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Control	Comment	Complies
PART C – DEVELOPMENT IN BUSINESS ZONES		
3.3 Landscaping and open space <u>Landscaping</u>		
C1. Landscape reinforces the architectural character of the street and positively contributes to maintaining a consistent streetscape character.	The DA is accompanied by a comprehensive Landscape Plan which provides planting within the development site as well as street tree planting along the site's Parramatta Road and Hampstead Road frontages. A 6m green edge setback is proposed between the building and the site's Parramatta Road frontage which incorporates low lying groundcovers to facilitate passive surveillance opportunities while also enhancing the streetscape.	Yes
C2. Landscaping is to form an integral part of the overall design concept.		Yes
C5. Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.		Yes
C6. Paving and other hard surfaces shall be consistent with architectural elements.	The proposed paving materials compliment the building design and materiality.	Yes
C7. For developments with communal open space, a garden, maintenance and storage area are to be provided, which is efficient and convenient to use and is connected to water for irrigation and drainage.	No Communal open space is proposed.	N/A
<u>Street trees</u> C8. Street trees shall be planted at a rate of 1 tree per 10 lineal metres of street frontage, even in cases where a site has more than 1 street frontage, excluding frontage to laneways.	Street trees are proposed along both the site's Parramatta Road and Hampstead Road frontages.	Yes
C9. Street tree planning shall be consistent with the relevant Public Domain Plan, strategy, plan, guideline or policy.	The landscape palette proposes the use of *Corymbia maculata* (Spotted Gum) which is a native species with a mature height of 20 metres.	Yes
C10. Significant existing street trees shall be conserved. Where there is an absence of existing street trees, additional trees shall be planted to ensure that the existing streetscape is maintained and enhanced.	The proposed new and replacement street tree planting along the two site frontages enhances the existing streetscape.	Yes
C11. Vehicular driveways shall be located a minimum of 3m from the outside edge of the trunk measured 1m above the existing ground level of any street tree to be retained.	N/A – the development does not include the retention of any street trees.	N/A
C12. Services shall be located to preserve significant trees.	N/A – there are no existing significant trees along either of the site frontages that are to be retained.	N/A

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Control	Comment	Complies
C13. At the time of planting, street trees shall have a minimum container size of 200 litres and a minimum height of 3.5m, subject to species availability.	This can be enforced through a condition of consent.	Yes
<u>Open space</u> C14. Where buildings are setback from the street, the resulting open space shall provide usable open space for pedestrians.	A 6m wide landscape strip is proposed between the building and the stie's Parramatta Road frontage, which will contribute to the provision of shade over the pedestrian footpath. Similarly, where the building is setback from the site's Hampstead Road frontage, landscaping has been implemented.	Yes
C15. Open space areas are to be paved in a manner to match existing paving or to suit the architectural treatment of the proposed development.	The proposed paving of the pedestrian pathways compliments the architectural fabric of the building and enhances the overall aesthetic of the development.	Yes
3.4 Public art C1. Public art is encouraged to be provided within the business centres, in accordance with Council's relevant adopted Policy. C2. Public art provided shall develop the cultural identity of the community and reflect the culture of the community. C3. Artworks shall be integrated into the design of buildings and the landscape.	The Landscape Plans identify a public art feature within the park area along the site's Hampstead Road frontage. The construction and embellishment of this park will form part of a future DA for the site.	Yes
3.5 Streetscapes C1. New shopfronts shall be constructed in materials which complement the existing or emerging character of the area.	The proposed shopfronts along Parramatta Road and Hampstead Road incorporate frameless glazing at the ground level, to complement the emerging character of the Parramatta Road Corridor.	Yes
C2. Development shall provide direct access between the footpath and the shop.	Direct access is provided from the footpath to the specialised retail tenancies along the site's Parramatta Road and Hampstead Road frontages.	Yes
C3. Security bars, and roller shutters are not permitted; however, transparent security grilles of lightweight material may be used.	N/A – the development does not propose any security bars or roller shutters.	N/A
C4. Signage shall be minimised and coordinated to contribute to a more harmonious and pleasant character for the locality.	The development proposal identifies indicative signage locations, however, any approval for signage would be subject to separate approval being obtained.	Yes
C5. Require buildings at visually significant locations to be well designed and respond to the different characteristics of the streets the address.	The proposed building is in a visually prominent corner location. The development has not obtained design excellence from the CDEP.	Yes

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Control	Comment	Complies
C6. Development on corner sites will be required to accommodate a splay corner to facilitate improved traffic conditions.	The site already provides a splay corner at the intersection of Parramatta Road and Hampstead Road.	Yes
C7. Buildings on corners must address both frontages to the street and/or public realm to: • articulate street corners by massing and building articulation, to add variety and interest to the street; • present each frontage of a corner building as a main street frontage, reflect the architecture, hierarchy and characteristics of the streets they address, and align and reflect the corner conditions; and • development on corner sites will require land to be dedicated to accommodate a splay corner to facilitate improved traffic conditions.	The building has been designed to address both the site's Parramatta Road and Hampstead Road frontages, with activation provided through the landscape design and placement of entrances to the ground floor specialised retail premises. There is already a splay corner provided at the intersection of Parramatta Road and Hampstead Road.	Yes
3.6 Building Use C1. Ground floor uses in business zones are to comprise non-residential uses.	The ground floor does not propose any residential land uses.	Yes
3.7 Façade design, shopfront and materials <u>Façade design</u> C1. Facade proportions and vertical and horizontal emphasis shall be appropriate to the scale of development and its interaction with the streetscape. Vertical emphasis shall be incorporated above awnings.	The DA was referred to the Cumberland Design Excellence Panel who raised no issues with the materiality of the building.	Yes
C2. Building facades at street level along primary streets and public places consist of a minimum of 80% for windows/glazed areas and building and tenancy entries.	The building facades along Parramatta Road and Hampstead Road incorporate glazing.	Yes
C3. Visible light reflectivity from building materials used on the facades of new buildings shall not exceed 20%.	This is a matter that could be managed through a condition of consent.	Yes
C4. Building services, such as drainage pipes, shall be coordinated and integrated with overall façade and balcony design.	Building services have been integrated into the overall façade design.	Yes
C5. Ventilation louvres and carpark entry doors shall be integrated with the design of the overall façade.	Ventilation louvres are not proposed.	N/A
C6. Security devices fitted to building entrances and windows shall be transparent to allow for natural surveillance, and made of light weight material.	The development does not propose security devices fitted to windows and entrances.	N/A

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Control	Comment	Complies
C7. The ground floor level must have active uses facing streets and public open spaces.	The ground floor of the building incorporates specialised retail premises to activate the street frontage.	Yes
<u>Shopfronts</u> C8. Retail outlets and restaurants are located at the street frontage on the ground level.	See above comment.	Yes
C9. Where possible, offices should be located at first floor level or above.	N/A – no offices proposed.	N/A
C10. A separate and defined entry shall be provided for each use within a mixed use development.	The specialised retail premises and hotel components have separate entrances.	Yes
C11. Street and tenancy numbers shall be located on shopfronts and awnings and shall be clearly visible from the street.	This is a matter that could be managed through a condition of consent.	Yes
C12. Solid roller shutters and security bars, either internal or external, that block out or obscure windows or entrances, are not permitted.	No solid roller shutters proposed.	N/A
<u>Materials</u> C13. High quality design, construction and materials shall be implemented to ensure the building has a long life and requires low maintenance.	High quality materials have been proposed.	Yes
C14. Building materials and finishes complement the finishes predominating in the area. Different materials, colours or textures may be used to emphasise certain features of the building.	The DEP have not raised any issues with the materiality of the building.	Yes
C15. New buildings shall incorporate a mix of solid (i.e. masonry concrete) and glazed materials, consistent with the character of buildings in the locality. Active street frontages are to maximise the use of glazing.	The building incorporates a mix of materials.	Yes
C16. All street frontage windows located at ground floor level are to be clear glazing.	The street frontage windows comprise clear glazing.	Yes
C17. Building finishes should not result in causing glare that creates a nuisance and hazard for pedestrians and motorists in the centre.	The building materials do not cause glare.	Yes

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Control	Comment	Complies
3.8 Ceiling height C1. The minimum finished floor level (FFL) to finished ceiling level (FCL) in a commercial building, or the commercial component of a building, shall be as follows: • 3.5m for ground level (regardless of the type of development); and • 3.3m for all commercial/retail levels above ground level.	The specialised retail premises levels of the building achieve compliance.	Yes
3.9 Roof Design C1. Roof design shall be integrated into the overall building design.	The DEP raised no issue with the design of the roof, the roof is integrated into the overall building design.	Yes
C2. Design of the roof shall achieve the following: • concealment of lift overruns and service plants; • presentation of an interesting skyline; • enhancing views from adjoining developments and public places; and • complement the scale of the building and surrounding development.	The proposed roof complements the scale of the building and does not add any unnecessary bulk.	Yes
C3. Roof forms shall not be designed to add to the perceived height and bulk of the building.	See above comment.	Yes
C4. Landscaped and communal open space areas on flat roofs shall incorporate shade structures and wind screens.	N/A – no communal open space proposed on the roof.	N/A
C5. Communal open space, lift overruns and service plants shall be setback from the building edge so as to be concealed.	See above comment.	N/A
C6. Roof design is to respond to the orientation of the site, through using eaves and skillion roofs to respond to sun access.	The roof design is site responsive.	Yes
C7. Consideration should be given to facilitating the use of roofs for sustainable functions, such as: • installing rain water tanks for water conservation; • orient and angle roof surfaces suitable for photovoltaic applications; and • allow for future innovative design solutions such as water features or green roofs**.**	Noted.	Yes
3.10 Awnings C1. Continuous awnings are required to be provided to all active street frontages (except laneways).	It is noted that the site's Parramatta Road and Hampstead Road frontages do not provide awnings. Rather, the upper building levels overhang the ground floor level. Along the Parramatta Road frontage the upper levels overhang the ground level by	No
C2. Awnings generally:		

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Control	Comment	Complies
• should be flat; • must be a minimum 2.4m deep; • are to be setback up to 1.2m from kerb to allow for clearance of street furniture, trees, and other public amenity elements; • have a minimum soffit height of 3.2m; and • have slim vertical fascias and/or eaves not to exceed 300mm.	1.3m and along the Hampstead Road frontage, the upper levels overhang the ground level by 1m. The overhang of the building covers the pedestrian path along both street frontages.	
C3. Awnings on street corner buildings shall wrap around corners.	The building overhang wraps around the corner.	No
C4. Awning design must match building facades and be complementary to those of adjoining buildings and maintain continuity.	N/A – no awning proposed.	-
C5. Canvas blinds along the street edge are not permitted.	N/A – no canvas blinds proposed.	-
C6. Awnings are to be located over all building entries to indicate entry points.	N/A – no awnings proposed.	-
C7. In the event of separated buildings, awnings should be complementary to each other in regards to size, design and location.	N/A – a single building is proposed.	-
C8. Awning design shall have consideration of growth pattern of mature trees. Cut outs or offsets in awnings for trees and light poles are not acceptable.	N/A – no awnings proposed.	-
C9. Lighting fixtures shall be recessed into the design, with all wiring and conduits to be concealed.	N/A – no awnings proposed.	-
C10. The drainage from stormwater from awnings is not be visible from the footpath and it is to be concealed or recessed into the ground floor frontage of the building.	N/A – no awnings proposed.	-
C11. Street awnings which appear as horizontal elements along the façade of the building shall be provided as part of all new development.	N/A – no awnings proposed.	-
C12. Awnings shall provide weather protection and must not be perforated.	The building overhang provides weather protection, overhanging the pedestrian footpath around the building on the ground level.	No

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Control	Comment	Complies
3.11 Visual and acoustic privacy Visual privacy C1. New development shall be located and oriented to maximise visual privacy between buildings on site and adjacent buildings, by providing adequate building setbacks and separation. Acoustic privacy C3. Conflicts between noise, outlook and views are to be resolved by using design measures, such as double glazing, operable screened balconies and continuous walls to ground level courtyards, where they do not conflict with streetscape or other amenity requirements. C4. Where commercial/office uses and residential uses are located adjacent to each other, air conditioning units, buildings entries and the design and layout of areas serving after hours uses shall be located and designed to minimise any acoustic conflicts. C5. Developments shall be designed to minimise the impact of noise associated with uses whose hours may extend outside of normal business hours, including restaurants and cafes. Operation includes loading/unloading of goods/materials, and the use of plant and equipment at a proposed commercial premise. C8. New development shall comply with the provisions of the relevant acts, regulations, environmental planning instruments, Australian Standards and guidelines as applicable for noise, vibration and quality assurance. This includes: • Development Near Rail Corridors and Busy Roads, NSW Department of Planning, December 2008 – Interim Guidelines; • NSW Noise Policy for Industry; • Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects; and • NSW Road Noise Policy.	The design has been updated with the orientation of the hotel drum rotated so that the core is adjacent to the boundary and rooms have been offset from being directly adjacent to the boundary. The DA is accompanied by an Acoustic Report which has been reviewed by Council's EHU team who have advised that it is satisfactory.	Yes Yes
3.12 Hours of operation C1. Where no existing hours of operation or conditions exist, the retail and/or commercial development are to operate within the following hours: • 6.00 am to 10.00 pm Monday to Saturday and 9.00 am to 6.00 pm on a Sunday or a public holiday; or	The development proposes hours of operation outside these standard hours.	-

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Control	Comment	Complies
• 7.00 am to 9.00 pm Monday to Saturday and no operation on a Sunday or a public holiday, for development adjoining or is opposite a residential lot within a residential zone. C2. For hours extending outside the times identified in C1, applicants must demonstrate that noise, amenity and light impacts and crime prevention factors have been considered and addressed, through the submission of the following reports for assessment: • acoustic report (Note: for developments in town centres where there is no residential development within close proximity of the development site, Council may consider waiving the need for an acoustic report for hours of operation up to midnight); • Crime Prevention Through Environmental Design (CPTED) report; and • Plan of Management.	The DA is accompanied by an Acoustic Report which has addressed the proposed hours of operation. The DA is accompanied by a CPTED Report.	Yes
3.13 Solar access C1. Developments shall be designed to maximise northern aspects for residential and commercial uses. C2. The living rooms and private open spaces for at least 70% of dwellings on neighbouring sites shall receive a minimum of 3 hours of direct sunlight between 8am and 4pm in midwinter. C3. A minimum of 50% of public open spaces and a minimum of 40% of school playground areas are to receive 3 hours of daylight between 9am and 3pm in mid-winter. C4. Developments shall be designed to control shading and glare. C5. Shadow diagrams (plan and elevation) shall accompany development applications for buildings, to demonstrate that the proposal will not reduce sunlight to less than 3 hours between 8am and 4pm on 21 June.	The development maximises the northern aspect, where possible. The DA is accompanied by Shadow Diagrams that demonstrate between 9am and 12pm, the existing residential development on the south-eastern side of Hampstead Road are not overshadowed by the development. The park within the development site achieves the minimum 50% solar access between 9am and 3pm. The development has been designed to control shade and glare. The DA is accompanied by Shadow Diagrams.	Yes Yes Yes Yes Yes
3.14 Natural Ventilation C1. Natural ventilation is incorporated into the building design. C2. Orient buildings to maximise prevailing breezes.	Natural ventilation has been incorporated into the building design and the building has been oriented to maximise prevailing breezes.	Yes

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Control	Comment	Complies
3.15 Building maintenance C1. Windows shall be designed to enable cleaning from inside the building. C2. Durable materials, which are easily cleaned and graffiti resistant, are to be selected. C3. Building maintenance systems are to be incorporated and integrated into the design of the building form, roof and façade.	Windows have been designed to enable cleaning from inside the building. The building material palette includes the use of durable materials such as	Yes Yes
3.16 Energy Efficiency C1. Improve the control of mechanical space heating and cooling by designing heating/ cooling systems to target only those spaces which require heating or cooling, not the whole building. C2. Improve the efficiency of hot water systems by: • encouraging the use of solar powered hot water systems. Solar and heat pump systems must be eligible for at least 24 Renewable Energy Certificates (RECs) and domestic type gas systems must have a minimum 3.5 star energy efficiency rating; • insulating hot water systems; and • installing water saving devices, such as flow regulators, 3 stars Water Efficiency Labelling and Standards Scheme (WELS Scheme) rated shower heads, dual flush toilets and tap aerators. C3. Reduce reliance on artificial lighting and design lighting systems to target only those spaces which require lighting at any particular 'off-peak' time, not the whole building. C4. Incorporate a timing system to automatically control the use of lighting throughout the building. C5. All non-residential development Class 5-9 will need to comply with the Building Code of Australia energy efficiency provisions. C6. An Energy Efficiency Report from a suitably qualified consultant that demonstrates a commitment to achieve no less than 4 stars under the Australian Building Greenhouse Rating Scheme or equivalent must be provided for all commercial and industrial development with a construction cost of over $5 million.	The DA is accompanied by an Energy Efficiency & Ecologically Sustainable Design Report which includes recommendations to be implemented for the development to achieve Energy Efficiency. The recommendations of this document could be enforced through a condition of consent.	Yes
3.17 Water efficiency	The DA is accompanied by an Energy Efficiency & Ecologically Sustainable Design Report which includes recommendations to	Yes

Control	Comment	Complies
C1. New developments shall connect to recycled water if serviced by a dual reticulation system for permitted non potable uses, such as toilet flushing, irrigation, car washing, firefighting and other suitable purposes. C2. Where a property is not serviced by a dual reticulation system, development shall include an onsite rainwater harvesting system or an onsite reusable water resource for permitted non potable uses, such as toilet flushing, irrigation, car washing, firefighting and other suitable purposes. Rainwater tanks shall be installed as part of all new development in accordance with the following: • the rainwater tank shall comply with the relevant Australian Standards; • the rainwater tank shall be constructed, treated or finished in a non-reflective material that blends in with the overall tones and colours of the subject and surrounding development; • rainwater tanks shall be permitted in basements provided that the tank meets applicable Australian Standards; • the suitability of any type of rainwater tanks erected within the setback area of development shall be assessed on an individual case by case basis. Rainwater tanks shall not be located within the front setback; and • the overflow from rainwater tanks shall discharge to the site stormwater disposal system. For details, refer to the Stormwater Drainage Part G4 of this DCP.	be implemented for the development to achieve Energy Efficiency. The recommendations of this document could be enforced through a condition of consent.	
3.18 Wind mitigation C1. Site design for tall buildings (towers) shall: • set tower buildings back from lower structures built at the street frontage to protect pedestrians from strong wind downdrafts at the base of the tower; • ensure that tower buildings are well spaced from each other to allow breezes to penetrate local centres; • consider the shape, location and height of buildings to satisfy wind criteria for public safety and comfort at ground level; and • ensure usability of open terraces and balconies. C2. A Wind Effects Report including results of a wind tunnel test is to be submitted with the DA for all buildings greater than 35m in height.	The DA is accompanied by a Qualitative Environmental Wind Assessment, the recommendations of which could be enforced through a condition of consent.	Yes
3.19 Food and drink premises C1. An acoustic report prepared by a suitably qualified acoustical consultant is to be undertaken if there is the potential for significant impacts from noise emissions from the food and drink premises on nearby residential or sensitive	The DA is accompanied by an Acoustic Report which has been reviewed by Council's EHU and is considered satisfactory.	Yes

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Control	Comment	Complies
receivers, including those that may be located within the same building/development. C2. An air quality assessment prepared by a suitably qualified consultant is to be undertaken if there is potential for significant impacts from air emissions, including odour and smoke, from the development. The air quality assessment should be prepared in accordance with NSW EPA's Assessment and Management of Odour from Stationary Sources in NSW – Technical Framework or equivalent. C3. Any application involving charcoal/solid fuel cooking or coffee roasting must also be accompanied by detailed plans and performance specifications for all odour filtration processes and chemical/photochemical treatments that are required to effectively remove smoke and/or odour from exhaust air. The proposed treatment system must comply with Australian Standard 1668.2 – 2012. The use of ventilation and air conditioning in buildings – Part 2: Mechanical ventilation in buildings. C4. Where a food and drink premises is located within a mixed use building containing residential units, impacts from internal transmission paths for noise and smoke/odour through the building must be assessed and adequately managed. C5. Provision of space within a new mixed use development for vertical exhaust risers to service future ground floor commercial uses must be included. Kitchen exhaust air intakes and discharge points must comply with the requirements of Australian Standard 1668.2 – 2012 The use of ventilation and air conditioning in buildings – Part 2: Mechanical ventilation in buildings. C6. All waste and recyclable material generated by the food and drink premises must be stored in a clearly designated, enclosed waste storage area with complies with AS4674 – Construction and Fitout of food premises. Commercial waste collections are to generally occur between 6:00am and 10:00pm where residential premises may be impacted.	The proposed development does not have the potential to generate odour and smoke. The development does not involve charcoal/solid fuel cooking or coffee roasting. N/A – no residential units proposed. EHU have advised that this information has not been provided. EHU have advised that this information has not been provided.	N/A N/A N/A No No
3.20 Safety and security <u>General</u> C1. Development shall address and be consistent with Council's policy on Crime Prevention Through Environmental Design (CPTED principles). The CPTED	The DA is accompanied by a CPTED Report.	Yes

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Control	Comment	Complies
analysis is to consider the key CPTED principles and address relevant controls set out in this section.		
<u>*Surveillance*</u> C2. Buildings (including openings) adjacent to streets or public spaces shall be designed to overlook and allow passive surveillance over the public domain and common areas (i.e. lobbies and foyers, hallways, recreation areas and carparks).	The hotel lobby entrance has been amended to provide improved visual access. The Applicant has also noted that, once the park is delivered as part of the next stage of the concept approval, amenity to the hotel entrance will be further enhanced.	Yes
C3. The main entry to a building should face the street.	See above comment.	Yes
C4. All entrances and exits shall be made clearly visible from the public realm or communal open space to which they face.	See above comment.	Yes
C5. Landscaping and plantings are to be designed to provide uninterrupted sight lines and avoid opportunities for concealment.	Landscaping has been designed so as not to interrupt sight lines.	Yes
C6. Building entrances, exits, urban public spaces and other main pedestrian routes of travel are required to be appropriately illuminated to minimise shadows and concealment of spaces.	Lighting of the development can be managed through a condition of consent.	Yes
C7. Hidden recesses along or off pedestrian access routes within car parks shall be avoided.	The narrow corridor off the pedestrian pathway has been removed.	Yes
C8. CCTV security monitoring of a high definition quality is to be provided.	This could be enforced through a condition of consent.	Yes
C9. Blind or dark alcoves near lifts and stairwells, at the entrance and within carparks along corridors and walkways are not permitted.	Blinds and dark alcoves have not been provided.	
C10. Secure entries shall be provided to all entrances to private areas, including car parks and internal courtyards.	Secure entry provided to the proposed basement car parking.	Yes
<u>Access control</u> C11. Commercial uses must be separated from residential uses in mixed use developments where access (e.g. lifts) is shared.	The specialised retail premises and hotel have separate building entries and lifts.	Yes
C12. Commercial and retail servicing, loading and parking facilities shall be separated from residential, access, servicing and parking.	N/A – no residential units proposed.	N/A

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Control	Comment	Complies
C13. Entrances to upper level residential apartments are to be separated from commercial / ground floor entrances to provide security and identifiable addresses.	N/A – no residential units proposed.	N/A
C14. Shared pedestrian entries to buildings shall be lockable.	N/A – no residential units proposed.	N/A
C15. Clear sightlines are to be provided from building entrances, foyers and lobbies into the public realm.	The hotel lobby entrance has been amended to provide improved visual access. The Applicant has also noted that, once the park is delivered as part of the next stage of the concept approval, amenity to the hotel entrance will be further enhanced.	Yes
C16. Loading docks and service entry in the vicinity of main entry areas shall be secured outside business hours.	A Loading Dock Management Plan has been provided.	Yes
C17. Access to a loading dock, car parking or other restricted areas in a building shall only be available to occupants or users via a large security door with an intercom, code, or card lock system.	A Loading Dock Management Plan has been provided.	Yes
C18. Access from car parks to dwellings should be direct and safe for residents day and night.	N/A – no dwellings proposed.	N/A
C19. Security grilles shall: • be at least 70% visually permeable; • not encroach or project over Council's footpaths; and • be made from durable, graffiti-resistant materials.	N/A – no security grilles proposed.	N/A
C20. Security bars are not permitted.	No security bars proposed.	N/A
C21. For at risk premises, security measures such as alarms, appropriate lighting and security patrols shall be included.	CPTED Report has been provided.	Yes
<u>Lighting</u> C22. Adequate lighting shall be provided within a development, such as pedestrian routes and accessways, common areas and communal open space, car parking areas, all entries and under awnings. Timers and motion sensors may be implemented where appropriate to reduce energy consumption.	CPTED Report has been provided.	Yes
C23. Pedestrian walkways and car parking shall be direct, clearly defined, visible and provided with adequate lighting, particularly those used at night.		

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Control	Comment	Complies
C24. Lighting shall be provided to highlight the architectural features of a building and enhance the identity and safety of the public domain, but does not floodlight the façade and avoids shadows.	See above.	Yes
C25. Illumination in carparks and building entrances should draw attention to the spaces to increase perceived safety.	See above comment.	Yes
C26. Lighting shall not interfere with the amenity of residents or affect the safety of motorists. Excessive lighting shall not be permitted. Public / private interface	See above comment.	Yes
C27. Site planning shall provide clear definition of territory and ownership of all private, semipublic and public places.	Managed through a condition of consent.	Yes
C28. Demarcate safe routes for pedestrians in car parking areas, using floor markings, ceiling lights and dedicated pedestrian paths.	CPTED Report has been provided.	Yes
	Plans demonstrate pedestrian movement through the site.	Yes
3.21 Pedestrian access and building entry C1. The design of buildings shall comply with Australian Standards for Access and Mobility.	The DA is accompanied by an Access Report.	Yes
C2. Access to public areas of buildings shall not have unnecessary barriers or obstructions including uneven and slippery surfaces, steep stairs and ramps, narrow doorways, paths and corridors.	Accessible entrances to the building are provided.	Yes
C3. Developments must provide continuous paths of travel from all public roads and spaces, as well as unimpeded internal access.	The development provides continuous paths of travel.	Yes
C4. Separate entries from the street are to be provided for cars, pedestrians, multiple uses (commercial and residential) and ground floor apartments.	Separate entrances are provided for the hotel and specialised retail premises.	Yes
C5. Entries and associated circulation space is to be of an adequate size to allow movement of furniture.	Entries are adequately dimensioned to allow movement of furniture.	Yes
	N/A – no residential units proposed.	N/A

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Control	Comment	Complies
C6. Provision of mailboxes for residential units shall be incorporated within the foyer area of the entrance to the residential component of the mixed use developments.		
3.22 Pedestrian links, arcades, laneways and new streets <u>Arcades / pedestrian links</u> C1. Arcades shall: • be a minimum width of 6m, with a minimum floor to ceiling height of 4m, and free of all obstructions (e.g. columns and stairs). Public seating, waste bins, planter boxes and other like furnishings may be included, provided they do not unreasonably impede pedestrian access; • accommodate active uses, such as shops, commercial uses, public uses, residential lobbies, cafes or restaurants; • be obvious and direct thoroughfares for pedestrians; • provide adequate clearance to ensure pedestrian movement is not obstructed; • have access to natural light for all or part of their length and at the openings at each end; • have signage at the entry indicating public accessibility and to where the arcade leads; and • have clear sight lines from end to end with no opportunities for concealment along its length.	The proposed pedestrian link is of an adequate width to facilitate pedestrian access and it is free of obstructions. There are specialised retail tenancy entrances off the pedestrian link and no goods are displayed along the link.	Yes
C2. No goods are to be displayed within arcades.	See above comment.	Yes
C3. Shops at the entrance of arcades or internalised shopping malls shall have direct pedestrian access to the street.	Access to the site's Parramatta Road frontage is provided via the pedestrian link.	Yes
C4. Direct and unrestricted public access shall be provided during business trading hours.	This could be enforced through a condition of consent.	Yes
C5. Where access is restricted to arcades outside of business hours, doors shall be secure, of a high visual quality and allow visibility into the arcade. Impermeable roller shutter doors or steel security bars will not be permitted.	N/A – the pedestrian link is open and will not be closed-off.	N/A
C6. Active retail/ commercial frontages shall be provided on both sides, for the full length of the arcade.	Active specialised retail premises interface with the pedestrian link.	Yes

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Control	Comment	Complies
3.23 Enterprise Corridor Zone C1. Commercial development shall be located at least at street level, fronting the primary street and where possible the secondary street. C2. Minimum front setbacks for B6 Enterprise Corridor zones shall be 5m. C3. Where development in a B6 Enterprise Corridor zone has access to a rear laneway, development may have a rear setback of 4m at ground level.	The first three building levels from the ground level comprise specialised retail premises. The development achieves the minimum 5m front setback to Parramatta Road. N/A – the site does not have access to a rear laneway.	Yes Yes N/A
3.24 Parking C1. Car parking will comply with the provisions set out in Part G3 of this DCP.	Refer to the assessment in the following sections of this Table.	-
3.25 Vehicle access C1. Vehicle access will comply with the provisions set out in Part G3 of this DCP.	Refer to the assessment in the following sections of this Table.	-
Control	Comment	Complies
PART G – MISCELLANEOUS DEVELOPMENT CONTROLS		
PART G3 – TRAFFIC, PARKING, TRANSPORT AND ACCESS (VEHICLE)		
3. Parking rates Development is to provide on-site parking in accordance with the following minimum rates. Refer to Table 1 below. Where a parking rate has not been specified in the table, the Guide to Traffic Generating Developments shall be used to calculate the parking requirements for the proposed development. Alternatively, a parking study may be used to determine the parking, subject to prior approval by Council.	Council's Development Engineer has reviewed the proposed car parking numbers and advised that: Proposed parking 257parking spaces area not adequate. Minimum 280 parking spaces shall be provided. There is a shortfall of 23 parking spaces for retail area. Parking calculation Hotel = 200/4 = 50 (Subject to additional information) Function room = 321(15/100) = 49 Retail(N) = 9050/50 =181 = 181 Total = 280 car parking spaces required. The Applicant has provided a further detailed discussion on the calculation of car parking numbers in an updated Traffic Impact Assessment, which has demonstrated that the proposed 261 car parking spaces are adequate to service the development.	No

Control	Comment	Complies
<table><tr><td colspan="3">Commercial - Business and Office</td></tr><tr><td>General rate</td><td>1 space / 40m² GFA</td><td>Staff: 1 space / 10 employees Visitor: • Sites under 1000 m²: Nil • Sites over 1000 m²: 1 space / 750 m² over 1000 m²</td></tr><tr><td colspan="3">Commercial - Retail</td></tr><tr><td rowspan="2">General rate</td><td>1 space / 50m² in B4 zone 1 space / per 40m² GFA in all other zones</td><td>Staff: 1 space / 10 employees Visitor: 1 space / 750 m² over 1000 m²</td></tr><tr><td colspan="2">For applications involving existing buildings which do not involve additional floorspace, Council will give consideration to site characteristics when determining parking rates.</td></tr><tr><td>Food and Drink premises#</td><td>Within Town Centre*: 1 space / 40m² GFA Outside Town Centre: 1 space / 7 m² GFA</td><td>Staff: 1 space / 100 m² GFA</td></tr></table> Additional parking objectives and controls are provided in Section 4 of this DCP.	On this basis, the variation to the required car parking numbers is considered acceptable on merit.	
4. Objectives and controls **4.3 Basement parking** C1. Basement garages and driveways shall be permitted in accordance with the relevant Australian Standards. Where slope conditions require a basement, the area of the basement shall not significantly exceed the area required to meet the car parking and access requirements for the development.	Basement is provided generally consistent with the Concept Approval.	Yes
C2. Basement parking shall be located within the building footprint.	The basement is generally located within the building footprint.	Yes
C3. Basement parking shall not unreasonably increase the bulk and scale of development.	The basement parking does not unreasonably increase the bulk and scale of the development.	Yes
C4. Basement parking shall provide, where required, a pumpout drainage system according to Council's engineering requirements.	The basement is be provided with a pumpout drainage system.	Yes
C5. Basement parking shall not affect the privacy of adjacent residential development.	The proposed basement does not impact the privacy of the existing residential development along Hampstead Road.	Yes

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Control	Comment	Complies
C6. Basement parking manoeuvring shall ensure that vehicles can enter and exit in a forward direction.	Vehicles are able to enter and exit the basement in a forward direction.	Yes
C7. Basement access/ramp design shall comply with ramp requirements specified in AS2890.	Council's Development Engineer has reviewed the proposed basement layout and no issues have been raised.	Yes
4.4 Development in business zones <u>Vehicle access</u> C1. Driveways shall be provided from laneways (existing or proposed), private accessways and secondary streets, where possible.	The access driveway is proposed from the secondary street frontage; Hampstead Road.	Yes
C2. If a building has access to a rear lane or sidestreet, the loading and unloading facilities and service access shall be provided from that lane.	Access to the temporary loading facility is proposed via an existing driveway off Hampstead Road.	Yes
C3. The location of vehicular access shall consider existing services (eg. power, drainage) and street trees.	The vehicular access point has considered existing services.	Yes
C4. Car park entries and driveways shall be kept to a minimum and shall not be located on primary or core retail streets.	No vehicular access is proposed via the site's Hampstead Road frontage.	Yes
C5. Driveways shall be located at the required distance from the intersection of two roads.	The driveway location is sufficiently removed from the intersection with Parramatta Road.	Yes
C6. Vehicular access shall be integrated with the overall design of the building and shall consider site layout, streetscape character and façade design.	The vehicular access driveway has been integrated into the overall design of the development.	Yes
C7. All vehicles must be able to enter and leave the site in a forward direction.	All vehicles are able to enter and exit to basement in a forward direction.	Yes
C8. The width of driveways is limited to a maximum of 8 metres at the boundary, including development with commercial loading docks and servicing (including waste servicing).		
C9. Pedestrian safety is to be maintained through design, including ensuring clear sight lines at pedestrian and vehicular crossings and clearly differentiating vehicular and pedestrian access.	The basement design differentiates between pedestrian and vehicular paths.	Yes
<u>Parking</u>		

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Control	Comment	Complies
C10. Parking rates shall comply with the minimum parking rates in Section 3 of this Part of the DCP.	See discussion at Section 3 of this Table.	Yes
C11. On-site parking is to be accommodated within a basement wherever possible.	Basement parking is provided.	Yes
C12. Consolidate basement parking areas under building footprints to maximise the area available for landscaping.	The basement carparking is generally provided under the building footprint.	Yes
C13. On-site parking is to be suitably screened from view of an active or main street frontage.	N/A – basement parking provided.	N/A
C14. Parking areas shall be designed to ensure pedestrian amenity and safety.	Basement carpark has been designed to ensure pedestrian amenity and safety.	Yes
C15. Natural ventilation is to be facilitated to basement and sub-basement car parking areas, wherever possible, and with regard to any flooding issues.	Noted.	
C16. Ventilation grilles and structures shall be integrated into the façade and landscape design, should not be provided at active frontage and should not be near windows of habitable rooms and open space areas.	Noted.	
C17. Safe and secure access is to be provided from on-site parking for building users, including direct access from parking to lobbies.	Safe and secure access is provided from the parking to the building lobbies.	Yes
C18. Marked pedestrian pathways with clear lines of sight and safe lighting shall be provided.	Pedestrian pathways through the basement are delineated.	Yes
C19. Private car parking within mixed use developments must be clearly identified and separated from commercial car parking.	This could be managed through a condition of consent.	Yes
C20. Visitor parking shall be clearly identified and shall not be provided in the form of stacked/ tandem parking.	N/A – no visitor parking proposed.	N/A
4.6 Loading requirements for commercial and industrial development C1. Loading bays for trucks and commercial vehicles shall be provided in accordance with Table 2 below:	The Applicant has provided Council with a Loading Dock Management Plan which provides clarity around the loading arrangements for the development, including an analysis of the required loading dock capacity. This is considered satisfactory.	Yes

ATTACHMENT 7 – CDCP 2021 ASSESSMENT TABLE

Control	Comment	Complies
<table><tr><th>Land use</th><th>Loading requirements</th></tr><tr><td>Business and office premises</td><td>1 space / 4,000m² GFA up to 20,000m² GFA, plus 1 space / 8,000m² thereafter</td></tr><tr><td>Retail premises - department stores</td><td>1 space / 1,500m² GFA up to 6,000m² GFA, plus 1 space / 3,000m² thereafter</td></tr><tr><td>Retail premises – shops and food and drink premises</td><td>1 space / 400m² GFA up to 2,000m² GFA, plus 1 space / 1,000m² GFA thereafter</td></tr><tr><td>Hotel and motel accommodation</td><td>1 space / 50 bedrooms or bedroom suites up to 200, plus 1 space / 100 thereafter, plus 1 space / 1,000m² of public area set aside for bar, tavern, lounge and restaurant</td></tr><tr><td>Other</td><td>1 space / 2,000m²</td></tr><tr><td>Industrial/warehouse, bulky goods retail and wholesale supplies</td><td>1 space / 800m² GFA up to 8,000m² GFA, plus 1 space / 1,000m² thereafter</td></tr></table>	Council's Development Engineer has advised the following: Hotel = 200/50 = 4 Function room = 321/1000 = 1 Specialised Retail(N) = No rates available in DCP or TfNSW guide The Council's DCP or Guide to Traffic Generating Development (GtGD) does not provide the loading requirements for specialised retail premises. The proposed 10 loading areas are considered to be adequate for the temporary loading arrangement based on the Traffic Report. The operational performance shall be monitored/reviewed, and appropriate measure shall be incorporated in the Stage 2 development proposal, if required.	
C2. Loading/unloading areas shall be provided in accordance with applicable provisions of Australian Standard (AS 2890).	See above comments.	Yes
C3. Provide separation between parking and service areas (i.e. loading/unloading areas).	Parking and service areas are separated.	Yes
C4. Locate and design service areas to facilitate convenient and safe usage.	See above comment.	Yes
C5. Loading docks shall be located so as to not: • interfere with visitor and employee parking spaces; • interfere with pedestrians or vehicle circulation and access; and • result in delivery vehicles queuing on any public road, footway, laneway or service road.	The proposed loading dock arrangements are separate to the basement parking spaces and will not result in delivery vehicles queuing on any public road, footway, laneway or service road.	Yes
C7. Loading areas shall be designed for the largest size vehicle accessing the site.	The loading area has been designed for a HRV.	Yes
4.9 Electric vehicle charging points		

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Control	Comment	Complies
C1. Electric circuitry to accommodate 'Level 2' electric vehicle charging points is encouraged, where possible, in off-street car parking of new residential and nonresidential development to ensure that 100% of car spaces can install electric vehicle charging points in the future. This should include: • ensuring adequate electrical capacity and infrastructure (cable size, distribution board size etc.) for the electric vehicle charging point system; and • providing either buried cables underground or cable trays sufficient to accommodate electric circuitry to each car space. C2. The installation of a 'Level 2' electric vehicle charging point is encouraged for all new residential and non-residential development (other than for dwelling houses, semidetached dwellings or dual occupancies).	The development has not made provision for electric vehicle charging points within the basement, however, these may be considered in the future, as demand arises.	Can comply
PART G4 – STORMWATER AND DRAINAGE **2.2 Method of stormwater disposal from the site** C1. All stormwater collecting as a result of the carrying out of development under this DCP must be directed by a gravity fed or charged system to: (a) a public drainage system, or (b) an inter-allotment drainage system, or (c) an on-site disposal system.	The DA is accompanied by a Flood Study and Stormwater Plans.	Yes
2.3 Application requirements for stormwater drainage C2. All major development will require detailed stormwater plans designed by a qualified stormwater engineer or equivalent for lodgement. C3. Lodgement requirements for stormwater and drainage shall be in accordance with Council's Development Application checklists and Development Application Guide for Lodgement.	The DA is accompanied by a Flood Study and Stormwater Plans. See above comment.	Yes Yes
2.6 Flood risk management C1. The proposed development does not result in any increased risk to human life and does not increase the potential flood affectation on other development or properties. C8. The proposed development shall comply with Council's Flood Risk Management Policy. <u>Fencing</u>	Council's Development Engineer has advised that the development now achieves a minimum 500mm above the flood level, with the exception of the temporary loading dock. The provided floor level of RL8.9m AHD for the temporary loading dock is 80mm below the 1% flood event, which is acceptable in this instance for the following reasons: The current building is existing.	Partial

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Control	Comment	Complies
C1. Fencing within the floodplain shall be constructed in a manner that does not affect the flow of floods.	Raising the floor level any further will impact the vehicular grades for access to the loading area. The loading area is temporary to accommodate Stage 1 and 2 of the development. To ensure acceptable measures are in place, Council's Coordinator Engineering Services has provided conditions of consent to address the above.	
2.7 Water Sensitive Urban Design, water quality and water re-use <u>Water Sensitive Urban Design (WSUD)</u> C1. All development applications for sites of 2,500m^2, or more in area must be supported by a Water Sensitive Urban Design Strategy, prepared by a qualified civil engineer with suitable experience. C3. All other developments shall provide appropriate water sensitive treatments. <u>Water quality</u> C4. Water quality devices are required to prevent pollutants from commercial, industrial developments and car parking areas entering the waterways in order to improve waterway health and to develop and maintain ecologically sustainable waterways. <u>Erosion and sediment control</u> C7. All runoff from surrounding land is diverted away from the area disturbed and polluted runoff is retained on-site. C8. All disturbed areas are stabilised with vegetation immediately after site works are completed. C9. Water discharging from site shall comply with standard guidelines C10. The ESCP shall be in accordance with the standards outlined in Managing Urban Stormwater: Soils and Construction by the NSW Department of Housing. C11. Soil and water management plans are prepared for larger development sites including residential flat buildings.	The DA is not accompanied by a WSUD Strategy, however MUSIC modelling has been provided. Noted. Council's Stormwater Engineer has reviewed the development proposal and raised no issue. The DA is accompanied by an ESCP. This can be managed through a condition of consent. Council's Stormwater Engineer has raised no issues. The DA is accompanied by an ESCP and this can be managed through a condition of consent. Noted – this can be managed through a condition of consent.	No - Yes Yes Yes Yes Yes Yes
PART G5 – SUSTAINABILITY, BIODIVERSITY AND ENVIRONMENTAL MANAGEMENT		

ATTACHMENT 7 – CDCP 2021 ASSESSMENT TABLE

Control	Comment	Complies
2.2 Surface water C1. All developments that have the potential to impact on stormwater quality must be consistent with the principles of water-sensitive urban design (WSUD). C2.With respect to applications involving soil disturbance, the consent authority may request a management plan to be submitted detailing how surface water impacts will be managed in accordance with the NSW DEC's Managing Urban Stormwater series (2006). The specific type of plan will depend on the volume of soil disturbance that is proposed: • developments involving 250 – 2500m^2 : an erosion and sediment control plan (ESCP) must be provided, in accordance with NSW DEC's Managing urban stormwater – Soils and Construction Volume 1 (2006); • developments involving >2500m^2 : a soil and water management plan (SWMP) must be provided, in accordance with NSW DEC's Managing Urban Stormwater – Soils and Construction Volume 1 (2006).	The implementation of WSUD measures can be managed through a condition of consent, noting that the Applicant has undertaken MUSIC modelling. The requirement for the implementation of erosion and sediment control measures for the duration of the demolition and construction works can be managed through a condition of consent.	Yes Yes
2.3 Land contamination C1. Development applications Prior to the submission of a development application, an assessment is to be made by the applicant under Clause 7 of SEPP No. 55 as to whether the subject land is contaminated prepared in accordance with the relevant Department of Planning, Industry and Environment Guidelines and the Guideline to Asbestos Management in Cumberland Council 2018. C2. In accordance with Clause 7 (1) of SEPP No. 55 Council will not consent to development unless it has considered whether land is contaminated, and if the land is contaminated is suitable for the proposed purpose or is satisfied that the land will be appropriately remediated. Where land is proposed to be subject to remediation, adequate documentation is to be submitted to Council supporting the categorisation.	The DA is accompanied by a Detailed Phase 2 Contamination Investigation which has relevantly recommended that a Remediation Action Plan (RAP) be prepared to document the existing contamination status of the site, include methodology to decommission the six (6) existing Underground Storage Tanks (USTs) on 276-278 Parramatta Road, Auburn and to evaluate the most suitable method/s to remediate soil, in consideration of the proposed mixed use commercial development. The DA is also accompanied by a RAP which documents the contamination status of the site, summarises the contamination issues, examines suitable and compatible methods to remediate contamination and documents the procedures and protocols necessary to implement and validate the remediation to make the site suitable for its intended use. Council's EHU have reviewed both the Detailed Phase 2 Contamination Investigation and the RAP and advised that there are no objections to the implementation of the RAP subject to the recommendations of the report being followed and submission of a Validation Report.	Yes

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Control	Comment	Complies
2.6 Energy efficiency and renewables <u>Non-residential development</u> C4. Design heating/cooling systems to target only those spaces that require heating or cooling, not the whole building. C5. Improve the efficiency of hot water systems through: • the use of solar powered hot water systems. Solar and heat pump systems must be eligible for at least 24 Renewable Energy Certificates (RECs) and domestic type gas systems must have a minimum 3.5 star energy efficiency rating; • insulating hot water systems; and • installing water saving devices, such as flow regulators, 3 stars Water Efficiency Labelling and Standards Scheme (WELS Scheme) rated shower heads, dual flush toilets and tap aerators. C6. Reduce reliance on artificial lighting and design lighting systems to target only those spaces which require lighting at any particular 'off-peak' time, not the whole building. Incorporate a timing system to automatically control the use of lighting throughout the building. C7. All non-residential development Class 5-9 will need to comply with the Building Code of Australia energy efficiency provisions. C8. An Energy Efficiency Report from a suitably qualified consultant that demonstrates a commitment to achieve no less than 4 stars under the Australian Building Greenhouse Rating Scheme (or equivalent) must be provided for all commercial and industrial development with a construction cost of over $5 million.	The DA is accompanied by an Energy Efficiency & Ecologically Sustainable Design Report which includes recommendations to be implemented for the development to achieve Energy Efficiency. The recommendations of this document can be enforced through a condition of consent. See above comment. See above comment. See above comment.	Yes Yes Yes Yes
PART G7 – TREE MANAGEMENT AND LANDSCAPING		
2.3 Landscaping C1. Where a landscape plan is required, it shall be prepared by an appropriately qualified person such as an experienced Landscape Architect/Landscape Designer. The landscape plan shall be prepared at a minimum scale of 1:100, be fully documented with the inclusion of a plant schedule and show sufficient detail to enable construction.	The DA is accompanied by a comprehensive Landscape Plan which includes a plant schedule and sufficient detail to enable construction.	Yes Yes

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Control	Comment	Complies
C4. Landscaping shall be provided to enhance the streetscape and setting of development, incorporating a mix of trees, shrubs and ground covers planted appropriately and where necessary, providing essential screening or solar access roles. C5. Where trees are to be planted, consideration must be given to the species type, height and size of the tree at maturity and to the distance of the tree to any structure including stormwater pits and services such as overhead powerlines and underground pipework. C6. Proposed locations for tree species that reach a height of 10m or greater must maintain a minimum distance of 2m from all adjoining boundary fence lines at the time of planting.	The landscaping design proposes an holistic mix of trees, shrubs and ground covers to enhance the streetscape and setting of the development. The landscape design incorporates tree species which are appropriate for their location and setting. Noted – this can be managed through a condition of consent.	Yes Yes
2.4 Landscaping specification C1. Proposed landscaping shall incorporate environmentally sustainable principles through species selection, minimal water usage, irrigation method schemes, and soil and mulch types.	The adoption of environmentally sustainable principles can be managed through a condition of consent.	Yes
PART G8 – WASTE MANAGEMENT		
3.1 Demolition and construction C1. All materials that arise from demolition and construction shall comply with a Waste Management Plan (WMP) before recycling or disposal. Note: The WMP shall provide details of on-site storage, volume or area estimates and information about reuse, recycling and disposal options for all waste produced on-site, including excavation materials.	The DA is accompanied by a WMP, which has been reviewed by Council's Waste Officer and deemed satisfactory. The implementation of the WMP for the duration of the demolition and construction works can be managed through a standard condition of consent.	Yes
3.2 Commercial development C1. The number of bins required and size of storage area will be calculated against the current standard NSW commercial waste generation rates are those established by the Combined Sydney Region of Councils set out in Table 1 below.	The WMP has been reviewed by Council's Waste Officer who has advised that the proposed bins are adequate.	Yes

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Control	Comment	Complies
3.5 Bin transfer requirements C1. Waste and recycling bins shall be positioned in locations that permit easy, direct and convenient access for users of the facility and permit easy transfer of bins to the collection point.	The proposed temporary bin servicing area is not supported, given the impractical path for the transport of bins that will be required and the distance of the collection point from the building and bin storage areas within the basement. The Applicant's assertion that the loading and servicing area for the proposed building will form part of the future development stage, is not supported. The two basements will be separated by the stormwater pipe.	No
3.6 Collection area requirements <u>General</u> C1. All developments must allocate a suitable collection point for collection of waste and recycling bins from either inside the development (on-site) or from kerbside (off-site).	Additional information has been provided in relation to waste management and the proposed arrangement is considered satisfactory.	Yes
3.7 Collection vehicle requirements C1. All proposed developments will need to accommodate a Heavy Rigid Vehicle (HRV) for all waste collection. C2. Proposed developments that require a waste collection vehicle to enter the site for the collection of waste, a swept path analysis for a 10.5m HRV with a height clearance of 4.5m must be clearly demonstrated in the Architectural Plans, Waste Management Plan, and Traffic and Transport Management Plan. If a hook lift bin is to be used, the height clearance will increase and greater height clearance will be required. C3. The bin lift arc will also need to be taken into consideration when designing the height for the area for bin collection. C4. The proposed development must have sufficient manoeuvring area on site to allow for a HRV to enter and leave the site in a forward direction and service the development with minimal or no need to reverse. C5. The grades of entry and exit routes must not exceed the capabilities of the waste collection vehicle and must comply with AS 2890.2. C6. Ensure the waste collection vehicle can park safely within a designated parking/ loading area on-site whilst servicing the bins.	The proposed waste collection arrangement for the development comprises the use of the adjoining land (which will ultimately be development as part of a future stage of the Concept Approval) for the collection of waste, with swept paths being provided for a HRV. See above comment. See above comment. See above comment. See above comment.	Yes

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Control	Comment	Complies
C7. The truck loading area must be separated from car parking bays, footpaths and not block any driveways. The truck loading area is to include an extra 2m length at the rear of the vehicle for bins to be loaded and emptied into the truck. C8. Standard HRV specifications as identified in Australian Standard 2890.2 Parking Facilities: Off Street Commercial Vehicle Facilities shall be complied with.	See above comment. See above comment.	