

Appendix I DCP Compliance Assessment

Table 1 Maitland DCP 2011 Compliance Table

| Control | Requirement | Comment | Compliance |
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| Part B – Environmental Guidelines | | | |
| B.6 – Waste Not – Site Waste Minimisation & Management | | | |
| Submission/Application Requirements | | | |
| 1.1 Documentation to be submitted | <p>All applications relating to residential developments, as well as commercial and industrial premises are to include Site Waste Minimisation and Management Plan (SWMMP) as part of documentation submitted to Council. The development plans should also clearly indicate the location of waste management facilities, including recycling bins and the like.</p> <p>F</p> <p>Site Waste Minimisation and Management Plans (SWMMP)</p> <p>A SWMMP outlines measures to minimise and manage waste generated during demolition and construction processes, as well as the ongoing use of the site.</p> <p>The SWMMP is to nominate the following:</p> <ul style="list-style-type: none"> • The volume and type of waste and recyclables to be generated. • The storage and treatment of waste and recyclables on site. • The disposal of residual waste and recyclables. • The operational procedures for ongoing waste management once the development is completed, including the nominated waste management service provider. | The waste and mitigation methods at the site has been addressed at Appendix F. | Y |
| | <p>Submission of a SWMMP</p> <p>A SWMMP is to be submitted for all types of development listed within this policy. Council’s document titled ‘Site Waste Management and Minimisation Plan’ Standard Form provides the necessary information and examples of SWMPs.</p> <p>More detailed SWMMPs are required for projects of a larger scale, with additional supporting information required.</p> | | |

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| | <p>The SWMMP is to be submitted with the documentation relating to Development Applications, in order to be considered in the assessment under Section 4.15 of the Act.</p> | | | | | | | | |
| <p>1.2 Implementing the SWMMP</p> | <p>When implementing the SWMMP, the applicant must ensure:</p> <ul style="list-style-type: none"> • Roads, footpaths, public reserves and street gutters are not used as places to store demolition waste or materials of any kind. • Any material moved offsite is transported in accordance with the requirements of the Protection of the Environment Operations Act 1997 and relevant Regulations. • Waste is only transported to a place that can lawfully be used as a waste facility, and by contractors who are aware of the legal requirements of the disposal of waste. • Generation, storage, treatment and disposal of hazardous, offensive or special waste (including asbestos) is conducted in accordance with relevant waste legislation and relevant agencies. • Evidence such as weighbridge dockets and invoices for waste disposal or recycling services is retained. • Evidence of compliance with any specific industrial waste laws and protocols, such as the Protection of the Environment Operations Act 1997 and relevant Regulations. • Materials which are to be disposed of and those which are to be reused/ recycled are to be separated through the demolition and construction process. • Materials that have existing reuse or recycling markets should not be disposed of in landfill when possible. | <p>Appropriate storage and disposal practices are identified at Appendix F.</p> | <p>Y</p> | | | | | | |
| <p>1.3 Waste/Recycling Generation Rates</p> | <p>The following waste generation rates shall apply:</p> <table border="1" data-bbox="477 1209 1476 1257"> <thead> <tr> <th data-bbox="477 1209 808 1257">Type of Premise</th> <th data-bbox="808 1209 1140 1257">Waste Generation</th> <th data-bbox="1140 1209 1476 1257">Recycling Generation</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | Type of Premise | Waste Generation | Recycling Generation | | | | <p>Appropriate waste storage is provided for the anticipated waste to be generated.</p> | <p>Y</p> |
| Type of Premise | Waste Generation | Recycling Generation | | | | | | | |
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| Control | Requirement | | Comment | Compliance | |
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| | Food Premises Butcher Delicatessen Fish Shop Greengrocer Restaurant Supermarket Takeaway | 80L/100m ² floor area/day 80L/100m ² floor area/day 80L/100m ² floor area/day 240L/100m ² floor area/day 10L/1.5m ² floor area/day 240L/100m ² floor area/day 80L/100m² floor area/day | Discretionary Discretionary Discretionary 120/100m ² floor area/day 2L/1.5m ² floor area/day 240 L/100m ² floor area/day Discretionary | | |
| 2. Site Preparation Phase | | | | | |
| 2.1 Demolition of Buildings or Structures | 1. An area shall be allocated for the storage of materials for use, recycling and disposal, giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements. Waste and recycling materials are to be separated. Measures are to be implemented to prevent damage, minimise health and order risks, and windborne litter. | | There are no proposed structures on the approved pad site. Minor landscaping and temporary paths may be removed to facilitate the McDonald's. | N/A | |
| 3. Construction Phase | | | | | |
| 3.1 Construction of Buildings or Structures | 2. An area shall be allocated for the storage of materials for use, recycling and disposal, giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements. Signage is to be incorporated into this area in order for the clear definition of the space. Waste and recycling materials are to be separated. Signage shall clearly indicate which bins or disposal units are for waste and those for recycling. Measures are to be implemented to prevent health and odour risks, and windborne litter. The use of prefabricated components and recycled materials should be considered when possible. | | Construction waste will be separated on site by builder's contractors and builder's labourer's during the construction stage. Refer to Appendix F for further details of the construction phase. | Y | |
| 4. Operational Phase | | | | | |



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| 4.2 Commercial Developments and Change of Use | 1. The waste area should provide separate containers for the separation of general waste from recyclables. 2. If Council is not the provided waste contractor, then a valid contract with a licensed waste facility is to be kept by the premises or the body corporate managing the site for the collection of waste and recyclables. | The waste storage area is located within the Back of House area of the building, adjacent to the loading area. | Y |
| Part C Design Guidelines | | | |
| C.6 - Signage | | | |
| Guidelines for Signage | 1. Signs should be simple, clear and concise. In some cases graphic symbols may be more effective than words. 2. Signs should fit the structure of the building and be complementary to the building. 3. Historic buildings and places should be treated with sympathy and signs should not obscure or overwhelm the architectural features of the building or place. Traditional sign materials of the era should be used rather than plastics, Styrofoam, opalescence and similar materials. 4. Signs in rural and environmental protection zones should only advertise facilities, activities or services located on the land or be directional signs to tourist or historical interest. 5. Multi-tenancy development signage to be uniform size, shape and of similar construction. 6. Wall signs shall be restricted to 25% of the visible wall surface. 7. Signs resembling road or traffic signs are prohibited. 8. Signs are to be properly maintained. 9. Footpath signs are prohibited. 10. Rationalisation of signage is encouraged. 11. Temporary signs and banners are generally not encouraged but when allowed, are subject to strict conditions of approval and removal following the event. 12. Signs requiring substantial supporting structure may require detail design plans from a practising Structural Engineer. | 1. Signage proposed is simple and clear. 2. Signage fits the structures/buildings appropriately. 3. The site is not a historic place. 4. The site is not a rural place. 5. The signage relates only to the commercial use proposed. 6. Wall signs do not obstruct more than 25% of visible wall surfaces. 7. There are no signs resembling road signs, except for those providing directional advice within the car park and the drive through areas. 8. Signs will be properly maintained. | Y |



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| | | 9. There are proposed pedestrian crossing signs to provide directional information only. 10. In the context of the site, the proposed signage is appropriate. 11. There are no proposed banners or temporary signs. 12. The proposed signage is not anticipated to require further studies. | |
| Signs Not Acceptable: | <ul style="list-style-type: none"> • Signs in rural, residential and environmental protection zones where they do not relate to activities and development situated on that land with the exception of directional signs to place of tourist on historical interest. • Signs which project from the building facade and obstruct the view of the streetscape. • Signs fixed to trees, light poles or the like. • Signs that interfere with traffic lights or signs, obstruct lines of sight or signs that are inconsistent with Transport for NSW requirements. • Signs that are unsightly, objectionable or injurious to the amenity of the locality. • Signs attached to parked vehicles/trailers or the like. • Portable signs on public footways/road reserves. • Numerous small and cluttered signs duplicating information. • Signs not on land to which they relates other than in commercial/industrial zones. | There are no prohibited signs proposed. | Y |



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| o C.11 – Vehicular Access & Car Parking | | | |
| 1.General Requirements | | | |
| 1.1 General Requirements | <p>In determining the parking and traffic requirements for a development proposal, the following principles shall be followed:</p> <ul style="list-style-type: none"> the minimum standards as set out in this plan; the likely demand for of-street parking generated by the development; the availability of public transport in the vicinity to service the proposed development; the probable mode of transport to be used by employees and/or customers; the likely peak times of usage of the proposed development; the existing traffic volumes on the surrounding street network including, where relevant, the potential future traffic volumes; and the equity of requiring of-street parking for individual developments within areas such as Maitland City Centre and Morpeth, where historical parking deficiencies have occurred. | The elements of Traffic requirements have been assessed at Appendix G . | Y |
| 1.2 Calculation of Parking Requirements | <p>a. Development Generally</p> <p>The minimum number of parking spaces to be provided for a particular development is to be calculated in accordance with Appendix A of this policy.</p> | The site as a whole is in accordance with the numbers specified at Appendix A. | Y |
| | <p>b. Mixed Uses</p> <p>Ancillary components of a land use (for example an office within an industrial building that occupies less than 20% of the total floor space) will be assessed according to the rate required for the principal land use.</p> <p>For developments incorporating different categories of uses, a separate calculation will be made for each component and then added together to provide the total parking requirement. Any departure from this method will only be considered where it is demonstrated that the peak demand for each land use component of the development is staggered. In this regard the applicant should submit a parking profile showing the cumulative parking demand by time-of-day.</p> | The McDonald's forms part of the mixed uses on the site (the approved shopping centre). The car parking required for the McDonald's has been added to the requirements for the site as a whole. It has been determined that the provided car parking is appropriate for the site. Refer to Appendix G . | Y |



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| | <p>c. Calculation of Numbers Where the calculation results in a fraction of a space, the total number of parking spaces required will be the next highest whole number.</p> | Noted. | Y |
| | <p>d. Change of Use Where the use of an existing building is to be changed, or where an existing building is to be replaced with a new building, the following method of calculation shall apply:</p> <ul style="list-style-type: none"> I. The parking requirements of the previous or existing premises is to be determined in accordance with Appendix A of this policy; II. The parking requirement of the proposed development is to be determined in accordance with Appendix A of this policy; III. Subtract the number of spaces determined in (a) above from the number of spaces calculated in (b) above; IV. The difference calculated in (c) above represents the total number of parking spaces to be provided in addition to the existing of-street carparking. <p>Where an existing building is to be replaced by a new building which has a floor area not exceeding the floor area of the existing building, and no change of use is proposed, no additional parking is required to be provided.</p> <p>Notwithstanding the above, nothing in this plan requires the provision of additional parking in conjunction with the conversion of an existing approved office or business premises or a shop, to either a shop or a restaurant or cafe, within business zones of the Maitland City Centre (refer to Map)</p> | Noted. | Y |
| | <p>e. Renovation of Existing Buildings Nothing in this Plan requires the provision of additional parking where an existing building is being renovated for its existing use.</p> | Not applicable. | N/A |
| | <p>f. Extensions/Additions to Existing Development Where existing premises are being extended to create additional floor space, the additional parking requirement shall be calculated in accordance with Appendix A on the basis of the increased floor space.</p> | Not applicable. | N/A |
| | <p>g. Small Scale Additions</p> | Not applicable. | N/A |



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| | <p>Council may, at its discretion, waive the carparking requirement for small- scale additions where the extension is not directly related to the parking generation potential of the development.</p> <p>h. Complementary Parking Facilities Council may, at its discretion, consider reducing car parking requirements where it can be demonstrated that a particular development generates its peak parking demand outside the hours of 9.00am to 6.00pm and is generally situated in business zoned areas where public car parking facilities are in close proximity. The extent of any reduction shall be determined having regard to the parking generation characteristics of the development and shall generally not exceed 70%.</p> | Not applicable. | N/A |
| 2. Guidelines for the Design, Layout and Construction of Access and Parking Areas | | | |
| 2.1 Access To The Site | <p>Access to or from a site shall be located where it causes the least interference to vehicular and pedestrian traffic on the road frontage. Access will generally not be permitted in the following locations:</p> <p>a. close to traffic signals, intersections or roundabouts where sight distance is considered inadequate by Council;</p> <p>b. opposite other developments generating a large amount of traffic (unless separated by a median island);</p> <p>c. where there is heavy and constant pedestrian movement along the footpath;</p> <p>d. where right turning traffic entering the facility may obstruct through traffic; and</p> <p>e. where traffic using the driveways interferes with, or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.</p> | <p>There is no change proposed to the approved site access under DA/2021/1702.</p> <p>There are no other developments outside of the site that will generate a large amount of traffic.</p> <p>There is not heavy or constant pedestrian movement along the footpath.</p> <p>There is no proposed right turning traffic into the site.</p> <p>The access to the site do not interfere with any bus stops, taxi ranks, loading zones or pedestrian crossings.</p> | <p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p> |



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| | f. Direct access onto a major road is to be avoided wherever possible. Auxiliary lanes, (deceleration and acceleration lanes), may need to be provided to minimise conflicts between entering/leaving traffic with through traffic. In many cases, right turn movements into a site are unlikely to be supported, unless an exclusive right turn bay is provided. | Not applicable. | N/A |
| 2.2 Sight Distances | Consideration must be given to maintaining adequate sight distances for all access driveways. Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians. AS 2890.1 Off Street Car Parking gives minimal and desirable sight distances for a range of road frontage speeds. | Each accessway has been designed with sufficient visibility to ensure the clear sight of both pedestrians and vehicles. | Y |
| 2.3 Entrance / Exit to the Site | <p>The entry and exit requirements for parking areas may vary in relation to:</p> <ul style="list-style-type: none"> • the size of vehicles likely to enter the proposed development; • the volume of traffic on the streets serving the proposed development; and • the volume of traffic generated by the development. <p>The driveway standards recommended by the Roads and Traffic Authority of NSW Guide To Traffic Generating Developments (the guide) are adopted for the purpose of this Plan.</p> <p>Requirements specified within 'the guide' are summarised in Tables 1 and 2 in Appendix B, and in general the following shall apply:</p> <ul style="list-style-type: none"> • separate entrance and exit driveways should be provided for developments requiring more than 50 car parking spaces or where the development generates a high turnover of traffic such as a service station or other drive- in retail facilities; • entry and exit driveways shall be clearly signposted; • the number of access points from a development site to any one street frontage should be limited to one ingress and one egress; and | There will be clearly signed and adequate entrances and exits to the site that have been approved under the relied upon DA applying to the site DA/2021/1702. | Y |



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| | <ul style="list-style-type: none"> the potential for on-street queuing should be minimised by ensuring that adequate standing areas are available for vehicles entering the car park and loading areas. | | |
| 2.4 Location of Parking Areas | <p>Parking facilities for visitors and customers shall be provided where clearly visible from the street so their use is encouraged.</p> <p>Parking spaces for employees and for longer duration parking may be located more remotely from the street.</p> <p>Within the development site, the location of the parking area should be determined having regard to:</p> <ol style="list-style-type: none"> site conditions such as slope and drainage; visual amenity of the proposed and adjacent development; the relationship of the building to the parking area; and the proximity of the parking area to any neighbouring residential areas. | <p>The provided carpark is adequately placed in front of the proposed McDonald's. Noting the proposed McDonald's is located within the approved shopping centre under DA/2021/1702, the amenity impacts of the car park have already been assessed.</p> | Y |
| 2.5 Parking Space and Aisle Dimensions | <p>The following figures illustrate typical parking layouts and aisle dimensions. It should be noted that these parking space dimensions represent minimum unobstructed requirements and that greater dimensions should be provided in the following instances:</p> <ul style="list-style-type: none"> a parking space which has a wall or obstruction on one side – an additional 300mm width to that shown is required; and for the end space in a blind aisle, the width is to be increased to 3.6 metres. | <p>No parking spaces are proposed next to a wall or obstruction,</p> <p>No blind aisle parking spaces are provided.</p> | N/A |
| 2.6 Construction Requirements | <p>In general, all car parking areas, manoeuvring areas and unloading areas shall be constructed with a base course of adequate depth to suit design traffic, and shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers. In choosing the most suitable pavement type, consideration should be given to:</p> <ul style="list-style-type: none"> anticipated vehicle loads; | <p>The parking areas and loading dock will be appropriately paved with a combination of asphalt and concrete.</p> | Y |



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| | <ul style="list-style-type: none"> run-off gradients and drainage requirements; and, construction constraints. <p>The works are to be maintained to a satisfactory standard throughout the term of development and/or use of the land for which the facilities are provided. Particular consideration needs to be given to the appearance of car parking areas within Heritage Conservation Areas, or associated with or adjacent to, listed Heritage Items, where large areas of bitumen surfaced car parking are not recommended. In these circumstances alternative treatments should be discussed with Council's Planning staff. A combination of landscaping and choice of sympathetic materials (eg pavers, faux brick or in certain circumstances stabilised gravel finish) is generally recommended as the most practical solution.</p> | | |
| 2.7 Landscaping | <p>Parking areas shall be appropriately landscaped to achieve a satisfactory appearance, particularly for those car parks with large areas of bitumen, to provide shade and to provide a buffer between neighbouring land uses.</p> <p>Landscaping should be used throughout the car park and on the perimeters. In general, there should be no more than 10 parking bays before a break with planting.</p> <p>Species should be selected and located to avoid maintenance problems, so that they do not hinder visibility at entry or exit points and so that they do not cause damage to paved areas by root systems or create excessive leaf or branch litter. Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas. In most cases landscaping can be integrated into parking layouts without the need for additional area or loss of car parking spaces.</p> <p>Wheel stops are to be provided along the front of parking bays to prevent vehicles from damaging landscaped areas, buildings and/or fencing and other vehicles.</p> | <p>Parking areas are proposed to have appropriate landscaping to soften the hardstand areas. Refer to Appendix K.</p> | Y |
| 2.8 Directional Signs and Marking | <p>Parking areas are to be clearly signposted and line-marked. Entry and exit points are to be clearly delineated and parking spaces for specific uses (disabled, visitors, employees etc) clearly signposted. "One way" markings must be clearly set out on</p> | <p>Areas are to be clearly signposted and line marked.</p> | Y |



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| | <p>the pavement in such a manner as to be easily readable and understandable to users of the car park.</p> <p>Council may designate areas within the car park where no stopping or no parking signposting is to be installed to facilitate the free movement of vehicles and pedestrians.</p> | | |
| <p>2.9 Principles for Crime Prevention</p> | <p>Effective design can be used to assist in the reduction of crime opportunities. The following design principles will be considered by Council in the assessment of applications. How they apply to each development application will depend on the nature of the development proposal and prevailing crime risk in the area. The aim of these principles is to ensure that Council does not approve developments that create or exacerbate crime risk.</p> <p>Design of car parking areas should consider the principles of effective lighting.</p> <p>Lighting is to be provided in off-street car parks in accordance with the requirements of AS 2890.1, 2004 – Parking Facilities Off Street Parking. Lighting may also be required over the street frontage of the development, particularly at entry or exit points in accordance with AS/NZS 1158, Lighting for Roads and Public Places.</p> <ul style="list-style-type: none"> a. Provision of clear sightlines between public and private places; b. Landscaping that makes the car park attractive but does not provide offenders with a place to hide or entrap victims; c. In some cases restricted access to the car park, particularly after business hours through the use of physical barriers should be considered; d. Design with clear transitions and boundaries between public and private space through the provision of clear access points; e. Clear design cues on who is to use the space and what it is to be used for – care should be taken to ensure that gates and enclosures do not make public areas into private areas and consideration should be given to suitable signage (eg need to lock vehicles); | <p>The proposed development has considered the effects of lighting and appropriate lighting will be provided throughout the parking lots as outlined in the Crime Risk Assessment at Appendix J.</p> | <p>Y</p> |



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| | <p>f. Strategies to prevent vandalism through appropriate design, eg durable lighting materials and minimisation of exposed walls;</p> <p>g. Management strategies for site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out lighting, the removal or refurbishment of decayed physical elements and the continued maintenance of landscaped areas.</p> | | |
| 3.Loading/Unloading Requirements | | | |
| 3.1 General | On-site loading and unloading facilities must be provided for all businesses, commercial, industrial, retail and storage uses and any other where regular deliveries of goods are made to or from the site. | A loading bay is provided to the south of the drive through. | Y |
| 3.2 Number and Size of Loading Bays | <p>The number and dimensions of the on-site loading bays must be designed having regard to the nature and scale of the proposed development, the estimated frequency of deliveries, the type of delivery vehicle likely to be involved and the types of goods being loaded/unloaded. Accordingly, these details are required to be submitted with the Development Application for Council's consideration.</p> <p>As a guide, for small and medium-sized shops or commercial premises, restaurants or small-scale industrial development likely to involve the use of vans, utilities or small trucks only, one loading bay will usually be sufficient.</p> | The design and scale is appropriate for the McDonald's premise. | Y |
| 3.3 Design and Layout of Loading Bays | <p>The loading areas must be designed to ensure that standard design vehicles can manoeuvre into and out of all loading areas without causing conflict to the movement of traffic on-site or in the adjacent streets.</p> <p>It is not possible to specify dimensions for service areas which would be appropriate for all situations. The dimensions of the service bay will depend, in part, on the type of vehicle to be accommodated.</p> <p>The loading bay(s) should be a physically defined area (by signposting and/or pavement marking) which is not used for other purposes such as customer parking or the storage of goods and equipment.</p> <p>The loading areas must be designed to ensure that vehicles stand entirely within the site during all loading and unloading operations.</p> | <p>The swept paths at Appendix G demonstrate the loading bay is appropriate for a Medium Rigid Vehicle (MRV).</p> <p>The loading bay is appropriately marked.</p> | Y |



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| | <p>Where existing buildings are being redeveloped, all of the above design criteria may not be achievable. However, every effort must be made to ensure that public safety is not compromised.</p> <p>In addition to the above requirements, the Roads and Traffic Authority's "Guide to Traffic Generating Developments" details recommended dimensions for loading areas based on the various types of service vehicles and other requirements for ramps, internal roadway etc (refer to Table 1 in Appendix B).</p> <p>Council's Planning and Environmental Group should be contacted if further information is required.</p> | | |
| 4. Car Parking for Persons with a Disability | | | |
| | <p>Special parking spaces for persons with a disability are to be made available in the provision of car parking facilities, in accordance with Australian Standard AS2890.1 – 2004. In general, where 10 or more vehicle spaces are required, one designated parking space for people with disabilities is required per 100 (or part thereof) car spaces provided. Council has adopted the 'enhanced' requirements for landuses where there is a higher demand for disabled facilities. For example, for retail shopping complexes, community facilities and medical centres, parking provisions for people with disabilities should be increased to 2 to 3 % of the overall parking requirements. Council's enhanced car parking standards are as follows:</p> <ul style="list-style-type: none"> • medical services, including community health centres – 1 space per two to five surgeries (or equivalent), 2 spaces for six or more surgeries (or equivalent) • entertainment facilities clubs and public halls, large retail complexes (ie>100 spaces) and railway stations – 3 spaces per 100 car parking spaces <p>The location of spaces designated for persons with a disability should be close to an entrance to a building or facility with access from the car space by ramps and/or lifts. These spaces should be clearly signposted for the convenience of their users and to discourage other drivers from using such spaces. The spaces should be a minimum of 2.4 metres wide with an adjoining shared space 2.4 metres wide to assist movement into and out of parked vehicles.</p> | <p>One (1) accessible car parking space is provided for the McDonald's premise in accordance with the Australian Standards AS2890.6 AND A1428.1.</p> | <p>Y</p> |



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| 5. Bicycle Parking | | | |
| | Provision is to be made for cyclists via the installation of bicycle parking facilities in accordance with Australian Standard AS 2890.3-2015 – Bicycle Parking Facilities and Austroads Guide to Traffic Engineering, Part 14, Bicycles: Second Edition. | There are two (2) bicycle racks provided in accordance with the Australian standards. | Y |
| 6. Major Traffic Generating Development | | | |
| | <p>Parking requirements for major new retail, commercial or tourist developments will be assessed on their merits, with particular reference to:</p> <ul style="list-style-type: none"> • likely peak usage times; • the mix of uses and their parking requirements; and, • likely use of public transport. <p>Where it is considered that a traffic generating development may have a major impact on the traffic movement within a given locality, Council may require the applicant to arrange for the preparation and submission of a Traffic and Parking Study, by a qualified professional. In this regard, the Roads and Traffic Authority's publication "Guide to Traffic Generating Developments" provides relevant information.</p> | A Traffic Impact Assessment has been provided at Appendix G. | Y |
| 7. State Environmental Planning Policy (Transport and Infrastructure) 2021 | | | |
| | <p>Council is required to consult with Transport for New South Wales to obtain advice on traffic and safety aspects for certain traffic-generating developments. This consultation is a statutory requirement prescribed by State Environmental Planning Policy (Transport and Infrastructure) 2021.</p> <p>The Authority provides this advice through the Regional Development Advisory Committee (Traffic). Membership of the Regional Committee comprises representatives from the Roads and Traffic Authority, the Police Department, and a Local Government Associate nominee. Smaller scale developments are referred to the Local Development Advisory Committee. Membership of this committee</p> | It is noted that the application will be referred to Transport for New South Wales to obtain advice on traffic and safety aspects associated with the development. | Y |



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| | <p>comprises representatives from Council, the Roads and Traffic Authority, the Police Department and State Member or his/her representative.</p> <p>Major Traffic Generating developments being considered by the Regional Committee need to be accompanied by a Traffic and Parking Study, which is to be lodged with the development application following consultation with Council.</p> | | | | | | | | | |
| Appendix A Car Parking Requirements for Specific Land Uses | | | | | | | | | | |
| | <table border="1"> <thead> <tr> <th data-bbox="474 547 797 587">LAND USE</th> <th data-bbox="808 547 1021 587">PARKING</th> <th data-bbox="1021 547 1473 587">COMMENTS</th> </tr> </thead> <tbody> <tr> <td data-bbox="474 595 797 922"> Drive In Take Away Food Outlets (premises which cater for customers being able to park on-site, get take away service, seating provided for on-site consumption and the addition of a drive through facility) </td> <td data-bbox="808 595 1021 922"> 1 space per 8m²GFA <i>plus</i> 1 space per 3 seats </td> <td data-bbox="1021 595 1473 922"> An exclusive area for queuing of cars for a drive through facility is required (queue length of 5 to 12 cars measured from pick up point). There should also be a minimum of four car parking spaces for cars queued from the ordering point. Provision should also be made for car/trailer combinations at strategic locations </td> </tr> </tbody> </table> | LAND USE | PARKING | COMMENTS | Drive In Take Away Food Outlets (premises which cater for customers being able to park on-site, get take away service, seating provided for on-site consumption and the addition of a drive through facility) | 1 space per 8m ² GFA <i>plus</i> 1 space per 3 seats | An exclusive area for queuing of cars for a drive through facility is required (queue length of 5 to 12 cars measured from pick up point). There should also be a minimum of four car parking spaces for cars queued from the ordering point. Provision should also be made for car/trailer combinations at strategic locations | | <p>Applying these rates the proposed McDonald's would require 35 spaces and 5 to 12 cars from the pickup point.</p> <p>Given no subdivision is proposed, the parking needs have been considered as part of the wider site. Overall, the parking requirement for the approved shopping centre (including McDonalds) would be some 658 spaces. This is satisfied by the provision of 658 spaces.</p> | Y |
| LAND USE | PARKING | COMMENTS | | | | | | | | |
| Drive In Take Away Food Outlets (premises which cater for customers being able to park on-site, get take away service, seating provided for on-site consumption and the addition of a drive through facility) | 1 space per 8m ² GFA <i>plus</i> 1 space per 3 seats | An exclusive area for queuing of cars for a drive through facility is required (queue length of 5 to 12 cars measured from pick up point). There should also be a minimum of four car parking spaces for cars queued from the ordering point. Provision should also be made for car/trailer combinations at strategic locations | | | | | | | | |
| C.12 - Crime Prevention through Environmental Design | | | | | | | | | | |
| <p>General Requirements</p> | <p>The following developments shall include a detailed Crime Prevention through Environmental Design assessment that is prepared by an accredited person.</p> <ul style="list-style-type: none"> • New centres • Mixed use residential/commercial development • Medium and high-density residential development • Subdivisions involving newly developing areas | | | <p>A Crime Risk Assessment has been undertaken at Appendix J.</p> | Y | | | | | |



| Control | Requirement | Comment | Compliance |
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| | <ul style="list-style-type: none"> • Parks and open space or publicly accessible areas • Community uses • Sport, recreation and entertainment areas • Other high use areas or developments where crime may be an issue. | | |
| Part F – Urban Release Areas | | | |
| F.7 – Thornton North Urban Release Area Chisholm Neighbourhood Centre | | | |
| 1. Development Requirements | | | |
| 1.1 Staging Plan | <ol style="list-style-type: none"> 1. The precinct should be staged generally in accordance with Figure 48: Chisholm Neighbourhood Centre Stage 1 Plan. 2. A full line supermarket and other core retail uses are to be provided in Stage 1 of the neighbourhood centre. 3. The proposed town square is to be developed within the stage 1 of the neighbourhood centre. 4. The surrounding street network and centre interface is to facilitate bus access with the proposed bus set down area on Tigerhawk Drive to be provided as part of Stage 1. | <ol style="list-style-type: none"> 1. It is noted that the proposed McDonald's forms part of Stage 3. 2. N/A 3. N/A 4. N/A | Y |
| 1.2 Economic Impact Assessment | <ol style="list-style-type: none"> 1. An Economic Impact Assessment (EIA) shall be submitted with the development application for each stage of the Chisholm Neighbourhood Centre. 2. The EIA shall consider the potential mix of retail and commercial offerings and the scale of any to ensure the continued viability of both the Thornton and Chisholm centres. | <ol style="list-style-type: none"> 1. An EIA was prepared for the shopping centre. It is considered that this is still valid for the proposed McDonald's and further study is not required for this addition. | Y |



| Control | Requirement | Comment | Compliance |
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| 1.3 Transport and Movement | <ol style="list-style-type: none"> 1. The link between the Investa and Waterford estates via Harvest Boulevard and Dragonfly Drive shall be completed prior to the issue of an occupation certificate for development in the neighbourhood centre. 2. The development application for stage 1 shall include a Traffic Impact Assessment and Access Strategy prepared by a suitably qualified consultant. 3. The Traffic Impact Assessment and Access Strategy shall consider the full development scenario of the centre. 4. This assessment is to include details relating to the overall traffic and pedestrian management, access to parking areas, pedestrian access provisions, assessment of the proposed car parking designs and traffic generation including an assessment on the surrounding road network and key intersections. 5. The intersection of Tigerhawk and Heritage Drives shall be upgraded to cater for pedestrian safety, bus and heavy vehicles and traffic movements. Traffic lights are envisaged for this intersection. 6. Pedestrian linkages shall be provided in every direction. 7. The assessment shall consider the safety and functionality of the pedestrian focal point and the public and school bus services that will congregate on Tigerhawk Drive. 8. Development applications are to include a shared path connectivity plan linking all external paths to the entry point of the development. 9. Regrade of the kerb return and verge on the Heritage Tigerhawk Drives intersection to provide adequate longitudinal and transverse cross falls. 10. Development applications are to include details of recommended regulatory signage for existing and proposed roads. i.e. parking controls, loading zones, bus and taxi zones, etc 11. Street lighting shall be planned (lighting categories), designed and implemented to relevant Australian standards for vehicle and pedestrian networks (including pedestrian crossings). 12. Driveway entry points on Settlers Boulevard and Tigerhawk Drive shall be left-in/left-out with concrete median separation on the centreline. | <p>Completed</p> <p>An updated Traffic Impact Assessment has been completed at Appendix G assessing the relevant traffic and movement requirements.</p> | Y |



| Control | Requirement | Comment | Compliance |
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| | 13. A pedestrian/Access assessment shall be submitted with development applications for connectivity into the site. 14. Pedestrian/cycle refuges, or greater, shall be provided on public roads including a central connection across Heritage Drive to the Riparian Corridor. 15. Internal taxi and mini bus pickup at front of shop entry. 16. Internal pedestrian network and bicycle racks /facilities shall be provided. | | |
| 1.5 Passive and Active Recreation Areas | 1. An urban design masterplan shall be submitted with the development at Stage 1 of centre. 2. The masterplan shall provide opportunities for; An informal meeting place that can be used by local residents and parents of children attending nearby local schools and child care centres. Formal and informal outdoor seating areas. Outdoor dining. A space for activities which support the local community such as charity fundraising stalls, donation tables etc. Landscaping and design features which encourages use and activity throughout the day and in to the evening, including safe areas for children to play whilst being supervised from adjacent outdoor seating areas. | Not applicable to this stage. | N/A |
| 1.10 Neighbourhood Commercial and Retail Uses | Building Design 1. Where more than 2-storeys are proposed, the third and higher storeys are setback further by a minimum of 3.0m. 2. Variations in roof form including the use of skillions, gables and hips are to be provided in the development or between developments. 3. Flat roofs shall be avoided unless they are behind a parapet. 4. Lift over-runs and service plant shall be concealed within roof structures. 5. All roof plant is to be represented on plans and elevations. 6. Outdoor recreation areas on flat roofs shall be landscaped and incorporate shade structures and wind screens to encourage use. 7. Security grills (for e.g. roll-up doors) shall be avoided. | There are not more than 2 storeys proposed as part of this application. | N/A |



| Control | Requirement | Comment | Compliance |
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| | 8. If installed, security grilles shall be provided within the building, behind the glazing and be constructed of material that allows the interior to be visible. | | |
| Setbacks | <p>1. Development along identified active streets must be built-to-boundary.</p> <p>2. In all other cases, building shall be setback within 20% of the average of the adjoining buildings.</p> <p>3. All pedestrian paved areas along an active street are to have a minimum paved width of 3.5m.</p> <p>4. The 3.5m paved setback:</p> <ul style="list-style-type: none"> ▪ is clear and accessible for pedestrians for its entire length and width; ▪ is clear of columns (other than awning posts where provided) and other obstructions; <p>may include outdoor dining where a minimum footway clearance width of:</p> <ul style="list-style-type: none"> ▪ 1.8m for high volume pedestrian areas; or ▪ 1.5m in all other circumstances; is maintained. ▪ has a pavement matching the gradient of the adjoining footpath and connects to pedestrian areas on neighbouring sites; and ▪ connects without any lip or step to adjoining footpaths or abutting pedestrian areas on neighbouring sites. <p>5. Pavements, furniture and landscaping are to be designed in accordance the Council's requirements or in consultation with Council's Executive Manager Appearance and Infrastructure.</p> <p>6. Steps, escalators, ramps or lifts are not located within the 3.5m paved, pedestrian area.</p> <p>7. Any automatic teller machine: <ul style="list-style-type: none"> ▪ is inset 1.5m into the building line; ▪ is well illuminated at all times. </p> <p>8. Ramps are constructed and finished with materials that are similar or complementary to those used on the building or in the street.</p> | <p>The food and drink premises is setback 3.035m from the boundary to facilitate the drive through. It is considered appropriate given the context of the drive through.</p> <p>Pedestrian crossing will have adequate width and setbacks.</p> | Y |
| Active frontages | <p>1. Active frontages shall consist of one or more of the following:</p> <ul style="list-style-type: none"> • A shop front. • Commercial and residential lobbies. | <p>Given the context of the proposed location, the McDonalds is not considered active frontage to the nearest</p> | Y |



| Control | Requirement | Comment | Compliance |
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| | <ul style="list-style-type: none"> • Café or restaurant. • Public building if accompanied by an entry from the street. 2. A minimum of 80% of the ground floor level front facade shall be clear glazed. 3. The reflexivity index for glass shall not exceed 20%. 4. Restaurants and cafés shall provide openable shop fronts (for e.g. bi-fold doors) where practical to the public domain. 5. Colonnade structures (refer Figure 3) shall not be used unless it is demonstrated that the design: <ul style="list-style-type: none"> • would not restrict visibility into the shop or commercial premises; and • not limit natural daylight along footpaths; and • does not create opportunities for concealment. | street (Settler's Boulevard). However, the McDonalds is considered an active frontage to the approved Shopping Centre Carpark. The takeaway premise provides at least 80% clear glazing and will not exceed 20% of reflexivity index for glass. | |
| Arcades | 1. Arcades are to: <ul style="list-style-type: none"> • Be obvious and direct through-ways for pedestrians. • Have a minimum width of 3m clear of all obstructions unless it includes arcade dining where a minimum footway clearance width of 1.8m for high volume pedestrian areas or 1.5m in all other circumstances; is maintained. • Be accessible to the public for the duration of activity in the centre. • Where practical, have access to natural light for part of their length and at openings at each end. • Have clear glazed entry doors at least 50% of the entrance, where the arcade is air- conditioned. • Have signage at the entry indicating public accessibility and to where the arcade leads. • Have clear sight lines and no opportunities for concealment. • Where arcades or internalised shopping malls are proposed, those shops at the entrance shall have direct pedestrian access to the street. | N/A | N/A |
| Awnings | 1. Continuous shelter from the weather is to be provided for the full extent of the active street frontage. | The proposed McDonald's provides appropriate shelter | Y |



| Control | Requirement | Comment | Compliance |
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| | 2. Awnings shall be horizontal or near horizontal (maximum pitch of 10%). 3. Awnings heights shall be no less than 2.7m high at any point measured above the existing ground level. 4. A minimum awning width of 2.5m-3.0m is required unless this cannot be achieved because of narrow pavements and street tree planting, traffic signals, traffic signage or utility poles. 1. New awnings shall be set back a minimum of 450mm from the kerb line. 6. Awnings along sloping streets shall step down in horizontal steps (a maximum of 2. 700mm per step) to follow the slope of the street. 3. All contiguous awnings shall be of consistent height and depth and of complementary design and materials. 4. Awnings and/or canopies shall be provided elsewhere to define public entrances to buildings, including residential flat buildings. 5. Awnings shall wrap around street corners and contribute to the articulation and focal design of corner buildings. 6. New awning fascias have a vertical depth not greater than the average of the vertical depths of the immediately adjoining awning fascias or, if there are no adjoining awning fascias, 350mm. 7. Under awning lighting shall comply with AS/NZS1158 - Lighting for roads and public spaces. 8. Awnings are to be designed and certified by a professional engineer. | at the frontage of the building and where appropriate around the Drive through. | |
| Pedestrian Entries and Access | 1. The development complies with AS1428 - Design for Access and Mobility. 2. Pedestrian and vehicle movement areas are separated and defined by changes in pavement material, levels, lining or tactile treatments. 3. Parking areas are illuminated (naturally and/or artificially) during the time period the centre is open. 4. Signage is provided at the entries to the development detailing the services available within the centre and where they are located. | The proposed Access to the development will comply with AS1428 - Design for Access and Mobility. There is appropriate signage for entries and pedestrian crossings to aid in accessibility. | Y |



| Control | Requirement | Comment | Compliance |
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| | 5. Signage to key public spaces accessible from the centre such as car parks, food courts shall be provided within the centre. 6. Signage to key facilities such as rest rooms, centre management, baby change rooms shall be provided within the centre. 7. Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance. | | |
| Parking, loading and servicing | 1. Car parking provision shall be in accordance with the provisions of C.11 of this development control plan. 2. Garage doors and loading docks shall be located at the rear of development, so that they are not a dominant element in the overall presentation of the development to key streets. 3. Signage shall be provided to direct visitors to the centre and to car parking areas. 4. Rear or internalised car parks shall be designed and constructed in a manner which enables future expansion and connection with potential future car parks in neighbouring sites. This includes consideration of levels, drainage and location of existing and future driveways and crossovers. 5. All vehicles must be able to enter and leave any development in a forward direction. 6. Loading and manoeuvring areas for service vehicles shall be separated from car parks and pedestrian paths. Where shared access is provided, no loading or unloading shall be carried out over car parking spaces and access aisles. 7. Where natural or mechanical ventilation of a car park is achieved through the use of metal grills or large openings they shall contribute to the overall design or be screened by landscaping or other design elements. 8. External service areas (for e.g. areas for rubbish storage, cardboard compacting etc) shall not be visible from roadways or public open space areas. 9. External storage and service areas shall be suitably screened from view from both roads and parking areas and pedestrian areas. 10. Deep soil planted landscaped setback areas are provided. 11. Basement car parks shall be setback a minimum of 3.0 metres from the street boundary. | Car parking has been adequately addressed under section C.11. | Y |



| Control | Requirement | Comment | Compliance |
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| Vehicular access | <ol style="list-style-type: none"> 1. The number of vehicular crossovers shall be kept to a minimum. 2. Access and egress points are designed so that exiting vehicles have clear sight of pedestrians and cyclists. 3. Any car park ramps are located within the building footprint. 4. Access and egress to car parks is achieved in a forward direction. 5. Vehicular entrances to underground car parks are: <ul style="list-style-type: none"> • located on minor streets; • have a maximum crossover width of 6.0m; • signed and lit appropriately; • designed so that exiting vehicles have clear sight of pedestrians and cyclists. 6. All stairs and elevators in the parking structure are clearly visible. 7. The street level frontage of car parking structures (including multi-level car parks) where adjoining public places, including active streets, share ways and laneways, shall present an active frontage along the entire frontage less any car park entry. 8. Internal finishes of underground car parks shall be consistent with the external materials where they are visible from the public realm. 9. Underground car parks shall be designed for natural ventilation. 10. Ventilation ducts/grilles shall integrate with the streetscape and be unobtrusive and/or appropriately screened. 11. Garage doors to underground parking shall be designed to complement the materials used elsewhere on the development. | | |
| Public art, landscaping and public domain works | <ol style="list-style-type: none"> 1. A landscape plan shall be submitted with the development application that shows: <ul style="list-style-type: none"> • Existing vegetation; • Vegetation proposed to be removed; • Proposed general planting landscape treatment; • Design details of hard landscaping elements; • Major earth cuts, fills and any mounding; • Street trees; and | The attached Landscape Plan (Appendix K) demonstrates the proposed vegetation at the site. A combination of larger trees, shrubs and accents as well as groundcovers is proposed. | Y |



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| | <ul style="list-style-type: none"> • Existing and proposed street furniture including proposed signage. 2. The landscape plan for the site achieves the following minimum standards: <ul style="list-style-type: none"> • Large trees and spreading ground covers are provided in all landscape areas within the site. • Where screening is required, large screening shrubs of an appropriate density and size to complement the scale and bulk of the subject building are provided. • At grade car parking areas shall be provided with one tall, branching, mature shade tree for every 4 linear car spaces. • All areas less than 1.0 metre in width shall be paved. • Where car parking cannot be provided under or behind the building and Council has agreed to permit some or all of the parking in the front setback, a landscaped strip with a minimum width of 3.0m is provided along the entire frontage/s of the site. • Any area of the site that remains undeveloped shall be landscaped with turf and scattered planting at a minimum. • All street plantings are to be selected from Council's landscaping policy or with the agreement of Council's Coordinator Recreation and Tree Services. • Water sensitive urban design facilities (such as swales, bio-detention ponds and rain gardens) are used to treat stormwater for at-grade car parking areas. • Water sensitive urban design facilities are designed in accordance with Council's Manual of Engineering Standards. • Fencing for security or privacy shall not be erected between the building line and the front boundary of a site. • Where fences are erected, landscaping of an appropriate height and scale shall be provided to screen the fence and achieve an attractive appearance to the development when viewed from the street or other public place. • Street furniture (including seats, bollards, signage, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and | | |



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| | <p>drinking fountains) and streetscape treatments are provided in accordance with Council's Public Domain Design Manual or with agreement of the Executive Manager Appearance and Infrastructure.</p> <ul style="list-style-type: none"> Any public art is provided in accordance with Council's Public Art Strategy. | | |
| Waste Management | <ol style="list-style-type: none"> A waste management plan for the construction and/or occupation of the development is provided that: <ul style="list-style-type: none"> Recycles and reuses demolished materials where possible; Integrates waste management processes into all stages of the project; Specifies building materials that can be reused and recycled at the end of their life; and Uses standard components and sizes to reduce waste and facilitate update in the future. Separate storage bins for collection of organic waste and recyclable waste are provided within the development. Bulk waste facilities shall be stored in a designated area that is physically and visually integrated into the development at ground or sub-basement level that: <ul style="list-style-type: none"> is not visible from the street or public domain; is easily accessible to businesses; may be serviced by collection vehicles; has water and drainage facilities for cleaning and maintenance; does not immediately adjoin onsite employee recreation area; and be maintained to be free of pests. Cardboard compactors shall be provided for large retail and commercial developments. Where waste facilities cannot be collected at the street, evidence that the site can be serviced by a waste collection service shall be provided. | <p>A Waste Management Plan has been prepared at Appendix F, demonstrating the waste processes, including demolition, construction and ongoing waste.</p> | Y |



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| Development adjoining sensitive ¹ land uses | 1. The development is designed so that all vehicle movement areas and servicing areas are located away from adjoining residential areas. 2. Where this cannot be achieved, visual and acoustic treatment of the interface is required. 3. The building elevation adjoining the residential area shall be: <ul style="list-style-type: none"> • Articulated, with changes in setback at intervals no greater than 10m; • Use a variety of materials and treatments; • Be setback a minimum of half the height of the wall or a minimum of 3.0 metres whichever is greater. | The proposed loading bay is located south of the drive through on the Settlers Boulevard frontage. Currently there are no residential receivers located across from the development, however the prepared Noise Impact Assessment demonstrates strategies and recommendations to reduce impacts on future residential receivers. Refer to Appendix D. | Y |

