

DCP 2013: Part B - General Provisions - B1: Advertising and Signage			
DCP Objective	Development Provisions	Proposed	Complies
1 & 2	Signage provisions.	No signage proposed. Applicant has advised that signage will be done as exempt development or subject to a separate application.	N/A
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 also be utilised and conditioned, to ensure appropriate management of waste.	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).	The site is relatively level, ensuring cut and fill does not exceed 1m.	Yes
5	a) A certified practicing structural engineer must certify any retaining wall greater than 1.0m.	No retaining walls over 1m in height proposed.	N/A
	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 	No retaining wall fence combinations proposed that exceed 1.8m. Existing side fencing to be retained.	Yes

	<p>not less than 25% transparent; and</p> <ul style="list-style-type: none"> – provide a 3m x 3m splay for corner sites, and – provide a 900mm x 900mm splay for vehicle driveway entrances. 		
6	<p>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 10,000m³ per ha shall:</p> <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. 	No significant land reforming (as outlined in the DCP) proposed.	Yes
	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 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 proposed 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.	<p>There is mapped freshwater wetland approx. 50m from the development/works. Whilst not 100m, there is existing grass and vegetation between the development and wetland, providing a smaller but acceptable buffer. It is also noted that there are existing buildings/structures to be retained onsite, which are closer to the EEC than the proposed development. This makes it difficult and impractical to comply with the 100m requirement. Furthermore, drainage from the development is directed away from the EEC and no hazardous or impacting use is proposed.</p> <p>Based on the above, the development will not impact on the mapped endangered ecological community and is considered acceptable.</p>	No, but acceptable.
	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.	Yes
	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	Whilst there will be proposed stormwater facilities within the 100m buffer required by 7(b) above, the facilities are being installed to ensure additional stormwater runoff is not channelled directly into the adjoining wetland (ie facilities are	Yes

	that the applicable objectives are achieved.	being installed to ensure an impact does not occur from excess runoff).	
	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.	Yes
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'.	No habitat or significant vegetation will be lost because of the development. Some existing garden planted species will be removed to make way for the medical centre building and car park area. However, these will be replaced by a more uniform and substantial landscape design to complement the new building. Refer to the landscape plan (Attachment C).	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.	There is no habitat onsite to be retained or offset. Site is an existing disturbed urban lot(s).	N/A
	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.	There is no environmental land onsite.	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 of bank to both sides of a watercourse is to be provided in accordance with the following: - 10m for 1st order streams that flow intermittently.	Wrights Creek is considered to be a 3 rd order stream. It is noted that there are existing buildings/structures to be retained onsite, within 50m of the Wrights Creek. This	No, but acceptable.

	<ul style="list-style-type: none"> - 30m for 1st order streams that flow permanently. - 40m for 2nd order streams. - 50m for 3rd order streams. - 65m for 4th order streams. 	<p>makes it difficult and impractical to comply with the 50m requirements. Whilst the 50m buffer is not achievable, it is considered that suitable grass and vegetation will be retained to ensure adequate buffering. Furthermore, direct drainage from the development is proposed to be directed away from Wrights Creek and there are no hazardous or impacting uses associated with the medical centre.</p> <p>Based on the above and existing development onsite, the development will not adversely impact on the adjoining waterway/riparian areas.</p>	
	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.	Whilst there will be proposed stormwater facilities within the 50m buffer area, the facilities are being installed to ensure additional stormwater runoff is not channelled directly into the adjoining Wrights Creek/stream (ie facilities are being installed to ensure an impact does not occur from excess runoff).	Yes
	c) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.	No road or APZ proposed within buffer areas.	Yes
Tree Management - Land to which State Environmental Planning Policy SEPP (Vegetation in Non-Rural Areas) 2017 Applies			
10	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>There is no prescribed vegetation listed in Table 1 that is proposed to be removed onsite.</p> <p>Vegetation being removed consists of</p>	N/A

	<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 	existing garden planted species. However, these will be replaced by a more uniform and substantial landscape design to complement the new building. Refer to the landscape plan (Attachment C).	
	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 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.	Clause does not apply as 10(a) above not triggered.	N/A
Tree Management – Private Land			
11	a) Pruning must be undertaken in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees.	There is no prescribed vegetation listed in Table 1 that is proposed to be removed/pruned onsite.	N/A
	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 	There is no prescribed vegetation listed in Table 1 that is proposed to be removed onsite.	N/A

	<p>be obtained from Council's Tree Assessment staff.</p> <ul style="list-style-type: none"> – The requirement for an arborist report for tree removal associated with a development application will be determined on merit by Council's Development Assessment. 		
	<p>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 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>	<p>There is no prescribed vegetation listed in Table 1 that is proposed to be removed onsite. Replacement tree requirement not triggered.</p>	N/A
	<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. 	<p>There is no prescribed vegetation listed in Table 1 that is proposed to be removed/pruned onsite.</p> <p>Vegetation being removed consists of existing garden planted species. However, these will be replaced by a more uniform and substantial landscape design to complement the new building. Refer to the landscape plan (Attachment C).</p>	N/A
	<p>e) The pruning of large garden shrubs in excess of 3 metres in height for the purpose of ornamental shaping is permitted without</p>	<p>There is no ornamental shaping of existing vegetation proposed.</p>	N/A

	a permit or development consent.		
	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 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 	The development is not a CDC.	N/A

	and buildings and is to be agreed to by Council.		
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 - 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 	<p>There are two (2) small pine trees located within the Lake Road reserve. One of the trees is likely to be removed in order to create the new driveway entry. The trees are noted as lacking any natural shape as a result of pruning for powerline clearances. Whilst there are other pine trees located within the Lake Road reserve, they are sporadic and do not have consistent shape/size to create a streetscape theme. Therefore, the potential loss/replacement of one tree will create no adverse impact on streetscape. A standard condition regarding protection and/or replacement planting will be applied to the conditions of consent. Overall, consent to remove/replace the tree is supported by this assessment.</p>	Yes
	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 to fulfill 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.	Conditions of consent and the s138 will cover tree removal/replacement process.	Yes
	d) A tree removed on public land is to be replaced by an	Refer to comment on 12(a).	Yes

	approved species in a suitable location as determined by the Director of Infrastructure Services or his delegate.		
	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.	Yes
	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).	Yes
	g) Council may consider permitting planting on public land by an Incorporated Community Group where accompanied by a detailed report.	Not relevant in this case.	N/A
	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.	Conditions of consent and the s138 will cover tree removal/replacement process. It is noted that the pine trees are small in stature and unlikely to create any impacts on the public domain.	Yes
	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.	There are no hollow bearing trees onsite.	N/A
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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. Refer 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 component that will create an airborne plume.	N/A
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 required or proposed within environmental protection zones. In the unlikely event a fire was to start in Wrights Creek, suitable cleared areas exist onsite to provide protection to the development.	Yes
	b) Perimeter roads are to be provided to all urban areas adjoining environmental management areas and their buffers. Refer to Figure 2.	An existing informal perimeter road is located within the Wrights Creek reserve.	Yes
Flooding			

19	a) Development must comply with Council's Floodplain Management Plan and Flood Policies.	Refer to comments on flooding in the LEP 2011 section of this report.	Yes
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 three (3) existing driveways to Lake Road will be consolidated into one (1) new entry only driveway. There is also an existing dual entry/exit driveway off Gray Street, which will be retained, albeit shifted slightly to the east, away from the intersection. Whilst the consolidated entry on Lake Road will be a new access point to	Yes

		a significant road, it is an improved situation on the current status quo. The access arrangements have also been presented in a Traffic Report and reviewed/supported by Council's Engineering staff.	
	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	<p>a) Off-street Parking is provided in accordance with Table 3.</p> <p>Medical centres require 3 spaces per health care consultant/doctor and 1 space per 2 employees.</p>	<p>The applicant has nominated that the medical centre will initially comprise 8 health care consultants and 22 employees. Such an arrangement generates the need for 35 spaces. The application proposes a carpark that comprise 58 spaces (includes 2 disabled spaces), 5 drop off spaces, 3 motorcycle spaces and 12 bicycle spaces.</p> <p>As a side note, Council acknowledges that consultant/staff numbers can change over time. As a result,</p>	Yes

		a condition is proposed to manage consultant/staff numbers relevant to the number of parking spaces onsite. In particular, consultant numbers could increase, provided the revised parking numbers do not exceed the parking spaces provided onsite, when using the rates in the DCP.	
	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.	Medical centre rate exists in the DCP.	N/A
	c) Where a proposed development falls within more than one category Council will require the total parking provision for each category.	Only a medical centre use/category proposed. Parking has been provided based on the medical centre rates in the DCP.	N/A
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, compliant parking has been provided based on the new use without factoring in any past credit.	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; 	On street parking is not relied upon for parking numbers/compliance.	N/A

	<ul style="list-style-type: none"> - 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. 		
	b) On street parking is provided in accordance with AS2890.5.	No on street parking proposed or required.	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 on street parking proposed or required.	N/A

Parking Layout

28	a) Visitor and customer parking shall be located so that it is easily accessible from the street.	Parking area is 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. 	Whilst the parking area is located forward of the building, the design is consistent with other medical centres found along Lake Road. Furthermore, a suitable landscape plan has been provided, which creates an attractive, useable space. In particular, the mixture of species and the corner treatment will help screen the parking area, whilst still allowing the space to be identifiable and accessible to customers/visitors -	No, but acceptable.

		consistent with the objectives of the DCP.	
	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: <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. 	No stack or tandem parking proposed.	N/A
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.	A suitable amount of compliant bicycle and motorcycle parking has been provided. There is also an excess of car parking spaces, allowing for future conversion, if required.	Yes
	b) Bicycle parking areas shall be designed generally in accordance with the principles	A suitable amount of compliant bicycle and	Yes

	of AS2890.3 - Parking facilities - Bicycle parking facilities.	motorcycle parking has been provided.	
	c) Motorcycle parking areas shall be 1.2m (wide) x 2.5m (long).	Compliant motorcycle parking has been provided.	Yes
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 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.	The site does not contain a heritage item or site.	N/A
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	The site is not located in a Section 7.11 parking contribution area.	N/A

	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.		
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 throughout the car park.	Yes
	b) Landscaping areas shall be used throughout the car park and on the perimeters of the property where it addresses the public domain.	A landscape plan has provided detailing an acceptable level of landscaping throughout the car park and perimeter.	Yes
	c) Garden beds shall be a minimum of 3m in width between car parking areas and street boundaries.	The garden beds vary from 1m to 3m+. The design is considered to provide a good attractive balance of screening and car park identification - consistent with the objectives of the DCP.	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.	Any replacement street tree species will need to be accepted by Council and process will be covered by conditions of consent.	Yes
	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.	Any replacement street tree species will need to be accepted by Council and process will be covered by conditions of consent.	Yes
	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	Car parking surface will comprise bitumen, concrete or the like. To be reinforced via conditions of consent.	Yes

	<p>concrete, concrete or interlocking pavers.</p> <p>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.</p>		
	<p>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.</p>	Not relevant. Sealed surface required/conditioned.	N/A
	Drainage		
36	<p>a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.</p>	A stormwater design has been submitted and accepted by Council's Stormwater Engineer.	Yes
	<p>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.</p>	A stormwater design has been submitted and accepted by Council's Stormwater Engineer.	Yes
37	<p>a) Car parking areas should be drained to swales, bio retention, rain gardens and infiltration areas.</p>	A stormwater design has been submitted and accepted by Council's Stormwater Engineer.	Yes
	Loading Bays		
38	<p>a) Off street commercial vehicle facilities are provided in accordance with AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.</p>	<p>Deliveries to and from the site are expected to occur via cars, utes, vans and the occasional small truck. The site provides a drop off area and excess parking to accommodate loading requirements from such vehicles without creating significant</p>	Yes

		<p>disturbance to the car park.</p> <p>The car park and delivery situation has also been reviewed and accepted by Council's Engineering Section.</p>	
	<p>b) Loading bays should be provided in accordance with the following requirements;</p> <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. – 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. 	Refer to comment on 38(a). Suitable areas exist onsite for loading and unloading associated with the development.	Yes
	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	Yes

		associated with the development.	
	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 most likely occur near the drop off area, close to the entry of the medical centre.	Yes
	b) Where visible from the public domain, loading bays are located behind the building.	<p>Loading and unloading would most likely occur near the drop off area, close to the entry of the medical centre and behind the building line to Lake Road.</p> <p>Garbage collection would occur near the garbage storage area with conditions of consent to manage collection times and ensure minimal disturbance to the centre or neighbours. In particular, conditions will be used to ensure garbage collection occurs after 7am (avoids impacting</p>	Yes

		early amenity of neighbours) and before 8:30am (avoids impacting on when the centre opens), Monday to Fridays.	
	c) Where loading bays are located close to a sensitive land use, adequate visual and acoustic screening is provided.	The car park/potential delivery areas are either well setback from neighbours or are screened via existing fencing and proposed vegetation. Conditions of consent will also require deliveries occur during reasonable hours, to ensure no adverse impact on neighbouring housing/sensitive receivers.	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. The applicant has provided a comment on social impact in the application. 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, in a more appropriate scaled building	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. There are some minor concealment areas created by the internal garden area and some gaps/indentations within the building. However, the development will also provide a level of natural surveillance over these areas and the locality via openings, staff onsite etc.</p> <p>Lighting and CCTV can also be installed retrospectively by the owner, should they wish</p>	Yes

		to have further security in the future.	
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