

## Maitland Development Control Plan 2011

### Compliance Table

Relevant Clause	Control	Applicant's comment	Complies	Comment
<b>B.5 – Tree Management</b>	(1) Clearing of native vegetation is declared by this clause to exceed the biodiversity offsets scheme threshold if the area proposed to be cleared is the area set out in Column 2 of the Table to this clause opposite the minimum lot size applicable to the land to be cleared in Column 1 of that Table.	Although identified as beyond the minimum lot size in an urban release area, only three trees were identified at the site. Removal of these trees is necessary for the proposed development and an Arborist report at Appendix V identified that it is unlikely for the removal of the trees to have any significant impact on threatened species or ecological communities.	Yes	Council's Flora & Fauna Officer has advised no objection, subject to conditions.
<b>B.6 – Waste Not – Site Waste Minimisation &amp; Management</b>	<u>2.1 Documentation to be submitted</u> All applications relating to residential developments, as well as commercial and industrial premises are to include a Site Waste Minimisation and Management Plan (SWMMP) as part of documentation submitted to Council. The development plans should also	An Operational Waste Management Plan has been prepared by Elephant's Foot at Appendix H. Two waste locations are identified on the Architectural Plans at Appendix C, one within the childcare centre and one located at the centre fronting the future link road.	Yes	Conditions are recommended.

	clearly indicate the location of waste management facilities, including recycling bins and the like.			
	<p>a) Site Waste Minimisation and Management Plans (SWMMP)</p> <p>A SWMMP outlines measures to minimise and manage waste generated during demolition and construction processes, as well as the ongoing use of the site. The SWMMP is to nominate the following:</p> <ul style="list-style-type: none"> <li>▪ The volume and type of waste and recyclables to be generated.</li> </ul> <p>The storage and treatment of waste and recyclables on site.</p> <ul style="list-style-type: none"> <li>▪ The disposal of residual waste and recyclables.</li> <li>▪ The operational procedures for ongoing waste management once the development is completed, including the nominated waste management service provider.</li> </ul>	<p>The Waste Management Plan has assessed the components of waste generated and appropriately nominated the potential volume and types of waste detailed in Appendix H.</p> <p>Waste storage before collection will be at the two identified locations on the architectural plans and treatment will occur by a private collection vehicle to treat appropriately. Disposal of residual waste will be a last resort and recyclables will be recovered where possible. A private contractor will be the nominated waste service provider and they will have frequent collection times.</p>	Yes	Conditions are recommended.
	<u>3.1 Demolition of Buildings or Structures</u>	Nil demolition of building or structures proposed.	N/A	

	<p>I. An area shall be allocated for the storage of materials for use, recycling and disposal, giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements.</p> <p>II. Waste and recycling materials are to be separated.</p> <p>III. Measures are to be implemented to prevent damage by the elements, health and odour risks, and windborne litter.</p>			
	<p>4.1 Construction of Buildings or Structures</p> <p>I. An area shall be allocated for the storage of materials for use, recycling and disposal, giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements. Signage is to be incorporated into this area in order for the clear definition of the space.</p>	<p>All waste collected from the site during construction will be removed and processed by an accredited contractor responsible for improving waste separation and recycling efficiencies. Waste reports will be produced monthly, and reuse and recycle volumes will be tracked. Further information is found at Appendix H.</p>	Yes	Conditions are recommended

	<p>II. Waste and recycling materials are to be separated. Signage shall clearly indicate which bins or disposal units are for waste and those for recycling.</p> <p>III. Measures are to be implemented to prevent damage by the elements, health and odour risks, and windborne litter.</p> <p>IV. The use of prefabricated components and recycled materials should be considered when possible.</p>			
	<p>5.1 Commercial Developments and Change of Use I. The waste area should provide separate containers for the separation of general waste from recyclables. II. If Council is not the provided waste contractor, then a valid contract with a licensed waste facility is to be kept by the premises or the body corporate managing the site for the collection of waste and recyclables.</p>	<p>A waste area will be located at the loading dock for the retail, gym, tavern and medical centre and the childcare centre will have its own waste area. These areas will have three containers, general waste, paper/cardboard recycling, comingled recycling. A valid private contractor will be engaged for the management of waste disposal from the dedicated facilities to the appropriate disposal area.</p>	Yes	Conditions are recommended.

<b>C.1 Accessible Living</b>			Refer to applicant's Access Report	Conditions are recommended
<b>C.2 Child Care Centres</b>			Refer to Table of Compliance for Childcare Planning Guideline	Conditions are recommended
<b>C.11 Vehicular Access &amp; Traffic</b>			Refer to applicant's Traffic and Parking Impact Assessment	Conditions are recommended
<b>C.12 Crime Prevention through Environmental Design</b>			Refer to applicant's CPTED report	Conditions are recommended
<b>E.1 – Centres</b>			Refer to applicant's Economic Impact Assessment	Conditions are recommended
<b>F.7 – Urban Release Area – Thornton North Urban Release Area Chisholm Neighbourhood Centre</b>	<u>1.1 Staging</u> 1. The precinct should be staged generally in accordance with Figure 48: Chisholm Neighbourhood Centre Stage 1 Plan. 2. A full line supermarket and other core retail uses are to be provided in Stage 1 of the neighbourhood centre. 3. The proposed town square is to be developed within the stage 1 of the neighbourhood centre. 4. The surrounding street network and centre interface is to facilitate bus access with the proposed	The proposed development is not proposed to be staged given the market demand outlined in the Economic Impact Assessment indicates the market has capacity to absorb the proposed commercial/retail floor space. The supermarket and other core retail uses will be provided in stage 1. The proposed development will deliver a full line supermarket and other core retail uses, as well as a town square.	Yes	Conditions are recommended

	bus set down area on Tigerhawk Drive to be provided as part of Stage 1.			
	<u>1.2 Economic Impact Assessment</u> 1. An Economic Impact Assessment (EIA) shall be submitted with the development application for each stage of the Chisholm Neighbourhood Centre. 2. The EIA shall consider the potential mix of retail and commercial offerings and the scale of any to ensure the continued viability of both the Thornton and Chisholm centres.	An Economic Impact Assessment has been prepared by Ethos Urban and included at Appendix J. The Economic Impact Assessment considers the potential economic and employments impacts associated with a new neighbourhood shopping centre.	Yes	Noted.
	<u>1.3 Transport and Movement</u> 1. The link between the Investa and Waterford estates via Harvest Boulevard and Dragonfly Drive shall be completed prior to the issue of an occupation certificate for development in the neighbourhood centre. 2. The development application for stage 1 shall	A Traffic and Parking Assessment and Access Strategy have been prepared and submitted with this DA (Appendix E and Appendix F respectively). The respective reports consider the full development scenario of the centre.	Yes	Conditions are recommended.

	<p>include a Traffic Impact Assessment and Access Strategy prepared by a suitably qualified consultant.</p> <p>3. The Traffic Impact Assessment and Access Strategy shall consider the full development scenario of the centre.</p> <p>4. This assessment is to include details relating to the overall traffic and pedestrian management, access to parking areas, pedestrian access provisions, assessment of the proposed car parking designs and traffic generation including an assessment on the surrounding road network and key intersections.</p> <p>5. The intersection of Tigerhawk and Heritage Drives shall be upgraded to cater for pedestrian safety, bus and heavy vehicles and traffic movements. Traffic lights are envisaged for this intersection.</p>			
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	<p>6. Pedestrian linkages shall be provided in every direction.</p> <p>7. The assessment shall consider the safety and functionality of the pedestrian focal point and the public and school bus services that will congregate on Tigerhawk Drive.</p> <p>8. Development applications are to include a shared path connectivity plan linking all external paths to the entry point of the development.</p> <p>9. Regrade of the kerb return and verge on the Heritage Tigerhawk Drives intersection to provide adequate longitudinal and transverse cross falls.</p> <p>10. Development applications are to include details of recommended regulatory signage for existing and proposed roads. i.e. parking controls, loading zones, bus and taxi zones, etc</p> <p>11. Street lighting shall be planned (lighting categories), designed and implemented to relevant</p>			
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	<p>Australian standards for vehicle and pedestrian networks (including pedestrian crossings).</p> <p>12. Driveway entry points on Settlers Boulevard and Tigerhawk Drive shall be left-in/left-out with concrete median separation on the centreline.</p> <p>13. A pedestrian/Access assessment shall be submitted with development applications for connectivity into the site.</p> <p>14. Pedestrian/cycle refuges, or greater, shall be provided on public roads including a central connection across Heritage Drive to the Riparian Corridor.</p> <p>15. Internal taxi and mini bus pickup at front of shop entry.</p> <p>16. Internal pedestrian network and bicycle racks/facilities shall be provided.</p>			
	<p><u>1.5 Passive and Active Recreation Areas</u></p>	<p>The proposed development provides opportunities for:</p> <ul style="list-style-type: none"> <li>▪ Informal meeting places</li> </ul>	Yes	Conditions are recommended

	<p>1. An urban design masterplan shall be submitted with the development at Stage 1 of centre.</p> <p>2. The masterplan shall provide opportunities for; An informal meeting place that can be used by local residents and parents of children attending nearby local schools and child care centres.</p> <p>Formal and informal outdoor seating areas. Outdoor dining. A space for activities which support the local community such as charity fundraising stalls, donation tables etc. Landscaping and design features which encourages use and activity throughout the day and in to the evening, including safe areas for children to play whilst being supervised from adjacent outdoor seating areas.</p>	<ul style="list-style-type: none"> <li>▪ Formal and informal outdoor seating areas.</li> <li>▪ Outdoor dining.</li> <li>▪ A space for activities which support the local community.</li> <li>▪ Landscaping and design features.</li> </ul>		
	<p><u>1.10 Neighbourhood Commercial and Retail Uses Building Design</u></p>	<p>No more than 2-storey is proposed. Nevertheless, variations in roof form have been provided in the</p>	Yes	Noted

	<p>1. Where more than 2-storeys are proposed, the third and higher storeys are setback further by a minimum of 3.0m.</p> <p>2. Variations in roof form including the use of skillions, gables and hips are to be provided in the development or between developments.</p> <p>3. Flat roofs shall be avoided unless they are behind a parapet.</p> <p>4. Lift over-runs and service plant shall be concealed within roof structures.</p> <p>5. All roof plant is to be represented on plans and elevations.</p> <p>6. Outdoor recreation areas on flat roofs shall be landscaped and incorporate shade structures and wind screens to encourage use.</p> <p>7. Security grills (for e.g. roll-up doors) shall be avoided.</p> <p>8. If installed, security grilles shall be provided within the building, behind the glazing and be constructed of material that allows the interior to be visible.</p>	development and security grills are not proposed.		
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	<p><u>Setbacks</u></p> <p>1. Development along identified active streets must be built-to-boundary.</p> <p>2. In all other cases, building shall be setback within 20% of the average of the adjoining buildings.</p> <p>3. All pedestrian paved areas along an active street are to have a minimum paved width of 3.5m.</p> <p>4. The 3.5m paved setback:</p> <ul style="list-style-type: none"> <li>▪ is clear and accessible for pedestrians for its entire length and width;</li> <li>▪ is clear of columns (other than awning posts where provided) and other obstructions; may include outdoor dining where a minimum footway clearance width of: <ul style="list-style-type: none"> <li>▪ 1.8m for high volume pedestrian areas; or</li> <li>▪ 1.5m in all other circumstances; is maintained.</li> </ul> </li> <li>▪ has a pavement matching the gradient of the adjoining footpath and connects to pedestrian areas on neighbouring sites; and</li> </ul>	<p>The food and beverage premises on Heritage Drive will be built to the boundary. Whilst elevated above street level the outdoor seating areas will provide activity and passive surveillance over the surrounding public domain. No established setback pattern, the site is an island site and as such the proposed development orientation and setbacks are considered appropriate. The existing 6m paved areas surrounding the site are clear and accessible for pedestrians. The footpaths areas widen around the main pedestrian entry along Tigerhawk Drive and the secondary entry points off Heritage Drive. Given the width of existing pavement surrounding site and the prevailing topography it is not considered necessary or appropriate to provide an additional 3.5m paved setback along the identified active frontage along Heritage Drive.</p>	<p>Yes</p>	<p>Noted, conditions are recommended</p>
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	<ul style="list-style-type: none"> <li>▪ connects without any lip or step to adjoining footpaths or abutting pedestrian areas on neighbouring sites.</li> </ul> <p>5. Pavements, furniture and landscaping are to be designed in accordance the Council's requirements or in consultation with Council's Executive Manager Appearance and Infrastructure.</p> <p>6. Steps, escalators, ramps or lifts are not located within the 3.5m paved, pedestrian area.</p> <p>7. Any automatic teller machine:</p> <ul style="list-style-type: none"> <li>▪ is inset 1.5m into the building line;</li> <li>▪ is well illuminated at all times.</li> </ul> <p>8. Ramps are constructed and finished with materials that are similar or complementary to those used on the building or in the street.</p>	<p>The pavements, furniture and landscaping will be of the highest quality and consistent with the surrounding residential subdivision and Council requirements. Steps, escalators, ramps or lifts will not be located within the 3.5m, pedestrian area. Noted, any proposed ATM can comply.</p>		
	<p><u>Active Frontages</u></p> <p>1. Active frontages shall consist of one or more of the following:</p> <ul style="list-style-type: none"> <li>▪ A shop front.</li> </ul>	<p>The size of the site and the length of its multiple street frontages makes it difficult to provide active street frontages to all streets.</p>	Yes	Noted

	<ul style="list-style-type: none"> <li>▪ Commercial and residential lobbies.</li> <li>▪ Café or restaurant.</li> <li>▪ Public building if accompanied by an entry from the street.</li> </ul> <p>2. A minimum of 80% of the ground floor level front facade shall be clear glazed.</p> <p>3. The reflexivity index for glass shall not exceed 20%.</p> <p>4. Restaurants and cafés shall provide openable shop fronts (for e.g. bi-fold doors) where practical to the public domain.</p> <p>5. Colonnade structures (refer Figure 3) shall not be used unless it is demonstrated that the design:</p> <ul style="list-style-type: none"> <li>▪ would not restrict visibility into the shop or commercial premises; and</li> <li>▪ not limit natural daylight along footpaths; and</li> <li>▪ does not create opportunities for concealment.</li> </ul>	<p>Nevertheless, food and beverage premises, gym, learn to swim and child care centre will be provided along the designated active frontage along Heritage Drive.</p> <p>The food and drink premises will include glazed front facades consistent with their uses. The proposal is capable of complying with the reflectivity index. All food and drink premises are capable of compliance. A covered walkway is provided from the proposed medical centre to the main retail centre. Whilst this gives the impression of a Colonnade it does not restrict visibility, limit access to sunlight or create opportunities for concealment.</p>		
	<p><u>Arcades</u></p> <p>1. Arcades are to:</p>	Arcades are not proposed.	N/A	N/A

	<ul style="list-style-type: none"> <li>▪ Be obvious and direct through-ways for pedestrians.</li> <li>▪ Have a minimum width of 3m clear of all obstructions unless it includes arcade dining where a minimum footway clearance width of 1.8m for high volume pedestrian areas or 1.5m in all other circumstances; is maintained.</li> <li>▪ Be accessible to the public for the duration of activity in the centre.</li> <li>▪ Where practical, have access to natural light for part of their length and at openings at each end.</li> <li>▪ Have clear glazed entry doors at least 50% of the entrance, where the arcade is air conditioned.</li> <li>▪ Have signage at the entry indicating public accessibility and to where the arcade leads.</li> <li>▪ Have clear sight lines and no opportunities for concealment.</li> <li>▪ Where arcades or internalised shopping malls are proposed, those shops</li> </ul>			
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	at the entrance shall have direct pedestrian access to the street.			
	<p><u>Awnings</u></p> <p>1. Continuous shelter from the weather is to be provided for the full extent of the active street frontage.</p> <p>2. Awnings shall be horizontal or near horizontal (maximum pitch of 10%).</p> <p>3. Awnings heights shall be no less than 2.7m high at any point measured above the existing ground level.</p> <p>4. A minimum awning width of 2.5m-3.0m is required unless this cannot be achieved because of narrow pavements and street tree planting, traffic signals, traffic signage or utility poles.</p> <p>5. New awnings shall be set back a minimum of 450mm from the kerb line.</p> <p>6. Awnings along sloping streets shall step down in horizontal steps (a maximum of 700mm per step) to follow the slope of the street.</p>	<p>An awning is proposed at the corner of Heritage Drive and Tigerhawk Drive. The awning is capability of complying the prescribed standards within the DCP. Due to the level changes, and proposed site arrangement an awning along the full frontage of Heritage Drive is not feasible or deemed necessary.</p>	Yes	Noted



	<p>7. All contiguous awnings shall be of consistent height and depth and of complementary design and materials.</p> <p>8. Awnings and/or canopies shall be provided elsewhere to define public entrances to buildings, including residential flat buildings.</p> <p>9. Awnings shall wrap around street corners and contribute to the articulation and focal design of corner buildings.</p> <p>10. New awning fascias have a vertical depth not greater than the average of the vertical depths of the immediately adjoining awning fascias or, if there are no adjoining awning fascias, 350mm.</p> <p>11. Under awning lighting shall comply with AS/NZS1158 - Lighting for roads and public spaces.</p> <p>12. Awnings are to be designed and certified by a professional engineer</p>			
	<u>Gateway, corner and landmark sites</u>	The corners are not proposed to be car parking or servicing, as the proposal	Yes	Conditions are recommended

	<p>1. The design of buildings on corner sites or at the ends of business or commercial zones shall emphasise the importance of the corner as a focal point.</p> <p>2. Corner sites or at the ends of business or commercial zones shall be constructed to boundary with no car parking or servicing between the street boundary and the building.</p> <p>3. Corner buildings shall include design devices such as:</p> <ul style="list-style-type: none"> <li>▪ Increased wall heights;</li> <li>▪ Splayed corner details;</li> <li>▪ Expression of junction of building planes;</li> <li>▪ contrasting building materials; and</li> <li>▪ other architectural features;</li> <li>▪ to reinforce the prominence and distinctiveness of the building.</li> </ul> <p>4. Shopfronts shall wrap around corners and entrances located centrally to the corner.</p>	<p>includes a strong built form expression at the corner of Heritage Drive and Tigerhawk Drive. The tallest portion of the proposed buildings are located on a corner. The corner of Tigerhawk Drive and Settlers Boulevard will be development in a future stage.</p>		
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	5. The tallest portion of the building shall be on the corner.			
	<u>Pedestrian Entries and access</u> 1. The development complies with AS1428 - Design for Access and Mobility. 2. Pedestrian and vehicle movement areas are separated and defined by changes in pavement material, levels, lining or tactile treatments. 3. Parking areas are illuminated (naturally and/or artificially) during the time period the centre is open. 4. Signage is provided at the entries to the development detailing the services available within the centre and where they are located. 5. Signage to key public spaces accessible from the centre such as car parks, food courts shall be provided within the centre. 6. Signage to key facilities such as rest rooms, centre management, baby change	Proposed works are capable to comply, conditions recommended.	Yes	Conditions are recommended

	<p>rooms shall be provided within the centre.</p> <p>7. Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance.</p>			
	<p><u>Parking, loading and servicing</u></p> <p>1. Car parking provision shall be in accordance with the provisions of C.11 of this development control plan.</p> <p>2. Garage doors and loading docks shall be located at the rear of development, so that they are not a dominant element in the overall presentation of the development to key streets.</p> <p>3. Signage shall be provided to direct visitors to the centre and to car parking areas.</p> <p>5. All vehicles must be able to enter and leave any development in a forward direction.</p> <p>6. Loading and manoeuvring areas for service vehicles shall be separated from car parks and pedestrian paths.</p>	<p>Parking is in accordance with the provision set out in the DCP. The loading dock location is at the rear of the shopping centre, at the south of the site where it will be well integrated to hide visibility. It will be proposed on the new Link Road that will be proposed subject to a separate DA. Signage will be provided for visitors to visually locate the centre. The car park driveways allow for forward movement and no turning around will be necessary once a visitor has entered the carpark. The loading area is located at the rear of the shopping centre whilst the car parks are located at the entrance side of the centre and in the basement. The loading dock is also</p>	Yes	Conditions are recommended

	<p>Where shared access is provided, no loading or unloading shall be carried out over car parking spaces and access aisles.</p> <p>7. Where natural or mechanical ventilation of a car park is achieved through the use of metal grills or large openings they shall contribute to the overall design or be screened by landscaping or other design elements.</p> <p>8. External service areas (for e.g. areas for rubbish storage, cardboard compacting etc) shall not be visible from roadways or public open space areas.</p> <p>9. External storage and service areas shall be suitably screened from view from both roads and parking areas and pedestrian areas.</p> <p>10. Deep soil planted landscaped setback areas are provided. 11. Basement car parks shall be setback a minimum of 3.0 metres from the street boundary.</p>	<p>located away from pedestrian paths, entrance and exit to the centre. The mechanical ventilation from the underground car park is screened by the external materials concealing the ventilation. The loading dock area will be an area for storage, cardboards space and will not be visible from roadways or public open space. The loading dock area will provide space for storage and servicing areas and will be suitably screened by landscaping and a wall. Deep soil landscaped areas are provided around the entire site area. The basement car park is setback greater than 3 metres.</p>		
	<u>Vehicular Access</u>	Vehicle crossovers are provided only where	Yes	Conditions are recommended

	<p>1. The number of vehicular crossovers shall be kept to a minimum.</p> <p>2. Access and egress points are designed so that exiting vehicles have clear sight of pedestrians and cyclists.</p> <p>3. Any car park ramps are located within the building footprint.</p> <p>4. Access and egress to car parks is achieved in a forward direction.</p> <p>5. Vehicular entrances to underground car parks are:</p> <ul style="list-style-type: none"> <li>▪ located on minor streets;</li> <li>▪ have a maximum crossover width of 6.0m;</li> <li>▪ signed and lit appropriately;</li> <li>▪ designed so that exiting vehicles have clear sight of pedestrians and cyclists.</li> </ul> <p>6. All stairs and elevators in the parking structure are clearly visible.</p> <p>7. The street level frontage of car parking structures (including multi-level car parks) where adjoining public places, including active streets, share ways and laneways, shall present</p>	<p>necessary for driveways to ease access for vehicles entering and exiting. The entrance and exit locations are widened with minimal objects surrounding to ensure highest visibility and safety. The car park ramp is within the building footprint. All access allows forward movement that connects from the entrance to the exit. Access to the basement car park is located within the building footprint after access from Heritage Drive. The crossover width appropriate and will be signed and lit appropriately. For vehicles exiting vision will be clear but there will be a lane to pull out onto and no pedestrians will be able to cross at the exit from the basement. The entrance to the village centre and exit to the street are located centrally and will be very clear for visitors to the basement.</p> <p>Heritage Drive is the primary frontage and is activated by the Tavern and Child Care</p>		
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	<p>an active frontage along the entire frontage less any car park entry.</p> <p>8. Internal finishes of underground car parks shall be consistent with the external materials where they are visible from the public realm.</p> <p>9. Underground car parks shall be designed for natural ventilation.</p> <p>10. Ventilation ducts/grilles shall integrate with the streetscape and be unobtrusive and/or appropriately screened.</p> <p>11. Garage doors to underground parking shall be designed to complement the materials used elsewhere on the development.</p>	<p>centre where activity will occur within operating hours. The materials used on the exterior will also be used or complement the interior of the basement car park. The car park has been designed to allow for natural ventilation with well covered ventilation on the exterior and openings for vehicles and pedestrians. The ventilation ducts are integrated with the exterior by using screening with external materials concealing the ventilation. Garage doors will not be used for underground parking</p>		
	<p>Public art, landscaping and public domain works</p> <p>1. A landscape plan shall be submitted with the development application that shows:</p> <ul style="list-style-type: none"> <li>▪ Existing vegetation;</li> <li>▪ Vegetation proposed to be removed;</li> </ul>	<p>A landscape plan has been prepared at Appendix D. The landscape plan outlines the existing conditions with a site analysis plan and outlines the key plans for landscaping in quadrants. It also includes the species that are proposed to be planted and resources that</p>	Yes	Conditions are recommended

	<ul style="list-style-type: none"> <li>▪ Proposed general planting landscape treatment;</li> <li>▪ Design details of hard landscaping elements;</li> <li>▪ Major earth cuts, fills and any mounding;</li> <li>▪ Street trees; and</li> <li>▪ Existing and proposed street furniture including proposed signage.</li> </ul> <p>2. The landscape plan for the site achieves the following minimum standards:</p> <ul style="list-style-type: none"> <li>▪ Large trees and spreading ground covers are provided in all landscape areas within the site.</li> <li>▪ Where screening is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building are provided.</li> <li>▪ At grade car parking areas shall be provided with one tall, branching, mature shade tree for every 4 linear car spaces.</li> <li>▪ All areas less than 1.0 metre in width shall be paved.</li> </ul>	<p>will be used for the facilities including furniture, surfaces, signage, edge treatments and play structures. The landscape plan achieves the minimum standards that include large trees and ground covers in all landscaped areas. Screening is provided at appropriate locations and will complement and provide an appropriate scale and bulk for the area. Trees are provided every four parking spaces. The parking area is paved for all areas less than 1 metre in width. No parking will be provided in the front setback.</p> <p>All areas on the site if undeveloped have landscaping provided in that area. The future PAD site is turfed.</p> <p>All planting is selected from Council's policy. No fencing will be erected between the building line and the boundary site. Landscaping will be provided around fences.</p>		
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	<ul style="list-style-type: none"> <li>▪ Where car parking cannot be provided under or behind the building and Council has agreed to permit some or all of the parking in the front setback, a landscaped strip with a minimum width of 3.0m is provided along the entire frontage/s of the site.</li> <li>▪ Any area of the site that remains undeveloped shall be landscaped with turf and scattered planting at a minimum.</li> <li>▪ All street plantings are to be selected from Council's landscaping policy or with the agreement of Council's Coordinator Recreation and Tree Services.</li> <li>▪ Water sensitive urban design facilities (such as swales, bio-detention ponds and rain gardens) are used to treat stormwater for at-grade car parking areas.</li> <li>▪ Water sensitive urban design facilities are designed in accordance with Council's Manual of Engineering Standards.</li> <li>▪ Fencing for security or privacy shall not be erected</li> </ul>	<p>Street furniture will be provided the furniture that will be incorporated is outlined in the landscape plans.</p> <p>Public art is not included for this DA.</p>		
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	<p>between the building line and the front boundary of a site.</p> <ul style="list-style-type: none"> <li>▪ Where fences are erected, landscaping of an appropriate height and scale shall be provided to screen the fence and achieve an attractive appearance to the development when viewed from the street or other public place.</li> <li>▪ Street furniture (including seats, bollards, signage, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains) and streetscape treatments are provided in accordance with Council's Public Domain Design Manual or with agreement of the Executive Manager Appearance and Infrastructure.</li> <li>▪ Any public art is provided in accordance with Council's Public Art Strategy.</li> </ul>			
	<p><u>Waste Management</u></p> <p>1. A waste management plan for the construction and/or occupation of the</p>	<p>The Waste Management Plan has assessed the components of waste generated and appropriately</p>	<p>Yes</p>	<p>Conditions are recommended</p>

	<p>development is provided that:</p> <ul style="list-style-type: none"> <li>▪ Recycles and reuses demolished materials where possible;</li> <li>▪ Integrates waste management processes into all stages of the project;</li> <li>▪ Specifies building materials that can be reused and recycled at the end of their life; and</li> <li>▪ Uses standard components and sizes to reduce waste and facilitate update in the future.</li> </ul> <p>2. Separate storage bins for collection of organic waste and recyclable waste are provided within the development.</p> <p>3. Bulk waste facilities shall be stored in a designated area that is physically and visually integrated into the development at ground or sub-basement level that:</p> <ul style="list-style-type: none"> <li>▪ is not visible from the street or public domain;</li> <li>▪ is easily accessible to businesses;</li> <li>▪ may be serviced by collection vehicles;</li> </ul>	<p>nominated the potential volume and types of waste detailed in Appendix H. For the storage of waste for use, recycling and disposal two areas have been allocated, one within the child care centre and the other on the southern edge of the shopping centre. Waste Management Plans have been prepared for the Demolition, Construction and operational stages of the project. The plans have identified the reuse to regrade materials. Waste is proposed to be reduced where possible.</p> <p>Separate storage bins for recyclable and general waste are being provided at waste storage areas and organic waste will be removed at an off-site location. There are identified waste rooms that will be used for waste storage before collection. They will not be visible from the street or public domain, at an accessible location for the premises. Is accessible</p>		
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	<ul style="list-style-type: none"> <li>▪ has water and drainage facilities for cleaning and maintenance;</li> <li>▪ does not immediately adjoin onsite employee recreation area; and</li> <li>▪ be maintained to be free of pests.</li> </ul> <p>4. Cardboard compactors shall be provided for large retail and commercial developments.</p> <p>5. Where waste facilities cannot be collected at the street, evidence that the site can be serviced by a waste collection service shall be provided.</p>	<p>via vehicle as its located in the loading dock. Will be able to be cleaned and maintained. Does not adjoin any employee recreation area and will be maintained to deter pests. Cardboard will be flattened before placing in the recycling bin. Waste facilities will have access to the street.</p>		
	<p><u>Development adjoining sensitive land uses</u></p> <p>1. The development is designed so that all vehicle movement areas and servicing areas are located away from adjoining residential areas.</p> <p>2. Where this cannot be achieved, visual and acoustic treatment of the interface is required.</p> <p>3. The building elevation adjoining the residential area shall be:</p>	<p>The site is an island site and as such no building directly adjoining a residential area.</p>	<p>Yes</p>	<p>Conditions are recommended</p>

	<ul style="list-style-type: none"><li>▪ Articulated, with changes in setback at intervals no greater than 10m;</li><li>▪ Use a variety of materials and treatments;</li><li>▪ Be setback a minimum of half the height of the wall or a minimum of 3.0 metres whichever is greater.</li></ul>			
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