**Attachment B**

Greater Taree Development Control Plan 2010 Compliance Table

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|  **Control**  | **Requirement**  | **Comment**  | **Compliance**  |
| **Part G: Car Parking and Access**  |
| General requirements – commercial, industrial and mixed use  | 1. The design must incorporate rational circulation pattern  | No changes to the existing circulation pattern.  | Yes  |
|  | 2. Entrance/exit facilities must be capable of accommodating peak loads. | The existing access has been designed with high traffic generation from the approved ‘Masters’ development. No increase is anticipated. | Yes |
|  | 3. Parking, access lanes and manoeuvrability areas shall be constructed, paved and drained in accordance with Council’s standards. Parking spaces shall be permanently and clearly identified. | No changes to the existing parking layout or hardstand areas are proposed (except landscaping to trolley bays). | Yes |
|  | 4. Parking area surfaces shall be constructed in bitumen or concrete however the use of alternative and permeable surface treatments is encouraged where soil conditions and vehicular traffic permit.  | No changes are proposed to the existing.  | Yes |
|  | 5. Landscaping is encouraged in car parking areas in order to improve the appearance of the parking area and provide shade. Landscaping should not restrict entry and exit sight lines, nor result in the parking area being difficult to recognize from the street.  | The existing trolley bays will be removed and preplaced with trees they will not reduce the parking spaces available.  | Yes |
|  | 6. Unless otherwise specified all vehicles must enter and leave the site in a forward direction | All vehicles can enter and leave in a forward direction. | Yes |
|  | 7. Adequate space for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles (where necessary), is to be provided. A manoeuvre width no less than twice the length of the longest vehicle using the facility is recommended. | No changes are proposed to the existing approved layout. | Yes |
|  | 8. Access roads and internal roadways should be constructed to a level adequate for the largest vehicle anticipated to use the site. Internal road networks are to have a minimum width of 6 meters for two-way traffic with 7.5m being desirable. | No changes to existing.  | Yes |
|  | 9. The design should minimize the potential for vehicular/ pedestrian conflict and should provide a pedestrian connection between the car park and the development. | No changes to existing, pedestrian connections throughout the carpark will remain.  | Yes |
|  | 10. Wheel stops should be provided where appropriate to protect areas from vehicle encroachment, particularly if used by pedestrians.  | Wheel stops are not currently utilised on site and additional wheel stops are not considered necessary for the proposal, as such none are proposed.  | Yes |
|  | 11. Parking bays for disabled people are to be provided at the rate of 1 space per 50 car parking spaces and located to allow safe and convenient access to a development. Note: A maximum grade of 1:14 should be provided on all pedestrian ramps used by the disabled.  | 8 accessible parking spaces are provided and located close to the building entrance.  | Yes |
|  | 12. In commercial areas pram parking is to be provided at the rate of 1 space per 100 car parking spaces.  | 3 ‘parking with prams’ spaces are provided in close proximity to the building entrance.  | Yes |
|  | 13. The first vehicular driveway reached by using the kerbside lane adjacent to the site is to be the entrance.  | N/A.  | N/A.  |
|  | 14. Buildings are to be located and designed so that there is adequate sight distance to and from intersections and driveways.  | No changes to the existing driveways.  | Yes |
|  | 15. Customer parking spaces are to be provided in locations approved by Council, which will encourage customers to park in the parking area rather than on the road.  | Visitor parking has been provided onsite, in excess of the DCP requirements.  | Yes |
|  | 16. Unless otherwise specified, access road widths within the site should not be less than the driveway widths specified in DCP Part H2.4 for development up to and including dual occupancy. Internal access road widths for developments greater than dual occupancy should not be less than 6m, and in any case should be designated to accommodate the type of vehicles likely to be generated by the particular development.  | No changes to existing.  | Yes |
|  | 17. Designated car parking spaces are not to be used for storage or for industrial garbage receptacles.  | Noted, car parking will remain strictly for the intended purposed.  | Yes |
| G1.1 Location of driveways | 1. A vehicular driveway, entry and/or exit, which crosses the edge of the carriageway and the property boundary shall: a. Have separate entry/exit if there is any likelihood that it will be used by vehicles both entering and leaving the site simultaneously which could result in the obstruction or delay of traffic in the street, or where more than 50 car spaces are to be provided; b. Be properly signposted by the use of ‘in’/ ‘entrance’, ‘out’/’exit’ and ‘keep left’ signs, where appropriate; c. Be a minimum of 9m to the prolongation of the property line of any intersecting street;d. Not be on an intersection or within 6m of a break in the median strip; e. Be a minimum of 6m to the commencement of a curve linking the carriageways of the public streets at an intersection; f. Be a minimum of 25m to any signalised intersection; g. Be a minimum of 1m to site boundaries.  | The proposal does not change the exiting driveways on site, including location or width. | Yes |
|  | 2. Where in the redevelopment of an existing site it is impracticable to obtain the distances specified above, the Council may determine that lesser distances will be acceptable. In its determination the Council will have regard to the requirements of Roads and Maritime Services, any improvements in traffic safety, which may result from the proposal and existing and future traffic conditions at the site.  | The proposal meets the relevant controls.  | Yes |
| G1.2 Service vehicle requirements  | 1. Service areas should operate independently of other parking areas.  | The existing service road located along the west and north boundary, with access via a separate driveway to the west will remain in operation for services vehicles. The paths approved as part of the original development DA will not be altered for the proposal.  | Yes |
|  | 2. Convenient and safe access should be provided to facilitate onsite service operations and to thus discourage on-street loading and unloading.  | All service access is retained within the site.  | Yes |
|  | 3. Where practical, service roadways should require vehicles to circulate in a clockwise direction.  | Service vehicles enter the site and use the existing roundabout in a clockwise direction.  | Yes |
|  | 4. The movement and turning path requirements of vehicles should be used to determine the design and layout of service areas.  | The service road can accommodate a garbage truck, with overhead skipper capabilities.  | Yes |
|  | 5. However, specific requirements peculiar to certain developments may demand more generous space provisions.  | The main service vehicles requirements will be for garbage collection.  | Yes |
|  | 6. A minimum of 3.6m headroom should be provided over all areas traversed by service vehicles.  | The height clearance will remain as per existing and exceeds the 3.6m height requirement.  | Yes |
|  | 7. For docking purposes, a manoeuvring width of not less than twice the length of the longest vehicle using the facility is recommended.  | N/A | N/A |
|  | 8. Service vehicular access ways are to be clearly separate from normal customer and resident vehicular access to ensure free movement of service vehicles and safety of pedestrians.  | Service vehicles will use the existing service access in the south west corner of the site, separate to the existing vehicles access.  | Yes |
| G1.3 Parking requirements for specific land uses  | Office premises/public buildings: - 1 space per 35m² of N.F.A. - 1 space per 500m² for courier/service vehicles.  | The proposed area for Council and public use is 6,155m². = 176 parking spaces are required. The proposal therefore exceeds the DCP requirements and allows additional spaces for visitors, deliveries and service vehicles if the Council expands in the future.  | Yes |
| G1.4 Car parking requirements  | Calculations for the number of car parking spaces will primarily be based on the gross floor area of the development, unless otherwise specified. Council will also give some consideration to other features of the development such as proposed maximum staffing levels, expected customer levels etc.  | The proposal exceeds the DCP requirements and the maximum staffing/visiting numbers.  | Yes |
| **Part I: Commercial Requirements**  |  |  |  |
| I1: General controls applying to all business zone areas  |  |  |  |
| Function and Uses  | Development within business zones shall incorporate a range of local retail, commercial, entertainment, childcare, residential and community uses to serve the needs of the local community.  | The proposal is for a public administration building, providing community services.  | Yes |
| Layout/Design  | 1. The layout and location of business zone uses must consider potential future noise and amenity conflicts for both the subject development and adjoining/nearby development.  | The proposed change of use and internal fitout does not seek to alter the existing site design and overall layout of the existing approved development. The proposed use is not likely to result in any current or future noise or amenity conflicts.  | Yes |
|  | 2. Where development fronts the street or any other public place (including car parking areas and pedestrian thoroughfares) the development must be designed so that it addresses the street or public place.  | The proposed layout provides a logical interface to the public carpark, and existing pedestrian thoroughfares.  | Yes |
|  | 3. New development must not detract from significant existing views and vistas.  | The proposed change of use and internal fitout does not alter the existing site design and overall layout of the existing approved development.  | Yes |
| Built Form and Appearance  | 1. Buildings should have a similar mass and scale to create a sense of consistency. Within business zones, generally there will be gradation of massing from a dense inner core to a less dense outer edge to provide an appropriate interface with land uses in the adjoining zones and symmetry to the building.  | The proposal is not for a new building and remains consistent with the approved development on site.  | Yes |
|  | 2. Business development must feature high quality architectural design and a built form that promotes a sense of place and contemporary character for all business zones.  | The minor additions to the building and the proposed landscaping are of high-quality design and improve the existing amenity of the building.  | Yes |
|  | 3. Development in business zones must be compatible with surrounding business development in terms of appearance, type, bulk and scale, design and character.  | The proposal is not for a new building and remains consistent with the approved development on site.  | Yes |
|  | 4. Building wall planes must contain variations and architectural design features in their front facades in order to provide visual interest.  | The additions of windows provide further articulation on the highly visible north façade.  | Yes |
|  | 5. Where multiple tenancies are located within the one building, each tenancy must be defined by appropriate architectural design features (e.g. the integration of vertical elements into the façade).  | N/A | N/A |
|  | 6. Consideration is to be given to the interface where the building and awning abuts an adjoining development to ensure compatibility.  | N/A | N/A |
|  | 7. Roof forms should be appropriately designed to respond to the built form of other nearby business development. The design of roofs may adopt traditional forms found in the immediate locality, or alternatively they may adopt a more contemporary appearance to juxtaposition to traditional roof forms. However, it must be clearly demonstrated that the proposed roof form relates appropriately to the existing adjoining development.  | N/A, no changes to the existing development.  | N/A |
|  | 8. New development must not cause significant overshadowing or overlooking of public places, relative to the patterns of usage of those places.  | N/A, no changes to the existing development.  | N/A |
|  | 9. Where a building addresses a corner: • the entrance should be on or near the corner; • the building should have positive frontage to both streets (i.e. windows and doors that overlook the streets and provide passive surveillance); and • the corner should be emphasised through a built form element such as a landmark feature.  | N/A, no changes to the existing development.  | N/A |
|  | 10. Buildings on corner lots may have feature elements that exceed the building height limit prescribed in LEP 2010 subject to compliance with Clause 5.6 of the LEP.  | N/A | N/A |
|  | 11. Where a building addresses a public space, buildings must always address and embellish that public space. Public spaces may include a street, any form of urban open space (e.g. courtyard, plaza, etc), or any form of landscaped open space. This must also help contribute towards placemaking.  | N/A | N/A |
|  | 12. Service infrastructure such as air conditioning and other plant must be screened from public view and must be incorporated into the design of the building. | Additional services located on the roof will be screened from view and are located within the centre of the roof to further prevent visual impact.  | Yes |
|  | 13. Site facilities such as loading, waste storage, servicing and other infrastructure shall be designed to minimise the visual impact on the public domain and impacts on neighbours. Greater Taree DCP 2010.  | The proposal retains the approved facilities access, including screened garbage collection point on the north boundary.  | Yes |
|  | 14. Security devices shall be integrated with the design of the building and shall enable design features to be interpreted outside centre trading hours.  | Security features will be integrated into the development, including alarms, CCTV and security lighting. This includes using the existing security measures in place currently and additions by Council.  | Yes |
| Pedestrian Amenity  | 1. Business development must be designed to facilitate high levels of pedestrian amenity and permeability, including access and facilities for cyclists.  | The proposal includes shower, locker and bicycle parking facilities.  | Yes |
|  | 2. Development is to incorporate appropriate measures for convenient, weather sheltered access for pedestrians, including access to other land.  | The site is not located in a pedestrian thoroughfare or footpath network. The existing footpath connection to the bus stop will be maintained.  | N/A |
|  | 3. Buildings should be designed to minimise overshadowing of pedestrian thoroughfares and footpaths wherever possible.  | N/A | N/A |
| Public Domain  | 1. Development must include a high-quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the business zone. The design of landscaping and the public domain must be generally in accordance with Part N of this DCP.  | Proposed landscaping achieves the objectives and controls in Part N. See Part N below.  | Yes |
|  | 2. The building and landscape design is to be complementary to ensure legible, safe, comfortable and easy access for pedestrians from the street frontages, within the business zone and to adjoining land, where appropriate.  | The existing footpath connection to the bus stop will be maintained.  | Yes |
|  | 3. Street tree and open space plantings are to provide generous shade for pedestrians.  | Existing street tress will remain, and additional planting is also proposed within the site.  | Yes |
|  | 4. All signage and advertising are to be designed in a coordinated manner.  | Signage is not part of this Development Application. A condition of consent will require an application for signage to be lodged.  | Yes |
| Parking and Access  | 1. The visibility of parking areas at street frontages shall be minimised through parking layout and design, building location and design and landscaping treatments. Bitumen and cars are not to be the dominant features of the landscape.  | Additional planting as proposed will reduce the visual impact parking areas.  | Yes |
|  | 2. Parking areas shall be designed to enable legible, safe, comfortable and easy access for pedestrians from the street frontages, within the centre and to adjoining land, where appropriate.  | No changes are proposed to the existing parking arrangements except for the introduction of additional planting islands where trolley bays currently exist. Access to the site and main entrance are easily identifiable.  | Yes |
|  | 3. Car parking shall be provided in accordance with Part G of this DCP.  | The parking meets the objectives and controls in Part G, as detailed above.  | Yes |
| L2: Landscaping  | 1. Landscape treatment to commercial premises should be in scale with the buildings. The emphasis should be on providing large single areas of planting, rather than smaller, isolated planting beds, which are more prone to vandalism. Species selection should be confined to masses of a few species that are large enough to deter vandalism.  | The landscape plans indicate additional planting in the form of trees and shrubs throughout the site. Additional planting along all boundaries will further soften the building when viewed form the surrounding roads and improve amenity on site.  | Yes |
|  | 2. Physical barriers such as raised planters may be necessary in places of high pedestrian traffic. Contrasting paving, such as unit paving, should be used to define and direct pedestrian to the major entry points.  | Pedestrian pathways currently identified on site will remain as part of the proposal.  | Yes |
|  | 3. Where practical, loading docks and service areas should be screened from public view.  | The service area is located at the rear of the building and boundary planting is proposed to further screen from view.  | Yes |
|  | 4. Security of property and the public by careful placement and selection of plant material should be considered using the criteria of Crime Prevention through Design (CPTD).  | The planting scheme incorporates CPTD principles, including increased passive surveillance and reduced concealment opportunities.  | Yes |
| **Part L: Area Plans**  |  |  |  |
| L7: Manning River Drive Business Park  |  |  |  |
| L1.4 Desired future character statement  | The Manning River Drive Business Park is to be developed as a modern and attractive business enterprise precinct providing opportunities for a range of businesses.  | The existing building is the first of the Business Park development. Repurposing an existing and vacant building is a positive impact on the future of the Business Park, making it a more attractive location for future businesses.  | Yes |
| L2.4 Site layout, building design and materials  | 1. Buildings which are visible from Manning River Drive, The Bucketts Way and the Primary Access Road shall incorporate superior architectural design and finishes, landscape design, and/or some façade articulation, so as to create visual interest. Detailed design plans, including all elevations, landscaping and signage are to be submitted with the Development Application.  | The proposed change of use and internal fitout does not seek to alter the existing site design and overall layout of the existing approved development. The proposed external alterations such as large windows and landscaping are considered to result in a beneficial contribution to the existing building.  | Yes |
|  | 2. Buildings, external storage and car parking areas are to include softening landscaping elements for elevations along Manning River Drive, The Bucketts Way and the Primary Access Road in such a manner as to mitigate adverse visual impacts of commercial/industrial land use activities.  | See above | Yes |
|  | 3. Bulky goods retail outlets and service related uses are to be generally focused along the internal roads with open car parking areas located at the front of these sites.  | N/A no changes to existing.  | N/A |
|  | 4. Built form is to otherwise comply with the objectives and provisions of Part K of the DCP.  | Part K is relevant only to industrial uses. | N/A |
| L2.6 Security, fencing and storage  | 1. Where sited forward of the building frontage to a public road, security fencing is to be black coated or painted.  | No additional fencing is proposed. Existing fencing on site will be maintained that extends from the delivery/services access area and the staff only access area. The existing security fence is black coated and will remain.  | Yes |
|  | 2. Solid boundary fencing materials will only be permitted forward of the building frontage to a public road where they can be shown to be screened by landscaping in accordance with Part L7.2.7. Such fences are to be of high quality materials that integrate with the building design and advertising signage and contribute positively to the streetscape.  | N/A | N/A |
| L2.7 Landscaping  | 1. Any development with a frontage to Manning River Drive and the Primary Access Road is to include landscaping plans which provide for a contiguous gateway theme along both Manning River Drive and the Primary Access Road comprising an avenue of Illawarra Flame Trees. Such trees are to be planted at a minimum trunk spacing of 10m, setback 3m from the kerb. Full details are to be submitted with the development application for subdivision.  | The existing tree planting related to this control was undertaken under the ‘Masters’ DA and will remain as part of the current proposal. The existing trees and additional street planning are shown on the landscape plans.  | Yes |
|  | 2. Development of other internal access roads is to include planting of a consistent street tree species selection creating a theme through these secondary roads. Council’s environmental officers are to be consulted on selection of species. Such trees are to be planted at a minimum trunk spacing of 10m, setback 3m from the kerb. Full details are to be submitted with the development application for subdivision.  | Existing planting along Biripi Way and will remain, as shown on the landscape plans.  | Yes |
|  | 3. In addition to the landscaping requirements of Part N, all street frontages of new buildings are to be planted with a low contiguous hedge, allowing for driveway access points. A flowering Westringia species is preferred.  | N/A no changes proposed | N/A |
|  | 4. The strip of E2 zoned land adjacent to the The Bucketts Way (proposed Lot 101 of Figure 13) is to be planted with native trees to provide a natural habitat linkage while allowing for minimum engineering requirements for sight distances at the intersection.  | N/A | N/A |
|  | 5. Turfing on each site should utilize drought and frost resistant species.  | The existing turf on site will remain and is an appropriate species for the environment.  | Yes |
| L7.5 Water management  | 1. Subdivision of land is to be compliant with the provisions of Part C of the DCP  | N/A | N/A |
|  | 2. Development within the precinct is to be consistent with the stormwater management principles generally represented in.  | N/A no change to existing development. | N/A |
|  | 3. An individual Stormwater Management Plan is to be prepared for each site’s development and shall accompany the development application for subdivision and/or industrial/commercial building.  | As above | N/A |
| **Part M: Site Waste Minimisation and Management**  |  |  |  |
| M3.3 Commercial developments and change of use  | 1. A Site Waste Minimisation and Management Plan (SWMMP) shall be prepared and submitted with the development application (see template SWMMP in Appendix J).  | Provided | Yes |
|  | 2. Plans submitted with the development application must show: a. The location of the designated waste and recycling storage room(s) or areas, sized to meet the waste and recycling needs of all tenants. b. The location of temporary waste and recycling storage areas within each tenancy. These are to be of sufficient size to store a minimum of one day’s worth of waste. c. An identified collection point for the collection and emptying of waste, recycling and garden waste bins. d. The path of travel for moving bins from the storage area to the identified collection point (if collection is to occur away from the storage area). Greater Taree DCP 2010. Uncontrolled when printed. Part M l Page 8 e. The on-site path of travel for collection vehicles (if collection is to occur on-site). f. Convenient access from each tenancy to the waste/recycling storage rooms or areas. There must be step-free access between the point at which bins are collected/emptied and the waste/recycling storage rooms or areas.  | The proposed SWMMP has been reviewed and found to be appropriate to the proposed use.  | Yes |
|  | 3. Every development must include a designated waste/recycling storage area or room(s). Depending upon the size and type of the development, it may be necessary to include a separate waste/recycling storage room/area for each tenancy.  | N/A | N/A |
|  | 4. Arrangements must be in all parts of the development for the separation of recyclable materials from general waste and for the movement of recyclable materials and general waste to the main waste/recycling storage room/area. For multiple storey buildings, this might involve the use of a goods lift.  | Provided and conditioned. | Yes |
|  | 5. The waste/recycling storage room/area must be able to accommodate bins that are of sufficient volume to contain the quantity of waste generated between collections.  | Sufficient bins will be provided as part of the approved SWMMP and conditions. | Yes |
|  | 6. The waste/recycling storage room/area must provide separate containers for the separation of recyclable materials from general waste. Standard and consistent signage on how to use the waste management facilities should be clearly displayed.  | Provided. | Yes |
|  | 7. Waste management facilities must be suitably enclosed, covered and maintained so as to prevent polluted wastewater runoff from entering the stormwater system.  | Bins will be covered and the existing bin enclosure includes solid walls and hardstand.  | Yes |
|  | 8. The size and layout of the waste/recycling storage room/area must be capable of accommodating reasonable future changes in use of the development.  | The proposed change of use will see a reduction in the type and volume of waste generated by the ‘Masters’ building and is able to be accommodated within the proposal.  | Yes |
|  | 9. A waste/recycling cupboard must be provided for each and every kitchen area in a development, including kitchen areas in hotel rooms, motel rooms and staff food preparation areas. Each waste/recycling cupboard must be of sufficient size to hold a minimum of a single day’s waste and to hold separate containers for general waste and recyclable materials.  | Appropriate waste bins will be provided in the kitchenettes and café. The waste from these bins will be collected to the main garbage collection point on a regular basis, in line with Council’s current waste management.  | Yes |
|  | 10. Any garbage chutes must be designed in accordance with the Building Code of Australia and Better Practice Guide for Waste Management in Multi-Unit Dwellings. Garbage chutes are not suitable for recyclable materials and must be clearly labelled to discourage improper use.  | N/A | N/A |
|  | 11. All construction waste dockets are to be retained on site during works to confirm which facility received materials generated from the site for recycling or disposal.  | Waste during the construction stage will be minimal and conditioned for appropriate removal.  | Yes |
| **Part N: Landscaping Requirements**  |  |  |  |
| N1.1 Site coverage and lot requirements  | 1. Designs should reflect the unique local character of the area in which they are located.  | Planting species are provided in the Landscape Plans and include plants that are appropriate for the location and climate.  | Yes |
|  | 2. An assessment of the physical conditions of each site should be undertaken prior to design. Particular emphasis should be placed on the recognition of aspect, prevailing wind directions, soils, drainage and susceptibility of the site to flooding.  | A site analysis has been provided in the Landscape Plans.  | Yes |
|  | 3. In established areas, landscaping should relate to the scale of other elements of the streetscape and the landscaping of adjoining development. Where possible, landscaped areas should adjoin the landscaped areas of adjacent allotments.  | N/A | N/A |
|  | 4. Proposals should endeavour to maintain established gardens, remnant vegetation and natural features where practicable. In particular, proposals should identify existing areas of natural vegetation and provide for the retention, protection and enhancement of these areas within the site where possible.  | The proposal maintains existing trees, as outlined in the Landscape Plans.  | Yes |
|  | 5. Existing trees should be retained wherever possible and shall be protected during construction with temporary fencing (i.e. capped star pickets at 2m centres with hazard mesh) around their drip lines – outer edge of canopy. Existing areas of natural vegetation shall also be fenced and protected from soil disturbances and should not be used for the storage of materials.  | Construction is mainly concentrated within the building. As such, protection measures are not required for the existing trees.  | Yes |
|  | 6. Sites should be considered within the context of their importance and contribution to landscape connectivity and wildlife movement. Proposals should minimise the impact on native flora and fauna and their habitats, particularly threatened species and plant communities and ecological processes. Inclusion of measures to help offset any impacts (such as nesting boxes, bat boxes, bird feeders, etc) should also be considered in the design.  | N/A – no corridors exist on site. | Yes |
|  | 7. To maintain the ecological balance of the local area, indigenous plants (species natural to the local area) should be used in preference to native plants or exotic plants. Noxious weeds, pest plants and undesirable species should also be avoided.  | Proposed landscape plans indicate suitable species. | Yes |
|  | 8. Species to be used should be well established, disease free, container or field grown stock that have been propagated for the specific site conditions, i.e. sun-hardened, shade and sun tolerant.  | Existing vegetation is well established and will be complemented by further suitable planting. | Yes |
|  | 9. Designs should contribute to the creation of pleasant microclimates by providing for summer shade and winter sun and capturing breezes. This can be achieved by incorporating the following: a. Providing one shade tree per 20m2 of lawn area. b. Maximising winter solar access by planting winter deciduous trees such as Illawarra Flame Tree (Brachychiton acerifolius) adjacent north-facing living areas. c. Respecting the solar access of adjacent properties by minimising overshadowing. d. Using landscaping to minimise heat and glare from built structures and hard surfaces. e. Incorporating earth berms or masonry fences in noisy locations to help reduce noise and maintain privacy. Information on noxious weeds, pest plants and undesirable species can be found in Council’s Indigenous Plants of Greater Taree publication. Greater Taree DCP 2010.  | Established and proposed planting will provide appropriate shade and shelter onsite. | Yes |
|  | 10. Utility services (sewerage, water, gas and power lines) should be considered early in the design phase to avoid disturbance to vegetation during future maintenance works. Tunnelling (directional boring) for underground services, rather than open trenching, should be undertaken in areas adjacent to existing trees to reduce injury to tree roots. Potential future impacts on the structural integrity of buildings (including footings) should be considered as well as the use of appropriate mitigation measures such root pruning and barriers. | N/A, existing services will not be impacted. | Yes |
|  | 11. For the provision of safe environments plantings should avoid obscuring casual observation of sites and creating areas of dense vegetation, in order to maintain public surveillance and reduce the incidence of crime. Shrub plantings under 1m in height should be used to enable passive surveillance where this is desired. Surfaces should be non-slip, and trip hazards must be avoided. Potential injurious plants should not be used adjacent to pedestrian areas (e.g. sharply pointed or serrated leaves or plants which shed seed/fruit or are prone to dropping limbs). Poisonous plants and plants known to cause respiratory problems should not be used in designs for childcare centres and aged care facilities. Vehicular and pedestrian traffic should be separated.  | The planting scheme allows for passive surveillance and reduces concealment opportunities. Suitable species are proposed. | Yes |
|  | 12. Components of landscapes should be in accordance with Australian Standards where they apply.  | Conditions will ensure compliance with Australian Standards. | Yes |
|  | 13. Implementation of Ecologically Sustainable Development (ESD) principles, including the selection of low-embodied energy materials, recycled materials (e.g. chipping any removed vegetation and using the chips on site as mulch, re-use of on-site topsoil, and use of recycled plastic products), and design to ensure low resource consumption (e.g. drought hardy plantings to reduce water use, use of permeable paving and providing onsite detention/infiltration areas to allow rainfall to seep into the soil rather than run off). Water features should be avoided, and sprinklers should be used only in the evening, overnight, or early morning to minimise evaporation losses.  | Existing and proposed plant selection is appropriate to the locality.  | Yes |
|  | 14. Protection of visual amenity: unsightly activities and structures should be screened, and buildings should be framed and softened. The visual impact of car parks and roadways should be reduced by erecting fences and planting mounds and vegetative screens. Good views into and from the site should be used advantageously by siting viewing areas within visual corridors. Entry points should be clearly defined and can be enhanced by special feature / accent plantings to delineate them (e.g. strong plant forms, striking foliage colours, etc).  | Existing and proposed plating softens the existing building and car parking hardstand area.  | Yes |
|  | 15. Protection of water quality through the retention of natural vegetation along watercourses, and implementation of short-term erosion control measures (e.g. silt fences) during construction.  | N/A | N/A |
|  | 16. All landscape designs should take into account ongoing maintenance requirements. Design, plant selection and construction techniques should facilitate efficient and low-cost maintenance of the newly established and mature landscapes. Edgings to lawns are recommended to define turf areas and to minimise the invasion of turf grasses into garden beds. Use of low maintenance options should be considered as replacement for turf (e.g. mulched garden beds, groundcovers, gravel or hard paving). Turf areas should be free of surface rocks/debris to avoid harm to public safety during mowing. Any plantings (e.g. trees) in lawn areas must be planted into mulched island beds and not planted directly into the turf. This will reduce the risk of mowing damage and improve plant establishment by avoiding root competition from the turf. High use areas should be gravel or unit pavers rather than turf.  | Existing and proposed landscaping give appropriate consideration to ongoing maintenance requirements. |  |
|  | 17. The choice of hard landscaping materials should be made carefully. Large areas of paving can be enhanced by combining different paving materials (e.g. concrete/bitumen with brick grids or other paving patterns). Smaller areas of paving should be paved with a small-scale unit, which relates to the size of the area to be paved, e.g. brick cobble. Trees in paved areas should be surrounded with root barriers to encourage deep rooting and avoid shallow surface roots, which have the potential to disturb paving units.  | Improvements to existing hardscape areas will introduce landscaping to existing trolley bays. | Yes |
|  | 18. Hard landscaping should allow the infiltration of water into the soil, through for example permeable paving. 19. Designs should have a sense of unity and a balance of repetition and contrast to avoid monotonous or chaotic forms of landscaping. | See above | Yes |
| N1.2 Landscape plans  | 1. A Landscape Plan shall be submitted to Council in conjunction with the Development Application, or where otherwise required by Council.  | A suitable landscape plan was submitted with the proposal. | Yes |
|  | 2. Landscape Plans shall be prepared by a suitably qualified and experienced person (this is normally a Landscape Architect or a Landscape Designer with project experience similar to the project being proposed). Generally, there should be three plans submitted to Council.  | As above | Yes |
| N1.5 Car parks  | 1. Landscaping of car parks should aim to reduce the visual impact of expanses of hard paving, reduce glare and heat and provide shade for vehicles and pedestrians.  | Existing and proposed landscaping will reduce visual impact of the existing expanses of hardstand area. | Yes |
|  | 2. Provision should be made for islands of planting at the end of rows and interspersed between car parking bays. These areas of planting should be protected from vehicular overrun by using kerbs, wheel stops and bollards, and be of at least 1.8m in width to function effectively as planting beds.  | Proposed planting islands are located where existing trolley bays are located. | Yes |
|  | 3. Contrasting paving, such as unit paving, should be used to define and visually separate pedestrian and vehicular access.  | No changes proposed to exist, approved paving. | Yes |
|  | 4. Where car parks adjoin residential areas acoustic and visual privacy should be maintained through fencing, mounding or vegetative screening.  | N/A | N/A |