



Appendix 20 – DCP Compliance Table

17 Croobyar Road, Milton NSW 2538

Table 1: Shoalhaven Development Control Plan 2014 Compliance Table

Reference	Provision	Compliance
Chapter 2: General and Environmental Considerations		
4 – Aboriginal Cultural Heritage		
4.3 Assessment considerations	Aboriginal sites may exist on a parcel of land in the Shoalhaven even though they have not been recorded in AHIMS. For this reason, you should exercise due diligence under the NPW Act and you should consider submitting an aboriginal heritage assessment if your application is affected by any of the following: - Recorded Aboriginal objects or places on AHIMS; or - within 200m of a waterbody; or - within a sand dune system; or - on a ridge top, ridge line or headland; or - within 200m below or above a cliff face; or ☐ within 20m of or in a cave, rock shelter, or a cave mouth.	The Aboriginal Cultural Heritage Assessment Report by Tocomwall for the previous Budawang School SSD found 2 Potential Archaeological Deposits with 2 lithic artefacts. These were both destroyed by the works associated with the construction of the Budawang School. Refer to Section 6.6 of the SEE.
Chapter G1: Site Analysis, Site Design and Building Materials		
	P1.1 The characteristics of the site and its surrounds have been adequately considered through preparation of a thorough site analysis plan. Note: Refer to examples at Figures 1 and 2.	Complies A site analysis plan is provided at Appendix 1.
	P1.3 The site layout integrates with the surrounding environment through: - Adequate pedestrian, cycle and vehicle links to street and open space networks. - Buildings that face and address streets and the public domain.	Complies The site plan provided at Appendix 1 provides details on new footpaths and public domain, and buildings, streetscape and landscape



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	Buildings, streetscape and landscape design that relates to the site topography and to the surrounding neighbourhood character.	design that relates to the site topography.
	P1.4 The site layout enhances personal safety and minimises potential for crime and vandalism.	Complies The site layout has been informed by a Crime Prevention Through Environmental Design (CPTED) Report provided at Appendix 6 , to enhance personal safety and minimise the potential for crime and vandalism.
Chapter G2: Sustainable Stormwater management and erosion/sediment control		
5.1.1 Minor and Major Systems Design	P1 Minor and major drainage systems are appropriately designed to: - Not increase the risk to life or safety of persons during a storm event. - Manage stormwater discharge from the development or work to safely convey stormwater flows. - Discharge runoff from the development without adverse impacts on existing infrastructure and neighbouring properties. - Ensure continuity of overland flow paths where possible. - Ensure stormwater systems are designed in accordance with industry standards.	Complies The stormwater management system has been in accordance with industry standards. The minor and major drainage systems will safely convey stormwater flows without increasing risk to life or safety, and will discharge runoff without adverse impacts on existing infrastructure or neighbouring properties. Overland flow paths are maintained and stormwater drains to the existing stormwater system. Erosion and sediment controls will be implemented during construction. Refer to Appendix 2 .
5.1.2 Disposal of Stormwater from Development Sites	P2 Stormwater is appropriately accommodated in the design including: - Stormwater from roofed areas is collected, stored and/ or conveyed to appropriate discharge points or disposal areas. - Paved/impervious areas associated with buildings and driveways are graded and drained to prevent the discharge of surface water onto adjoining land. - Permeable areas are utilised to reduce stormwater runoff.	Complies Stormwater from roofed areas will be collected and conveyed to appropriate discharge points via the proposed stormwater system. Paved and impervious areas including the car park and hardstand areas are graded and drained to prevent discharge onto adjoining land. Permeable



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		landscaped areas are retained across the site to reduce stormwater runoff. Refer to Appendix 2 .
5.1.4 Onsite stormwater detention	P5 The use of onsite stormwater detention is appropriate for the needs of the development and is designed to ensure: • Post development peak flow matches pre-development peak flow as closely as possible. • Safe onsite stormwater detention measures. • That the development does not place an unacceptable financial burden on landowners or the community. • Compliance with industry standards.	Complies On-site stormwater detention has been designed in accordance with industry standards. The detention system ensures safe stormwater management and will not place an unacceptable financial burden on landowners or the community. Refer to Appendix 2.
5.2.1 Erosion and sediment control	An erosion and sediment control plan or soil and water management plan must be prepared in accordance with the following for any development that involves the disturbance of the soils surface, or the placement of materials that may erode, or cause erosion: • Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) (Blue Book Vol. 1) • Managing Urban Stormwater: Soils and Construction Volume 2 (DECCW, 2008) (Blue Book Vol. 2) and, • Supporting Document 2: Planning for Erosion and Sediment Control on Single Residential Allotments Guideline (Landcom 2004).	Complies An Erosion and Sediment Control Plan has been prepared by Indesco in accordance with Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) and Volume 2 (DECCW 2008). Refer to Appendix 2.
	P6 The development or work will not: • Cause erosion and/or siltation. • Have an adverse impact on receiving waterways from increased concentrations and loads of sediment.	Complies The development will not have any adverse impacts on receiving waterways from increased concentrations and loads of sediment.
Chapter G3: landscaping design guidelines		
5 controls	P1 Development minimises site disturbance and preserves the existing landscape elements which make a positive contribution to the character of the area, through appropriate site design and by retaining mature shade trees.	Complies Landscape plans have been provided at Appendix 5. The proposal minimises disturbance to the site by constructing over land which has already been disturbed from previous development. Biodiversity is preserved on the outskirts of the site and



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		landscaping is provided in the car park and adjacent to the arrival plaza. Mature trees are being retained where possible and any trees removed will be replaced at a 1:1 ratio.
	P2.2 The landscape plan: • Specifies the location and species of trees, shrubs and ground cover. • Uses vegetation types and landscaping styles that blend the development in with the streetscape. • Complements the functions of the street and reinforce desired traffic speed and behaviour. • Is an appropriate scale relative to both the street reserve width and the building bulk. • Considers personal safety (safety by design) by ensuring good visibility and lighting at dwelling entries, along paths and driveways and avoids shrubby landscaping near thoroughfares. • Contributes to energy efficiency and amenity by providing substantial shade in summer especially to west facing windows and open car park areas and admitting winter sunlight to outdoor and indoor living areas. • Improves privacy and minimises overlooking between dwellings. • Minimises risk of damage to proposed buildings, overhead and underground power lines and other services. • Minimises the risk of damage due to bushfire if the land is within a bushfire prone area as mapped by Council. • Retains or plants mature shade trees to assist in reducing the urban heat effect. • Reduces the removal of native vegetation and dominant locally occurring native trees.	Complies Landscape plans are provided at Appendix 5 and have been prepared accordingly.
	P4 Street trees are included and retained/replaced, where appropriate, including in car parks, to provide shade and improve streetscape amenity	Complies All street trees will be retained given no works are to occur at the site's primary frontage to Croobyar Road.
Chapter G4: Tree and vegetation management		
	The following trees or other vegetation are declared: 1. All trees and other vegetation located on an area mapped by this Chapter which includes: a) Land which is mapped as a 'paper subdivision' in the Chapter G4 Supporting Maps; or b) Trees or other vegetation that are:	Complies See Arborists Report at Appendix 16 and Flora and Fauna Report at Appendix 9. The proposal does not alter or affect any publicly owned trees.



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	i. less than 50 metres from the bank of a creek or water body deemed Category 1 (large creek/river) as defined by the SLEP 2014; ii. less than 30 metres from the bank of a creek or water body deemed Category 2 as defined by the SLEP 2014; or iii. verified as supporting an endangered ecological community (EEC); or iv. mapped as supporting rainforest vegetation species; or v. mapped on the Scenic Protection Area Map of SLEP 2014; or vi. within 30 metres from a non-urban road boundary 2. All trees and other vegetation located on publicly owned or managed land; or 3. Where the tree in question is a <i>Toona australis</i> (Red Cedar); or 4. Where the tree contains a hollow; or 5. Where the tree or other vegetation is a heritage item or within a heritage conservation area under the SLEP 2014; or 6. All trees in an urban area.	
	P14 Trees and other vegetation with environmental significance are appropriately managed.	Complies The recommendations detailed within the Arborists Report at Appendix 15 will be implemented to appropriately manage trees on the site.
Chapter G5: Biodiversity Impact Assessment		
5 controls	P1 Developments are responsive to the principles of ecologically sustainable development in relation to native vegetation and threatened species habitats.	Complies A Biodiversity Due Diligence Assessment has been prepared by Eco Logical Australia (Appendix 9). The proposal does not involve removal of native vegetation within the riparian corridor and no threatened species or populations are highly likely to occur within the main development area. The development is responsive to the principles of ecologically



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		sustainable development in relation to native vegetation and threatened species habitats.						
	P2 A development application is supported by an appropriate level of analysis consistent with Council policy and other legislative requirements.	Complies The proposal is support by a Flora and Fauna Report provided at Appendix 9 , which has been informed by the relevant council policies and legislative requirements.						
Chapter G7: waste minimisation and management controls								
5 controls	P1 The development appropriately accounts for waste generation in a way that meets the objectives of this Chapter.	Complies A Waste Management Plan has been provided by MRA and is provided at Appendix 11 .						
Chapter G21: Car parking and traffic								
5.1 Car parking schedule	<table border="1"> <thead> <tr> <th>Land use Type</th><th>Standard</th><th>Notes</th></tr> </thead> <tbody> <tr> <td>Educational establishments</td><td> Primary School 1 space per 5 students, minimum; and - Pick up/drop off zone of minimum length sufficient to allow 1 space per 20 students; and - Bus zone of minimum length to be sufficient to allow 1 bus space per 75 students. High School 1 space per 8 students, minimum; and - Pick up/drop off zone of minimum length to be sufficient to allow 1 space per 35 students; and - Bus zone of minimum length sufficient to allow 1 bus space per 200 students. </td><td></td></tr> </tbody> </table>	Land use Type	Standard	Notes	Educational establishments	Primary School 1 space per 5 students, minimum; and - Pick up/drop off zone of minimum length sufficient to allow 1 space per 20 students; and - Bus zone of minimum length to be sufficient to allow 1 bus space per 75 students. High School 1 space per 8 students, minimum; and - Pick up/drop off zone of minimum length to be sufficient to allow 1 space per 35 students; and - Bus zone of minimum length sufficient to allow 1 bus space per 200 students.		Merit Assessment The Shoalhaven DCP 2014 parking rates are not applicable given all staff and students will travel via chartered buses. The proposal will provide 35 parking spaces including 2 disabled parking spaces, and 4 separate bus parking spaces. Refer to Appendix 8 .
Land use Type	Standard	Notes						
Educational establishments	Primary School 1 space per 5 students, minimum; and - Pick up/drop off zone of minimum length sufficient to allow 1 space per 20 students; and - Bus zone of minimum length to be sufficient to allow 1 bus space per 75 students. High School 1 space per 8 students, minimum; and - Pick up/drop off zone of minimum length to be sufficient to allow 1 space per 35 students; and - Bus zone of minimum length sufficient to allow 1 bus space per 200 students.							



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		Combined Primary/ High School 1 space per 5.5 students, minimum; and - Pick up /drop off zone of minimum length sufficient to allow 1 space per 25 students; and - Bus zone of minimum length of zone to be sufficient to allow 1 bus space per 150 students.		
	Recreation facilities:	Indoor netball/court/cricket/soccer :15 spaces per court		
		Gymnasium: 1 space per 13m2-22m2 of GLA		
		Sporting field: 60 spaces per playing field for regional complexes, 30 spaces per playing field for local playing fields.		
5.3 parking, layout and dimensions	P1.1 The car park area: - Provides safe and efficient circulation, manoeuvring and parking of vehicles. - Ensures that a vehicle can safely enter and leave the parking space in no more than two manoeuvres. - Minimises potential for pedestrian conflict. - Ensures effective and safe use of speed humps. - Ensures efficient operation and safety of parking and loading areas through appropriate signage. - Includes appropriate lighting to ensure the safety of persons using, and security of vehicles parked within.			Complies See architectural plans at Appendix 1 and Appendix 8 for parking details. The car park area provides efficient one way traffic circulation, provides a raised pedestrian crossing which also acts as a speed bump and will provide effective lighting to ensure safety.
	P1.2 Any substantial loss of on-street car parking spaces are replaced within the development site.			Complies The proposal will not result in a loss of any on-street parking.
	P2 To ensure adequate provision of car parking is available for people with a disability.			Complies The car park will include 2 disabled parking spaces.
5.4 car park landscape design	P6 The car park landscape design: - Lessens the visual impact of car park areas. - Provides shade areas for cars and pedestrians.			Complies Additional landscaping will be provided around the car park where buildings previously occupied the land.



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	Ensures that the landscaping is an integral part of the car park design.			
	P8 To ensure tree plantings and associated structures are not in locations that may be prejudicial to road safety	Complies No tree planting or associated features will impede on or be prejudicial to road safety.		
6.1 Traffic	P9 To ensure new development: - Can be accommodated without adverse impact on the surrounding road network. - Does not jeopardise the provision of future network requirements.	Complies The development will not adversely impact the surrounding road network and will not jeopardise the future network requirements. Students will arrive via buses, reducing the amount of vehicles in the local road network and will be parked wholly within the site, without taking away from any local street parking.		
6.2 Vehicle and pedestrian access	P10.1 To ensure that driveways relate to: - Type of land use. - Frontage road type. - Size of parking facility - Type of vehicle likely to enter the development.	Complies The proposed driveway is an extension of the existing driveway from Croobyar Road into the site where the proposed parking lot will be located. No changes are proposed to the interface at Croobyar Road.		
	P10.2 To ensure that traffic safety is preserved both on-site and within the local road network.	Complies A Transport Access Impact Assessment is provided at Appendix 8 .		
	P11 To cater for pedestrian access and accessibility.	Complies A raised pathway from the carpark and additional pathways are proposed to enhance walkability and accessibility around the site.		
6.3 Manoeuvrability	P12 Adequate space is provided for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles. <table><tr><td>Category</td><td>Minimum turning paths</td></tr></table>	Category	Minimum turning paths	Complies Swept path analysis contained in Appendix 8 confirms 14.5m busses can enter and exit the car park in a forward direction.
Category	Minimum turning paths			



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	Other development	If less than 500m ² gross floor area, but where sufficient evidence exists to suggest that larger vehicles are likely to be used by the development, the design vehicle should be identified in a traffic statement or traffic study with justification provided. Turning circle required to accommodate 14.5m rigid bus (where bus access can be expected).	
6.6 Construction requirements	P16 The construction of internal driveways, roads, car parks, service areas and works in the road reserve is of a suitable standard according to land use type.		Complies The construction of the at grade car park will be of a suitable standard.
	Type of development or carpark component	Construction requirement	The car park will be compliant with the relevant specification of TfNSW.
	Ground level car parks	- Compliance with AS2890, Council's Engineering Design Specifications and requirements of Transport for NSW. - Driveways must be relatively level within 6m of the site boundary or any pedestrian way - maximum grade of 1 in 20. - Car parking bays must be suitably line marked and pavement arrows must be provided to clearly indicate direction of circulation. - Wheel stops should be provided to protect areas from vehicle encroachment, particularly walls, landscaping and pedestrian areas.	The car will be relatively level with the site boundary or pedestrian footpath. Car parking bays will be line marked and wheel stops will be provided.
Chapter G22: Advertising signs and structures			
5.1.1 Matters for consideration	- Consider the design of the building - Signs should not adversely affect the amenity of adjoining residential (or other) land uses. In general, physical buffers resulting from topography, road configuration, tree or shrub planting or isolation from a residential area by a road, railway or park will help to limit the effect of advertisements on the local business area. Where there is a direct interface, signs should not be located on walls facing residences. - Signs should either: - reinforce the architectural design of the building or its streetscape; or - Contribute to a new image for the building and its streetscape. - To achieve either of the above strategies, advertising signs should: - Be placed in locations similar to adjacent buildings to create a visual theme and easy to read signage.		Complies All proposed signage will be internal, very minor in scale, not visible from the street and for the purpose of wayfinding. As such, no further consideration is required.



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	○ Be limited in number to promote visibility and reduce crowding and clutter. ○ Larger traditional signs that are no longer acceptable should be lowered. ○ Relate in location and dimensions to the design of the building on which they are placed.	