



Statement of Environmental Effects

Statement has been prepared to accompany plans and documentation in the development
application for

PIPER STREET MOTEL

At

Lot 11 & 12

DP 11794

55-57 Piper Street, Tamworth, NSW, 2340

07/01/2025

TABLE OF CONTENTS

1. Introduction	4
2. Site Considerations	5
2.1 – Location	5
2.2 – Description	5
2.3 – History	6
2.4 - Surrounding Context	6
2.5 – Constraints	7
3. Details of Development	9
3.1 – Existing use and description	9
3.2 – Development outline	9
3.3 – Staging	9
3.4 – Demolition	10
3.5 – Remediation Works and During Construction Processes	10
3.6 – Landscaping	10
3.7 – Access/ Use and Traffic/Parking	10
3.8 – Servicing and Waste	11
3.9 – Staffing and Operation	11
3.10 – Management	11
3.11 – Building Components, Materials and Design	11
3.12 – Signage, Safety and Security	12
4. Planning Controls	13
4.1 - Environmental Planning and Assessment act 1979	13
4.2 – Tamworth Regional Council Local Environmental Plan 2010	13
4.3 – State Environmental Planning Policies	16
4.4 – Tamworth Regional Council Development Control Plan	19
4.5 – National Construction Code and Australian Standards	25

5. Environmental Impacts and Matters for Consideration	26
5.1 – Flora and Fauna	26
5.2 – Air and Microclimate	26
5.3 – Noise	26
5.4 – Public Domain	26
5.5 – Social and Economic Impacts and Benefits	26
6. Suitability and Recommendation	28
6.1 – Suitability	28
6.2 – Public interest	28
6.3 – Recommendation	28
7. Appendices	29

1. INTRODUCTION

This statement of environmental effects has been prepared by D&C Projects Pty Ltd to accompany a development application for the Piper Street Motel at 55-57 Piper Street, Tamworth, NSW, 2340. The application is being lodged, pursuant to Clause 4.12 of the Environmental Planning and Assessment Act 1979.

The proposal has been designed to achieve the relevant provisions of the Tamworth Regional Local Environmental Planning Controls, and Clause 4.15 of the Environmental Planning and Assessment Act 1979 (as amended).

The purpose of this statement is to address all planning issues and impacts on the environment, public and surrounding areas. It outlines ways the development has overcome or accounted for any impacts and discusses any relevant information that cannot be readily shown on the supporting documentation listed below:

- Building design documentation – Project No. 24053 – D&C Projects.
- Services Diagram – Tamworth Regional Council
- Pre-DA minutes – Tamworth Regional Council
- Title Deeds – Department of Lands
- Survey – Project No. 24090 – Hanlons
- Civil Documentation – Project No. HDW65 – High Definition West Pty Ltd

The accompanying plans, documentation and this statement proposes the development of 9 new, modern, gated, cost effective and energy efficient serviced Motel. All motel suites will have self-contained kitchens, bathrooms and laundries to ensure no shared facilities are needed and each individual or family can use the spaces during their time in town without the need of laundromats and can cook, clean, shower and work in an effective space. The new building will ensure individual parking spaces for all apartments, private yard and drying spaces and maintained footpaths, gardens and fixtures.

The existing site is in a residential area with close medical and commercial facilities. Some examples include but are not limited to an ambulance station, bowling club and hospital. The previous use was for a home which has been approved for demolition and the new building will greatly improve streetscape.

The completed development has a range of options for use to suit a high demand for short- and medium-term lease options in the area. With the hospital and medical facilities in the region equating to a major increase in jobs, training and visiting, these motel suites, given the proximity to the medical precinct, would greatly enhance the town and surrounds. The rooms being fully contained and maintained will also assist people coming to town for work, study or training to be able to complete their stay without the need of maintaining lawns and gardens. The entire site will be fenced and gated to assist with security for the occupants.

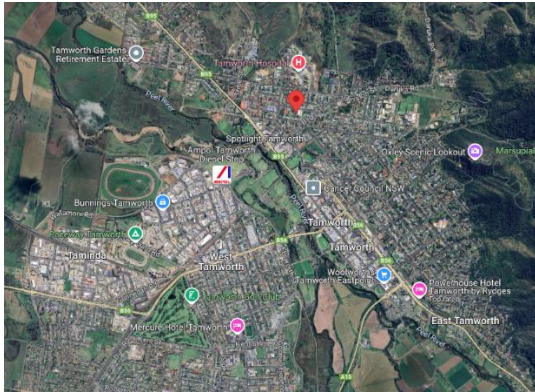
Given the current economic and cost of living issues, a growing regional population and more training/study options coming to town, the neighbouring ambulance building and medical facilities being so close, these new apartments would provide much needed accommodation to suit the shortfall and demand.

A Pre-Development application meeting has been completed with Tamworth Regional council and the minutes have been included as a part of this Statement for reference.

2. SITE CONSIDERATIONS

2.1. Location

The subject land is in the Tamworth Regional council government area in the northern portion of the town. The project is situated approximately 2km from the cities CBD, 1km from the public hospital and walking distance to supermarkets, pubs, takeaway stores and a pharmacy. The lot faces Piper Street and the site has a legal description of Lot 11 & 12 DP 11794 and site area of 1550m².



2.2. Description

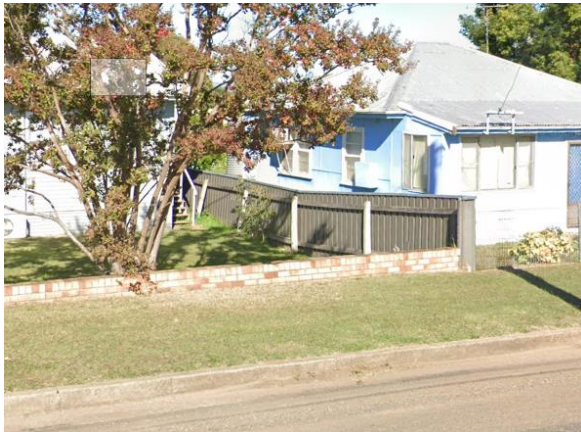
The boundary parameters include a frontage of 24.79m facing Piper Street on the northern boundary of the site. The site is a rectangular shape with side boundaries of 62.525m for both the eastern and western orientation and a rear boundary of 24.79m to the south. Both the rear/Southern and side/eastern boundaries front an access laneway currently unsealed.



The project site is on the southern side and the bottom/low side of Piper Street. The site has a steady fall to the rear/laneway. Currently no notable vegetation is apparent on site and the existing residence previously on the site has been approved for demolition and will be cleared prior to work commencing and before construction certificate application.

The site has some colorbond perimeter fencing which will be removed, repaired or replaced and relocated to site on the boundary's extremities. The site has an existing layback on the northeastern corner of the site which will be reinstated to upright kerb/guttering matching the existing streetside.

(Note: all photos taken from google maps are prior to the approved demolition of the existing home)



2.3. History

The site is currently used for residential purposes. From our research, the project site, has been used for residential use. The previous home was significant in age and had been constructed and completed since documentation of known development.

2.4. Surrounding Context

The lot is predominantly surrounded by residential properties but has a number of alternative developments within the vicinity. The immediate area contains a single residence to the western neighbouring site and a series of single, dual occupancy and medium density residential developments further to the west on the same side of the street and facing the same street frontage.

The Eastern side of the lot has an access street/lane giving a buffer to the nearest property/building, beyond the lane is the Ambulance station and then a bowling club both on the same side of piper street facing the same frontage.

The opposite side of the road comprises of many housing developments which are a mix of units, single dwellings and a variation of sizes and stories. This area also contains a respiratory care clinic/ consulting suite.

This project is within walking distance to both the public hospital and a private hospital, a florist, take-away shops, childcare center, aged care center, school, shopping center and multiple medical practitioner/consulting suites.

2.5. Constraints

Zoning – The Site is zoned R1 – General Residential as per the Tamworth Regional Local Environmental Plan

Heritage – The development is not a heritage item and there are no heritage items within close proximity.

Limitations – An obstacle limitation height of 45m is in place for the development.

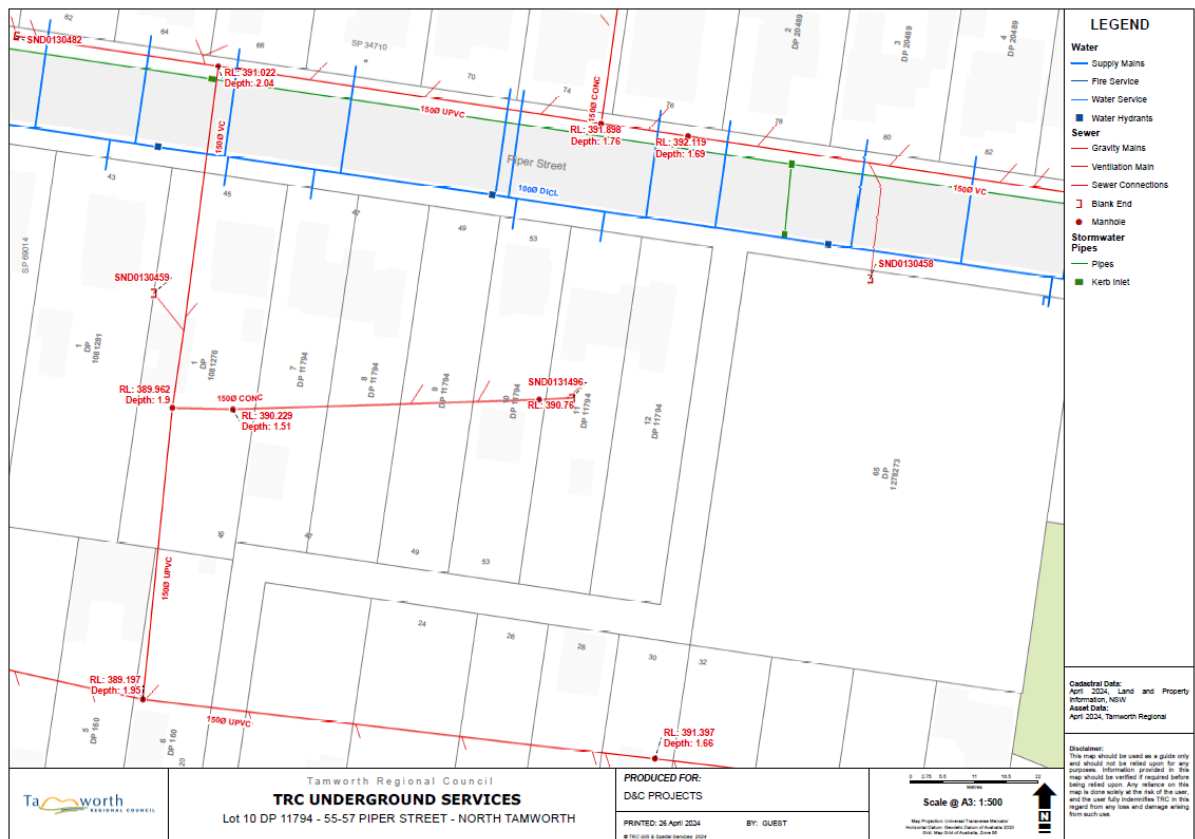
Bushfire –The development is not subject to bushfire prone land.

Flood/Stormwater – the project is not subject to any flood limitations. The proposal is on the lower side of the street so stormwater overflow and collection/dispersion methods have been reviewed and designed by a consultant and have ensured the development will have no adverse effect on any neighbouring properties.

Contamination – The previous house constructed on site has been removed and safety measures have been taken when the demolition works occurred and all debris and construction materials have been removed and disposed of appropriately.

Traffic and Parking – Piper Street has a maximum 50km speed limit. No pedestrian footpath is available on either side of the street. There is an access lane both to the rear and eastern boundary linking Piper Street to North Street however this is unsealed. Piper street has two way traffic and is 13m wide from kerb to kerb giving the street adequate width for parallel parking kerbside. The existing site has a single kerb layback. No existing traffic impacting visual constraints are apparent. Public transport is available within walking distance on both sides of the road and on alternate travel paths from the site.

Infrastructure and Servicing – The site has access to a sewer main halfway down the site, this is the end of the line so no upstream land or project would be affected. Electricity is available via aerial lines and a power pole located in the northwestern corner of the site on the street verge/crossover. Town water access is also available to the site in the same location and the water meter is located just inside the front boundary. Telecommunications are available in the street verge and the site would be capable of NBN access if necessary. Local bin service pickup on a weekly arrangement is possible and with the existing lots being two sites two red/green/yellow bins would likely be available in the current arrangement. Upright kerb and guttering are located on the street and stormwater pits are located on the opposite side of the street.



3. Details of Development

3.1. Existing use and description

The existing site was previously used for residential purposes with a single dwelling situated across both lots. Currently the lot is a vacant site.

3.2. Development outline

The development will involve constructing six new single bedroom motel suites, two 2-bedroom motel suites and 1 accessible suite. The new motel will also include a small services/maintenance room. The new building will be constructed in a configuration giving potential users independent parking facilities.

The carpark will have adequate off-street spaces for all motel suites, in line with Tamworth regional councils' development control plan and regulations. All motel suites will have yard/courtyard spaces partially shaded and landscaped and fully fenced to ensure safe, secure and private usage. All motel suites will have individual services such as cooking facilities, bathrooms, laundry facilities, air conditioning, drying spaces and hot water units to keep their spaces comfortable and independent to their specific needs.

The entire site will be fenced and gated to assist with security and the carpark will be adequately lit and surveillance equipment installed to accompany this. The gate will operate on a timer where during the day the gate will be open and at night electronic access by use of a code or key entry/exit will occur. Common areas will have landscaped spaces with trees and shrubbery to assist with privacy and noise mitigation.

All motel suites will have individual mailboxes for owner use. The motel will be arranged on a scheduled arrangement service contract to ensure any maintenance and cleaning occurs as necessary outside of user bookings.

Given the hospital equates to approximately half the new jobs in the town; the developments proximity to the medical facilities and closeness to the CBD would allow many out of town people to use a comfortable, maintained and efficient place to stay while training; it would also be suitable to those looking for a more permanent place of residence in the future, or for medical practitioners here teaching, during placement or any other reason to feel like they are in a home.

With the hospital growing, the town gaining a higher education premises and the local council looking to increase our population, this sort of development would be the perfect addition to the town.

3.3. Staging

The development will not require any staging in the process of construction, it will be completed on a standard arrangement.

3.4. Demolition

The only onsite demolition includes any existing retaining walls and some onsite fencing. Demolition of a portion of existing kerb/guttering will also occur. All demolished items will be collected and disposed of appropriately. A skip bin will be situated on site during the demolition portion of the development. Skip bin will be emptied periodically.

3.5. Remediation work and During construction processes

During the demolition and construction period the site will be locked to the public by a suitable site fence/barrier. Skip bin(s) located on the site will be easily accessible for the waste management service, not on public land, to remove any on site waste. Sediment controls will be set up onsite and will be retained and maintained throughout the construction period. Temporary toilet facilities will be required for tradespeople involved in the development and will be located on the development site and not on public land. All onsite work will be carried out by suitably qualified tradespeople and will be completed inside the hours set out in any development application conditions applicable to the approval. Appropriate PPE (personal protection equipment) will need to be worn at all times and access will need to be approved by the designated supervisor to ensure safety is paramount. All existing site services, if damaged, removed or replaced will be completed with as little effect on any of the surrounding neighbourhood as possible.

3.6. Landscaping

The new development will have significant landscaping planted to create shade, assist with privacy and to give the project a more natural feel. Parking areas will have trees planted in garden beds, boundary and fencing facing public and neighbouring areas will be lined with trees or shrubs and yard spaces will have artificial lawn installed. This will minimise hardstand area cooling to the development overall and removing the need for maintenance. A landscape plan has been produced to accompany the plan set to show areas and species types. All landscaping has been specifically designed to assist with street appeal, noise mitigation and privacy, drought tolerability and maintenance. Tamworth has limited water supply so to keep the landscaping as minimal as possible would assist with water retention for the entire town.

3.7. Access/ use and Traffic/Parking

Once complete the site will have one entry and exit which will be via the new layback entry point. This will ensure that there is no issue with street queuing. Pedestrian access will be separate from the driveways and a path has been provided to assist with car and pedestrian interaction.

Parking has been calculated based on Tamworth Regional Councils Development Control Plan 2010 and should have ample spaces for staff and patrons on site. Circulations, spacing sizes and accessways have all been designed to be larger than AS2890 requirements and adequately can accommodate a B99 vehicle.

There is an additional space for loading and unloading and also for the use of maintenance and cleaners for the suites, there should be no issues and no interaction/interference with the users.

3.8. Servicing and waste

The new motel will connect to the existing council owned sewer easement using a gravity feed system/ arrangement, there will be an increase in the number of connections on site and investigation into any upgrade will be carried out.

Existing power, water and telecommunication connected to the site will be relocated and upgraded ready for the new building.

Stormwater design will be carried out in accordance with the engineer's design accompanying the development application. Flow calculations will be completed to ensure all predevelopment flows will occur.

Fire services will remain in the current location on street and any upgrade will be completed prior to construction, NSW fire should be capable of connection to existing on street hydrants and investigation into coverage will be provided. Waste management will be completed by a private service and bin/waste location has been nominated on the plans.

3.9. Staffing and Operation

The new building will not have on site staff but will have between user cleaners and maintenance contractors as required. Servicing and cleaning of the motel suites will be arranged with any residing person at time of booking. All site maintenance will be done on a schedule made apparent to users when booking.

The rooms will be booked periodically and can be accessed at all times. Gates will be accessed outside of daylight house by key or pin code only. Gates will be open during the day. No work/maintenance or servicing will be completed outside of daylight hours.

3.10. Management

The development will be completed on an online booking arrangement and the owner's agency will maintain and manage all of the rooms. Cleaning and maintenance will occur outside of booked arrangement or discussed prior to the users stay.

3.11. Building components, materials and design

The proposal makes use of a variety of materials, construction methods and colours to ensure a vibrant, welcoming development. The building has a mix of different lightweight claddings and brick claddings in a variety of colours with a colour scheme linking with Tamworth red bricks and dark colours tying into the surrounding ambulance station and blending with the landscaping.

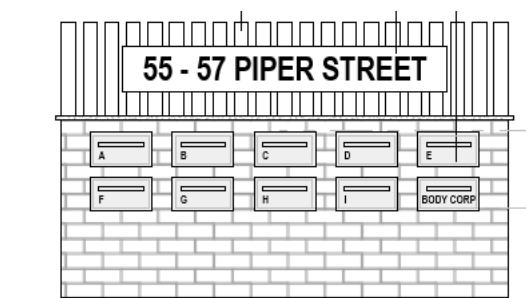
The walls and roof trusses will be constructed using timber framing. Roof cladding will be colorbond and will be non-reflective. All windows will be aluminium framed to ensure easy maintenance. Some feature stack-stone will be used around the entry and all the car parking areas will be finished in hardstand material of asphalt or similar.

The buildings layout has been done to ensure that the areas most used are away from the neighbouring property creating division between private spaces. Privacy, noise and supervision have

been at the forefront of the layout decisions to avoid any issues relating to neighbour interaction or patron hazards. The building will have a Section J Report completed to ensure adequate energy efficiency, water use and thermal requirements for the building are met, and the users have a comfortable building through all seasons.

3.12. Signage, safety and security

Two signs are proposed, one will be on the streetscape, flat, non-illuminated, attached to the mailboxes and compatible with the streetscape. With the building set back, this sign will assist with the pedestrian and public identification of the premises, it will assist with visual direction on and off the site and add colour and visual impact to the carparking zone. The second sign is a wall panel, identifying a focal point for entry. It will also assist with directing pedestrians adversely reducing traffic conflict and confusion.



The entire surrounding boundary will be fenced and where necessary new colorbond fencing will be provided to ensure no privacy issues between the development and neighbours. This will also assist with noise. The carpark has been located centrally to assist with safety and security however additional CCTV will be used on the development to ensure no unauthorised access to the buildings or site occurs. All private motel suites will be locked and not visible to the public. The front of the development around the carpark will be monitored and security camera installation will be completed and a divisional fence between the private yard spaces.

The site will be automatically gated for after hours and access via key or pin pad will be required to enter the site after dark. This should ensure only people residing in the building will be on site and reduce any potentially security risk at night.

4. Planning Controls

4.1. Environmental Planning and Assessment Act 1979

The development has been designed with the planning issues, impacts and requirements of the Environmental Planning and Assessment Act 1979 and any relevant policies noted in this Statement of Environmental effects.

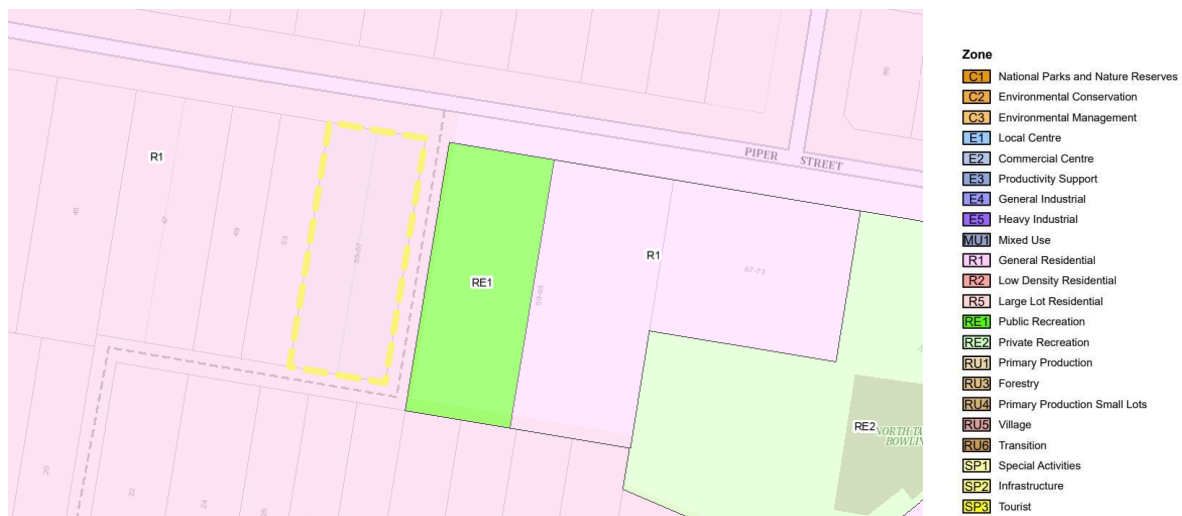
4.2. Tamworth Regional Council Local Environmental Plan 2010

All sections listed and commented on are relevant to this design and development application. The Tamworth Regional LEP contains many additional clauses non-relevant to this project.

Part 2 – Permitted or Prohibited development.

The site is subject to the provisions of Tamworth Regional LEP 2010, under which the site is zoned “R1 – General Residential”

Figure below shows the zoning map of the subject site and surrounding area. Courtesy Tamworth LEP maps



The Objectives of the R1 zone are as follows:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.

Figure below shows permissible and prohibited developments in this zoning area.

2 Permitted without consent

Home-based child care; Home occupations; Moorings; Roads

3 Permitted with consent

Attached dwellings; Boarding houses; Centre-based child care facilities; Community facilities; Dwelling houses; Food and drink premises; Group homes; Home industries; Hostels; Kiosks; Markets; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Residential flat buildings; Respite day care centres; Semi-detached dwellings; Seniors housing; Shop top housing; Tank-based aquaculture; Any other development not specified in item 2 or 4

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Extractive industries; Farm buildings; Farm stay accommodation; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Local distribution premises; Marinas; Mooring pens; Mortuaries; Open cut mining; Passenger transport facilities; Pubs; Recreation facilities (indoor); Recreation facilities (major); Registered clubs; Research stations; Restricted premises; Rural industries; Rural workers' dwellings; Service stations; Sex services premises; Storage premises; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Waste or resource management facilities; Wharf or boating facilities; Wholesale supplies

Motel fall neither in the prohibited (item 4) and the permitted without consent (Item 2) therefore it would be permitted with consent.

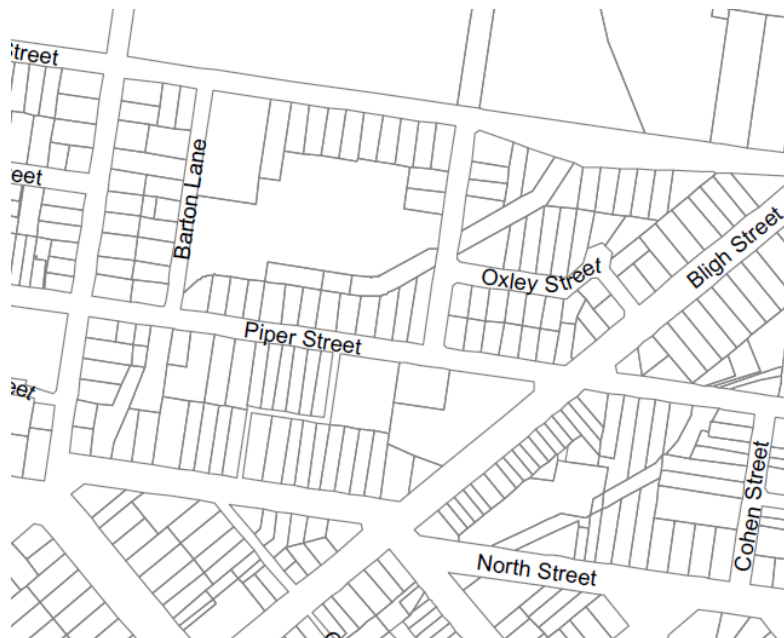
Part 4 – Principal development standards.

Clause 4.4 – Floor to space ratio

The objectives of this clause are as follows:

- To ensure that the bulk and scale of new buildings is appropriate in relation to the development pattern of surrounding uses and buildings.
- The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.

Figure below Shows that the subject site does not have a maximum floor to space ratio. *Courtesy Tamworth LEP maps*



No Floor to space ratio has been adopted for this site in the LEP regulations.

Part 7 – Additional local provisions

Clause 7.1 – Earthworks

The objectives of this clause are as follows:

- To ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land, to allow earthworks of a minor nature without separate development consent.

On the accompanying plans the proposed earthworks will not impact the functions of the environment or neighbours, or any other feature related to the surrounding land. To mitigate any affects all onsite earthworks will be wholly on the development site.

Development consent is required for earthworks unless:

- The work is exempt development under this Plan or another applicable environmental planning instrument, or the work is ancillary to other development for which development consent has been given.

The work will not be exempt and will require development consent in conjunction with the accompanying application.

Before granting development consent for earthworks, the consent authority must consider the following matters:

- The likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality, the effect of the proposed development on the likely future use or redevelopment of the land, the quality of the fill or the soil to be excavated, or both, the effect of the proposed development on the existing and likely amenity of adjoining properties, the source of any fill material and the destination of any excavated material, the likelihood of disturbing relics, proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.

There should be no disruption or detrimental effect on any drainage patterns or soil stability as all earthworks will be adequately retained or battered and the drainage will be completed having no effect on the existing neighbours or adjoining properties. The development is not near any watercourse or drinking water catchment or environmentally sensitive area and all erosion and sediment controls will be in place to ensure no debris leaves the site in an unmanaged state.

It is believed no other applicable clauses are relevant to the development application or for the building works proposed. It is believed that the project complies with all other sections of the Tamworth Regional council LEP.

4.3. State Environmental Planning Policies

- SEPP (Biodiversity and Conservation) 2021

The aforementioned SEPP refers to the removal of vegetation and/or natural habitats of any threatened species in specific areas.

Chapter 2 – Vegetation in non-rural areas.

Tamworth LGA falls inside the allowable clearing map.

Approval to remove some of the onsite vegetation is sought. The vegetation that is requested to be removed does not assist with screening, it doesn't assist any neighbouring property for shade and does not contain any threatened species of animal. The new building to be built and new trees/planting be carried out in a desired location to assist with privacy, noise, shade and aesthetic appeal for neighbours, streetscape and surrounding area.

Due to the limited amount of landscaping in the proposal will not have any negative affect on any potentially threatened species or their habitats.

- SEPP (Exempt and Complying Development Codes) 2008

This code, if compatible with a development, provides a streamlined approval process due to more stringent requirements dictated by the regulatory authority. We are not seeking an approval under these provisions.

- SEPP (Housing) 2021

The housing SEPP relates to the procurement of affordable housing.

[We are not seeking an approval under these provisions.](#)

- SEPP (Industry and Employment) 2021

This chapter refers to Advertising and Signage, this chapter aims to ensure that any signage is compatible with the amenity and character of the area and provide effective communication or direction using a quality design and finish.

Two signs are proposed, one will be on the streetscape, flat, non-illuminated and compatible with the streetscape. With the building set back significantly, this sign will assist with the pedestrian and public identification of the premises, it will assist with visual direction on and off the site and add colour and visual impact to the carparking zone.

The second sign is a fascia style panel, identifying a focal point for entry and direction. It will also assist pedestrians adversely reducing traffic conflict and confusion.

[The proposed signage is compatible and compliant with Schedule 5 Assessment Criteria of the SEPP and compliance is outlined below.](#)

State Environmental Planning Policy (Industry and Employment) – Schedule 5 – Assessment

Criteria

<p>1 Character of the area</p> <ul style="list-style-type: none"> - Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? - Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	<p>The site is located within a residential area with a frontage to a classified state road. Minimal signage has been proposed and is located at the front and internal of the site. It is designed to assist with visible entry to the site and building. This sign is consistent with other businesses in the surrounding area.</p>
<p>2 Special areas</p> <ul style="list-style-type: none"> - Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	<p>The sign will be flush set, painted or cast into the front mailbox and the second sign setback from the road significantly. This will avoid any adverse effects on the surrounding areas regardless of their nature and will not detract from any visual quality of the streetscape or neighbouring areas.</p>
<p>3 Views and vistas</p> <ul style="list-style-type: none"> - Does the proposal obscure or compromise important views? - Does the proposal dominate the skyline and reduce the quality of vistas? - Does the proposal respect the viewing rights of other advertisers? 	<p>The sign being attached in a flat matter to the buildings front façade ensures it does not obscure any views and with the building set back from the street frontage will ensure no visual impact of the skyline or vistas.</p> <p>It respects the viewing rights of other advertisers.</p>
<p>4 Streetscape, setting or landscape</p> <ul style="list-style-type: none"> - Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? - Does the proposal contribute to the visual interest of the streetscape, setting or landscape? - Does the proposal reduce clutter by rationalising and simplifying existing advertising? - Does the proposal screen unsightliness? - Does the proposal protrude above buildings, structures or tree canopies in the area or locality? - Does the proposal require ongoing vegetation management? 	<p>The sign will add character to a flat portion of the new building and add a small colour contrast to the materials of the wall. Being that it is a single sign that fit within the front facade it will reduce any clutter by rationalisation and not require any vegetation management or protrude above the building or around any trees of the area. The sign towards the front of the site will sit comfortably within the streetscape.</p>
<p>5 Site and building</p> <ul style="list-style-type: none"> - Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? - Does the proposal respect important features of the site or building, or both? - Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>The sign is in proportion to the building and provides simple and effective direction. It matches the style of the building and respects any important features in the design.</p>
<p>Associated devices and logos with advertisements and advertising structures</p> <ul style="list-style-type: none"> - Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	<p>N/A</p>
<p>7 Illumination</p> <ul style="list-style-type: none"> - Would illumination result in unacceptable glare? - Would illumination affect safety for pedestrians, vehicles or aircraft? - Would illumination detract from the amenity of any residence or other form of accommodation? - Can the intensity of the illumination be adjusted, if necessary? - Is the illumination subject to a curfew? 	<p>The sign is not expected to be illuminated.</p>
<p>8 Safety</p> <ul style="list-style-type: none"> - Would the proposal reduce the safety for any public road? - Would the proposal reduce the safety for pedestrians or bicyclists? - Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>The sign will assist with direction from the public road and not reduce any safety from the public areas for any persons in any matter from the street frontage.</p>

- SEPP (Planning Systems) 2021

This policy aims to identify any regional significant or state significant developments and infrastructure.

The development has no affect and is not affected by any regulations outlined by this SEPP.

- SEPP (Primary Production) 2021

This SEPP relates to land and water sources that will be used for primary production.

The development application is not related to any such matters.

- SEPP (Resilience and Hazard) 2021

This chapter's objective is to provide for a Statewide planning approach to the remediation of contaminated land. In particular, this Chapter aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

This will not relate to this project.

- SEPP (Resources and Energy) 2021

The above SEPP dictates requirement for developments involved or relating to mining and petroleum production and extraction-based industries.

This development does not relate to resource mining.

- SEPP (Sustainable buildings) 2022

This policy relates to BASIX certificates for a dwelling house or dual occupancy.

It is a requirement that a BASIX certificate or equivalent sustainability / emissions targets are proven to be met for approval. Given this development application is a class 3 building a BASIX certificate cannot be used to satisfy these requirements, the development will include a Section J Report at construction certificate application.

- SEPP (Transport and Infrastructure) 2021

Chapter 2 – Infrastructure

The aim of this Chapter is to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and providing greater flexibility in the location of infrastructure and service facilities, and allowing for the efficient development, redevelopment or disposal of surplus government owned land, and identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and providing opportunities for infrastructure to demonstrate good design outcomes.

Clause 2.10 Consultation with councils – developments with impacts on council-related infrastructure or services.

- This section applies to development carried out by or on behalf of a public authority that this Chapter provides may be carried out without consent if, in the opinion of the public authority, the development; will have a substantial impact on stormwater management services provided by a council, or is likely to generate traffic to an extent that will strain the capacity of the road system in a local government area, or involves connection to, and a substantial impact on the capacity of, any

part of a sewerage system owned by a council, or involves connection to, and use of a substantial volume of water from, any part of a water supply system owned by a council, or involves the installation of a temporary structure on, or the enclosing of, a public place that is under a council's management or control that is likely to cause a disruption to pedestrian or vehicular traffic that is not minor or inconsequential, or involves excavation that is not minor or inconsequential of the surface of, or a footpath adjacent to, a road for which a council is the roads authority under the Roads Act 1993 (if the public authority that is carrying out the development, or on whose behalf it is being carried out, is not responsible for the maintenance of the road or footpath).

- A public authority, or a person acting on behalf of a public authority, must not carry out development to which this section applies unless the authority or the person has given written notice of the intention to carry out the development (together with a scope of works) to the council for the area in which the land is located, and taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.

Please refer to the appendices for the Pre-DA minutes related to this development and our responses.

Although no design work has been carried out, it is believed that the development may increase flow onto council's sewer main, roadways and infrastructure. All proposed work will be carried out with this in mind and relevant designs will be completed to ensure no increase in flows or generation of traffic will affect council's mains and roadways. If any issues arise, adequate upgrading will be designed to ensure mitigation of potential issues.

4.4. Tamworth Regional Council Development Control Plan

Commercial/Retail Development Controls	
Regulation	Response
<u>Building Setbacks</u> <ul style="list-style-type: none"> - No minimum setbacks are specified. - Side and rear setbacks must meet BCA requirements. 	<p>No minimum front setback is required however the front has been set back to match the surrounds.</p> <p>Side and rear setbacks have been designed to meet BCA regulations.</p>
<u>Height</u> <ul style="list-style-type: none"> - No height restrictions. Refer LEP for Floor Space Ratio. 	<p>No height restrictions are adopted in the LEP.</p>
<u>Outdoor Lighting</u> <ul style="list-style-type: none"> - Demonstrate compliance with AS/NZS 11583.1 Pedestrian Area (Category P) Lighting and AS4282 Control of Obtrusive Effects of Outdoor Lighting. 	<p>Outdoor lighting will be carried out in accordance with the mentioned standards and controls.</p>
<u>Outdoor Signage</u> <ul style="list-style-type: none"> - A single business premises is permitted to have: <ul style="list-style-type: none"> - one under awning sign, - one top hamper sign, and - one fascia sign, that do not project above or beyond that to which it is attached. One of which may be illuminated, but not flashing, moving or floodlit. 	<p>The development would be able to have 3 signs in total.</p> <p>Two signs are proposed, one on the mailbox purely for street number identification, the second sign is an under awning sign attached to the wall to ensure we don't have a large blank run of brickwork.</p>

<ul style="list-style-type: none"> - Design and location of signage must be shown on plans with DA. - Where there is potential for light spill from signage to adjoining properties, all illuminated signage shall be fitted with a timer switch to dim or turn off the light by 11pm each night. - Signage must comply with SEPP 64 – Advertising and Signage Schedule 1 Assessment Criteria. 	<p>The signs are shown on the corresponding plan set.</p> <p>The signs are not illuminated and meet the relevant controls and regulations required.</p>
<p><u>Design</u></p> <ul style="list-style-type: none"> - Building facades shall be articulated by use of colour, arrangement of elements or by varying materials. - Large expansive blank walls not permitted unless abutting a building on an adjoining allotment. - Plans must show the location of all external infrastructure (including air conditioning units, plant rooms, ducting) and demonstrate how it will be screened from view from a public place or road. - Development on corner sites shall incorporate splays, curves, building entries and other architectural elements to reinforce the corner as landmark feature of the street. - Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or not visible from a public road. 	<p>The front façade is articulated in multiple ways including but not limited to shape, setback, colour and materials.</p> <p>Only one wall is blank and has been used for signage to break up the straight run.</p> <p>Corresponding plan show all external infrastructure, and these have been located away from neighbouring properties where possible.</p> <p>The plan is not a corner site.</p> <p>The roof is non-reflective and is designed at 22.5 degrees to tie in with the surrounding residential area.</p>
<p><u>Port Supported Verandahs and Balconies and Under awning support posts</u></p> <ul style="list-style-type: none"> - Posts must be set back 1200 mm from the back of the kerb. - New verandahs, balconies and awnings must complement the style, materials and character of the building being altered. - Under awning support posts shall be of a single or uniform width from top to bottom and be painted black in colour. - Under awning support posts will only be considered where it has been demonstrated that there is no alternative method available. - All posts must be designed to prevent collapse in the event of a collision. - Public liability insurance must be maintained to Council requirements Not to interfere with operation of or access to utility infrastructure. 	<p>No front verandah, balcony or awning has been included in the design.</p>
<p><u>Utilities and Services</u></p> <ul style="list-style-type: none"> - Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development. Evidence of consultation with the Water Supply Authority and Roads Authority is to be provided. - Applications must demonstrate adequate provision for storage and handling of solid wastes. 	<p>A servicing strategy has been provided to accompany the development plans.</p> <p>No liquid trade waste application is sought.</p> <p>All buildings are clear of council infrastructure.</p>

<ul style="list-style-type: none"> - Liquid Trade Waste Application and facilities are required where liquid wastes (excluding domestic waste from a hand wash basin, shower, bath or toilet) are to be discharged to Council's sewerage system. - Buildings and structures are to be located clear of utility infrastructure. - For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth, whichever is greater, from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail. - The developer is responsible to consult with Essential Energy, natural gas and a telecommunications carrier regarding the provision of services. 	<p>The developer will consult with essential energy surrounding electrical installation.</p>
<p>Traffic and Access</p> <ul style="list-style-type: none"> - The verge for the frontage of the development is to be constructed of hardstand materials to facilitate safe, low-maintenance pedestrian access. Details to accompany the development application. - All vehicles must be able to enter and exit the site in a forward direction. - Design must demonstrate no conflict between pedestrian, customer vehicles and delivery vehicles. - Wearing surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle. - Unsealed vehicle movement areas are not acceptable due to environmental management impacts. - Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be line marked and signposted. - Site access not permitted: <ul style="list-style-type: none"> - Close to traffic signals, intersection or roundabouts with inadequate sight distances; - Opposite other large developments without a median island; - Where there is heavy and constant pedestrian movement on the footpath; - Where right turning traffic entering the site may obstruct through traffic. - Separate, signposted entrance and exit driveways are required for developments requiring more than 50 parking spaces or where development generates a high turnover of traffic. - The number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress. - Driveways must be provided in accordance with AS 2890.1 Parking Facilities. 	<p>The cross over/verge is proposed to be hardstand.</p> <p>All vehicles can enter and exit the site in a forward direction as shown by the vehicle swept path on the corresponding plan set.</p> <p>The design incorporates a separate path for pedestrians. Customer and service vehicle parking spaces have been clearly marked.</p> <p>The entire car manoeuvre area is of hardstand material suitable for the vehicles used in the development.</p> <p>No traffic signals, roundabouts or intersections are close by and would not create inadequate site issues.</p> <p>1 combined ingress and egress point is proposed.</p> <p>All driveways and parking bays have been designed in accordance with relevant codes and standards and swept paths have been included to show a B99 vehicles arcs.</p>

<ul style="list-style-type: none">- Manoeuvring areas within the development must be designed to accommodate a B99 vehicle under AS2890.1 Parking Facilities for Off Street Parking.- Nominate that a pedestrian footpath be constructed for the full frontage of a development to a width consistent with any connecting pedestrian footpath or where there is no connecting footpath in accordance with Council's Engineering Guidelines for Subdivisions and Developments.- Swept paths for a B99 vehicle must be shown on plans prepared to accompany the DA.							
<p><u>Parking</u></p> <table><tr><td>Motel (including serviced apartments)</td><td>1 space per accommodation unit PLUS 1 space per 2 employees</td><td>If a restaurant and/or function room is to be included, additional parking will be required at the adopted rate for such facilities. Council is willing to review this requirement if it can be demonstrated that the time of peak demand for parking at each facility does not coincide or if the facilities will primarily serve motel customers.</td></tr><tr><td>Parking for backpackers' and bed and breakfast accommodation will be assessed according to parking demand and overall availability of existing parking.</td><td></td><td></td></tr></table>	Motel (including serviced apartments)	1 space per accommodation unit PLUS 1 space per 2 employees	If a restaurant and/or function room is to be included, additional parking will be required at the adopted rate for such facilities. Council is willing to review this requirement if it can be demonstrated that the time of peak demand for parking at each facility does not coincide or if the facilities will primarily serve motel customers.	Parking for backpackers' and bed and breakfast accommodation will be assessed according to parking demand and overall availability of existing parking.			<p>1 Space per accomodation is required 9 suites = 9 spaces required</p> <p>The development proposed 10 spaces to allow for a service/cleaners vehicle where necessary.</p>
Motel (including serviced apartments)	1 space per accommodation unit PLUS 1 space per 2 employees	If a restaurant and/or function room is to be included, additional parking will be required at the adopted rate for such facilities. Council is willing to review this requirement if it can be demonstrated that the time of peak demand for parking at each facility does not coincide or if the facilities will primarily serve motel customers.					
Parking for backpackers' and bed and breakfast accommodation will be assessed according to parking demand and overall availability of existing parking.							
<p><u>Health Consulting room and Medical Centres on Land Zoned R1 in Tamworth</u></p> <ul style="list-style-type: none">- The proposed site for "health consulting rooms" or a "medical centre" shall not be within 400 metres of the areas bounded by Macquarie Street, Kable Avenue, East Street and the Great Northern Railway Line.- The proposed site for a "medical centre" should be within 400m of a Hospital or adjoining a B1 Neighbourhood Centre.	<p>The development is not a health consulting room or a medical center.</p>						
<p><u>Brothels and Restricted Premises</u></p> <ul style="list-style-type: none">- Must be located at least 150m from any of the following:<ul style="list-style-type: none">- Existing dwelling;- Residential zone;- Place of worship;- Any place designated for and utilised by children (e.g. child care centre, community facility, educational establishment, entertainment facility, recreation area/facility);- Any other sex services premises.	<p>The development is not a brothel or restricted premises.</p>						
<p><u>Landscaping</u></p> <ul style="list-style-type: none">- Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.- Edging to be provided to retain mulch and protect the landscaping from damage from vehicles.	<p>The carpark has been designed with two landscaping bays to allow for some shade trees to be planted and to assist with softening the building and parking area. This will be Edged to retain mulch and protect cars and trees from collision.</p> <p>All planting will be drought tolerant.</p>						

<ul style="list-style-type: none"> - Landscaping shall comprise only low maintenance, drought and frost tolerant species. 	
General Development Specifications	
<p>Environmental Effects</p> <ul style="list-style-type: none"> - The application documentation shall identify any potential environmental impacts of the development and demonstrate how they will be mitigated. These impacts may relate to: <ul style="list-style-type: none"> - Traffic - Flood liability - Slope - Construction impacts - Solid and Liquid Waste - Air quality (odour and pollution) - Noise emissions - Water quality - Sustainability 	<p>Traffic issues have been minimised in the development by providing a single shared entry/exit location and parking space off the street to minimise street cars and site car interactions.</p> <p>The land is not flood liable</p> <p>There is minimal slope on the site, and all have been combated using retaining walls and ramping where necessary.</p> <p>Construction impacts will be minimal as it will be completed using as many energy efficient fixtures and fittings as possible, the development will not impact the surrounding street scape and amenity as it has been designed to tie in with surrounding developments and the clever use of -> colours and materials will help create an inviting environment.</p> <p>All waste will be disposed of to council infrastructure and bin collection will be done periodically.</p> <p>Air quality should not be reduced as the apartments will be used in a residential sense with low impact to the area. Vehicle pollution would be minimal as the development users will likely be out for work and return home afterwards with minimal vehicle movement reducing pollution.</p> <p>The building has been designed to ensure noise from users will be away from neighbours, car use will likely be minimal as they would leave for work early to mid-morning and come home at night keeping vehicular noise to a minimum.</p> <p>The development will have no effect on water quality as all stormwater will be dispersed to council mains.</p> <p>The project will be constructed using modern techniques and material to ensure longevity of the building. With the locality growing, developments of this nature have a high demand and will ensure benefits from all surrounding homes and businesses.</p>
Soil and Erosion Control	

<ul style="list-style-type: none"> - Runoff shall be managed to prevent any land degradation including offsite sedimentation. - Reference shall be made to the NSW Governments Managing urban stormwater: soils and construction, Volume 1 (available from Landcom), commonly referred to as "The Blue Book". - Cut and fill will be minimised, and the site stabilised during and after construction. - Arrangements in place to prompt revegetation of earthworks to minimise erosion. 	<p>The entire carpark will be kerbed to ensure any sediment can be collected and will avoid any from leaving the site.</p> <p>Stormwater measures have been designed by a civil engineer.</p> <p>Cut and fill has been stabilized by use of retaining walls where appropriate.</p> <p>The site will be landscaped to ensure minimal erosion will occur.</p>
<p><u>Vegetation</u></p> <ul style="list-style-type: none"> - Development design shall accommodate the retention of any significant trees and vegetation. 	<p>No significant vegetation is apparent on site.</p>
<p><u>Waste Management</u></p> <ul style="list-style-type: none"> - General waste storage and collection arrangements shall be specified. 	<p>Waste will be collected by way of red bin collection and kerb side pickup; service team will ensure bins are located at the appropriate days for collection. Bins are stored uniformly onsite.</p>
<p><u>Noise</u></p> <ul style="list-style-type: none"> - Where relevant, applications are to contain information about likely noise generation and the method of mitigation. 	<p>Separation between motel suites by way of soundproofing has been used, living and outdoor private use areas have been located away from residential neighbours and parking would be minimal in use, all reducing on site noise.</p> <p>During construction it is expected that council time and noise stipulations would be imposed to ensure no adverse effect on the surrounding area.</p>
<p><u>Geology</u></p> <ul style="list-style-type: none"> - The design process must give consideration to the potential impact of erosive soils, saline soils, soils of low wet strength, highly reactive soils and steep slopes and document how these constraints are addressed. 	<p>Geotech report has been completed, and structural and civil engineering will be completed to ensure no impact occurs prior to construction certificate approval.</p>
<p><u>Landscaping Poultry Farms</u></p> <ul style="list-style-type: none"> - A cash bond or bank guarantee to the value of \$1500 per shed and valid for a period of 5 years, must be submitted to Council prior to issue of a Construction Certificate. 	<p>The development is not a poultry farm.</p>
Discretionary Standards	
<p><u>Design Principles</u></p> <ul style="list-style-type: none"> - Development must enhance the quality and character of the business precinct through the use of suitable colours, textures, material and building form. - Development should provide visual interest and variation while relating to adjacent buildings. 	<p>The development is not in the business precinct and has been designed to conform with the surrounding residential feel.</p> <p>Visual interest will be strong by using landscaping, textures, colours and materials.</p>

<p><u>Post Supported Verandahs and Balconies</u></p> <ul style="list-style-type: none"> - A building owner is to provide public liability insurance to the value of \$20 million indemnifying Council against claims for damages arising from the construction of a verandah or balcony awning over the public footpath. - The landowner shall enter into a Licence agreement with Council for the “air space” defined within the first-floor verandah over the public footpath. An annual licence payment is required and will be reviewed annually. 	<p>No verandah or balcony is designed in this development.</p>
<p><u>Health Consulting Rooms</u></p> <ul style="list-style-type: none"> - Development must preserve the existing amenity of residential areas. 	<p>The development is not a health consulting room</p>
<p><u>Parking and Access</u></p> <ul style="list-style-type: none"> - Adequate off-street parking must be provided to maintain the existing levels of service and safety on the road network. 	<p>Parking regulations meets Tamworth regional Councils requirements.</p>

4.5. National Construction Code & Australian Standards

The development has been designed with the National Construction Code and any relevant Australian Standards in mind. All work must be carried out in accordance with these requirements. Documentation will be provided to demonstrate that all subject areas meet compliance methods outlined in these regulations.

5. Environmental Impacts and Matters for Consideration

5.1. Flora and Fauna

Appropriate upgrades to the stormwater collection on site will occur as a part of the development. Appropriate erosion and sediment controls will be implemented during construction. Runoff will be managed to prevent any land degradation including offsite sedimentation.

Upgrades are proposed to the landscaping in the form of garden beds, tailored yards and low water use species of plants. With the careful selection of landscaping, we will see significant gains for the site in water efficiency, shade and maintenance. The developments careful planning will result in only positive impacts on the flora and fauna.

5.2. Air and Microclimate

The proposed dwellings will not have a measurable impact on air quality. With careful planning no issues should arise from this proposal pertaining to Air or Microclimate.

5.3. Noise

Noise may be a factor during the construction period of this project – This is, however, a temporary inconvenience and is expected that time constraints will be stipulated in the development consent to ensure minimal disturbance to surrounding residents. As this development is proposed in a residential area, this is not considered to be a markedly negative impact on the surrounding environment, due to its similar nature.

5.4. Public Domain

The proposed development has been oriented with large openings and outdoor areas oriented away from the communal space and surrounding boundaries. This outdoor space has been separated from the public domain via a landscaped / hedged setback and fencing such that there is a clear delineation between public and private space. Infrastructure will be upgraded or replaced wherever necessary but will not affect the public domain. There are no factors that are considered disruptive to the public domain.

5.5. Social and Economic Impacts and Benefits

The proposal will have positive economic and social impacts on the local and wider area. It will provide accommodation in an area that is located in relative proximity to existing urban centres, medical facilities and precincts, associated services and transportation. The motel will provide suitable accommodation in the growing population of the Tamworth Region. The proposal overall will also greatly impact on the local economy through investment, increasing spending and increasing the associated business employment market.

Considering the nature of the proposal as well as the location, the development will not create any negative social impact. Increased employment opportunities during the construction period and through services, cleaners and maintenance crews periodically through the life span of the development.

Social impacts through the establishment of alternative residential accommodation and an increase supply to the housing industry will be positive as it gives more opportunity to a burdened rental market and should create a decrease in market prices due to supply and demand.

The project represents a sound economic use of land due to the stimulation of local economy through the construction phase and also increase in resident population.

6. Suitability and Recommendation

6.1. Suitability

The subject project/development and site are considered eminently suitable for the proposal clearly defined in this statement. The development fits well onsite, complies with all Development controls, Local environmental considerations and enhances the surrounding area.

The project has been designed to ensure the development lot has ample space for parking and use and does not create an over development in the area. Its choice of project and use are directly related to the locality.

There are no known environmental hazards or constraints associated with the allotment, the relevant site is clear of all exclusion zones, there are no negative effects on the public, environment or any negative social and economic consequences. The land is adequately zoned and with Tamworth Regional Councils 'Blueprint 100' as a guide, the local area will greatly benefit from this project.

6.2. Public interest

All potentially detrimental visual, social, and economic impacts have been assessed and addressed in this statement. Security, access, noise and pollution have also been reviewed, and this statement is testament to the developments suitability and interest to the public. The proposal would fit within the locality and the subject application should be of positive interest to the public.

6.3. Recommendation

Based on the design documentation, review of the planning and environmental issues detailed above, and any outcomes provided to mitigate any adverse effects on the site and locality, we believe that with support of the local Authority Tamworth Regional Council that the developments approval will be a positive outcome for both the applicant and any stakeholders alike.

Should you require any further information to assist with the affirmative determination of this application, please don't hesitate to contact us.


D&C PROJECTS



Samuel J G Bowden – Projects Manager and Senior Drafting Technician
02 6762 6174
mail@d-cprojects.com.au
www.d-cprojects.com.au

7. Appendices

Pre-DA Minutes – Tamworth Regional Council

	
Pre- Development Application Advice – PDA 2025-0002	
Part 1: Property Details	
Property address	55-57 Piper Street NORTH TAMWORTH NSW 2340
Lot and DP	Lot 11 and 12 DP 11794
Current Use of Land	General Residential
Zoning	R1 - General Residential
Legislation/ Policy	Tamworth Regional Local Environmental Plan 2010 (2011 EPI 27) - NSW Legislation
Site Constraints	
Part 2: Proponent – Main Contact Details	
Name or Company:	Mr S Bowden
Email and Phone:	mail@d-projects.com.au
Part 3: Meeting Details	
Date	11/07/2024
Time Start	3.00pm
Time Close	4.00pm
Meeting Location	Room 1 474 Peel Street, Tamworth.
Part 4: Attendees	
Name	Organisation
Viji Velavan	TRC - Development Engineering.
Dan Whale	TRC – Senior Development Assessment Planner.
Callista Shumba	TRC – Development Hub Client Advisor - Note Taker.
Sam Bowden	D-C Projects
Cody Worthington	Proponent
Part 5: Overview and Details of Proposed Development	
The proposed development is serviced apartments- 55-57 Piper Street North Tamworth NSW 2340. The proponent sought to discuss newly mapped North Tamworth area parking arrangements and any Council Concerns regarding the proposed development.	
Part 6: Relevant Legislation (Tamworth Regional LEP 2010 and / or SEPP)	
Pursuant to Tamworth Regional Local Environmental Plan 2010, the proposed development is permissible with consent.	
Part 7: Issues Discussed	

drive to Tamworth. Council identifies that any proposal which seeks variation to a DCP requirement would need to be accompanied by an appropriate justification within the SoEE.	
b) <i>Small scale renewables –</i>	
It is confirmed that these draft controls are not applicable to the proposed development.	
Development Engineering	Water
	<ul style="list-style-type: none">Existing water service shall be used to service the development.The existing water service requires updating in accordance with NCC– Volume 3 Plumbing Code of Australia – Part 4 – Table A OF Design Minimum Standards.
	Sewer
	<ul style="list-style-type: none">The existing sewer service to the lot to be utilised to service the proposed development, depth of sewer is ~800mm and is not located at lowest point on the site – gravity sewer serviceability to Plumbing Code/AS3500.2 shall be checked.
	Headworks
	<ul style="list-style-type: none">Headworks has been calculated based upon the preliminary information provided.Headworks would be recalculated at the time of DA lodgment / submissionBased upon preliminary information provided, the <u>approximate additional headworks</u> for both water and sewer would be in the order of;
	Additional Headworks
	<ul style="list-style-type: none">Water - \$15,490.80Sewer - \$8,695
	<ul style="list-style-type: none">It should be noted this is based upon 2024/25 financial year rates. Revised rates would apply to contributions paid in later financial years.Please note that the headworks are calculated considering the development to be Serviced Apartments.
	Stormwater
	<ul style="list-style-type: none">There is no stormwater infrastructure downstream of the site in the laneway or North Street; site will require filling to ensure all hardstand areas fall toward Piper Street.Note: permeable paving should also be considered impervious hardstand for stormwater calculations due to reduced permeability over time.It was confirmed with Council's stormwater engineer that detention will not be required for the development considering its close proximity to Spring Creek.
	Access
	<ul style="list-style-type: none">Primary access to be from Piper Street. Section 138 approval will be required for any works within the road reserve including new access driveway construction.Swept paths for 899 vehicle to be shown on plans prepared to accompany DA.Internal access and parking to be as per AS2890 – Part 1 Parking Facilities - Off Street Carparking standards.Parking and maneuvering areas to be hardstand.Proposed garbage collection arrangements to be addressed in the SoEE. If garbage collection vehicle to access the site, swept paths for collection vehicle to be identified on plan to demonstrate forward access/egress can be achieved.

3 / 5

Planning	Lodgement of a DA:
	<ul style="list-style-type: none">Proponent was asked to clarify whether the proposed use is for serviced apartments or multi-dwelling development and the proponent confirmed serviced apartments.Section 7.12 Development Contributions will normally be levied for serviced apartments based on the cost of works with anything over a \$100 000 being 1% of the cost of works.Proponent to address the commercial / retail chapter in the Tamworth Regional Development Control Plan, 2010 (DCP).
	The Tamworth Regional Development Control Plan, 2010 (DCP):
	<ul style="list-style-type: none">The public exhibition of the draft DCP amendment No. 17 has concluded and there will be a report going up to a Council meeting later this month, the proponent will be required to address the DCP controls that will be in effect at the time of lodgement.Depending on the outcome of the Council meeting, the DCP (as amended) may be in place when the DA is submitted and / or over the next month or two.Note - there may be some changes made to the DCP compared to the draft that was exhibited – the changes will be documented in the Council report.
	Demolition:
	<ul style="list-style-type: none">A demolition plan will be required with the DA.An asbestos clearance certificate will be required as a condition of consent.
	Potential Ambulance Station amenity impacts:
	<ul style="list-style-type: none">The ambulance station next door could potentially have amenity impacts such as noise, lighting etc.Design should consider and address potential amenity impacts.Internal walls should have acoustics as part of the BCA.
	Any other matters:
	<ul style="list-style-type: none">Details of any retaining walls to be provided on plans including top and bottom wall heights. Section drawings to be provided in this regard.A QS report required if the cost of works is over \$3 million;The DA will be publicly exhibited / notified;Consolidation of lots will form a condition of consent; and,Operational details, waste collection arrangements and Crime Prevention Through Environmental Design principles to be addressed in the SEE Crime Prevention Through Environmental Design Principles (nsw.gov.au).
	Proponent Questions:
	a) <i>Parking, Traffic & Access controls contained within the draft amended TRDCP, specifically the provision of end of trip bicycle facilities –</i>
	Upon review, it has been confirmed that end of trip bicycle facilities/bicycle parking section of the draft amended DCP (Parking, Traffic and Access Controls) would be applicable to the proposed development (if lodged after adoption of amended DCP). The draft controls identify that the development would require 1 bicycle space based upon the number of parking spaces proposed (9).
	The Applicant enquired as to whether this requirement was applicable to the proposal given the majority of users (locum doctors, hospital patients, etc) of these apartments would either fly or

2 / 5

Building Certification	<ul style="list-style-type: none">Proponent to engage a Hydraulic engineer to ensure hydrant coverage is achieved to all proposed buildings.Design in general looks to have adequate fire separation with 3m setbacks from boundaries and common fire wall separating each sole-occupant unit – Class 3 common walls require FRL of 90/90/90, along with acoustic requirements as per NCC 2022.Access will need to be considered from the allotment boundary, to all common parts, to the accessible unit along with access to and from the accessible carparking space.Note the location of brick pillars in the design may impede the minimum unobstructed width required for accessible paths of travel.A Section J report will be required for class 3 buildings, it is not subject to BASIX. Noted that this is usually required at CC stage but will need to be considered as part of the design stage to ensure material suitability with Section J (ie roof colour, external cladding, glazing etc).Proponent had questions in relation to the fire wall at the eaves and how it will integrate with the proposed privacy walls – indicated the fire wall should always extend from footings, to the roof and out to the eaves in accordance with the manufacturers specifications for the System type proposed (ie CSR or Knaflex), and application of a fire resistant product between the fire wall and the privacy wall will need to confirm it will work with the fire wall system, refer to the Test Report for the wall system used to determine the prototype that will comply.Proponent asked about the requirement for emergency exit signage etc, required in accordance with E402 of NCC 2022, usually applicable to common areas such as passageways, corridors within path of travel to exits, or communal buildings etc.Automatic Smoke detection and alarm system will be required in accordance with the requirements of the Building Code of Australia relative to a Class 3 building, refer to Specification 20 of NCC 2022, NSW variation – S20C8 – System Monitoring to a fire station or fire station dispatch is required.Extinguishers and a fire blanket will be required in cleaning/maintenance areas, but are optional in each sole-occupancy unit.
Part 8: Documents that must be submitted with a DA (including but not limited to)	
<ul style="list-style-type: none">Owner's Consent.Statement of Environmental Effects.Cost of Works done by a QS if the development is valued over \$3 million.Architectural Plans with dimensions siting setbacks and dimensions.	
Lodgement Requirements	
<ul style="list-style-type: none">The Development Application (DA) must be lodged with Tamworth Regional Council via the NSW Planning PortalA Pre-lodgement guide on how to lodge via the NSW Planning Portal can be found here Stage Planning (nsw.gov.au)In addition to the document requirement list above, Council's Development Application checklists can be found on Information required to lodge a DA Tamworth Regional Council (nsw.gov.au). Documentation requirements are also prescribed by the Environmental Planning and Assessment Regulation 2021.	
Advisory	
<ul style="list-style-type: none">This Pre-DA minutes/advice should not be construed as being an approval to carry out the proposed development. For legal confirmation that the proposed development can be carried out on the land, it	

4 / 5

- If you have any questions regarding this advice, please contact the Development Hub by emailing development@tamworth.nsw.gov.au or telephoning (02) 6767 5507.

Page 30

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