

STATEMENT OF ENVIRONMENTAL EFFECTS

1 INTO 2 TORRENS TITLE SUBDIVISION AND MULTIDWELLING HOUSING

15 RAYMOND TERRACE ROAD, EAST MAITLAND (LOT 6 SEC 46 DP758374)



CLIENT: TPM NOMINEES PTY LTD

DATE: 11 August 2022

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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	PHYSICAL FEATURES.....	3
2.3.1	VEGETATION.....	3
2.3.2	EUROPEAN AND ABORIGINAL HERITAGE	3
2.3.3	BUSHFIRE.....	3
2.3.4	GEOTECHNICAL AND TOPOGRAPHY.....	3
2.3.5	FLOODING	3
2.3.6	TRAFFIC AND ACCESS	4
2.3.7	SITE PHOTOS	4
3.	THE PROPOSAL.....	7
3.1	SUBDIVISION	7
3.2	LANDSCAPING.....	8
3.3	STORMWATER MANAGEMENT	8
3.4	TRAFFIC AND PARKING	8
4.	STATUTORY PLANNING CONTROLS	9
4.1	ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 AND REGULATIONS 2021	9
4.2	RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES	9
4.3	MAITLAND LOCAL ENVIRONMENTAL PLAN 2011.....	10
4.4	MAITLAND DEVELOPMENT CONTROL PLAN 2011	11
5	ASSESSMENT OF ENVIRONMENTAL EFFECTS.....	19
5.1	SECTION 4.15(1) (A) – STATUTORY PLANNING CONSIDERATIONS.....	19
5.2	SECTION 4.15(1) (B) – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS	19
5.2.1	IMPACTS ON THE NATURAL ENVIRONMENT.....	19
5.2.2	IMPACTS ON THE BUILT ENVIRONMENT.....	19
5.2.3	SOCIAL	19
5.2.4	ECONOMIC	19
5.3	SECTION 4.15(1) (C) – THE SUITABILITY OF THE SITE	20
5.4	SECTION 4.15(1) (D) – SUBMISSIONS.....	20
5.5	SECTION 4.15(1) (E) – PUBLIC INTEREST	20

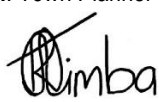


APPENDICES

Appendix 1:	Design Plans prepared by AGCAD
Appendix 2:	BASIX Certificate
Appendix 3:	AHIMS Search Result
Appendix 4:	Stormwater Plan prepared by PK Civil & Structural Engineering
Appendix 5:	Rail Traffic Noise and Vibration Impact Assessment prepared by Reverb Acoustics
Appendix 6:	Waste Management Plan
Appendix 7:	Plan of proposed subdivision prepared by De Witt Consulting

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1. INTRODUCTION

1.1 PURPOSE

This Statement of Environmental Effects (SEE) has been prepared on behalf of TPN Nominees Pty Ltd (the applicant) to accompany a Development Application (DA) for 1 into 2 lot Torrens title subdivision and erection of 4 multi-dwellings on land known as 15 Raymond Terrace Road, East Maitland (Lot 6 Section 46 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 (Council) is the consent authority for the proposed development.

1.3 INTEGRATED DEVELOPMENT PROVISIONS

The proposed development does not require additional approvals pursuant to Section 4.46 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is therefore not integrated development.

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; 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, multi-dwelling housing is permitted with consent within the R1 General Residential Zone. Subdivision is permitted with consent pursuant to Clause 2.6 of the LEP. The proposal has been formulated having regard to the provisions of LEP 2011 and Development Control Plan (DCP) 2011.

2. SITE AND SURROUNDING AREA

2.1 SITE SUMMARY

Address	15 Raymond Terrace Road, East Maitland NSW 2323
Lot and DP	Lot 6 Section 46 DP758374
Zone	R1 General Residential
Land Area	1,751m ²
Existing Structures	Single storey dwelling, detached sheds and detached garages.

2.2 SITE AND SURROUNDING AREA

The site is a rectangular shaped lot with a 20.11 metres (m) frontage to Raymond Terrace Road and a depth of 86.95m. There is an unnamed laneway located at the rear of the site. Residential development adjoins the site to the east (single and multi-dwellings) and west (single dwelling). Existing development on the site comprises a single storey, brick dwelling with a metal roof, detached sheds and detached garages. The site slopes from the north to the south and is well landscaped through managed lawns and trees.

An aerial appreciation of the site is provided in *Figure 1* below.



Figure 1: Aerial view. Subject site outlined in red (Source: Metro Maps 2021)

The site exists within a well-established residential area in East Maitland. Residential development on surrounding sites typically consists of single storey detached dwellings located adjacent the Raymond Terrace Road frontage and multi-dwellings at the rear of the sites. The dwellings retained near the frontage are typically older housing stock with contemporary forms of development located at the rear. The site is well situated with its close proximity to public transport, shopping centres, schools and recreational areas within East Maitland. The Great Northern Railway runs along the rear of the property, with the nearest train station stop located at 'Victoria Street' which is 350m from the site. The nearest bus stop is located 110m from the site. The historic Maitland Gaol is 1.1 kilometres (km) from the site, East Maitland Aquatic Centre is located 1.2km from the site and East Maitland Golf Course is located 500m

from the site, providing options for recreational use. Maitland High School is 700m from the site and St Joseph's Primary School is 1.3km from the site. A small local shopping centre (Lawes Shopping Centre) is 750m from the site and a major shopping centre (Stockland Green Hills) is located 2.4km from the site. The new Maitland Hospital is located 1.8km from the site.

A location map of the site is provided below in *Figure 2*.

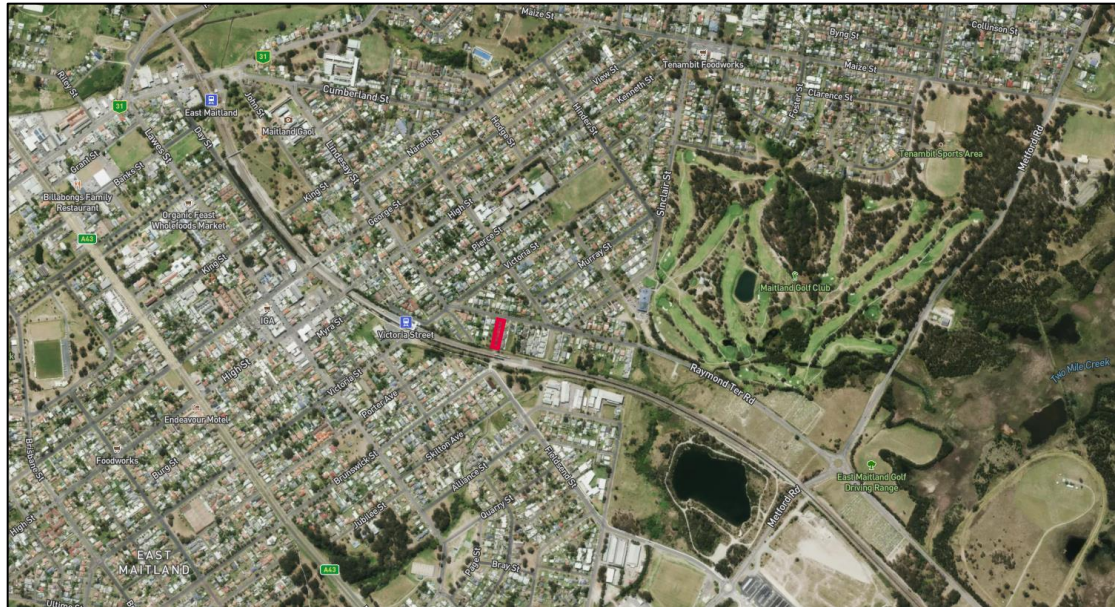


Figure 2: Location Map. Subject site outlined in red (Source: Metro Maps 2021)

2.3 PHYSICAL FEATURES

2.3.1 Vegetation

The site supports vegetation typical of a residential setting including maintained lawns, planted gardens and native and exotic trees located throughout the middle and rear of the site. Four street trees are located within the road reserve.

2.3.2 European and Aboriginal Heritage

The site does not contain any heritage listed items and is not located within a Heritage Conservation Area (HCA). Part E – Special Precincts – Heritage Conservation Areas in the DCP identifies 'East Maitland' as a HCA, however the site appears to be located outside of this area. The Great Northern Railway is located near the rear of the site (separated by a laneway) and is a State heritage listed item.

The site is located within the Mindaribba Local Aboriginal Land Council (LALC). The site is not mapped as Sensitive Aboriginal Landscape. A basic search of the Aboriginal Heritage Information Management System (AHIMS) was completed on the 3rd of June 2022 and returned no records of Aboriginal places or sites of significance within in a 50m buffer zone (result at **Appendix 3**).

2.3.3 Bushfire

The site is not identified as Bushfire Prone Land.

2.3.4 Geotechnical and Topography

The site is identified as potentially containing class 5 Acid Sulfate Soils. The site is not within a declared Mine Subsidence District.

The site displays a cross fall of 4.94m from north to south, represented at 26.2%.

2.3.5 Flooding

The site is not identified as Flood Prone Land.

2.3.6 Traffic and Access

The site has vehicle access from Raymond Terrace Road via a formalised crossover which leads to a driveway. Unrestricted on-street parking is available along Raymond Terrace Road. The site adjoins an unnamed laneway at the rear of the site, no formal access exists from the rear.

2.3.7 Site Photos

The following site photos were obtained by de Witt Consulting during a site visit on 29 July 2022.



Photo 1: Front view of site



Photo 2: Front view looking to the south east



Photo 3: Front view looking south west



Photo 4: South west view along Raymond Terrace Road



Photo 5: South east view along Raymond Terrace Road



Photo 6: View from across from the site, looking north



Photo 7: South view looking down driveway



Photo 8: North view looking up driveway



Photo 9: Rear of dwelling



Photo 10: Detached shed/garage



Photo 11: Fence separating back yard

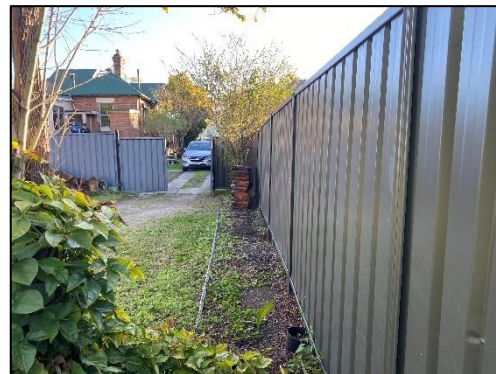


Photo 12: View along eastern side boundary, looking north



Photo 13: View along eastern side boundary, looking south



Photo 14: View along western side boundary, looking south



Photo 15: View along western side boundary, looking north



Photo 16: Detached garage/shed in back yard



Photo 17: View of rear of site, looking south



Photo 18: Rear boundary, looking south



Photo 19: View from the rear boundary, looking north east



Photo 20: View from the rear boundary, looking north west

3. THE PROPOSAL

The proposed development is for a 1 into 2 Torrens title subdivision and the erection of 4 multi-dwelling housing. The current dwelling on site will be retained. The development will include:

- The demolition of the existing fences, driveway, detached sheds and garages;
- Erection of a new garage for the existing dwelling, made of Linea cladding and Colorbond roof sheeting;
- Erection of new 1.8m side and rear boundary fences;
- Erection of 4 single storey dwellings with attached garages for each. Each dwelling will be afforded with 3 bedrooms, 2 bathrooms (master with ensuite), combined kitchen, lounge and dining areas and an outdoor alfresco area (proposed Site Plans reproduced at *Figure 3* below).

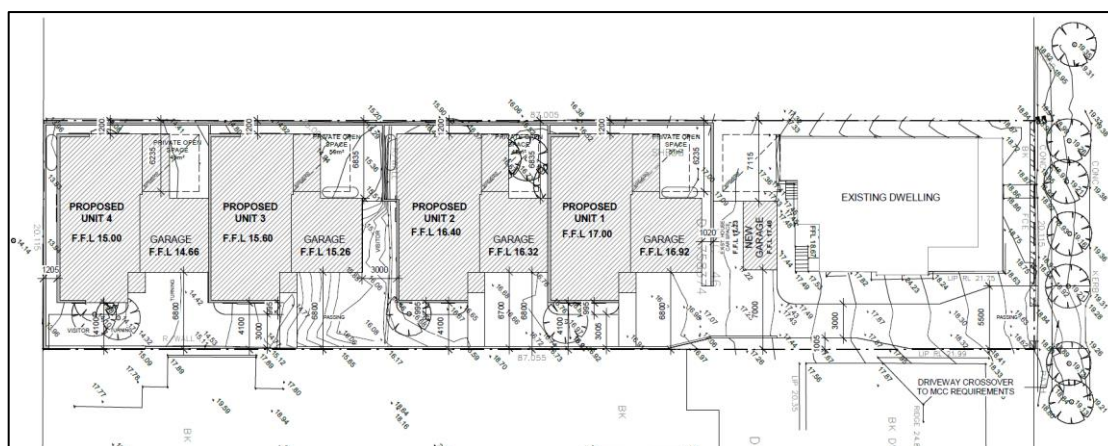


Figure 4: Proposed Site Plans. (Source: AGCAD Design Plans – Extract)

The proposed dwellings will be constructed of face brickwork and piers, with linea and vertical cladding. The front doors will be made of timber or glass and the sliding doors will be aluminium glass. The roofs will be Colorbond roof sheeting and the windows will have timber and aluminium frames with clear glazing. The general colour palette of the dwellings will be brown and grey as seen below in *Figure 5*.



Figure 5: Perspectives. (Source: AGCAD Design Plans – Extract)

3.1 SUBDIVISION

The proposed subdivision will be for a 1 into 2 Torrens title subdivision. A Plan of Proposed Subdivision has been prepared at **Appendix 7** and reproduced in *Figure 6* below. Proposed Lot 1 (409.7 m²) will retain the existing dwelling and proposed Lot 2 (1,336m²) will contain the new multi-dwellings.

Several easements are proposed including:

- Easement for access 5.57m wide shown as (A) on the plan,
- Easement for services 5.57m wide shown as (B) on the plan,
- Easement for drainage 1m wide shown as (C) on the plan.

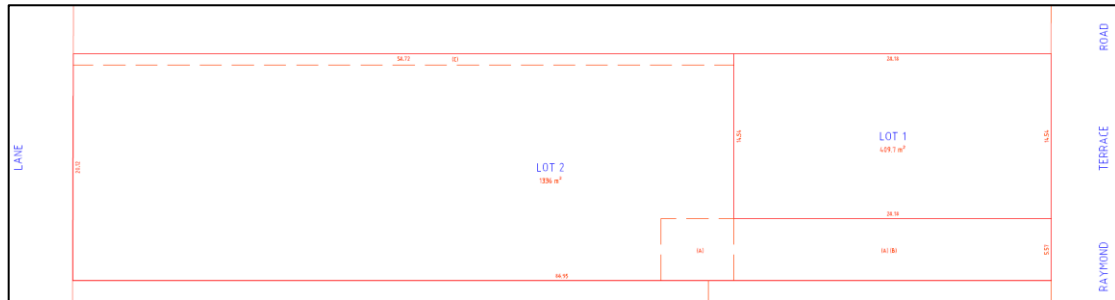


Figure 6: Plan of proposed subdivision. (Source: de Witt Consulting)

3.2 LANDSCAPING

The existing dwelling and proposed dwellings will have landscaped areas at the front and rear of each dwelling, consisting of trees and shrubs. A detailed planting schedule can be found at the Landscape Plan within the Design Plans at **Appendix 1**.

3.3 STORMWATER MANAGEMENT

A Stormwater Plan has been prepared and can be found at **Appendix 4**. It details stormwater management onsite which includes the provision of a 5,000 litre (L) rainwater tank for each new dwelling, an onsite detention (OSD) tank and a series of stormwater pits and pipes.

Roof gutters will connect to the rainwater tanks via stormwater pipes. Overflow from the tanks will be connected to a discharge pit. The discharge pit will then connect to outlet at the rear south west corner of the site which drain to the rear laneway as overland flow.

The OSD tank is an underground Atlantis Flo tank with 7.65m³ of volume. The tank discharges to an outlet at the rear south east corner of the site which drains to the rear laneway as overland flow. Scour control is provided to each outlet to prevent erosion and sedimentation. An emergency overland flow path is provided via the driveway.

3.4 TRAFFIC AND PARKING

Site access will remain from Raymond Terrace Road. A new driveway with a formalised crossover will be constructed along the eastern side boundary. The existing dwelling will have two carparking spaces through a new single garage and an adjacent existing car space. The proposed dwellings will each have attached double garages. Two visitor carparking spaces will be provided, with one at the rear of the site and another between dwelling 2 and 3.

4. STATUTORY PLANNING CONTROLS

4.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 AND REGULATIONS 2021

The proposed development requires consent under the provisions of Part 4 of the EP&A Act.

The development discussed is not considered to be:

- Designated development pursuant to Schedule 3 of the Regulations.
- Integrated Development pursuant to Section 4.46 of the EP&A Act.
- State significant development (SSD) or State significant infrastructure (SSI) pursuant to Section 4.36 of the EP&A Act.
- Regionally significant development pursuant to the State Environmental Planning Policy (Planning Systems) 2021.

Due to the nature of the potential development type, it is 'local development' and Council will be 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 Chapter 4 Remediation of Land	Chapter 4.6 of this SEPP 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. The site and its surrounds are not listed on the NSW Environment Protection Authority (EPA) contaminated site register. The proposed works for the development are consistent with the residential site history and adjoining residential development. No further consideration is required.
State Environmental Planning Policy (Building Sustainability Index: Basix) 2004	This 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. A BASIX assessment has been undertaken as part of the proposed development, by a qualified Building Sustainability Assessments consultant. The certificate prepared is provided at Appendix 2 . It details that the proposed development complies with thermal comfort, water and energy standards.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	This SEPP regulates clearing of vegetation across New South Wales (NSW) on non-rural land. Vegetation will be cleared as a part of this development, with consent being sought as a 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> .
State Environmental Planning Policy (Transport and Infrastructure) 2021 Chapter 2 Infrastructure	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 accommodations, places of worship, hospitals and educational establishments. Due to the development being for residential purposes sound levels should not exceed 35db(A) in

	<p>bedrooms 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 at Appendix 5. The report indicates that the predicated train noise levels will be 60.1db(A) during the day and 60.5db(A) during the night. In order to satisfy the recommended noise levels, acoustic modifications will need to be incorporated into the design of the dwellings. These include; glazing in windows/sliding doors for units 2,3 and 4, insulation in walls for units 3 and 4, ceiling/roof insulation for units 3 and 4, an acoustic fence along the south (rear) and west (side) boundaries. The development is capable of achieving the minimum required rail traffic noise and vibration levels, if all acoustic measures are adhered to.</p>
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4.3 MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

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

Table 4.3.1: Consistency with LEP 2012

CLAUSE	CONSISTENCY
2.1 Land use zones	<p><i>The site is zoned R1 General Residential, the following developments are permitted with consent:</i></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.</i></p> <p><i>Multi-dwelling housing is permitted with consent.</i></p>
2.3 Zone objectives	<p>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 development will provide additional housing stock and contribute to the variety of housing type available in the area. The proposed development is therefore consistent with the zone objectives.</p>
2.6 Subdivision – consent requirements	<p>Development consent for the proposed subdivision is being sought as a part of this application.</p>
4.1 Minimum subdivision size	<p>The minimum lot size is 450m² for the site.</p> <p>Proposed Lot 1 will be 409.7m² and Proposed Lot 2 will be 1,336m². Proposed Lot 1 does not meet the minimum lot size, provisions in Clause 4.1A will have to be utilised for consent with more details provided below.</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 greater than 300m² and the erection of a detached dwelling, semi-detached dwelling or dwelling house on the resulting lots.</p> <p>Each proposed lot will be greater than 300m², Lot 2 will include the erection of 4 dwellings. Lot 1 will retain its existing dwelling.</p>
4.3 Height of buildings	<p>Council has not adopted a maximum building height for this site.</p>

CLAUSE	CONSISTENCY
4.4 Floor space ratio	Council has not adopted a maximum Floor Space Ratio for this 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 and will therefore not need to utilise this Clause.
5.10 Heritage Conservation	The subject site is not identified as being within a Heritage Conservation Area or containing any heritage listed items. A heritage item is located near the rear of the site which is the Main Northern Railway (State significance). Due to the low impact nature of residential development is it not considered that the proposed development will impact on the heritage item. In addition to this the site and heritage item are separated by a laneway. No further consideration is required.
7.1 Acid Sulfate Soils	The site is mapped as acid sulfate soil (class 5). The proposed works are not located within 500m of any other class of acid sulfate soils and it is not considered to likely lower the water table. It is therefore considered that works can be carried out with as minimal environmental damage as possible.
7.2 Earthworks	The proposed earthworks (cut and fill) are shown at the Bulk Earthworks Plan within the Design Plans (at Appendix 1). Erosion and sediment controls are shown within this plan. These controls will be adhered to, so that the proposed works will not have any detrimental impacts on environmental functions and processes, neighbouring uses, cultural or heritage items and features of the surrounding land.

4.4 MAITLAND DEVELOPMENT CONTROL PLAN 2011

Maitland Development Control Plan 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 is to supplement the LEP and provide additional information to take into account when preparing a development application. An assessment of the proposed development against DCP requirements is provided in Table 4.4.1 below.

Table 4.4.1: Consistency with Maitland Development Control Plan 2011

CLAUSE	COMPLIANCE
PART B – ENVIRONMENTAL CONTROLS	
B.2 Domestic Stormwater	The stormwater retention capacity is in accordance with BASIX requirements. The roof catchment of each proposed dwellings has been designed to adequately serve downpipes which will direct water into the proposed rainwater tanks. The rainwater tanks will be above ground and built to BCA requirements. The location of the feedlines are shown within the Stormwater Management Plan at Appendix 4 . The storm water lines will be sewer grade PVC. The stormwater lines have been laid in configuration with initial flows to the lowest discharge point (north to south). An OSD tank will also be provided to form part of the stormwater system. The stormwater management system discharges to the unnamed lane to the south.
B.3 Hunter River Floodplain	The subject site is not identified within the Hunter River Flood plain. This section of the DCP therefore does not apply.
B.4 On-Site Sewage Management Systems	The existing dwelling is connected to reticulated sewer. The proposed dwellings will be connected to the same reticulated sewer system. Onsite sewage management systems are therefore not required.
B.5 Tree 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.
B.6 Waste Not - Site Waste Minimisation and Management	The Landscape Plan within the Design Plans at Appendix 1 shows the location of the bins for the proposed development. A SWMMP has been provided in Appendix 6 in accordance with Council guidelines. It outlines the measure to minimise and manage waste generated during demolition, construction and ongoing use.
B.7 Riparian Land and Waterways	The site does not contain riparian lands or waterways, this section of the DCP therefore does not apply.
PART C – DESIGN GUIDELINES	
C.8 Residential Design	
2. Design Criteria	
2.1 Site Analysis and Site Context	A Site Analysis Plan has been provided within the Design Plans at Appendix 1 . It identifies the lot details, current site levels, existing buildings and vegetation. A Context Analysis has been provided within this SEE in section 2.2 and site photos have been provided in section 2.3.7. The development has been designed to be sympathetic with the current site constraints and opportunities. This is because it has considered items detailed in the Site Analysis Plan and Context Analysis to produce a design solution which mitigates any potential negative impacts. The development also integrates well with the existing streetscape as the current dwelling on site which fronts Raymond Terrace Road will be retained.
3. Development Incorporating Existing Dwellings	The proposed development will retain the existing dwelling on site, which will continue to be used for residential purposes. No changes will be made to the current dwelling (other than to construct a replacement garage), it will therefore continue to meet design controls set out in the DCP. The existing dwelling will maintain its pedestrian connection to the street, provide the required private open space and satisfy parking requirements.



CLAUSE	COMPLIANCE
4. Bulk Earthworks and Retaining Walls	<p>As shown in the Site Analysis Plan in Appendix 1, the site slopes from the front to the rear (north to south) with a cross-fall of 4.94m represented at 26.2%. The site is relatively flat at the front where the existing dwelling is but starts to slope from the middle towards the rear where the proposed new dwellings will be.</p> <p>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. The proposed maximum fill for the retaining walls is 600mm. Deepened 800mm edge beams will be used to reduce the extent of the earthworks required (shown in the Elevation Plans at Appendix 1)</p>
5. Street Building Setbacks	<p>The existing dwelling at the front of the site has a primary frontage to Raymond Terrace Road. No changes are proposed to the current front setbacks.</p>
6. Side and Rear Setbacks	<p>The rear setback is 1.2m, the west side setback is 1.2m and the east side setback is 4.1m. All of which comply with the 1m minimum requirement.</p>
7. Site Coverage and Unbuilt Areas	<p>Multi Dwelling Housing (3 or more dwellings) require 70% built up areas and 30% unbuilt areas. The existing site is 1,751m², the built-up areas makeup an area of 1309.2m² and the unbuilt areas make up an area of 441.8m². More detailed breakdowns are located within the site detail calculations at Appendix 1. These calculation amount to 75% built areas and 25% unbuilt areas. This is a minor noncompliance of less than 10% for the requirement for built up areas. Notwithstanding this the Stormwater Management Plan at Appendix 4 details that the site is able to adequately manage stormwater runoff whilst maintaining the current balance of built up and unbuilt areas. In addition to this, it is worth noting that the development achieves required setbacks, carparking requirements, private open space requirements, solar access and landscape requirements. This means that future residents are able to benefit from a high level of amenity despite the minor non-compliance. An alternative built form in the form of double storey dwellings could reduce the current building footprint. However, in this case the single storey dwellings would provide for a better outcome in terms of privacy for adjoining dwellings, bulk, scale and visual impacts. The site coverage is therefore considered appropriate for the proposed development.</p>
8. Building Height, Bulk and Scale	<p>The maximum building height for the site is 8m. The maximum height for each dwelling is below this 8m maximum. The bulk and scale of the proposed dwellings are therefore considered appropriate. There are therefore no implications on significant loss of amenity or view for adjoining properties. The Design Plans at Appendix 1 show the spot levels and contours onsite for pre-development and post development.</p>
9. External Appearance	<p>The new dwellings are of high-quality design, the window schedule and material finishes are included in the Design Plans at Appendix 1. The carparking structures for the new dwellings are well integrated into the building in the form of attached garages. 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.</p>
10. Open Space	<p>The principal private open spaces (POS) for the proposed dwelling are accessible from the living areas. Based on the orientation of the POS, the minimum POS required is 45m² according to Figure 20 of the DCP. Proposed dwelling 1 has 51 m² of POS, dwelling 2 has 45 m², dwelling 3 has 59m², dwelling 4 has 45 m² and the existing dwelling has 51 m², all of which meet the minimum requirement and satisfactory orientation</p>



CLAUSE	COMPLIANCE
	according to Figure 20 of the DCP. Each proposed and existing POS has a minimum depth of 5m which exceeds the minimum depth requirement 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 (dwelling 4) being 8.6m away.
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 1 .
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 Colorbond fence.
15. Driveway Access and Carparking	<p>The existing driveway will be demolished and replaced with a new driveway which will provide access to the proposed dwellings. The driveway will be built to the boundary along the eastern side boundary. This is to ensure that the development is able to comply with safe vehicle manoeuvring as demonstrated within the vehicle sweep paths at Appendix 1. The Turning Templates (at Appendix 1) 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 3m 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 dwelling has four 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 6m by 6m. 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>



CLAUSE	COMPLIANCE
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 2 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 1 . 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 dwelling is connected to – reticulated water, sewerage, electricity and telecommunications, the proposed dwellings will be designed to connect to these existing services.
C.10 Subdivision	
3.1 The Design Steps	A Site Analysis Plan has been provided within the Design Plans at Appendix 1 . It details the existing site conditions and constrains. More site constrains such as topography are discussed in section 2.3 of this SEE. The subdivision has been designed in consideration of existing conditions and site opportunities/constraints.
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 1 .
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 3).
EC.3 Hazards	The site is not identified to be flood prone land or bushfire prone land. No further consideration is required.



CLAUSE	COMPLIANCE
EC.3 Other Hazards	The site is identified as being on class 5 land on the Acid Sulfate Soil Map. The works proposed have considered the requirements of class 5 soils and is considered to be in compliant with LEP requirements. In addition to this all sediment and erosion controls will be adhered to.
EC.3 Landslip	The land is located within a developed residential area with no known mine subsidence. It is considered that the site is not landslip prone.
EC.3 Land Contamination	The subject site has been previously disturbed for residential uses. It is considered that the previous development would have considered the potential for land contamination. The site or its surrounds are also not listed on the EPA contaminated site register. The access handle is 5.51m which exceeds the minimum requirement of 3.5m.
Design Considerations (DC)	
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 adhered to.
DC.2 Solar Access and Energy Efficiency	The proposed subdivision design has considered the solar access and energy efficiency requirements. It is considered that the existing dwelling and proposed dwellings are oriented to the north and are therefore capable of achieving high levels of solar access and energy efficiency.
DC.3 Drainage, Water Quality and 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 1 .
DC.4 Landscape, Streetscape and Visual Impact	The existing dwelling will be retained. This dwelling faces 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 and Access, Pedestrians and Cycleways	There are no additional roads proposed for this development.
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.



CLAUSE	COMPLIANCE
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/Telecommunication)	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.
Identity Components (IC)	
IC.1 Entry Features	No entry features are proposed with this development.
IC.2 Street Names	No new streets are proposed with this development.
IC.3 House / Lot Numbering	Council will supply a number for all new lots created.
C11 Vehicular Access and Car Parking	The development is capable of supporting the car parking requirements for residential dwellings as detailed in section C8-15 of this DCP table.
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 1 . 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.



CLAUSE	COMPLIANCE
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	The site can accommodate for bicycle parking within the garage spaces.
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.

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 or the Regulations.

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

The proposal is permissible with 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 relevant matters are addressed below:

5.2.1 Impacts on the Natural Environment

The proposed development is considered to have minimal impact on the natural environment. This is due to the site not being constrained by flooding, bushfire, land contamination or landslides. In addition to this, all erosion and sediment control plans will be adhered to during demolition and construction. The removal of vegetation has been supplemented by the provision of landscaped areas across the development site. The impacts to the natural environment are therefore well managed.

5.2.2 Impacts on the Built Environment

The existing dwelling on site will be retained which will maintain the existing contribution to the streetscape. The new dwellings will not be visible from the public domain due to the building form, bulk and scale. Notwithstanding this, the proposed dwellings will be of high-quality design, which will have a positive contribution to the built environment.

5.2.3 Social

As the proposal consists of a multi-dwelling development within an established area zoned for such purposes, it is considered that there will be positive benefits for the broader and local community in terms of meeting the ever-increasing need for quality housing within the East Maitland area. The proposal will provide additional high-quality housing that will assist with housing choice in the locality:

- The development will deliver more housing choice to East Maitland. This will ensure the social diversity of the locality is enhanced;
- The development will increase the level of activity in and around East Maitland and therefore enhance public safety and assist in reducing crime;
- The development will create jobs during the construction phase. These jobs will include a range of trades including builders, tilers, roofers, concreters, plumbers, electricians, etc.;
- The development will result in multiplier effects throughout the region as a result of construction employment;
- Jobs in the supply industry will be increased as a result of construction activity;
- The payment of Section 7.11 contributions, which will provide additional services and infrastructure in the locality.

5.2.4 Economic

The positive economic impacts from this proposal will include:

- An increased number of occupants will generate more money into the local economy;
- Provision of temporary jobs from construction; and



- Provision of permanent jobs in landscaping and house maintenance.

Overall, the proposal will generate positive economic impacts by bringing more people and interest into the local economy.

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 will have access to all services and will result in improved amenity. It is therefore considered that the site is eminently suitable for the development proposed.

5.4 SECTION 4.15(1) (D) – SUBMISSIONS

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

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 Statement of Environmental Effects (SEE) has been prepared to accompany a development application (DA) for 1 into 2 Torrens title subdivision and the erection of 4 multi-dwellings on land known as 15 Raymond Terrace Road, East Maitland (Lot 6 Section 46 DP758374). The proposed development aims to retain the existing dwelling onsite, which will in turn maintain the current streetscape. The provision of additional housing stock will have positive social and economic benefits. The site is well situated in close proximity to schools, recreational areas, public transport and shopping centres. This means the proposed development can cater to a range of demographics whose daily needs can be met within a close proximity to the site.

The proposed development is permitted with consent in within the R1 General Residential zone in accordance with LEP 2011 and is substantially consistent with the relevant controls set out in DCP 2011. The development comprises the orderly economic development of the site for purposes for which it is zoned and is not considered to pose any negative social or economic impacts.

The proposal is reasonable and appropriate when considered under the relevant heads of consideration in Section 4.15(1) of the *Environmental Planning and Assessment Act 1979*, and is worthy of favourable consideration by Council.

APPENDICES

APPENDIX 1

Design Plans prepared by AGCAD

APPENDIX 2

BASIX Certificate

APPENDIX 3

AHIMS Search Result

APPENDIX 4

Stormwater Plan prepared by PK Civil & Structural Engineering

APPENDIX 5

Rail Traffic Noise and Vibration Impact Assessment prepared by
Reverb Acoustic

APPENDIX 6

Waste Management Plan

APPENDIX 7

Plan of Proposed Subdivision prepared by de Witt Consulting