

State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 Advertising and Signage

The proposed development includes business identification signs.

Clause 3.5 - This SEPP prevails over the Port Macquarie-Hastings LEP 2011 in the event of any inconsistency.

Clause 3.6 - The following assessment table provides an assessment checklist against the Schedule 5 requirements of this SEPP:

Applicable clauses for consideration	Comments	Satisfactory
Schedule 5(1) Character of the area.	Proposes signs to be mounted on the east and west facing facades of the building are considered acceptable.	Yes
Schedule 5(2) Special areas.	Not located within a special area and not visible from heritage listed properties.	Yes
Schedule 5(3) Views and vistas.	Considered acceptable in the location. The signs will not obstruct views or vistas.	Yes
Schedule 5(4) Streetscape, setting or landscape.	The new signs will align with the building facades, and considered appropriate for the location.	Yes
Schedule 5(5) Site and building.	Signage considered compatible with the building.	Yes
Schedule 5(6) Associated devices and logos with advertisements and advertising structures.	There are no associated devices proposed.	Yes
Schedule 5(7) Illumination.	Signs will not be illuminated.	Yes
Schedule 5(8) Safety.	The proposal is not likely to create a safety hazard. The signs will be set back from the adjacent road reserves.	Yes

Port Macquarie-Hastings DCP 2013 - General Provisions

DCP Objective	Development Provisions	Proposed	Complies
1	a) Signs primarily identifying products or services are not acceptable, even where relating to products or services available on that site.	Business identification signs are proposed on the east and west elevations of the building.	Yes
	b) Signage is not permitted outside property boundaries	Signs are located within the property boundaries.	Yes

	except where mounted upon buildings and clear of pedestrians and road traffic. No signage is permitted upon light or power poles or upon the nature strip (the area between the property boundary and constructed roadway). Limited directional signage and "A" frame signage may separately be approved by Council under the Roads Act 1993 or section 68 of the Local Government Act 1993.		
	c) An on-building 'chalkboard' sign, for the purpose of describing services or goods for sale which vary on a regular basis generally should not be any larger than 1.5m ² , and should contain a sign written heading indicating the premises to which it refers.	Not proposed.	N/A
	d) On-premise signs should not project above or to the side of building facades	Complies	Yes
2	a) Where there is potential for light spill from signage in a non-residential zone adjoining or adjacent to residential development, illuminated signage is to be fitted with a time switch to dim by 50% or turn off the light by 11pm each night, depending on the nature of the development.	Signs will not be internally illuminated.	Yes
DCP 2013: Part B - General Provisions - B2: Environmental Management			
DCP Objective	Development Provisions	Proposed	Complies
3	a) Development must comply with Council's Developments, Public Place & Events - Waste Minimisation and Management Policy.	Applicant has provided a suitable sized waste storage area. A private collection arrangement will be utilised as per the existing hospital arrangement.	Yes

Cut and Fill Regrading			
4	a) Development shall not exceed a maximum cut of 1.0m and fill of 1.0m measured vertically above the ground level (existing) at a distance of 1.0m outside the perimeter of the external walls of the building (This does not apply to buildings where such cut and fill is fully retained within or by the external walls of the building).	Part regrading of front car park and cut to construct new south western car park proposed.	Yes/No Variation considered acceptable.
5	a) A certified practicing structural engineer must certify any retaining wall greater than 1.0m.	Retaining wall adjacent to southern boundary of new car parking area greater than 1.0m in height. Suitable condition to require engineer's detail prior to Construction Certificate.	Yes
	b) Where a combination of a fence and a wall is proposed to be greater than 1.2m high: <ul style="list-style-type: none"> – be a maximum combined height of 1.8m above existing property boundary level; – be constructed up to the front boundary for a maximum length of 6.0m or 30% of the street frontage, whichever is less; – the fence component has openings which make it not less than 25% transparent; and – provide a 3m x 3m splay for corner sites, and – provide a 900mm x 900mm splay for vehicle driveway entrances. 	Retaining wall and fence combination is proposed adjacent to the new car parking area at the south western part of the site. The fencing is located 1.0m inside the site. Existing side boundary fencing to be retained.	Yes
6	a) Significant land reforming proposals where >10% gross site area or >1.0ha is to have surface levels changed by more than 5m or where earthworks exceed an average of 10,000m ³ per ha shall:	No significant land reforming (as outlined in the DCP) proposed.	Yes

	<ul style="list-style-type: none"> - identify the impact of the proposed land reforming on the environment, landscape, - visual character and amenity, natural watercourses, riparian vegetation, topographical features of the environment and public infrastructure; - demonstrate compliance with the provisions of Council's AUS-SPEC design specification; - assess the impacts and benefits of the proposal to all impacted persons and the general public; - provide measures to compensate for and minimise any net adverse impacts. 		
	b) The use of high earthworks batters should be avoided.	None proposed.	Yes
	c) Preliminary plans indicating the final landform are required to be submitted with any master plan or subdivision application.	Development does not involve or require a masterplan for final landform or subdivision.	N/A
	d) The subdivision should be designed to fit the topography rather than altering the topography to fit the subdivision.	Development does not involve subdivision.	N/A
Environmental Management Areas and Buffers			
7	a) For coastal floodplain endangered ecological communities (EEC) a minimum, fully vegetated buffer of 35m must be provided.	No new development works are within 35m of an endangered ecological community.	Yes
	b) For Freshwater Wetland on Coastal Floodplain endangered ecological community (EEC) a fully vegetated buffer of 100m is to be provided.	There is a mapped wetland to the north of the site. The wetland is separated from the development by existing buildings that are part of the Bellvue Gardens property. Due to the existing development a	No, but acceptable.

		100m buffer is not achievable.	
	c) For all other endangered ecological communities, a fully vegetated buffer of 50m must be provided.	Refer to comment on 7(b) above. Existing vegetation and buffer in place.	No, but acceptable.
	d) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated that the applicable objectives are achieved.	Stormwater management to be located within the site. Suitable conditions proposed regarding on-site detention.	Yes
	e) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.	No road or APZ proposed within setback areas.	Yes
	f) Where different buffers (including riparian buffers) apply to an area, the greater of the buffer widths applies.	Provision noted.	NA
8	a) Any habitat/vegetation which will be lost as a consequence of development is to be offset through the dedication of suitable land utilising expert ecological knowledge to determine the impact and offset based on the principle of 'improve and maintain'.	Removal of Koala Food trees proposed in south western corner of the site - to be replaced at a ratio of 2:1. A suitable condition has been applied.	Yes
	b) Improvement and maintenance of existing habitat and corridors and the consolidation of fragmented bushland are to be considered as the first preference for any development offset.	Development offset is not proposed. Replacement planting is proposed within the site.	Yes
	c) A Vegetation Management Plan (VMP) is to be prepared for any environmental land that is to be retained or used to offset development impacts.	Replacement of Koala food trees does not require a VMP to be prepared. Suitable conditions of consent proposed.	N/A
	d) VMPs are required to address Council's VMP "Heads of Consideration"	VMP not required or triggered.	N/A
9	a) A minimum, fully vegetated buffer from the top	Not located adjacent to a watercourse.	N/A

	<p>of bank to both sides of a watercourse is to be provided in accordance with the following:</p> <ul style="list-style-type: none"> - 10m for 1st order streams that flow intermittently. - 30m for 1st order streams that flow permanently. - 40m for 2nd order streams. - 50m for 3rd order streams. - 65m for 4th order streams. 		
	b) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated that the applicable objectives are achieved.	The site is not located within the buffer area to a watercourse.	NA
	c) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.	No road or APZ proposed within buffer areas.	NA
Tree Management - Land to which State Environmental Planning Policy SEPP (Vegetation in Non-Rural Areas) 2017 Applies			
10	<p>a) Prescribed vegetation for the purposes of the SEPP (Vegetation in Non-Rural Areas) 2017 is any tree identified in Table 1 or is a mangrove or cycad and is:</p> <ul style="list-style-type: none"> - 3 metres or higher in height, or - has a trunk diameter of 100mm measured at 1.0metre above ground level; or - a hollow bearing tree 	Six Koala feed trees to be removed in south western corner of the site to be replaced at a ratio of 2:1.	Yes
	b) The above criteria does not apply to a tree where the nearside trunk is 3 metres from the nearest external wall of an existing, permanent dwelling or manufactured home and is located within the same property. Such trees may be removed	Not applicable.	N/A

	without a permit or development consent. This Provision does not apply to areas mapped as Core Koala Habitat under the LEP. A permit will be required in these instances.		
Tree Management – Private Land			
11	a) Pruning must be undertaken in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees.	Arborist report submitted. Tree management to be supervised by a suitably qualified arborist. Condition of consent included.	Yes
	b) An application for the removal of a tree listed in Table 1 must be accompanied by an Arborist's report stating that the tree: <ul style="list-style-type: none"> – is dangerous; or – is dying and remedial pruning would not improve the deteriorated condition of the tree; or – has a history of branch fall (documented or photographic evidence to be provided); or – is structurally unsound or; diseased. – Advice on the requirement of an arborist report associated with a tree removal permit can be obtained from Council's Tree Assessment staff. – The requirement for an arborist report for tree removal associated with a development application will be determined on merit by Council's Development Assessment. 	Arborist report submitted. Tree removal as proposed is considered acceptable and suitable conditions proposed to require offset planting.	Yes
	c) Where a tree listed in Table 1 is approved for removal it must be compensated with 2 x koala habitat trees. Significant large-scale development will	Replacement planting proposed.	Yes

	require an advanced size koala food tree or habitat tree (primary Koala browse species) that meets AS2303:2015 Tree Stock for Landscape Use. The compensation tree is to be planted in a suitable location as determined by the Director of Development and Environment or their delegate.		
	<p>d) Removal of dead branches including palm fronds and the selective removal of branches up to and including a diameter of 50mm may be undertaken without a permit or development consent where the removal:</p> <ul style="list-style-type: none"> – Does not alter the canopy of the tree, and – Does not destroy the aesthetic appearance of the tree canopy; and – Does not alter the growth structure of the tree, and – Is carried out in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees. 	Not applicable.	N/A
	e) The pruning of large garden shrubs in excess of 3 metres in height for the purpose of ornamental shaping is permitted without a permit or development consent.	There is no ornamental shaping of existing vegetation proposed.	N/A
	f) Where a development is proposed adjoining Council controlled land, the plans must identify all trees that fall within 6.0m of the property boundary and any trees proposed to be removed, identified on that plan.	No trees on Council controlled land to be removed.	N/A
	g) Any pruning or removal of any tree on private land must be undertaken in accordance with Council's tree management specifications.	Tree removal process to be carried out by a suitably qualified Arborist to ensure compliance with the Council specifications.	Yes

	<p>h) A tree removal permit can be sought for tree removal associated with a Complying Development Certificate (CDC), subject to the tree removal meeting the following criteria:</p> <ul style="list-style-type: none"> – Must be associated with CDC and removal must not occur until CDC issued. – Application must identify and locate all trees within proximity to the development. – No more than 3 trees over 6m in height to be removed. Trees taken to be impacted on by the development are to be determined in accordance with AS 4970 - Protection of trees on development sites (i.e 12 x DBH tree protection zone required for those trees to be retained). – Must not involve removal of hollow bearing trees. – The removal of any koala browse tree species are to be replaced at a ratio of 2:1 on site or at a secure off site location agreed to by Council. Any on site replanting is to have regard for services and buildings and is to be agreed to by Council. 	The development is not subject to a Complying Development Certificate.	N/A
Tree Management – Public Land			
12	<p>a) Trees on public land shall not be pruned or removed unless:</p> <ul style="list-style-type: none"> – Written consent is provided by Council; and – They are dead, dying, diseased or dangerous, or – They are causing damage to infrastructure on public land, or 	Trees on public land not proposed for removal. Trees on Council road reserve will be protected.	Yes

	<ul style="list-style-type: none"> - They are impacting on pedestrian or traffic conditions; or - They are interfering with services on private property; or - They impact on the outlook from historic sites or significant public viewing areas, or - The growth habit or mature size of the tree is undesirable in a particular situation, as determined by the General Manager or his delegates; or 		
	b) The trees require removal to fulfil the requirements of section 100C of the Rural Fires Act 1997, as determined by the General Manager or his delegates.	No tree removal required as part of section 100C.	N/A
	c) Where a tree removal on public land is approved, the removal is to be supervised by the Director of Infrastructure Services or their delegate and undertaken in accordance with Council's tree management specifications.	Tree removal is not proposed on Council land.	NA
	d) A tree removed on public land is to be replaced by an approved species in a suitable location as determined by the Director of Infrastructure Services or his delegate.	Refer to comment on 12(a).	NA
	e) Council will not consider the pruning or removal of trees where the intent is to enhance the views of or from private property.	The tree removal is not being done to obtain a view.	NA
	f) Adhoc planting of trees or other vegetation within the road reserve (including public footpaths) is not permitted. Any planting that occurs in this manner will be removed and the road reserve restored at no cost to the Council.	Refer to comment on 12(a).	NA
	g) Council may consider permitting planting on public	Not relevant in this case.	N/A

	land by an Incorporated Community Group where accompanied by a detailed report.		
	h) Council has no statutory obligation or onus to treat termites, however where a tree on public land is affected by termites, Council may grant permission for adjoining landowners to enter upon public land to treat termites where treatment does not include the destroying, pruning or removal of trees on public land.	Not relevant in this case.	N/A
	i) Any pruning, removal or treatment of any tree on public land must be undertaken in accordance with Council's tree management specifications.	Not applicable in this case.	NA
	j) Council, or contractors working on behalf of Council are exempt from requiring an approval to remove or kill non-native or non-indigenous native trees from public bushland reserves.	Not relevant in this case.	N/A
Tree Management - Hollow Bearing Trees			
13 & 14	Hollow bearing tree provisions.	Not applicable in this case.	N/A

DCP 2013: Part B - General Provision - B3: Hazards Management			
DCP Objective	Development Provisions	Proposed	Complies
Airspace Protection			
15	a) Development shall not result in land use or activities that attract flying vertebrates such as birds and bats within proximity of flight paths associated with airport operations.	Development is not located within the flight path of the Port Macquarie Airport or have any component that attracts flying vertebrate.	N/A
16	a) Development shall not result in emission of airborne particulate or produce a gaseous plume with a velocity exceeding 4.3m per second that penetrates operational airspace.	Development is not located within the flight path of the Port Macquarie Airport or have any component that will create an airborne plume.	N/A

	Refer Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.		
17	a) Lighting to comply with Section 9.21 of the Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.	Development is not located within the flight path of the Port Macquarie Airport or have any significant lighting.	N/A
Bushfire Hazard Management			
18	a) APZs are to be located outside of environmental protection zones and wholly provided within private land. Note perimeter roads provided as part of a residential subdivision are classified as being part of the subdivision and not a separate permissible land use within environment protection zones.	There are no APZs proposed within environmental protection zones.	Yes
	b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2.	Perimeter road is not required.	NA
Flooding			
19	a) Development must comply with Council's Floodplain Management Plan and Flood Policies.	Not identified as flood prone land.	NA
Lake Cathie Coastal Hazard Management			
20-21	Lake Cathie Coastal Hazards provisions.	Not relevant to Port Macquarie.	N/A

DCP 2013: Part B- General Provisions- B4: Transport, Traffic Management, Access and Car Parking

DCP Objective	Development Provisions	Proposed	Complies
Road Hierarchy			
22	a) In new areas (as distinct from established areas with a pre-existing road pattern) each class of route should reflect its role in the road hierarchy by its visual appearance and related physical design standards, including varying levels of vehicle and pedestrian access.	No change to road hierarchy proposed or required. Provision more relevant to applications where new roads are created.	Yes

	b) Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.	No change to road hierarchy proposed or required. Provision more relevant to applications where new roads are created.	Yes
	c) All new roads are designed in accordance with Council's AUS-SPEC design specification documents.	No change to road hierarchy proposed or required. Provision more relevant to applications where new roads are created.	Yes
23	a) New direct accesses from a development to arterial and distributor roads is not permitted. Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.	The two existing driveways off Lake Road are to remain.	Yes
	b) Existing direct accesses from a development to arterial and distributor roads are rationalised or removed where practical.	Refer to comment on 23(a) above.	Yes
	c) Vehicle driveway crossings are minimal in number and width (while being adequate for the nature of the development), and positioned: <ul style="list-style-type: none"> – to avoid driveways near intersections and road bends, and – to minimise streetscapes dominated by driveways and garage doors, and – to maximise on-street parking. 	Refer to comment on 23(a)	Yes
Parking Provision			
24	a) Off-street Parking is provided in accordance with Table 3.	Refer to detailed assessment of parking and manoeuvring is provided in section 3.2 of the assessment report. Council's DCP does	Yes/No*

		not contain a numerical standard for parking in connection with a hospital.	
	b) Where a proposed development does not fall within any of the listed definitions, the provision of on-site parking shall be supported by a parking demand study.	Parking assessment submitted with application.	Yes
	c) Where a proposed development falls within more than one category Council will require the total parking provision for each category.	Parking is proposed based on the assessment undertaken by Traffix (September 2023).	Yes
25	a) A development proposal to alter, enlarge, convert or redevelop an existing building, whether or not demolition is involved, shall provide the total number of parking spaces calculated from the schedule for the proposed use, subject to a credit for any existing deficiency, including any contributions previously accepted in lieu of parking provision.	Whilst the application proposes to re-develop the site a 'parking credit' has not been determined.	Yes
26	a) On street parking, for the purposes of car parking calculations will not be included unless it can be demonstrated that: <ul style="list-style-type: none"> - there is adequate on street space to accommodate peak and acute parking demands of the area; - parking can be provided without compromising road safety or garbage collection accessibility; - parking can be provided without jeopardising road function; and - that streetscape improvement works, such as landscaped bays and street trees are provided to contribute to the streetscape. 	While it is recognised that on street parking is utilised in connection with the existing hospital. On street parking spaces have not been counted as part of provision of parking.	N/A
	b) On street parking is provided in accordance with AS2890.5.	No new on street parking is proposed.	N/A

27	a) On street parking will not be permitted unless it can be demonstrated that: <ul style="list-style-type: none"> – parking does not detract from the streetscape; and – that streetscape improvement works, such as landscaped bays and street trees are provided. 	No new on street parking is proposed.	N/A
Parking Layout			
28	a) Visitor and customer parking shall be located so that it is easily accessible from the street.	Parking areas are identifiable and easily accessible from the street.	Yes
	b) Internal signage (including pavement markings) should assist customers and visitors to find parking and circulate efficiently and safely through a car park.	Standard signage and line marking is proposed to help customers/visitors throughout the car park.	Yes
	c) Parking spaces shall generally be behind the building line but may be located between the building line and the street when: <ul style="list-style-type: none"> – it is stacked parking in the driveway; or – it can be demonstrated that improvements to the open space provided will result; and – the spaces are screened (densely landscaped or similar) from the street by a landscaping with a minimum width of 3.0m for the entire length of the parking area. 	The current parking areas adjacent to Parker Street and Lake Road are located within the front setback of the hospital building. The new parking area to be located at the south western corner of the will be at least 3m from Lake Road boundary and partly obscured by existing trees and landscaping.	No, but acceptable.
	d) Parking design and layout is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking and AS 2890.6 - Off-street parking for individuals with a disability and AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.	The parking design and layout is capable of compliance with the relevant standards.	Yes
	e) Stack or tandem parking spaces will not be included in assessment of parking provision except where:	No stack or tandem parking proposed.	N/A

	<ul style="list-style-type: none"> - the spaces are surplus to that required; - in motor showrooms; - for home business; - for exhibition homes; - in car repair stations; - staff parking spaces are separately identified and delineated; - it is visitor parking associated with a dual occupancy multi dwelling and/or terrace housing, directly in front of the garage with a minimum depth of 5.5m. 		
29	a) Parking is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking, AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities, AS 1428 - Design for access and mobility and AS 2890.6 - Off-street parking for individuals with a disability.	The parking design and layout is capable of compliance with the relevant standards.	Yes
30	a) Bicycle and motorcycle parking shall be considered for all developments.	Bicycle parking is required as a condition of consent. Motorcycle parking is not proposed.	Yes
	b) Bicycle parking areas shall be designed generally in accordance with the principles of AS2890.3 - Parking facilities - Bicycle parking facilities.	A suitable condition requiring bicycle parking has been included in the draft conditions at Attachment A.	Yes
	c) Motorcycle parking areas shall be 1.2m (wide) x 2.5m (long).	Motorcycle parking has not been proposed.	NA
Redevelopment of Heritage Items - Conservation Incentives			
31	a) Council will consider discounting (i.e. exclude from calculations) the floor space of the heritage building/item when determining the total number of parking spaces to be provided on site. This will be considered in line with clause 5.10 of PMH LEP 2011, which requires the variation to be considered in	The site does not contain a heritage item or site.	N/A

	the context of a heritage conservation management plan. This will only apply if Council is satisfied that the conservation of the heritage item is dependent upon Council making that exclusion. If applicants intend to seek such consideration, a detailed parking analysis of the site is to be submitted with the development application.		
Section 7.11 Development Contributions			
32	a) Section 7.11 of the <i>Environmental Planning and Assessment Act 1979</i> permits Council, at its discretion, to accept a monetary contribution in lieu of on-site parking where it is considered impractical or undesirable to provide parking facilities on the site of the proposed development. Generally, contributions will not be accepted for the total amount of parking to be provided and will only be accepted in the commercial areas of Port Macquarie, Gordon Street, Laurieton, North Haven and Wauchope, as identified in Council's Contribution Plan 1993, as amended. Contribution rates are indexed (CPI) each quarter with variations in the contribution rate for each area. Applicants are advised to consult Council's staff at the time of preparing the DA application should a contribution for parking be proposed.	The site is not located in a Section 7.11 parking contribution area.	N/A
Landscaping of Parking Areas			
33	a) Landscaping areas shall be provided in the form of large tree planting, understorey plantings, mulch areas, mounding, lawns and the like	A landscape plan has provided detailing an acceptable level of landscaping is proposed.	Yes
	b) Landscaping areas shall be used throughout the car park	A landscape plan has provided	Yes

	and on the perimeters of the property where it addresses the public domain.	detailing an acceptable level of landscaping.	
	c) Garden beds shall be a minimum of 3m in width between car parking areas and street boundaries.	The existing landscaped areas fronting Parker Street and Lake Road are considered acceptable.	No, but acceptable.
34	a) All plantings on public lands are to be selected from Council's Indigenous Street and Open Space Planting List from the relevant vegetation community adjacent to the Development.	Planting on public lands is not proposed.	NA
	b) Trees are to be grown and installed in accordance with AS 2303:2015 <i>Tree Stock for Landscape Use</i> and Council's AUS-SPEC design specifications.	Planting on public lands is not proposed.	NA
	Surface Finishes		
35	a) All parking and manoeuvring areas shall be constructed with a coarse base of sufficient depth to suit the amount of traffic generated by the development, as determined by Council. It shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers. Preliminary details of construction materials for access and car parking areas shall be submitted with the development application. Detailed plans shall be prepared for the construction certificate by a practising qualified Civil Engineer.	Car parking surface will comprise bitumen, concrete or the like. To be reinforced via conditions of consent.	Yes
	b) In special cases (e.g. where traffic volumes are very low) Council may consider the use of consolidated unsealed gravel pavement for car parks. However, this should not be assumed and will need to be justified by the applicant at the Development Application stage.	Not relevant. Sealed surface required/conditioned.	N/A

	Drainage		
36	a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.	Council's Stormwater Engineer has provided suitable conditions & required detailed stormwater design for the site.	Yes
	b) Council will not permit the discharge of stormwater directly into kerbing and guttering or table drains for any development other than that of a minor nature.	Council's Stormwater Engineer has provided suitable conditions & required detailed stormwater design for the site.	Yes
37	a) Car parking areas should be drained to swales, bio retention, rain gardens and infiltration areas.	Council's Stormwater Engineer has provided suitable conditions & required detailed stormwater design for the site.	Yes
	Loading Bays		
38	a) Off street commercial vehicle facilities are provided in accordance with AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.	The site provides existing delivery area on the southern side of the site. Deliveries to and from the site can be accommodated.	Yes
	b) Loading bays should be provided in accordance with the following requirements; <ul style="list-style-type: none"> – Minimum dimensions to be 3.5m wide x 6m long. (This may increase according to the size and type of vehicle). – Vertical clearance shall be a minimum of 5m. – Adequate provision shall be made on-site for the loading, unloading and manoeuvring of delivery vehicles in an area separate from any customer car parking area. – A limited number of 'employee only' car parking spaces may be combined with loading facilities. 	Refer to comment on 38(a). Suitable areas exist onsite for loading and unloading associated with the development.	Yes

	<ul style="list-style-type: none"> – Loading areas shall be designed to accommodate appropriate turning paths for the maximum design vehicle using the site. – Vehicles are to be capable of manoeuvring in and out of docks without causing conflict with other street or on-site traffic. – Vehicles are to stand wholly within the site during such operations. 		
	c) Industrial development shall provide adequate heavy vehicle access to building entries, or alternatively, external bays located appropriately for goods distribution.	Development is not an industrial use.	N/A
	d) For external bays, one bay is required for 500m ² of floor space or 1000m ² of site area.	Refer to comment on 38(a). Suitable areas exist onsite for loading and unloading associated with the development.	Yes
	e) Commercial development having a floor space less than 500m ² need not provide a loading bay.	Development is not a commercial use.	N/A
	f) Other commercial development shall provide one loading bay for the first 1,000m ² floor space and one additional bay for each additional 2,000m ² .	Development is not a commercial use.	N/A
	g) If parcel pickup facilities are provided on-site they shall be located so as to avoid conflict with general traffic flow within parking areas. Parcel pickup lanes shall be separate from through traffic lanes in major shopping developments.	Development does not provide or require a parcel pick up area.	N/A
39	a) The location and design of loading bays should integrate into the overall design of the building and car parking areas.	Refer to comment on 38(a). Suitable areas exist onsite for loading and unloading associated with the development. Loading and unloading would	Yes

		most likely occur at the existing loading area on the southern side of the building.	
	b) Where visible from the public domain, loading bays are located behind the building.	Loading and unloading will occur in the existing delivery area at the southern side of the building and behind the building line to Lake Road.	Yes
	c) Where loading bays are located close to a sensitive land use, adequate visual and acoustic screening is provided.	Delivery areas are setback from neighbours or are screened via existing fencing. Delivery and servicing areas already exist on the southern side of the site. Additional screening or acoustic fencing is not required.	Yes
	Industrial Development		
40	Industrial driveway and carpark requirements.	Development is not an industrial use.	N/A
Traffic Generating Development			
41	a) Traffic Generating Development as defined under SEPP (Infrastructure) 2007 is referred to Roads and Maritime Services. (Refer to Clause 104 and Schedule 3 of the SEPP).	Development is not traffic generating development. Refer to the comments on the updated SEPP in the main assessment report.	N/A

DCP 2013: Part B - General Provisions - B5: Social Impact Assessment and Crime Prevention

DCP Objective	Development Provisions	Proposed	Complies
Social Impact Assessment			
42	a) A social impact assessment shall be submitted in accordance with the Council's Social Impact Assessment Policy.	The development triggers the need for a social impact comment under the Policy. Overall, the development will have a positive benefit by providing ongoing employment of local health care professionals and staff as well as providing medical services to the local community.	Yes
Crime Prevention			
43	a) The development addresses the generic principles of crime prevention: <ul style="list-style-type: none"> – Casual surveillance and sightlines; – Land use mix and activity generators; – Definition of use and ownership; – Basic exterior building design; – Lighting; – Way-finding; and – Predictable routes and entrapment locations; – as described in the Crime Prevention Through Environmental Design (CPTED) principles. 	<p>The proposed development will be unlikely to create any adverse concealment/entrapment areas or crime spots that would result in any identifiable loss of safety or reduction of security in the immediate area. It is also noted that the hospital is operational 24 hours a day and this will provide a level of natural surveillance over the site.</p> <p>Lighting and CCTV can also be installed retrospectively by the owner, should the site operator wish to have further security in the future.</p>	Yes