100% of the street frontage with an average shopfront width of 6m to 10m. b. must have as many individual active commercial frontages as practicable. c. must not have any blank walls, service entries and driveways. d. each individual commercial frontage width must be as narrow as practicable to facilitate a variety of different frontages. A frontage width as close to 6m as practicable, is preferred. e. must maximise transparent glazing. Dark glazed facades are not supported. f. must site large format stores behind other commercial frontages that are consistent with a-e above to ensure continuity of streetscape, as shown in Figure 20. g. are to provide a high standard of finish and high level of architectural detail by using different materials and design elements to encourage variation in facade treatments. h. may provide uses such as boutique shops, cafes, bars and other commercial spaces to contribute to a vibrant, exciting, engaging and varied pedestrian experience on the street.	The proposed development is generally consistent with the Active Commercial Frontage Type A controls, providing a highly active and engaging street interface with commercial frontages, extensive transparent glazing, high-quality architectural detailing and varied façade treatments. The development maximises active uses at ground level and contributes positively to the vibrancy and continuity of the public domain. The proposal does not comply with the control relating to the provision of driveways and service entries along the Active Commercial Frontage. A driveway access point is proposed to facilitate essential vehicular and servicing requirements of the development. Notwithstanding this variation, the driveway has been minimised in width and integrated within the façade design to reduce its visual and pedestrian impacts, while maintaining a predominantly active and pedestrian-oriented streetscape outcome.	Partial compliance - justified
	9. As shown in Figure 23 Street Interface Controls, street interface Active Commercial Frontage Type B: a. must have an Active Commercial Frontage for at least 75% of the street frontage with an average shopfront width of 6m to 15m. b. where a frontage longer than 15m is considered appropriate: i. they are to be limited to three per 100m of building frontage. ii. the façade should present as multiple frontages, using architectural elements such as columns and windows to divide the appearance and provide architectural diversity. An example is shown in Figure 25 Single façade presenting as multiple frontages. c. must provide a high standard of finish and appropriate level of architectural detail by using different materials and design elements to encourage variation in facade treatments. d. must distribute services, access and blank walls along the façade, preferably interspersed with active street interface, to avoid long stretches of inactivity for the passing pedestrian. e. must not provide a continuous length of services, such as fire doors and garage doors, and blank walls, which is unacceptable f. Fire doors, garage doors or facades should have interesting or interactive materiality that ensures provision of blank walls is strictly limited.	The proposed design complies.	Yes

Control	Requirement	Response	Compliance
	10. As shown in Figure 23 Street Interface Controls, street interface Active Commercial Frontage Type C: a. must have an Active Commercial Frontage for at least 50% of the street frontage with average shopfront width of 6m to 15m. b. Where longer frontages are considered appropriate: i. they are to be limited to two per 100m of building frontage. ii. the façade should present as multiple frontages, using architectural elements such as columns and windows to divide the appearance and provide architectural diversity. An example is shown in Figure 25 Single façade presenting as multiple frontages. c. must provide an appropriate standard of finish and appropriate level of architectural detail. d. must distribute services, access and blank walls along the façade, preferably interspersed with active street interface, to avoid long stretches of inactivity for the passing pedestrian. e. must not provide a continuous length of services, such as fire doors and garage doors, and blank walls, which is unacceptable	The proposed development has been designed to comply with the applicable Active Commercial Frontage controls for both Type B and Type C street interfaces. The development provides the required proportion of active frontage through appropriately scaled shopfronts, while larger frontages are articulated to present as multiple tenancies through varied architectural elements and façade treatments.	Yes
	11. As shown in Figure 23 Street Interface Controls, street interface Flexible Residential Frontage a. must have a room at the front of the dwelling that presents to the street that could be used as a home business/office, bedroom or separate living space to ensure maximum flexibility to work from home and/or so that ground floor residential uses can be potentially converted into commercial uses in the future. b. must have a ground floor ceiling height between 3.3 to 4 metres so that ground floor residential uses can be potentially converted into commercial uses in the future.	Not applicable	N/A
	12. A Residential Frontage is required in all areas where Active Commercial Frontages and Flexible Residential Frontage/Non-Compulsory Commercial Frontages do not apply (as shown in Figure 23 Street Interface Controls). A Residential Frontage: a. is a residential street frontage where buildings are designed to facilitate activity and passive surveillance between the building and the street. b. must have individual dwelling presentation at street level and first floor level with an average width of 4m to 10m. c. must face and open towards the street. d. must have active ground floor residential apartments with individual access that function, look and feel as though they are separate terrace houses compared to the apartments above. e. must minimise blank walls and provide privacy through front patio setbacks and plantings. f. must a high standard of finish and appropriate level of architectural detail. g. must limit the use of opaque fencing and screening in favour of landscaped frontages with low rise fences.	Not applicable	N/A
	13. Service and utility bays, loading docks and car park entries are to be orientated towards Shared Service Lanes, or where this is not possible, to the lowest category of Street Frontage in Figure 23 Street Interface Controls.	The proposed development ensures these driveways are not along Rickard Road, and are provided by the proposed internal roads.	Yes

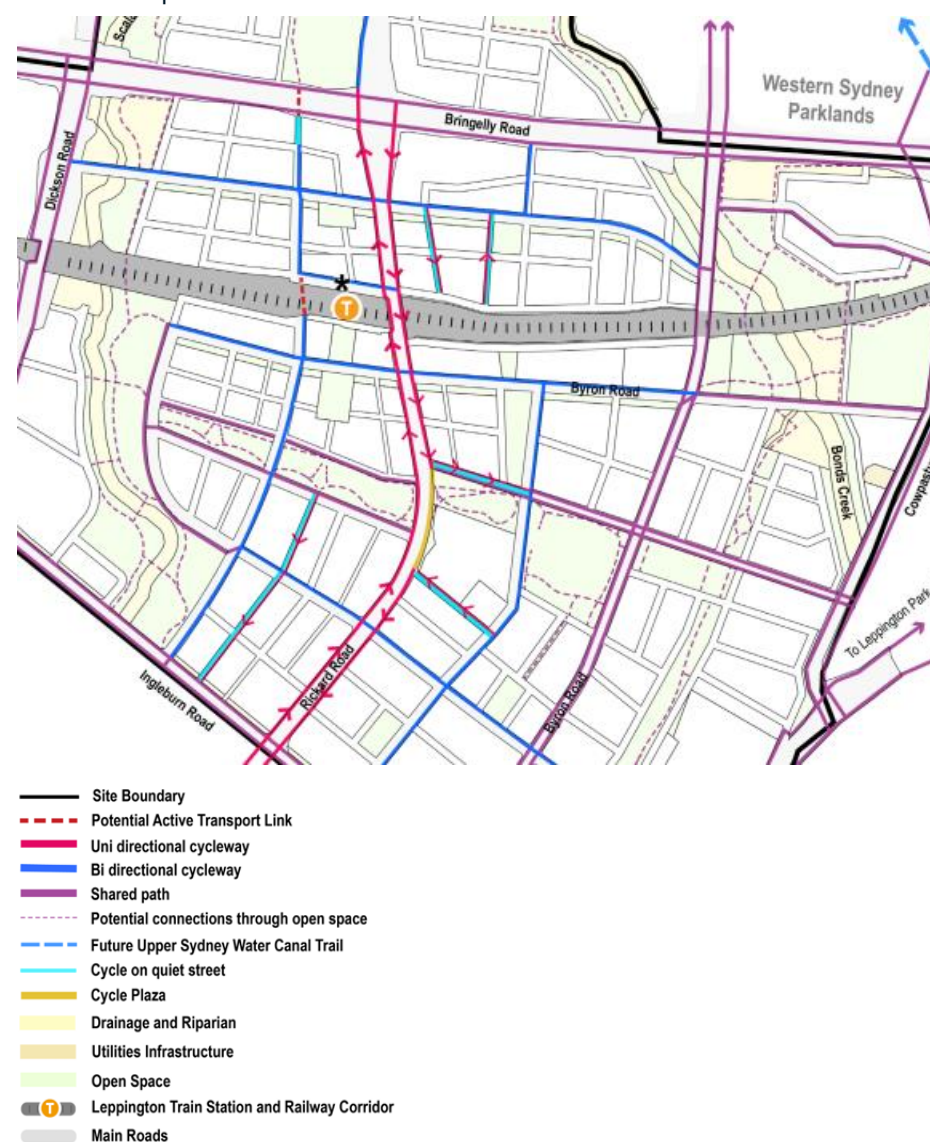
Control	Requirement	Response	Compliance
	14. Service and utility bays, loading docks and car parks must be visually screened from the public domain by either sleeving parking with buildings, creating underground parking or creating above ground parking that sits above active ground floor uses, such as Active Commercial Frontages, and is sleeved by apartments and façade treatments.	Loading, utility bays and parking entries are screened from the public domain through a combination of active uses, building massing and articulated façades. This ensures that service areas do not visually dominate the frontage and maintains a consistent, high-quality street interface.	Yes
	15. Driveways must take up as little space as possible and service and utility bays, loading docks and car parks are internal and or sleeved by buildings with active frontages to the street to improve pedestrian amenity on the street. Large blank walls presented to the street as a result of service and utility bays, loading docks and car parks are unacceptable. Driveway entries should not be cavernous with large openings. Where possible the garage door should align with the setback and be controlled remotely to ensure vehicles do not obstruct pedestrians while they wait to enter.	Driveway and service openings are minimised in width and integrated into the architecture, so they do not present as long or inactive façade elements. Where unavoidable, access points are sleeved or broken up with articulation and landscaping to avoid continuous service walls and maintain strong pedestrian amenity.	Yes

3.10 Active Transport Strategy

1. Key pedestrian and cycleway routes must be provided in accordance with Figure 26 Cycle Route Map.

Roads, pathways and cycleways will be provided in accordance with the Draft ILP

Yes

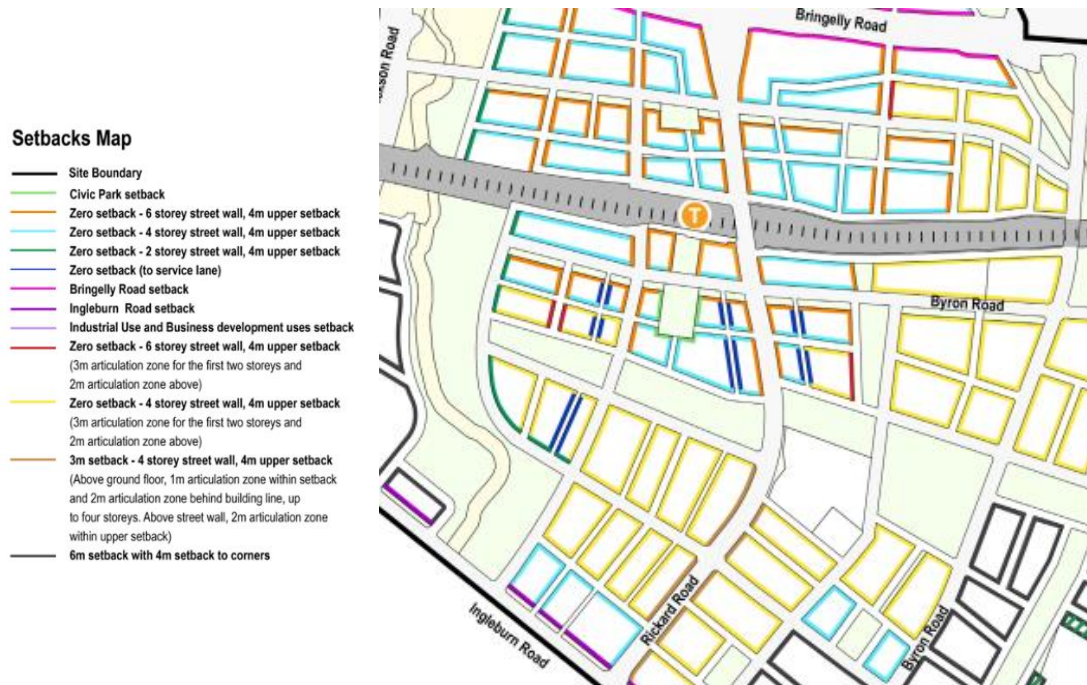


Control	Requirement	Response	Compliance
	2. Key pedestrian and cycleway routes must be provided in accordance with the relevant street sections in Section 3.5.	Roads, pathways and cycleways will be provided in accordance with the Draft ILP	Yes
	3. Key pedestrian and cycleway routes must be provided in accordance with the relevant intersection designs in Chapter 3.6 Intersection Designs.	Roads, pathways and cycleways will be provided in accordance with the Draft ILP	Yes
	4. As indicated in Figure 26 Cycle Route Map, paths must be consistent with the following legend definitions: a. One-way (unidirectional) bicycle paths are located on each side of a road and operate in the same direction (or opposite direction if provided on a one-way street) as adjacent motor vehicle traffic. b. Two-way (bidirectional) bicycle paths are located on one side of a road, going in two directions. c. A shared zone is a road or network of roads or a road related area where space is shared safely by vehicles, pedestrians and cyclists and where pedestrian priority and quality of life take precedence over ease of vehicle movement. d. A shared path is an area open to the public that is designated for the use of both bicycle riders and pedestrians. Shared paths can be identified by signs and/or pavement markings showing a pedestrian and a bike.	Roads, pathways and cycleways will be provided in accordance with the Draft ILP	Yes
	5. Pedestrian paths, cycle routes and facilities are to be designed to be fully accessible by all in terms of access points and gradients, in accordance with Australian Standard 1428:1-4.	Roads, pathways and cycleways will be provided in accordance with the Draft ILP	Yes
3.11 Pedestrian Desire Lines	1. The Indicative Layout Plan, street, paths and associated public realm infrastructure should be consistent with the routes identified in Figure 27 Pedestrian Desire Lines. Key Pedestrian Desire Lines Map — Site Boundary — Key Pedestrian Desire Lines - Through Site Links - Drainage and Riparian - Utilities Infrastructure - Open Space - Leppington Train Station and Railway Corridor - Main Roads Note: Scramble crossing is recommended at the corner of Byron Road for ease of access to the park.	Roads, pathways and cycleways will be provided in accordance with the Draft ILP	Yes
3.12 Public Transport strategy	1. Where indicative proposed bus shelters are located on Figure 28 Public Transport Map, street designs must reflect the relevant street section, with development providing space for bus access and shelters to be built. The relevant Council is responsible for delivering bus shelter and stops. 2. All streets that are anticipated to operate as bus routes, as indicated in Figure 28 Public Transport Map, must be capable of accommodating buses with a minimum vehicle length of 14.5 metres. 3. All streets and intersection designs must be consistent with Chapter 3.5 Street Designs and Chapter 3.6 Intersection Designs to ensure adequate space for buses.	Roads, pathways and cycleways will be provided in accordance with the Draft ILP Roads will be provided in accordance with the Draft ILP Roads will be provided in accordance with the Draft ILP	Yes Yes Yes

Control	Requirement	Response	Compliance
3.13 Vistas and Sightlines	1. Development should enhance the vistas and sightlines defined in the View Corridor Map (Figure 31) as well as distant views through appropriate built form that frames and responds to distant views.  View Corridor Map - Site Boundary - Ridge Line - View Line - Distant view to Sydney skyline - View to Blue Mountains - Drainage and Riparian - Utilities Infrastructure - Open Space - Leppington Train Station and Railway Corridor	The proposal is designed to retain all nominated view lines. Public plazas and linear parks are designed and located to optimise view corridors and landscape permeability across the site, supporting the broader view and connectivity objectives of the DCP.	Yes
	2. Signage within private development sites must not obstruct key vistas and sightlines. Signage must also be consistent with the objectives and controls in 4.15 Signage.	All signage will be designed to be integral to the built form and positioned to ensure clear sightlines are preserved. The design avoids any visual intrusion into key vistas identified in the DCP.	Yes
	3. Development must not obstruct or detract from a view corridor, as identified in the View Corridor Map (Figure 31).	The siting and massing of buildings have been carefully arranged to avoid all mapped view corridors, ensuring no obstruction or diminution of identified long-distance views. Building heights, setbacks and the placement of open space work together to retain the visual permeability intended in the View Corridor Map.	Yes
	4. Where a view, vista or sightline follows a road corridor, street walls must be developed in accordance with the provisions of this DCP schedule to define view corridors as shown in Figure 29.	Where street walls align with view or vista directions, they are designed to maintain openness through modulation, landscaping and breaks that support the continuation of visual axes. This ensures that road-based view corridors remain legible and unobstructed in accordance with the provisions of the DCP.	Yes
	3.14 Through Site Links 1. A through site link must be provided for every: a. 100m of continuous residential frontage, or	A north-south through site link is provided between the building podiums provided through the central plaza.	N/A

Control	Requirement	Response	Compliance
	b. 120m of continuous commercial frontage.		
	2. Through site links must also be provided in accordance with Figure 27 Pedestrian Desire Lines. Where through site links are indicated, alternative routes will be considered where more efficient pedestrian connectivity can be achieved to key open and public spaces, across road corridors and to public transport stops.	A north-south through site link is provided between the building podiums provided through the central plaza.	N/A
	3. Through site links must be at least 6m wide and clear of obstructions. Wider through site link widths incorporating landscaping and tree planting are highly encouraged.	They are designed with no obstructions, and have wider connections to support landscaping and public domain elements amongst the ground floor commercial active frontages.	
	4. Through site links must be publicly accessible between 7am and 7pm at a minimum. Through site links that provide 24-hour accessibility are Council's preference.	The through-site links are publicly accessible 24 hours a day, exceeding the minimum access requirement and aligning with Council's preferred outcome for continuous pedestrian permeability.	Yes
	5. Development must provide openings such as windows and balconies along pedestrian through site links to improve passive surveillance.	The through site links provide strong passive surveillance through the commercial active frontages and the passive surveillance offered by the residential units in the towers.	Yes
	6. Through site links must have direct sight lines.	The alignment of the through site links offer straight view lines and maintains clear sight lines from the roads, upper residential units, commercial land units and landscape spaces, supporting intuitive wayfinding and improving safety for all users.	Yes
	7. Where feasible, through site links should be open to the sky.	The through-site link is predominantly open to the sky, with landscaping designed to enhance comfort while preserving openness, visibility and natural light.	Yes
	8. Through site links must be consistent with CPTED principles.	The design incorporates CPTED principles through natural surveillance, clear sight lines, appropriate lighting, high visibility and 24/7 activation, ensuring safety and comfort throughout the day and night.	Yes
3.15 Public Art	1. All public art is to be provided in accordance with the relevant Council Public Arts Policy (Camden Public Art Policy P4.0096.I 2019, Liverpool City Council Public Arts Policy 191890.2020)	Public art can be delivered at a future stage.	N/A
	2. All new developments having a capital value of more than \$5,000,000 in Leppington Town Centre are required to provide and implement a Public Art Strategy. The plan is to include the provision of high-quality artworks within the development in publicly accessible and viewable locations, near main entrances and street frontages and in lobbies	Public art can be delivered at a future stage.	N/A
	3. In addition to the requirement of control 2 above, development on sites over 5,000m2 in area are required to provide and implement a Public Art Strategy. The plan is to include the provision of high-quality artworks within the development in a publicly accessible and viewable location.	Public art can be delivered at a future stage.	N/A
	4. The cost of any public art must equate to at least 1.5% of the capital investment value of the development.	Public art can be delivered at a future stage.	N/A
	5. A Public Art Strategy must demonstrate how the artwork has been through community engagement and consultation by the proponent. Early engagement with Council is required prior to wider engagement and delivery of a final Public Art Plan.	Public art can be delivered at a future stage.	N/A
	6. Public art should, where possible, be responsive to culture and Country, particularly within areas of identified Aboriginal heritage and value.	Public art can be delivered at a future stage.	N/A

Control	Requirement	Response	Compliance
	7. Note: Where possible, local artists, business, fabricators and suppliers are to be engaged in the design, fabrication, installation and maintenance of public artworks.		
3.16 Blank Walls	1. Large areas of blank, minimally or poorly articulated walls are not acceptable. Measures to avoid this may include provision of windows, balconies, awnings, sun shading devices, pergolas, green walls, public art or a recognisably increased setback to the upper storey.	The proposal avoids large blank walls through a combination of active commercial frontages, windows, modulation, material variation and landscape integration. Façade articulation, setbacks, awnings and planting ensure all publicly visible elevations present visual interest and contribute positively to the streetscape.	Yes
	2. Blank walls are not permitted where facing publicly accessible open space	No blank walls are included in the design or proposed.	Yes
	3. The maximum length of any blank wall must not exceed 5 metres.	As above.	Yes
	4. The maximum height of any blank wall must not exceed 3 metres.	As above.	Yes
4.0 Building Controls			
4.1 Building Site Requirements	1. Development sites are required to have at least one street frontage with a width of at least 20m for development of commercial, industrial, shop top housing, residential flat buildings, multi dwelling housing or a mixed-use development comprising a combination of these.	All sites significantly exceed the minimum 20 m street frontage requirement, with each development parcel providing a substantial frontage that supports clear address, legibility and appropriate building orientation.	Yes
	2. Development sites are generally required to have a minimum street frontage of at least: a. 30m for buildings between 4 and 8 storeys. b. 40m for buildings over 8 storeys.	Frontages exceed the required 40 m for buildings over 8 storeys, ensuring ample width for active interfaces, landscape setbacks and well-proportioned built form.	Yes
4.2 Building Orientation	1. Buildings are to be orientated towards and provide active frontages at street level to areas indicated in Figure 23 Street Interface Controls.	Buildings provide active frontages in accordance with the map. They offer commercial and retail land uses to activate the building edges, and frame the central public plaza and norther linear parks.	Yes
	2. The main pedestrian entries to buildings, including ground floor retail and commercial premises that face the street, are to generally be from the high category streets noted in Figure 23 Street Interface Controls.	Buildings fronting Rickard Road are designed to address both the primary arterial street and the local internal street, ensuring clear legibility and activation to each interface.	Part
	3. 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 not specified as requiring an Active Frontage in Figure 23 Street Interface Controls.	Service and utility areas, loading docks and car park entries are directed to street frontages away from primary pedestrian access points, enhancing the pedestrian environment.	Part
	4. 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	Buildings provide active frontages in accordance with the map. They offer commercial and retail land uses to activate the building edges, and frame the central public plaza and norther linear parks.	Yes
	5. Lower order streets should be interspersed with some active uses such as shops or ground floor apartments, so all streets (including lower order streets) are interesting and engaging to pedestrians, provide diversity and to ensure crime prevention through environmental design.	All streets are supported by active uses.	Yes
4.3 Building Form	1. Buildings are to be designed in accordance with the controls in this chapter.	Noted and described below.	Yes
4.3.1 Height Strategy	1. Buildings must be developed in accordance with the controls in Figure 42 Height Strategy Map 4-6 storey podium + 18-20 storey tower height.	Building heights have been developed with consideration to bulk and form and overshadowing to neighbouring public spaces. Building 1 = 25 Storeys	Yes

Control	Requirement	Response	Compliance
		Building 2 = 36 Storeys Building 3 = 32 Storeys Building 4 = 36 Storeys Building 5 = 36 Storeys Building 6 = 25 Storeys Building 7 = 36 Storeys Building 8 = 31 Storeys	
	Building height must not exceed the airport Obstacle Limitation Surface (OLS) of 230.5 metres Australian Height Datum (AHD) as defined in State Environmental Planning Policy (Precincts—Western Parkland City) 2021. Note: Australian Height Datum is the height of a point above mean sea level in metres. Mean sea level is the average height of the ocean's surface.	The proposed development is several kilometres outside of the 230.5 OLS mapping and will subsequently not create any impacts or risks to airspace operations even at the proposed development height.	Yes
4.3.2 Street Setbacks and building Address	1. Buildings are to be aligned and setback in relation to planned and existing streets in accordance with Figure 43 Building Setback Map. 	The buildings are identified to have a zero setback, with an upper level setback for the towers. Buildings 1, 3, 4, 6, 7 and 8 are designed with a zero setback arrangement to one side of the building, maintaining a consistent tower alignment through the upper levels with a podium break consistent with the intentions of the DCP.	Yes
	2. The definitions of street setbacks are as follows: a. Civic Park setbacks must be developed in accordance with Figure 33 Civic Park Setback. Development must have: 4m ground floor setback 0m setback for upper floors - first storey height of at least 4.3m	As above.	N/A

Control	Requirement	Response	Compliance
	b. Zero Mixed use, Business and Industrial Zone setbacks must be developed in accordance with Figure 32 Zero setback with 2 storey street wall and 4m upper setback, and Figure 34 Zero setback with 4 or 6 storey street wall and 4m upper setback. Development must have i. 0m setback for ground floor ii. relevant street wall height as noted in Figure 43 Building Setback Map. iii. 4m upper-level setback c. Bringelly Road setback must be developed in accordance with Figure 40 Bringelly Road Setback. Development must have: i. 10m setback from SP2 zoned land (to ensure a consistent setback along the full length of Bringelly Road) ii. 6 storey street wall height iii. 4m upper-level setback iv. Building must address and open towards Bringelly Road as the purpose of this setback is to create an average building line. v. A secondary path must be provided at the building edge. This secondary path must be parallel to the existing path along Bringelly Road. This secondary path is to ensure ground floor shops and other uses have a path to open directly onto. This secondary path must periodically (in appropriate locations such as near main entries to buildings) connect though the setback areas to the existing parallel path on Bringelly Road. d. Ingleburn Road setback must be developed in accordance with Figure 39 Ingleburn Road setback and street interface. Development must have: i. 9m landscape setback, consisting of 6m of publicly accessible communal open space and 3m of private or communal open space ii. A primarily solid masonry fence on the 3m setback line no taller than 1.6m high. e. Industrial use and business development uses setback must be consistent with Chapter 5.2 Industrial and Business Development Use Setback.		
3.	Buildings developed in the B3 Commercial Core and B4 Mixed Use zones are to have street frontages built to the street alignment with a predominantly zero setback to the street.	The development is built to the street alignment with subtle planted thresholds that provide human scale without compromising street definition.	N/A
4.	Where Figure 39 identifies a zero setback, the building street wall height is to be at least: a. 20m and five storeys above ground on north-south streets in the B4 zone in the core area of the centre. b. 14m and three storeys above ground otherwise in the B3 and B4 zones.	The podium along Rickard Road is 3 levels high and include articulation and breaks in the façade.	Yes
5.	Articulation and recesses on building facades must be a maximum 0.6m on active street frontages and a maximum 2.5m on other street frontages in the B3 and B4 zones.	Façade articulation and upper-level projections have been designed to ensure fine-grain interest along all street frontages.	No
6.	Projections beyond the zero setback lines must only be situated at least 3m above ground and may include: a. verandas, balconies, roof overhangs and blade walls above street level projecting up to 0.6m. b. awnings projecting up to 2.0m.	No projections are proposed beyond the lot boundaries	Yes

Control	Requirement	Response	Compliance
	7. Where a front setback other than a zero setback applies, façade articulation elements may extend into the front setback to a maximum of 1.5m and for a maximum of 30% of the entire length of the building facade.	No projections are proposed beyond the lot boundaries	N/A
	8. Street setbacks for shop top housing, residential flat buildings, multi dwelling housing and mixed used development in the R3 Medium Density and R4 High Density Residential zones must be in accordance with Figure 43 Building Setback Map.	The proposed setbacks are in accordance with the Building Setback Map.	Yes
	9. Setbacks for other forms of residential buildings, including attached dwellings, semi-detached dwellings and dual occupancies must be in accordance with the residential setback controls in Part 4 of the main body of Camden and Liverpool Growth Centres DCP.	No such building types are proposed on the site.	N/A
	10. Setbacks along Bringelly Road must be designed in accordance with Figure 40.	The site does not front Bringelly Road.	N/A
	11. Setbacks in land zoned R3 Medium Density in the Liverpool LGA are subject to the relevant controls contained in Schedule 1 Liverpool City Council Growth Centre Precincts Development Control Plan.	Not applicable to the site.	N/A
	12. Ground floor uses (especially ground floor uses with a zero setback) must have limited or no level change where they address the street. A separate path network parallel to the street that is above or below street level (to address level changes) is unacceptable.	Publicly accessible building entries are designed to meet the proposed ground level. Level changes have been carefully deployed to optimise privacy and activation.	Yes
4.3.3 Street wall height and upper-level setbacks	1. Street wall or frontage heights, in relation to planned or existing streets and public spaces, are to be in accordance with Figure 39.	Complies	
	2. Corner sites in B3, B4, and R4 zoned land may be built with no upper-level setback for a length of: a. 20m to east-west streets in the core area of the centre. b. 30m otherwise in the B3 and B4 zones.	Complies	N/A
	3. Setbacks along Ingleburn Road must be developed in accordance with the controls in Figure 39 Ingleburn Road setback and street interface. These controls include: a. A 9-metre landscaped setback i. 6m of which is publicly accessible communal open space; and ii. 3m as private open space or communal open space with a fence up to 1.6 metre high b. Where ground floor residential apartments are proposed, these must: i. Provide an individual entry for each unit at street level ii. Setback first floor balconies with acoustic screening; and iii. Provide wintergardens on upper levels. Note: Council may, after review by the respective Council's design advisory group, consider alternatives where a building demonstrates design excellence.	Not applicable.	N/A
4.3.4 Building Separation and boundary setbacks	1. Buildings are to be designed in accordance with the relevant controls specified in Figure 43 Building Setback Map.	The buildings are designed in accordance with the setback map.	Yes
4.3.5 Building bulk	1. For any building within the B3 Commercial Core zone above 30m or 8 storeys:	Not applicable.	Yes

Control	Requirement	Response	Compliance
	a. the maximum horizontal length dimension must not exceed 45m b. the floor plate area must not exceed 1,500m²		
	2. For any building within the B4 Mixed Use or R4 High Density Residential zone: a. The length of the upper parts of buildings above podium, up to 30m / 8 storeys, must not exceed 65m. b. The length of building towers above 8 storeys on east-west streets in the core must not exceed 25m. c. The length of building towers above 8 storeys otherwise must not exceed 45m.	Building length is managed through strong articulation and distinct components, with the architectural expression carefully mitigating visual bulk and scale through detailing, breaks and modulation. The maximum overall tower length is approximately 44 m, while massing steps and vertical articulation reduce the perceived continuous length to around 7 m. Along east-west streets, each tower presents a narrow form with an overall length of approximately 29 m and unarticulated spans limited to about 7m, ensuring a slender presentation and improved solar-sharing outcomes despite exceeding the strict numerical length controls.	Partial compliance..
	3. The maximum building floor plate area within the B4 Mixed Use or R4 High Density Residential zone is: a. 1,000m² above 30m or 8 storeys b. 800m² above 55m or 16 storeys	Tower plans prioritise efficiency and slenderness at height; however, typical upper-level GBA of the most buildings is approx 750–775m ² with the hotel building being 830m ² . The design mitigates perceived bulk with heavily articulated form, increased building separation, and fine grain architectural detailing.	Yes
4.3.6 Sun access to public spaces	1. All development must demonstrate that direct sunlight access can be achieved to at least 50% of the public open spaces within the vicinity of the site between the lunchtime hours of 12pm and 2pm on 21 June.	Shadow diagrams are provided in the architectural plans to assess overshadowing to the REI zone to the south shaded in green. The proposal incorporates a public open space square to the north of the site, which achieves the required solar access between 12:00pm and 2:00pm, satisfying the solar access requirements for publicly accessible open space.	Yes
	2. Development must demonstrate how solar access to public space is shared between adjacent development sites, achieving a reasonable balance between development and sunlight access on each site. Note: Camden Council has developed a 3D model for Leppington Town Centre demonstrating how solar access can be achieved in all public spaces. This 3D model is available on request from Camden Council. Samples of this 3D model are found in Designing Leppington Town Centre. This model is to show that FSR and solar access can be achieved. Applicants may wish to mass their FSR differently to the 3D model.	As above.	Yes
4.3.7 Building articulation and façade design	1. Articulation zones must 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.	Articulation zones are incorporated throughout the podium and tower forms to break down massing and express key elements such as entries, corners and communal interfaces. These zones use depth, material variation and vertical modulation to reinforce the building's hierarchy and respond to solar access, privacy and outlook, ensuring that the large building volumes present as a series of slender, well-scaled components.	Yes
	2. The maximum frontage length of a building must be 65m. Where a development site frontage is longer than 65m, two or more building with different architectural expressions must be developed to front the street or public domain with a building separation of not less than 6m for the full height of the building. This control does not apply for tower elements above 10 storeys. This may be varied where development provides significant architectural diversity consistent with controls (3), (4) and (5). An example is shown in Figure 44 Building Articulation.	The podium building facades are greater than 65m. This comprises a podium of three levels, which is then broken up into towers with cohesive architectural expressions and building separation to appropriately manage bulk and scale.	Yes
	3. Buildings in excess of 45m long must be designed as at least two distinct 'building components' which are to: a. have their own architectural character.	The building podiums are in excess of 45m long, and include articulation and breaks in the face. They support towers, which break up the large form to create separate slender towers. The towers are expressed as distinct building components, reducing the perceived continuous	Yes

Control	Requirement	Response	Compliance
	b. not exceed 25m in length with a preferred length of 20m. c. reflect the building's internal organisation; and d. should have individual entrances or lobbies.	length and giving each component its distinct form consistent with the internal organisation of the building.	
	4. Buildings less than or equal to 35m long may have a single architectural character provided that the façade elements establish 'fine grain' vertical and horizontal articulation (rhythm and scale).	Some of the tower facades are less than 35m long and are articulated in a manner consistent with the rest of the building to create a cohesive architectural language. Each tower has a distinct identity, whilst also supporting a cohesive character to establish the Civic Centre precinct.	Yes
	5. Groups of dwellings served by the same vertical circulation lift and/or stair must be designed as a distinct 'building component' with its own architectural character and expression. Generally, in buildings up to 10 storeys high, these groups should not exceed 50 dwellings per 'building component' and where practicable, should have separate body corporate entities.	Each building is provided with a single, appropriately sized vertical circulation core that is scaled to suit both the number of dwellings and the overall building height. Internal circulation spaces are designed with clear lines of sight to windows for improved daylight, wayfinding and amenity. A lift study supports the efficiency and suitability of the circulation strategy for the dwelling numbers served.	Yes
	6. Large development sites which have multiple buildings are to be designed as distinctive buildings with building elements that are materially different from other (including finishes, building entrances, balconies and balustrades, awnings, planters, pergolas, boundary walls and fences).	Across the site, each building is designed as a distinctive element within a cohesive precinct palette, with variation expressed through changes in massing, materials, balcony treatments, awnings, planters and entrance detailing to ensure each building retains a clear and recognisable identity.	Yes
	7. External security shutters are not permitted.	No external security shutters are proposed.	Yes
	8. On corner sites, shop fronts must wrap around the corner including where they are on the corner of through site links or driveway openings.	All corner conditions provide continuous active façades that wrap around the corner, avoiding blank walls or service elements and ensuring strong address and legibility on both street frontages.	Yes
	9. 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 10 metres, whichever is the lesser, as per the street designs in Chapter 3.5.	Entries to residential and hotel lobbies are carefully scaled and integrated, ensuring they occupy well below 50% of the associated frontage and maintain active, fine-grain street edges consistent with the intended town-centre character.	Yes
	10. Architectural expression must be diverse across building groups/blocks and facades should be articulated to create visual interest.	The architectural expression varies across the precinct through shifts in massing, colours, balcony forms and detail, creating visual interest while maintaining a consistent overarching material palette.	Yes
	11. There must 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).	Buildings adopt a contemporary architectural language based on simple primary forms enriched with layered detailing such as frames, recesses and shading devices that produce a fine-grain streetscape quality appropriate for the town-centre transition context.	Yes
	12. Façade design must create a series of vertical elements along a building length reflecting a traditional main street façade.	Façades incorporate a series of vertical elements—expressed bays, column lines, framing devices—that create a strong rhythm along each frontage and reinforce a main-street character.	Yes
	13. Building facades must be designed to accentuate key architectural features and clearly delineate points of interest such as building entries, vertical and horizontal elements.	Key architectural features such as building entries, corners and communal interfaces are clearly delineated through material changes and three-dimensional articulation, improving legibility and contributing to an active and well-defined public realm.	Yes
	14. Building facades must 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.	The building façades incorporate a variety of complementary materials and textures, providing visual relief to the built form while reinforcing the precinct's cohesive character and supporting high-quality public-domain outcomes.	Yes

Control	Requirement	Response	Compliance
	15. Sleeve buildings must be used to minimise the visual impact of large boxes, service areas and to define streets.	Services, plant areas and the limited above-ground parking created by site fall are fully concealed behind active uses or architecturally treated screening, ensuring no large box elements or inactive edges are visible from the public domain.	Yes
	16. Roof elements must be used to screen mechanical plant.	All rooftop mechanical plant is screened through integrated roof forms, parapets or louvred enclosures consistent with the architectural language of each building.	Yes
4.4 Mixed use building functional design	1. The applicant must demonstrate consistency with the above objectives. Objectives a. Allow minimum commercial floorspace controls to be distributed in various parts of developments, including rooftops. b. Encourage different building typologies within a single staged development such as terraces and apartments. c. Encourage architectural variety and diversity in mixed use building design.	The development delivers a range of land uses in the form of commercial, retail, hotel, pub, and residential accommodation. The commercial and retail offerings are located in the podium to interface with the public domain and activate the site. The residential and hotel elements are provide in the building towers. This approach delivers a strong mixed-use presence through a single, well-scaled commercial anchor that integrates food and beverage, shops and function uses, while the balance of the development accommodates a diversity of residential building types and architectural expressions, resulting in a cohesive but varied mixed-use environment.	Yes
	2. Commercial floorspace on rooftops can contribute towards the minimum commercial floorspace provision for mixed use development.	No roof top commercial space is proposed on residential buildings.	Yes
4.5 Awnings	Awnings must be located in accordance with Figure 48 Awning Map.	Awnings comply.	Yes
	Where a site has a commercial ground floor	Awnings comply.	Yes
	Awnings must be developed in accordance with Figure 46: a. Minimum height = 3.5m b. Maximum height = 5.0m c. Minimum overhang = 2m d. Minimum distance from kerb = x i. to be determined by the width of the planting / street furniture / lighting zone/ flex zone to the kerb. e. Maximum overhang = Y i. to be determined by width of planting / street furniture / lighting zone distance to the kerb, or 3.3m, whichever is the shortest.	Awnings comply. The proposed awning has been designed in accordance with the relevant awning design and solar access provisions. The development maintains the required solar access to surrounding public open spaces and provides an awning that is appropriately scaled, positioned and setback in response to the adjoining public domain and street layout.	Yes
4.6 Landscaping and tree canopy coverage in residential and commercial developments	1. A landscape plan is to be submitted for all development within Leppington Town Centre where internal or external landscaped areas are required or proposed. Landscape plans must be developed by an Australian Institute of Landscape Architecture (AILA) registered landscape architect.	A Landscape Plan has been prepared for the proposed development by Sturt Noble.	Yes
	2. Landscape maintenance/management plans need to be developed/provided for all developments. Signage indicating who is responsible for the landscape maintenance/management plan should be made available in communal areas.	Will be provided at detailed design stage.	Yes
	3. In all trafficable areas in residential and commercial developments, regardless of if on structure (such as above a basement or on a rooftop) or above deep soil. 3.1. each communal open space area must have 30% tree canopy coverage so that at noon on the summer solstice approximately 30% of each communal open space area	The linear park is generously supported by tree canopy cover, achieving more than 30%.	Yes

Control	Requirement	Response	Compliance
	is shaded by tree canopy, consistent with Figure 49 Tree canopy cover – Shop-top housing / apartments		
	3.2. each private open space area (excluding balconies but including terraces and rooftops), must have 30% tree canopy coverage so that at noon on the summer solstice approximately 30% of each private open space area is shaded by tree canopy, consistent with Figure 49 Tree canopy cover – Shop-top housing / apartments and Figure 50 Tree canopy cover – Medium density (attached housing). Note: Where tree canopy coverage is required on structure, Council will accept trees that provide dappled shade, however the applicant must demonstrate how and where other structures or other plantings will provide deep shade.		
	4. Where tree canopy coverage is required on structure the tree must be capable of reaching at least 3m height at tree maturity.	All proposed trees on slab will be capable of reaching 3m+ height when mature.	Yes
	5. Where tree canopy coverage is required in deep soil the tree must be capable of reaching at least 8m in height at tree maturity. Planting is to include deep rooted tree species to assist in maintaining an appropriate water table.	All proposed trees in deep soil will be capable of reaching 8m+ height when mature.	Yes
	6. All non-trafficable areas must be landscaped and consist of predominantly soft ground where possible (i.e. solid paving, concrete, or other impervious materials are to be minimised). Note: See 4.12 Sustainability and Rooftop Solar Requirements contain controls and objectives that may relate to non-trafficable areas.	All non-trafficable areas will be planted and consist of predominately softscape.	Yes
	7. Landscaping within development sites is to complement the landscape character of adjoining streets and other public spaces.	Landscape will complement the local character of surrounding streets and public spaces.	Yes
	8. The proportion of the site that is unpaved is to be maximised to enable maximum water infiltration.	Permeable materials and planted areas will be utilised to allow maximum water infiltration.	Yes
	9. Rainwater storage and re-use is required for all landscaping irrigation, with mains water only to be used as a backup. The capacity of on-site water storage is to consider the likely water consumption required to maintain landscaped areas within the site.	Rainwater tank and reuse is provided. A Water quality assessment has been undertaken using MUSIC modelling to achieve the required targets.	Yes
	10. Landscaping of development sites adjacent to Scalabrini Creek and Bonds Creek is to integrate with the natural characteristics of the existing vegetation or vegetation to be reestablished along these creek corridors. Native (locally indigenous) plant species are to be the dominant landscape species in these locations.	Not Applicable	N/A
	11. 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 open space and communal open space areas).	Planting and tree selections will consider sun exposure and are positioned to the required conditions.	Yes
	12. Piping for recycled water must be considered as part of the initial landscaping design to allow for the use of recycled water for irrigation once it is available.	The proposed development has been designed with rainwater reuse for irrigation purposes embedded as part of the ESD measures.	Yes
4.7 Rooftop communal open space	1. All rooftop communal open spaces must be included as part of a required landscape plan.	No rooftop communal areas are included in the proposed development. Communal areas are provided within the podiums and include landscaping which is illustrated in the Landscape Report.	Yes
	2. Where communal rooftop open space is provided it must:	As above.	Yes

Control	Requirement	Response	Compliance
	a. Provide shade to at least 30% of the open space through on structure planting capable of supporting medium to large trees that can contribute to tree canopy coverage as well as opportunities from shade structures. b. Not use the space for commercial purposes without the approval of Council.		
	3. Where Rooftop Communal Open Space is proposed, designs must include the provision of accessible toilets at roof level. Note: Further controls for rooftop spaces are contained in Chapter 5.1 24-Hour Zone.	As above.	Yes
4.8 Water sensitive urban design	1. A Leppington Town Centre Water Sensitive Urban Design Strategy (WSUD Strategy) has been prepared by the Department of Planning and Environment and is available from Council. Development applications must demonstrate compliance with the WSUD Strategy and the controls in this DCP schedule (which take precedence over the Strategy) to Council's satisfaction.	A Water quality assessment has been undertaken using MUSIC modelling to achieve the required targets.	Yes
	2. Trunk stormwater detention basins and channels as shown on the Indicative Layout Plan have been designed to detain stormwater volume up to the 100-year ARI storm event from streets, and public spaces within Leppington Town Centre. Detention of additional stormwater runoff as a result of other development is to be managed within the development site (on site detention) to ensure there is no increase in runoff in events up to the 100-year ARI event.	A DRAINS model has been provided to limit all post-development flows to the pre-development flows up to 100 ARI storm event.	Yes
	3. Where development adjoins or incorporates streets that follow drainage paths (low points), WSUD measures should be incorporated into the design of the street. Measures such as bioswales and tree pits are to be located in the road verge (as opposed to in a central median).	A Water quality assessment has been undertaken using MUSIC modelling to achieve the required targets.	Yes
	4. For individual development applications, a Water Cycle Management Strategy should be prepared by a suitably qualified and experienced consultant to demonstrate how the proposed development manages run off quantity and quality, reduces potable water use, minimises effluent production and integrates landscape irrigation with non-potable water.	A water quality and quantity assessment has been undertaken which confirms compliance with the relevant water quality and quantity requirements.	Yes
	5. Measures to treat stormwater quality are to be incorporated into each development. The design and location of water quality treatment devices is to be consistent with the WSUD Strategy and integrated with elements of the development such as car parks, landscaped areas, private open space, communal outdoor areas and setback zones.	A Water quality assessment has been undertaken using MUSIC modelling to achieve the required targets.	Yes
4.9 Drainage of flood prone land	1. No residential allotments are to be located at a level lower than the 1% Annual Exceedance Probability (AEP) flood level plus a freeboard of 500 mm (i.e. within the 'flood planning area'). Note: Where development is proposed within or adjacent to land that is shown on the Flood Prone Land figure, as being affected by the 1% AEP level, council may require a more detailed flood study to be undertaken by the applicant to confirm the extent of the flood affectation on the subject land.	N/A	Yes
	2. Roads are to be located above the 1% AEP flood level in the creek and are to be designed in accordance with specifications of council in relation to management of stormwater flows and quality. Note: This clause applies for all development in Leppington Town Centre. Council may require the applicant to demonstrate how development achieves appropriate road levels and management of stormwater flows and quality.	N/A	Yes

Control	Requirement	Response	Compliance
	3. Development must manage stormwater flows and quality by: a. preventing damage by stormwater to the built and natural environment. b. reducing nuisance flows to a level which is acceptable to the community. c. providing a stormwater system which can be economically maintained, and which uses open space in a compatible manner. d. controlling flooding. e. minimising urban water run-off pollutants entering watercourses. Note: Pedestrian and cycle pathways and open space may extend within the 1% AEP flood level, provided the safe access criteria contained in the NSW Floodplain Manual are met.	A water quality and quantity assessment has been undertaken which confirms compliance with the relevant water quality and quantity requirements.	Yes
4.10 Heritage	1. Development in the vicinity of Leppington School Heritage Item must be sympathetic to the scale, massing and character of the significant weatherboard buildings and their garden setting. Buildings shall not exceed two storeys in height within 10 metres of the curtilage of the Leppington School site. Development shall incorporate landscape treatments to ensure an appropriate transition of building scale between the heritage item and adjacent development.	Not applicable.	N/A
	2. Development that coincides with the former Eastwood Road historic road alignment shall conserve elements of the original road alignment within the landscape, either by means of a natural landscape corridor or other forms of interpretation such as explanatory signage.	Not applicable.	N/A
4.11 Urban Heat	Design principles: buildings a. Design buildings for high passive thermal performance, to reduce reliance on energy for cooling (and heating). b. Install energy-efficient fittings and appliances. c. Install or connect to renewable energy systems, to offset energy demands and reduce peak electricity demands d. Use cool roofing materials, with a high Solar Reflectance Index (SRI). Green roofs are also encouraged, particularly where there is a need to minimise glare from roofs. e. Limit the solar reflectivity of glazed façades and shade reflective façades with vegetation and/or architectural features. f. For external walls, minimise the use of thermally massive materials like concrete that absorb energy and stay warm, re-emitting heat into outdoor areas.	The Sustainability Report prepared by SLR details the proposed strategies employed to improve the thermal performance and energy efficiency of the development.	Yes
	Design principles: outdoor areas a. Design outdoor spaces to stay cool in hot weather, considering orientation, including as much shade as possible, and providing irrigation to landscaped areas. b. Prioritise these design measures in areas frequented by people, including town centres, transport nodes, active transport routes. c. Shade paved surfaces and walls where possible, also considering solar access in the cooler months. d. Consider cool paving (high albedo and/or high thermal emittance) or permeable paving. Although these materials are not suitable in all situations, they should be used wherever	The landscape and public domain are designed to remain cool in hot weather by optimising orientation, maximising shade through tree canopy and carefully positioned structures, and providing active irrigation to support healthy vegetation and evaporative cooling. Cooling measures are prioritised in the most frequently used communal spaces, while shading strategies for paved areas and walls are balanced with the need for targeted solar access during the cooler months. Sitewide greening provides large areas of landscaped area and soil volumes, with planting distributed across the development to create a comfortable, resilient and environmentally responsive outdoor environment.	Yes

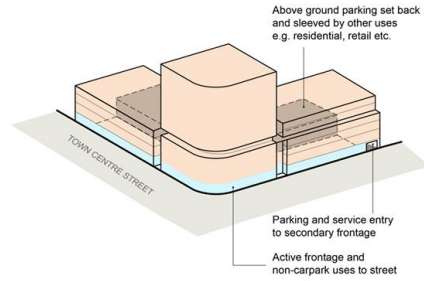
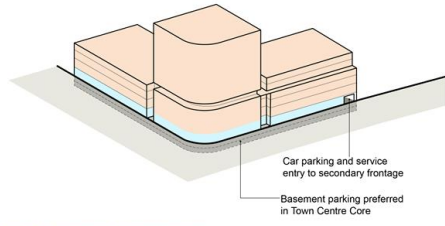
Control	Requirement	Response	Compliance
	possible. Use cool paving wherever glare is not a constraint and there are potential cooling benefits. Use permeable paving where traffic loads are light and where there is an opportunity for rainfall to soak into soil below the pavement. e. Maximise landscaped area within the development. Within landscaped areas, maximise soil volumes, and plant trees that will grow to have large, dense canopies. Also include understorey plantings. f. Provide irrigation to landscaped areas, to support healthy vegetation and enable evapotranspiration, which has a cooling effect. g. Where an irrigation system is not feasible, provide passive irrigation – enable runoff from adjacent hard surfaces to soak into landscaped areas. h. Include features that store water in the landscape – for example rain gardens, wetlands and ponds. Also consider the use of fountains, misting fans or water play features to create particular cool zones in the landscape. i. Connect irrigation systems and water features to a sustainable supply of non-potable water (e.g. rainwater tank, stormwater harvesting scheme, recycled water) so that a water supply is more likely to be available for cooling, even in times of drought and restricted mains water use.		
	3. All development must demonstrate substantial consistency with the design principles above.	The proposed development is consistent with the identified objectives above.	Yes
4.12 Sustainability and rooftop solar requirements	1. All developments must feature solar panels on rooftops and provide suitable surface area for solar collection where there is adequate access to sunlight. This must consider potential overshadowing from other buildings.	At least 20% of the roof area of a building will be allocated for the installation of solar photovoltaic panels. Refer to ESD Report.	Yes
	2. All residential and light industrial development must feature solar panels on a minimum of 25% of the rooftop. Where appropriate, solar energy generation should be maximised.	The mixed-use development will allocate at least 20% of the roof area of a building for the installation of solar photovoltaic panels.	Yes
	3. The use, location, and placement of solar panels (e.g. photovoltaic) is to consider the potential permissible building form on adjacent properties.	The placement and orientation of solar panels consider potential overshadowing from surrounding permissible built form, ensuring efficient and reliable solar generation across the day.	Yes
	4. Accessible roofs and podiums must provide plantings that assist in providing shade.	Accessible rooftop and podium areas incorporate generous planting and shade elements, supporting thermal comfort, landscape quality and a cooler microclimate for residents.	Yes
	5. The green roof or podium must be planted out with suitable plants (Australian native or endemic to the Sydney region where possible). Note: Rooftops are to include solar panels in addition to other features such as building services, communal open space and green roofs, where applicable.	Podiums include integrated planting using suitable species—including natives where possible—to enhance biodiversity, contribute to heat-island mitigation and complement the solar infrastructure.	Yes
4.13 Bedroom mix	1. Apartment development of 20 dwellings or more must provide dwellings within the following proportional ranges: a. Studio dwellings – 5 to 10% of total dwellings. b. 1-bedroom dwellings – 10 to 30% of total dwellings. c. 2-bedroom dwellings – 40 to 75% of total dwellings; and d. 3-bedroom dwellings or larger – 10 to 30% of total dwellings.	The dwelling mix has been balanced across the entire site rather than building-by-building, ensuring the overall development provides an appropriate spread of studios, 1-bed, 2-bed and 3-plus-bed dwellings consistent with the DCP ranges at a precinct scale.	Yes

Control	Requirement	Response	Compliance
	2. The maximum percentage of 1-bedroom dwellings may be increased above 30% provided the numbers of studio dwellings and 1-bedroom dwellings combined does not exceed 45% of the total dwellings proposed.	The combined proportion of studio and 1-bedroom dwellings is managed across the site to remain within acceptable thresholds, with the broader mix calibrated to support a diverse resident population and avoid an over-reliance on smaller dwelling types.	
	3. Where residential uses are proposed or required for the ground floor level, at least 50% of 3 bedroom or larger dwellings are to be provided on the ground floor. Note: Ground floor apartments should function, look and feel as though they are a separate terrace house to apartments above.	Not applicable.	N/A
	4. New development is to include a variety of internal designs that will allow adaptation to different uses over time by: a. providing internal walls that can easily be removed without affecting structural integrity. b. locating services so that they do not impede the future conversion of the unit into a different configuration; and c. incorporating the ability to separately occupy parts of individual dwellings. d. being consistent with Flexible Residential Frontage Requirements in Control 11 of Section 3.9 Street Interface Controls.	Internal layouts have been designed to support long-term adaptability through flexible planning, removable non-structural walls, service locations that enable future reconfiguration, and a broad range of apartment types.	Yes
4.14 Waste management	5. A Waste Management Plan (WMP) must be submitted for all new development, including demolitions, construction and the ongoing (or change of) use. A WMP outlines the waste that will be generated and how the development proposes to manage the waste. For further information on WMPs refer to: Camden Council's Waste Management Guideline; or Liverpool City Council Domestic Waste Management Policy.	A Waste Management Plan has been prepared.	Yes
	1. All commercial, mixed use and residential flat building site developments must make provisions for on-site waste collection. Any access shall accommodate Council's standard waste vehicle dimensions.	On-site waste collection is provided either within dedicated internal loading areas or in carefully designed external zones, ensuring safe collection operations that meet Council's standard waste-vehicle access requirements.	Yes
	2. Waste collection points must not negatively impact the public domain by minimising driveway openings as much as feasible, while still accommodating Council's standard waste vehicle dimensions. Note: Applicants may need to make key and/or remote-control access available to waste truck drivers so they can access loading bays, garage doors and/or waste rooms.	Waste-collection points are located and designed to avoid impacts on the public domain, with driveway openings minimised and remote-access arrangements available for waste contractors so that bins and collection activities do not obstruct or conflict with pedestrian movement.	Yes
4.15 Signage	1. Signage is to be compatible with the architecture, materials, finishes and colours of the building and the streetscape.	All signage is designed to be fully compatible with the architecture, materials and colours of each building, with hotel signage expressed as part of the façade composition and residential signage integrated discreetly at ground level.	Yes
	2. Signage attached to a building is to be positioned in locations or on panels in between any architectural elements (such as awnings, windows, doors and parapet lines). Signs are not to conceal or detract from integral architectural features or cover any mechanical ventilation systems.	Signage is located with consideration to the overall architectural expression, avoiding concealment of façade features and ensuring all elements are well integrated and visually coherent.	Yes
	3. Signage that will detract from the amenity or visual quality of heritage items, civic plazas, open space areas, waterways or residential areas is not permitted.	Signage is positioned and scaled to ensure it does not detract from public open space, residential areas or any visually sensitive interfaces within the precinct.	Yes

Control	Requirement	Response	Compliance
	4. Signs should allow the main facades of buildings from the first floor to the rooftop or parapet to be uncluttered and generally free of signage.	All residential identification and wayfinding signage will be located at ground level. Hotel signage will be located at key entry and identification points.	Yes
	5. Signage is not to be supported by, hung from or placed on other signs or advertisements	Signage is not suspended from or attached to other signs or advertising structures, ensuring clarity, legibility and architectural consistency.	Yes
	6. Signage that will distract road users, or could be mistaken for a traffic sign, is not permitted.	All signage is designed to avoid distraction to road users, with no elements that could be confused with traffic signs or interfere with safe movement.	Yes
	7. Signage that will unduly obstruct the passage or sightlines of vehicles, cyclists or pedestrians is not permitted.	Signage is located clear of pedestrian and vehicle sightlines, ensuring unobstructed visibility for safe movement throughout the precinct.	Yes
	8. A building identification sign should be located at or near the major pedestrian entry to a building and be designed to fit within the architectural elements of a building.	Hotel and residential entries include integrated building identification signage located at or near main pedestrian entrances, designed to sit naturally within the architectural expression.	Yes
	9. Top of building signs are permitted to incorporate the registered name and a logo of the building or development or to contribute towards public art.	Where relevant, hotel signage identifying the building name or logo may be incorporated at parapet level, designed as part of the architectural composition.	Yes
	10. Top of building signs are not to be used, sold or leased as any form of business or third-party advertisement.	No top-of-building signage is proposed for commercial advertising, ensuring all signage remains building-identification only.	Yes
	11. Development consents for top of building signs are to be limited to 5 years.	Noted.	Yes
	12. The following signs are not permitted: a. Sky signs and other roof signs that project vertically above the roof of a building. b. Signs painted on or applied to the surface of a building roof in order to be visible from the air. c. Above awning signs. d. Flashing, electronic, running or moving signs – for example a variable message board sign (other than those signs authorised for traffic management, road traffic and road safety purposes or signs that contribute to public art). e. Illuminated advertising street name signs.	All signage is fixed, architectural and contained within appropriate building zones.	Yes
4.16 Parking, loading and access	1. Travel Plans are provided to include measures that reduce car dependency for new developments by encouraging sustainable transport modes. A Travel Plan must be submitted for: a. Any residential developments containing 30 or more residential units; and b. Any commercial or industrial developments which exceeds 3,000m ² in gross floor area (GFA) or accommodates more than 50 employees.	The Traffic Assessment has been prepared in accordance with the SEARs, which does not specify the requirement for a Travel Plan. Under Section 2.10 of the Planning Systems SEPP, DCPs do not apply to SSDAs.	Minor variation – justified
	2. Rates of provision for carparking are to be determined with reference to the rates specified in Chapter 4.18. Rates may be modified (subject to agreement by Council), or Council may restrict the provision of parking to a maximum number of spaces because:	The parking provision has referred to these parking rates, as well as the Housing SEPP (ADG) and the TfNSW GTIA.	Yes

Control	Requirement	Response	Compliance
	a. Access to public transport means that dependence on private cars is reduced within Leppington Town Centre; or b. Traffic congestion is likely to occur because parking provision generates traffic volumes in excess of planned road capacity; or c. The required rate of car parking would result in detrimental impacts on the character and amenity of the centre; or d. On street parking is available in proximity to the proposed development, reducing demand for internal car parking; or e. Provision is made for other modes of transport e.g. Walking and cycling that would reduce the demand for car parking; or f. Efficiencies in car parking use are achieved by locating the proposed development adjacent to another development or land use that has spare car parking capacity (in general or at certain times of the day) or where parking provision can be shared between the developments; or g. Shared use of car parking by commuters and the development is proposed; or h. A detailed assessment of required provision of car parking demonstrates that parking will be appropriately provided at a rate which differs from the standards.		
4.17 Bicycle parking and end of trip facilities	1. All developments provide on-site bicycle parking designed in accordance with AS 2890.3, and its 3 levels of security.	Bicycle parking is provided in accordance with the Australian Standards.	Yes
	2. Provide Class B bicycle facilities for occupants of residential buildings and visitors, staff, or employees of any land use.	Class C spaces are provided within secure parking areas for residents, staff and visitors.	Yes
	3. Provide Class C bicycle rails for visitors of any land use in the public domain.	As above.	Yes
	4. Where bicycle parking for tenants is provided in a basement, it is located: a. On the uppermost level of the basement and with access to the building lobby. b. Close to entry and exit points; and c. Subject to security camera surveillance. Note: It is Council's preference for bicycle parking to be provided on the ground floor in buildings with more than 10 dwellings. Bicycle parking should be in a secure room directly accessible (and may be visible) from the lobby.	Bicycle parking is arranged to maximise convenience and security, with visitor spaces provided at entry level for easy and visible access, and resident spaces distributed across basement levels to align with lobby connections and daily use patterns.	Yes
	5. At least 1 charging station for electric bicycles is provided for every 10 bicycle parking spaces.	Charging for electric bikes will be provided.	Yes
	6. Dedicated spaces for share bicycles/scooters are provided in the public domain close to entrances to trip generators and alongside traditional bicycle racks. Landscape plans should identify these areas to allow for geo-fencing for preferred parking and exclusion zones. (i.e. by establishing a virtual perimeter through GPS, users are informed of suitable parking areas via the bicycle/scooter rental app).	Shared bicycle/scooter spaces can be provided for in the public domain.	No

Control	Requirement	Response	Compliance																											
	7. For non-residential or mixed-use buildings, the following facilities are provided at the following rates: a. 1 personal locker for each bicycle parking space. b. 1 shower and change cubicle for the first 5 bicycle spaces or part thereof, plus an additional shower for every 10 bicycle parking spaces thereafter. c. Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area or in both female and male change rooms; and d. Locker change room and shower facilities are located close to the bicycle parking area, entry/exit points	End of trip facilities will be provided.	Yes																											
	8. For residents of strata titled buildings or visitors to other developments, end-of-trip facilities are optional. However, where there are bicycle storage and shower/change facilities, they must be made available to all occupants of the building.	Noted and complied with.	Yes																											
4.17.1 Bicycle parking rates	Bicycle parking spaces for new developments are to be provided in accordance with the rates outlined in Table 4. Where an apartment in a residential building has a basement storage area on title that is large enough to accommodate a bicycle and is no smaller than a Class 1 bicycle locker, additional bicycle parking for that apartment is not required. Bicycle parking facilities are additional to other parking requirements.	Bicycle parking will be provided in accordance with the specified rates.	Yes																											
<table><tr><th>Proposed Use</th><th>Residents / Employees</th><th>Customers / Visitors</th></tr><tr><td colspan="3">Residential</td></tr><tr><td>Residential accommodation</td><td>1 space / dwelling</td><td>1 space / 10 dwelling</td></tr><tr><td>Tourist and Visitor Accommodation Hotel, motel, or serviced apartments</td><td></td><td>1 space / 20 rooms</td></tr><tr><td>Backpackers accommodation</td><td>1 space / 4 staff</td><td>1 space / 10 beds</td></tr><tr><td colspan="3">Commercial</td></tr><tr><td>Office or business premises</td><td>1 space / 150m2 GFA</td><td>1 space / 400m2 GFA</td></tr><tr><td>Bulky goods premises</td><td>1 space / 600m2 GFA</td><td>1 space / 1,000m2 GFA</td></tr><tr><td>Shop, restaurant or café</td><td>1 space / 25m2 GFA</td><td>2 spaces plus 1 space / 100m2 over 100m2 GFA</td></tr></table>				Proposed Use	Residents / Employees	Customers / Visitors	Residential			Residential accommodation	1 space / dwelling	1 space / 10 dwelling	Tourist and Visitor Accommodation Hotel, motel, or serviced apartments		1 space / 20 rooms	Backpackers accommodation	1 space / 4 staff	1 space / 10 beds	Commercial			Office or business premises	1 space / 150m2 GFA	1 space / 400m2 GFA	Bulky goods premises	1 space / 600m2 GFA	1 space / 1,000m2 GFA	Shop, restaurant or café	1 space / 25m2 GFA	2 spaces plus 1 space / 100m2 over 100m2 GFA
Proposed Use	Residents / Employees	Customers / Visitors																												
Residential																														
Residential accommodation	1 space / dwelling	1 space / 10 dwelling																												
Tourist and Visitor Accommodation Hotel, motel, or serviced apartments		1 space / 20 rooms																												
Backpackers accommodation	1 space / 4 staff	1 space / 10 beds																												
Commercial																														
Office or business premises	1 space / 150m2 GFA	1 space / 400m2 GFA																												
Bulky goods premises	1 space / 600m2 GFA	1 space / 1,000m2 GFA																												
Shop, restaurant or café	1 space / 25m2 GFA	2 spaces plus 1 space / 100m2 over 100m2 GFA																												
4.18 Car parking design and access	1. The size and design of all parking spaces and any associated manoeuvring areas must be in accordance with AS 2890.	Parking is designed in accordance with the Australian Standards, as detailed in the Traffic Report.	Yes																											
	2. Parking must be designed to be consistent with Figure 53 and Figure 54 below.	All parking is provided in the basement levels.	Yes																											

Control	Requirement	Response	Compliance
	 Figure 53 - Above ground parking to be sleeved to enable active frontages to the street  Figure 54 - Below ground or basement parking		
	3. The majority of carparking must be provided in below ground carparking, and on street to limit visual impact and maintain pedestrian amenity.	All parking is provided in the basement levels.	Yes
Below Ground Parking	1. Below ground carparking must not protrude above the finished ground level. 2. Below ground carparking must be contained within the building envelope except: a. Under Linear Plazas where Council may permit Stratum under Council's land below the Linear Plaza subject to the applicant being able to demonstrate that the: i. land above remains fit for purpose ii. structure below and the structural integrity of the structure below will not compromise the ability for the land above to be fit for purpose iii. structure below is at least 5m below the finished ground level to allow Council to place footings for structures in the Linear Plaza and allow sufficient deep soil depth for trees and drainage iv. structure below is set back 3.5m from the above kerb line to allow for underground utilities v. structure below has no protrusions (e.g. stairwells, lift shafts, fire escapes, structural support etc.) into the land above.	Basement parking is contained below the ground level. Basement carparking is contained within the permissible building envelope and is integrated within the design of the ground plane. It is proposed under the linear plazas which is intended to be dedicated to Council through a planning agreement. It is acknowledge Council may permit Stratum under Council land in accordance with this provision.	Yes Yes
	Rooftop Parking 1. Rooftop parking is not permitted to preserve the future amenity for residential flat buildings located in the centre.	Not applicable. All parking will be provided in basement.	N/A
	Above Ground Parking 2. Above ground carparking is not permitted except: a. for in mixed use or commercial developments where the carpark is integrated into the development and: i. where the carpark starts on or above level 1, leaving the ground floor for active uses	Not applicable. All parking will be provided in basement.	N/A

Control	Requirement	Response	Compliance
	ii. where buildings provide appropriate visual screening to the carpark iii. where buildings provide active edges to the street consistent with chapter 3.9 Street Interface Controls.		
At Grade Parking	1. At grade carparking is not permitted except: a. for in stand-alone commercial developments outside the Leppington Town Centre Core: i. where the main access to the carpark is from a non-active frontage ii. where buildings provide appropriate visual screening to the carpark from public places iii. where carparking is not visible to any residential components of the development iv. where buildings provide active edges to the street consistent with chapter 3.9 Street Interface Controls.	Not applicable. All parking will be provided in basement.	N/A
	2. Developments with at grade carparking must ensure frontages are oriented to both the at grade carpark and the public domain (such as public parks, squares, plazas or streets) in accordance with chapter 3.9 Street Interface Controls. Frontages to the public domain must take precedence over frontages to the at grade carpark.	Not applicable. All parking will be provided in basement.	N/A
	3. All at grade and above ground carparking must demonstrate what infrastructure will be incorporated to allow for easy transition to habitable land uses in the future. This includes consideration of: a. Retrofitting of utilities and services (water, electricity, and internet). b. Building code requirements for a range of uses. c. Removable ramps. d. Greater reinforcement, such as steel (as residential/commercial spaces are heavier than carparks); and e. Flexible approaches for night-time use (e.g. night markets, gallery events etc.).	Not applicable. All parking will be provided in basement.	N/A
	4. All at grade and above ground carparking must have a floor to ceiling height of at least 3.2m (clearance free of mechanical servicing) to allow for adaption to other uses.	Not applicable. All parking will be provided in basement.	N/A
	5. All at grade and above ground carparking must be sleeved to street frontages with buildings (consistent with Figure 53 and Figure 54 below). In limited circumstances, where sleeving with buildings is not possible, a façade treatment needs to be architecturally designed to screen cars and provide an alternative solution.	Not applicable. All parking will be provided in basement.	N/A
	6. All carparking must not to be visible from public places (such as public parks, squares, plazas or streets).	Parking areas that sit above ground level are concealed from public view through a combination of habitable edge uses, articulated screening elements, and layered landscaping, ensuring no visible cars from streets, open spaces or other public domains.	Yes.
	7. The maximum amount of carparking spaces for a development is inclusive of the minimum number of parking spaces required for car share schemes.	Noted.	Yes
	8. All parking spaces for car share schemes are to be: a. located together in closest proximity to entry and exit points of the building; and/or	There no car share spaces proposed within the development.	Variation sought

Control	Requirement	Response	Compliance
	b. located adjacent to a public road and integrated with the streetscape through appropriate landscaping where the space is external and signposted for use only by car share vehicles; and c. where located on private land are to be retained as common property by the Owners Corporation of the site.		
	9. All carparks with over 100 spaces must incorporate smart technology to track real-time car movement (e.g. wireless parking bay sensors and dynamic signage).	This can be provided in the development.	Yes
	10. Within land zoned B5 Business Development zone, where carparking, loading or service areas are located adjacent to land zoned for public recreation, landscaping is to be used to screen the carpark from view from the public recreation land. Note: Please refer to Chapter 1.3 Prevailing Definitions for further detail on Electric Vehicle Charging Infrastructure terms.	Not applicable.	N/A
	11. All apartment residential carparking must: a. Provide an EV Ready Connection to at least one carparking space per dwelling. b. Provide EV Distribution Board(s) of sufficient size to allow connection of all EV Ready Connections and Shared EV connections. c. Locate EV Distribution board(s) so that no future EV Ready Connection will require a cable of more than 50 metres from the parking bay to connect. d. Provide adequate space for the future installation (post construction) of compact meters in or adjacent to the EV Distribution Board, to enable the body corporate to measure individual EV usage in the future. e. Identify on the plans the future installation location of the cable trays from the EV Distribution Board to the car spaces allocated to each dwelling that are provided a Future EV connection, and to make spatial allowance for it when designing in other services.	The proposed is capable of delivering EV parking spaces.	Yes
	12. All car share spaces and spaces allocated to visitors must have a Shared EV connection.	No car share spaces are proposed.	Yes
	13. All commercial building carparking must provide 1 Shared EV connection for every 10 commercial car spaces distributed throughout the carpark to provide equitable access across floors and floor plates.	The proposed is capable of delivering EV parking spaces.	Yes
Landscaping of Car Parking Areas	1. One large canopy tree planting must be provided at a maximum intervals of 25m (9 parking bays) for all at grade parking areas.	Not applicable. All parking is provided within basement parking areas	N/A
4.18.1 Car parking rates	On-site car parking for residential and non-residential developments, including visitor parking, is to be provided between the minimum and maximum rates stated in Table 5.	The proposed parking does not comply with these rates, but do comply with the Growth Centres DCP, Housing SEPP (ADG) and the TfNSW GTIA.	Variation sought

Control		Requirement			Response	Compliance
Proposed Use	Land Use Zone	Within 800m walking distance of Leppington Station	Greater than 800m walking distance of Leppington Station			
		Maximum parking rate	Minimum parking rate	Maximum parking rate		
Residential flat buildings Shop-top housing	Mixed Use	Studio or 1 bedroom – 0.5 spaces / dwelling	Studio or 1 bedroom – 0.5 spaces / dwelling	Studio – 0.5 spaces / dwelling 1 bedroom – 1 space / dwelling		
		2 bedrooms – 1 space / dwelling				
		3 or more bedrooms – 1 space / dwelling	3 or more bedrooms – 1 space / dwelling	3 or more bedrooms – 1.5 spaces / dwelling		
		Motorcycle parking – 1 space / 10 car spaces				
		Provision of a car washing space for developments with more than 4 dwellings. This may also be a visitor space.				
Tourist and Visitor Accommodation (Hotel, motel, or serviced apartments)	All	1 space / 5 apartments or rooms, plus 1 space per 5 employees.	1 space / 5 apartments or rooms, plus 1 space per 5 employees.	1 space / 3 apartments or rooms, plus 1 space per 5 employees.		
Commercial						
Office or business premises		1 space / 100m² GFA	1 space / 100m² GFA	1 space / 35m² GFA		
Bulky goods premises		1 space / 100m² GFA	1 space / 100m² GFA	1 space / 75m² GFA		
Shop, restaurant or cafe		1 space / 90m² GFA	1 space / 90m² GFA	1 space / 45m² GFA		
Non-residential development	All	Motorcycle parking – 1 space / 10 car spaces				
Accessible Parking						
Residential	All	1 space / adaptable dwelling				
		1 space / 20 visitor spaces				
Non-residential		1% of all spaces				
Car Share and Electric Vehicles						
The minimum number of on-site parking spaces to be made available for car share scheme vehicles is to be providing according to the following rates:						
Residential development – 1 space per 60 car spaces provided. Office, business, industrial or retail premises – 1 space per 40 car spaces provided.						
The minimum number of on-site parking spaces to be made available for electric vehicles including charging stations is to be provided according to the following rates:						
Residential development – 1 space per 60 car spaces provided. Office, business, industrial or retail premises – 1 space per 40 car spaces provided.						
4.19 Servicing and loading		1. Service vehicle access points should be consolidated where possible to limit the potential for conflict points			Service and vehicle access points are consolidated and shared to reduce conflict with primary pedestrian routes and ensuring smooth circulation away from activated edges.	Yes
		2. Loading and service areas are not to be located adjacent to or across a road from land zoned for residential or public recreation purposes.			Loading and services areas are located away sensitive residential interfaces, however the two loading access provided is off Byron Road West along the northern boundary, which traverses the east-west linear park, which is for public recreation purposes. Loading access proposed in	Variation sought

Control	Requirement	Response	Compliance
		this location is essential for the proposed development to function. It does not impact on the useability of the open space along the northern boundary.	
	3. Where a zero setback is required, consideration must be given as to how to minimise breaking the façade with large openings. Note: Driveway entries should not be cavernous with large openings. Where possible the garage door should align with the setback and be controlled remotely to ensure vehicles do not obstruct pedestrians while they wait to enter.	Driveway and loading openings are compact and integrated into the architectural expression to avoid large façade breaks, with remote-controlled doors and landscape screening ensuring vehicles do not queue or obstruct pedestrian movement. External loading areas are treated with high quality finishes and integrated in the landscape design.	Yes
	4. All carparking, loading and service areas must: a. be accessed from non-active frontages b. be screened by buildings that provide appropriate visual screening to the parking, loading and service area from public places consistent with Chapter 3.9 Street Interface Controls.	All parking, loading and service areas are accessed from non-active frontages or have been designed to minimise presentation to the public domain.	Yes