

## Attachment B: DCP Table of Compliance

### Clarence Valley Council Development Control Plan for Development in Environmental Protection, Recreation and Special Use Zones

Control	Requirement	Proposed	Complies
<b>Part C General Development Controls</b>			
<b>C1 Objectives</b>	<p>The following objectives should be met in designing development in E and other zones:</p> <p>(a) Development which is responsive to site constraints and the surrounding environment.</p> <p>(b) Development which is of a high quality and is sensitive to the rural character of the locality in which it is being developed.</p> <p>(c) Development that is functional and appropriate for the type of use /activity being provided.</p> <p>(d) Development /uses that provide adequate buffers to residential and other development to reduce conflicts between rural/agricultural uses and residential amenity.</p>	<p>The development is appropriately designed in regard to the site constraints and surrounding environment, is in character with surrounding locality, is functional for the proposed uses and does not conflict with the surrounding uses.</p>	Complies
<b>C4 Streetscape Requirements</b>	<p>C4.1 Presentation to Street</p> <p>New development should face the street. Long walls should be broken into sections by the use of bay windows, verandahs, balconies or wall offsets. This should create a balance between areas of solid wall and openings such as doors and windows. The main entry to a building should be visible from the street to convey a sense of address.</p>	<p>The proposed development is located within the existing Regional Grafton Airport site and does not directly front the street. However, the general building design provides a balance of broken sections and use of materials so that there are no long solid walls.</p>	Complies
	<p>C4.2 Setbacks</p>	<p>No specific setbacks apply to development</p>	Complies

	Setbacks should provide sufficient space for landscaping and allow for the retention of existing vegetation where possible.	within the SP2 zone. However sufficient setbacks to the boundary and adjoining land uses have been provided	
	C4.3 Heritage New development near heritage buildings and in heritage conservation areas should be sympathetic in design and should not detract from the existing streetscape character.		N/A – The development is not located near any heritage buildings or heritage conservation area
	C4.4 Building Height		N/A – No building height applies to the land under the LEP Clause 4.3
	C4.5 Buildings on corner lots		N/A – The development is not located on a corner lot
	C4.5 Roofing Variation in roof forms is encouraged to add interest to the streetscape. In established areas roofs should be compatible with the pitch, materials and colour of roofs of surrounding development.		Complies
	C4.7 Fences and Walls Front fences and walls should be compatible with the character of the locality.		Complies – conditions apply to ensure ground movement for native animals
	C4.8 Landscaping Landscaping should soften the hard edges of buildings and reduce the bulk and visual impact of development. Significant trees should be retained and incorporated into the landscaping.	A landscaping plan submitted with the application shows plantings around the building and car park area to soften the appearance of the development.	Complies – Conditions apply

<b>C5 Building Design Requirements</b>	<p><b>C5.1 Siting</b></p> <p>Building design should take advantage of the sub-tropical climate, provide for views, provide outdoor living areas and provide protection from sun and rain.</p>	<p>The development is sited within the existing Regional Grafton Airport Site.</p> <p>Passive design principles are proposed including the long direction of the building and training room facing due north and the siting of the stores building directly west of the main building to block afternoon sun. Well designed shaded windows to air-conditioned areas of the building reduce heat entry and reliance on artificial lighting has also been provided.</p>	<p>Complies</p>
	<p><b>C5.2 Cut and Fill</b></p> <p>The maximum height for cut and fill is 1.2 metres above or below the existing ground level.</p> <p>On steeper sites an excavation above 1.2 metre can be approved where it will be retained by the wall of the proposed building, e.g. under floor garage.</p> <p>Council may consider a variation to the 1.2 metre requirement, where an adequate area is available for battering and benching the cut area.</p> <p>Adequate provision for surface and subsurface water drainage shall be made. Retaining walls shall be set in from boundaries so that agricultural pipes and crushed stone backfill can be wholly located</p>	<p>The development requires the placement of up to 3m of fill within the northern portion of the building and car park area with cut depths of up to 0.5 metres.</p> <p>A stormwater management</p>	<p>Does not comply – However, a variation to this clause is considered appropriate in this instance as the placement of fill will have no adverse impacts on drainage patterns subject to appropriate stormwater measures and implementation of the Stormwater Management Plan.</p> <p>The location of the fill is not highly visible from front of site and will not impact on streetscape character in this location</p> <p>Council commonly give variations on fill amounts for standalone developments with</p>

	within the subject property and surface water is not dammed or concentrated onto adjoining properties.		appropriate boundary setbacks in rural settings where it will not set a precedent particularly in residential areas.
	C5.3 Energy Efficiency The NSW Government Building Sustainability Index (Basix) covers most new residential development including dwellings, alterations and additions and swimming pools.	As the proposal is not for residential development, a Section J Energy Efficiency Report was prepared for the development which determined the performance Criteria under the NCC is satisfied.	Complies
	C5.4 Materials and Colours Materials and colours to appropriate to the existing character of an area. Zincalume and white colorbond roofs will not be permitted where reflectivity and glare are a potential problem to adjoining residences.	The proposed materials and colours are not inconsistent with other structures on the site and are representative of the NSW RFS colour scheme. The proposed roof is to be of shale grey colorbond and no glare is expected from the development to adjoining residences.	Complies
	C5.5 Carports and garages		N/A
	C5.6 Enclosure of subfloor area		N/A
	C5.7 Privacy Direct overlooking of living areas of adjacent dwellings should be avoided by building layout, location and design of windows and balconies, screening devices and landscaping.		Complies - The development does not directly overlook living areas of adjacent dwellings with the nearest dwelling located 320m from the site. The development has been notified and no submissions in regard to privacy were received.
	C5.8 Design Quality Principles for residential flat buildings		N/A- Development not for a residential flat building

<b>C6 Consideration of the NSW Coastal Policy and NSW Coastal Design Guidelines</b>			N/A – Not located within the coastal zone
<b>C7 Requirements where there is a potential to impact on coastal views</b>			N/A – Not located within a coastal area
<b>C8 – C12 Controls for Residential Development</b>			N/A – Development is not for residential development
<b>C13 -16 Controls for development in SP3</b>			N/A – Development not located within SP3 zone
<b>C17 Setbacks</b>			N/A - No controls set for SP2 zone
<b>C18 Development on Flood Liable land</b>			N/A – The development is not located on flood liable land
<b>C19 -C21 Building Height Controls</b>			N/A – No Building height controls set for SP2 zone
<b>C22 Development on land identified on Acid Sulfate Soils</b>	Specific controls apply to disturbance of land classified and identified on Acid Sulfate Soils Planning Maps. See CV LEP 2011 clause 7.1 Acid Sulfate Soils.		<p>Complies - The subject land is partially identified as containing Class 5 Acid Sulfate Soils and is within 500m of land mapped Class 3 and 4 (Acid Sulfate Soils Map – sheet ASS_012).</p> <p>No works are being carried out within 500m of adjacent Class 1, 2, 3 or 4 land that is below 5 metres AHD and by which the watertable is likely to be lowered below 1 metre AHD on adjacent Class 1, 2, 3 and 4 land. Therefore, the works do not trigger the need for consent under Clause</p>

			7.1(2) nor require the preparation of an ASS Management Plan
<b>C23 Controls for Bushfire Prone Land</b>	On bush fire prone land, a development must comply with the NSW Rural Fire Service Planning for Bushfire Protection 2006.	The site is mapped as being bush fire prone land however the location of the FCC within the site is not mapped as bushfire prone land. A Bushfire Report prepared by Peterson Bushfire (Ref 23027) dated 29 May 2023 was submitted in support of the application and the recommendations contained therein are to be provided as a condition of consent to minimise any risk from bushfire to the development.	Complies – conditions apply
<b>C24 Sites Subject to Land Slip /Geotechnical Hazard</b>			N/A – Site is not subject to Land slip/Geotechnical Hazard
<b>C25 Waste Management</b>	Any waste that is generated must be disposed of in accordance with the Protection of the Environment & Operations Act 1997 and Regulations and the Local Government Act 1993.	A Waste Management Plan was submitted with the application.	Complies – conditions apply
<b>C26 Provision of Essential Services</b>	<b>C26.2 Supply of Water</b> Development must be connected to a reticulated town water supply system at a point acceptable to Council.		Complies - The development will be connected to Council' reticulated water supply system
	<b>C26.3 Disposal and management of sewage</b> Development must be connected to a reticulated sewerage system or if not available, a wastewater disposal system must be provided to comply with the Council's On-site		Complies - An onsite waste water management report was submitted with the application and was found to generally comply with Council's Onsite Wastewater

	Wastewater Management Strategy 2005.		Management Strategy. A section 68 Application to install and operate will be required prior to occupation of the building. Conditions to this effect have been included in the Draft Conditions.
	<b>C26.4 Supply of Electricity</b> Council may impose a requirement for a mains power supply to be provided for development proposed in SP2 zones		Complies - The site is connected and has access to a mains electricity supply
	<b>C26.5(k) Provision of suitable road access in SP3 and other zones</b> Development must be serviced by a suitable sealed constructed vehicular access that has direct frontage to a sealed public road or a Category 1 unsealed road that is listed in Councils adopted Road Maintenance Policy		Complies - The access is a sealed Council maintained road
	<b>C26.5(l) All zones</b> In the case of bushfire prone land, road access should also comply with minimum access requirements specified by Planning for Bushfire Protection 2006.		Complies - The public road access is a sealed Council maintained road and complies with Planning for Bushfire Protection 2006. Additionally, the internal road network is sealed and clear of any vegetation.
	<b>C26.6 Stormwater Management</b> Development must comply with the requirements of Part G Sustainable Water Controls and Part H Erosion and Sediment Control and the latest Northern Rivers Design Manuals.		Complies - The stormwater design will be provided in accordance with Council's engineering Standard. A full stormwater management plan has been conditioned to be provided prior to

			commencement of works.
	<b>C26.7 Provision of other services</b> Development must be serviced by telecommunications and street lighting, as further provided for in Part I10		Complies - The site is has access to telecommunications and existing lighting on the site in line with the CASA Regulations is available.
<b>C27 Sheds and Occupation of sheds and Caravans</b>			N/A – The development does not propose construction of sheds within the SP3 or E3 zones
<b>C28 Fences and Walls – SP3 zone</b>			N/A – Development not located on land zoned SP3
<b>Part D Floodplain Management Controls</b>			
N/A – Land not located on flood liable land			
<b>Part E Heritage Conservation</b>			
N/A – Not located on land upon, or within the vicinity of land which an item or draft item under Schedule 5 of LEP is listed nor is the land located within, or adjacent to, or within the vicinity of a heritage or draft heritage conservation area			
<b>Part F Parking and Vehicular Access Controls</b>			
<b>F2 Number of Car Parking Spaces</b>	The number of car parking spaces required for different land uses should be provided in accordance with TABLE F1. Where a land use is not included in TABLE F1 consult Council for requirements, which will usually be based on the RTA publication, “Policies, Guidelines and Procedures for Traffic Generating Developments. All car parking spaces must be provided on-site.	<b>100 spaces</b> The proposed development provides for a total of 100 car parking spaces including 40 formalised spaces on paved surface, 40 formalised spaces on compacted gravel and 20 internal informal overflow spaces	There are no specified car parking rates for emergency service facilities provided within Table F1 of the DCP. However, a Traffic Management Report was prepared for the application by McLaren Traffic Engineering Ref: 230476.01FA dated 22 August 2023.  The number of parking spaces will meet the parking demand during times of peak parking demand.
<b>Table F2 Delivery Service Vehicles</b>		Five (5) parking bays compliant for 8.8m length Medium Rigid	Complies



		Vehicles (MRV) are provided within a proposed Stores building, with minimum dimensions of 3.5m width x 8.8m length.	
<b>F3 Variations to Car Parking Requirements</b>		No variations to car parking requirements are provided	N/A – No variations to the car parking requirement is proposed
<b>F4 Car Parking space Dimensions</b>	Car parking spaces and aisle widths must be designed in accordance with Australian Standard 2890 including provision of disabled car parking spaces	Spaces to be provided in accordance with AS2890	Complies – conditions apply
<b>F5 Manoeuvring, Loading &amp; Unloading</b>	All commercial development must provide suitable manoeuvring areas and on-site loading and unloading facilities in designated loading bays and designed to cater for the needs of a particular development proposal	<p><u>Manoeuvring</u> Swept path testing of the proposed design has been undertaken and the development can provide suitable onsite manoeuvring.</p> <p><u>Unloading Facilities</u> No designated loading bays are proposed as part of the proposed fire control centre. However, five (5) parking bays for service vehicles / medium Rigid Vehicles (MRV) are provided within a proposed Stores building, with minimum dimensions of 3.5m width x 8.8m length.</p>	<p>Complies</p> <p>Complies - with consideration for the expected low frequency of loading and servicing demands of the site, it is considered acceptable that loading and servicing can occur informally within the circulation roadway of the site without any impacts to the internal traffic network.</p>
<b>F6 Access to the Site</b>	Vehicular access driveways from a public road must comply with Australian Standard 2890	Vehicular access to the site is provided via Airport Road, a Council maintained road. As a public road, Airport Road effectively extends into the subject site and merges or	Complies

		transitions into the site access driveway at the end of this road. Vehicular access to / from Airport Road is provided via two (2) separated one-way driveways.	
<b>F7 Car Park Design</b>		Car parking, driveways, manoeuvring and access areas must be designed in accordance with the approved plan and AS2890 prior to issue of the occupation of the building. A condition to this effect is provided in the Draft Conditions.	Complies – conditions apply
<b>F8 Pavement Construction</b>	All parking areas must be constructed with a base course pavement of an adequate depth to suit the type of expected traffic, both number and type of vehicles.	As above	Complies – Conditions apply
<b>F9 Car parking on flood liable land</b>			N/A – Development not located on land identified as flood liable
<b>F10 Traffic Impact of large scale development</b>	Large scale development or development located on land adjacent to a classified road may require a Traffic Impact Assessment prepared in accordance with the RTA Guidelines for Traffic Generating Development.	A Traffic Management Report was prepared for the application by McLaren Traffic Engineering Ref: 230476.01FA dated 22 August 2023.	Complies
<b>Part G Sustainable Water Controls</b>			

<b>Part G Sustainable Water Controls</b>	This section applies to all new development other than dwelling houses	<p>The principles of Water Sensitive Urban Design have been applied.</p> <p>A 50KI rainwater tank, fire storage and OSD tanks are to be provided.</p>	Complies – Conditions apply
<b>Part H Erosion and Sediment Controls</b>			
<b>H3 Erosion and Sediment Control Plans OR 'Deemed to Comply Statements'</b>	Either an Erosion and Sediment control Plan (ESCP) or a Deemed to Comply Statement must be submitted with a Development Application.	A Sediment and Erosion and Control Plan were submitted as part of the Civil Engineering Plans	Complies – conditions apply
<b>H8 Code of Practice / Conditions of consent for All Development that Includes Building Works</b>		Conditions to be applied to the consent	Complies
<b>Part I Subdivision and Engineering Standards</b>			
<b>I3-I7 Subdivision Controls</b>			N/A – the development is not for subdivision
<b>I8 Site Access</b>	Vehicular access driveways from a public road must comply with Australian Standard 2890 and generally be: (a) Not closer than 6 metres to the kerb return tangent point of an intersecting road or beak in a traffic island. (b) Located so that sight distance is adequate for the 85th percentile speed of vehicles or the speed zone, whichever is the greater.	<p>Vehicular access to the site is off Airport Road, a Council maintained Road and is not within 6m of an intersection. Adequate sight distance is provided.</p> <p>A Traffic Management Report was prepared for the application by McLaren Traffic Engineering Ref: 230476.01FA dated 22 August 2023.</p>	Complies
<b>I9 Stormwater management</b>	Stormwater should be managed so there is minimal or no impact on the natural environment and be based on the	The development will generate an additional impervious area greater than 150m <sup>2</sup> and triggers the	Complies – conditions apply

	principles of 'water sensitive urban design'.	<p>requirements of Council's Sustainable Water Controls. While the plans provided with the Development Application demonstrate that the sizing of the receiving stormwater basin has considered the scale of the development, supporting calculations have not been provided to accompany the design.</p> <p>A Stormwater Management Plan will be required to be accepted by Council prior to the commencement of building works to ensure compliance with Council's Sustainable Water Controls.</p>	
<b>I10 Provision of Services</b>	Subdivision of land requires the provision of services and infrastructure to all lots	Whilst the development is not for subdivision, essential services will be provided as per Clause 7.8 of the LEP.	Complies
<b>I11 Street planting</b>	Where a subdivision includes road construction, street landscaping and tree planting must be provided.		N/A – the development is not for subdivision
<b>Part J Advertisements and Advertising Structures</b>			
<b>Part J Advertisements and Advertising Structures</b>	To ensure that advertising structures complement the development on which it is displayed	The signage proposed includes building identification and directional signage. All building signage to comply with the exempt provisions or a separate development	Complies – conditions apply

		application may be required.	
<b>Part S Controls for Biodiversity and Habitat Protection</b>			
Part S Controls for Biodiversity and Habitat Protection	<p>The objectives of Part S are: (a) To protect, maintain and improve native biodiversity (b) To provide a framework for assessing development that is likely to impact on native vegetation where there is potential to degrade biodiversity and ecological values.</p> <p>(c) To retain native vegetation and habitats of significant species in parcels of a size and configuration that will enable existing plant and animal communities to survive in the long term.</p> <p>(d) To offset unavoidable habitat losses in accordance with contemporary best practice.</p>	<p>One Blackbutt (<i>Eucalyptus pilularis</i>) tree is to be removed as part of the application. The removal of one isolated tree which is not part of a continuous vegetation corridor, is not likely to have an impact on koalas or koala habitat in this location. However, it is recommended that the removal of the Blackbutt (<i>Eucalyptus pilularis</i>) tree be offset on a like for like basis at a rate 5:1 within the proposed landscaped area.</p>	Complies – conditions apply