

Table 1 Consistency with Maitland Development Control Plan 2013

Control	Comment	Compliance
A.4 – Notification		
Formal notification of development applications is a requirement of the legislation. There are different requirements for designated and integrated development types.	<p>The proposal will be exhibited for 28 days in accordance with the Maitland City Council Community Participation Plan and in all forms as specified by the DCP.</p> <p>Importantly, key stakeholders have been engaged prior to the lodgement of this DA as discussed in Section 5.0 of the EIS.</p>	Yes
B.3 – Hunter River Floodplain		
	<p>The site is not identified on flood maps in the Maitland LEP 2011 nor Hunter River Floodplain Risk Management Study and Plan.</p> <p>As discussed in the Civil Engineering Report (Appendix Q), the proposed development site has a lowest level of approximately 28.27m AHD and is not shown to be impacted by any flood scenario modelled within the Hunter River Floodplain Risk Management Study and Plan (2015). Peak flood levels outlined within the Hunter River Floodplain Risk Management Study and Plan average between 10-12m AHD.</p>	N/A
B.5 – Tree Management		
	Tree removal is not sought as a part of this development application.	N/A
B.6 – Waste Not – Site Waste Minimisation & Management		
2.1 Documentation to be submitted All applications relating to residential developments, as well as commercial and industrial premises are to include a Site Waste Minimisation and Management Plan (SWMMP) as part of documentation submitted to Council.	A Waste Management Report (Appendix T) has been submitted with the EIS and details construction and operation waste management strategies.	Yes
2.2 Implementing the SWMMP	The development is capable of complying.	Yes
3.1 Demolition of Buildings or Structures Demolition provides great scope for waste minimisation. The site preparation phase should aim to both maximise resource recovery and minimise residual waste from demolition activities, including illegal dumping.	The site is vacant, and as such no demolition is proposed.	N/A
4 Construction Phase 4.1 Construction of Buildings or Structures	<p>The Waste Management Report at Appendix T establishes the types and quantities of waste anticipated to be generated, as well as protocols for managing and minimising waste produced by the construction of the proposal.</p> <p>Section 3.4 of the Waste Management Report provides commentary in relation to the specific construction waste controls of the Maitland DCP 2011.</p>	Yes
5 Operational Phase 5.3 Industrial Development	The Waste Management Report at Appendix T establishes the types and quantities of waste anticipated to be generated, as well as protocols for managing and minimising waste throughout operation.	Yes

Control	Comment	Compliance
	Section 3.4 of the Waste Management Report provides commentary in relation to the specific operation waste controls of the Maitland DCP 2011.	
B.7 – Riparian Land and Waterways		
3.1 Pedestrian paths and cycleways shall not interfere with the connectivity or functions of riparian land, but they may be located in such a way that they contribute to management of edge effects and have minimal impact on riparian land. This includes the integration of appropriately designed and engineered drainage and stormwater infrastructure (refer to Council's Manual of Engineering Standards).	There are no pedestrian paths or cycleways proposed which interfere with riparian functions.	Yes
3.2 While riparian waterways should allow for public access and integration where appropriate and practical, access paths should not unnecessarily impact upon the VRZ.	No public access is proposed.	N/A
4.1 The use of services such as stormwater, water and sewer infrastructure within riparian areas shall be limited to those circumstances where no other option exists, and Council is satisfied that the riparian corridor and waterway will not be significantly impacted.	<p>The existing topography and conditions has the site runoff discharging to the west to the first order stream. As discussed in the Civil Engineering Report (Appendix Q), part of the western catchment which will generally be undisturbed or landscaped, which will still discharge to the north west to the first order stream.</p> <p>Importantly, the eastern catchment (which captures all hardstand associated with the proposed development) will discharge to the inter-allotment drainage in the north-eastern corner of the site, and will not have an impact upon the stream.</p>	Yes
4.2 Subdivision works and other development must not extend into the VRZ, unless there is no other practicable means to achieve an appropriate development outcome or to service development with essential services and infrastructure. The VRZ shall be protected from any unreasonable environmental effects that could be generated by new development. The proponent must demonstrate that any proposal involving interference with the VRZ will result in no significant or unnecessary vegetation loss	The proposal does not extend into the VRZ.	Yes
4.3 Siting, location and design of developments on land that directly adjoins riparian areas shall consider the effects of the development on riparian land, and comply with the specific requirements as contained in the Maitland Local Environmental Plan 2011 and associated plans identified in section 1.1 above.	The site has no watercourses or riparian land identified under the Maitland LEP 2011. Further, all works are proposed in excess of 40m from the top of the bank identified as watercourse. As such, clause 7.4 Riparian Land and Watercourses is not applicable.	Yes
4.4 The use of impervious areas within and directly adjoining riparian areas is to be minimised in order to reduce unacceptable rates of runoff that cause erosion, sedimentation and siltation.	Impervious areas are not proposed within nor adjoining the riparian areas.	Yes
4.5 Fencing within riparian areas shall be minimised and be of open design in order to allow for the free passage of water, fauna and flora.	Fencing is not proposed adjacent the riparian area. The 2.1m high chain mesh fence terminates adjacent the WWTP and is well distanced from the riparian area.	Yes
4.6 Bridges and crossings over waterways shall not interfere with connectivity of vegetation, alignment or profile of stream banks, and must not restrict flow during flood events	No bridges or crossings are proposed.	Yes

Control	Comment	Compliance
5.1 Soil disturbance within riparian areas shall be limited to the purposes of providing critical infrastructure and remediation activities associated with improving flood mitigation and health of waterways. Disturbances within the VRZ should be avoided at all costs.	Soil disturbance within the VRZ will not occur.	Yes
5.2 Riparian vegetation should not be removed from riparian corridors for the purposes of new development. Any proposal to consider offsets associated with development are to be assessed in accordance with the Guidelines for Riparian Corridors on Waterfront Land administered by NSW Office of Water. Where a proponent pursues an offset within the riparian corridor, the application will trigger integrated development, and the respective referral fees and charges will apply.	No vegetation will be removed from the riparian corridor.	Yes
5.3 Development shall not compromise connectivity, or opportunities for future connectivity, of riparian vegetation and habitat, or interfere with hydrological flows within waterways or riparian land.	The proposal does not interfere with hydrological flows nor compromise any existing or future connectivity.	Yes
5.5 Improvements and remediation of riparian waterway banks should include only endemic native riparian species and complimentary soft engineering techniques.	No improvements or remediation of riparian waterway banks is proposed.	N/A
5.6 Stormwater detention areas and infrastructure shall maintain appropriate engineering design and mechanisms to ensure that all stormwater is treated prior to entering riparian waterways, whilst ensuring that such engineering and the location of stormwater devices does not compromise the connectivity and functioning of riparian vegetation, waterways and wildlife habitat.	Stormwater detention is proposed beneath the car park which is adjacent the eastern boundary, and away from the riparian area. No impact.	Yes
5.7 Works shall not be permitted in riparian areas that are likely to require excessive or incompatible piping, cause realignment of natural waterways, or alter the depth or width of natural waterways.	Works are not proposed within the riparian area.	Yes
5.8 The stability of waterway banks and channels shall be protected by minimising the removal of vegetation, natural riparian debris and natural stream structure, except where woody debris results in a flood hazard.	Vegetation is not proposed to be removed within the riparian area.	Yes
5.9 Where there is no alternative but to locate infrastructure and services within riparian areas (i.e. all possible alternative options have been exhausted), the design of such services shall accommodate for the natural functions of the riparian area and waterway.	No infrastructure has been located in riparian areas.	N/A
6.1 Asset Protection Zones (APZs) proposed for bushfire management in association with a proposed development should ideally not be located within the VRZ (see Figure 1). No riparian vegetation should be removed from the VRZ for the purposes of providing an APZ or for bushfire management, unless the proponent pursues an APZ within the VRZ (in accordance with Guidelines for Riparian Corridors on Waterfront Land administered by NSW Office of Water). Any such application will trigger integrated development, and the respective referral fees and charges will apply.	As per the Bushfire Assessment Report (Appendix U), the entire site shall be managed as an APZ (IPA), with the exception of the western-most vegetation.	Yes

Control	Comment	Compliance
6.2 Access points to riparian waterways shall be located so as to minimise disturbance to riparian vegetation, banks and wildlife habitat. Access shall be restricted within the VRZ	No access to the waterway is proposed.	N/A
6.3 Where rehabilitation of riparian vegetation is proposed, only local native species shall be used to restore riparian areas, in order to ensure the natural ecological function is maintained. No substitution for native endemic species will be permitted.	No rehabilitation is proposed.	N/A
6.4 If rehabilitation of riparian vegetation occurs within the VRZ, the density of plantings shall be consistent with the naturally occurring density of endemic species in the riparian area, and shall comprise 100% local native species, including groundcovers, shrubs and trees.	No rehabilitation is proposed.	N/A
C.1 – Accessible Living		
	A BCA Capability Statement (Appendix W) assessed compliance with the BCA and confirms there were no issues identified with regard to the proposed design. Access to Level 1 is via stairs only. The BCA Report states Level 1 contains areas that are likely to be D3.4 exempt for persons with a disability, given that it contains storage and plant only.	Yes
C.5 – Industrial Land		
3. DEVELOPMENT GUIDELINES		
Design and Appearance of Buildings		
1. The external walls of industrial buildings shall be of profiled colour-treated cladding or masonry materials, or a combination of both;	External walls comprise a combination of cladding (shale grey) and concrete panels (natural finish).	Yes
2. Particular consideration shall be given to the design and use of the above materials in the street elevation of industrial buildings, particularly where such buildings are in close proximity to residential or commercial neighbourhoods or front main roads.	Consideration has been given to the design of the East Elevation which is visible from the street. The façade is articulated, comprises architectural features and is of a high quality finish.	Yes
3. Where the side or rear elevation of an industrial building is visible from residential areas, colours and wall profiles should be selected to minimise their visual impact.	N/A. Not visible from residential areas.	N/A
4. Buildings should be designed to be energy efficient through the use of insulation, correct orientation on the site, passive solar design and other energy saving technologies.	The building has been designed to promote energy efficiency including site orientation and passive solar design.	Yes
5. Where the site is liable to flooding, accurate information on ground and building levels should be provided. This should be related to proposed measures for evacuation, safe storage and hazard reduction in the event of a flood.	The site is not flood prone.	N/A
Landscaping		
6. The following areas of the site shall be landscaped: <ul style="list-style-type: none"> i. The front setback area to a minimum depth of 5 metres; ii. The side and rear setbacks if visible from residential areas or a public place; 	A landscaped area to a depth of greater than 5m within the front setback is proposed. The side and rear setbacks are not visible from residential areas or public places.	Yes

Control	Comment	Compliance
<ul style="list-style-type: none"> iii. The perimeters of open storage areas are to be landscaped as necessary to provide screening from public view; iv. Car parking areas are to be landscaped to provide shade and to soften the visual impact of parking facilities (refer to diagram). 	<p>There are no open storage areas</p> <p>Landscaping is proposed around the perimeter of the car park and between car parking spaces.</p>	
<p>7. A physical barrier of kerb is to be constructed between all landscaped and grassed areas, and areas for the standing or manoeuvring of vehicles on the site.</p>	<p>A physical barrier of kerb is proposed between the car parking spaces and landscaped areas.</p>	<p>Yes</p>
<p>8. Where practicable, parking areas in the front of building could be constructed at a lower level, to increase the effect of frontage mounding and landscaping in screening parking areas.</p>	<p>Where possible, namely the northern extent of the car park in front of the building, is proposed to be constructed at a lower level.</p>	<p>Yes</p>
<p>9. A detailed plan is to be submitted with the development application and is to show the location and species of all planting and all other landscaping works to be carried out. In this regard Australian native plants will grow faster and require less attention than introduced species. A brochure of suitable species for the Maitland area is available from Council.</p>	<p>A detailed Landscape Plan and Landscape Architecture Selection Schedule is provided in the Architectural Plans (Appendix C).</p>	<p>Yes</p>
<p>10. Landscaping treatment should be designed to complement any existing vegetation and any landscaping of roads and other public spaces.</p>	<p>Satisfactory.</p>	<p>Yes</p>
<p>Vehicular Access</p>		
<p>11. Access drives shall have a minimum width of 6 metres (Note: Major traffic generating developments may require a greater access width, divided at the property line).</p>	<p>All access driveways have a minimum width of 6m.</p>	<p>Yes</p>
<p>12. Access drives shall not be located in close proximity to an intersection.</p>	<p>N/A. Access is proposed at the head of a future cul-de-sac.</p>	<p>N/A</p>
<p>13. Loading and unloading facilities appropriate to the particular development are to be provided on site such that service vehicles are located wholly within the site, and do not create conflicts with parking areas.</p>	<p>Loading and unloading facilities are proposed at the rear of the building. Separate ingress and egress points for heavy vehicles, retaining walls and landscaping restricts conflict between heavy vehicles and car parking areas. The provided swept paths illustrate that service vehicles can be accommodated wholly within the property.</p>	<p>Yes</p>
<p>Parking</p>		
<p>14. See C.1: Vehicular Access and Parking for number of parking spaces required.</p>	<p>The number of proposed car parking is discussed below.</p>	<p>Yes</p>
<p>15. All car parking facilities shall be located behind the front 5 metre landscaped area;</p>	<p>All car parking is located behind the 5m landscape area.</p>	<p>Yes</p>
<p>16. Where it is proposed to locate parking facilities behind an industrial building or to the rear of an industrial site, separate provision for visitor parking shall be made in front of the building and behind the front 5 metre landscaped area.</p>	<p>Visitor parking is proposed at the front of the development. Notwithstanding, separate provision for visit parking is provided, behind the front 5m landscaped area.</p>	<p>Yes</p>
<p>17. Car parking bays are to have a minimum construction standard of a two coat bitumen seal, be clearly delineated, and have dimensions of 2.6m width x 5.5m length.</p>	<p>Car parking bays are clearly delineated and are of bitumen construction. The proposal seeks a variation in relation to the minimum car space width and dimension prescribed by the DCP. The design of the car park is noted to include 2.4m wide x 5.2m long spaces. The proposed variation is considered acceptable on the basis that the Traffic and Parking Assessment (Appendix H) recognises its compliance with AS2890.1. These dimensions are considered satisfactory to provide sufficient car parking spaces for staff and visitors.</p>	<p>Variation</p>

Control	Comment	Compliance
Setbacks		
<p>18. Front building setback shall be determined on the following criteria:</p> <ul style="list-style-type: none"> i. Provision of landscaped area to a minimum depth of 5 metres; ii. Provision of car parking facilities; iii. Building height, bulk and layout; iv. The nature and needs of the industrial activity; v. The general streetscape. <p>19. Side and rear setbacks shall be as specified by Ordinance 70.</p>	<p>A front building setback of 30m is proposed. This is deemed satisfactory on the basis that: Provision of a 5m landscaped area is facilitated.</p> <p>Sufficient car parking facilities are provided within the front setback.</p> <p>The proposed building height (15.25m), coupled with modulation of the façade and articulation elements, does not warrant concern for adverse visual bulk when viewed from the future private road.</p> <p>The proposed front setback sufficiently serves the needs of the pet food ingredient manufacturing facility (car parking, landscaping and access).</p> <p>The site is located at the head of a future cul-de-sac.</p> <p>Based on discussions with Council's duty planner, Ordinance 70 is no longer relevant. Side and rear setbacks are determined based on the BCA requirements. The BCA Capability Statement (Appendix W) states the proposed design appears to comply with the major requirements of the BCA.</p>	<p>Yes</p> <p>Yes</p>
Storage Areas		
<p>20. External storage areas are to be located to the rear or the site and be screened from public view by means of fencing and/or landscaping.</p>	<p>External storage areas are not proposed.</p>	<p>N/A</p>
Advertising Signs		
<p>21. Advertising signs and structures shall be of a size, colour and design which is compatible with the building to which they relate and is streetscape;</p> <p>22. Advertising signs and structures may be located as follows:</p> <ul style="list-style-type: none"> a) Single Occupant Industrial Sites: <ul style="list-style-type: none"> i. One free standing advertising structure may be constructed within the front 5 metre landscaped area of the site; and ii. One advertising sign may be placed on the façade of the building, but shall not be higher than the building roofline; <p>All advertising signs are subject to separate approval from the Council.</p>	<p>The proposed business identification signs are compatible in scale, materiality and finish to the proposed building, and will contribute to the future streetscape.</p> <p>One free standing pylon sign is proposed within the front 5m landscaped area.</p> <p>Two business identification signs are proposed on the façade, and are located below the parapet. The Proponent seeks dispensation from Council and requests the proposed variation to the number of signs on the façade is assessed on its merit. The proposal is considered satisfactory as:</p> <ul style="list-style-type: none"> • The signs occupy 17.2% of the facade's length, which is less than 25% of the visible wall surface. • The proposed signs are well distanced from each other, and are sited on modulated components of the built form. This ensures the proposed do not contribute to clutter or detract from the architecture. • The colour of the proposed signs is consistent with architectural elements including the red entry feature and red vertical blades on the east elevation. • The proposal is consistent with Schedule 5 of the Industry and Employment SEPP. 	<p>Yes</p> <p>Yes</p> <p>Variation</p>
Security Fencing		

Control	Comment	Compliance							
23. Security fencing, wherever possible, is to be located within or behind the front 5 metre landscaped area.	Steel palisade fencing is located behind the front 5m landscaped area.	Yes							
Compatibility									
24. Windows, doors and other wall openings should be arranged to minimise noise impacts on residences, where an industry is located within 400 metres of a residential zone;	N/A. The site is not located within 400m of a residential zone.	N/A							
25. External plant such as generators, air conditioning plant and the like should be enclosed to minimise noise nuisance;	Mechanical equipment has been considered in the Noise Impact Assessment (Appendix I). The proposal is predicted to comply with the recommended noise criteria.	Yes							
26. External and security lighting should be directed and shielded to avoid light spillage to adjoining residential areas;	There is sufficient distance between the site and adjacent residential properties to ensure light impacts are contained. See Lighting Impact Assessment (Appendix V).	Yes							
27. Driveways should be arranged or screened to avoid leadlight glare on residential windows;	N/A.	N/A							
28. Hours of operation may be limited if extended operation is likely to cause a nuisance to adjoining residential areas (including nuisance from traffic).	The site does not adjoin residential areas.	N/A							
C.6 Outdoor Advertising									
	The proposed signs are simple, clear and concise. The proposed signs complementary the materials and colours of the proposed building. The proposed signs occupy 17.2% of the facade's length, which is less than 25% of the visible wall surface. The proposed signs are not classified as signs that are not acceptable, as outlined in the DCP.	Yes							
C.11 – Vehicular Access & Car Parking									
2.2 Calculation of Parking Requirements	The proposed car parking spaces are proposed:	Yes							
a) Development Generally 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.	<table border="1"> <thead> <tr> <th>Control</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Warehouse 1 space per 300m² GFA</td> <td>5,091m² /300m² = 16.9 spaces</td> </tr> <tr> <td>Industry 1 space per 75m² GFA or 1 space per 2 employees (whichever is greater)*</td> <td>1,316m² /75m² = 17.5 spaces With a peak demand of 35-40 staff, applying the staff parking rate would equate to a parking provision of 18-20 spaces.</td> </tr> <tr> <td>TOTAL</td> <td>35 parking spaces required 45 parking spaces provided</td> </tr> </tbody> </table>	Control	Proposed	Warehouse 1 space per 300m ² GFA	5,091m ² /300m ² = 16.9 spaces	Industry 1 space per 75m ² GFA or 1 space per 2 employees (whichever is greater)*	1,316m ² /75m ² = 17.5 spaces With a peak demand of 35-40 staff, applying the staff parking rate would equate to a parking provision of 18-20 spaces.	TOTAL	35 parking spaces required 45 parking spaces provided
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b) Mixed Uses 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.									
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.									
	<i>*This requirement may increase if ... the office space component is in excess of 20% of the floor area. The proposed office component constitutes 10.7% of the GFA.</i>								
3.1 Access to the Site	Swept paths are provided which demonstrate the largest vehicle expected upon the site can manoeuvre and entry and exist in the forward direction.	Yes							
A development should be designed to provide adequate on-site manoeuvring and circulating areas									

Control	Comment	Compliance
to ensure that all vehicles can enter and leave the site in a forward direction.		
<p>3.2 Sight Distances</p> <p>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.</p>	Access driveways are located at the end of a future cul-de-sac. Sight distances are maintained for approaching vehicles and pedestrians.	Yes
<p>3.3 Entrance / Exit to the Site</p> <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>Requirements specified by the Roads and Traffic Authority 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 • 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. 	<p>Entry and exit driveways are clearly signposted which improves wayfinding.</p> <p>Three access points are proposed to reduce conflicts between service vehicles and light vehicles.</p>	Yes
<p>3.4 Location of Parking Areas</p> <p>Parking facilities for visitors and customers shall be provided where clearly visible from the street so their use is encouraged. Parking spaces for employees and for longer duration parking may be located more remotely from the street. Within the development site, the location of the parking area should be determined having regard to:</p> <ol style="list-style-type: none"> a) site conditions such as slope and drainage; b) visual amenity of the proposed and adjacent development; c) the relationship of the building to the parking area; and d) the proximity of the parking area to any neighbouring residential areas. 	All employee and visitor parking are located at the front of the site, visible from the street. This is consistent with the building layout and site conditions.	Yes
<p>3.5 Parking Space and Aisle Dimensions</p>	The Traffic and Parking Assessment (Appendix H) states aisle widths comply with AS2890.1.	Yes
<p>3.6 Construction Requirements</p>	The site is not within a heritage conservation area. The carpark will be sealed with bitumen.	Yes

Control	Comment	Compliance
<p>3.7 Landscaping</p> <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 landuses. 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>Landscaping is proposed around the perimeter of the car park. Planting is provided in between at least every 10 car parking spaces.</p>	<p>Yes</p>
<p>3.8 Directional Signs and Marking</p> <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 the pavement in such a manner as to be easily readable and understandable to users of the car park.</p>	<p>Three wayfinding signs are proposed to assist vehicle and truck drivers of the relevant ingress/egress points from the site.</p>	<p>Yes</p>
<p>3.9 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, 1993 – 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, 1997 – Road Lighting.</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 proposal has been prepared in accordance with Crime Prevention Through Environmental Design principles which is further discussed below.</p>	<p>Yes</p>

Control	Comment	Compliance
<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>		
<p>4.1 General</p> <p>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.</p>	<p>Appropriate on-site loading facilities have been incorporated into the proposal design. Loading bays are located at the rear of the site and away from the public domain.</p>	<p>Yes</p>
<p>4.2 Number and Size of Loading Bays</p> <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>	<p>Six (6) loading bays of an appropriate scale are proposed to accommodate the largest vehicle.</p>	<p>Yes</p>
<p>4.3 Design and Layout of Loading Bays</p>	<p>The proposed loading bays have been designed to ensure manoeuvrability of the largest vehicles intended to visit the site. All loading bays will be signposted and are accommodated fully within the site.</p>	<p>Yes</p>
<p>5. Car Parking for Persons with A Disability</p>	<p>In line with the Australian Standard, one accessible car parking space has been provided.</p>	<p>Yes</p>
<p>6. Bicycle Parking</p> <p>Provision is to be made for cyclists via the installation of bicycle parking facilities in accordance with Australian Standard AS 2890.3-1993 – Bicycle Parking Facilities and Austroads Guide to Traffic Engineering, Part 14.</p>	<p>Provision for 6 bicycle parking spaces is provided onsite.</p>	<p>Yes</p>
<p>C.12 – Crime Prevention through Environmental Design</p>		
<p>1.1 Development requirements</p> <p>Development controls</p> <p>1. 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>The proposed development is not identified as needing a detailed Crime Prevention through Environmental Design Assessment. However, the proposal has been prepared in accordance with Crime Prevention Through Environmental Design principles:</p> <ul style="list-style-type: none"> • Office spaces are oriented toward to future public domain, which allows passive surveillance. • Fences and sliding gates to restrict access. • Wayfinding signage which improves legibility and delineation of public and private areas. • Intention for high quality maintenance and fast responses to vandalism. 	<p>Yes</p>

Control	Comment	Compliance
<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		