
Statement of Environmental Effects

Proposed Development | **Multi-Dwelling housing (Four Dwellings) & Strata Subdivision**

Property Address | **97 Wingham Road TAREE NSW 2430**

LOT & DP | **Lot 2 DP 20629**

Property Owner | **Hopam Pty Ltd**

3 March 2025

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1. Summary

1.1. Overview

This proposal seeks development consent for the construction of a multi-dwelling housing development at 97 Wingham Road Taree. The proposed development comprises four (4) single storey dwellings. The proposal also includes the strata subdivision of the land.

The site contains an existing dwelling and ancillary structures. The land is free from any significant constraints and the proposal is capable of complying with all relevant planning controls.

1.2. Scope of Report

This Statement of Environmental Effects has been prepared to accompany the development application for the proposed development and provides information as required by the *Environmental Planning and Assessment Act 1979* (EP&A Act) to assist in the assessment of the proposal. This document addresses matters that are to be considered by the consent authority under the provisions of clause 4.15 of the EP&A Act.

2. Site Description

2.1. Site Details & Description

Property Address:	97 Wingham Road TAREE NSW 2430
Land Description:	Lot 2 DP 20629
Zoning:	R1 –General Residential Zone
Site Area:	1246m ²
Owner:	Hopham Pty Ltd

The subject land (“the site”) comprises land described as Lot 2 DP 20629 and is located at 97 Wingham Road, Taree.

The land is a large corner allotment bound by Wingham Road along its western boundary and Fuchsia Drive along its northern boundary. The adjoining allotments to the east and south contain established single storey residential developments.

The site contains a small three (3) bedroom weatherboard dwelling constructed during the 1960's, with dwelling additions approved by Council, subject to BA343/78, in 1978. The site also contains an approved garage and carport, subject to BA30/89, constructed in 1989.

The site is zoned R1 General Residential zone under the provisions of the Greater Taree Local Environmental Plan 2010. The site comprises an area of 1246m².

The comprises a relatively level landform with a 1.3% fall across the site, falling from the western boundary towards the eastern boundary.

The site is not classified as being bushfire prone land and is not identified as being a flood-controlled lot. A locality map and landuse zoning map depicting the subject land is provided in Figures 1 and 2 below.

2.2. Site Context and Surrounding Area

Taree is the major service centre on the NSW Mid North Coast and the largest regional town within the Midcoast Council Local Government Area. Taree is located approximately 80km south of Port Macquarie and 146km north of Raymond Terrace, the two nearest major centres.

The township of Taree is located on the Manning River, 16km from the mouth of the river where the river become deep and wide. The town has a dispersed central business area located amongst residential areas, with several established light industrial areas scattered throughout.

The development site is located on a main arterial road (Wingham Road) within the northern residential precinct of the Taree township. The site is approximately 1.4km north-west of the Taree CBD. Surrounding development predominately consists of single storey dwellings on standard urban parcels of land within a traditional grid style subdivision layout.

The site contains an existing single storey dwelling constructed in the 1960's which utilises architectural design features and materials typical of this period. In recent times minor works have been undertaken, including the replacement of the front and rear decks. These works have been undertaken in accordance with the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. An existing shed and carport is located behind the dwelling.

Plate 1 and 2 below depicts the current site conditions.



Figure 1 –Site Locality Plan

[source: Midcoast Council online mapping]



Figure 2 – Site Landuse Zoning Map

[source: Midcoast Council online mapping]



Plate 1 –Current Site Conditions at 97 Wingham Rd, Taree- Wingham Road Frontage.



Plate 2 – Current Site Conditions at 97 Wingham Road Taree - Fuchsia Drive frontage

2.3. Topography and Soils Characteristics

The site is located near the top of a low ridge which has its highest point approximately 65m north-west of the site on Wingham Road and Dugdale Avenue. The ridge extends down slope in an easterly direction to Browns Creek. The site is located on the south-eastern side of the ridge and comprises a gentle fall across the site from west to east.

The allotment is identified as containing Class 5 potential Acid Sulfate Soils, pursuant to Acid Sulfate Soils maps contained within the Greater Taree Local Environmental Plan 2010, as shown in Figure 3 below.



Figure 3 – Acid Sulfate Soils Map

[source: Midcoast Council online mapping]

2.4. Contaminated Land

The site is not known to be contaminated, and no potentially contaminating activities or developments are known to have previously occurred on the land. An existing dwelling is currently established on the site and will be retained.

2.5. Essential Services

Reticulated water, sewer and electricity are currently available to the site. A power pole is located adjacent to the existing driveway on the Wingham Road frontage. No changes are proposed to the location of this driveway, and the pole will not require relocation.

2.6. Easements and Restrictions on Title

The site is unburdened by easements for drainage, electricity, sewer or water infrastructure. The land does contain a restriction to user on the title of the land relating to specific development activities imposed by the developer at the time of the subdivision.

2.7. Site Access

The site currently gains vehicle access directly from Wingham Road. Suitable sight distances >60m are available in both directions from the existing driveway at the property frontage.

There are sufficient locations for a driveway to be established along the Fuchsia Drive frontage.

2.8. Vegetation

Existing vegetation on the site predominantly comprises grasses. The site contains no native trees, however a single jacaranda tree is located adjacent to the northern boundary.

2.9. Bushfire, Flood & Coastal Hazards

The site is not classified as being bushfire prone land and is not identified as a flood control lot on maps held by Council. The land is not identified as being at risk to coastal erosion processes.

2.10. Heritage

2.10.1. European Heritage

There are no items of European heritage listed as being present on the land or adjoining lands. The subject land is not located within a heritage conservation area.

2.10.2. Aboriginal Heritage

An AHIMS search for the site did not identify any Aboriginal sites or places on the land. The site is not known to be an area of significance for local indigenous people.

3. Proposed Development

3.1. Proposal overview

The proposed development seeks consent for multi-dwelling housing comprising four (4) dwellings on a residential zoned allotment. The development seeks to retain an existing approved dwelling and construct three (3) new attached dwellings.

The built form of the attached dwellings comprises two (2) storeys and have been designed using slab on ground construction. The external materials proposed for the new building comprises rendered masonry walls (dark colour) with a low pitched metal roof design. The new dwellings have been designed to be responsive to the Fuchsia Street frontage.

The proposal also seeks to demolish the existing garage and carport and remove one (1) jacaranda tree.

Plans of the proposed development are provided in **Appendix A**. The dwellings are referred to on the plans as 'Existing Dwelling, Unit 1, Unit 2 and Unit 3'. A description of each dwelling associated with the proposal is detailed below:

Existing Dwelling

The existing dwelling is located on the western portion of the site and is orientated towards Wingham Road. Alterations to this single storey dwelling were approved subject to BA343/78 and it contains three (3) bedrooms, one (1) bathroom with separate living, kitchen and dining areas. This dwelling has a gross floor area of approximately 113m².

The dwelling comprises bearer and joist construction, with weatherboard clad walls and a metal hip and gable roof design. In recent times minor works have been undertaken, including the replacement of the front deck and rear deck. These works have been undertaken in accordance with the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

The proposal will retain the existing driveway access from Wingham Road to provide access to two (2) car parking spaces. These spaces will be in a stacked formation, located at the rear of the existing dwelling.

Unit 1

Unit 1 is located on the central portion of the site and comprises a two (2) storey dwelling consisting of two (2) bedrooms, two (2) bathrooms with open plan living, kitchen and dining areas.

This dwelling includes an attached single garage which will be accessed via a sealed driveway, shared with the existing dwelling, extending from the Wingham Road frontage. A hard stand area located on the southern side of the dwelling will provide suitable space for manoeuvring a vehicle upon exiting the garage.

Unit 1 includes a covered first floor verandah extending from the northern side of the dwelling. A private outdoor area is provided at ground level on the northern side of the dwelling, comprising a deck and yard space, which is connected to a living area. Unit 1 will have a gross floor area of approximately 147.10m².

Unit 2 and Unit 3

Units 2 and 3 are located on the eastern portion of the site, Unit 2 being attached to the eastern wall of Unit 1 and Unit 3 being attached to the eastern wall of Unit 2.

Both Units comprise a mirrored floorplan consisting of two (2) bedrooms, two (2) bathrooms with open plan living, kitchen and dining areas. Each dwelling includes an attached single garage and covered verandah (at both ground floor and first floor levels) extending from the southern side of the dwelling.

Unit 2 will also have access to a private outdoor area at ground level on the northern side of the dwelling, comprising yard space. Unit 3 will also have access to a private outdoor area at ground level on the eastern side of the dwelling, comprising yard space.

Vehicle access to these dwellings is via a new sealed driveway extending from Fuchsia Drive. Each dwelling will have a gross floor area of approximately 148.5m².

3.2. Strata Subdivision

The proposed development includes strata subdivision. The draft plan of subdivision is provided in **Appendix A** and identifies four (4) strata lots, with the driveways and raingardens being located in common property. All essential services are capable of being separated to support the proposed strata subdivision.

3.3. Stormwater Management

To ensure compliance with Council's OSD and WSUD requirements, the proposal includes water tanks connected to each dwelling, with overflows and hardstand areas connected to two (2) biofiltration areas integrated into the site design.

Stormwater will be collected from 100% of the roof areas and diverted to an 8KL or 9KL water tank associated each dwelling. The volume of stormwater created by a development has the potential to cause localised flooding. Tanks have been appropriately sized for OSD requirements. The extended capacity of the tanks allows for additional stormwater to be held so to avoid the impacts of localised flooding.

Overflow from water tanks associated with the existing dwelling and adjacent driveway will be conveyed to a 12m² biofiltration area located in the south-western corner of the site. Overflow from tanks associated with Units 1, 2 and 3 and the new driveway will be conveyed to 30m² biofiltration area, located in the north-eastern corner of the lot.

The biofiltration areas will remove contaminants such as phosphorus, gross pollutants and dissolved nitrogen, which are known to adversely impact the health of natural waterways. Once treated, stormwater will discharge off site to Council's existing stormwater infrastructure located adjacent to the respective street frontages.

A Stormwater Management Plan prepared by WDG Engineers is provided in **Appendix C**. This plan provides calculations and details of the proposed stormwater system in accordance with Councils' design requirements for onsite detention and water sensitive urban design.

3.4. Fencing

An existing 1.5m high timber fence is located along the Fuchsia Drive frontage and is currently in a state of disrepair. The proposal includes fencing along both the northern and western boundaries.

A 1.2m high timber picket style fence will be constructed along the western boundary in accordance with the exempt fencing provisions of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

The proposal includes a 1.8m high solid colorbond metal fence (cream colour) along part of the northern boundary, extending from the north-western corner for a distance of 27m along the Fuchsia Drive frontage. A 1.5m high metal slatted fence will extend along the remainder of the northern boundary, adjacent to the Fuchsia Drive frontage.

Being a corner allotment, fencing is required to provide privacy to private outdoor spaces associated with the existing dwelling, Unit 1 and Unit 2. Internal fencing is also proposed to delineate the private outdoor spaces associated with each dwelling.

3.5. Services

Connection to Council's reticulated sewage and water infrastructure is available to the proposed dwellings. The site is currently connected to reticulated electricity. Domestic waste services can be provisioned for all of the proposed dwellings.

4. Planning Controls & Environmental Assessment

4.1. Environmental Planning and Assessment (EP&A) Act 1979

The objects of the EP&A Act are:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

The proposed development is consistent with the objects of the EP&A Act, and will promote good design that is undertaken with careful consideration of the site's constraints. The assessment below provides justification for the development against the relevant matters that must be taken into consideration by the determining authority.

4.2. State Environmental Planning Policies

4.2.1. State Environmental Planning Policy (BASIX) 2004

The *State Environmental Planning Policy (BASIX) 2004* is applicable to the proposal. A BASIX and NatHERS certificates for each proposed new dwelling is provided in **Appendix B**. The certificates demonstrate compliance with the provisions and targets for thermal comfort, and water and energy efficiency as established by the SEPP.

4.2.2. State Environmental Planning Policy (Resilience and Hazards) 2021

The *State Environmental Planning Policy (Resilience and Hazards) 2021* is applicable to the proposal. The site is identified as being located within a “coastal environment area”. A map depicting the site within the SEPP Coastal Management mapping area is provided in Figure 4 below.



Figure 4 – SEPP (Resilience & Hazards) 2021 Coastal Management Mapping
[source: Midcoast Council online mapping]

The proposed development involves the constructions of three new (3) dwellings on land located within an older established residential area. The proposed development is consistent with the provisions contained within the SEPP. Detailed consideration of all relevant provisions of the SEPP is provided below:

Clause 2.10 Development on land within the coastal environment area	
Consideration	Comment
Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following:	

(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,	The proposal is unlikely to impact on ecological or hydrological values in the area.
(b) coastal environmental values and natural coastal processes,	The proposal is unlikely to impact coastal environmental values or coastal processes.
(c) the water quality of the marine estate (within the meaning of the <i>Marine Estate Management Act 2014</i>), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,	The proposal will not impact on water quality in any marine estate.
(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,	The proposal will not have any adverse impacts on native vegetation, fauna or their habitats, headlands or rock platforms.
(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	The proposal will not have any adverse impacts on any existing public space, or access to or along foreshores.
(f) Aboriginal cultural heritage, practices and places,	An AHIMs search has not identified any aboriginal cultural heritage places on the land.
(g) the use of the surf zone	The proposal will not impact on the use of any surf zone.
Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:	
(a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subclause (1), or	The proposed development is suitably sited to avoid adverse impacts on the coastal environment.
(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or	The proposal will not have a significant impact on the coastal environment.
(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.	The proposal will not have a significant impact on the coastal environment.
Division 5 General-Clause 2.12– Development not to increase risk of coastal hazards	
Consideration	Comment
Development consent must not be granted to development on land within the coastal zone unless the consent authority is satisfied that the proposed development is not likely to cause increased risk of coastal hazards on that land or other land.	The proposed development is located outside the coastal risk areas identified by Council's DCP and coastal hazard assessments.

4.3. Local Environmental Plan

4.3.1. Greater Taree Lakes Local Environmental Plan (LEP) 2010

The site is zoned R1 General Residential zone pursuant to the provisions of the Greater Taree Local Environmental Plan 2010 (LEP). The proposed development comprises multi-dwelling housing which is defined by the LEP as being:

3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, but does not include a residential flat building.

The proposed development is consistent with the relevant objectives of the zone and demonstrates compatibility with the predominant land use in the surrounding area. Detailed consideration of the relevant provisions of the LEP is provided below:

Development standard	Comments
4.1 Minimum Subdivision Lot Size	Allowable: 450m ² Existing: 1246m ²
4.3 Height of Buildings	Allowable: 8.5m Proposed: 7.55m
4.4 Floor Space Ratio	Allowable: 0.6:1 (GFA 557.1m ²) Proposed: 0.44:1
5.21 Flood Planning	The site is not identified as being a flood controlled lot.
7.1 Acid sulfate soils	The site is mapped as containing Class 5 potential Acid Sulfate Soils, however the proposed development will not result in the exposure of acid soils during construction.
7.3 Earthworks	Earthworks are required for building foundations and services. The proposed development will not impact on soil stability of the site or adjoining lands.
7.11 Essential services	The site is currently serviced by all essential services including reticulated sewer, electricity and water services. The proposed new dwellings will be capable of connecting to these services.

4.4. Development Control Plan

4.4.1. Greater Taree Development Control Plan 2010

The Greater Taree Development Control Plan 2010 (DCP) makes detailed provisions which are applicable to the proposed development. The proposed development is consistent with the objectives of the DCP and provisions of Part H 3.4 for multi-dwelling housing. A few minor variations are sought to the DCP, however quantitative and qualitative impacts of these variations are minimal and do not affect the development's ability to comply with the objectives of the associated controls.

Detailed consideration of the relevant provisions of the DCP is provided below:

4.4.1.1. Part D- Environmental Requirements

D1 Coastline management	The site is not identified as being within a 'Coastal Hazard Area'.
D2 Environmental buffers	The site is not identified as being within a mapped environmental buffer.
D3 Earthworks, Erosion and Sedimentation	<p>The proposal will not result in any significant earth works. Minor cut and fill of <1m are required to establish a level building platform across the site.</p> <p>Erosion and sediment control measures will be implemented before and during any construction works associated with the proposed development.</p>

4.4.1.2. Part G- Car Parking and Access Requirements

General Requirements	
Car parking spaces will not be permitted closer than 3m to the street alignment in residential areas and 6m to the street alignment in industrial areas. Wherever practical a minimum 3m set back will also be applied in commercial areas.	All proposed car parking spaces associated with the development are located >3m to the street. The garages associated with Units 2 and 3 are setback 7.75m from the Fuchsia Drive frontage.
The minimum width of an enclosed garage shall be 3m. The garage opening may be a minimum of 2.6m	Each new dwelling has been designed with an attached single garage with a width of 3.53m. Stack parking

provided the width is sufficient to allow convenient access to and from the garage in accordance with the design car turning path.	spaces, 3.3m wide are proposed for the existing dwelling.
Combined entry/exit driveways are to have a minimum width of 6m and singular driveways (separate entry/exit ways) are to have a minimum width of 4m, unless otherwise specified.	<p>The proposal includes a new driveway for Units 2 and 3, comprising a width of 6.8m. The driveway has been designed to allow a single vehicle to access each dwelling forward in, reverse out, side by side.</p> <p>The proposed seeks to utilise the existing driveway access for the existing dwelling and Unit 1. This is a combined entry/exit access is with a constructed width of approximately 3.26m.</p> <p>A variation to this provision is sought given there is sufficient space for manoeuvring within the site and only two (2) dwellings will utilise this access, accommodating a maximum of three (3) vehicles within this area of the site. Furthermore the linear driveway provides adequate sight distances internally to ensure safety of vehicles and pedestrians.</p>
Hardstand areas should be minimised, but where used shall be concrete or bitumen and, where soil conditions and vehicular traffic permit, be substantially constructed using semi-pervious materials.	Hard stand areas are associated with the driveways and will comprise a concrete finish.
G1.1 Location of Driveways	
<p>A vehicular driveway, entry and/or exit, which crosses the edge of the carriageway and the property boundary, shall:</p> <ol style="list-style-type: none"> Be clear of all obstructions which may prevent drivers from having a timely view of pedestrians; Be located such that any vehicle turning from the street into it or into the street from it can be readily seen by the driver of an approaching vehicle in the street; Be constructed in accordance with Australian Standard AS2890.1 Parking Facilities – Off Street Car Parking. 	<p>The proposed driveways will comply with these provisions. The finished landform will be level and provide suitable sightlines for drivers of vehicles entering and exiting the driveway.</p> <p>The driveways are suitably setback from boundaries and obstructions.</p>

G1.3 Parking requirements for Specific land uses	
Any new consent or consent to alter, enlarge, convert or increase the capacity of any building or the use of any land shall make provision for off-street vehicular parking in accordance with the table.	Units 1, 2 and 3 each comprise two (2) bedrooms and have been designed with one (1) off street car space within a single garage.
Multi-dwellings = 1 space per 1 and 2 bedroom dwellings;	The exiting dwelling comprises three (3) bedrooms and proposes two (2) off street car spaces in stacked parking formation.
2 spaces per 3 or more bedroom dwellings	Proposed garages are parking spaces are located behind the building setback and >6m from the street frontage.
1 space per 4 dwellings for visitor parking for development less than 8 dwellings, otherwise 1 space per 3 dwellings.	However a variation is requested with regards to the requirement for a visitor parking space. It is considered that each dwelling provides sufficient off-street parking, and easily accessible driveway areas to accommodate temporary visitors. Additionally, the formed and unencumbered roadway along both property frontages provides ample street parking for visitors to the site.
	The proposed development is consistent with the objectives of the Part G of the DCP and provides a sufficient level of off-street parking relevant to the expected parking demands of the site.

4.4.1.3. Part H- Residential Requirements

H2 Primary residential requirements	
H2.1 Site coverage and lot requirements	
The maximum site coverage for all residential development is 65%.	The maximum site coverage of the proposed development will be approximately 50.6% inclusive of covered patio areas, hardstand areas and driveways. This is below the allowable maximum site coverage of 65% for residential development.
H2.3 Building height	
The lowest floor level of all development shall not be greater than 1m above natural ground levels at any point.	The lowest floor level of each proposed dwelling is not greater than 1m above natural ground.
In areas mapped as having a permitted building height of 8m or 8.5m, development shall contain not more than two storeys at any given point	The built form of the proposed new dwellings is two storey and does not exceed the 8.5m building height. The dwellings have been designed with considerable effort to ensure their built form positively contributes to the streetscape and do not impact on the visual amenity of the built environment within the locality.

In areas mapped as having a permitted building height of 8m or 8.5m, the maximum height to the point of intersection of wall and eaves lines is to be 6m above the corresponding lowest storey at any point along the line of external walls.	<p>A variation is sought to this provision due to the low-pitched skillion roof design which will partially breach the 6m wall to eave height by 0.7m along the northern portion of the building. The variation will not result in any significant adverse visual impacts on the streetscape give the buildings setbacks and articulated elevations.</p> <p>The western wall of the Unit 1 is significantly setback from the Wingham Road frontage and the building has several features along the Fuchsia Drive frontage which break up the bulk and scale of the building.</p>
H2.4 Car Parking and Access	
Garages and driveways do not dominate the street facade of the development.	The proposed garages associated with each dwelling are located behind the building line and have been designed to ensure they will not dominate the street façade.
Hardstand areas should be minimised and, where soil conditions permit, be substantially constructed using semi-pervious materials to reduce water run-off and increase soil absorption.	Hard stand areas associated with the proposal are limited to the driveway areas and comprise a concrete surface.
<p>Design for vehicle access and parking should in every instance take into account:</p> <ul style="list-style-type: none"> • The size and number of dwellings proposed • The provision of on-site car parking that is easily accessible by visitors • The effect of sloping land in reducing parking opportunities • The safety of pedestrians, cyclists and vehicles • Efficient use of car spaces and access ways including manoeuvrability for vehicles between the street and the lot. 	<p>The proposal is consistent with this provision.</p> <p>Vehicle access and parking spaces are reflective of the gross floor area and number of bedrooms of each dwelling.</p> <p>The finished landform will be level and provide suitable sightlines for drivers of vehicles entering and exiting the driveways.</p> <p>The development is consistent with the existing built form and driveway design on adjoining lands.</p>
Driveways in all cases are to be at least 3m wide and include an internal radius of 4m at the point where there is a change in direction. Applicants are also referred to the AS 2890.1 Off Street Car Parking Greater Taree DCP 2010	The proposed driveways are consistent with this provision.

H2.5 Private open space	<p>Each dwelling will have access to suitable private open space (POS) areas, which are connected to a living zone within each dwelling.</p> <p>The main POS area for the existing dwelling is located at the rear of the dwelling and comprises an area of 58.6m². A proposed 1.8m high fence along the northern boundary and an internal fence between the POS of Unit 1 will provide privacy to the occupants. This area will have suitable solar access.</p> <p>The main POS area for Unit 1 is located on the northern side of the dwelling and comprises an area of 49.6m². A proposed 1.5m high fence along the northern boundary and an internal fence between the POS of the existing dwelling will provide privacy to the occupants. A second POS area will be available from the first-floor verandah comprising an area of 14m². Both POS areas will have suitable solar access.</p> <p>The main POS areas for Units 2 and 3 are located on the southern side of these dwelling and comprise areas of 40m² and 47m² respectively. The spaces are at the ground floor level. A second POS area will be available from the first-floor verandas of each dwelling, extending from the southern elevation and comprising an area of 14m².</p> <p>The POS areas associated with Units 2 and 3 will have solar access throughout the year, however shadow diagrams in Appendix A depicts that these POS on the southern side of these dwellings will not achieve direct solar access during 21 June. A minor variation is requested to this provision. See comments in 4.4.1.3.1 below.</p>
H2.6 Solar access and overshadowing	<p>The new building has been designed to ensure suitable solar access to living areas within each of the proposed dwelling. All living areas have been located on the northern side of the floor plans to maximise sunlight access and will provide sufficient solar access to dwellings.</p> <p>The proposed development includes a two-storey building and will not result in any significant overshadowing on adjoining lands. Shadow diagrams have been included in the Plan Set in Appendix A.</p> <p>A minimum of 3 hours of solar access will be provided for existing development on adjoining lands in winter months. A small portion of the land on the adjoining</p>

	site to the south will receive reduced direct sunlight during 21 June. See comments in 4.4.1.3.1 below.
H2.7 Acoustic and visual privacy	There is not likely to be any significant visual or acoustic privacy impacts associated with the proposal. The POS areas associated with each dwelling are distinctly separate from each other and will ensure visual and acoustic privacy is maintained.
H2.8 Views	The proposed development is not likely to cause any significant impediments on existing views and vistas.
H2.9 Safety, security and entrances	The proposed development raises no adverse safety and security issues.
H2.10 Front Fencing	<p>The proposed development includes the construction of a 1.5-1.8m high metal colorbond fence adjacent to the Fuchsia Drive frontage. The proposed fence is required to provide screening to private open space areas for several of the proposed dwellings. The 1.5m high section of front fencing will have openings (metal slats) which will make it 50% transparent.</p> <p>The proposed fencing comprises a 27m section of solid metal fence being 1.8m high. A minor variation is sought to this portion of the front fencing provisions given that:</p> <ul style="list-style-type: none"> i. The site is a corner allotment with two frontages. ii. The variation is sought to less than 50% of the frontage. iii. The proposed fence will provide privacy to the POS areas of the existing dwelling. iv. Similar fencing has been established on the secondary street frontages of nearby properties. v. There is an existing 1.5m high timber fence currently along the northern boundary <p>A variation is considered reasonable and consistent with the built environment in the surrounding area.</p>
H3.4 Multi Dwelling Housing	
<p>Site Coverage</p> <p>Development for the purposes of multi dwelling housing requires a minimum land size of 1,000m²</p> <p>.</p>	The site has an existing site area of 1246m ² and is compliant with this provision.

<p>The minimum primary street boundary setback is 7m. However, where adjacent residential development is closer to the front boundary.</p> <p>The minimum side and rear required setback is calculated using the formula: $2.25m + H/4$ - Where H = the height of the ceiling of the topmost storey above any point along the line indicating the unexcavated level of the land</p>	<p>The existing front setback of the established dwelling from the Wingham Road frontage is unchanged by this proposal.</p> <p>The new dwellings will be setback 5m from the Fuchsia Drive frontage. This is consistent with front setbacks on nearby properties on adjacent lands being are located 6m from the Fuchsia Drive frontage.</p> <p>It is noted that the provisions of the DCP for multi-dwelling developments require a setback of 7m from the property frontage. Given the characterisation of the built form, and setbacks within existing streetscape, a minor variation is requested to this setback requirement.</p> <p>Under the DCP provisions for side and rear setbacks of the proposed new building requires a 3.76m setback, based on the ceiling height of 6.04m. The new building proposes a side setback ranging from 2.0-4.7m from the eastern boundary and a rear setback ranging from 2.0-4.0m from the southern boundary. A minor variation is sought to allow the building setback to be variation given:</p> <ul style="list-style-type: none"> i. The side setback variation diminishes as the building moves along the boundary due to the angle of the boundary with respect to the building. ii. The proposal will not result in any overshadowing or privacy issues relating to existing dwellings on adjoining lands. ii. The rear setback variation relates to verandahs, less than 45% of the southern elevation, which articulate the southern wall of the building. The main external wall of the building is compliant with rear setback provisions. v. The setbacks are considered suitable given the scale and style of the built form. v. The site design demonstrates sufficient spaces to accommodate opens spaces areas, deep soil plantings and site drainage, as per the objective of this provision. <p>The building predominantly complies with setback requirements of the DCP. Strict adherence to the numerical values of the DCP provisions is unnecessary to achieve consistency with the objects of the provisions.</p>
<p>Car parking is to be provided at the rate of:</p>	<p>As detailed above, each dwelling has been designed with an attached single garage. The existing dwelling</p>

<ul style="list-style-type: none"> • 1 space for 1 and 2 bedroom dwellings • 2 spaces for each 3 or more bedroom dwellings 	<p>will utilise a hard stand area to allow for stacked parking for two (2) vehicles.</p> <p>Car Parking for Unit 2 and 3 requires reversing to Fuchsia Drive, which is not a main road and the reversing distance is less than 10m.</p>
<p>The useable private open space per ground level dwelling should not total less than 35m², where:</p> <ul style="list-style-type: none"> • The minimum dimension in any direction is 4m. • The open space contains an area not less than 16m² with a minimum dimension of 4m and is directly accessible from the living room of the dwelling. 	<p>Private open space (POS) areas associated with each of the proposed dwellings will occupy an area of approximately 40-58m².</p> <p>All POS areas will be connected to a living zone within the dwelling, will predominately gain adequate solar access and will ensure privacy for occupants within a usable area, as detailed in Section 4.4.1.3.1 below.</p>
<p>In addition to normal kitchen, linen and bedroom storage, accessible storage is to be provided at the following rates:</p> <ul style="list-style-type: none"> • 3 bedroom or greater apartments – 8m³ 	<p>Each dwelling comprises built in robes within each bedroom, as well as a linen cupboard and additional storage space available in laundries. Each dwelling includes an attached single garage which provide opportunity for additional household storage.</p>

4.4.1.3.1. DCP Variations Additional Comments

4.4.1.3.1.1. H2.5 Private Open Space

A minor variation is requested to this provision given that additional POS areas are available to both Units 2 and 3. Unit 2 has access to a front yard, located on the northern side of the dwelling and comprises an area of 35m². A proposed 1.5m high metal fence along the northern boundary and an internal fence between the POS of Unit 1 will provide privacy to the occupants. This area will have suitable direct solar access on 21 June.

Unit 3 has access to additional yard space located on the eastern side of the dwelling, which comprises an area of 38m². This area will have suitable direct solar access on 21 June. The proposed variation is considered reasonable given each dwelling will have access to an outdoor space, at ground level, which is private, accessible, functional and is suitable for the reasonable needs of residence. It is considered the proposed private open spaces are predominantly consistent with the objectives of the DCP.

4.4.1.3.1.2. H2.6 Solar Access

As shown in Shadow Diagrams in **Appendix A**, a small portion of the land to the south will be impacted by overshadowing on 21 June. The green area shown in Figure 5 below depicts and area of the land affected by overshadowing on 21 June. This land comprises an area of approximately 90m² and currently contains an existing shed.

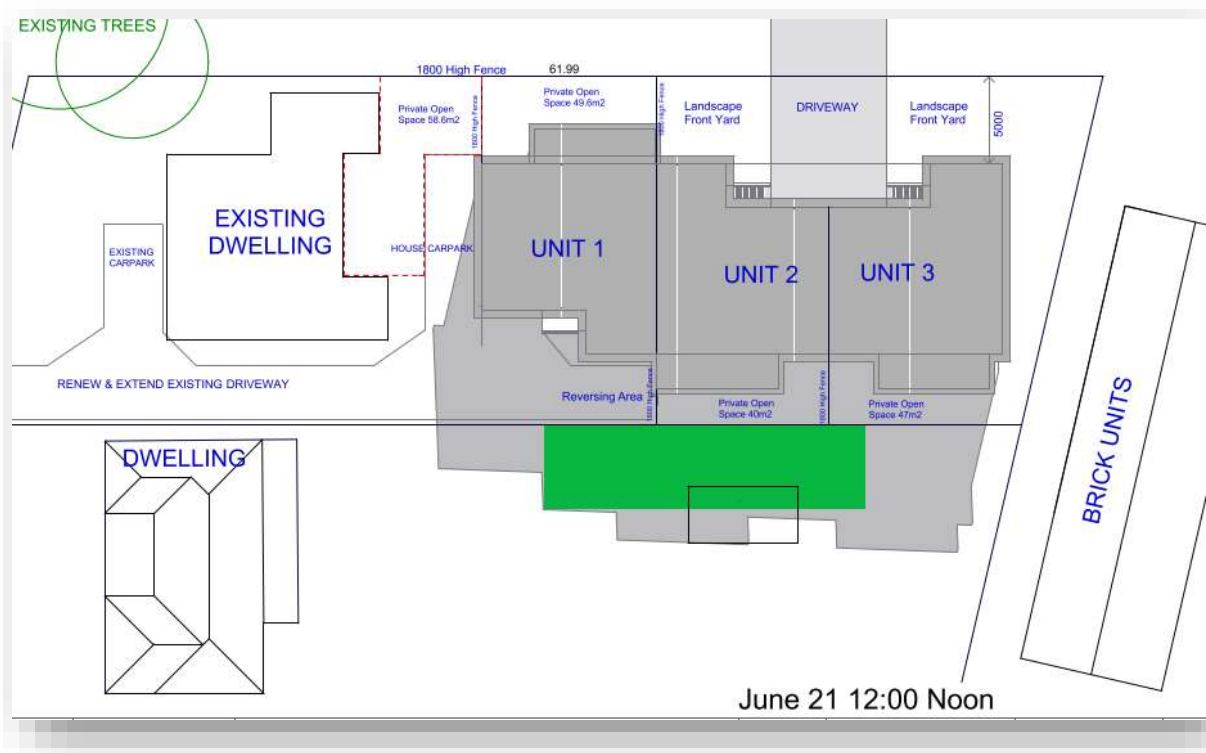


Figure 5 – Shadow Diagram for 12pm on 21 June, with green shading showing the affected area which will not receive direct sunlight on 21 June.

Consideration has been given to minimising the impact of overshadowing, however given the orientation and width of the site, some overshadowing is unavoidable. Notwithstanding the proposed development, any future development on the adjoining lot to the south would seek to set future residential development back from its northern boundary in order to maximise solar access.

Consistent with the DCP, its consider that the proposal will achieve a balance and minimise the extent of the potential impact through its appropriate and well considered design.

4.5. Likely Impacts

The proposal involves the construction of three (3) attached dwellings on a standard residential allotment in an older established area of Taree. The proposal seeks to retain the existing dwelling on the site. The land is unconstrained and comprises a relatively level landform, with access to all essential services.

The proposed development has been designed with consideration of the site's constraints. The proposed development will not generate a significant increase in traffic movements respective of its location. Sufficient car parking spaces are provided onsite for each proposed dwelling.

The likely social, environmental and economic impacts associated with the proposed development are expected to be minimal.

4.5.1. Environmental and Ecological Impact

The proposed development has been designed to minimise environmental disturbance by adopting effective safeguards to protect soil stability. No significant tree removal is required.

The proposal is unlikely to have a significant impact on threatened species or endangered ecological communities.

4.5.2. Traffic & Noise

Suitable access to the site and each of the proposed dwellings will be available from the Wingham Road and Fuchsia Drive. The proposed new driveway will have adequate site distances both internally and from each direction at the property's frontage. The proposed dwellings will not generate a significant increase in traffic movements. Sufficient car parking spaces will be provided onsite for the proposed dwellings.

The proposed dwellings will not contribute to any significant long term noise generating aspects to the surrounding area, with the exception of temporary noise during the construction of the dwellings.

4.6. Site Suitability & Public Interest

The site is considered suitable to accommodate the proposed development. The proposed development will have access to all essential services and will not impact upon the environment or amenity of adjoining lands. The proposed dwellings are consistent with the objectives of all relevant legislative planning controls and is considered to be within the public interest.

5. Conclusion

Development consent is sought for a multi-dwelling development in an established residential area in Taree. The proposal comprises the construction of three (3) attached dwellings and will retain an existing older dwelling currently on the site.

The proposal is compliant with the objectives and relevant provisions of the Greater Taree LEP 2010. The development is defined by the LEP as 'multi-dwelling housing' and is permissible with consent in the R1 General Residential zone. The proposed development does not seek any variations to development standards.

The proposal is generally consistent with the provisions of the Greater Taree DCP 2010, however seeks several minor variations to private open space and fencing provisions are sought. The proposal is compatible with the character of the local area and is unlikely to result in any significant adverse impacts on adjoining lands.

As demonstrated by this document, the proposed development is unlikely to have any significant environmental impacts with regard to the matters for consideration under Section 4.15 of the *Environmental Planning and Assessment Act 1979*.

Appendix A Architectural Plans for Multi-Dwelling Housing

See Attached

Appendix B BASIX & Nathers Certificates

See Attached

Appendix C Stormwater Plans

See Attached