

Statement of Environmental Effects

Proposed Development | **Group Home (Permanent), including demolition of existing dwelling**

Property Address | **10 Richardson Street TAREE NSW 2430**

LOT & DP | **Lot 24B DP 359444**

Property Owner | **Dannaoui Decision Making Pty Ltd as trustee for Dannaoui Family Trust**



14 March 2025

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1. Summary

1.1. Overview

This proposal seeks development consent for the construction of a multi-dwelling development associated with a group home facility on the subject land, 10 Richardson Street Taree. The proposed development comprises four (4) attached single storey dwellings.

The site currently contains an existing dwelling and ancillary structures which are proposed to be demolished.

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:	10 Richardson Street TAREE NSW 2430
Land Description:	Lot 24B DP 359444
Zoning:	R1 –General Residential Zone
Site Area:	1113m ²
Owner:	Dannaoui Decision Making Pty Ltd as trustee for Dannaoui Family Trust

The subject land (“the site”) comprises land described as Lot 24B DP 359444 and is located at 10 Richardson Street, Taree. The site contains an existing dwelling and free-standing shed.

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 1113m².

The land is an irregular shaped allotment with two frontages. The site has a primary frontage to Richardson Street along its north-western boundary and comprises a narrow

handle which extends to Albert Street. The adjoining allotments to the north-east and south-west contain established single storey residential developments.

The landform comprises a gentle slope of 3.5 degrees across the site, falling uniformly from the Richardson Street frontage towards the rear 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.



Figure 1 –Site Locality Plan

[source: Midcoast Council online mapping]



Figure 2 – Site Landuse Zoning Map

[source: Midcoast Council online mapping]

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 becomes deep and wide. The town has a dispersed central business area amongst residential areas and several established light industrial areas scattered throughout.

The development site is located within an inner-south-western residential precinct in the Taree township, approximately 200m west of the Taree CBD. Development in the surrounding area predominately consists of single dwellings on standard urban parcels of land within a traditional grid style subdivision layout. Plate 1 below depicts the current site conditions.



Plate 1 – Current site conditions at 10 Richardson Street Taree [source: Google maps, Streetview]

2.3. Topography and Soils Characteristics

The site is located on the southern part of a low ridge, and comprises a gentle slope of approximately 6%, falling north to south. The low ridge extends down slope in a south-easterly direction from the intersection of High Street and Commerce Street (Manning Base Hospital) and levels out on the southern side of Albert Street.

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.

2.5. Essential Services

Reticulated water, sewer and electricity are available to the site. A light pole is located adjacent to the road frontage on Richardson Street.

The site is currently provisioned with a domestic waste service.

2.6. Easements and Restrictions on Title

The site is burdened by a right of carriageway over the existing handle that extends to the Albert Street frontage as shown in Figure 4 below. This right of way benefits the lot to the south, Lot 24A, 206 Albert Street Taree.

There are no current easements for drainage, electricity, sewer or water infrastructure.

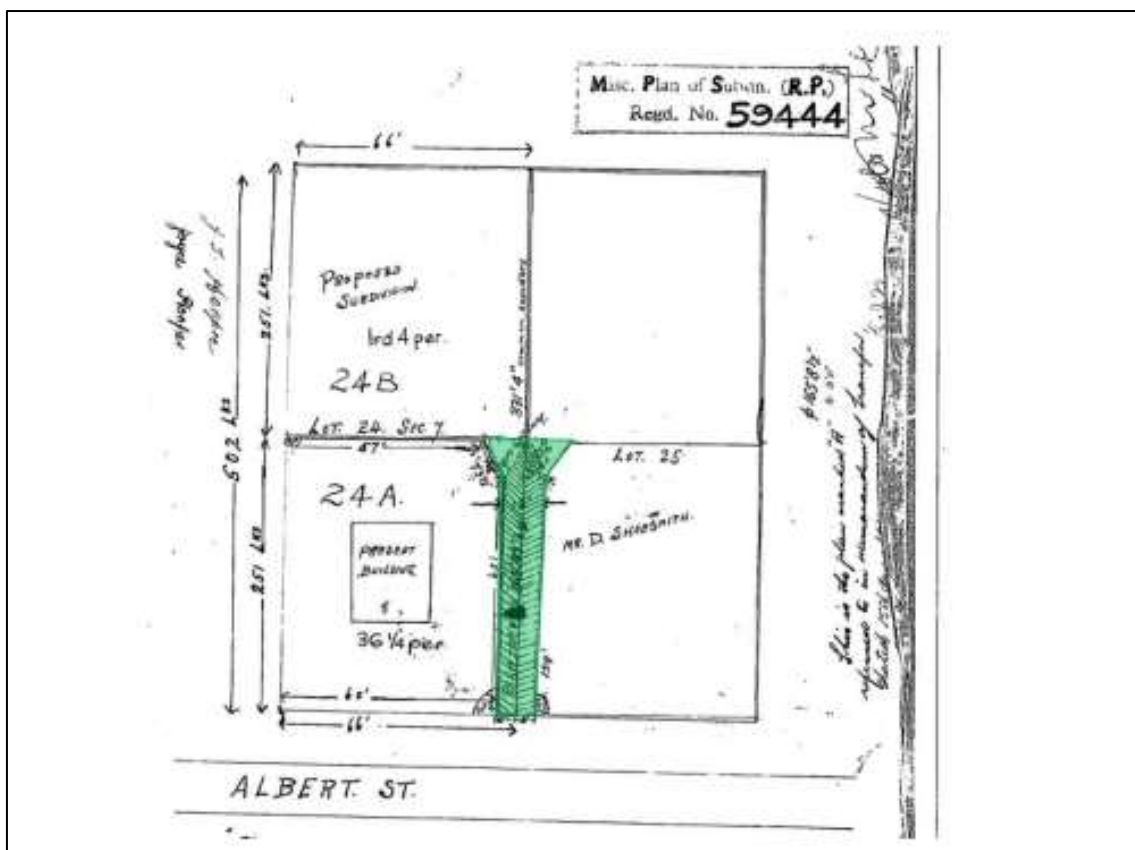


Figure 4 – DP 359444

[source: Title Documents, Property Owner]

2.7. Site Access

The site currently gains access directly from Richardson Street, a sealed local road. Suitable sight distances >60m are available in both directions from most points along the Richardson Street property frontage. The site has legal access from Albert Street.

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 a permanent group home facility. The development involves the construction of four (4) purpose-built dwellings, comprising six (6) bedrooms. The proposed dwellings are classified as Class 3 structures under the NCC and can demonstrate compliance with all relevant standards in the BCA. An Accessibility Compliance Report has been prepared by Access Link Consulting and is provided in **Appendix C**.

The proposal includes onsite parking to accommodate four (4) vehicles on site, with each dwelling containing an onsite overnight assistance room. The building also includes a small communal space, comprising a common room and yard. This space will be accessible to all site users.

The proposal comprises the following configuration of dwellings:

- 2 x 2-bedroom dwellings
- 2 x 1-bedroom dwellings

The building has been designed to follow the contour of the land with each dwelling being 'stepped' down from the adjoining dwelling. Access ramps on both sides of the building provide suitable pedestrian access and connectivity through the site.

Architectural plans for the proposed development, prepared by Brad Read Design Group Pty Ltd, detailing the development are provided in **Appendix A**. A full description of the proposal is detailed below.

A description of each element of the proposal is detailed below:

3.2. Building configuration and arrangement

The proposed group home involves the construction of four (4) attached dwellings, shown on the plans as Units 1-4. These homes are described as follows:

Unit 1 and Unit 4: Two (2) bedroom dwellings

Units 1 and 4 are located at the front and rear of the site. These dwellings have an identical floorplan, each consisting of two (2) bedrooms, a bathroom and open plan living, kitchen and dining areas. Each dwelling includes a separate space for an onsite overnight assistant (OOA) room, which includes separate toilet for the resident's carer.

The proposed dwellings include a private courtyard area, extending from the eastern elevation. Both dwellings will have a gross floor area of approximately 92.4m².

The dwellings have been designed to accommodate two (2) residents and one (1) carer.

These dwellings have been designed using slab on ground construction, masonry walls and a low-pitched metal roof design.

Unit 2 and Unit 3: One (1) bedroom dwellings

Units 2 and 3 are centrally located on the site and comprise a mirrored floor plan. Each dwelling consists of one (1) bedroom, a bathroom and open plan living, kitchen and dining areas. Each dwelling includes a separate space for an onsite overnight assistant (OOA) room, which includes separate toilet for the resident's carer.

The proposed dwellings include a private courtyard area, extending from the eastern elevation, as well as access to a small rear courtyard. Both dwellings will have a gross floor area of approximately 55.1m².

The dwellings have been designed to accommodate one (1) resident and one (1) carer.

These dwellings have been designed using slab on ground construction, masonry walls and a low-pitched metal roof design.

3.3. Car parking and Access

The proposed development provides vehicle access to car parking areas via a new 4.6m wide driveway crossing from Richardson Street. The development has been designed to accommodate parking of four (4) vehicles, including one (1) accessible parking space.

A carport attached to the north-western elevation (front) of the building will accommodate two (2) car spaces. The proposed carport comprises a low-pitched metal fly over roof design, with an area of approximately 40m².

Two (2) car spaces will be located on a hard stand in the northern corner of the site, adjacent to the street frontage.

The design and layout of the onsite parking and vehicle access/egress for the development is compliant with Australian Standard *AS2890.1:2004 Parking Facilities – Off Street Car Parking*.

3.4. Stormwater Management

The proposal includes a 14m² biofiltration area, adjacent to Unit 1 and the south-eastern (rear) boundary. Stormwater from 100% of the building's roof area and impervious hard stand areas will be collected and diverted to the biofiltration area incorporated into the site design.

The biofiltration area 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 in Albert Street.

The volume of stormwater created by a development has the potential to cause localised flooding. The proposed development has been designed to incorporate a storage capacity of approximately 17m³ for onsite detention within a separate detention tank located underground, adjacent to the proposed biofiltration area. Water held in the detention tank will allow for the controlled release of stormwater from the site, so to avoid the impacts of localised flooding.

A Stormwater Management Plan prepared by Hyten Engineers is provided in **Appendix D**. 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.

3.5. Communal area and bin enclosure

The proposed development includes a communal area for residents and carers of the group homes. The communal area comprises an enclosed room and open outdoor area, adjacent to the street frontage. The communal room has a floor area of approximately 16m², opening out onto a 25m² outdoor area.

A screened bin storage area will be located in the northern corner of the site, adjacent to the street frontage. The storage area will comprise an area of 14m² and have a paved surface. The storage area will be encircled by fixed screening to ensure bins are not visible from the street frontage.

3.6. Services

Connection to Council's reticulated sewage and water infrastructure is available to the proposed dwellings. A reticulated electricity supply is also available to the site.

Domestic waste services can be provisioned for 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. BASIX and Nathers certificates for the development 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 5 below.



Figure 5 – SEPP (Resilience & Hazards) 2021 Coastal Management Mapping
[source: Midcoast Council online mapping]

The proposed development involves the constructions of four (4) 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 demonstrates compatibility with the predominant land use in the surrounding area and is consistent with the relevant objectives of the R1 zone which include:

- *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*

The LEP defines a **Group Home (permanent)** or permanent group home as *a dwelling—*

(a) that is occupied by persons as a single household with or without paid supervision or care and whether or not those persons are related or payment for board and lodging is required, and

(b) that is used to provide permanent household accommodation for people with a disability or people who are socially disadvantaged,

but does not include development to which State Environmental Planning Policy (Housing) 2021, Chapter 3, Part 5 applies.

Group Homes are permissible with consent in the R1 zone. 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: 1113m ²
4.3 Height of Buildings	Allowable: 11.5m Proposed: = 4.2m
4.4 Floor Space Ratio	Allowable: 0.6:1 Proposed: 0.26:1
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 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 numerical standards of 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 is 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.	<p>Two (2) of the proposed car parking spaces associated with the development are located 2.5m from the street frontage. A minor variation of 0.5m is sought to this provision.</p> <p>The proposed car parking spaces are a hard stand area, with no structures proposed. The 2.5m setback from the boundary allows sufficient space for landscaping to soften the appearance of the parking spaces and minimise their impact on the streetscape.</p> <p>Given the context and setting, the proposed car spaces are unlikely to have a significant adverse visual impact on the street scape or amenity of the area.</p>
The minimum width of an enclosed garage shall be 3m. The garage opening may be a minimum of 2.6m provided the width is sufficient to allow convenient access to and from the garage in accordance with the design car turning path.	N/A – No enclosed garages area proposed by this development.
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.	The proposed shared driveway is a combined entry/exit access with a constructed width of approximately 4.6m. A variation to this provision is sought given there is sufficient space for manoeuvring within the site and the development comprises only four (4) dwellings,

	<p>accommodating a maximum of four (4) vehicles within the site.</p> <p>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 located adjacent to each dwelling are associated with the driveway 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> <p>a. Be clear of all obstructions which may prevent drivers from having a timely view of pedestrians;</p> <p>b. 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;</p> <p>c. Be constructed in accordance with Australian Standard AS2890.1 Parking Facilities – Off Street Car Parking.</p>	<p>The proposed shared driveway has been designed to 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 driveway is suitably setback from boundaries and obstructions.</p>
G1.3 Parking requirements for Specific land uses	
<p>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.</p> <p>Multi-dwellings = 1 space per 1 and 2 bedroom dwellings;</p> <p>2 spaces per 3 or more bedroom dwellings</p> <p>1 space per 4 dwellings for visitor parking for development less than 8</p>	<p>The proposal has been designed with four (4) off street car spaces within an attached double carport and hardstand area.</p> <p>The proposed carport is located behind the building setback and 9m from the street frontage.</p> <p>Pursuant to the provisions of the DCP the proposal requires 2 car spaces for Units 2 and 3, and 4 car spaces for Units 1 and 4. The proposal also requires 1 visitor parking space. A total of 7 car spaces.</p> <p>A variation is sought to this provision given that the residents of the site who require assisted living arrangements do not typically own or operate a vehicle. The proposal makes available four (4) spaces and recognises that carers (OOA's) will require onsite parking.</p>

<p>dwelling, otherwise 1 space per 3 dwellings.</p>	<p>Each unit provides for one (1) OOA, being a maximum of four (4) carers.</p> <p>Additionally, the proposal is located in close proximity to the Taree CBD which will enable future site users to maximise public transport and alternate transport options. Two (2) bus stops are located 180m from the site.</p>
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4.4.1.3. Part H- Residential Requirements

H2 Primary residential requirements	
<p>H2.1 Site coverage and lot requirements</p> <p>The maximum site coverage for all residential development is 65%.</p>	<p>The maximum site coverage of the proposed development will be approximately 35% inclusive of covered patio areas, hardstand areas and driveways. This is below the allowable maximum site coverage of 65% for residential development.</p>
<p>H2.3 Building height</p> <p>The lowest floor level of all development shall not be greater than 1m above natural ground levels at any point.</p>	<p>The lowest floor level of each proposed dwelling is not greater than 1m above natural ground.</p>
<p>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</p>	<p>The built form of each dwelling is single storey and does not exceed the 8.5m building height.</p> <p>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.</p>
<p>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>	<p>Each dwelling is consistent with this provision.</p>
<p>H2.4 Car Parking and Access</p> <p>Garages and driveways do not dominate the street facade of the development.</p>	<p>The proposed carport associated with the development is well setback from the street and located behind the building line. The carport has been designed to integrate to the building to ensure it will not dominate the street façade.</p>
<p>Hardstand areas should be minimised and, where soil conditions permit, be substantially constructed using semi-</p>	<p>Hard stand areas associated with the proposal are limited to the driveway area and two onsite spaces. The hardstand areas will comprise a concrete surface.</p>

pervious materials to reduce water run-off and increase soil absorption.	
<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 design and parking spaces are reflective of the proposed use.</p> <p>The finished landform will be level and provide suitable sightlines for drivers of vehicles entering and exiting the driveway.</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 driveway is consistent with this provision.
H2.5 Private open space	<p>Private open space (POS) areas comprise a porch and yard on the north-eastern elevation, which are screened and not directly visible from the street frontage. The POS areas associated with each dwelling are connected to a living zone within each dwelling.</p> <p>All POS areas will gain adequate solar access and ensure privacy for occupants within a usable area.</p>
H2.6 Solar access and overshadowing	<p>The proposed development is single storey and will not result in any significant overshadowing on adjoining lands and will provide solar access to living areas within each proposed dwelling.</p> <p>A minimum of 3 hours of solar access for adjoining lands will be provided in winter months.</p>
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	N/A – The proposed development does not include front fencing. Landscaped areas are proposed adjacent to the street frontage and proposed hard stand parking area.
H3.4 Multi Dwelling Housing	
Site Coverage Development for the purposes of multi dwelling housing requires a minimum land size of 1,000m ² .	The site has an existing site area of 1113m ² and is compliant with this provision.
The minimum primary street boundary setback is 7m. However, where adjacent residential development is closer to the front boundary. 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	The proposed development is located 9.8m from the primary street frontage. This is consistent with front setbacks on nearby properties, which have an average setback of 6.8m.
Car parking is to be provided at the rate of: <ul style="list-style-type: none">• 1 space per 1 and 2 bedroom dwellings;• 2 spaces for each 3 or more bedroom dwellings	As detailed above, the proposal has been designed with four (4) off street parking spaces, within a double carport and hardstand area. A variation is sought to this provision given the proposal makes available four (4) spaces for carers (OOA's). T
The useable private open space per ground level dwelling should not total less than 35m ² ,where: <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.	Private open space (POS) areas associated with each of the proposed dwellings have a minimum area of 30m ² within the front courtyard for each dwelling. Units 2 and 3 have additional space on their respective south-western elevations. A minor variation is sought to this provision given the characteristics of the site design and additional communal open space area, which comprises an area of 25m ² and is available all site users. All POS areas will be connected to a living zone within the dwelling, will gain adequate solar access and will ensure privacy for occupants within a usable area.

In addition to normal kitchen, linen and bedroom storage, accessible storage is to be provided at the following rates:

- 3 bedroom or greater apartments – 8m³

Each dwelling comprises built in robes within each bedroom. Additional storage, comprising 4m², will be located adjacent to the carport. No dwellings comprise 3 bedrooms or more.

4.5. Likely Impacts

The proposal involves the construction of four (4) dwellings, for use as a permanent group home, on a standard residential allotment in an older established area of Taree. The site is currently vacant and relatively unconstrained. The site comprises a gently sloping 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 the proposed development.

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.

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 is available from the Richardson Street frontage. The proposed driveway will have adequate site distances both internally and from each direction at the property's frontage. The proposed development will not generate a significant increase in traffic movements. Sufficient car parking spaces will be provided onsite for the proposed dwellings.

The proposed development 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 development is 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 the construction of four (4) attached dwellings for use as a permanent group home in Taree. The proposal comprises a single storey built form and has been designed to comply with all relevant standards.

The proposal is compliant with the objectives and relevant provisions of the Greater Taree LEP 2010. The development is defined by the LEP as 'group home (permanent) 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 onsite car parking provisions. 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 Group Home

See Attached

Appendix B BASIX & Nathers Certificates

See Attached

Appendix C Accessibility Compliance Report

See Attached

Appendix D Stormwater Plans

See Attached