

STATEMENT OF ENVIRONMENTAL EFFECTS

2 INTO 4 LOT TORRENS TITLE SUBDIVISION, MULTI-DWELLING DEVELOPMENT AND STRATA SUBDIVISION OF THE MULTI-DWELLING DEVELOPMENT

39-41 RAYMOND TERRACE ROAD, EAST MAITLAND NSW 2323

(LOTS 7 AND 8 SECTION 48 DP755374)



CLIENT: REECE THOMPSON AND HENRY PETHERS

DATE: 27 SEPTEMBER 2023

PREPARED BY:



ABN 23 104 067 405

7 Canberra Street Charlestown NSW 2290 | PO Box 850 Charlestown NSW 2290

87 Herbert Street Gulgong NSW 2852 | PO Box 232 Gulgong NSW 2852

02 4942 5441 | 02 6374 2911

admin@dewittconsulting.com.au

www.dewittconsulting.com.au



CONTENTS

| | | |
|-----------|---|-----------|
| 1. | INTRODUCTION | 1 |
| 1.1. | PURPOSE | 1 |
| 1.2. | CONSENT AUTHORITY | 1 |
| 1.3. | INTEGRATED DEVELOPMENT PROVISIONS | 1 |
| 1.4. | SCOPE OF STATEMENT OF ENVIRONMENTAL EFFECTS | 1 |
| 1.5. | PERMISSIBILITY | 1 |
| 2. | SITE AND SURROUNDING AREA..... | 2 |
| 2.1. | SITE SUMMARY | 2 |
| 2.2. | SITE AND SURROUNDING AREA | 2 |
| 2.3. | KEY FEATURES..... | 5 |
| 2.3.1. | VEGETATION..... | 5 |
| 2.3.2. | HERITAGE..... | 5 |
| 2.3.3. | BUSHFIRE..... | 5 |
| 2.3.4. | SOILS AND GEOTECHNICAL | 5 |
| 2.3.5. | FLOODING | 5 |
| 2.3.6. | TRAFFIC AND ACCESS | 5 |
| 2.3.7. | SITE PHOTOS..... | 5 |
| 3. | THE PROPOSAL | 8 |
| 3.1. | SUMMARY OF THE PROPOSED DEVELOPMENT | 8 |
| 3.2. | SUBDIVISION | 8 |
| 3.3. | MULTI-DWELLING DEVELOPMENT | 8 |
| 3.4. | STORMWATER MANAGEMENT | 11 |
| 3.5. | TRAFFIC AND PARKING..... | 12 |
| 4. | STATUTORY PLANNING CONTROLS..... | 13 |
| 4.1. | ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 AND REGULATIONS 2021 | 13 |
| 4.2. | RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES | 13 |
| 4.3. | MAITLAND LOCAL ENVIRONMENTAL PLAN 2011 | 14 |
| 4.4. | MAITLAND DEVELOPMENT CONTROL PLAN 2011..... | 15 |
| 5. | ASSESSMENT OF ENVIRONMENTAL EFFECTS | 24 |
| 5.1. | SECTION 4.15(1)(A) – STATUTORY PLANNING CONSIDERATIONS..... | 24 |
| 5.2. | SECTION 4.15(1)(B) – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS | 24 |
| 5.3. | SECTION 4.15(1)(C) – THE SUITABILITY OF THE SITE..... | 25 |
| 5.4. | SECTION 4.15(1)(D) – SUBMISSIONS | 25 |
| 5.5. | SECTION 4.15(1)(E) – PUBLIC INTEREST | 25 |
| 6. | CONCLUSION..... | 26 |




APPENDICES

| | |
|--------------------|--|
| Appendix 1: | Detail Survey prepared by de Witt Consulting |
| Appendix 2: | Plan of Proposed Subdivision prepared by de Witt Consulting |
| Appendix 3: | Architectural Plans prepared by AGCAD Building Designers |
| Appendix 4: | Civil Plans prepared by P.K Civil and Structural Engineering |
| Appendix 5: | Acoustic Report prepared by Reverb Acoustics |
| Appendix 6: | Waste Management Plan prepared by de Witt Consulting |
| Appendix 7: | BASIX Certificates |
| Appendix 8: | AHIMS Search Results |



This document is issued to Reece Thompson and Henry Pethers for the purpose of supporting a development application to Maitland City Council (Council). It should not be used for any other purpose. The report must not be reproduced in whole or in part except with the prior consent of de Witt Consulting and subject to inclusion of an acknowledgement of the source. No information as to the contents or subject matter of this document or any part thereof may be communicated in any manner to any third party without the prior consent of de Witt Consulting.

Whilst reasonable attempts have been made to ensure that the contents of this report are accurate and complete at the time of writing, de Witt Consulting disclaims any responsibility for loss or damage that may be occasioned directly or indirectly through the use of, or reliance on, the contents of this report.

| PREPARED BY: | REVIEWED BY: | RELEASED BY: |
|--|---|---|
| Name: Joshua Gallagher Position: Town Planner | Name: Josh Taylor-Real Position: Senior Town Planner | Name: Josh Taylor-Real Position: Senior Town Planner Signed:  Date: 27 September 2023 |

Copyright: The concepts and information contained in this document are the property of de Witt Consulting. Use or copying of this document in whole or part without the written permission of de Witt Consulting constitutes an infringement of copyright.



This product has been manufactured under the controls established by a Bureau Veritas Certification approved management system that conforms with:

ISO 9001:2015, ISO 45001:2018 and ISO 14001:2015

N° AU004875-1 N° AU004876-1 N° AU005201-1



1. INTRODUCTION

1.1. PURPOSE

This Statement of Environmental Effects (SEE) has been prepared on behalf of Reece Thompson and Henry Pethers (the applicant) to accompany a development application (DA) for a 2 into 4 lot Torrens title subdivision, multi-dwelling housing and strata subdivision of the dwellings after construction on land known as 39-41 Raymond Terrace Road, East Maitland NSW 2323 (Lots 7 and 8 Section 48 DP758374) (the site).

The SEE summarises findings of specialist reports and demonstrates that the proposed development has been formulated having full and proper regard to existing development controls and environmental qualities of the site and its surroundings.

1.2. CONSENT AUTHORITY

The proposed development requires consent under the *Environmental Planning and Assessment Act 1979* (EP&A Act). Maitland City Council is the consent authority for the proposed development.

1.3. INTEGRATED DEVELOPMENT PROVISIONS

The proposed development is not integrated development pursuant to the provisions of Section 4.46 of the EP&A Act.

1.4. SCOPE OF STATEMENT OF ENVIRONMENTAL EFFECTS

This SEE accompanies a DA for the proposed development. It has been prepared on behalf of the applicant and includes the matters referred to in Section 4.15 of the EP&A Act and the matters required to be considered by Council.

The purpose of this SEE is to:

- Describe the proposed development;
- Describe the land to which the DA relates and the character of the surrounding area;
- Assess any environmental impacts and provide mitigation measures where relevant; and
- Define the statutory planning framework within which the DA is to be assessed and determined.

1.5. PERMISSIBILITY

Pursuant to the Maitland Local Environmental Plan (LEP) 2011, the proposed 2 into 4 lot Torrens title subdivision, multi-dwelling housing and strata subdivision of the units after construction is permitted with consent within the R1 General Residential Zone. The proposal has been formulated having regard to the provisions of Maitland LEP 2011 and Development Control Plan 2011.



2. SITE AND SURROUNDING AREA

2.1. SITE SUMMARY

| | |
|----------------------------|--|
| Address | 39-41 Raymond Terrace Road, East Maitland NSW 2323 |
| Lot and DP | Lots 7 and 8 Section 48 DP758374 |
| Zone | R1 General Residential |
| Land Area | 3528m ² (Lot 7 – 1752m ²) (Lot 8 – 1776m ²) |
| Existing Structures | Single storey dwellings and detached garages |

2.2. SITE AND SURROUNDING AREA

The site is located over two Torrens title lots which are both rectangular in shape with a total of 40.26 metres (m) frontage to Raymond Terrace Road and a depth of 88.565m (eastern boundary) and 86.2m (western boundary). There is an unnamed laneway located along the rear of the site that adjoins the Great Northern Railway line. Residential development adjoins the site to the east and west (single dwellings). The existing development on site comprised of a single storey weatherboard dwelling with metal roof on both lots with detached sheds and a swimming pool on Lot 8. As shown on the detail survey plan in **Appendix 1**, the site slopes from the north to the south and both lots are well landscaped through managed lawns and scattered trees.

The site is located within a well-established residential area in East Maitland with residential development on the surrounding sites typically consists of single storey detached dwellings and multi dwelling developments along the southern side of Raymond Terrace Road. The surround residential development is a mixture of older housing stock and modern forms of development. The site is located within proximity to public transport, shopping centres, schools, and recreational areas.

The site has full access to utility services such as water and sewer reticulation, electricity and telecommunications that service the existing dwellings and surrounding development. There is no stormwater infrastructure located onsite within the boundaries however, there is kerb and gutter infrastructure located along Raymond Terrace Road.



Figure 1: Aerial view. Subject site outlined in red (Source: MetroMaps, August 2023)

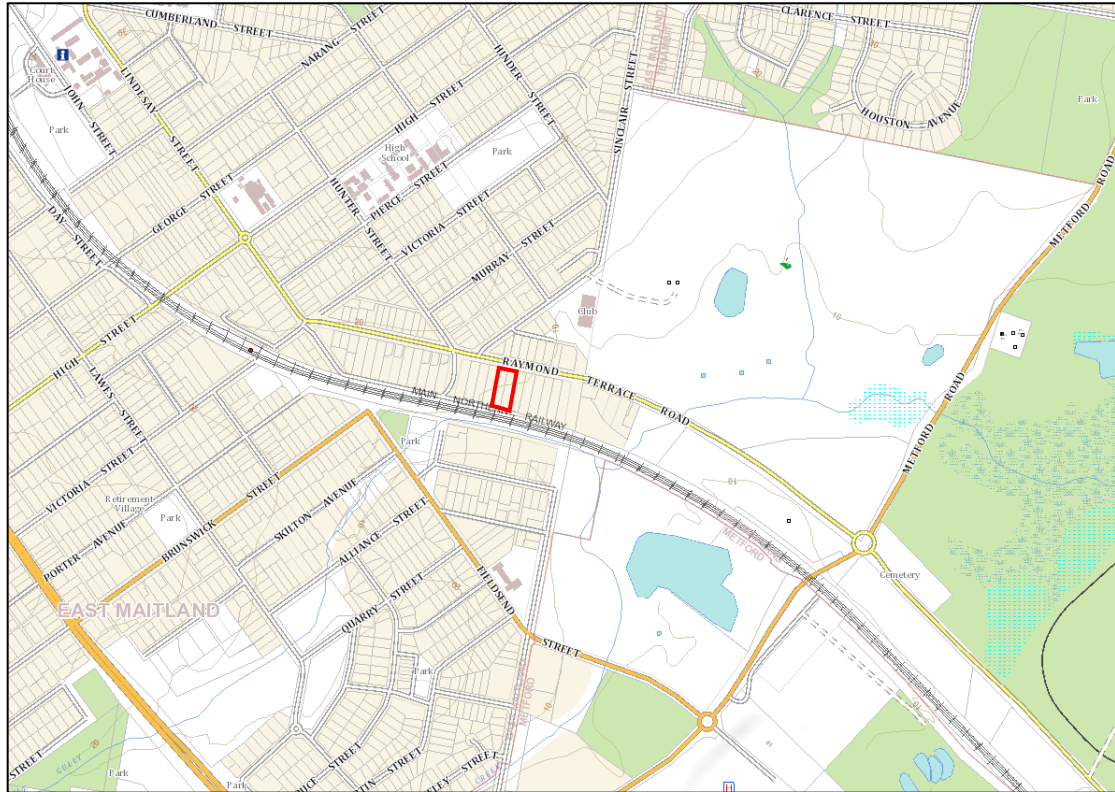


Figure 2: Location Plan. Subject site outlined in red (source: NSW ePlanning Spatial Viewer)

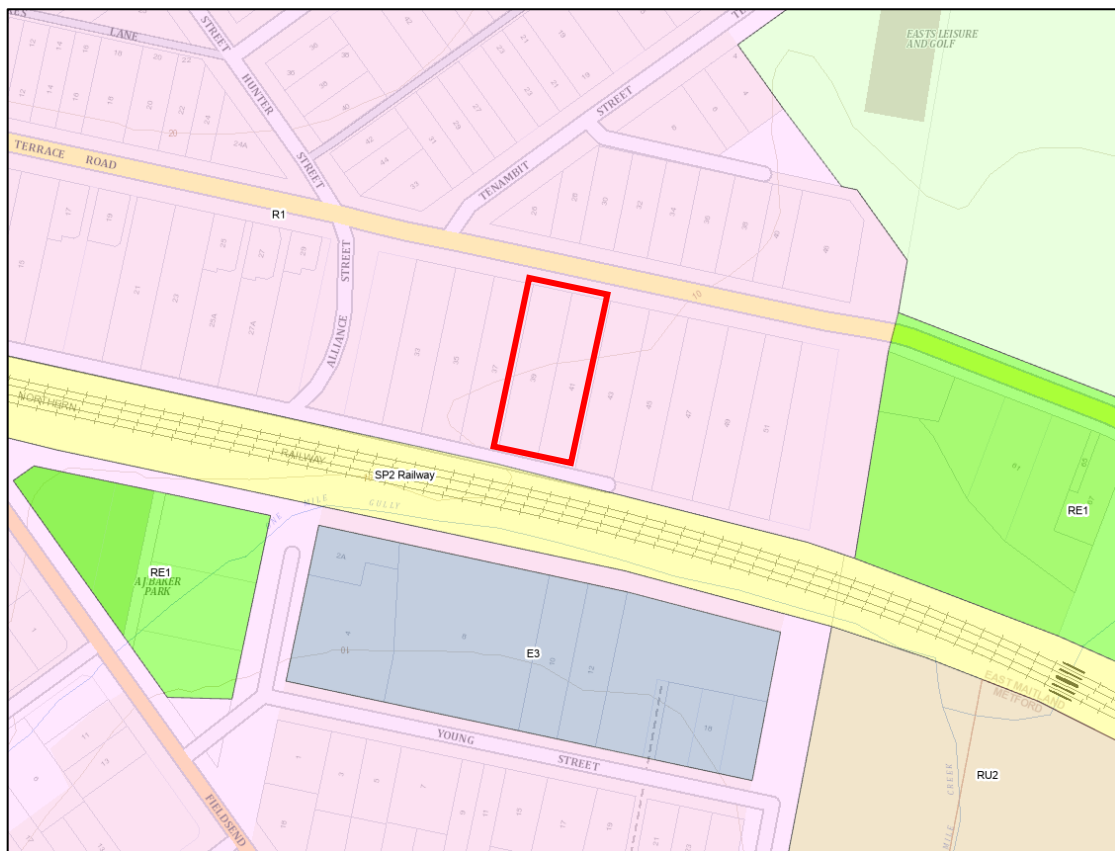


Figure 3: Land Zoning Plan. Subject site outlined in red (source: NSW ePlanning Spatial Viewer)

2.3. KEY FEATURES

2.3.1. Vegetation

Vegetation at the site is typical of a residential setting including maintained lawns, gardens and native and exotic trees scattered across the site. There are street trees located along the road frontage of the site.

2.3.2. Heritage

Aboriginal Heritage: The site is located in the Mindaribba Local Aboriginal Land Council (LALC) area. A search of the Aboriginal Heritage Information Management System (AHIMS) database concluded that there are no Aboriginal sites or places within 200 metres of the site (**Appendix 8**). The area is also not mapped as sensitive Aboriginal cultural landscape

Non-Aboriginal Heritage: There are no heritage sites located within proximity to the site. There are a number of heritage sites within the greater locality, generally of Local significance. The closest item is the Main Northern Railway (East Maitland Railway Station Group) which is located at the rear of the site. The proposed development, as described in this statement, is not expected to have adverse impact on the heritage significance of any nearby items or places, being located within a heavily developed mixed-use area

2.3.3. Bushfire

The site is not identified within bushfire prone land.

2.3.4. Soils and Geotechnical

The site is identified as potentially containing Class 5 Acid Sulfate Soils (ASS). NSW Planning, Industry & Environment eSPADE Soil and Landscape Information portal identifies the site as not being at risk to ASS.

The site is not located within a proclaimed Mines Subsidence District.

2.3.5. Flooding

The site is not identified as being flood prone land.

2.3.6. Traffic and Access

The site has direct vehicular access to Raymond Terrace Road which is a bitumen sealed local road with a sign posted 50km/hr speed limit.

2.3.7. Site Photos

The following site photos were obtained by de Witt Consulting during a site visit on 28/02/2023.



Photo 1 – Existing Dwelling (41 Raymond Terrace Road)



Photo 2 - Existing Dwelling (39 Raymond Terrace Road)



Photo 3 – Raymond Terrace Road looking West



Photo 4 – Raymond Terrace Road looking East



Photo 5 – Existing driveway, garage and shed at 39 Raymond Terrace Road. Sheds and driveway to be demolished



Photo 6 – Existing driveway, garage, and pool area at 41 Raymond Terrace Road. Garage to be demolished as part of the development



Photo 7 – Vegetation at the rear of 39 Raymond Terrace Road



Photo 8 – Vegetation at the rear of 41 Raymond Terrace Road



Photo 9 – Location of proposed shared driveway access from Raymond Terrace Road



Photo 10 – Unnamed Laneway located along rear boundary of site with Great Northern Railway adjacent to laneway

3. THE PROPOSAL

3.1. SUMMARY OF THE PROPOSED DEVELOPMENT

The proposed development will consist of the following:

- Two into four lot Torrens title subdivision
- Demolition of the existing garages, sheds and driveways
- Construction of a shared driveway access to service the whole site
- Erection of 8 x 3-bedroom single storey dwellings with attached garages
- Retain the existing dwellings fronting Raymond Terrace Road.
- Strata subdivision of the eight dwellings after construction

3.2. SUBDIVISION

A 2 into 4 lot Torrens title subdivision is proposed, creating lots ranging in size from 408.4m² and 1348.3m². A Plan of Proposed Subdivision has been prepared by de Witt Consulting below in *Figure 4*, and **Appendix 2**. Two of the proposed lots are non-compliant with the provisions of Clause 4.1 of the LEP, however the proposed subdivision will also include the erection of dwellings on the vacant lots (Proposed Lots 3 and 4) which allows for the subdivision of land less than the minimum lot size requirements on the provisions that the lots are equal to or greater than 300m².

The proposed subdivision will have various easements to be created over the site for the use of a shared access and easement for services. The proposed easements to be created are the following:

- Right of Way Variable Width (A) as shown on the plan and
- Easement for Services 1.5 wide (B) as shown on the plan

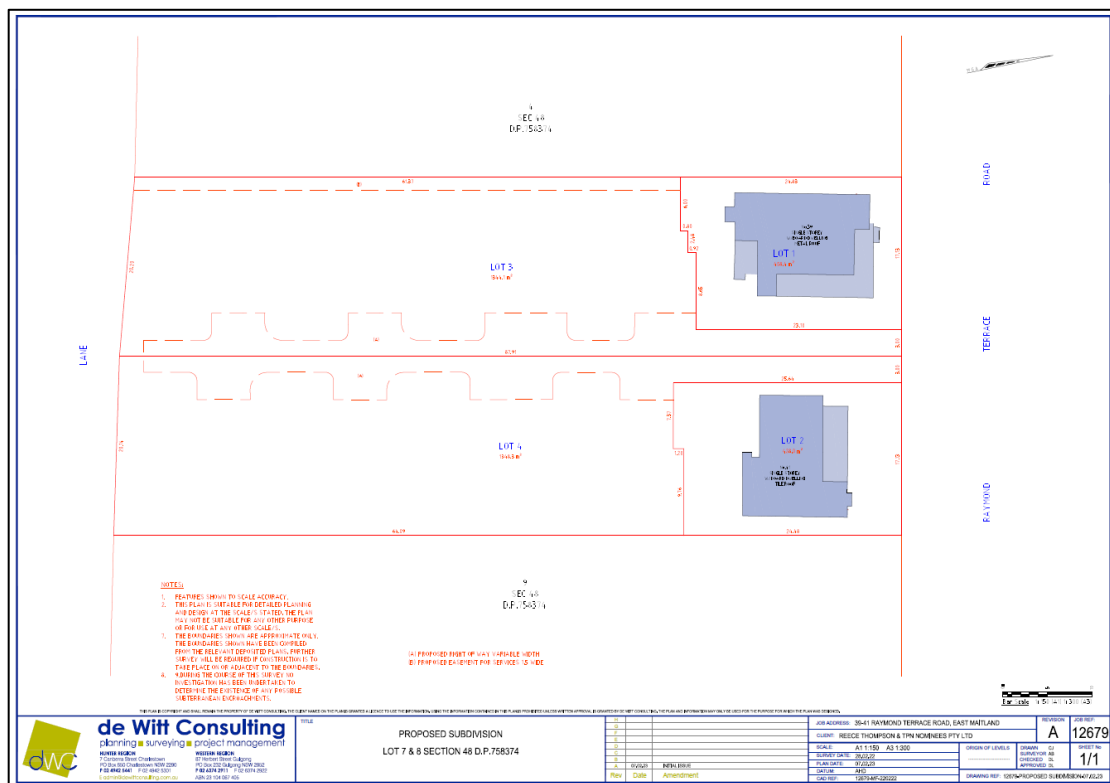


Figure 4: Plan of Proposed Subdivision (source: de Witt Consulting)

3.3. MULTI-DWELLING DEVELOPMENT

The proposed development will retain the existing dwellings on Proposed Lots 1 and 2 known currently as 39 and 41 Raymond Terrace Road. The erection of a total of eight (8) dwellings is proposed with four (4) single storey dwellings to be located on both proposed lots 3 and 4. The multi dwelling development will comprise of the following:

- Double car garage attached to the dwelling 2.2m setback from the main building wall

- Three bedrooms with built in robes. Bedroom 1 being the master room which includes and ensuite and walk in robe
- Open plan kitchen, dining and living area
- Internal laundry
- Bathroom
- Outdoor alfresco area with access from the dining area

Figures 5-8 below outline the site plan, basic floor plan and external perspective finishes of the dwellings. These are also included within the full architectural plan set in **Appendix 3**.

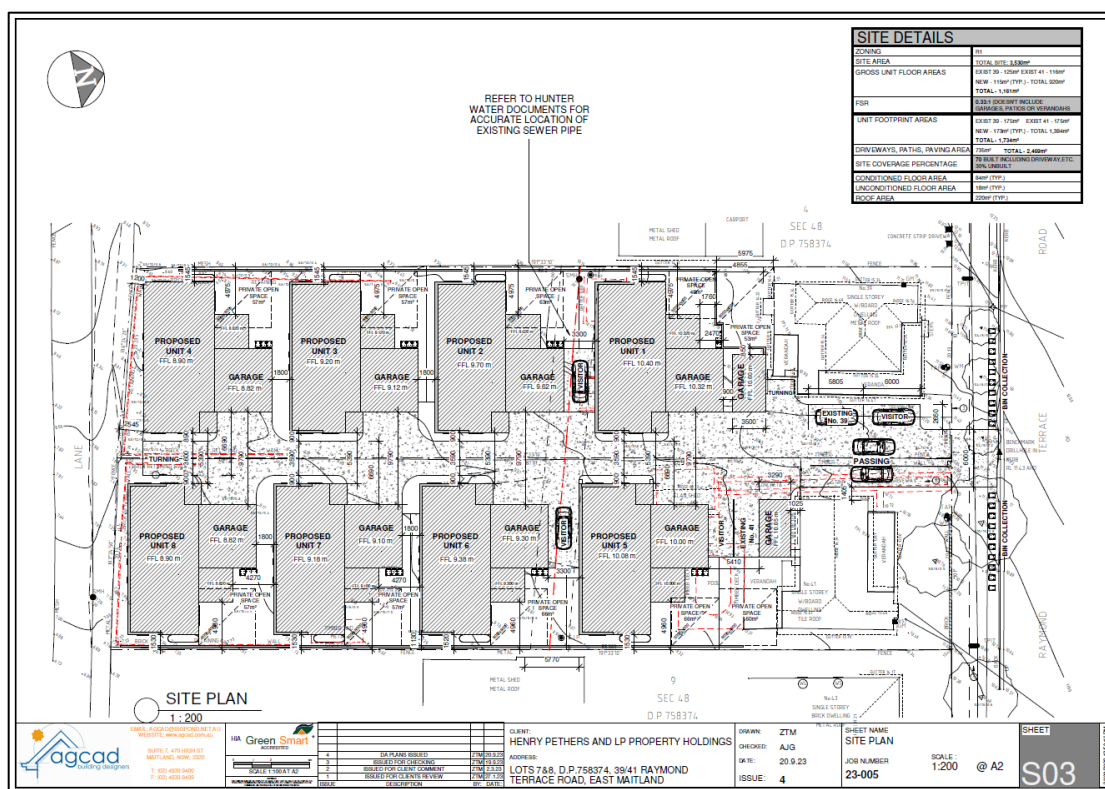


Figure 5: Proposed Site Plans (source: AGCAD Building Designers)

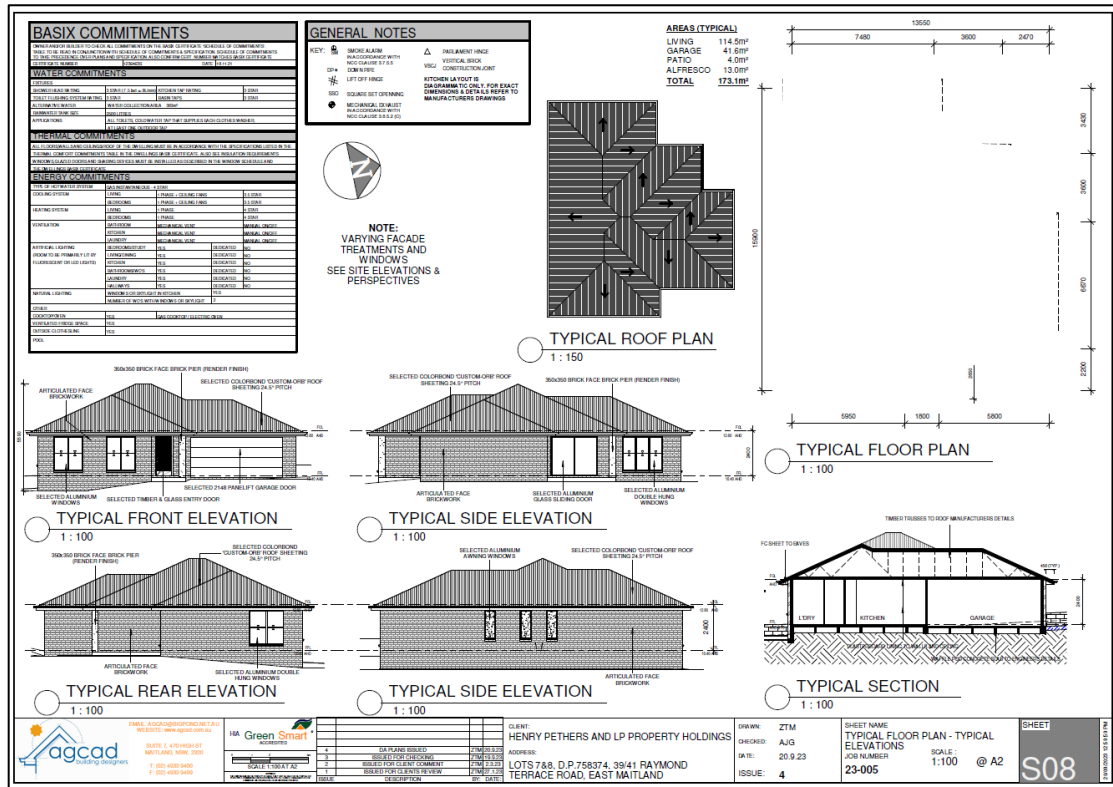


Figure 6: Proposed Basic Floor Plans for each dwelling (source: AGCAD Building Designers)

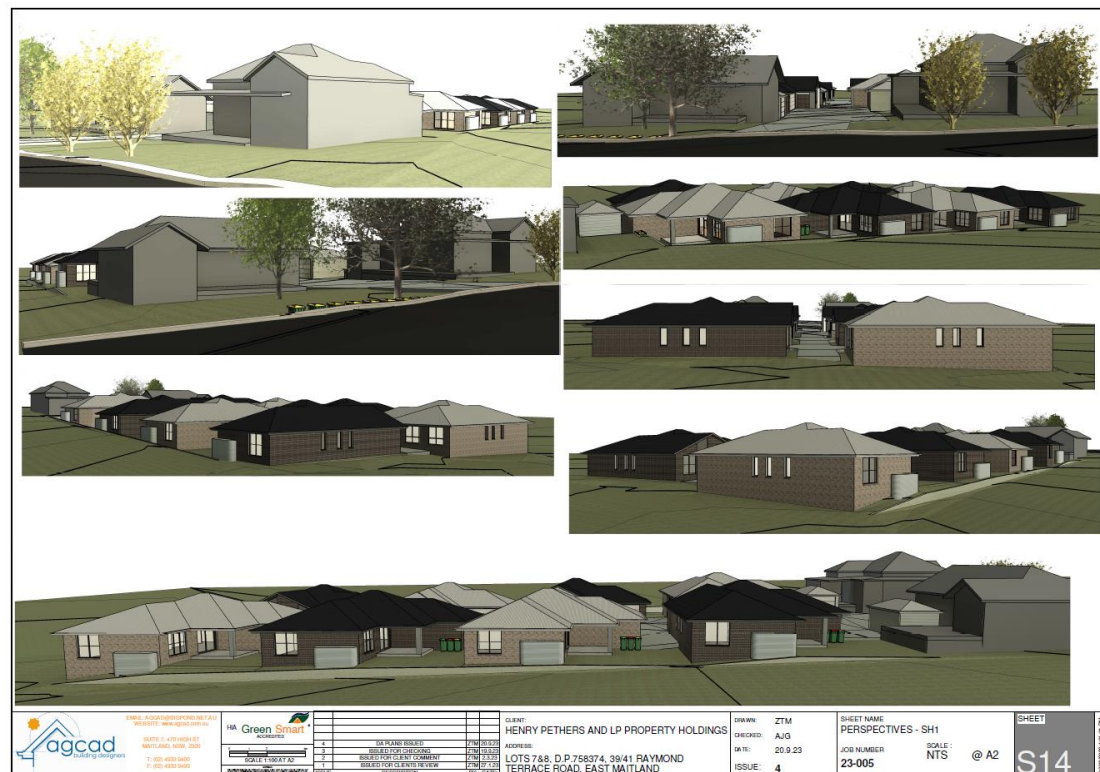


Figure 7: Proposed Dwelling Perspectives and Finishes Sheet 1 of 2 (source: AGCAD Building Designers)

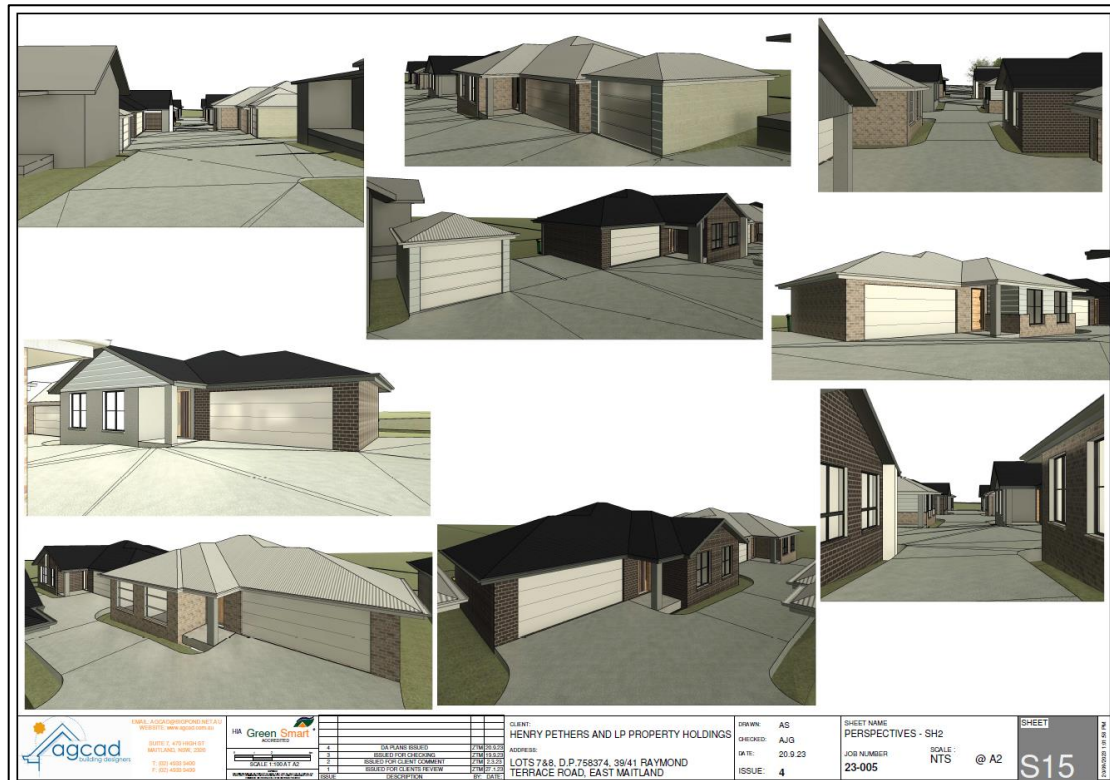


Figure 8: Proposed dwelling Perspectives and Finishes Sheet 2 of 2 (source: AGCAD Building Designers)

3.4. STORMWATER MANAGEMENT

Stormwater management plans have been prepared (**Appendix 4**). The plans detail how the stormwater will be managed onsite through drainage and onsite detention. The stormwater drainage and detention will involve the following:

- 5000L water tanks for each new dwelling to catch the roof water
- 9 x 600x600 stormwater inlet pits within the concrete driveway with 150mm diameter sewer grade uPVC pipes draining from each pit into the onsite stormwater detention tank.
- 5 x 600x600 stormwater pits in rear of the lots for inter-allotment drainage connected with 150mm diameter uPVC pipes.
- 4 x 900x600 stormwater pits in rear of the lots for inter-allotment drainage connected with 150mm uPVC pipes.
- 1200x1200 surcharge pit located in south eastern corner of site to catch and drain overflow stormwater into rear un-named lane.
- 600x600 control pit connected to the OSD tank.

Further details can be found in *Figure 9* below and Civil Plans.



Figure 9: Proposed Stormwater Drainage Layout (source: PK Civil & Structural Engineering)

3.5. TRAFFIC AND PARKING

Site access will be constructed through a shared driveway access from Raymond Terrace Road. The proposed shared concrete driveway will also include a new formalised crossover with the existing crossovers to be restored as they will not be used or required for the development. The existing dwellings will be retained and as a result will have two car parking spaces provided at the rear of the dwellings with a single garage and open parking space that adjoins a visitor parking space for the whole site. Each new dwelling will have an attached double garage to provide for two car spaces. The proposed car parking spaces are found on the architectural plans in **Appendix 3** of this report.

4. STATUTORY PLANNING CONTROLS

4.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 AND REGULATIONS 2021

The proposed development will require consent under the provisions of Part 4 of the EP&A Act. The proposal is not integrated development pursuant to section 4.46 of the EP&A Act as it is not within a proclaimed mines subsidence district or within bushfire prone land. Additionally, the proposed development is **not** considered to be:

- Designated development pursuant to Schedule 3 of the Environmental Planning and Assessment Regulations 2021 (the Regulations) or any other environmental planning instrument;
- State significant development (SSD) or State significant infrastructure (SSI) pursuant to Section 4.36 of the EP&A Act; and
- Regionally significant development pursuant to the State Environmental Planning Policy (SEPP) (Planning Systems) 2021. The development will have a CIV of less than \$30 million and therefore will not trigger regionally significant development.

Therefore, the proposed development is considered to be 'local development' and Council is the relevant consent authority.

4.2. RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES

Table 4.2.1 address the relevant SEPPs in accordance with Section 4.15(1) of the EP&A Act.

Table 4.2.1: Relevant SEPPs

| SEPP | COMPLIANCE |
|---|---|
| State Environmental Planning Policy (Resilience and Hazards) 2021 | <p>Chapter 4 – Remediation of Land</p> <p>Clause 4.6 of Chapter 4 sets out that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated and it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out.</p> <p>The site was previously developed containing a residential dwelling and there is no record of contamination listed on the site. The proposed works will have a minimal impact and not further investigation should be required at this stage</p> |
| State Environmental Planning Policy (Building Information Sustainability Index: BASIX) 2004 | <p>The SEPP was enacted to ensure buildings are designed to use less potable water and minimise greenhouse gas emissions by setting energy and water reduction targets for residential houses and units.</p> <p>A BASIX certificate has been prepared in support of the proposed development and is included at Appendix 7. BASIX requirements of the proposal's construction and ongoing energy/sustainability needs have been appropriately considered</p> |
| State Environmental Planning Policy (Biodiversity and conservation) 2021 | <p>This SEPP regulates clearing of vegetation across New South Wales (NSW) on non-rural land.</p> <p>Vegetation will be cleared as part of this development, with consent being sought as part of this DA. None of the vegetation to be cleared is not identified on the Biodiversity Values Map, the biodiversity offset scheme therefore does not apply. The site is not Biodiversity certified land under the <i>Biodiversity Conservation Act 2016</i>.</p> |
| State Environmental Planning Policy (Transport and Infrastructure) 2021 Chapter 2 Infrastructure | <p>Section 2.100 applies to land adjacent to a rail corridor, It states that the consent authority has to consider the likely adverse impacts of rail noise and vibration for residential accommodation, places or worship, hospitals and educational establishments. Due to the development being for residential purposes, sound levels should not exceed 35db(A)</p> |

| | |
|--|---|
| | <p>in bedroom between 10pm and 7am and 40db(A) everywhere else at any time of the day.</p> <p>The site is located near the Main Northern Railway as such a Rail Traffic Noise and Vibration Impact Assessment has been prepared and can be found in Appendix 5. The report indicates that the prescribed train noise levels will be 61.1 db(A) during the day and 61.5 db(A) during the night. Based on these levels there is an exceedance with the noise limits of 21 db(A) during the day and 26.5 db(A) during the night. In order to satisfy the recommended noise levels, acoustic modifications to the dwellings are required and an acoustic fence 1800mm high along the south, west and east site boundaries. The development is capable of achieving the minimum required rail traffic noise and vibration levels, if all acoustic measures are adhered to.</p> |
|--|---|

4.3. MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

Maitland Local Environmental Plan (LEP) 2011 provides a planning framework to facilitate development in an appropriate manner with due consideration to ecologically sustainable development. Relevant clauses of LEP 2011 are discussed in Table 4.3.1.

Table 4.3.1: Consistency with relevant clauses of LEP 2011

| CLAUSE | CONSISTENCY |
|---|--|
| 2.1 Land Use Zones | <p>The site is zoned R1 General Residential pursuant to the provisions of Maitland Local Environmental Plan 2011 (LEP)</p> <p><i>Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dwelling houses; Group homes; Home-based child care; Home industries; Hostels; Hotel or motel accommodation; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Shop top housing; Tank-based aquaculture; Any other development not specified in item 2 or 4</i></p> <p>The proposed subdivision and multi-dwelling housing is permitted with consent.</p> |
| 2.3 Zone Objectives | <p>The objectives of the R1 zone are:</p> <ul style="list-style-type: none"> • <i>To provide for the housing needs of the community.</i> • <i>To provide for a variety of housing types and densities.</i> • <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i> <p>The proposed subdivision and multi-dwelling housing is s type of development that is orderly and is in keeping with within the zone objectives.</p> |
| 2.6 Subdivision - Consent Requirements | <p>Consent for the proposed subdivision is required in accordance with Clause 2.6.</p> |
| 4.1 Minimum Lot size | <p>The minimum lot size requirements for the site is 450m².</p> <p>The proposed subdivision ranges in size between 408.4m² and 1348.3m² which partially does not comply with the minimum lot size requirements as two lots comply and two lots are non-compliant. The proposed subdivision will seek approval under the provisions of Clause 4.1A, see below for details.</p> |
| 4.1A Exceptions to Minimum Lot Sizes in Zone R1 | <p>The site will utilise the provisions set out in this clause which allows for two or more lots that are equal to or greater than 300m² and the erection of a detached dwelling, semi-detached dwelling or dwelling houses on the resulting lots.</p> <p>Each of the proposed lots will be greater than 300m², with proposed Lots 1 and 2 retaining the existing dwellings and proposed Lots 3 and 4 will include the erection of 4 dwellings on each lot.</p> |

| CLAUSE | CONSISTENCY |
|---|---|
| | <p>Proposed Lot 1 – 408.4m² and retention of existing dwelling Proposed Lot 2 – 428.0m² and retention of existing dwelling Proposed Lot 3 – 1344.1m² and erection of 4 detached dwellings Proposed Lot 4 – 1348.3m² and erection of 4 detached dwellings</p> <p>The plan of proposed subdivision will be included in Appendix 2 of this report.</p> |
| 4.3 Hight of Buildings | There is no maximum building height for the site. |
| 4.4 Floor Space Ratio | There is no maximum floor space ratio for the site. |
| 4.6 Exceptions to development Standards | Flexibility is provided in the LEP for certain development standards for particular development. The proposal complies with all relevant development standards. |
| 5.10 Heritage Conservation | The subject site is not identified as being with a heritage conservation area or containing heritage items. A heritage item is located at the rear of the site along The Main Northern Railway – State Significance |
| 5.21 Flood Planning | The subject site is not identified as being within a flood planning area. |
| 7.1 Acid Sulfate Soils | The site is identified a potentially containing Class 5 Acid Sulfate Soils. The proposed works are not considered likely to lower the water table. |
| 7.2 Earthworks | The proposed earthworks are minor in nature and will occur in association with regarding the area for the proposed access to the rear lot The proposed earthworks are not envisaged to have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. |

4.4. MAITLAND DEVELOPMENT CONTROL PLAN 2011

Maitland Development Control Plan (DCP) 2011 provides guidance to development of land under LEP 2011 and is intended to act as an integrated planning document. The purpose of the DCP 2011 is to supplement LEP 2011 and provide additional information to take into account when preparing a development application. An assessment of the proposed development against applicable DCP requirements is provided in Table 4.4.1 below.

Table 4.4.1: Consistency with Maitland DCP 2011

| CLAUSE / CONTROL | CONSISTENCY |
|---|---|
| PART B – ENVIRONMENTAL CONTROLS | |
| B.2 Domestic Stormwater | Stormwater retention capacity is in accordance with BASIX Requirements. All roof water from each of the new dwellings has been designed to drain into the rain water tanks (5000L capacity) with overflow to drain into the inert-allotment drainage system. The stormwater design plans are located within Appendix 4 of this report and will consist of the drainage pits and pipes within the driveway, inter-allotment drainage at the rear of the dwellings, OSD tank at the end of the driveway with overflow drainage that will drain into the un-named laneway at the rear of the site. |
| B.3 Hunter River Floodplain | N/A – The subject is not identified as land within the Hunter River Floodplain or is identified as flood prone land. |
| B.4 On Site Sewage Management Systems | N/A – The existing dwellings are connected to the reticulated sewer network. The proposed multi-dwelling development will be connected into the existing sewer main. |
| B.5 Tree and Vegetation Management | This chapter of the DCP does not apply as the clearing of vegetation for this development forms part of the consideration of impacts associated with this DA. Vegetation will be cleared as part of this development, with consent being sought as part of this DA. None of the vegetation to be cleared is identified on the Biodiversity Values Map, the biodiversity offset scheme therefore does not apply. The site is not Biodiversity certified land under the <i>Biodiversity Conservation Act 2016</i> . The existing street trees located within the road reserve of Raymond Terrace Road will be retained as part of the proposed development. |
| B.6 Waste Not – Site Waste Minimisation and Management | A SWMMP has been provided in Appendix 5 in accordance with Council guidelines, it outlines the measures to minimise and manage waste generated during demolition, construction and ongoing use. |
| B.7 Riparian Land and Waterways | The site does not contain Riparian Land or Waterways. |
| PART C – DESIGN GUIDELINES | |
| C8 Residential Design | |
| C.1 Accessible Living | N/A – Whilst the proposed residential development will create multi-dwelling housing of 8 units, the size and scale of the development does not require an access report. |
| C.8 Residential Design | The proposed development will consist of a subdivision of land being a 2 into 4 lots with the existing dwellings retained and on their own separate lot with the proposed multi-dwellings (4 units on each lot). The proposed residential development will provide additional housing within the Maitland LGA and located on land that is zoned for multi-dwelling residential development with consent from Council. |
| 2.1 Site Analysis and Site Context | A site plan has been provided within the architectural plans in Appendix 3 . The detail survey attached in appendix 1 identifies the lot details, current site levels, existing buildings, and vegetation. A context Analysis has been provided within this SEE in Section 2 and photos have been provided. |

| | |
|---|---|
| | The development has been designed to be sympathetic with the current site constraints and opportunities. The design mitigates any potential negative impacts whilst integrating the existing dwellings and streetscape fronting Raymond Terrace Road and consistent with recent residential development along Raymond Terrace Road. |
| 3 Development Incorporating Existing Dwellings | The proposed development will retain the existing dwellings onsite which will be continue to be used for residential purposes and incorporated into the design. No changes will be made to the current existing dwellings, other than demolishing the existing garages and sheds whilst constructing a new garage for each of the existing dwellings at the rear of the dwelling. This will continue to meet the design controls set out in the DCP whilst maintaining their pedestrian connection to the street. The existing dwellings will have the required private open space and parking requirements that are compliant with the DCP controls. |
| 4 Bulk Earthworks and Retaining Walls | As shown in the architectural plans in Appendix 3 , a bulk earthworks plan has been provided that specifies the existent of the proposed works including retaining walls, cut and fill, finished floor levels and slopes of the proposed hard stand surface. The proposed maximum fill for the retaining walls is 800mm and the maximum cut for the retaining walls is 900mm. the full extent of the earthworks is shown within the architectural plans. |
| 5 Street Building Setbacks | The existing dwellings at the front of the site has the primary frontage to Raymond Terrace Road. There are no proposed changes to the current front setbacks as part of the proposed works. |
| 6 Side and Rear Setbacks | The proposed rear setbacks for the development is 1.2m at the closest point for Proposed Dwelling 4 and 2.545m at the furthest point. The proposed rear setback for proposed dwelling 6 is 1.22m at the closet point. The side boundary setbacks for Proposed dwellings 1 to 4 are 1.545m while Proposed Dwellings 5,7 and have an offset of 1.53m with Proposed Dwelling 6 being slightly closer with a setback of 1.52m. The proposed setbacks all comply and are greater than the minimum requirements for single storey residential dwellings outlined within the DCP Controls. |
| 7 Site Coverage and Unbuilt Areas | Multi dwelling housing (3 or more dwellings) require 70% built up area and 30% unbuilt area under the DCP Controls outlined in Table 3. The total area of the two sites is 3528m ² , with the built-up area making up an area of 2469m ² and the unbuilt area making up 1061m ² that complies with the 70% built area and 30% unbuilt area. |
| 8 Building Height, Bulk and Scale | The LEP has no prescribed building height applied to the area however Table 4 indicates that the maximum building height for multi dwelling housing is 8.5m. The bulk and scale of the proposed dwellings are therefore considered appropriate as they are less than the maximum building height and there are no implications on significant loss of amenity or views for the adjoining properties. The architectural plans in Appendix 3 show the spot levels and contours onsite for the pre-development and post development of the site. |
| 9 External Appearance | The new dwellings are of high-quality design, the carparking structures for the new dwellings are well integrated into the building in the form of attached garages are included in the Design Plans at Appendix 3 . They are therefore compatible with the overall building design. The new garage for the existing dwelling is integrated with the over development, with similar finishes to the other garages. There are no visual impacts associated with the garages as they are well behind the building lines of the front of the site and not visible from the primary street frontage. |
| 10 Open Space | The principal private open spaces (POS) for the proposed dwellings are accessible from the living areas. Based on the orientation of the POS, the minimum POS required is 45m ² according to Figure 20 of the DCP. The proposed dwellings POS range in size between 48m ² |

| | |
|--|--|
| | (Proposed Dwelling 1) and 66m ² (Proposed Dwellings 5 & 6) all of which meet the minimum requirement and satisfactory orientation according to Figure 20 of the DCP. Each proposed and existing POS has minimum depth of 7.03m which exceeds the minimum depth of 3m. |
| 11 Sites having a Boundary to a Laneway | The site adjoins an unnamed laneway to the rear. The proposed development will not increase traffic along this laneway as no vehicle or pedestrian access is proposed from the laneway. The principal street address and access for vehicles and pedestrians will be from Raymond Terrace Road at the north of the site. All proposed garages are located more than 2m from the rear laneway, with the nearest garage (dwellings 4 and 8) being at least 8m away from the rear laneway boundary. |
| 12 Accessibility and Adaptable Housing | Due to there being less than 10 proposed dwellings, there is no minimum requirement to provide for adaptable dwellings. |
| 13 Landscaping | Landscaping elements are distributed across the site and are located along the driveway to soften the appearance of the built-up areas. A detailed Landscape Plan which includes the planting scheme and planting location is provided within the Design Plans at Appendix 3 . |
| 14 Fencing and Walls | The existing fences at the side and rear boundaries are set to be demolished. They will be replaced with a 1.8m high Colourbond fence. |
| 15 Driveway Access and Carparking | <p>The existing driveway will be demolished and replaced with a new driveway which will provide shared access to the proposed dwellings. The driveway will be built between the common boundary between 39 and 41 Raymond Terrace Road. This is to ensure that the development is able to comply with safe vehicle manoeuvring as demonstrated within the vehicle sweep paths at Appendix 3. The Turning Templates (at Appendix 3) for vehicle entry and exit has been provided and they demonstrate that vehicles will be able to safely manoeuvre in forward direction, to enter and exit the site.</p> <p>The driveway has a minimum width of 6m which exceeds the minimum requirement of 2.7m. Landscaping has been incorporated into the design of the driveway, along the rear and east side boundaries.</p> <p>The driveway crossover the public footpath will be constructed in accordance with Councils Manual of Engineering Standards. The access point of the crossover the footpath is 5m which is the maximum allowable distance.</p> <p>Each proposed dwelling has three bedrooms which requires at least two carparking spaces. Two carparking spaces have been provided in the form of a double attached garage for each dwelling. The existing dwellings has three bedrooms which requires at least two carparking spaces. Two carparking spaces have been provided in the form of a single garage and car space for the existing dwelling. 1.2 visitor spaces are required for the proposed dwellings. Two visitor car parking spaces have been provided which will always be freely accessible.</p> <p>The double garage spaces need a minimum of depth of 6m and minimum length of 5.5m, each proposed garage exceeds this minimum requirement and measures at 5.8m by 6.67m. The garage door opening needs to be a minimum of 5.2m and needs to be setback a minimum of 6.5m from the side boundary. Each garage is setback at least 6.7m from the east side boundary.</p> <p>The single garage needs a minimum of depth of 3.5m and minimum length of 5.5m. The new single garage measures at 3m by 6m. The garage door needs to be a minimum of 2.7m and need to be setback a minimum of 6.5m. The single garage is set back 7m from the east side boundary.</p> |

| | |
|--|---|
| 16 Views and Visual and Acoustic Privacy | Direct views and overlooking of adjoining properties between living area windows can be screened by the proposed boundary fences at the west side boundary and screened by distance and landscaping on the east side boundary. Each proposed dwelling is single storey and below the maximum allowable height. Overall, there are no implications on views of visual privacy. |
| 17 Water and Energy Conservation | A Basix Certificate at Appendix 6 has been provided to demonstrate sustainable use of water and energy for each proposed dwelling. The dwellings have been designed to have optimum solar access and ventilation. The main living spaces (indoor and outdoor) are oriented towards the north and north east. The orientation of each proposed dwelling and its POS is located in the optimum location (shown in figure 20 of the DCP) and each dwelling is single storey. Due to this a shadow diagram is not required. |
| 18 Stormwater Management | Erosion and Sediment Controls have been detailed within the Design Plans at Appendix 3 and 4 . A 5,000 L rainwater tank has been provided for each proposed dwelling. A Stormwater Drainage Plan has been provided at Appendix 4 . It details that the stormwater system is directed to the street drainage system. It also details the location of onsite stormwater detention tanks as a part of the stormwater system. It also shows the pipeline layout, pit layout and overland flow paths. Overall, the development provides for an effective stormwater management system and sediment and erosion controls. |
| 19 Security, Site Facilities and Services | The proposed development will not result in 10 or more dwellings, therefore a CPTED assessment is not required. An open-air clothes drier has been provided for each dwelling, none of which are visible from the street. All proposed waste storage areas are not visible from the public domain. The existing dwellings is connected to – reticulated water, sewerage, electricity and telecommunications, the proposed dwellings will be designed to connect to these existing services. |
| C.10 Subdivision | The proposed development will consist of a 2 into 4 lot Torrens title subdivision with the existing dwellings to be located on their own separate lot. The plan of proposed subdivision is included in Appendix 2 of this report. |
| 4 Design Elements - Environmental Considerations (EC) | |
| EC.1 Flora and Fauna | Vegetation is required to be cleared for the proposed development. The proposed development will supplement the loss of vegetation by providing for landscaped areas in the form of trees and shrubs as outlined in the planting schedule of the Landscape Plan within the Design Plans at Appendix 3 . |
| EC.2 Heritage and Archaeology | The site is not identified as being within the Special Precinct – Heritage Conservation Area of ‘East Maitland.’ An AHIMS search was undertaken for the site and returned no results for Aboriginal places or sites of significance within a 50m buffer zone of the site (result at Appendix 7). |
| EC.3 Hazards | <p>Flooding The site is not identified as being flood prone land or within the Hunter River Flood Plain.</p> <p>Bushfire Prone Land The site is not identified as being bushfire prone land.</p> <p>Landslip The subject land is not identified as being subject to landslip.</p> |

| | |
|---|--|
| | <p>Land Contamination</p> <p>The land is located within a developed residential area with no known mine subsidence. It is considered that the site is not landslip prone.</p> |
| <p>Design Considerations (DC)</p> <p>DC.1 Lot Size and Dimensions</p> | <p>The proposed subdivision has given consideration into the existing site conditions. The lot size requirements set out in 4.1A of the LEP have adhered to.</p> |
| <p>DC.2 Solar Access and Energy Efficiency</p> | <p>The proposed subdivision design and residential development has considered the solar access and energy efficiency requirements. It is considered that the existing dwellings and proposed multi-dwelling development is capable of achieving high levels of solar access and energy efficiency.</p> |
| <p>DC.3 Drainage, Water Quality and Soil Erosion</p> | <p>The site topography allows for discharge of stormwater to the rear laneway. The proposed stormwater system has been designed to be consistent with pre-development stormwater patterns by including the provision of rainwater tanks and OSD tanks. Erosion and sediment controls are detailed within the Design Plans at Appendix 4.</p> |
| <p>DC.4 landscape, Streetscape and Visual Impact</p> | <p>The existing dwellings will be retained. These dwellings face the primary street frontage at Raymond Terrace Road. The existing streetscape will therefore be maintained. The visual impact from the new dwellings is therefore minimal as they will not be visible from the current streetscape.</p> |
| <p>DC.5 Effluent Disposal</p> | <p>An application to Hunter Water Corporation will be made to enable the sewer connections to the proposed dwellings.</p> |
| <p>DC.6 Roads and Access, Pedestrians and Cycleways</p> | <p>There are no additional roads proposed for this development.</p> |
| <p>DC.7 Crime Prevention – Safer by Design</p> | <p>The proposed dwellings are well situated within the existing site area, they do not create or exacerbate the risk of crime within the area. The landscaping provided is appropriate in scale and does not allow for opportunities for offenders to hide in. The orientation of the dwellings provides for opportunities for natural surveillance.</p> |
| <p>DC.8 Site Filling</p> | <p>A Bulk Earthworks Plan has been provided within the Design Plans at Appendix 3. The plan specifies and shows the extent of the proposed retaining walls, cut and fill.</p> |
| <p>DC.9 Reticulated Services (Water/Sewer/Electricity/Telecommunication)</p> | <p>The existing dwelling is serviced by reticulated services. It is considered that the proposed dwellings can also be serviced through the augmentation or installation of new water, telecommunication and electricity services.</p> |
| <p>Identity Components (IC)</p> <p>IC.1 Entry Features</p> | <p>The proposed development does not propose any entry features.</p> |
| <p>IC.2 Street Names</p> | <p>N/A – no new streets are proposed.</p> |
| <p>IC.3 House / Lot Numbering</p> | <p>House numbering applications will be submitted prior to the subdivision certificate application.</p> |
| <p>C10 Subdivision</p> | |
| <p>3 Design Elements</p> | |

| | |
|---|---|
| EC.1 Flora and Fauna | Assessed above as part of the DCP Section for Residential Development. |
| EC.2 Heritage and Archaeology | |
| EC.3 Hazards | |
| DC.1 Lot Size and Dimensions | The proposed subdivision has given consideration into the existing site conditions. The lot size requirements set out in 4.1A of the LEP have been adhered to. |
| DC.2 Solar Access and Energy Efficiency | The proposed subdivision design and residential development has considered the solar access and energy efficiency requirements. It is considered that the existing dwellings and proposed multi-dwelling development is capable of achieving high levels of solar access and energy efficiency. |
| DC.3 Drainage, Water Quality & Soil Erosion | The site topography allows for discharge of stormwater to the rear laneway. The proposed stormwater system has been designed to be consistent with pre-development stormwater patters by including the provision of rainwater tanks and OSD tanks. Erosion and sediment controls are detailed within the Design Plans at Appendix 4 . |
| DC.4 Landscape, Streetscape & Visual Impact | The existing dwellings will be retained. These dwellings face the primary street frontage at Raymond Terrace Road. The existing streetscape will therefore be maintained. The visual impact from the new dwellings is therefore minimal as they will not be visible from the current streetscape. |
| DC.5 Effluent Disposal | An application to Hunter Water Corporation will be made to enable the sewer connections to the proposed dwellings. |
| DC.6 Roads & Access, Pedestrian & Cycleways | There are no additional roads proposed for this development. A shared concrete driveway access will be constructed to service both the existing dwellings and proposed dwellings to access Raymond Terrace Road. |
| DC.7 Crime Prevention – Safer by Design | The proposed dwellings are well situated within the existing site area, they do not create or exacerbate the risk of crime within the area. The landscaping provided is appropriate in scale and does not allow for opportunities for offenders to hide in. The orientation of the dwellings provides for opportunities for natural surveillance. |
| DC.8 Site Filling | A Bulk Earthworks Plan has been provided within the Design Plans at Appendix 1 . The plan specifies and shows the extent of the proposed retaining walls, cut and fill. |
| DC.9 Reticulated Services (Water / sewer / Electricity / Telecommunications) | The existing dwelling is serviced by reticulated services. It is considered that the proposed dwellings can also be serviced through the augmentation or installation of new water, telecommunication and electricity services. |
| IC.1 Entry Features | The proposed development does not propose any entry features. |
| IC.2 Street Names | N/A – no new streets are proposed. |
| IC.3 House / Lot Numbering | House numbering applications will be submitted prior to the subdivision certificate application. |

C11 Vehicular Access and Car Parking

The proposed subdivision will allow for each new lot and dwelling to have direct access to Raymond Terrace Road through a shared concrete driveway access. The existing and proposed dwellings will have provisions for car parking that has been incorporated into the overall development design

3 Guidelines for the Design, Layout and Construction of Access and Parking Areas

| | |
|---|---|
| 3.1 Access to the Site | The turning templates for vehicle entry and exit has been provided within the Design Plans at Appendix 3 . They demonstrate that vehicles will be able to safely manoeuvre in forward direction, to enter and exit the site. Access to the site will be provided from Raymond Terrace Road via formalised crossover which leads to the driveway. |
| 3.2 Sight Distances | The existing driveway provides the site with appropriate site distances, the new driveway will utilise this existing driveway siting and will be upgraded to meet the new site demands. |
| 3.3 Entrance / Exit to the site | There is one access point at Raymond Terrace Road which provides one ingress and one egress. Raymond Terrace Road is a local road with generally low numbers of residential traffic. The existing and proposed driveway location and crossover is considered appropriate for the proposed development. |
| 3.4 Location of Parking Areas | The locations of parking areas for both the residential and visitor parking are well sited within the site boundaries with further details provided in section C8-15 of this DCP. |
| 3.5 Parking Space and Aisle Dimensions | Parking aisle dimensions are not applicable to this type of development. |
| 3.6 Construction Requirements | All parking areas will be constructed in accordance with these controls where applicable. With more details to be provided at CC stage. |
| 3.7 Landscaping | The driveway has been designed to incorporate landscaped areas to soften the built-up appearance across the development site. |
| 3.8 Directional Signs and marking | These controls are not required for this type of residential development. |
| 3.9 Principals for Crime Prevention | These controls are not required for this type of residential development. |
| 4 Loading / Unloading Requirements - General | The proposed development does not include any usages as described in this section of the DCP, it therefore does not require compliance with these controls. |
| 5 Car Parking for Persons with a Disability | There are no minimum requirements for spaces for peoples with a disability for this scale of residential development. |
| 6 Bicycle Parking | Each new dwelling is capable of providing bicycle parking / storage. |
| 7 Major Traffic Generating Development | The proposed development is of a residential nature and will therefore not generate large volumes of traffic. |
| 8 State Environmental Planning Policy (SEPP) (Infrastructure) 2007 | The proposed development will not generate large volumes of traffic and will therefore not need to comply with this SEPP. |



C.12 Crime Prevention Through Environmental Design

The proposed development is not a development that requires a CPTED report.
The development has been designed to consider the principals of CPTED.

5. ASSESSMENT OF ENVIRONMENTAL EFFECTS

5.1. SECTION 4.15(1)(A) – STATUTORY PLANNING CONSIDERATIONS

In determining the subject DA, Council is required to consider those relevant matters listed in section 4.15(1) of the EP&A Act. Each of the relevant matters is addressed below.

Section 4.15(1)(a) requires the consent authority to take into consideration the provisions of any environmental planning instrument (EPI), draft EPI, DCP, planning agreement that has been entered into under section 7.4 of the EP&A Act or under the EP&A Regulations 2021.

These matters (and others) are addressed in Section 4 of this report, and below.

The proposal is permissible with the consent of Council, and is generally consistent with the provisions and objectives of Maitland LEP 2011 and DCP 2011.

5.2. SECTION 4.15(1)(B) – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

The following table provides an overview of the potential impacts of the development on the natural and built environments.

Table 5.2.1: *Assessment of Environmental Effects*

| IMPACT | COMMENT |
|-------------------------------------|---|
| Accessibility | The site will have direct access to Raymond Terrace Road through a shared concrete driveway that will service the new eight dwelling and parking for the existing front dwellings with further provisions for visitor parking. |
| Acoustic | An Acoustic report has been prepared to address the impacts the railway behind the development site will impact on the new dwellings. The report found that the existing day and night noise levels exceed the site requirements. It has been recommended that the dwellings have modified acoustics and construction of a 1.8m high acoustic fence along the southern, western and eastern boundaries to reduce the acoustic impacts to the site. Full details and recommendations are attached in the acoustic report prepared by Reverb Acoustics in Appendix 5 . |
| Air Quality | There will be no additional impacts to air quality for this development, there may be minor impacts to the air quality through dust and emissions during the construction phase however these will be managed through site construction mitigation measures. The ongoing use of the site will be retaining as residential which is consistent with the surrounding area. |
| Biodiversity | The subject site is not identified as containing any biodiversity values or adjoining land identified as containing biodiversity values. |
| Bushfire | The site is not identified as bushfire prone land. |
| Economic | The proposed development will provide a positive economic impact through the provision of additional housing within the East Maitland area which will boost the local economy and expenditure at local shops nearby in the community. |
| Effluent Disposal | The site is currently connected to reticulated sewer, The proposed development will provide each new dwelling with a connection into the existing sewer network. |
| Erosion and Sediment Control | Erosion and sediment control measures are depicted within the architectural plans in Appendix 3 . The proposed development will not result in any ongoing additional erosion or sediment issues post construction. |
| Flood | The site is not identified as being flood prone land or within the Hunter River Floodplain. |
| Geotechnical | The site is identified as potentially containing Class 5 Acid Sulfate Soils (ASS) map. NSW Planning, Industry & Environment eSPADE Soil and Landscape portal does not identify the site as being at risk of ASS. |
| Heritage | There are no heritage sites located within proximity to the site. There are a number of heritage sites within the greater locality, generally of Local significance. The closest item is the Main Northern Railway (East Maitland Railway Station Group) which is located at the rear of the site. The proposed development, as described in this statement, is not expected |

| IMPACT | COMMENT |
|----------------------------|--|
| | <p>to have adverse impact on the heritage significance of any nearby items or places, being located within a heavily developed mixed-use area.</p> <p>An AHIMS Search returned no Aboriginal places or sites within 50m of the site.</p> |
| Safety and Security | <p>The proposed development is not of a scale that requires additional CPTED considerations. Notwithstanding this, the proposal will result in eight new residential dwellings that will include relevant lighting. territorial understanding. clear access and sight lines.</p> |
| Social | <p>The proposed development will provide residential dwellings within a residential zone and will provide outcomes of a scale and nature that will result in positive social outcomes by providing additional suitable housing in a location suitable for such purposes.</p> |
| Stormwater | <p>The proposed development will provide inter-allotments drainage and provisions of rainwater tanks and OSD tank within the driveway. Civil engineering plans have been prepared and included in Appendix 4. All potential impacts are considered appropriate for a development of this nature.</p> |
| Traffic | <p>The proposed works will involve the construction of the relevant shared concrete driveway to enable each dwelling direct access from Raymond Terrace Road. Impacts created on traffic by the dwellings are consistent with that expected with a residential development of this nature. Temporary traffic issues are expected during the construction phase only.</p> |
| Visual | <p>There will be no adverse visual impacts associated with the proposal. The development limits openings onto the adjoining properties with the proposed dwellings being limited to being single storey and landscaped to improve the visual impact of the development from the street. The proposed development visual impacts will be consistent with the surrounding urban landscape.</p> |
| Water | <p>The site is already connected to reticulated water services, the new dwellings will have water connections available to serve each new dwelling.</p> |

Overall, the proposal is substantially consistent with the objectives and development controls contained within the various environmental planning instruments and development controls that apply to the site (see Section 4). The proposed development will not result in an adverse impact to the environment and is consistent with existing built form onsite and in the surrounding area. The proposed development comprises orderly economic development of the site for purposes for which it is zoned and currently used. The proposal will not pose any negative social or economic impacts.

5.3. SECTION 4.15(1)(C) – THE SUITABILITY OF THE SITE

Suitability of the site for the proposed development is dealt with in Section 2. The site has access to all services and direct access to Raymond Terrace Road, the proposed development is a permissible form of a development with consent within the land use zone the site is zoned for. The sites environmental conditions are appropriate to support the residential development design that is generally in accordance with the LEP and DCP controls. It is therefore considered that the site is suitable for the proposed development.

5.4. SECTION 4.15(1)(D) – SUBMISSIONS

Any relevant representations will need to be considered by the Council in the determination of the development application.

5.5. SECTION 4.15(1)(E) – PUBLIC INTEREST

The public interest is best served by the orderly and economic use of land for purposes permissible under the relevant planning regime and substantially in accordance with the prevailing planning controls. The development is a permissible form of development and is therefore considered to be in the public interest.

6. CONCLUSION

This SEE has been prepared on behalf of Reece Thompson and Henry Pethers (the applicant) to accompany a development application (DA) for a 2 into 4 lot Torrens title subdivision, multi-dwelling housing and strata subdivision of the dwellings after construction on land known as 39-41 Raymond Terrace Road, East Maitland NSW 2323 (Lots 7 and 8 Section 48 DP758374) (the site).

The proposed development will retain the existing dwellings onsite, which will maintain the current streetscape. The provision of additional housing will have a positive social and economic benefits. The site is also will situated within proximity to schools, recreational areas, public transport and shopping centres, meaning it can cater for a range of demographics whose daily needs can be met within proximity to the essential services listed above.

The proposed development is permitted with consent within the R1 General Residential Zone in accordance with the Maitland LEP 2011 and substantially consistent with the relevant controls set out within the DCP 2011 where relevant.

The proposal is reasonable and appropriate when considered under the relevant heads of consideration in Section 4.15(1) of the EP&A Act and is considered to be worthy of favourable determination by Council.



APPENDICES



APPENDIX 1

Detail Survey prepared by de Witt Consulting



APPENDIX 2

Plan of Proposed Subdivision prepared by de Witt Consulting



APPENDIX 3

Architectural Plans prepared by AGCAD Building Designers



APPENDIX 4

Civil Plans prepared by P K Civil and Structural Engineering



APPENDIX 5

Acoustic Report prepared by Reverb Acoustics



APPENDIX 6

Waste Management Plan prepared by de Witt Consulting



APPENDIX 7

BASIX Certificates



APPENDIX 8

Aboriginal Heritage Information Management Systems (AHIMS) Search Results