Upgrades to Chatswood Public School and Chatswood High School

Appendix 4 - Statutory Compliance Tables

SSD 9483
Prepared by DFP Planning
For School Infrastructure NSW, Department of Education

Artists impression of upgrades to Chatswood Public School

Appendix 4 – Statutory Compliance Tables

State Significant Development
Upgrades to Chatswood Public School and Chatswood High School
5 & 24 Centennial Avenue, Chatswood

PLANNING. URBAN DESIGN.
RETAIL AND ECONOMIC. HERITAGE

1.1 Environmental Planning & Assessment Act – consistency with the Objects

Proposed Development's Consistency with the Objects of the EP&A Act		
Object of the EP&A Act	**Assessment**	**Consistent**
(a) To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The proposal will make use of urban zoned land for an educational establishment to service the growing residential population in the locality. The proposal will not result in significant adverse water impacts and will improve the social and economic welfare of the community.	Yes
(b) To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes various measures aimed at minimising energy and water consumption and is considered to be consistent with the objectives of ecologically sustainable development (see ESD Report at **Appendix 28** of the EIS).	Yes
(c) To *promote the orderly and economic use and development of land,*	The site is zoned for urban development and the proposal will result in the orderly and economic development of the land.	Yes
(d) To promote the delivery and maintenance of affordable housing,	This object is not applicable to the proposal.	N/A
(e) To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposal has been assessed has been acceptable regarding its potential impacts on native animals and plants, including threatened species, populations and ecological communities and their habitats (see **Appendix 31** and **Section 6.3** of the EIS).	Yes
(f) To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposal has been informed by detailed and involved input regarding European heritage (**Appendix 19** and **Section 6.2.2**) and Aboriginal heritage (**Appendix 10** and **Section 6.2.1** of the EIS).	Yes
(g) To promote good design and amenity of the built environment,	A Design Analysis Report (**Appendix 7**) has been provided which addresses good design and amenity of the built environment, as set out in **Section 6.1** of the EIS.	Yes
(h) To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The building has been designed in accordance with the Building Code of Australia (BCA), Australian Standards and the Disability Discrimination Act (DDA) (see **Appendix 27** of the EIS).	Yes
(i) To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State, and	The proposed development has been assessed against the various Commonwealth and State statutes and local policies and has involved consultation with relevant levels of government.	Yes
(j) To provide increased opportunity for community participation in environmental planning and assessment.	The proponent has actively engaged with relevant government agencies and further consultation will be undertaken during the statutory assessment process.	Yes

1.2 Willoughby Local Environmental Plan 2012

Assessment against relevant provisions of LEP 2012		
Provision	**Assessment**	**Consistent**
Clause 1.2 Aims of Plan	The proposed development is consistent with the aims of the LEP, specifically it: • The development embraces the principles of quality urban design; • Integrates the natural landform and existing character of the sites as detailed in the Design Analysis Report at **Appendix 7** of the EIS; • Enhances the existing amenity of the local community by increasing capacity of the school in a considered and sustainable way; • Conserves the heritage buildings and is sympathetic to surrounding heritage dwellings as assessed in the Statement of Heritage Impact reports for each site at **Appendix 19** of the EIS; • Provides a range of transport options for students and staff to access the school as detailed in the Transport and Accessibility Impact Assessment and the Green Travel Plan at **Appendices 21** and **22** of the EIS; and • Has regard to the principles of ecologically sustainable development and has regard to the relevant environmental and development constraints of the locality.	Yes
Clause 2.3 Zone objectives and Land Use Table **Pacific Highway Site - R2 Low Density Residential Zone** **Relevant Objectives of the R2 zone** • Enable other land uses that provide facilities or services to meet the day to day needs of residents. • Accommodate development that is compatible with the scale and character of surrounding residential development • Retain and enhance residential amenity • Retain heritage values • Encourage self sufficiency with respect to energy and food supply	The Highway site is zoned R2 Low Density Residential (R2 zone). Development for the purpose of *education establishments* is permissible with consent. The educational use is consistent with the objectives of the R2 zone. It will provide facilities to meet the day to day needs of residents, and is compatible with the character of surrounding residential development. The heritage values of the site have been retained and the development has been designed sympathetically to the nearby items of local heritage significance. The development has been designed in accordance with ecologically sustainable principles.	Yes
Centennial Site - SP2 Infrastructure (Educational Establishments) and E2 Environmental Conservation Zone **Objectives of the SP2 zone** • Provide for infrastructure and related uses	The SP2 zone aims to provide for educational establishments. The proposed development is compatible with the objectives of this zone. The E2 zone aims for environmental protection. No works are proposed within the E2 zone.	Yes

Assessment against relevant provisions of LEP 2012		
Provision	**Assessment**	**Consistent**
• Prevent development that is not compatible with infrastructure **Objectives of the E2 zone** • Protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values • Prevent development that could have an adverse effect on those values • Conserve native plant and animal species • Contribute to the scenic quality of Willoughby		
Clause 4.3 Height of buildings • Pacific Highway site – 8.5m • Centennial Avenue site – n/a	The proposed development exceeds the 8.5 metre height limit for the site. Building P1 has a maximum building height of 30.3m. Pursuant to clause The *Height of Buildings Map* does not identify a height limit for the Centennial site.	No
Clause 4.4 Floor Space Ratio	The *Floor Space Ratio Map* identifies a floor space ratio (FSR) of 0.4:1 for the Highway site. The proposal includes an FSR of 0.55:1 The *Floor Space Ratio Map* does not identify an FSR for the Centennial site.	No
Clause 5.10 Heritage Conservation **Objectives** The objectives of this clause are as follows: (a) to conserve the environmental heritage of Armidale Dumaresq, (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	An Aboriginal Cultural Heritage Assessment Report (ACHA) (**Appendix 10** of the EIS) and an Archaeological Assessment (**Appendix 20** of the EIS) have been prepared. Both reports conclude that there are no items of Aboriginal cultural significance located on or within either site. With regard to European heritage, the site is identified on the *Heritage Map* and within Schedule 5 to the LEP as being Heritage Item I106. Heritage Item I106 is the Chatswood Public School – original circa 1895, 2 storey building and grounds. The site is also adjacent to three other items identified on the Heritage Map and within Schedule 5 to the LEP: • 5 Centennial Avenue (opposite the Pacific Highway site on the corner of Jenkins Street) (Item No. I245) • 19 Centennial Avenue (opposite Centennial Avenue site) – house including original interiors (Item No. I66) • 60 Centennial Avenue (adjacent to Centennial Avenue site) – house including original interiors (Item No. I67) A Statement of Heritage Impact (SOHI) has been prepared by Nimbus Architecture (**Appendix 19** of the EIS) which provides an assessment of the impacts of the proposal on the heritage significance of Chatswood Public School, 19 Centennial Avenue and 60 Centennial Avenue and addresses the provisions of Clause 5.10 of Willoughby LEP 2012.	Yes
Clause 6.3 Flood planning	The Highway site is not flood affected. A portion of the Centennial site is subject to minor flood impacts. A Flood Impact Assessment is provided in the Stormwater Management Report at **Appendix** Error! Reference source not found. The Flood Impact Assessment concludes that,	Yes

Assessment against relevant provisions of LEP 2012		
Provision	**Assessment**	**Consistent**
	"The proposed development of Centennial Avenue will maintain existing overland flow paths and convey all overland flow away from habitable floor areas. Access to both sites is not impeded by flooding." Accordingly, the proposed development is considered suitable and is consistent with the flood planning objectives within the LEP.	
Clause 6.6 Signage • Must not interfere with safety or visual amenity • Must be connected to the permitted use of the land	There is no signage proposed as part of this development.	N/A

1.3 Willoughby Development Control Plan 2016

Assessment against Relevant Provisions of Willoughby DCP 2016		
Provision	**Assessment**	**Consistent**
1.7 Aims and objectives of this plan	The proposal is consistent with the objectives of the DCP, in particular the development has been planned and designed to: • Provide new development with a high standard of design that enhances the streetscape and is compatible with the urban scale and character of adjoining neighbourhoods. • Provide development that is ecologically sustainable. • Provide a high level of accessibility and general amenity. • Protect environmentally sensitive bushland areas and preserve and enhance the character of the area. • Ensure development is compatible with adjacent residential development. • Retain heritage significance of identified heritage items and ensure new development is sympathetically designed so as not to adversely affect the heritage item.	Yes
C.1 Demolition Consider and manage: • Requirements of AS2601-2001 • Dusts Control • Soil & erosion control • Health & safety • Methods of demolition	Demolition will be undertaken as enabling works under a separate planning pathway and is therefore not relevant to this assessment	N/A
C.3 Sustainable Development Aims: • Minimise consumption of resources; • Facilitate comfortable and long term cost efficient development; • Improve amenity for staff and students; • Minimise pollution; • Encourage design for durability and long life; and • Protect biodiversity.	The proposal has been designed with ecologically sustainable principles (see **Appendix 28**) Water and energy efficient appliances will be installed. The design has been rigorously assessed to enhance environmental and amenity benefits. The proposed development encompasses high quality, long life design principles aimed to provide enhanced amenity for students and staff. The design provides a flexible layout to adapt to future needs and provides a high level of accessibility.	Yes

Assessment against Relevant Provisions of Willoughby DCP 2016		
Provision	**Assessment**	**Consistent**
	Green travel plan has been prepared to encourage active and public transport travel options for staff and students to minimise reliance on private vehicles. A BDAR has been prepared (see **Appendix 31**). Significant vegetation has been retained on site to enhance local biodiversity and where impacts have occurred, replacement planting is proposed and 12 ecosystem credits are required.	

C.4 Transport Requirements for Development
 	
• Traffic Impact Assessment
• Green Travel Plan
• Parking requirements:
  ○ 1 car space per 2 staff; plus
  ○ 1 motorbike space per 25 car spaces
	A traffic and parking impact assessment (**Appendix 21**), a Green Travel Plan (**Appendix 22**) and a Preliminary Construction Traffic Management Plan (**Appendix 29**) have been prepared.
	
	The site is located within a railway precinct and the Highway site is on a major public transport corridor (MPTC), providing a range of convenient public transport options for staff and students.
	
	DCP car parking requirements based on projected staff numbers would be 174 spaces (Centennial site: 87 spaces and Pacific Highway site 87 spaces). The development is proposing to provide:
	• 122 car parking spaces (Centennial site 104 spaces and Pacific Highway site 18 spaces);
	• 144 bicycle spaces. The Green Travel Plan details a range of strategies the school will implement to reduce reliance on private motor vehicles.
		Yes
		
		Yes
		
		No

C.5 Water Management Objectives:
Apply WSUD principles;
Safe and effective framework for the control, reuse and disposal of rainwater and stormwater
Maintain public health and safety
Use water efficiently
Improve water quality within natural watercourses
 	
Controls:
• Prepare a Total Water Management Plan to address:
  ○ Existing environment;
  ○ Planning & design principles, objectives and performance standards;
  ○ Water management measures;
  ○ Infrastructure program;
  ○ Developer contributions;
  ○ Ongoing operation; and
  ○ Monitoring program.
• Prepare a Soil & Water Management Plan
	The requirements for the Total Water Management Plan have been covered within the Stormwater Management Plan (**Appendix 16**) and the Infrastructure Services Report (**Appendix 18**).
	
	The requirements for the Soil and Water Management Plan have been covered within the Stormwater Management Report and Plans and the Erosion and Sediment Control Plans (**Appendix 15** and **Appendix 16**)
	
	Willoughby DCP sets out the following stormwater attenuation requirements for the sites:
	
	• Pacific Highway site:
	  ○ East Catchment East: 196m^3 / 135L/s PSD
	  ○ West Catchment: 26m^3 / 18L/s PSD
	  ○ North Catchment: 20m^3 / 14L/s PSD
	• Centennial Avenue site: 317m^3 / 218L/s PSD
	
	The proposed development will result in increased pervious area from existing conditions and therefore create a reduction in run-off during storm events with the exception of Pacific Highway north catchment. The stormwater retention system has been designed in accordance with the improvement in site conditions from pre-development conditions as opposed to DCP requirements
	
	Based on the pre/post development impacts, stormwater quantity is required to be controlled in North Catchment of the Pacific Highway site with an on-site detention tank. The North Catchment has an area of 0.16Ha and therefore requires an OSD tank of 5kL to attenuate post-development flows. The proposed development will otherwise provide for additional water retention capacity onsite based on existing conditions, which reduces the need for OSD tanks as discharge flows from the remaining catchments will be controlled to be less than the pre-development runoff conditions.
		Yes
		
		Yes
		
		Justified Inconsistency

Assessment against Relevant Provisions of Willoughby DCP 2016		
Provision	**Assessment**	**Consistent**
	Stormwater quality treatment measures are proposed to achieve required efficiencies. This approach will result in the proposed development having improved run-off conditions from pre-development conditions and is therefore considered acceptable.	
C.6 Access, Mobility and Adaptability Controls: • Provide accessible car parking (4% of parking); • Access for people with a disability.	Accessible parking will be provided in excess of minimum requirements The development significantly improves accessible paths of travel throughout the site and provides accessible access via Jenkins Street through to the centre of the site.	Yes
C.8 Waste Management • Prepare a waste management plan • A waste and recycling area must be provided behind the building line • Provide details of waste collections	Construction and Operational Waste Management Plans are provided at **Appendix 29** and **30**, which detail waste management storage and collection. All waste will be stored behind building lines and will be collected onsite as follows: • Pacific Highway site – from Pacific Highway during construction and from Jenkins Street carpark following construction. • Centennial Avenue site – from De Villiers Road and Oliver Street during construction and operation.	Yes
C.9 Preservation of Trees: Objectives: Minimise unnecessary removal of trees and bushland; Conserve trees and bushland of significance; Plant trees appropriate to the site; Provide for no net loss over time of tree cover and bushland in Willoughby City	An arboricultural assessment (**Appendix 11**) has been provided for both the Pacific Highway and Centennial Avenue site and a BDAR (**Appendix 31**) has been provided for the Centennial Avenue site. 62 trees are proposed for removal due to the proposed building works and construction areas. 74 trees are proposed to be replanted across the site and 3 ecosystem credits will be required.	Yes
C.11 Safety by Design	A CPTED Assessment has been provided below.	Yes
C.12 Fencing Controls: Fences will be designed to: • Provide visual interest to the streetscape; • Enable surveillance of the street; • For part of the architectural and landscaping concept for the site; • Be compatible with the height and type of other front fences in the streetscape; • Maintain significant views from the public domain; • Be of good quality	Fencing will be constructed in accordance with DCP requirements and CPTED principles.	Yes
C.13 Contaminated Land	A Detailed Site Investigation (PSI) has been prepared (**Appendix 12**) for both sites. The Centennial Avenue site is suitable for the proposed development. The Pacific Highway site required a RAP that has been prepared at **Appendix 13** and concludes that the site can be made suitable for the proposed works.	Yes

Assessment against Relevant Provisions of Willoughby DCP 2016		
Provision	**Assessment**	**Consistent**
C.14 Development near Railway Corridors or Busy Roads	The Traffic Impact Assessment (**Appendix 21**) has confirmed that the development will maintain the safety and integrity of Pacific Highway as a key transport corridor. The Acoustic assessment (**Appendix 25**) identifies a series of measures to mitigate traffic noise intrusion into classroom environments.	Yes
H.1 Heritage Items General	An Aboriginal Cultural Heritage Assessment has been prepared by Eco Logical (**Appendix 10**), an Archaeological Assessment has been prepared by Eco Logical (**Appendix 20**) and Statements of Heritage Impact have been prepared by Nimbus Architecture & Heritage (**Appendix 19**). The ACHA and Archaeological Assessment confirm there are no potential items of aboriginal significance on the sites. The SOHI considers the items of local heritage significance on the Pacific Highway site and the interface between the proposed development and the nearby items of local heritage significance and concludes that the proposed development is sympathetic to the existing heritage items on, and surrounding the site.	Yes

1.4 Crime Prevention Through Environmental Design (CPTED) Assessment

CPTED consists of four (4) universal design principles which are aimed at assessing crime risk and reducing preventable risk before a development is approved. The proposed development has been designed having regard to the CPTED principles, an assessment of which is provided below

Territorial Re-enforcement

Pacific Highway site

The Pacific Highway site has considerable frontage to the public domain being surrounded by public roads. The primary street frontage of Pacific Highway and Centennial Avenue will be maintained and the frontage to Jenkins Street will be improved through the proposed car park and special needs drop off/pick up area.

Chatswood Public School has pedestrian and vehicular entrances off Pacific Highway and Jenkins Street. This has the effect of identifying ownership and supervision of the of the Pacific Highway and, to a lesser extent, the Jenkins Street streetscape. Pedestrian entrances are also available from Centennial Avenue and James Street.

Fencing, landscaping, proposed and existing built form and existing signage establish a 'civic' domain, encouraging communal responsibility for the public areas and clearly communicating to people where they should and should not be. Proposed Building G will complete the Pacific Highway street frontage and improve the streetscape by removing the existing parking area and providing a glazed built form that reinforces the civic site.

Centennial Avenue site

The Centennial Avenue site has a long frontage to Centennial Avenue and minor frontages to Oliver Street, De Villiers Avenue and Eddy Avenue. The primary street frontage to Centennial Avenue will be enhanced by the proposed construction, particularly of Building Q and Building T.

The proposed works have the opportunity to re-enforce public access territory from the public domain (roadways) and the interior of the site. Chatswood High School has pedestrian and

vehicular entrances off Centennial Avenue, De Villiers Avenue, Oliver Street and Eddy Street (Eddy Street provides emergency vehicle access only). The main entrance to the site is from Centennial Avenue, while access to the onsite car park is from De Villiers Avenue and access to the special needs drop/off and pick up area is from Oliver Street. This has the effect of identifying ownership and supervision of these streetscapes during the busy morning and afternoon periods.

Fencing, landscaping, the proposed and existing built form sitting in the bush environment establish a relaxed 'civic' domain, encouraging communal responsibility for the public areas and clearly communicating to people where they should and should not be.

Surveillance

The principles of surveillance relate to spaces in public areas where people can see and interact with others. This is often a deterrent for criminals committing a crime in that place.

The proposal promotes strong natural surveillance of both the public domain and the interior of the site, through the response of the built form to the design analysis (refer to Design Analysis Report, **Appendix 7** of the EIS). On the Pacific Highway site, particular focus is drawn to the pedestrian overpass on Pacific Highway and pedestrian crossings on the corner of Pacific Highway and Centennial Avenue and further down Centennial Avenue adjacent to the drop off zone. With a secondary focus around the Jenkins Street carpark.

On the Centennial Avenue site, particular focus is drawn to the pedestrian crossing and main entrances along Centennial Avenue adjacent to the administration functions of proposed Building Q, with secondary focus to the De Villiers Avenue carpark and the Oliver Street special needs drop off zone.

During periods of high pedestrian movement (i.e. start and finish times) the natural surveillance of these areas is at its highest. During learning/teaching periods, the location and orientation of classroom and administration spaces on both sites promotes a connection with the exterior of the site. On the Highway site, all buildings face a central courtyard that looks out toward Centennial Avenue, while the buildings location around the eastern, northern and western boundaries form natural surveillance in those areas.

The Centennial Avenue site has good surveillance between buildings and to the street frontages. The design has ensured there is good surveillance around all buildings with no blind or hidden corners. The administration facilities are situated at the central site entrance off Centennial Avenue. This ensures that the main pedestrian thoroughfare has a high degree of natural surveillance before, during and after school hours.

During weekend and after-hours periods, both sites will be secured with site fencing. Further, BSE has prepared an Infrastructure Management Report (**Appendix 18**) which notes that external lighting will be designed to the relevant Australian Standards in accordance with BCA and EFSG requirements, and provides recommendations on the specific lighting category that should be adopted for all areas of the school.

Lighting of the property will deter criminal activity, in particular through the casual and passive surveillance that is provided from the residential development surrounding both sites.

Access Control

The key goals of the principle of access control are to restrict, channel and encourage people and vehicles into, out of and around the development. Effective access control can be achieved by using physical and symbolic barriers.

The proposed development proposes to primarily utilise physical barriers, including fencing to all boundaries, gates, built form and landscaping to provide access control. Fencing around the boundary of the site will not restrict surveillance opportunities and will be constructed of optically permeable materials in accordance with EFSG. The Centennial Avenue site will also

include internal fencing to separate the school buildings from the sports field to provide access control to the school facilities out-of-school-hours.

Symbolic barriers will also be utilised including landscaping (where appropriate), waste servicing areas and natural direction of pedestrian traffic to the administration office. In addition, appropriate directional signage will be installed in and around the car parks and public access points.

Space/Activity Management

CPTED principles promote the adoption of space/activity management strategies as a way to develop and maintain natural community control. The proposed development on the Pacific Highway site achieves this through the design of buildings orientated to the exterior of the site and promotion of interior open spaces not accessible from the public domain. The Centennial Avenue site achieves this through buildings and existing mature vegetation located along the Centennial Avenue frontage.

Graffiti resistant materials will be used wherever practicable, particularly on fences and buildings to assist in removal. External lighting will also be provided to deter the carrying out of anti-social and criminal activities both within and along the boundaries of the site.