



Relevant Clause	Control	Proposal	Complies
B.5 – Tree Management	(1) Clearing of native vegetation is declared by this clause to exceed the biodiversity offsets scheme threshold if the area proposed to be cleared is the area set out in Column 2 of the Table to this clause opposite the minimum lot size applicable to the land to be cleared in Column 1 of that Table.	Although identified as beyond the minimum lot size in an urban release area, only three trees were identified at the site. Removal of these trees is necessary for the proposed development and an Arborist report at Appendix V identified that it is unlikely for the removal of the trees to have any significant impact on threatened species or ecological communities.	Yes
B.6 – Waste Not – Site Waste Minimisation & Management	<p><u>2.1 Documentation to be submitted</u></p> <p>All applications relating to residential developments, as well as commercial and industrial premises are to include a Site Waste Minimisation and Management Plan (SWMMP) as part of documentation submitted to Council. The development plans should also clearly indicate the location of waste management facilities, including recycling bins and the like.</p>	An Operational Waste Management Plan has been prepared by Elephant’s Foot at Appendix H . Two waste locations are identified on the Architectural Plans at Appendix C , one within the childcare centre and one located at the centre fronting the future link road.	Yes
	<p>a) Site Waste Minimisation and Management Plans (SWMMP)</p> <p>A SWMMP outlines measures to minimise and manage waste generated during demolition and construction processes, as well as the ongoing use of the site.</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. 	<p>The Waste Management Plan has assessed the components of waste generated and appropriately nominated the potential volume and types of waste detailed in Appendix H.</p> <p>Waste storage before collection will be at the two identified locations on the architectural plans and treatment will occur by a private collection vehicle to treat appropriately.</p> <p>Disposal of residual waste will be a last resort and recyclables will be recovered where possible.</p> <p>A private contractor will be the nominated waste service provider and they will have frequent collection times.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ 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. 		
	<p><u>3.1 Demolition of Buildings or Structures</u></p> <p>I. An area shall be allocated for the storage of materials for use, recycling and disposal, giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements.</p> <p>II. Waste and recycling materials are to be separated.</p> <p>III. Measures are to be implemented to prevent damage by the elements, health and odour risks, and windborne litter.</p>	<p>Nil demolition of building or structures proposed.</p>	<p>N/A</p>
	<p><u>4.1 Construction of Buildings or Structures</u></p> <p>I. An area shall be allocated for the storage of materials for use, recycling and disposal, giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements. Signage is to be incorporated into this area in order for the clear definition of the space.</p>	<p>All waste collected from the site during construction will be removed and processed by an accredited contractor responsible for improving waste separation and recycling efficiencies. Waste reports will be produced monthly, and reuse and recycle volumes will be tracked. Further information is found at Appendix H.</p>	<p>Yes</p>

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	<p>II. Waste and recycling materials are to be separated. Signage shall clearly indicate which bins or disposal units are for waste and those for recycling.</p> <p>III. Measures are to be implemented to prevent damage by the elements, health and odour risks, and windborne litter.</p> <p>IV. The use of prefabricated components and recycled materials should be considered when possible.</p>		
	<p><u>5.1 Commercial Developments and Change of Use</u></p> <p>I. The waste area should provide separate containers for the separation of general waste from recyclables.</p> <p>II. If Council is not the provided waste contractor, then a valid contract with a licensed waste facility is to be kept by the premises or the body corporate managing the site for the collection of waste and recyclables.</p>	<p>A waste area will be located at the loading dock for the retail, gym, tavern and medical centre and the childcare centre will have its own waste area. These areas will have three containers, general waste, paper/cardboard recycling, comingled recycling.</p> <p>A valid private contractor will be engaged for the management of waste disposal from the dedicated facilities to the appropriate disposal area.</p>	Yes
<p>C.1 – Child Care Centres</p>	<p><u>2. Development</u></p> <p><u>2.1 Location</u></p> <p>To ensure that child care centres provide a safe and healthy environment for staff and children, Council will not consider any application that proposes the location of a child care centre:</p>	<p>The location of the child care centre has been considered from a safety perspective with consideration of the surrounding environment.</p> <p>There is no service station located within a 200m proximity of the site.</p> <p>The site is not within 125m of a classified Road.</p>	Yes

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	<p>i. within 200m of a service station unless the application is supported by a preliminary hazard analysis (PHA) under State Environmental Planning Policy 33 and a risk assessment (biophysical and societal) taking into account the sensitivity of the use.</p> <p>ii. within 125m of a classified road (as defined in the MLEP 2011) without the submission of a report detailing the results of air quality and noise level testing.</p> <p>iii. within 100m of heavy industry (as defined in the MLEP 2011) without the submission of a report detailing the results of air quality and noise level testing.</p> <p>iv. within 100m of rural industries, swamps or creeks</p> <p>v. within 100m or in view of a sex services premises or restricted premises</p> <p>vi. within an aircraft noise exposure level area from the aerodrome that is 20ANEF or greater</p> <p>vii. within 100m of above ground high voltage transmission lines, unless the application is supported by a hazard risk assessment which addresses the potential impacts on human health.</p>	<p>The site is not within any industrial land and is surrounded by residential zoning.</p> <p>The site is not within 100m of rural industries, swamps or creeks.</p> <p>The site is not within 100m or in view of sex services or restricted premises.</p> <p>Maitland Airport is the closest airport located to the site and is not exposed to 20ANEF or greater.</p> <p>The site is not located within 100m of above ground high voltage transmission lines.</p>	
	<p>f) Whilst child care centres are a permitted land use in a number of residential zones under the Maitland LEP 2011, they are also a commercial activity which in turn must not result in any adverse impacts upon</p>	<p>The child care centre is within the B1 Neighbourhood Centre zone. The site is adjoining a residential zone, however, is</p>	<p>Yes</p>

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	<p>the residential environment. In this regard Council will limit the size, location, operating hours and other matters as necessary to ensure that a proposed child care centre is consistent the zone objectives, that is, the proposal is compatible with the character of the area and of domestic scale and character.</p>	<p>appropriately separated from residential land to minimise amenity impacts.</p> <p>The centre will be compatible with the character of the area and is consistent with the zone objectives.</p>	
	<p><u>2.2 Parking and Accessibility</u></p> <p>h) A child care centre will not be supported in any area which has significant impact on amenity within a neighbourhood area. A Statement of Environmental Effects must consider the impacts of the child care establishment on the local community. (Refer to Appendix 4.0 for details)</p>	<p>The mixed use space provides great accessibility for parents and guardians dropping their children off. It provides the opportunity for parents and guardians to use the centre for essential and non-essential goods and services and also benefits from the medical centre location on site.</p> <p>The proposed childcare centre is opposing the St Aloysius Catholic Primary School and subset St Nicholas Early Education Chisolm. The cumulative impacts of parking and accessibility will not be negatively impacted due to the increase in parking spaces provided as per the guidelines.</p>	Yes
	<p>i) Proposed child care centres located within a 500m radius of an existing child care establishment must include an assessment of the cumulative impact, including the requirement of a traffic study.</p>	<p>The proposed childcare centre is opposing the St Aloysius Catholic Primary School and subset St Nicholas Early Education Chisolm to the north as well as Little Zak's Academy Chisolm to the northeast.</p> <p>The cumulative impacts of traffic have been assessed in the Traffic Report at Appendix E. It concludes through estimated weekday PM and AM peak hour traffic that 63 vehicles are expected from the child care centre and this expected traffic generation is not considered unreasonable.</p>	Yes

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	<p>j) Minimum onsite parking shall be provided in accordance with Child Care Centre parking requirements in NSW Road & Traffic Authority's, Guide to Traffic Generating Developments current at the time (currently at the rate of one space for every four children in attendance. Note that the minimum parking requirements in the RTA guide is inclusive of client and staff parking.</p>	<p>The parking proposed is 1 spot for every 4 children. The proposed parking arrangement on-site is considered appropriate and detailed further in the Traffic Report at Appendix E.</p>	<p>Yes</p>
	<p>k) Where requested by Council, a traffic and car park study should be provided demonstrating that the level of traffic generation by the child care centre is within the technical and environmental capacity of the existing road system. The traffic study should take into account major traffic generating developments (including other child care centres) within the affected area.</p>	<p>The Traffic Report (see Appendix E) demonstrates that the traffic generation for the child care centre will peak at times 7am to 9am and 4pm to 6pm. With 0.8 vehicle trips in the AM peak and 0.7 peak vehicle trips in the PM peak. These rates are only for the weekday considering the child care centre will be closed on weekends.</p> <p>Parking assessment for the child care centre has generated a necessary 1 space per 4 children of the 100 children capacity. This brings the spaces provided for use of the child care centre to 60 spaces.</p>	<p>Yes</p>
	<p>l) Access and facilities for the disabled are to be provided in accordance with the Australian Standard AS 1428 Part 1 and Chapter C.1: Accessible Living in this DCP.</p>	<p>Access and facilities have been designed as per the Australian Standard AS 1428 and in addition is enhanced to ensure the site is accessible for all abilities. The details are provided in Appendix E.</p>	<p>Yes</p>
	<p>m) One of the allotted vehicle parking spaces shall be provided for disabled parking / service vehicles close to the main entrance of the child care centre.</p>	<p>With the combined locality of the child care centre with shopping centre, medical centre and other uses, there are multiple disabled parking for all premises provided at an easily accessible location to the child care centre and other premises. Additionally, one space will be provided at the closest proximity to the child care centre.</p>	<p>Yes</p>

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	n) Design of the car park surface and borders should incorporate adequate facility for people with prams or mobility aids.	The design of car parks ensure they achieve beyond minimum requirements for various abilities and needs including size and location.	Yes
	o) Parking area dimensions and parking layout shall comply with Australian standard 2890.1 – 2004 User Class 3 (being 2.6 metres wide). A minimum aisle width of 6.5m shall be provided.	Appendix E details the compliance aimed to achieve for the proposed development and the design requirement to achieve a 2.6m wide aisle.	Yes
	p) Where 90 degree on-site parking is provided adjacent to the building, pathway access between the car spaces and the building entry point. In such cases vehicle wheel stops must be provided.	Wheel stops will be provided in appropriate locations and are identified in the Architectural Plans at Appendix C .	Yes
	q) Carparks should be provided with separate entrance and exit driveways (adequately signposted) and separated by a distance that ensures safe, reasonable operation of the car park.	The carpark will be provided with two entrance and exit driveways to Heritage Drive and Settlers Boulevard and an entrance will be provided at Tigerhawk Drive.	Yes
	r) A footpath must be provided not less than one (1) metre wide across the frontage of the child care establishment building and extend the full length of the car park where the footpath connects directly to the car park.	A footpath greater than 1 metre wide will be provided for access to the childcare centre with an awning provided across a major part of it.	Yes
	s) Pedestrian access between public street frontage to the child care centre site and the building should be segregated from vehicle movement areas.	The entry point to the childcare centre is on the footpath to the road and is separated from vehicle movement. Once on the footpath there will be no need for pedestrians to pass by vehicle movement.	Yes

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	t) A minimum of two (2) parallel car parking spaces should be provided adjacent to the child care centres building entrance to enhance convenience and safety for parents and children.	Sufficient car parking is proposed adjacent to the child care centre to provide safe entrance and exit for dropping and picking up children.	Yes
	u) Parking areas shall not be located within the building line setback unless the depth of landscaping between the street boundary and the car park is a minimum of 3.0m and the landscaping effectively screens the parking areas from the street. It must be demonstrated that car parking areas will not negatively impact on the streetscape and will not compromise the domestic scale and character of residential areas.	The parking area is provided behind the setback area.	Yes
	v) Design of site elements and access ways between site elements are to cater for the needs of all users, particularly those with disabilities.	The access points, car park and footpaths have been designed to be accessible for all varied needs and requirements, as per the Australian standards.	Yes
	<p><u>2.3 Acoustic Privacy</u></p> <p>d) Where Council is of the opinion that noise has the potential to adversely affect the amenity of neighbouring premises, it may direct the applicant to submit with the Development Application a report prepared by an accredited acoustic consultant demonstrating that the LAeq(15 minute) noise level emitted from the site (including playground activity noise and indoor activity noise) does not exceed the Rating Background Level by more than 5dBA at the proposed site and predicted noise traffic levels are</p>	A Noise Emission Report has been prepared by Acoustic Logic and is at Appendix O . It concluded that the indoor and outdoor noise expected to be generated from the activities at each premise will not typically exceed the Rating Background Level by more than 5dBA.	Yes

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	below the level set by the EPA in its Environmental Criteria for Road Traffic Noise.		
	e) Where necessary, selected noise treatments such as acoustic cladding, windows and flooring or the provision of acoustic fencing or landscaping to shield nearby premises from the noise should not impact adversely upon the amenity of surrounding properties or the streetscape and character of the locality.	The proposed setbacks provide distance with landscaping to all frontages. The frontage that is closest to surrounding land uses that may cause issues is in the north west corner. The Child care centre will be the closest to this residential location and will have minimal acoustic impacts, especially considering the times of the day when the volume is the greatest.	Yes
	f) Where feasible, appropriate noise mitigation treatments shall be implemented to minimise noise being generated by arrivals and departures, including traffic noise. These treatments could include the careful positioning of arrival and departure access points away from residential property boundaries, the appropriate placement of buildings constructed on site to shield the noise or the provision of acoustic fencing or landscaping.	The main entrances and exits are located on Heritage Drive and Settlers Boulevard where open space and parks are opposing, minimising the impacts of any noise issues.	Yes
	g) Outdoor playgrounds for the child care centre should not be located adjacent to the living/bedroom areas of adjoining residents and consideration should be given to noise minimisation related to hard- paved areas and pathways within the children's play area. All external pedestrian gates shall be fitted with appropriate door closers to provide a slow and regulated closing of the gate to prevent the generation of impact sound.	The outdoor playground will not be located adjacent to residence, although it is located diagonally across the road. Noise will be kept to a minimum with specified play time in the outdoor play area as well as the design with the awning to keep noise to a minimum.	Yes

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	<p>h) For proposals that are located on or within close proximity to a main or arterial road, and/or railway line, a noise assessment must be submitted with the development application which demonstrates that the LAeq(1 hour) ambient noise level at any location within the boundary of the centre during the hours when the centre is operating shall not exceed the “Recommended Maximum” noise level indicated for “school playground” in the table “Amenity criteria” nominated in the EPA’s NSW Industrial Noise Policy”.</p>	<p>The site situated around local roads only and is not located near a railway line.</p>	<p>Yes</p>
	<p><u>2.4 Site Layout, Building Form and Appearance</u> c) In established residential areas, development proposals for new buildings must have due regard to aspects such as scale, height, bulk, form, density and appearance to ensure that development is appropriate to its surroundings and will maintain and enhance the streetscape character and the general amenities of the locality.</p>	<p>The built form has considered its bulk, scale, form and density for the locality to ensure it appropriately suits the surrounding area. Its scale and bulk has been designed similarly to the opposing school to provide an appealing transition between the two sites.</p>	<p>Yes</p>
	<p>d) A development application will need to demonstrate that the site layout would not adversely affect adjoining or opposite properties by way of noise, light, smell or general activities.</p>	<p>The proposed layout has considered the existing and future surrounding development to ensure there are no negatively impacted sites or areas from the activity from the proposed development. This includes designing the building to ensure unattractive facilities are unidentifiable from the outside road.</p>	<p>Yes</p>
	<p>e) A detailed site analysis plan must be provided with any development application showing the location and proximity of adjoining areas of private</p>	<p>Refer to the architectural plans at Appendix C.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	open space and habitable room windows to any residential properties.		
	f) The front setback of a child care centre in a new residential area should be 6m. In all other areas or in older residential areas the front set back should be the average of the existing setbacks of the two properties on either side of the site.	The front setback to the child care centre is 6 metres.	Yes
	g) The design and layout of the child care centre must respond to the character of the existing neighbourhood and streetscape. Existing residential character of the locality must be maintained through the use of appropriate finishes material, landscaping, fencing and plantings.	The child care centre complements the opposite school with a modern update. The village centre, tavern and other proposed uses are all similarly designed with the same materials and finishes.	Yes
	h) The child care centre must have a domestic scale and character from public view in all residential zones.	The child care centre is viewed from the residential zone and its character and form has been designed to be modern and adaptable to the suburban surroundings.	
	i) The design of buildings should relate to the slope of the land to minimise earthworks and disturbance to the land.	The slope of the land is minimal and has been assessed in detail and reported in the Geotechnical Report at Appendix T .	
	<u>2.5 Landscape and Planting</u> e) Development Applications for childcare centres must include a detailed landscaping and planting scheme showing existing and proposed planting (including a schedule of species). Appropriate landscaping / planting is to be used to provide screening and privacy to dwellings and private open space areas on adjoining sites; to soften car parking	A Landscape Plan has been prepared at Appendix D . It has been appropriately designed around the Childcare centre with a hedge integrated with the building façade aligned with the required setback. With low planting along the rear of the childcare centre where it intersects with the car park.	

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	<p>areas and to enhance the visual amenity of the development in the streetscape.</p>		
<p>C.11 Vehicular Access & Traffic</p>	<p><u>2.1 General Principles</u></p> <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 off-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 off-street parking for individual developments within areas such as Maitland City Centre and Morpeth, where historical parking deficiencies have occurred. 	<p>The Traffic Impact Assessment at Appendix E and Access Report at Appendix F, provide detail on the proposed development and their response to the principles. It considers the compliance and ensure all proposed works are beyond minimum standards. It is assumed the predominant mode of transport will be private vehicles and the peak times are analysed thoroughly to ensure traffic generation is appropriate. Off-street parking and car parks are provided as necessary.</p>	
	<p>2.2 Calculation of Parking Requirements</p>	<p>Parking spaces for the shopping centre are designed in accordance with User Class 3A facilities as follows:</p>	<p>No – justified, refer to</p>

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If the proposed development is an extension of an existing retail development which results in a total floor area above 1000m ² , additional	<ul style="list-style-type: none"> 2.7m wide spaces and 6.2m aisle width or 2.6m wide spaces and a 6.6m aisle width. <p>Noting one-way aisles within the supermarket can be 2.6m in width with a 6.2m wide aisle.</p> <p>Through analysis of the parking standards and consideration of the peak times, the proposed parking spaces are as follows.</p> <p>PROPOSED BASEMENT LEVEL</p> <table border="1"> <tr> <td>CARPARKING 5400X 2600</td> <td>116</td> </tr> <tr> <td>DISABLED 5400X 2600</td> <td>4</td> </tr> <tr> <td>EV PARKING 5400X 2600</td> <td>5</td> </tr> <tr> <td>BIKE PARKING 5400X 2600</td> <td>4</td> </tr> <tr> <td>GRAND TOTAL</td> <td>129</td> </tr> </table> <p>PROPOSED GROUND LEVEL</p> <table border="1"> <tr> <td>CARPARKING 5400X 2600</td> <td>537</td> </tr> <tr> <td>DISABLED 5400X 2600</td> <td>10</td> </tr> <tr> <td>PARENTS 5400X 2700</td> <td>10</td> </tr> <tr> <td>GRAND TOTAL</td> <td>557</td> </tr> </table>	CARPARKING 5400X 2600	116	DISABLED 5400X 2600	4	EV PARKING 5400X 2600	5	BIKE PARKING 5400X 2600	4	GRAND TOTAL	129	CARPARKING 5400X 2600	537	DISABLED 5400X 2600	10	PARENTS 5400X 2700	10	GRAND TOTAL	557	Traffic Report at Appendix E.
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	<p>3. GUIDELINES FOR THE DESIGN, LAYOUT AND CONSTRUCTION OF ACCESS AND PARKING AREAS</p> <p><u>3.1 Access to the Site</u></p>	The site is designed to ease access and provide space for visitors to the commercial land uses, medical centre and child care centre.	Yes																														

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	<p>A development should be designed to provide adequate on-site manoeuvring and circulating areas to ensure that all vehicles can enter and leave the site in a forward direction.</p> <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.</p>	<p>There are several entry points to the site and the main entry point for pedestrian access is clearly defined with a crossing where vehicle interference occurs.</p>	
	<p><u>3.2 Sight Distances</u></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>	<p>Consideration has been given for adequate sight of each accessway to ensure there is visibility of both pedestrians and vehicles.</p>	<p>Yes</p>
	<p><u>3.3 Entrance / Exit to the Site</u></p> <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; 	<p>Two entrance and exits are proposed for the development.</p> <p>There will be clear signage of the two entrance and exit locations.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ 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>Access points provide one ingress and one egress. Heritage Drive provides one additional egress is provided for Heritage Drive to allow visitors to leave the site turning both left and right. It also helps to provide a lane for those exiting the basement car park.</p> <p>The two entrance's have provided adequate standing area upon entrance with room for queueing before a pedestrian crossing or car park to avoid any traffic spilling onto the road.</p>	
	<p><u>3.4 Location of Parking Areas</u></p> <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> <ul 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 	<p>The location of parking is very clearly visible to visitors both in the site or outside.</p> <p>The basement parking provides a protected space for longer duration parking, away from the street.</p> <p>The car parking location has been determined with consideration of site conditions. No major constraints are evident from assessment of the site.</p> <p>The design of the proposed works ensures positive visual amenity for the locality and surrounds.</p> <p>The building and parking have been well considered with ease of access to both the above ground and underground parking.</p> <p>The parking area is located away from potential future residential development to the south of the site.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	d) the proximity of the parking area to any neighbouring residential areas.		
	<p><u>3.5 Parking Space and Aisle Dimensions</u></p> <p>a parking space which has a wall or obstruction on one side – an additional 300mm width to that shown is required; and,</p> <p>for the end space in a blind aisle, the width is to be increased to 3.6 metres.</p>	<p>Parking spaces that have a wall or obstruction on one side will provide an additional 300mm width than those that don't.</p> <p>No blind aisle parking spaces are provided.</p>	Yes
	<p><u>3.6 Construction Requirements</u></p> <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.</p>	<p>The parking areas and loading dock will be paved suitably with asphalt and concrete.</p>	Yes
	<p><u>3.7 Landscaping</u></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 land uses. 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</p>	<p>The Landscape Plans at Appendix D outlines the landscape works proposed for the parking area to ensure shade and appearance are appealing to visitors and those passing by.</p> <p>Species are carefully chosen for the appropriate placement and achievable maintenance for the continued appearance and visibility especially at entry and exit points.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<p>not cause damage to paved areas by root systems or create excessive leaf or branch litter.</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>Wheel stops will be provided at the necessary locations throughout the parking lot to avoid any damage to landscaping.</p>	
	<p><u>3.8 Directional Signs and Marking</u></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>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>The parking area will be clearly marked for all visitors to understand entry and exit points and the area of each parking bay.</p> <p>It is understood that signs will be incorporated if council deem no stopping or no parking signs necessary.</p>	Yes
	<p><u>3.9 Principles for Crime Prevention</u></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</p>	<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 Prevention Through Environmental Design Report at Appendix L.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<p>accordance with AS/NZS 1158, 1997 – Road Lighting.</p> <p>a) Provision of clear sightlines between public and private places;</p> <p>b) Landscaping that makes the car park attractive but does not provide offenders with a place to hide or entrap victims;</p> <p>c) In some cases restricted access to the car park, particularly after business hours through the use of physical barriers should be considered;</p> <p>d) Design with clear transitions and boundaries between public and private space through the provision of clear access points;</p> <p>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> <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>The CPTED report states the recommendations for the lighting design to comply with the Australian Standards.</p> <p>Proposed works will ensure sightlines will between public and private places for the safety of visitors.</p> <p>Landscaping is designed to provide for an attractive visual amenity, without providing barriers to commit crime.</p> <p>Clear transitions between public and private will be provided with a fence and landscaping spanning around majority of the site. Access points are clearly identified through openings.</p> <p>The site is within its own block and it is clear of the site line through the pedestrian path and road definition. Further design is used to outline the area including fencing and landscaping.</p> <p>The materials that are proposed intend to minimise potential vandalism with appropriate lighting.</p> <p>Proposed works will establish a maintenance plan that ensures the site retains appearance and repairs any vandalism.</p>	

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	<p>4. LOADING/UNLOADING REQUIREMENTS</p> <p><u>4.1 General</u></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>A loading dock is provided at the rear of the site for all loading and unloading for the village centre. It will also provide spaces for storage.</p>	<p>Yes</p>
	<p><u>4.2 Number and Size of Loading Bays</u></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>The loading dock has been designed to service the development with the following vehicles:</p> <ul style="list-style-type: none"> ▪ B99 delivery Van; ▪ 6.4m length Small Rigid Vehicle; ▪ 8.8m length Medium Rigid Vehicle; ▪ 12.5m length Heavy Rigid Vehicle 	<p>Yes</p>
	<p><u>4.3 Design and Layout of Loading Bays</u></p> <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>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</p>	<p>The capacity of the loading dock from the New Link Road can accommodate parking for three (3) x 20m length Articulated Vehicle spaces (two on the western side and one on the eastern side).</p> <p>The loading bay is a defined area at the rear of the site amongst the waste and home delivery's area.</p> <p>The loading area will be fully within the site boundaries and defined area and will not crossover into any other area.</p>	<p>Yes</p>

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	<p>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>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>Assessment of the traffic generation rates are provided in the Traffic and Parking plan at Appendix E. With calculations for shopping centres, clubs, gymnasiums and child care centres with results as per the table below.</p> <p>PM weekday peak hour traffic generation</p> <table border="1" data-bbox="1122 491 1890 1038"> <thead> <tr> <th>Land Use</th> <th>Scale</th> <th>Rate</th> <th>Vehicle Trips</th> <th>Directional Split⁽¹⁾</th> </tr> </thead> <tbody> <tr> <td colspan="5" style="text-align: center;">PM Peak Hour Period</td> </tr> <tr> <td>Supermarket</td> <td>3,500m² GLFA</td> <td>155 A(SM) per 1000m²</td> <td>543</td> <td>271 in, 272 out</td> </tr> <tr> <td>Liquor</td> <td>185m² GLFA</td> <td>155 A(SM) per 1000m²</td> <td>29</td> <td>14 in, 15 out</td> </tr> <tr> <td>Major Retail</td> <td>1,500m² GLFA</td> <td>51 A(F) per 1000m²</td> <td>77</td> <td>38 in, 39 out</td> </tr> <tr> <td>Shops</td> <td>3,695m² GLFA</td> <td>46 A(SS) per 1000m²</td> <td>170</td> <td>85 in, 85 out</td> </tr> <tr> <td>Tavern</td> <td>890m² GFA</td> <td>10 per 100m² LFA</td> <td>89</td> <td>45 in, 44 out</td> </tr> <tr> <td>Medical Centre</td> <td>745m² GLFA</td> <td>22 A(OM) per 1000m²</td> <td>16</td> <td>8 in, 8 out</td> </tr> <tr> <td>Food and Drink Premises</td> <td>160m² GLFA</td> <td>46 A(SS) per 1000m²</td> <td>7</td> <td>3 in, 4 out</td> </tr> <tr> <td>Child Care Centre⁽²⁾</td> <td>100 children</td> <td>0.7 trips per child</td> <td>63</td> <td>32 in, 31 out</td> </tr> <tr> <td>Gymnasium⁽²⁾</td> <td>800m² GFA</td> <td>9 per 100m² GFA</td> <td>65</td> <td>32 in, 33 out</td> </tr> <tr> <td>Swim School⁽²⁾</td> <td>1,040m² GLFA 20 children</td> <td>2 trips per child</td> <td>36</td> <td>18 in, 18 out</td> </tr> <tr> <td>Car Wash</td> <td>475m² GLFA</td> <td>22 A(OM) per 1000m²</td> <td>11</td> <td>5 in, 6 out</td> </tr> <tr> <td>TOTAL</td> <td>-</td> <td>-</td> <td>1,106</td> <td>551 in, 555 out</td> </tr> </tbody> </table> <p>AM weekday peak hour traffic generation</p>	Land Use	Scale	Rate	Vehicle Trips	Directional Split ⁽¹⁾	PM Peak Hour Period					Supermarket	3,500m ² GLFA	155 A(SM) per 1000m ²	543	271 in, 272 out	Liquor	185m ² GLFA	155 A(SM) per 1000m ²	29	14 in, 15 out	Major Retail	1,500m ² GLFA	51 A(F) per 1000m ²	77	38 in, 39 out	Shops	3,695m ² GLFA	46 A(SS) per 1000m ²	170	85 in, 85 out	Tavern	890m ² GFA	10 per 100m ² LFA	89	45 in, 44 out	Medical Centre	745m ² GLFA	22 A(OM) per 1000m ²	16	8 in, 8 out	Food and Drink Premises	160m ² GLFA	46 A(SS) per 1000m ²	7	3 in, 4 out	Child Care Centre ⁽²⁾	100 children	0.7 trips per child	63	32 in, 31 out	Gymnasium ⁽²⁾	800m ² GFA	9 per 100m ² GFA	65	32 in, 33 out	Swim School ⁽²⁾	1,040m ² GLFA 20 children	2 trips per child	36	18 in, 18 out	Car Wash	475m ² GLFA	22 A(OM) per 1000m ²	11	5 in, 6 out	TOTAL	-	-	1,106	551 in, 555 out	
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	<p data-bbox="465 863 1084 927">5. CAR PARKING FOR PERSONS WITH A DISABILITY</p> <p data-bbox="465 959 1084 1436">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 – 1993. 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 land uses 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</p>	<p data-bbox="1115 863 1883 1038">Parking for those with a disability will be provided with 10 spaces in the at-grade parking lot and 4 space in the basement parking. Proposed design ensures compliance with Australian standards and additional spaces are provided considering the medical centre and retail centre.</p> <p data-bbox="1115 1070 1883 1214">The location of the spaces is in a prime location for entry into the village centre, with both above ground and underground options. Minimum requirements of space have been considered with minimum 5.4 metre length and 2.4 metre width.</p>																																																																							

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	<p>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 ▪ 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 3.2 metres wide to assist movement into and out of parked vehicles – refer to Figure on Page 287. 		
6. BICYCLE PARKING			
	<p>7. MAJOR TRAFFIC GENERATING DEVELOPMENT</p> <p>Parking requirements for major new retail, commercial or tourist developments will be assessed on their merits, with particular reference to:</p>	<p>A Traffic and Parking report has been prepared at Appendix E to assess the traffic generating potential of the proposed development and it's intended uses.</p> <p>Bicycle parking is required to supply 78 bicycle spaces for both staff and visitors. The proposed works provide a bicycle rack at</p>	

Relevant Clause	Control	Proposal	Complies
	<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>	<p>the entrance of the medical centre and proposed 4 bicycle spots in the basement parking.</p> <p>The conditions of consent will provide compliance and proposed works are capable of complying to these requirements.</p>	
<p>C.12 Crime Prevention Through Environmental Design</p>	<ol style="list-style-type: none"> 1. The security of buildings and public spaces is achieved through the application of Crime Prevention through Environmental Design principles. 2. Territorial reinforcement is achieved through good quality, well maintained buildings and spaces and the delineation of public and private areas. 3. Good natural surveillance is achieved by the position of buildings and the orientation of uses toward public areas. 4. Landscaping and lighting contribute to the safety of an area. 	<p>A Crime Prevention Through Environmental Design Report has been prepared by The Design Partnership and is found at Appendix L.</p> <p>The report recognises the importance of territorial reinforcement achieving a quality and well maintained building through a maintenance plan that will be curated at the Construction Certificate stage.</p> <p>Through the use of lighting, landscaping, variation in colour/material, entry point locations and signage high surveillance of the building will be achieved.</p> <p>As recommended in the CPTED Report the lighting and landscaping for the proposed development will be used to reinforce paths for safety. This will be designed and implemented</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<p>5. Mechanical surveillance (e.g. CCTV) is only used where passive surveillance cannot be achieved or in isolated, high risk areas.</p> <p>6. Way-finding, desire lines and formal/informal routes are reinforced by physical and symbolic barriers that channel and group pedestrians into areas.</p> <p>7. Activity in public spaces is promoted by providing and maintaining high-quality public areas and promoting a diversity of uses that encourage activity throughout the day and night.</p> <p>8. Perception of crime is minimised by maintenance of public areas and the rapid response to vandalism and graffiti.</p>	<p>by a qualified professional in each area (Landscaping is detailed in Appendix D).</p> <p>Surveillance will be provided throughout the centre at appropriate locations</p> <p>Barriers and signage will reinforce way finding</p> <p>The public and open spaces promote uses through the design and intended activity throughout the spaces.</p> <p>Ongoing maintenance will be managed by the centre proprietor to ensure it maintains public areas and deters potential vandals.</p>	
<p>Part 7 – Urban Release Area – Thornton North Urban Release Area</p> <p>Chisolm Neighbourhood Centre</p>	<p>1.1 Staging</p> <p>1. The precinct should be staged generally in accordance with Figure 48: Chisolm Neighbourhood Centre Stage 1 Plan.</p> <p>2. A full line supermarket and other core retail uses are to be provided in Stage 1 of the neighbourhood centre.</p> <p>3. The proposed town square is to be developed within the stage 1 of the neighbourhood centre.</p>	<p>The proposed development is not proposed to be staged given the market demand outlined in the Economic Impact Assessment indicates the market has capacity to absorb the proposed commercial/retail floor space.</p> <p>The supermarket and other core retail uses will be provided in stage 1.</p> <p>The proposed development will deliver a full line supermarket and other core retail uses, as well as a town square.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<p>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.</p>	<p>The surrounding street network and centre interface will allow for a bus set down area on Tigerhawk Drive.</p>	
	<p>1.2 Economic Impact Assessment</p> <p>1. An Economic Impact Assessment (EIA) shall be submitted with the development application for each stage of the Chisholm Neighbourhood Centre.</p> <p>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.</p>	<p>An Economic Impact Assessment has been prepared by Ethos Urban and included at Appendix J. The Economic Impact Assessment considers the potential economic and employment impacts associated with a new neighbourhood shopping centre.</p>	<p>Yes, refer to Appendix J.</p>
	<p>1.3 Transport and Movement</p> <p>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.</p> <p>2. The development application for stage 1 shall include a Traffic Impact Assessment and Access Strategy prepared by a suitably qualified consultant.</p> <p>3. The Traffic Impact Assessment and Access Strategy shall consider the full development scenario of the centre.</p> <p>4. This assessment is to include details relating to the overall traffic and pedestrian management,</p>	<p>Completed.</p> <p>A Traffic and Parking Assessment and Access Strategy have been prepared and submitted with this DA (Appendix E and Appendix F respectively). The respective reports consider the full development scenario of the centre.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<p>access to parking areas, pedestrian access provisions, assessment of the proposed car parking designs and traffic generation including an assessment on the surrounding road network and key intersections.</p> <p>5. The intersection of Tigerhawk and Heritage Drives shall be upgraded to cater for pedestrian safety, bus and heavy vehicles and traffic movements. Traffic lights are envisaged for this intersection.</p> <p>6. Pedestrian linkages shall be provided in every direction.</p> <p>7. The assessment shall consider the safety and functionality of the pedestrian focal point and the public and school bus services that will congregate on Tigerhawk Drive.</p> <p>8. Development applications are to include a shared path connectivity plan linking all external paths to the entry point of the development.</p> <p>9. Regrade of the kerb return and verge on the Heritage Tigerhawk Drives intersection to provide adequate longitudinal and transverse cross falls.</p> <p>10. Development applications are to include details of recommended regulatory signage for existing and proposed roads. i.e. parking controls, loading zones, bus and taxi zones, etc</p>	<p>Intersection and public domain upgrades are subject to further discussion with Council.</p>	

Relevant Clause	Control	Proposal	Complies
	<p>11. Street lighting shall be planned (lighting categories), designed and implemented to relevant Australian standards for vehicle and pedestrian networks (including pedestrian crossings).</p> <p>12. Driveway entry points on Settlers Boulevard and Tigerhawk Drive shall be left-in/left-out with concrete median separation on the centreline.</p> <p>13. A pedestrian/Access assessment shall be submitted with development applications for connectivity into the site.</p> <p>14. Pedestrian/cycle refuges, or greater, shall be provided on public roads including a central connection across Heritage Drive to the Riparian Corridor.</p> <p>15. Internal taxi and mini bus pickup at front of shop entry.</p> <p>16. Internal pedestrian network and bicycle racks /facilities shall be provided.</p>		
	<p>1.5 Passive and Active Recreation Areas</p> <p>1. An urban design masterplan shall be submitted with the development at Stage 1 of centre.</p> <p>2. The masterplan shall provide opportunities for;</p> <p>An informal meeting place that can be used by local residents and parents of children attending nearby local schools and child care centres.</p>	<p>The proposed development provides opportunities for:</p> <ul style="list-style-type: none"> ▪ Informal meeting places ▪ Formal and informal outdoor seating areas. ▪ Outdoor dining. ▪ A space for activities which support the local community. ▪ Landscaping and design features. 	Yes

Relevant Clause	Control	Proposal	Complies
	<p>Formal and informal outdoor seating areas.</p> <p>Outdoor dining.</p> <p>A space for activities which support the local community such as charity fundraising stalls, donation tables etc.</p> <p>Landscaping and design features which encourages use and activity throughout the day and in to the evening, including safe areas for children to play whilst being supervised from adjacent outdoor seating areas.</p>		
	<p>1.10 Neighbourhood Commercial and Retail Uses</p> <p>Building Design</p> <ol style="list-style-type: none"> 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. 	<p>No more than 2-storey is proposed. Nevertheless, variations in roof form have been provided in the development and security grills are not proposed.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<p>6. Outdoor recreation areas on flat roofs shall be landscaped and incorporate shade structures and wind screens to encourage use.</p> <p>7. Security grills (for e.g. roll-up doors) shall be avoided.</p> <p>8. If installed, security grilles shall be provided within the building, behind the glazing and be constructed of material that allows the interior to be visible.</p>		
	<p>Setbacks</p> <p>1. Development along identified active streets must be built-to-boundary.</p> <p>2. In all other cases, building shall be setback within 20% of the average of the adjoining buildings.</p> <p>3. All pedestrian paved areas along an active street are to have a minimum paved width of 3.5m.</p> <p>4. The 3.5m paved setback:</p> <ul style="list-style-type: none"> ▪ 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 	<p>The food and beverage premises on Heritage Drive will be built to the boundary. Whilst elevated above street level the outdoor seating areas will provide activity and passive surveillance over the surrounding public domain.</p> <p>No established setback pattern, the site is an island site and as such the proposed development orientation and setbacks are considered appropriate.</p> <p>The existing 6m paved areas surrounding the site are clear and accessible for pedestrians. The footpaths areas widen around the main pedestrian entry along Tigerhawk Drive and the secondary entry points off Heritage Drive.</p> <p>Given the width of existing pavement surrounding site and the prevailing topography it is not considered necessary or appropriate to provide an additional 3.5m paved setback along the identified active frontage along Heritage Drive.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ 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:</p> <ul style="list-style-type: none"> ▪ is inset 1.5m into the building line; ▪ is well illuminated at all times. <p>8. Ramps are constructed and finished with materials that are similar or complementary to those used on the building or in the street.</p>	<p>The pavements, furniture and landscaping will be of the highest quality and consistent with the surrounding residential subdivision and Council requirements.</p> <p>Steps, escalators, ramps or lifts will not be located within the 3.5m, pedestrian area.</p> <p>Noted, any proposed ATM can comply.</p>	
	<p>Active Frontages</p> <p>1. Active frontages shall consist of one or more of the following:</p> <ul style="list-style-type: none"> ▪ A shop front. 	<p>The size of the site and the length of its multiple street frontages makes it difficult to provide active street frontages to all streets.</p> <p>Nevertheless, food and beverage premises, gym, learn to swim and child care centre will be provided along the designated active frontage along Heritage Drive.</p>	Yes

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

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ 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. 		
	<p>Awnings</p> <p>1. Continuous shelter from the weather is to be provided for the full extent of the active street frontage.</p> <p>2. Awnings shall be horizontal or near horizontal (maximum pitch of 10%).</p>	<p>An awning is proposed at the corner of Heritage Drive and Tigerhawk Drive. The awning is capability of complying the prescribed standards within the DCP.</p> <p>Due to the level changes, and proposed site arrangement an awning along the full frontage of Heritage Drive is not feasible or deemed necessary.</p>	Yes.

Relevant Clause	Control	Proposal	Complies
	<p>3. Awnings heights shall be no less than 2.7m high at any point measured above the existing ground level.</p> <p>4. A minimum awning width of 2.5m-3.0m is required unless this cannot be achieved because of narrow pavements and street tree planting, traffic signals, traffic signage or utility poles.</p> <p>5. New awnings shall be set back a minimum of 450mm from the kerb line.</p> <p>6. Awnings along sloping streets shall step down in horizontal steps (a maximum of 700mm per step) to follow the slope of the street.</p> <p>7. All contiguous awnings shall be of consistent height and depth and of complementary design and materials.</p> <p>8. Awnings and/or canopies shall be provided elsewhere to define public entrances to buildings, including residential flat buildings.</p> <p>9. Awnings shall wrap around street corners and contribute to the articulation and focal design of corner buildings.</p> <p>10. New awning fascias have a vertical depth not greater than the average of the vertical depths of the immediately adjoining awning fascias or, if there are no adjoining awning fascias, 350mm.</p>		

Relevant Clause	Control	Proposal	Complies
	<p>11. Under awning lighting shall comply with AS/NZS1158 - Lighting for roads and public spaces.</p> <p>12. Awnings are to be designed and certified by a professional engineer.</p>		
	<p>Gateway, corner and landmark sites</p> <p>1. The design of buildings on corner sites or at the ends of business or commercial zones shall emphasise the importance of the corner as a focal point.</p> <p>2. Corner sites or at the ends of business or commercial zones shall be constructed to boundary with no car parking or servicing between the street boundary and the building.</p> <p>3. Corner buildings shall include design devices such as:</p> <ul style="list-style-type: none"> ▪ Increased wall heights; ▪ Splayed corner details; ▪ Expression of junction of building planes; ▪ contrasting building materials; and ▪ other architectural features; ▪ to reinforce the prominence and distinctiveness of the building. 	<p>The corners are not proposed to be car parking or servicing, as the proposal includes a strong built form expression at the corner of Heritage Drive and Tigerhawk Drive. The tallest portion of the proposed buildings are located on a corner.</p> <p>The corner of Tigerhawk Drive and Settlers Boulevard will be development in a future stage.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<p>4. Shopfronts shall wrap around corners and entrances located centrally to the corner.</p> <p>5. The tallest portion of the building shall be on the corner.</p>		
	<p>Pedestrian Entries and access</p> <p>1. The development complies with AS1428 - Design for Access and Mobility.</p> <p>2. Pedestrian and vehicle movement areas are separated and defined by changes in pavement material, levels, lining or tactile treatments.</p> <p>3. Parking areas are illuminated (naturally and/or artificially) during the time period the centre is open.</p> <p>4. Signage is provided at the entries to the development detailing the services available within the centre and where they are located.</p> <p>5. Signage to key public spaces accessible from the centre such as car parks, food courts shall be provided within the centre.</p> <p>6. Signage to key facilities such as rest rooms, centre management, baby change rooms shall be provided within the centre.</p> <p>7. Secure and convenient parking/storing for bicycles is provided close to the entrance of the development and with good surveillance.</p>	<p>Proposed works are capable to comply, conditions recommended.</p>	<p>Yes, capable of compliance.</p>

Relevant Clause	Control	Proposal	Complies
	<p>Parking, loading and servicing</p> <p>1. Car parking provision shall be in accordance with the provisions of C.11 of this development control plan.</p> <p>2. Garage doors and loading docks shall be located at the rear of development, so that they are not a dominant element in the overall presentation of the development to key streets.</p> <p>3. Signage shall be provided to direct visitors to the centre and to car parking areas.</p> <p>5. All vehicles must be able to enter and leave any development in a forward direction.</p> <p>6. Loading and manoeuvring areas for service vehicles shall be separated from car parks and pedestrian paths. Where shared access is provided, no loading or unloading shall be carried out over car parking spaces and access aisles.</p> <p>7. Where natural or mechanical ventilation of a car park is achieved through the use of metal grills or large openings they shall contribute to the overall design or be screened by landscaping or other design elements.</p> <p>8. External service areas (for e.g. areas for rubbish storage, cardboard compacting etc) shall not be visible from roadways or public open space areas.</p>	<p>Parking is in accordance with the provision set out in the DCP.</p> <p>The loading dock location is at the rear of the shopping centre, at the south of the site where it will be well integrated to hide visibility. It will be proposed on the new Link Road that will be proposed subject to a separate DA.</p> <p>Signage will be provided for visitors to visually locate the centre.</p> <p>The car park driveways allow for forward movement and no turning around will be necessary once a visitor has entered the carpark.</p> <p>The loading area is located at the rear of the shopping centre whilst the car parks are located at the entrance side of the centre and in the basement. The loading dock is also located away from pedestrian paths, entrance and exit to the centre.</p> <p>The mechanical ventilation from the underground car park is screened by the external materials concealing the ventilation.</p> <p>The loading dock area will be an area for storage, cardboards space and will not be visible from roadways or public open space.</p> <p>The loading dock area will provide space for storage and servicing areas and will be suitably screened by landscaping and a wall.</p> <p>Deep soil landscaped areas are provided around the entire site area.</p> <p>The basement car park is setback greater than 3 metres.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<p>9. External storage and service areas shall be suitably screened from view from both roads and parking areas and pedestrian areas.</p> <p>10. Deep soil planted landscaped setback areas are provided.</p> <p>11. Basement car parks shall be setback a minimum of 3.0 metres from the street boundary.</p>		
	<p>Vehicular Access</p> <p>1. The number of vehicular crossovers shall be kept to a minimum.</p> <p>2. Access and egress points are designed so that exiting vehicles have clear sight of pedestrians and cyclists.</p> <p>3. Any car park ramps are located within the building footprint.</p> <p>4. Access and egress to car parks is achieved in a forward direction.</p> <p>5. Vehicular entrances to underground car parks are:</p> <ul style="list-style-type: none"> ▪ located on minor streets; ▪ have a maximum crossover width of 6.0m; ▪ signed and lit appropriately; 	<p>Vehicle crossovers are provided only where necessary for driveways to ease access for vehicles entering and exiting.</p> <p>The entrance and exit locations are widened with minimal objects surrounding to ensure highest visibility and safety.</p> <p>The car park ramp is within the building footprint.</p> <p>All access allows forward movement that connects from the entrance to the exit.</p> <p>Access to the basement car park is located within the building footprint after access from Heritage Drive. The crossover width appropriate and will be signed and lit appropriately. For vehicles exiting vision will be clear but there will be a lane to pull out onto and no pedestrians will be able to cross at the exit from the basement.</p> <p>The entrance to the village centre and exit to the street are located centrally and will be very clear for visitors to the basement.</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ designed so that exiting vehicles have clear sight of pedestrians and cyclists. <p>6. All stairs and elevators in the parking structure are clearly visible.</p> <p>7. The street level frontage of car parking structures (including multi-level car parks) where adjoining public places, including active streets, share ways and laneways, shall present an active frontage along the entire frontage less any car park entry.</p> <p>8. Internal finishes of underground car parks shall be consistent with the external materials where they are visible from the public realm.</p> <p>9. Underground car parks shall be designed for natural ventilation.</p> <p>10. Ventilation ducts/grilles shall integrate with the streetscape and be unobtrusive and/or appropriately screened.</p> <p>11. Garage doors to underground parking shall be designed to complement the materials used elsewhere on the development.</p>	<p>Heritage Drive is the primary frontage and is activated by the Tavern and Child Care centre where activity will occur within operating hours.</p> <p>The materials used on the exterior will also be used or complement the interior of the basement car park.</p> <p>The car park has been designed to allow for natural ventilation with well covered ventilation on the exterior and openings for vehicles and pedestrians.</p> <p>The ventilation ducts are integrated with the exterior by using screening with external materials concealing the ventilation.</p> <p>Garage doors will not be used for underground parking</p>	
	<p>Public art, landscaping and public domain works</p> <p>1. A landscape plan shall be submitted with the development application that shows:</p> <ul style="list-style-type: none"> ▪ Existing vegetation; ▪ Vegetation proposed to be removed; 	<p>A landscape plan has been prepared at Appendix D. The landscape plan outlines the existing conditions with a site analysis plan and outlines the key plans for landscaping in quadrants. It also includes the species that are proposed to be planted and</p>	Yes

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ Proposed general planting landscape treatment; ▪ Design details of hard landscaping elements; ▪ Major earth cuts, fills and any mounding; ▪ Street trees; and ▪ Existing and proposed street furniture including proposed signage. <p>2. The landscape plan for the site achieves the following minimum standards:</p> <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. 	<p>resources that will be used for the facilities including furniture, surfaces, signage, edge treatments and play structures.</p> <p>The landscape plan achieves the minimum standards that include large trees and ground covers in all landscaped areas.</p> <p>Screening is provided at appropriate locations and will complement and provide an appropriate scale and bulk for the area.</p> <p>Trees are provided every four parking spaces.</p> <p>The parking area is paved for all areas less than 1 metre in width.</p> <p>No parking will be provided in the front setback.</p> <p>All areas on the site if undeveloped have landscaping provided in that area. The future PAD site is turfed.</p> <p>All planting is selected from Councils policy.</p> <p>No fencing will be erected between the building line and the boundary site.</p> <p>Landscaping will be provided around fences.</p>	

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ 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 drinking fountains) and streetscape treatments are provided in accordance with Council's Public Domain 	<p>Street furniture will be provided the furniture that will be incorporated is outlined in the landscape plans.</p> <p>Public art is not included for this DA.</p>	

Relevant Clause	Control	Proposal	Complies
	<p>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. 		
	<p>Waste Management</p> <p>1. A waste management plan for the construction and/or occupation of the development is provided that:</p> <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. <p>2. Separate storage bins for collection of organic waste and recyclable waste are provided within the development.</p> <p>3. Bulk waste facilities shall be stored in a designated area that is physically and visually integrated into the development at ground or sub-basement level that:</p> <ul style="list-style-type: none"> ▪ is not visible from the street or public domain; 	<p>The Waste Management Plan has assessed the components of waste generated and appropriately nominated the potential volume and types of waste detailed in Appendix H.</p> <p>For the storage of waste for use, recycling and disposal two areas have been allocated, one within the child care centre and the other on the southern edge of the shopping centre.</p> <p>Waste Management Plans have been prepared for the Demolition, Construction and operational stages of the project.</p> <p>The plans have identified the reuse to regrade materials.</p> <p>Waste is proposed to be reduced where possible.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ 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. <p>4. Cardboard compactors shall be provided for large retail and commercial developments.</p> <p>5. Where waste facilities cannot be collected at the street, evidence that the site can be serviced by a waste collection service shall be provided.</p>	<p>Separate storage bins for recyclable and general waste are being provided at waste storage areas and organic waste will be removed at an off-site location.</p> <p>There are identified waste rooms that will be used for waste storage before collection. They will not be visible from the street or public domain, at an accessible location for the premises. Is accessible via vehicle as its located in the loading dock. Will be able to be cleaned and maintained. Does not adjoin any employee recreation area and will be maintained to deter pests.</p> <p>Cardboard will be flattened before placing in the recycling bin.</p> <p>Waste facilities will be have access to the street.</p>	
	<p>Development adjoining sensitive land uses</p> <p>1. The development is designed so that all vehicle movement areas and servicing areas are located away from adjoining residential areas.</p> <p>2. Where this cannot be achieved, visual and acoustic treatment of the interface is required.</p> <p>3. The building elevation adjoining the residential area shall be:</p> <ul style="list-style-type: none"> ▪ Articulated, with changes in setback at intervals no greater than 10m; ▪ Use a variety of materials and treatments; 	<p>The site is an island site and as such no building directly adjoining a residential area.</p>	<p>Yes</p>

Relevant Clause	Control	Proposal	Complies
	<ul style="list-style-type: none"> ▪ Be setback a minimum of half the height of the wall or a minimum of 3.0 metres whichever is greater. 		