**Appendix C – DCP Compliance Table**

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| Part 6 – Development in Recreation and Tourist Zones Part 6 - Development in Recreation and Tourist Zones applies to all development in the RE1 Public Recreation, RE2 Private Recreation, and SP3 Tourist zones. | |
| Section 2 – Context and setting  There are no proposed works within the RE1 zone.  Proposed works within the SP3 zone is limited to an internal retrofit to the existing marina office. The proposed retrofit works do not alter the existing built form within the context and setting.  Controls 2.1 to 2.19 have been assessed as not applicable. | |
| Section 3 – Development design  There are no proposed works within the RE1 zone.  Proposed works within the SP3 zone is limited to an internal retrofit to the existing marina office. The proposed retrofit works do not alter the existing built form or design.  Controls 3.1 to 3.13 have been assessed as not applicable. | |
| 3.14 | Landscape design  There are no proposed changes to the existing landscape design, and no new landscaping is proposed. |
| 3.15 | Landscape and tree planting in car parks  There are no proposed changes to the existing car park or landscaping within the car park. Additional landscaping treatment within the car park is not required. |
| 3.16 | Traffic and transport  There are no proposed changes to existing access points.  A Traffic Impact Assessment has been submitted which assesses the additional traffic generation to the site and impacts to the surrounding road network.  The additional 94 berths in stage 2 are expected to generate around 11 vehicle trips per hour and 6 vehicle trips per hour in the AM and PM road network peak periods, respectively. On average, this equates to one vehicle trip every five minutes across the peak hour. On the weekends, the development is expected to generate in the order of 24-26 trips per hour. Equivalently, this would result in one vehicle trip every 2-3 minutes.  The proposed stage 2 marina will result in a negligible impact on the surrounding road network safety and performance. No road upgrades will be required as part of stage 2. |
| 3.17 | Design of parking and service areas  No new parking areas are proposed. |
| 3.18 | Bike parking and facilities  No changes to existing bike parking and facilities are proposed, nor deemed necessary. |
| 3.19 | Motorbike parking  No changes to existing arrangements. |
| 3.20 | Car parking rates  The proposal results in an additional 94 berths.  The approved rate as part of the Concept Plan is 0.3 spaces per berth, which will require 28.2 parking spaces for stage 2. The parking rate for marina staff (2 staff anticipated) is 0.5 spaces per staff member, requiring 1 space. In total, the stage 2 of the marina generates the need for 29 car parking spaces.  The existing stage 1 of the marina was calculated as requiring 31 car parking spaces.  In total, the marina operation is required to provide 60 car parking spaces.  The marina car park accommodates a total of 53 spaces, which results in a 7 space shortfall. Additional car parking is provided within the restaurant car parking area which provides a surplus of 29 car parking spaces (66 required for temporary restaurant). There are a further 15 car parking spaces located adjacent to the temporary restaurant primary entrance.  A condition of consent is recommended requiring the marina car parking to be made available to marina users only by means of signage and boom gate or equivalent.  The development is considered to provide suitable car parking provision to cater to the demand. |
| 3.21 | Non-discriminatory access  No changes to access provisions are proposed. |
| 3.22 | Safety and security  The site will continue to operate under existing safety and security measures. |
| Section 4 – Operational requirements | |
| 4.1 | Demolition and construction waste management  A suitable demolition and construction waste management plan has been provided. |
| 4.2 | Operational waste management  The site contains adequate waste management arrangements. Waste generated by stage 2 of the marina will follow the existing arrangements in place.  Waste bins near the gangway access and existing marina office/proposed marina amenities are provided for the general waste and recycling. The marina operators are responsible for emptying these bins into the larger skip bins stored within the waste storage enclosure. Waste is removed from the site by a private contractor on both scheduled days and on an on-needs basis. This continuation of the operational waste management has been reviewed by Council’s Waste Officer and considered satisfactory. |
| 4.3 | On-Site sewage management  The site contains access to reticulated sewer. The fuel and sewer pump up arm will be reorientated however there are no changes to existing sewage waste disposal. |
| 4.4 | Liquid trade waste and chemical storage  No liquid trade waste or chemical storage is proposed. |
| 4.5 | Erosion and sediment control  Suitable erosion and sediment controls are included within the existing approved Construction Environmental Management Plan (CEMP). A revised CEMP is included in draft conditions. |
| 4.6 | Air quality  The marina contains an existing Environmental Protection Licence (EPL) of which provided controls for air quality. A condition of consent is recommended requiring a revised EPL for stage 2 of the marina to be included. |
| 4.7 | Noise and vibration  The operation of stage 2 of the marina will not result in adverse noise impacts.  A noise impact assessment has been submitted which notes proposed noise impacts will be during construction works and primarily from piling driving activities. A condition of consent requiring a specific construction noise management plan (in accordance with the recommendations of the submitted noise assessment) to be integrated within the CEMP is included in draft conditions of consent. |

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| Part 9 – Specific land uses  9.7 Foreshore and waterway development  Controls 7.1 to 7.8 have been assessed as not applicable to marina development. |

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| Part 11 – Heritage Area Plans | |
| 11.5 Rathmines RAAF Based Heritage Precinct | |
|  | Context and setting  The proposed construction compound within the Rathmines Park is temporary (three to four months). The location of the compound is within an existing concrete slab. Once works are complete, the compound will be returned to its original state. The proposed temporary construction compound is considered unlikely to cause long term impacts to the heritage significance of the area. |