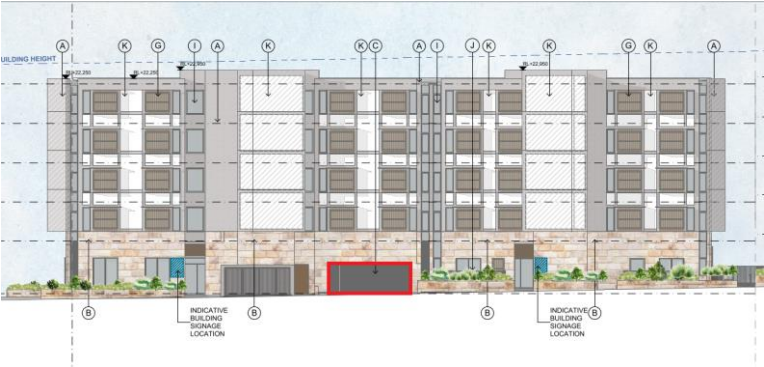
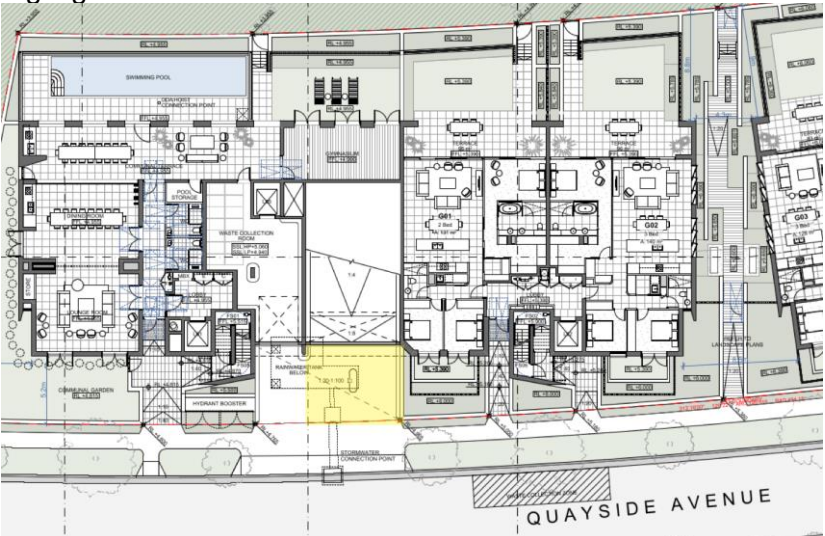


Attachment 10 – Shellharbour Development Control Plan Compliance Table		
DCP Provision	Proposal	Compliance
Chapter 13 Parking, Traffic and Transport		
<p>Minimum Numerical Parking Requirement</p> <p>Resident parking 1 space / one bedroom dwelling & 1.5 space / two + bedroom dwellings with a minimum of 1 enclosed space located behind the building line per dwelling.</p> <p>Stack parking will be considered on merit and only in multidwelling housing and residential flat buildings.</p> <p>Visitor parking 0.25 space / one bedroom dwelling 0.5 space / two + bedroom dwellings</p> <p>Visitor car parking must be provided as open car parking. Visitor car parking cannot be satisfied by stack parking. Visitor car parking must not be located within 2 metres of the primary (front) or secondary boundary.</p>	<p>Proposed development includes a total of 117 parking spaces within the two level basement car park.</p> <p>This figure includes:</p> <ul style="list-style-type: none"> • 26 visitor spaces, • 6 accessible spaces, • 24 stacked spaces. <p>The development includes:</p> <ul style="list-style-type: none"> • 14 two bedroom units • 38 three bedroom units. <p>Therefore according to the DCP numerical standards the development requires a minimum of: 78 residential car parking spaces. 26 visitor parking spaces.</p>	<p>The development will exceed the numerical parking requirement.</p> <p>The stacked spaces are to be allocated to units with two bedrooms or more subject to condition.</p> <p>The visitor parking spaces are not to be allocated to individual units in the event of future subdivision.</p>
13.2 Access and Design	The car parking dimensions are compliant with the DCP requirements.	Car space dimensions and driveway width comply. Aisle widths are considered acceptable.

<p>Minimum dimensions required for a single car space are: length x width</p> <ul style="list-style-type: none"> a. 5.5m x 2.6m - open car space b. 5.5m x 2.9m - car space abuts one wall c. 5.5 x 3.1m - car space enclosed both sides by building or walls d. 6.1m x 2.5m - parallel parking 	<p>All aisles are a minimum 5.8m wide and comply with Australian Standards.</p>	
<p>Basement Car Parking 13.2.20 Vehicular entrances must be integrated into the streetscape. Garage doors, shutters and grills must not be visually obtrusive and must blend in with the appearance of the buildings.</p>	<p>The proposed roller shutter will be recessed into the development with an approximate 6.3 metre setback from the western boundary of the development.</p> <p>The door will be set back from the western elevation of Building 1 and will not appear visually obtrusive from the street. The door will blend in with the appearance of the building as the grills screening the utilities infrastructure for the building will be similar same design and materials as the door.</p>	<p>Complies.</p>  <p>Figure 10.1 - basement car parking entrance</p> <p>Roller door outlined in red.</p>
<p>13.2.21 Any visitor car parking must be clearly identified to the visitor at street level and should be separate from the resident car parking.</p>	<p>Visitor parking will be suitable signposted with external signage provided as well.</p>	<p>Complies – suitable condition recommended.</p>

<p>13.2.25 Basement vehicle parking and manoeuvring must comply with AS2890.1 Parking Facilities - Off-Street Car Parking and AS2890.2 with Parking Facilities - Off-Street Commercial Vehicle Facilities.</p>	<p>The submitted Traffic Impact Assessment provides parking spaces and access aisles in accordance with Australian Standard – Parking Facilities 2890.1.</p> <p>Scaled plans submitted indicate 2.4m/2.5m x 5.4m wide parking spaces, with access aisles of approx. 6m. This is compliant with AS2890.1.</p> <p>Accessible parking spaces are generally in compliance with Australian Standard 2890.6.</p> <p>Swept paths provided indicate a B99 vehicle can manoeuvre into all spaces within the two basement carparks.</p>	<p>Complies</p>
<p>13.2.26 The following development requires all vehicles to enter and exit the site in a forward direction from any part on the development site:</p> <ul style="list-style-type: none"> a. multi dwelling housing comprising 4 units or more which share a common internal access driveway/road b. any development on a classified road c. any development which will utilise part or the full length of a battleaxe type driveway or access handle d. commercial developments 	<p>The development will allow all vehicles to enter and exit the site in a forward direction.</p>	<p>Complies</p>

e. industrial developments f. child care centre		
Pedestrian safety 13.2.30 Parking entry and exit ramps must be at grade for an entire car length before crossing the pedestrian pavement, so that drivers have a level space from which to stop and give way to pedestrians.	The driveway will allow drivers a level space from which to stop to give way to pedestrians.	Complies as shown below in figure 10.2, area for cars to stop highlighted. 
Manoeuvring areas for industrial, commercial and multi dwelling housing developments 13.2.41 As a minimum standard for all new developments, waste collection trucks, delivery vehicles and large single unit	Swept paths provided indicate a B99 vehicle can manoeuvre into all spaces within the two basement carparks. Waste trucks are able to reverse into the waste loading area suitably. This arrangement has been reviewed by Council engineers and Council's Waste Services Officer and is acceptable.	Suitably complies

trucks must be able to manoeuvre on-site so as to enter and exit the site in a forward direction. Swept paths must assume all parking spaces are filled.		
Chapter 15 Waste Minimisation and Management		
<p>Objectives</p> <ol style="list-style-type: none"> 1. To maximise reuse and recycling of demolition and construction materials and materials from subdivision. 2. To ensure storage and collection of waste is designed and managed having appropriate regard to space, location, amenity and ongoing management of waste management facilities. 3. To ensure waste management systems are compatible with collection services. 4. Ensure developments provide adequate space for kerbside collection services. 5. To minimise potential adverse impacts relating to the management of waste on the amenity of adjoining properties and within the development. 	<p>Waste management plan submitted.</p> <p>Amendments to operational management plan submitted following Panel Briefing comments. Waste collection now proposed to be done on site and not on the street. This is reflective of other residential developments in Shell Cove and is supported.</p>	<p>The proposed waste strategy report shows compliance with the chapter objectives.</p>

6. To minimise the amount waste being deposited in landfill. 7. To provide information to applicants on how to prepare a Waste Management Plan.		
15.1.1 A waste management plan is to be submitted with development applications for demolition, construction and operational works.	Waste management plan submitted with application.	Complies
13.1.18 For Developments with 20 dwellings or more, a designated car washing facility must be provided.	A dedicated car washing facility has not been included in the proposal.	Considering the number of car parking spaces exceeds the minimum requirement it is reasonable to condition the car washing facility.
Chapter 16 Access for people with a disability		
Objectives The guiding principles of the Premises Standards are the objects of the Disability Discrimination Act 1992 (DDA) which are: 1. to eliminate, as far as possible, discrimination against persons on the basis of their disabilities in various areas, and in particular access to premises, work, accommodation and the provision of facilities, services and land.	The proposed residential development includes accessible entrances and lift access to each level. All communal open space is accessible to all residents.	Complies

<p>2. to ensure, as far as practicable, that persons with disabilities have the same rights to equality before the law as the rest of the community 3. to promote recognition and acceptance within the community of the principle that persons with disabilities have the same fundamental rights as the rest of the community.</p>		
Chapter 23 - Contamination		
<p>Objectives: Integrating land contamination management into the development process aims to:</p> <p>a. ensure that changes of land-use will not increase the risk to health and the environment b. avoid inappropriate restrictions on land-use c. provide information to support decision-making and to inform the community.</p>	<p>A contamination report authored by Douglas Partners, reference CH.001 Rev 0 dated 7 June 2018 has been submitted with the application. This report covers the precinct C2 and B2 area. which are within the boat harbour area that was subject to a Detailed Site Investigation in 2010. The 2010 assessment found there were no contamination issues that would preclude development of the B2 and C2 areas.</p> <p>The former Council Landfill on the Shell Cove site (3.7 ha) was remediated in 2009 and the Site Audit Statement by Environ (03/11/2009) confirmed that the remediation was successful and the land is suitable for low to medium density residential use.</p> <p>Council Environment Officers are satisfied that the proposed residential use would be suitable on this site, however as a precaution an unexpected</p>	<p>Complies – unexpected finds condition applied.</p>

	finds protocol condition has been included in the recommended conditions	
Chapter 23 – Cutting, Filling and Retaining Walls		
<p>Objectives</p> <ol style="list-style-type: none"> 1. To ensure the design of development has regard to site conditions so as to minimise excavation or filling of land on individual allotments. 2. To minimise the visual impact of excavation and filling of land and associated stabilising works on the streetscape and amenity of adjoining properties through appropriate design and location of retaining walls on the site. 3. To ensure the excavation or filling of land does not create any adverse impacts from surface and/or stormwater flows. 4. To ensure that retaining walls are structurally sound and are located and/or designed to minimise impact on infrastructure and utilities and adjoining development. 5. To ensure cut/fill activities and retaining walls are contained wholly within the subject lot. 	<p>The proposal will require significant cut for the two level basement carpark. This excavation will be retained within the walls of the development.</p>	<p>Complies</p>
Chapter 24 – Floodplain Risk Management		

<p>Objectives</p> <ol style="list-style-type: none"> 1. Minimise the potential impact of development and other activity upon waterway corridors. 2. Increase public awareness of the hazard and extent of land affected by all potential floods, including floods greater than the 100 year average recurrence interval (ARI) flood such as the Probable Maximum Flood (PMF) and to ensure essential services and land uses are planned in recognition of all potential floods. 3. Inform the community of Council's Plan for the use and development of flood prone land. 4. Reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods. 5. Provide detailed controls for the assessment of applications lodged in accordance with the EP&A Act on land affected by potential floods. 6. Provide guidelines, for the use and development of land subject to all potential floods in the floodplain, which reflect the 	<p>The proposal has been reviewed by Council's Civil Engineer and the following advice provided:</p> <p><i>The proposed development will not have any effect on flooding elsewhere during the 1% AEP event. All the apartments will have habitable floors above the PMF level which can be used as safe refuge during the flooding event. The residents are advised to stay in house (safe refuge) during the event greater than 1% AEP event. In the PMF, high hazard conditions are expected along Marina Drive and through the Town Centre Public Carpark. Any off-site evacuation from the apartments would need to avoid this road. The PMF level in Quayside Avenue adjacent to the basement carpark entry ramp is 4.77 m AHD, However, the vehicle entry ramp to the basement carpark will have a crest level of 4.94 m AHD, which is above the PMF level adjacent to the basement carpark entry ramp. Moreover, to prevent inundation from local stormwater flows from the street any openings to the basement levels should be at least 200 to 300 mm above the adjacent street gutter level.</i></p>	<p>Complies – suitable conditions applied.</p>
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<p>probability of the flood occurring and the potential hazard within different areas.</p> <p>7. Apply a “merit-based approach” to all development decisions which take account of social, economic and ecological as well as flooding considerations.</p> <p>8. To control development and activity within each of the individual floodplains within the LGA having regard to the characteristics and level of information available for each of the floodplains.</p> <p>9. Deal equitably and consistently with applications for development on land affected by potential floods, in accordance with the principles contained in the Floodplain Development Manual as amended, issued by the NSW Government.</p> <p>NOTE: Other chapters/appendices of this DCP will also need to be considered when preparing a development application.</p> <p>10. Restore / rehabilitate the riparian zone by returning as far as practicable the vegetation, geomorphic structure,</p>		
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hydrology and water quality of the original (pre European) condition of the stream. 11. Integrate the management of riparian land with floodplain risk management by assuming the riparian land is fully vegetated when developing flood models for analysis of flood risk.		
Chapter 25 Stormwater Management		
<p>Objectives</p> <ol style="list-style-type: none"> 1. To encourage consideration of Ecologically Sustainable Development and Catchment Management while providing requirements for water management when developing a site. 2. To provide requirements and advice to applicants in regard to stormwater management. 3. Maintain and improve water quality within Shellharbour City and to the receiving waters. 4. To ensure no increase (and where reasonable a reduction) in the frequency and adversity of flooding. 5. To ensure public health and safety is maintained. 6. To ensure development is designed having regard to existing or proposed drainage 	Concept stormwater plan provided.	Council engineers have reviewed the submitted concept stormwater plan and have raised no objections. Suitable conditions recommended.

<p>easements. 7. To ensure the structural integrity of existing and proposed structures is maintained.</p> <p>8. To ensure all development is adequately drained and minimises adverse impacts from surface and/or stormwater flows.</p> <p>9. To encourage design that allows some on-site infiltration of water.</p> <p>10. To ensure the risks of flooding are minimised for residential development.</p>		
Chapter 27 – Aboriginal Heritage		
<p>This DCP Chapter provides advice for any development proposal upon a known or potential Aboriginal site containing 'Aboriginal Objects' or a place of Aboriginal cultural heritage significance. It also provides advice on how development on land that is not known to contain Aboriginal objects or archaeological potential, will be assessed.</p>	<p>Aboriginal heritage significance was investigated as part of the Part 3A Concept Plan application and the archaeological sensitivity of the area was considered low.</p>	<p>Complies – unexpected finds condition applied.</p>
Chapter 29 – Social Impact Assessment		
<p>Objectives</p> <p>1. Support development within the Shellharbour Local Government Area that is</p>	<p>The applicant has submitted a Level 1 Social Impact Assessment in accordance with DCP requirements. This assessment has been</p>	<p>Complies</p>

<p>conductive to good health, fosters social cohesion/connectivity and contributes to a safe environment.</p> <p>2. Strengthen Council's ability to promote a range of development options that acknowledge the values of local communities and are reflective of the current and future needs of residents.</p> <p>3. Maximise positive social impacts and minimise negative social impacts on the way of life of our local communities and individuals.</p> <p>4. Enhance consistency, certainty and transparency in Council's assessment of the positive and negative social impacts of proposed development.</p> <p>5. Inform the local community and facilitate their participation in the planning and development assessment process.</p> <p>6. Support the responsibility of developers, Council and the community to contribute towards local areas that are sustainable and liveable.</p>	<p>reviewed by Council's Social Planner, who has advised that;</p> <p><i>The social impact assessment effectively outlines potential positive and negative impacts of the development and the mitigation and/or management of these negative impacts.</i></p>	
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PP No. PPSSTH-119 DA0606/2021

Lots 3000 and 3007 DP1258171

Formerly Lot 9009 DP1254656 The Promontory Drive, Shell Cove (Precinct C2)

Attachment 10 – DCP Compliance Table

7. Support the delivery of the Shellharbour 2030 community vision: A connected community working together to create a safe, sustainable future that provides opportunities for all to achieve their potential.		
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