

**DCP TABLE – CHANGE OF USE AND OFFICE FITOUT**

Control	Requirement	Comment	Compliance
<b>Part G: Car Parking and Access</b>			
General requirements – commercial, industrial and mixed use	1. The design must incorporate rational circulation pattern	No changes to the existing circulation.	Yes
	2. Entrance/exit facilities must be capable of accommodating peak loads.	The existing access has been designed with a high traffic generation from the approved 'Masters' development.	Yes
	3. Parking, access lanes and manoeuvrability areas shall be constructed, paved and drained in accordance with Council's standards. Parking spaces shall be permanently and clearly identified.	No changes to the existing parking layout or hardstand areas are proposed.	Yes
	4. Parking area surfaces shall be constructed in bitumen or concrete however the use of alternative and permeable surface treatments is encouraged where soil conditions and vehicular traffic permit.	As above, no changes are proposed to the existing.	Yes
	5. Landscaping is encouraged in car parking areas in order to improve the appearance of the parking area and provide shade. Landscaping should not restrict entry and exit sight lines, nor result in the parking area being difficult to recognize from the street.	The existing trolley bays will be removed and preplaced with trees they will not reduce the parking spaces available.	Yes
	6. Unless otherwise specified all vehicles must enter and leave the site in a forward direction	All vehicles can leave in a forward direction.	Yes

<p>7. Adequate space for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles (where necessary), is to be provided. A manoeuvre width no less than twice the length of the longest vehicle using the facility is recommended.</p>	<p>As above, no changes are proposed to the existing approved layout.</p>	<p>Yes</p>
<p>8. Access roads and internal roadways should be constructed to a level adequate for the largest vehicle anticipated to use the site. Internal road networks are to have a minimum width of 6 meters for two-way traffic with 7.5m being desirable.</p>	<p>No changes to existing.</p>	<p>Yes</p>
<p>9. The design should minimize the potential for vehicular/ pedestrian conflict and should provide a pedestrian connection between the car park and the development.</p>	<p>No changes to existing, pedestrian connections throughout the carpark will remain.</p>	<p>Yes</p>
<p>10. Wheel stops should be provided where appropriate to protect areas from vehicle encroachment, particularly if used by pedestrians.</p>	<p>Wheel stops are not currently utilised on site and additional wheel stops are not considered necessary for the proposal, as such none are proposed.</p>	<p>Yes</p>
<p>11. Parking bays for disabled people are to be provided at the rate of 1 space per 50 car parking spaces and located to allow safe and convenient access to a development. Note: A maximum grade of 1:14 should be provided on all pedestrian ramps used by the disabled.</p>	<p>8 accessible parking spaces are provided and located close to the building entrance.</p>	<p>Yes</p>
<p>12. In commercial areas pram parking is to be provided at the rate of 1 space per 100 car parking spaces.</p>	<p>3 parking with prams spaces are provided, close to the building entrance.</p>	<p>Yes</p>
<p>13. The first vehicular driveway reached by using the kerbside lane adjacent to the site is to be the entrance.</p>	<p>N/A.</p>	<p>N/A</p>

	<p>14. Buildings are to be located and designed so that there is adequate sight distance to and from intersections and driveways.</p> <p>15. Customer parking spaces are to be provided in locations approved by Council, which will encourage customers to park in the parking area rather than on the road.</p> <p>16. Unless otherwise specified, access road widths within the site should not be less than the driveway widths specified in DCP Part H2.4 for development up to and including dual occupancy. Internal access road widths for developments greater than dual occupancy should not be less than 6m, and in any case should be designated to accommodate the type of vehicles likely to be generated by the particular development.</p> <p>17. Designated car parking spaces are not to be used for storage or for industrial garbage receptacles.</p>	<p>No changes to the existing driveways.</p> <p>Visitor parking has been provided onsite, in excess of the DCP requirements.</p> <p>No changes to existing.</p> <p>Noted, car parking will remain strictly for the intended purposes.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
<p>G1.1 Location of driveways</p>	<p>1. A vehicular driveway, entry and/or exit, which crosses the edge of the carriageway and the property boundary shall:</p> <ul style="list-style-type: none"> <li>a. Have separate entry/exit if there is any likelihood that it will be used by vehicles both entering and leaving the site simultaneously which could result in the obstruction or delay of traffic in the street, or where more than 50 car spaces are to be provided;</li> <li>b. Be properly signposted by the use of 'in/' 'entrance', 'out/' 'exit' and 'keep left' signs, where appropriate;</li> <li>c. Be a minimum of 9m to the prolongation of the property line of any intersecting street;</li> </ul>	<p>The proposal does not change the existing driveways on site, including location or width.</p>	<p>Yes</p>

	<p>d. Not be on an intersection or within 6m of a break in the median strip;</p> <p>e. Be a minimum of 6m to the commencement of a curve linking the carriageways of the public streets at an intersection;</p> <p>f. Be a minimum of 25m to any signalised intersection;</p> <p>g. Be a minimum of 1m to site boundaries.</p> <p>2. Where in the redevelopment of an existing site it is impracticable to obtain the distances specified above, the Council may determine that lesser distances will be acceptable. In its determination the Council will have regard to the requirements of Roads and Maritime Services, any improvements in traffic safety, which may result from the proposal and existing and future traffic conditions at the site.</p>	<p>The proposal meets the controls outlined above.</p>	<p>N/A</p>
<p>G1.2 Service vehicle requirements</p>	<p>1. Service areas should operate independently of other parking areas.</p> <p>2. Convenient and safe access should be provided to facilitate onsite service operations and to thus discourage on-street loading and unloading.</p>	<p>The existing service road located along the west and north boundary, with access via a separate driveway to the west will remain in operation for services vehicles. The paths approved as part of the original development DA will not be altered for the proposal.</p> <p>All service access is retained within the site.</p>	<p>Yes</p> <p>Yes</p>

	<p>3. Where practical, service roadways should require vehicles to circulate in a clockwise direction.</p> <p>4. The movement and turning path requirements of vehicles should be used to determine the design and layout of service areas.</p> <p>5. However, specific requirements peculiar to certain developments may demand more generous space provisions.</p> <p>6. A minimum of 3.6m headroom should be provided over all areas traversed by service vehicles.</p> <p>7. For docking purposes, a manoeuvring width of not less than twice the length of the longest vehicle using the facility is recommended.</p>	<p>Service vehicles enter the site and use the existing roundabout in a clockwise direction.</p> <p>The service road can accommodate a garbage truck, with overhead skipper capabilities.</p> <p>The main service vehicles requirements will be for garbage collection.</p> <p>The height clearance will remain as per existing and exceeds the 3.6m height requirement.</p> <p>N/A.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p>
	<p>8. Service vehicular access ways are to be clearly separate from normal customer and resident vehicular access to ensure free movement of service vehicles and safety of pedestrians.</p>	<p>Service vehicles will use the existing service access in the south west corner of the site, separate to the existing vehicles access.</p>	<p>Yes</p>
<p>G1.3 Parking requirements for specific land uses</p>	<p>Office premises/public buildings:</p> <ul style="list-style-type: none"> <li>- 1 space per 35m<sup>2</sup> of N.F.A.</li> <li>- 1 space per 500m<sup>2</sup> for courier/service vehicles.</li> </ul>	<p>The proposed area for Council and public use is 6,155m<sup>2</sup>.</p> <p>= 176 parking spaces are required. The proposal therefore exceeds the DCP requirements and allows additional spaces for visitors, deliveries and service vehicles if the Council expands in the future.</p>	<p>Yes</p>

G1.4 Car parking requirements	Calculations for the number of car parking spaces will primarily be based on the gross floor area of the development, unless otherwise specified. Council will also give some consideration to other features of the development such as proposed maximum staffing levels, expected customer levels etc.	As outlined above and in the Traffic Impact Assessment at Appendix E. The proposal exceeds the DCP requirements and the maximum staffing/visiting numbers.	Yes
-------------------------------	--	--	-----

**Part I: Commercial Requirements**

I1: General controls applying to all business zone areas

Function and Uses	Development within business zones shall incorporate a range of local retail, commercial, entertainment, childcare, residential and community uses to serve the needs of the local community.	The proposal is for a public administration building, providing community services.	Yes
Layout/Design	1. The layout and location of business zone uses must consider potential future noise and amenity conflicts for both the subject development and adjoining/nearby development.	The proposed change of use and internal fitout does not seek to alter the existing site design and overall layout of the existing approved development. The proposed use is not likely to result in any current or future noise or amenity conflicts.	Yes
	2. Where development fronts the street or any other public place (including car parking areas and pedestrian thoroughfares) the development must be designed so that it addresses the street or public place.	The proposed layout provides a logical interface to the public carpark, and existing pedestrian thoroughfares.	Yes
	3. New development must not detract from significant existing views and vistas.	The proposed change of use and internal fitout does not seek to alter the existing site design and overall layout of the existing approved development.	Yes

Built Form and Appearance	1. Buildings should have a similar mass and scale to create a sense of consistency. Within business zones, generally there will be gradation of massing from a dense inner core to a less dense outer edge to provide an appropriate interface with land uses in the adjoining zones and symmetry to the building.	As above, the proposal is not for a new building and remains consistent with the approved development on site.	Yes
	2. Business development must feature high quality architectural design and a built form that promotes a sense of place and contemporary character for all business zones.	The minor additions to the building and the proposed landscaping are of high quality design and improve the existing amenity of the building.	Yes
	3. Development in business zones must be compatible with surrounding business development in terms of appearance, type, bulk and scale, design and character.	As above, the proposal is not for a new building and remains consistent with the approved development on site.	N/A
	4. Building wall planes must contain variations and architectural design features in their front facades in order to provide visual interest.	The addition of the north windows provide further articulation on the highly visible north façade.	Yes
	5. Where multiple tenancies are located within the one building, each tenancy must be defined by appropriate architectural design features (e.g. the integration of vertical elements into the façade).	N/A, the proposal is for Council occupation only.	N/A
	6. Consideration is to be given to the interface where the building and awning abuts an adjoining development to ensure compatibility.	N/A, there are no adjoining developments.	N/A

<p>7. Roof forms should be appropriately designed to respond to the built form of other nearby business development. The design of roofs may adopt traditional forms found in the immediate locality, or alternatively they may adopt a more contemporary appearance to juxtaposition to traditional roof forms. However, it must be clearly demonstrated that the proposed roof form relates appropriately to the existing adjoining development.</p>	<p>N/A, no changes to the roof form.</p>	<p>N/A</p>
<p>8. New development must not cause significant overshadowing or overlooking of public places, relative to the patterns of usage of those places.</p>	<p>N/A, no changes to the existing development.</p>	<p>N/A</p>
<p>9. Where a building addresses a corner: • the entrance should be on or near the corner; • the building should have positive frontage to both streets (i.e. windows and doors that overlook the streets and provide passive surveillance); and • the corner should be emphasised through a built form element such as a landmark feature.</p>	<p>N/A, no changes to the existing development.</p>	<p>N/A</p>
<p>10. Buildings on corner lots may have feature elements that exceed the building height limit prescribed in LEP 2010 subject to compliance with Clause 5.6 of the LEP.</p>	<p>N/A.</p>	<p>N/A</p>
<p>11. Where a building addresses a public space, buildings must always address and embellish that public space. Public spaces may include a street, any form of urban open space (e.g. courtyard, plaza, etc), or any form of landscaped open space. This must also help contribute towards placemaking.</p>	<p>N/A.</p>	<p>N/A</p>



	<p>12. Service infrastructure such as air conditioning and other plant must be screened from public view and must be incorporated into the design of the building.</p>	<p>Additional services located on the roof will be screened from view and are located within the centre of the roof to further prevent visual impact, the locations of services are shown on the Plan at Appendix A.</p>	<p>Yes</p>
	<p>13. Site facilities such as loading, waste storage, servicing and other infrastructure shall be designed to minimise the visual impact on the public domain and impacts on neighbours. Greater Taree DCP 2010.</p>	<p>The proposal retains the approved facilities access, including screened garbage collection point on the north boundary.</p>	<p>Yes</p>
	<p>14. Security devices shall be integrated with the design of the building and shall enable design features to be interpreted outside centre trading hours.</p>	<p>Security features will be integrated into the development, including alarms, CCTV and security lighting. This will include using the existing security measures in place currently and additions by Council.</p>	<p>Yes</p>
Pedestrian Amenity	<p>1. Business development must be designed to facilitate high levels of pedestrian amenity and permeability, including access and facilities for cyclists.</p>	<p>The proposal includes shower, locker and bicycle parking facilities.</p>	<p>Yes</p>
	<p>2. Development is to incorporate appropriate measures for convenient, weather sheltered access for pedestrians, including access to other land.</p>	<p>The site is not located in a pedestrian thoroughfare or footpath network. The existing footpath connection to the bus stop will be maintained.</p>	<p>N/A</p>
	<p>3. Buildings should be designed to minimise overshadowing of pedestrian thoroughfares and footpaths wherever possible.</p>	<p>As above.</p>	<p>N/A</p>

Public Domain	1. Development must include a high quality landscape design including a co-ordinated package of street furniture and lighting that enhances the character of the business zone. The design of landscaping and the public domain must be generally in accordance with Part N of this DCP.	Landscape plans are provided at Appendix B and achieve the objectives and controls in Part N. A detailed response to Part N is provided below.	Yes
	2. The building and landscape design is to be complementary to ensure legible, safe, comfortable and easy access for pedestrians from the street frontages, within the business zone and to adjoining land, where appropriate.	The existing footpath connection to the bus stop will be maintained.	Yes
	3. Street tree and open space plantings are to provide generous shade for pedestrians.	Existing street trees will remain, and additional planting is also proposed within the site.	Yes
	4. All signage and advertising is to be designed in a coordinated manner.	An application for signage will be lodged at a later date where required.	N/A
Parking and Access	1. The visibility of parking areas at street frontages shall be minimised through parking layout and design, building location and design and landscaping treatments. Bitumen and cars are not to be the dominant features of the landscape.	Additional planting in the form of trees and shrubs are proposed to reduce the visual impact of the parking area. Planting islands are also proposed throughout the car park.	Yes
	2. Parking areas shall be designed to enable legible, safe, comfortable and easy access for pedestrians from the street frontages, within the centre and to adjoining land, where appropriate.	No changes are proposed to the existing parking arrangements. Access to the site and main entrance are easily identifiable.	Yes
	3. Car parking shall be provided in accordance with Part G of this DCP.	The parking meets the objectives and controls in Part G, included in this Table, above.	Yes

<p>L2: Landscaping</p>	<p>1. Landscape treatment to commercial premises should be in scale with the buildings. The emphasis should be on providing large single areas of planting, rather than smaller, isolated planting beds, which are more prone to vandalism. Species selection should be confined to masses of a few species that are large enough to deter vandalism.</p> <p>2. Physical barriers such as raised planters may be necessary in places of high pedestrian traffic. Contrasting paving, such as unit paving, should be used to define and direct pedestrian to the major entry points.</p> <p>3. Where practical, loading docks and service areas should be screened from public view.</p> <p>4. Security of property and the public by careful placement and selection of plant material should be considered using the criteria of Crime Prevention through Design (CPTD).</p>	<p>The landscape plans (Appendix B) show the additional planting in the form of trees and shrubs proposed throughout the site. Additional planting along all boundaries has been proposed to further soften the building when viewed from the surrounding roads and to improve amenity on site.</p> <p>Pedestrian pathways are currently identified on site and will remain as part of the proposal.</p> <p>The service area is located at the rear of the building and boundary planting is proposed to further screen from view.</p> <p>The planting scheme allows for passive surveillance and reduces concealment opportunities.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
------------------------	---	--	----------------------------------

**Part L: Area Plans**

L7: Manning River Drive Business Park

<p>L1.4 Desired future character statement</p>	<p>The Manning River Drive Business Park is to be developed as a modern and attractive business enterprise precinct providing opportunities for a range of businesses</p>	<p>The existing building was the first of the Business Park development. Utilising an existing and vacant building is seen as a positive impact on the future of the Business Park and will make it a more attractive location for future businesses.</p>	<p>Yes</p>
<p>L2.4 Site layout, building design and materials</p>	<p>1. Buildings which are visible from Manning River Drive, The Bucketts Way and the Primary Access Road shall incorporate superior architectural design and finishes, landscape design, and/or some façade articulation, so as to create visual interest. Detailed design plans, including all elevations, landscaping and signage are to be submitted with the Development Application.</p> <p>2. Buildings, external storage and car parking areas are to include softening landscaping elements for elevations along Manning River Drive, The Bucketts Way and the Primary Access Road in such a manner as to mitigate adverse visual impacts of commercial/industrial land use activities.</p> <p>3. Bulky goods retail outlets and service related uses are to be generally focused along the internal roads with open car parking areas located at the front of these sites.</p>	<p>The proposed change of use and internal fitout does not seek to alter the existing site design and overall layout of the existing approved development. The proposed external alterations such as large windows and landscaping are considered to result in a beneficial contribution to the existing building.</p> <p>As above.</p> <p>The proposed change of use and internal fitout does not seek to alter the existing site design and overall layout of the existing approved development.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

	4. Built form is to otherwise comply with the objectives and provisions of Part K of the DCP.	Part K is relevant only to industrial uses and industrial zoned land. As the proposal is within a business zone and for business purposes <i>Part I Commercial Requirements</i> has been addressed in the above section of this Table.	N/A
L2.6 Security, fencing and storage	<p>1. Where sited forward of the building frontage to a public road, security fencing is to be black coated or painted.</p> <p>2. Solid boundary fencing materials will only be permitted forward of the building frontage to a public road where they can be shown to be screened by landscaping in accordance with Part L7.2.7. Such fences are to be of high quality materials that integrate with the building design and advertising signage and contribute positively to the streetscape.</p>	<p>No additional fencing is proposed. Existing fencing on site will be maintained that extends from the delivery/services access area and the staff only access area. The existing security fence is black coated and will remain.</p> <p>None proposed.</p>	<p>Yes</p> <p>N/A</p>
L2.7 Landscaping	1. Any development with a frontage to Manning River Drive and the Primary Access Road is to include landscaping plans which provide for a contiguous gateway theme along both Manning River Drive and the Primary Access Road comprising an avenue of Illawarra Flame Trees. Such trees are to be planted at a minimum trunk spacing of 10m, setback 3m from the kerb. Full details are to be submitted with the development application for subdivision.	The tree planting related to this control was undertaken under the 'Masters' DA and the trees are still existing along Manning River Drive, are in good condition and will remain as part of the current proposal. The existing trees and additional street planning are shown on the landscape plans at Appendix B.	Yes

	<p>2. Development of other internal access roads is to include planting of a consistent street tree species selection creating a theme through these secondary roads. Council's environmental officers are to be consulted on selection of species. Such trees are to be planted at a minimum trunk spacing of 10m, setback 3m from the kerb. Full details are to be submitted with the development application for subdivision.</p> <p>3. In addition to the landscaping requirements of Part N, all street frontages of new buildings are to be planted with a low contiguous hedge, allowing for driveway access points. A flowering Westringa species is preferred.</p> <p>4. The strip of E2 zoned land adjacent to the The Bucketts Way (proposed Lot 101 of Figure 13) is to be planted with native trees to provide a natural habitat linkage while allowing for minimum engineering requirements for sight distances at the intersection.</p> <p>5. Turfing on each site should utilize drought and frost resistant species.</p>	<p>As above, planting exists along Biripi Way and will remain, as shown on the landscape plans provided at Appendix B.</p> <p>As above, the proposed does not remove the street planting from the original development.</p> <p>N/A</p> <p>The existing turf on site will remain and is an appropriate species for the environment.</p>	<p></p> <p>Yes</p> <p>N/A</p> <p>Yes</p>
<p>L7.5 Water management</p>	<p>1. Subdivision of land is to be compliant with the provisions of Part C of the DCP.</p>	<p>N/A.</p>	<p>N/A</p>

<p>2. Development within the precinct is to be consistent with the stormwater management principles generally represented in.</p>	<p>A stormwater management plan was prepared as part of the 'Masters' DA. As there are no changes to the roof or hardstand area, the existing management onsite is considered to be appropriate for the proposed use.</p>	<p>Yes</p>
<p>3. An individual Stormwater Management Plan is to be prepared for each site's development and shall accompany the development application for subdivision and/or industrial/commercial building.</p>	<p>As above.</p>	<p>Yes</p>

**Part M: Site Waste Minimisation and Management**

<p>M3.3 Commercial developments and change of use</p>	<p>1. A Site Waste Minimisation and Management Plan (SWMMP) shall be prepared and submitted with the development application (see template SWMMP in Appendix J).</p>	<p>A SWMMP has been prepared and is provided at Appendix F.</p>	
	<p>2. Plans submitted with the development application must show:</p> <ul style="list-style-type: none"> <li>a. The location of the designated waste and recycling storage room(s) or areas, sized to meet the waste and recycling needs of all tenants.</li> <li>b. The location of temporary waste and recycling storage areas within each tenancy. These are to be of sufficient size to store a minimum of one day's worth of waste.</li> <li>c. An identified collection point for the collection and emptying of waste, recycling and garden waste bins.</li> </ul>	<p>Operational waste, including recyclables, general waste and food scraps will be collected via separate bins dispersed throughout the facility. Waste will then be collected by cleaners and disposed of in the designated waste area, located on the north boundary. Separate bins will be provided, and waste will then be collected</p> <p>The path of travel, including for collection vehicles, does not change from the approved waste management plan for the 'Masters' development.</p>	<p>Yes</p>

<p>d. The path of travel for moving bins from the storage area to the identified collection point (if collection is to occur away from the storage area). Greater Taree DCP 2010. Uncontrolled when printed. Part M I Page 8</p> <p>e. The on-site path of travel for collection vehicles (if collection is to occur on-site).</p> <p>f. Convenient access from each tenancy to the waste/recycling storage rooms or areas. There must be step-free access between the point at which bins are collected/emptied and the waste/recycling storage rooms or areas.</p>		
<p>3. Every development must include a designated waste/recycling storage area or room(s). Depending upon the size and type of the development, it may be necessary to include a separate waste/recycling storage room/area for each tenancy.</p>	<p>N/A.</p>	<p>N/A</p>
<p>4. Arrangements must be in all parts of the development for the separation of recyclable materials from general waste and for the movement of recyclable materials and general waste to the main waste/recycling storage room/area. For multiple storey buildings, this might involve the use of a goods lift.</p>	<p>Separate bins will be provided throughout the office and public area and easily identifiable as to waste type for collection.</p>	<p>Yes</p>
<p>5. The waste/recycling storage room/area must be able to accommodate bins that are of sufficient volume to contain the quantity of waste generated between collections.</p>	<p>The waste collection area was designed for more waste than the office use will generate, this is discussed further in the Waste Management Plan at Appendix F.</p>	<p>Yes</p>



<p>6. The waste/recycling storage room/area must provide separate containers for the separation of recyclable materials from general waste. Standard and consistent signage on how to use the waste management facilities should be clearly displayed.</p>	<p>Separate bins will be provided.</p>	<p>Yes</p>
<p>7. Waste management facilities must be suitably enclosed, covered and maintained so as to prevent polluted wastewater runoff from entering the stormwater system.</p>	<p>Bins will be covered and the existing bin enclosure includes solid walls and hardstand.</p>	<p>Yes</p>
<p>8. The size and layout of the waste/recycling storage room/area must be capable of accommodating reasonable future changes in use of the development.</p>	<p>The waste generated by the 'Masters' building is considered to be more significant than the proposed public administration building in terms of large amounts of packaging including cardboard, foam etc. The waste generated by the proposal will be in the form of paper, general waste and food scraps and can be accommodated within the existing storage area.</p>	<p>Yes</p>
<p>9. A waste/recycling cupboard must be provided for each and every kitchen area in a development, including kitchen areas in hotel rooms, motel rooms and staff food preparation areas. Each waste/recycling cupboard must be of sufficient size to hold a minimum of a single day's waste and to hold separate containers for general waste and recyclable materials.</p>	<p>Appropriate waste bins will be provided in the kitchenettes and café. The waste from these bins will be collected to the main garage collection point on a regular basis, in line with Council's current waste management.</p>	<p>Yes</p>

<p>10. Any garbage chutes must be designed in accordance with the Building Code of Australia and Better Practice Guide for Waste Management in Multi-Unit Dwellings. Garbage chutes are not suitable for recyclable materials and must be clearly labelled to discourage improper use.</p>	<p>N/A.</p>	<p>N/A</p>
<p>11. All construction waste dockets are to be retained on site during works to confirm which facility received materials generated from the site for recycling or disposal.</p>	<p>Waste during the construction stage will be minimal and will also occur prior to Council staff being onsite. All construction waste will be collected on site until appropriate removal.</p>	<p>Yes</p>

**Part N: Landscaping Requirements**

<p>N1.1 Site coverage and lot requirements</p>	<p>1. Designs should reflect the unique local character of the area in which they are located.</p>	<p>Planting species have been provided in the Landscape Plans at Appendix B and include plants that are appropriate for the location and climate.</p>	<p>Yes</p>
	<p>2. An assessment of the physical conditions of each site should be undertaken prior to design. Particular emphasis should be placed on the recognition of aspect, prevailing wind directions, soils, drainage and susceptibility of the site to flooding.</p>	<p>A site analysis has been provided in the Landscape Plans at Appendix B.</p>	<p>Yes</p>
	<p>3. In established areas, landscaping should relate to the scale of other elements of the streetscape and the landscaping of adjoining development. Where possible, landscaped areas should adjoin the landscaped areas of adjacent allotments.</p>	<p>No existing landscape scheme exists in the area.</p>	<p>N/A</p>

<p>4. Proposals should endeavour to maintain established gardens, remnant vegetation and natural features where practicable. In particular, proposals should identify existing areas of natural vegetation and provide for the retention, protection and enhancement of these areas within the site where possible.</p>	<p>The proposal maintains existing trees, as outlined in the Landscape Plans at Appendix B.</p>	<p>Yes</p>
<p>5. Existing trees should be retained wherever possible and shall be protected during construction with temporary fencing (i.e. capped star pickets at 2m centres with hazard mesh) around their drip lines – outer edge of canopy. Existing areas of natural vegetation shall also be fenced and protected from soil disturbances and should not be used for the storage of materials.</p>	<p>As above. Due to the existing trees locations and the majority of construction occurring inside the building protection measures are not required for the existing trees.</p>	<p>Yes</p>
<p>6. Sites should be considered within the context of their importance and contribution to landscape connectivity and wildlife movement. Proposals should minimise the impact on native flora and fauna and their habitats, particularly threatened species and plant communities and ecological processes. Inclusion of measures to help offset any impacts (such as nesting boxes, bat boxes, bird feeders, etc) should also be considered in the design.</p>	<p>N/A. The site does not contain any significant native vegetation, nor is it within a vegetation corridor.</p>	<p>N/A</p>
<p>7. To maintain the ecological balance of the local area, indigenous plants (species natural to the local area) should be used in preference to native plants or exotic plants. Noxious weeds, pest plants and undesirable species should also be avoided.</p>	<p>Species are included in the Landscape Plans at Appendix B.</p>	<p>Yes</p>

<p>8. Species to be used should be well established, disease free, container or field grown stock that have been propagated for the specific site conditions, i.e. sun-hardened, shade and sun tolerant.</p>	<p>Noted.</p>	<p>Yes</p>
<p>9. Designs should contribute to the creation of pleasant microclimates by providing for summer shade and winter sun and capturing breezes. This can be achieved by incorporating the following:</p> <ul style="list-style-type: none"> <li>a. Providing one shade tree per 20m<sup>2</sup> of lawn area.</li> <li>b. Maximising winter solar access by planting winterdeciduous trees such as Illawarra Flame Tree (<i>Brachychiton acerifolius</i>) adjacent north-facing living areas.</li> <li>c. Respecting the solar access of adjacent properties by minimising overshadowing.</li> <li>d. Using landscaping to minimise heat and glare from built structures and hard surfaces.</li> <li>e. Incorporating earth berms or masonry fences in noisy locations to help reduce noise and maintain privacy. Information on noxious weeds, pest plants and undesirable species can be found in Council's Indigenous Plants of Greater Taree publication. Greater Taree DCP 2010.</li> </ul>	<p>Additional planting will provide shade and will not overshadow any buildings.</p>	<p>Yes</p>

<p>10. Utility services (sewerage, water, gas and power lines) should be considered early in the design phase to avoid disturbance to vegetation during future maintenance works. Tunnelling (directional boring) for underground services, rather than open trenching, should be undertaken in areas adjacent to existing trees to reduce injury to tree roots. Potential future impacts on the structural integrity of buildings (including footings) should be considered as well as the use of appropriate mitigation measures such as root pruning and root barriers.</p>	<p>N/A. All services currently exist on site.</p>	<p>Yes</p>
<p>11. For the provision of safe environments plantings should avoid obscuring casual observation of sites and creating areas of dense vegetation, in order to maintain public surveillance and reduce the incidence of crime. Shrub plantings under 1m in height should be used to enable passive surveillance where this is desired. Surfaces should be non-slip, and trip hazards must be avoided. Potential injurious plants should not be used adjacent to pedestrian areas (e.g. sharply pointed or serrated leaves or plants which shed seed/fruit or are prone to dropping limbs). Poisonous plants and plants known to cause respiratory problems should not be used in designs for childcare centres and aged care facilities. Vehicular and pedestrian traffic should be separated.</p>	<p>The planting scheme allows for passive surveillance and reduces concealment opportunities.</p>	<p>Yes</p>
<p>12. Components of landscapes should be in accordance with Australian Standards where they apply.</p>	<p>All works and components will comply with AS.</p>	<p>Yes</p>

<p>13. Implementation of Ecologically Sustainable Development (ESD) principles, including the selection of low-embodied energy materials, recycled materials (e.g. chipping any removed vegetation and using the chips on site as mulch, re-use of on-site topsoil, and use of recycled plastic products), and design to ensure low resource consumption (e.g. drought hardy plantings to reduce water use, use of permeable paving and providing onsite detention/infiltration areas to allow rainfall to seep into the soil rather than run off). Water features should be avoided, and sprinklers should be used only in the evening, overnight, or early morning to minimise evaporation losses.</p>	<p>Plant selection is appropriate for the climate and will not require excessive water use. No water features are proposed.</p>	<p>Yes</p>
<p>14. Protection of visual amenity: unsightly activities and structures should be screened, and buildings should be framed and softened. The visual impact of car parks and roadways should be reduced by erecting fences and planting mounds and vegetative screens. Good views into and from the site should be used advantageously by siting viewing areas within visual corridors. Entry points should be clearly defined and can be enhanced by special feature / accent plantings to delineate them (e.g. strong plant forms, striking foliage colours, etc).</p>	<p>The proposed plating softens the existing building and car parking hardstand area.</p>	<p>Yes</p>
<p>15. Protection of water quality through the retention of natural vegetation along watercourses, and implementation of short-term erosion control measures (e.g. silt fences) during construction.</p>	<p>N/A.</p>	<p>N/A</p>

<p>16. All landscape designs should take into account ongoing maintenance requirements. Design, plant selection and construction techniques should facilitate efficient and low cost maintenance of the newly established and mature landscapes. Edgings to lawns are recommended to define turf areas and to minimise the invasion of turf grasses into garden beds. Use of low maintenance options should be considered as replacement for turf (e.g. mulched garden beds, groundcovers, gravel or hard paving). Turf areas should be free of surface rocks/debris to avoid harm to public safety during mowing. Any plantings (e.g. trees) in lawn areas must be planted into mulched island beds and not planted directly into the turf. This will reduce the risk of mowing damage and improve plant establishment by avoiding root competition from the turf. High use areas should be gravel or unit pavers rather than turf.</p>	<p>Discussed above.</p>	<p>Yes</p>
<p>17. The choice of hard landscaping materials should be made carefully. Large areas of paving can be enhanced by combining different paving materials (e.g. concrete/bitumen with brick grids or other paving patterns). Smaller areas of paving should be paved with a small-scale unit, which relates to the size of the area to be paved, e.g. brick cobble. Trees in paved areas should be surrounded with root barriers to encourage deep rooting and avoid shallow surface roots, which have the potential to disturb paving units.</p>	<p>N/A. Hardstand areas are already in place under the current approval.</p>	<p>Yes</p>

	<p>18. Hard landscaping should allow the infiltration of water into the soil, through for example permeable paving.</p> <p>19. Designs should have a sense of unity and a balance of repetition and contrast to avoid monotonous or chaotic forms of landscaping</p>	<p>As above.</p> <p>Proposed planting formation is shown in the plans at Appendix B.</p>	<p>Yes</p> <p>Yes</p>
N1.2 Landscape plans	<p>1. A Landscape Plan shall be submitted to Council in conjunction with the Development Application, or where otherwise required by Council.</p> <p>2. Landscape Plans shall be prepared by a suitably qualified and experienced person (this is normally a Landscape Architect or a Landscape Designer with project experience similar to the project being proposed). Generally, there should be three plans submitted to Council.</p>	<p>Refer Appendix B.</p> <p>Refer Appendix B.</p>	<p>Yes</p> <p>Yes</p>
N1.5 Car parks	<p>1. Landscaping of car parks should aim to reduce the visual impact of expanses of hard paving, reduce glare and heat and provide shade for vehicles and pedestrians.</p> <p>2. Provision should be made for islands of planting at the end of rows and interspersed between car parking bays. These areas of planting should be protected from vehicular overrun by using kerbs, wheel stops and bollards, and be of at least 1.8m in width to function effectively as planting beds.</p> <p>3. Contrasting paving, such as unit paving, should be used to define and visually separate pedestrian and vehicular access.</p>	<p>Discussed in sections above.</p> <p>Discussed in sections above.</p> <p>N/A.</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p>



4. Where car parks adjoin residential areas acoustic and visual privacy should be maintained through fencing, mounding or vegetative screening.	N/A.	N/A
---	------	-----