

TABLE 1 - TAMWORTH REGIONAL DEVELOPMENT CONTROL PLAN (DCP) 2010 ASSESSMENT

Control	Requirement	Comment	Compliance
STEP 1: INTRODUCTION			
1.3 How the plan works	<p>Development controls are broken into four separate components – STEP 2: Type of Development, STEP 3: General Development Specifications, STEP 4: Site Specific Requirements and STEP 5: Discretionary Development Standards</p> <p>Where the standard is not achieved, the application cannot be 'fast tracked', and the application must provide justification in line with the Discretionary Development Standards at Step 5.</p> <p>In the absence of specific controls in the DCP for a development type, Step 3: General Development Specifications identifies matters that are relevant to all forms of development and will be considered as part of Council's merit-based assessment, applying best practice planning standards.</p>	<p>Noted.</p> <p>The proposal results in one minor variation to Steps 2 and 3, being for signage illumination hours. This has been suitably addressed under the Step 5 heading.</p>	Y
STEP 2: TYPE OF DEVELOPMENT			
COMMERCIAL/RETAIL DEVELOPMENT CONTROLS			
Building Setbacks	<ul style="list-style-type: none"> No minimum setbacks are specified. Side and rear setbacks must meet BCA requirements. 	Noted, proposed setbacks meet the BCA requirements and are suitable for the use and setting.	Y
Height	<ul style="list-style-type: none"> No height restrictions. Refer LEP for Floor Space Ratio. 	The LEP does not contain map the site as containing a Floor Space Ratio.	N/A
Outdoor Lighting	<ul style="list-style-type: none"> Demonstrate compliance with AS/NZS 11583.1 Pedestrian Area (Category P) Lighting and AS4282 Control of Obtrusive Effects of Outdoor Lighting. 	The proposed development will comply with the Australian Standard for Pedestrian Area lighting and controlling outdoor lighting. Compliance with these standards can form conditions of the consent.	Y
Outdoor Signage	<ul style="list-style-type: none"> A single business premises is permitted to have: <ul style="list-style-type: none"> o one under awning sign, o one top hamper sign, and o one fascia sign, that do not project above or beyond that to which it is attached. One of which may be illuminated, but not flashing, moving or floodlit. 	<p>The proposed development includes one internally-illuminated fascia sign on the north west elevation as well as other signage types not listed in the DCP.</p> <p>It is noted that this control does not specifically preclude signage types not listed.</p> <p>No flashing, moving or floodlit signage is proposed.</p>	Y
	<ul style="list-style-type: none"> Design and location of signage must be shown on plans with DA. 	The design and location of all signage is detailed within the plans (A801, A805-807) at Appendix A.	Y
	<ul style="list-style-type: none"> Where there is potential for light spill from signage to adjoining properties, all illuminated signage shall be fitted with a timer switch to dim or turn off the light by 11pm each night. 	Proposed signage illumination is proposed in accordance with the operating hours sought under this DA. The proposal seeks approval for 24/7 trade, therefore will require signage to be illuminated 24/7 to appropriately identify the user of the site. The location	N

		and orientation of signage is away from adjoining and nearby residential properties. Further, the proposed internally-illuminated signs will be suitably illuminated in accordance with AS4282 so that luminance will not spill and result in adverse impact. Given the proposal seeks signage illumination for 24 hours, 7 days a week, further discussion and justification against Step 5 of the DCP is provided below under the Step 5 heading.	
	<ul style="list-style-type: none"> • Signage must comply with SEPP 64 – Advertising and Signage Schedule 1 Assessment Criteria. 	An assessment against SEPP 64 is provided in the following compliance table (Table 2).	Y
Design	<ul style="list-style-type: none"> • Building facades shall be articulated by use of colour, arrangement of elements or by varying materials. 	The proposed building façade has been designed to include articulation through varying elements, materials and finishes.	Y
	<ul style="list-style-type: none"> • Large expansive blank walls not permitted unless abutting a building on an adjoining allotment. 	Noted, the proposal does not include large expansive blank walls. Walls are generally broken up by windows/doors/varying materials and finishes.	Y
	<ul style="list-style-type: none"> • Plans must show the location of all external infrastructure (including air conditioning units, plant rooms, ducting) and demonstrate how it will be screened from view from a public place or road. 	The external infrastructure discussed under this control will be placed on the rooftop and screened from view. Full details to be provided at CC stage.	Y
	<ul style="list-style-type: none"> • Development on corner sites shall incorporate splays, curves, building entries and other architectural elements to reinforce the corner as land mark feature of the street. 	The site is located on the corner of Marius Street and Peel Street. Given the context of the corner and the lot shape, the proposed location of the building has been designed to be setback yet oriented to front the corner location. The proposed development as a whole is considered to improve the visual aesthetics of the corner and allow the McDonald's to be a land mark feature.	Y
	<ul style="list-style-type: none"> • Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or not visible from a public road. 	Proposed roofing materials will not be reflective nor contain a roof pitch greater than 17 degrees.	Y
Post Supported Verandahs and Balconies and Under Awning Support Posts	<ul style="list-style-type: none"> • Posts must be set back 1200 mm from the back of the kerb. • New verandahs, balconies and awnings must complement the style, materials and character of the building being altered. • Under awning support posts shall be of a single or uniform width from top to bottom and be painted black in colour. • Under awning support posts will only be considered where it has been demonstrated that there is no alternative method available. • All posts must be designed to prevent collapse in the event of a collision. • Public liability insurance must be maintained to Council requirements Not to interfere with operation of or access to utility infrastructure 	N/A	N/A
Utilities and Services	<ul style="list-style-type: none"> • Servicing strategy required to demonstrate the availability and feasibility 	All servicing for water, sewer and stormwater will be provided to the site	Y

	of providing water, sewer and stormwater services appropriate for the scale and nature of development. Evidence of consultation with the Water Supply Authority and Roads Authority is to be provided.	in accordance with the relevant utility requirements.	
	<ul style="list-style-type: none"> • Applications must demonstrate adequate provision for storage and handling of solid wastes. 	Drawing A101 within the Architectural Plans at Appendix A detail the corral area as the waste storage area for the development. The handling of waste is addressed within the Waste Management Plan attached at Appendix K.	Y
	<ul style="list-style-type: none"> • Liquid Trade Waste Application and facilities are required where liquid wastes (excluding domestic waste from a hand wash basin, shower, bath or toilet) are to be discharged to Council's sewerage system. 	A Liquid Trade Waste Application will be made post DA approval. This can form part of a condition of consent prior to works commencing.	Y
	<ul style="list-style-type: none"> • Buildings and structures are to be located clear of utility infrastructure. 	Achieved, the proposed development will not be built upon any utility infrastructure.	Y
	<ul style="list-style-type: none"> • For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth, whichever is greater, from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail. 	Achieved, the proposed building will be located greater than 1m from a sewer main.	Y
	<ul style="list-style-type: none"> • The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services. 	Noted.	Y
Traffic and Access	<ul style="list-style-type: none"> • The verge for the frontage of the development is to be constructed of hardstand materials to facilitate safe, low maintenance pedestrian access. Details to accompany the development application. 	The site contains two frontages, both of which will be constructed to facilitated safe pedestrian access. The location of pedestrian access is detailed within the plans at Appendix A.	Y
	<ul style="list-style-type: none"> • All vehicles must be able to enter and exit the site in a forward direction. 	Achieved, all vehicles will be able to enter and exit the site in a forward direction. Refer to the vehicle swept paths provided at Appendix A.	Y
	<ul style="list-style-type: none"> • Design must demonstrate no conflict between pedestrian, customer vehicles and delivery vehicles. 	The proposed layout and design of the site will not result in any pedestrian, customer vehicle or delivery vehicles conflict. Separate pedestrian links are provided from both street frontages. Deliveries by a 14.2m articulated truck will be low, at approximately 2 - 3 per week and undertaken at off peak times, thereby reducing potential impacts to conflict between delivery vehicle, vehicles and pedestrians.	Y
	<ul style="list-style-type: none"> • Wearing surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle. 	All hardstand surfaces will comprise appropriate material and will be constructed to suit accesses and internal manoeuvring areas for all vehicles including delivery vehicles and waste vehicles.	Y
	<ul style="list-style-type: none"> • Unsealed vehicle movement areas are not acceptable due to environmental management impacts. 	No unsealed areas proposed.	Y

	<ul style="list-style-type: none"> • Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be linemarked and signposted. 	The proposed loading bay is located adjacent to the building and will be suitably line marked, cordoned off and sign posted.	Y
	<ul style="list-style-type: none"> • Site access not permitted; • Close to traffic signals, intersection or roundabouts with inadequate sight distances; • Opposite other large developments without a median island; • Where there is heavy and constant pedestrian movement on the footpath; • Where right turning traffic entering the site may obstruct through traffic. 	The proposed access on Marius Street is a suitable distance from the Marius Street and Peel Street intersection. The TIA confirmed suitability of this entry/exit point as well as the exit only onto Pell Street. Refer to Appendix F for a copy of the TIA.	Y
	<ul style="list-style-type: none"> • Separate, signposted entrance and exit driveways are required for developments requiring more than 50 parking spaces or where development generates a high turnover of traffic. 	N/A	N/A
	<ul style="list-style-type: none"> • The number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress. 	The proposed development includes a shared ingress/egress driveway on Marius Street and a single egress driveway on Peel Street. The proposal therefore provides a suitable number of driveways per frontage.	Y
	<ul style="list-style-type: none"> • Driveways must be provided in accordance with AS 2890.1 Parking Facilities. 	Achieved, driveways will be provided in accordance with AS2890.1.	Y
	<ul style="list-style-type: none"> • Manouevring areas within the development must be designed to accommodate a B99 vehicle under AS2890.1 Parking Facilities for Off Street Parking. 	Achieved, refer to the swept path plans at Appendix A.	Y
	<ul style="list-style-type: none"> • Nominate that a pedestrian footpath be constructed for the full frontage of a development to a width consistent with any connecting pedestrian footpath or where there is no connecting footpath in accordance with Council's Engineering Guidelines for Subdivisions and Developments. 	N/A a pedestrian footpath already exists along Peel Street. There is no footpath on Marius Street to connect into.	N/A
	<ul style="list-style-type: none"> • Swept paths for a B99 vehicle must be shown on plans prepared to accompany the DA. 	Refer to the swept path plans at Appendix A.	Y
Parking	<p>Drive-in takeaway food shop: 1 space per 8.5m² GFA PLUS 1 space per 3 seats</p>	<p>The DCP rate for a drive-in take away food shop is not considered applicable to the proposal as it doesn't take into consideration the drive-thru, which is a significant element of the McDonald's model.</p> <p>As per Appendix A of the DCP, where the DCP doesn't specify a rate for the specific use, the <i>RTA's Guide to Traffic Generating Development</i> should be considered. The TIA details an assessment against the parking provision contained within the RTA's Guide. Within this assessment it is highlighted that the rates provided in the RTA's Guide are based on extensive</p>	N/A

		<p>surveys of drive-in take away food outlets with drive-thru elements.</p> <p>Under the RTA's Guide, the following rate applies to the proposal:</p> <p>Drive-in Take-away stores with drive-through facilities and on site seating, 1 space per 2 seats (internal).</p> <p>As the proposal contains 82 internal seats, the proposed 41 car parking spaces is compliant.</p>	
Landscaping	<ul style="list-style-type: none"> Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces. 	Sufficient tree to car parking space ratio is achieved at approximate 1 shade tree for every two parking spaces. Refer to the Landscape Plans at Appendix B.	Y
	<ul style="list-style-type: none"> Edging to be provided to retain mulch and protect the landscaping from damage from vehicles. 	Kerbing is proposed to protect new landscaped areas.	Y
	<ul style="list-style-type: none"> Landscaping shall comprise only low maintenance, drought and frost tolerant species. 	Achieved, refer to the species list provided within the Landscape Plans at Appendix B.	Y
STEP 3: GENERAL DEVELOPMENT SPECIFICATIONS			
OTHER TYPES OF DEVELOPMENT CONTROLS			
Parking	<ul style="list-style-type: none"> Parking must be provided as per the Schedule in Appendix 1. 	As previously noted in this table, the proposal complies with the more relevant RTA Guide. Refer to the TIA at Appendix F for further detail.	Y
	<ul style="list-style-type: none"> Where calculation of parking spaces required results in a fraction of a space, the total required number of spaces will be the next highest whole number. 	Noted.	N/A
	<ul style="list-style-type: none"> Parking and traffic requirements will be based on consideration of: <ul style="list-style-type: none"> o likely peak usage times; o the availability of public transport; o likely demand for off street parking generated by the development; o existing traffic volumes on the surrounding street network; and o efficiency of existing parking provision in the location. 	These considerations have been addressed within the TIA at Appendix F where it was found that the actual on site parking demand from the McDonald's operation will be met through the provision of 41 spaces.	Y
	<ul style="list-style-type: none"> Comply with AS2890.1 Parking Facilities Off Street Car Parking and AS2890.6 Parking Facilities Off Street Parking for People with a Disability 	The proposal will comply with AS2890.1 and AS2890.6.	Y
	<ul style="list-style-type: none"> Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under AS2890.1 Parking Facilities Off Street Parking. 	Achieved, refer to swept path plans at Appendix A.	Y
	<ul style="list-style-type: none"> Where existing premises are being redeveloped or their use changed, the following method of calculation shall apply:- <ul style="list-style-type: none"> (a) Determine the parking requirements of the previous or existing premises in accordance with any existing development consent. Otherwise the rate contained in Appendix A should be applied. 	N/A	N/A

	<p>(b) Determine the parking requirement of the proposed development in accordance with Appendix A;</p> <p>(c) Subtract the number of spaces determined in (a) from the number of spaces calculated in (b);</p> <p>(d) The difference calculated in (c) represents the total number of parking spaces to be provided either in addition to the existing on-site carparking or as a cash-in-lieu contribution to Council where applicable</p>		
Landscaping	<ul style="list-style-type: none"> Location and grouping of plant types shall be multi-functional providing privacy, security, shading and recreation functions. 	Achieved, refer to the Landscape Plans at Appendix B.	Y
	<ul style="list-style-type: none"> Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces. 	As noted above, suitable tree to car parking space ratio has been afforded to the site. Refer to the Landscape Plans at Appendix B.	Y
	<ul style="list-style-type: none"> Landscaping shall comprise low maintenance, drought and frost tolerant species. 	As above, this has been taken into consideration and achieved. Refer to the landscape species listed provided at Appendix B.	Y
Outdoor Lighting	<ul style="list-style-type: none"> All developments shall demonstrate compliance with AS4282 Control of Obtrusive Effects of Outdoor Lighting. 	The relevant elements of the development will be designed to comply with AS4282.	Y
	<ul style="list-style-type: none"> Sweeping lasers or searchlights or similar high intensity light for outdoor advertising or entertainment, when projected above the horizontal is prohibited. 	No sweeping lasers, searchlights or any lights of a similar intensity is proposed.	N/A
	<ul style="list-style-type: none"> Illuminated advertising signs should be extinguished outside of operating hours, or 11pm, whichever is earlier. 	The proposed signage illumination is proposed in accordance with the store operating hours. As the proposal seeks operation 24 hours, 7 days a week, the proposed signage illumination is 24/7. It is recognised that there are no discretion standards for signage illumination. Despite this, it is highlighted that the location of signage is not directly facing surrounding properties, with the luminance of the signs to be in accordance with AS4282 so that light glare does not project into adjoining properties. It is imperative to the successful operation of the business that signage illumination reflects operating hours. The common understanding of the general public is that illuminated signage reflects an open store and conversely, non illuminated signage signifies the store is closed.	N
Outdoor Advertising/Signage	<ul style="list-style-type: none"> Where there is potential for light spill to adjoining properties, all illuminated signage shall be fitted with a timer switch to dim or turn off by 11pm each night. 	As above.	N
	<ul style="list-style-type: none"> Signage must comply with SEPP 64 – Advertising and Signage Schedule 1 Assessment Criteria. 	An assessment against SEPP 64 is provided in the following table (Table 2).	Y
	<ul style="list-style-type: none"> “Special promotional advertisements” may be installed in accordance with clause 25 of SEPP 64 – Advertising and Signage 	No special promotional advertisements are proposed under this application.	N/A

	provided that the sign does not compromise any Public Art or the integrity of the space in which it is located in the main streets, public parks and gardens and major venues across the region's city, towns and villages.		
	<ul style="list-style-type: none"> • Advertising in rural zones may only: <ul style="list-style-type: none"> o advertise a facility, activity or service located on the land; or o direct travelling public to a tourist facility or building or place of scientific, historical or scenic interest within the area. Cannot include names of proprietary products or services or sponsoring businesses. Each sign must be sited a minimum distance of 1km from each other. 	N/A	N/A
	<ul style="list-style-type: none"> • External illumination to signs must be top mounted and directed downwards. 	No external illuminated signs proposed.	N/A
	<ul style="list-style-type: none"> • The following types of signs are not acceptable: <ul style="list-style-type: none"> o Portable signs within public footways and road reserves including variable message signs, A Frame and Sandwich Boards; o Outdoor furniture (including chairs, bollards and umbrellas) advertising products such as coffee, alcohol or soft drink; o A roof sign or wall sign projecting above the roof or wall to which it is affixed; o Flashing or intermittently illuminated signs; o Advertisements on parked motor vehicles or trailers (whether or not registered) for which the principal purpose is for advertising; o Signs fixed to trees, lights, telephone or power poles; o Signs which could reduce road safety by adversely interfering with the operation of traffic lights or authorized road signs; o Any sign which would in the opinion of Council, be unsightly, objectionable or injurious to the amenity of the locality, any natural landscape, public reserve or public place; o Numerous small signs and advertisements carrying duplicate information; and o Overhead banners and bunting, except in the form of temporary advertisement. 	The proposal does not include any of the signs listed as 'not acceptable' by this control.	Y

ENVIRONMENTAL CONTROLS

Environmental Effects	<ul style="list-style-type: none"> • The application documentation shall identify any potential environmental impacts of the development and demonstrate how they will be mitigated. These impacts may relate to: <ul style="list-style-type: none"> o Traffic o Flood liability o Slope o Construction impacts 	The relevant environmental concerns have been addressed within Chapter 5 of the SEE with specialist reports included where warranted.	Y
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	<ul style="list-style-type: none"> o Solid and Liquid Waste o Air quality (odour and pollution) o Noise emissions o Water quality o Sustainability 		
Soil and Erosion Control	<ul style="list-style-type: none"> • Runoff shall be managed to prevent any land degradation including offsite sedimentation. 	Runoff will be managed including the prevention of sediment leaving the site. Refer to the Soil and Erosion Sedimentation Plan at Appendix D.	Y
	<ul style="list-style-type: none"> • Reference shall be made to the NSW Governments Managing urban stormwater: soils and construction, Volume 1 (available from Landcom), commonly referred to as "The Blue Book". 	Noted.	Y
	<ul style="list-style-type: none"> • Cut and fill will be minimised and the site stabilised during and after construction. 	Cut and fill will be minimal given the site is generally flat.	Y
	<ul style="list-style-type: none"> • Arrangements in place to prompt revegetation of earthworks to minimise erosion. 	All areas affected by the construction of the development will be made good upon completion for both aesthetic and practical reasons.	Y
Vegetation	<ul style="list-style-type: none"> • Development design shall accommodate the retention of any significant trees and vegetation. 	No tree removal is proposed.	N/A
Waste Management	<ul style="list-style-type: none"> • General waste storage and collection arrangements shall be specified. 	The waste storage area 'Corral' is detailed within the plans at Appendix A. A Waste Management Plan has been prepared and attached at Appendix K.	Y
Noise	<ul style="list-style-type: none"> • Where relevant, applications are to contain information about likely noise generation and the method of mitigation. 	A Noise Assessment has been prepared and attached at Appendix E. Taking into consideration the location of the site in proximity to a number of residential receivers, the Noise Assessment finds that the proposed McDonald's will not result in unacceptable noise impacts to the surrounding sensitive receivers at any time of the day or night. It is noted that a 2.2m high acoustic fence is proposed along the kerbing of the drive-thru facility to provide an acoustic barrier to the aged care facility, mitigating noise impacts.	Y
Geology	<ul style="list-style-type: none"> • The design process must give consideration to the potential impact of erosive soils, saline soils, soils of low wet strength, highly reactive soils and steep slopes and document how these constraints are addressed. 	N/A	N/A
STEP 4: SITE SPECIFIC			
N/A	N/A		N/A
STEP 5: DISCRETIONARY DEVELOPMENT STANDARDS			
COMMERCIAL/RETAIL STANDARDS			
Parking and Access	<ul style="list-style-type: none"> a) Adequate off-street parking must be provided to maintain the existing levels of service and safety on the road network. 	Adequate off-street parking has been provided to serve the parking demand of the McDonald's. Refer to the TIA at Appendix F for full details.	Y
	<ul style="list-style-type: none"> b) Parking areas, loading bays and access driveways must be functional in design. 	Achieved, the proposed parking areas, loading bay, access driveway and manoeuvrability of vehicles and trucks has been assessed by the Traffic Engineers and deemed acceptable in terms of compliance with Australian Standard, Council policy and safety and functionality.	Y

	c) Parking areas should be visually attractive and constructed, designed and situated so as to encourage their safe use.	The proposed parking area has been designed to comprise endemic landscaping around the peripheries as well as attractive garden beds internal to the site. The landscape design and species chosen have been selected for practicality of ongoing management as well as being designed in accordance with the Crime Prevention Through Environmental Design guidelines.	Y
	d) 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 or pedestrian safety.	The proposed loading area has been designed so that the largest vehicles to attend the site (14.2m articulated truck) can enter and exit in a forward direction. It is reiterated that large truck deliveries will be low at 2 - 3 times per week (unless greater demand is generated upon operation). Deliveries will be scheduled during off-peak times so that conflict between vehicles and pedestrians is avoided.	Y
	e) Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians.	Achieved, clear sightlines are provided for both vehicles and pedestrians throughout the site.	Y
	f) Driveway access to arterial and sub-arterial roads should be avoided where possible.	The proposed primary entry/exit is provided on Marius Street, a local road. An exit only left turn driveway onto Peel Street is proposed to improve traffic flows throughout the site and to provide an alternative exit during late night hours onto a main arterial road. The TIA confirms the proposed exit driveway on Peel Street will provide suitable sightlines to pedestrians and will not adversely impact the existing traffic flows. Refer to Appendix F for further details.	Y

OTHER DEVELOPMENT STANDARDS

Outdoor Advertising Signage	a) New buildings are to integrate designated signage areas within the building form.	The proposed building has been designed to integrate signage areas, in accordance with McDonald's corporate design and branding utilised state wide.	Y
	b) Size, colour and design compatible with the building to which they relate and its streetscape.	The proposed size, colour and design of the signs are compatible with the building as they have been designed to integrate with the building. Noting its corner location, the proposed signage scheme relates to the characteristics of the site.	Y
	c) Signage should be clear, simple and concise. In some instances, graphic symbols may be more effective than words.	The proposed signage is clear, simple and concise, utilising the internationally recognised 'M' logo.	Y
	d) Where more than one shop or business within a building, signs should be coordinated in height, shape, size and colour.	N/A	N/A
	e) Signs should not dominate their surroundings.	The proposed signs are considered acceptable in scale and location and therefore do not dominate the surroundings.	Y
	f) Advertisements should be designed and located so that they do not obscure	No advertisement signs proposed, only business identification signs.	N/A

	driver's views of other cars, trains, pedestrians, traffic signals and traffic signs.	Notwithstanding, the proposed signs are suitably located so that they do not obscure drivers views of other cars, pedestrians and traffic signs/signals.	
	g) Advertisements should not resemble road signs in colour, shape, layout to wording in any way that may confuse motorists.	As noted above, no advertisement signs are proposed. Despite this, the signs proposed are relevant to the McDonald's corporate branding which does not resemble road signs that could confuse motorists.	Y
	h) Awning sign must: o erected horizontal to the ground and at no point less than 2.6m from the ground; o not project beyond the awning; o securely fixed by metal supports.	No awning signs proposed.	N/A
	i) Fascia sign must not: o project above or below the fascia or return end of the awning to which it is attached; o not to extend more than 300mm from the fascia or return end of the awning	One fascia sign is proposed. The fascia sign will not extend above or below the awning.	Y
	j) External light source must be at least 2.6m above the ground if the sign projects over a public road.	No external lighting of signs is proposed.	N/A
	k) Flush wall sign: o the area of the sign shall not exceed 20% of the area of the wall on which it is fixed or painted; o not project above or beyond the wall to which it is attached; o face of the sign must be parallel to the wall on which it is attached.	The proposal contains seven (7) flush wall signs, scattered across the 4 building elevations. The proposed wall signs will not exceed 20% of the area of which the sign is affixed too, nor will the signs project above or below the wall. The face of the wall signs will be parallel to the wall to which it is attached.	Y
	l) Pole or pylon sign must be a minimum of 2.6m above the ground.	The head of the pylon sign will be greater than 2.6m above the ground.	Y
	m) Projecting wall sign must be: o minimum height of 2.6m above the ground; o erected at right angles to the wall of the building to which it is attached.	No projecting wall signs proposed.	N/A
	n) Top hamper sign must not: o extend more than 200mm beyond any building alignment; o extend below the head of the doorway or window to which it is attached.	No top hamper signs proposed.	N/A
Vegetation	a) Existing trees may be removed from the proposed building footprint where it can be shown there is no acceptable alternative design.	There are no existing trees on site.	N/A
	b) All trees removed must be replaced by comparable native and mature trees.	The proposed development provides a good array of landscaping species and trees. Refer to the Landscape Plans at Appendix B for further details.	Y
	c) Non-native plants may be used where they are shown to be non-invasive and pivotal to the overall amenity of the development.	Noted.	Y
Parking (Appendix 1)	Where there are no specific rates listed above, refer to RTA Guidelines or demonstrate requirement for parking will be met based on a Traffic Assessment	Whilst a car parking rate has been provided for a <i>drive-in takeaway food shop</i> no specific rate is provided within the DCP for a take away food shop with drive-thru. Because McDonald's drive-	Y

	<p>Report, prepared by a suitably-qualified consultant.</p>	<p>thru is such a big component of the business, the DCP rate requires a more onerous parking requirement than what the development actually requires.</p> <p>The TIA prepared by Colston Budd Rogers & Kafes includes an assessment of car parking provision where it was found that given the proposal complies with the parking rates contained within the RTA's Guide (which is more relatable to the development given the differentiation between take-away food and drink with drive-through facilities and those without. Refer to Appendix F for further details.</p>	
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TABLE 2 - SEPP 64 COMPLIANCE

Assessment Criteria		Comment	Compliance
1) Character of the area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed business identification signs are compatible with the scale of the proposed building and also consistent with the existing character of the area along a Classified Road.	Y
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	No. There is no apparent advertising theme within the area.	N/A
2) Special areas	Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed business identification signage is not of a scale to detract from any environmentally sensitive areas. There are two local heritage items within the vicinity of the site however given the distance buffer and obscured views, the signage is not expected to detract from the significance of these items. Residential properties are located to the north/east of the site however given the location of the signage, distance and landscaping buffers in between, the proposed signage is not expected to detract from the amenity of these properties.	Y
3) Views and vistas	Does the proposal obscure or compromise important views?	No, the majority of signage is attached to the building and does not extend beyond the building façade it is attached. Free standing signage will not compromise views to or from the site.	Y
	Does the proposal dominate the skyline and reduce the quality of vistas?	As above. The signage will not dominate the skyline or reduce the quality of vistas.	Y
	Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not obscure any advertising. Specifically, the Northgate Shopping Centre pylon will still be visible from the Classified Road.	Y
4) Streetscape, setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale of the proposed business identification signage has been designed to be proportionate to the proposed building. The majority of the signage is set back from the streetscape. A number of signs are located near the Peel Street boundary and will act as business identification signs, enabling pedestrians and motorist's visual clarity of the user at the site.	Y
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage will contribute to the visual interest of the Peel Street streetscape. Very minimal signage is proposed on Marius Street.	Y
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage locations are designed to reduce visual clutter.	Y
	Does the proposal screen unsightliness?	The proposed signage does not screen unsightliness.	N/A
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed building signage will not extend beyond the built form on which it is located, however the pylon sign	Y/N

		and flag poles will exceed the height of the building. It is considered that the free standing signage would sit comfortably in context of the overall site design.	
	Does the proposal require ongoing vegetation management?	No.	N/A
5) Site and building	Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage has been designed to be consistent with the built form and design of McDonald's operations nationwide.	Y
	Does the proposal respect important features of the site or building, or both?	The proposed signage does not detract in any way from important features of the building or site.	Y
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Yes, the proposal signage scheme ties into the built form with an innovative approach to site development.	Y
6) Associated devices and logos with advertisements and advertising structures	Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The internally illuminated signage will be of an appropriate level of brightness for outdoor display.	Y
7) Illumination	Would illumination result in unacceptable glare?	No, the proposed illuminated signage will not result in excessive glare as they will be in accordance with AS4282 Control of Obtrusive Effects of Outdoor Lighting.	Y
	Would illumination affect safety for pedestrians, vehicles or aircraft?	As above. The proposed signage is partially obscured by on site landscaping and setback into the site resulting in no safety concern relating to illumination or light spill.	Y
	Would illumination detract from the amenity of any residence or other form of accommodation?	The proposed illuminated signage will not be of a LUX level to detract from the amenity of surrounding residences.	Y
	Can the intensity of the illumination be adjusted, if necessary?	No, however illumination will be at an acceptable level for the location.	Y
	Is the illumination subject to a curfew?	No, signs are proposed to be illuminated 24/7 to correlate with the proposed trading hours.	Y
8) Safety	Would the proposal reduce the safety for any public road?	The signs will not affect road safety on Marius Street or Peel Street.	Y
	Would the proposal reduce the safety for pedestrians or cyclists?	No, the signage will not affect pedestrians or cyclists, majority of the signs are affixed to the building away from the pedestrian footpath and roads.	Y
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No, sightlines are not affected by the proposal as signage is setback within the site and generally located on the building.	Y