



Adamstown Residential Apartments

Statement of Environmental Effects

Corner of Date and Brunker Roads, Adamstown
Lot 7 DP 668223 (53 Date Street),
Lots A & B, DP 362716 (55 & 57 Date Street)
Lot 1, DP 1002163 (282 Brunker Road)
Lot 38 Section A DP 10602 (59 Date Street)

July, 2012



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Project No. 11.003

Issue	Date	Description	By
Draft	27/10/2011	Draft	AR
Revised Draft	28/10/2011	Revised Draft	AR
Edit	01/11/2011	Edit	AR
Final	01/11/2011	Final Draft	AR
Edit	09/11/2011	Edit	AR
Final	10/11/2011	Final	AR
Revised	09/05/2012	DA Resubmission	AR/SM
Revised	19/07/2012	DA Resubmission	AR/SM

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1.0 INTRODUCTION

1.1 Background

The Design Partnership (TDP) has been engaged to prepare development plans and supporting documentation (including a *Statement of Environmental Effects* and *Urban Design Statement* under the provisions of *State Environmental Planning Policy No. 65 – ‘Design of Residential Flat Buildings’*) to accompany a development application to Newcastle City Council for a residential apartment development on land under the ownership of the Adamstown Club.

The proposed development is consistent with the adopted and emerging Newcastle Local Environmental Plans and has been designed in accordance with the provisions of the recently adopted Newcastle Development Control Plan (DCP) Element 6.13 which relates to the ‘Adamstown Renewal Corridor’. In addition, the provisions of State Environmental Planning Policy No 65 – ‘Design of Residential Flat Buildings’ has been referenced as well as the *Residential Flat Design Code*.

This Statement of Environmental Effects provides details about the site and proposed development as well as making an assessment of the proposed development pursuant to the relevant matters under Section 79C(1) of the *Environmental Planning & Assessment Act, 1979*.

1.2 Purpose of the Application

At the current time, the subject land is used for the purposes of ‘at-grade’ car parking associated with the Adamstown Club. The proposed development aims to establish suitable residential use of the land. In addition, the proposed development will provide carparking spaces (via separate levels of parking specifically set aside for the Club) and in a separate car park adjoining the site.

It is recognised that the land forms part of the ‘Adamstown Renewal Corridor’ as set out under regional and local planning strategies. Specifically, relevant design considerations have been inserted into Council’s Development Control Plan. It is the intention of the development to make an appropriate use of the land, in accordance with planning strategy/policy that can contribute to the ongoing viability of the Club itself.

1.3 Structure of this Report

The remainder of the report is structured as follows:

- Section 2 – Strategic Context
- Section 3 - Site Description;
- Section 4 - Proposed Development;
- Section 5 - Planning Considerations; and
- Section 6 – Areas of Non-Compliance
- Section 7 - Conclusion

1.4 Supporting Documents

The submitted development application is supported by the following:

- Detailed plans including:
 - Site Analysis
 - Floor Plans
 - Landscape Plan
 - Shadow Diagrams
 - Survey Details
- SEPP 65 Design Quality Statement (included as ***Attachment 1***)
- Heritage Register Details (nearby heritage sites) (included as ***Attachment 2***)
- Waste Management Plan (included as ***Attachment 3***)
- Traffic Impact Assessment (included as ***Attachment 4***)
- BASIX Report (included as ***Attachment 5***)
- Geotechnical Report (included as ***Attachment 6***)

2.0 STRATEGIC & POLICY CONTEXT

2.1 Lower Hunter Regional Strategy

The *Lower Hunter Regional Strategy* provides the NSW Government's 25-year land use strategy for the Region.

The Strategy provides for

- 115,000 new homes to cater for a projected population growth of 160,000 people; and
- Up to 66,000 new jobs and ensures an adequate supply of employment land;

Of significance for the subject site (and in line with Government policy) the Regional Strategy promotes growth in and around centres and along identified renewal corridors. The Strategy aims to provide for more logical use of lands with close proximity to transport and other services offered by such centres and aims to provide a greater choice of housing and jobs in not just the Newcastle CBD, but in identified centres and corridors.

It is noted that one of the key renewal corridors includes land along the Brunner Road precinct, extending towards the Newcastle CBD.

The aims of these renewal corridors are to provide for '*residential and mixed use opportunities for areas around high frequency transport networks and in close proximity to centres*'.

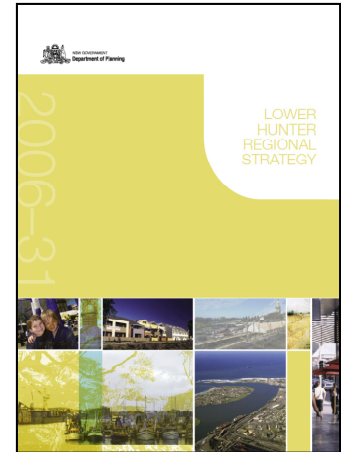


Figure 1: Extract from the *Lower Hunter Regional Strategy* highlighting the major centres and renewal corridors in a broad strategic sense.

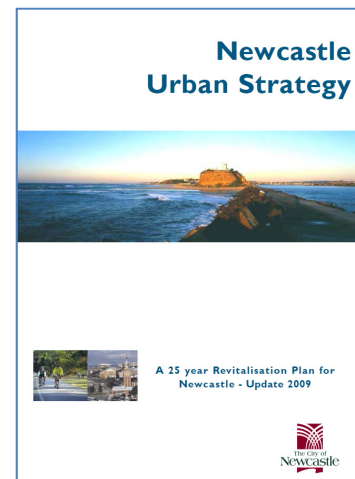
2.2 Newcastle Urban Strategy

The Newcastle Urban Strategy describes Adamstown as ‘a well located, affordable suburb’ where there are opportunities to ‘redevelop land to increase densities in the existing neighbourhood’.

The vision for Adamstown as set out in the Newcastle Urban Strategy is:

‘Adamstown will become a more vibrant mixed use centre which serves residents and attracts visitors with development that strengthens the centre’s viability.’

The objectives for the locality are to provide increased vitality to the commercial core as well as provision of increased housing densities to support the emerging centre/corridor



2.2.1 Precinct Mapping

The Newcastle Urban Strategy incorporates mapping of ‘precincts’ within the Local Government Area to provide indicative future development targets.

The subject land has been mapped as partially within a ‘business’ precinct and partially within a ‘substantial growth’ precinct. Under the provisions of the Newcastle Urban Strategy, substantial growth precincts are defined as:

‘residential land within a ten minute safe walk (approximately 800 metres) of an established district level centre and/or railway station, except land within a designated Heritage Conservation Area.’



Figure 2: Extract from the Precinct Maps included within the Newcastle Urban Strategy

2.3 Adamstown Renewal Corridor

In keeping with the objectives of the *Lower Hunter Regional Strategy* and the *Newcastle Urban Strategy*, a number of key corridors have been identified to accommodate increased growth, including commercial and mixed use development supported by higher density residential opportunities.

It is specifically noted that planning policies have identified the areas around Brunker and Glebe Roads in Adamstown as forming part of an important renewal corridor. In this respect, the Adamstown Renewal Corridor is more specifically defined in:

- The emerging Newcastle Draft Local Environmental Plan provides that the subject land is included within a defined 'Adamstown Renewal Corridor';
- The subject land is already identified as being within the 'Adamstown Renewal Corridor' in recent amendments to the Newcastle City Council's Development Control Plan (Element No. 6.13).

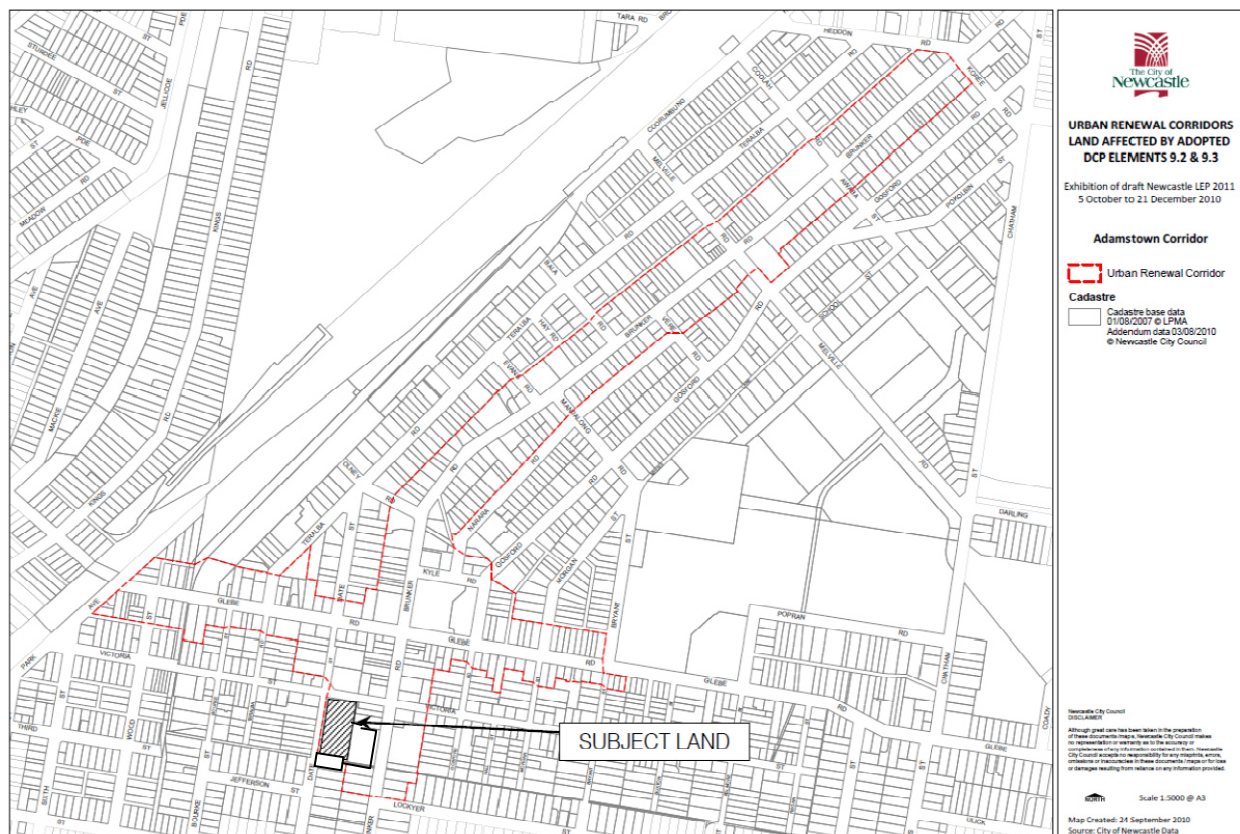
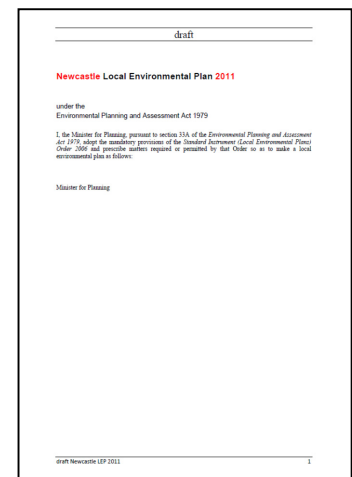


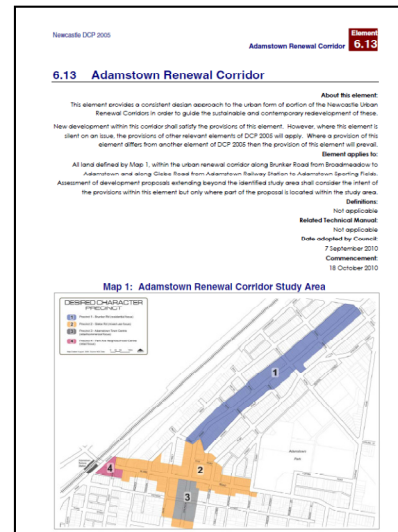
Figure 3: Identification of the Adamstown Urban renewal Corridor as identified under the Draft Newcastle Local Environmental Plan

2.3.1 Development Control Plan Element 6.13 – ‘Adamstown Renewal Corridor’

The subject land (and nearby areas) have been identified as a renewal corridor under Newcastle Council planning document and, specifically, the land lies within the ‘Adamstown Renewal Corridor’. This DCP emphasises that the area is undergoing a change in character and provides the specific planning guidelines for emerging developments

The subject land specifically lies within ‘Precinct 2’ as set out within Element 6.13 of the Development Control Plan. In this respect, the desired outcome for the specific precinct include the following:

‘This precinct will support Adamstown commercial centre with opportunities for mixed use development, consisting of commercial uses and services along Brunner and Glebe Roads. Increased residential densities are proposed for the remainder of the precinct and at upper levels. This Precinct has a target of providing three hundred (300) additional dwellings.’



The DCP provides the following design parameters for the subject site:

- A maximum height of 20 metres;
- A maximum floor space ratio of 2:1

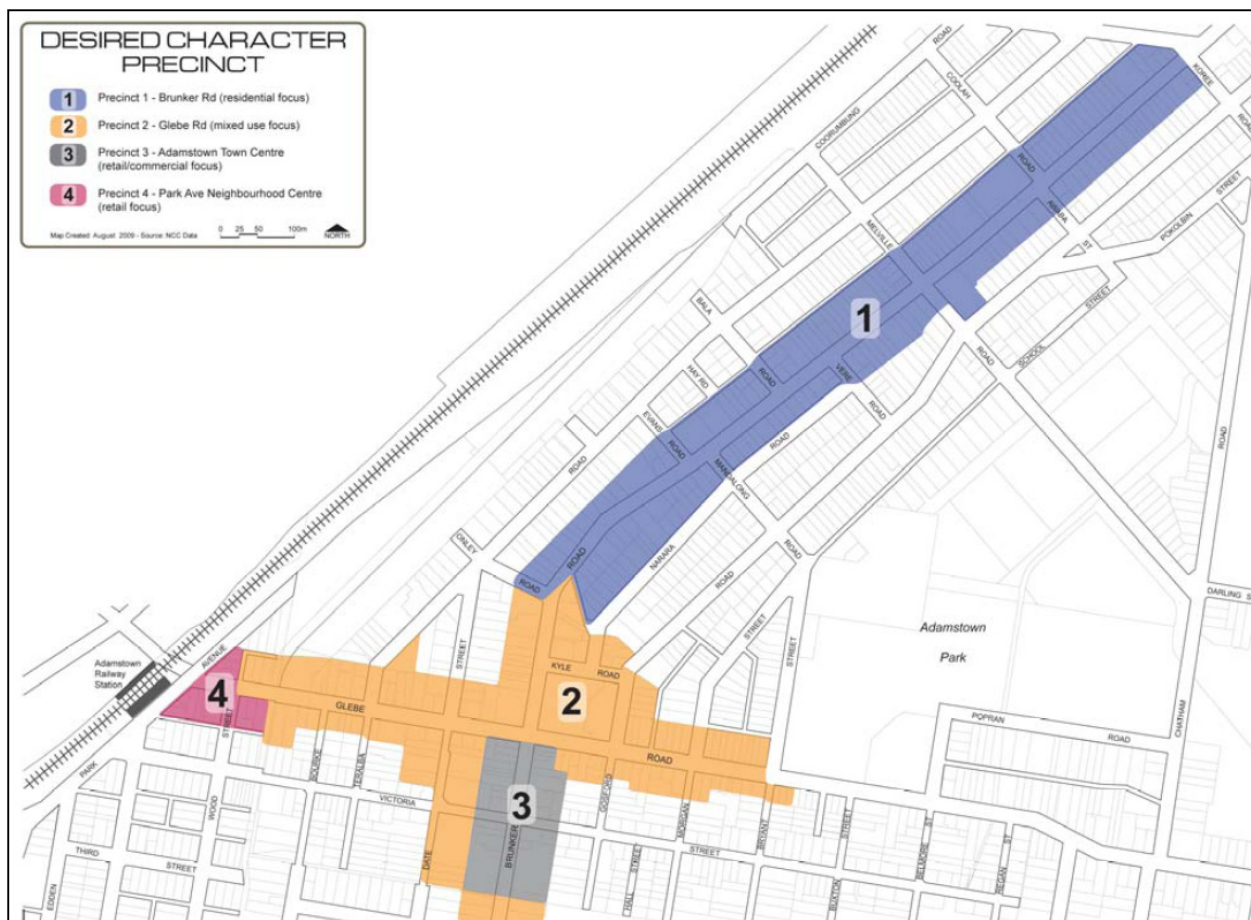


Figure 4: Extract from Council's DCP showing the Adamstown Renewal Corridor. The subject land lies within Precinct 2.

3.0 SUBJECT LAND

3.1 Regional Context

The subject land lies approximately 5 kilometres west of the Newcastle CBD and approximately 600 metres to the east of the Adamstown Railway Station.

The land lies approximately 120 metres to the south of Glebe Road which forms one of the primary east-west traffic corridors in the Newcastle area, allowing traffic movements from the eastern beachside suburbs (Bar Beach, Merewether and the like) to the commercial/retail developments and residential areas of the western Newcastle suburbs, including Westfield Kotara

The land is also less than 60 metres from Bruner Road, which provides north-south connectivity (north towards the Hamilton, Carrington and the Newcastle CBD, and south towards the Pacific Highway/Charlestown (and general connectivity to the Lake Macquarie and Central Coast).

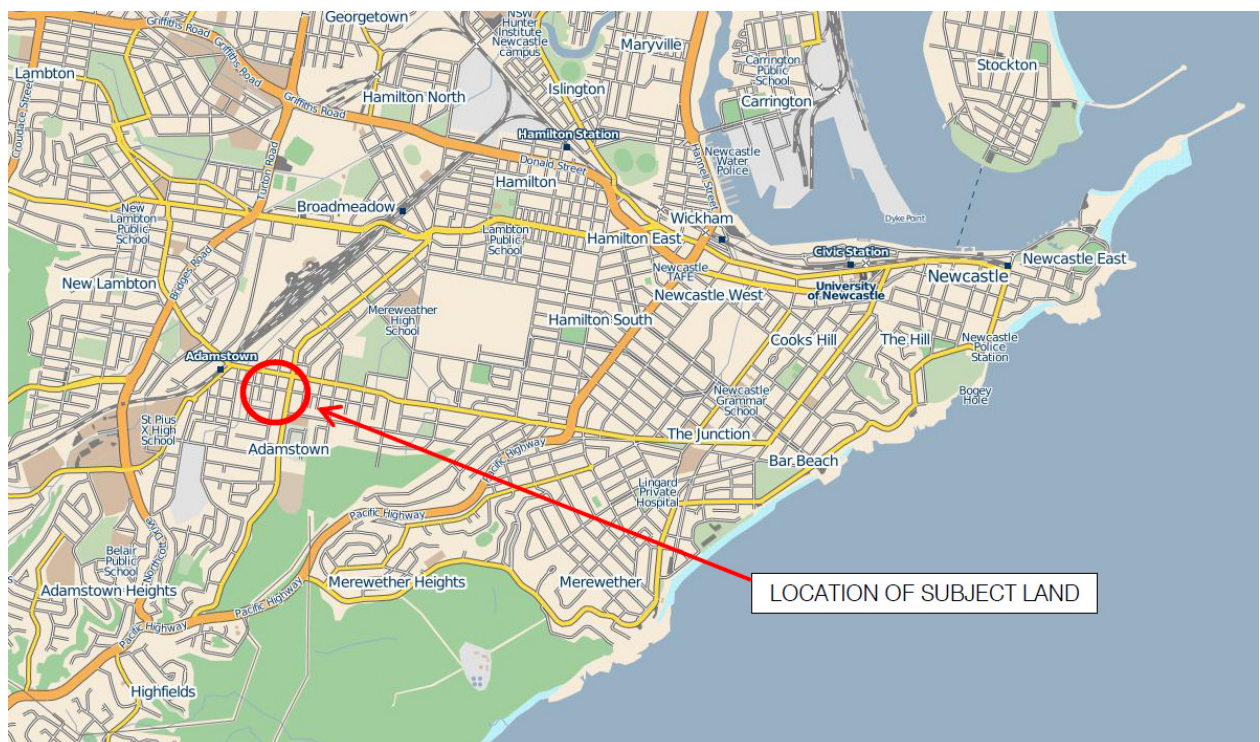


Figure 5: Regional Context

3.2 Subject Land

The subject land is located on the corner of Date and Victoria Streets, Adamstown.

The subject land incorporates:

- Lot 7 DP 668223 (53 Date Street)
- Lots A & B, DP 362716 (55 & 57 Date Street)
- Lot 1, DP 1002163 (282 Bruner Road)
- Lot 38 Section A DP 10602 (59 Date Street)

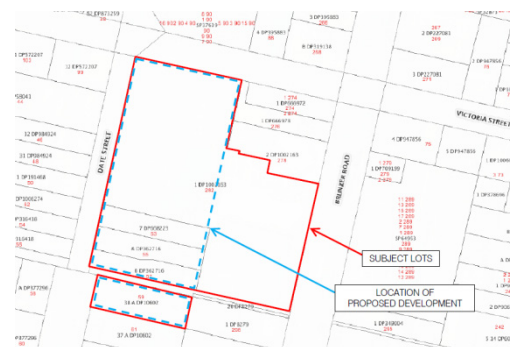


Figure 6: The location of the subject land

3.3 Surrounding Land

The subject land lies adjacent to the main Adamstown commercial area which is situated on either side of Brunker Road. In this locality Brunker Road which runs on a north-south orientation (generally along the ridgeline). Developments along this road include pubs, a school, church, the Adamstown Club as well as general retail and commercial activities (real estate agents, a small grocer and the like).

Land to both the east and west of Brunker Road gently falls away and occupies the residential precincts which have been established around the commercial area.

The subject land lies slightly to the west of Brunker Road and is bound by Date Street (to the west) and Victoria Street (along its northern boundary). Land to the south and west is developed for residential purposes, primarily including single and two-storey detached dwelling with a number of residential unit/townhouses developments.

Land to the north of the subject land is developed for 3 storey residential apartments with other residential developments beyond



Figure 7: Aerial photograph to show the nature of surrounding development

3.4 Existing Development

The land is currently developed in association with the Adamstown Club (which fronts Brunker Road). The portion of Lot 1, DP 1002163 which fronts Date and Victoria Streets is currently used for the purposes of 'at grade' carparking associated with the Club. The remaining four (4) allotments are developed for the purposes of single dwellings (fronting Date Street).

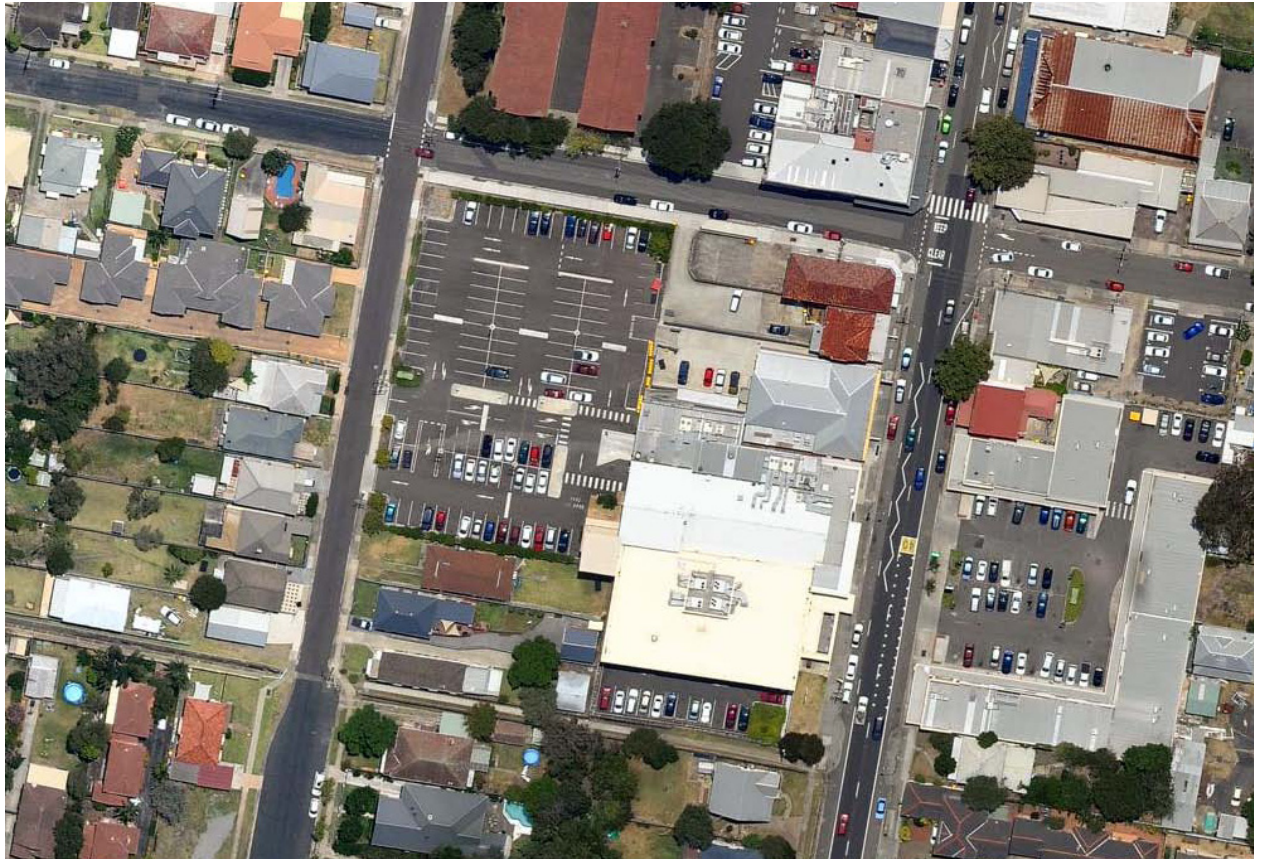


Figure 8: Subject land aerial photograph

4.0 PROPOSED DEVELOPMENT

4.1 Overview of the Proposal

The proposal consists of 93 residential units and associated parking facilities over six (6) levels (including basement parking levels). The residential units fronting Date Street have been arranged with two-storey 'terrace' style units facing the street with a roof scale which reflects the character of the locality. This arrangements will assist in transition between the existing residential areas to the west and the emerging character of the Adamstown Renewal Corridor.

The remainder of residential units have been arranged in a tower formation with an increased setback from Date Street to provide apartments with primarily north, east and west orientation.

Details of the proposed development are as follows:

4.1.1 Residential Apartments

95 Residential Apartments arranged over 6 levels, comprising:

Apartment Type	Floor Area	Number
Studio apartments	48m ² – 54m ²	15
One-bedroom	54m ² – 58m ²	41
Two-bedroom	65m ² – 100m ²	36
Three-Bedroom	89m ²	1
Total		93 Apartments

4.1.2 Vehicular Access & Parking

Vehicular access to the development is provided via a driveway access to the carpark from Date Street. This Date Street vehicular entry is also the entry point for loading/service vehicles (including waste collection for the development) and the Club which will enter via Date Street and continue in a forward direction to exit to Victoria Street (with a left only movement). Residential traffic will exit back to Date Street.

Parking arranged over 6 'split' levels generally at basement, ground and first-floor levels. Parking spaces are arranged as follows:

Parking Type	Number
Resident Parking Spaces (vehicle)	91 (Includes 5 accessible parking spaces)
Bicycle Spaces	104
Motorcycle Spaces	15
Vehicle Spaces Secured and Reserved for Adamstown Club including within the basement parking area and within the at-grade' parking area adjacent (held in Club ownership under the strata scheme) and adjacent Lot 38.	143 (includes 3 accessible parking spaces)

Two levels of parking will be specifically reserved and secured for use by the Adamstown Club as well as part of a third level as shown in the figure below. In addition, an 'at-grade' carparking will be provided on the adjoining land to the south for exclusive use of the Club. Please note that specific comment on parking numbers for the entire development (including proposed residential apartment building, at grade parking adjacent and parking for the Adamstown Club) is included within the Traffic Impact Assessment (**Attachment 4**).

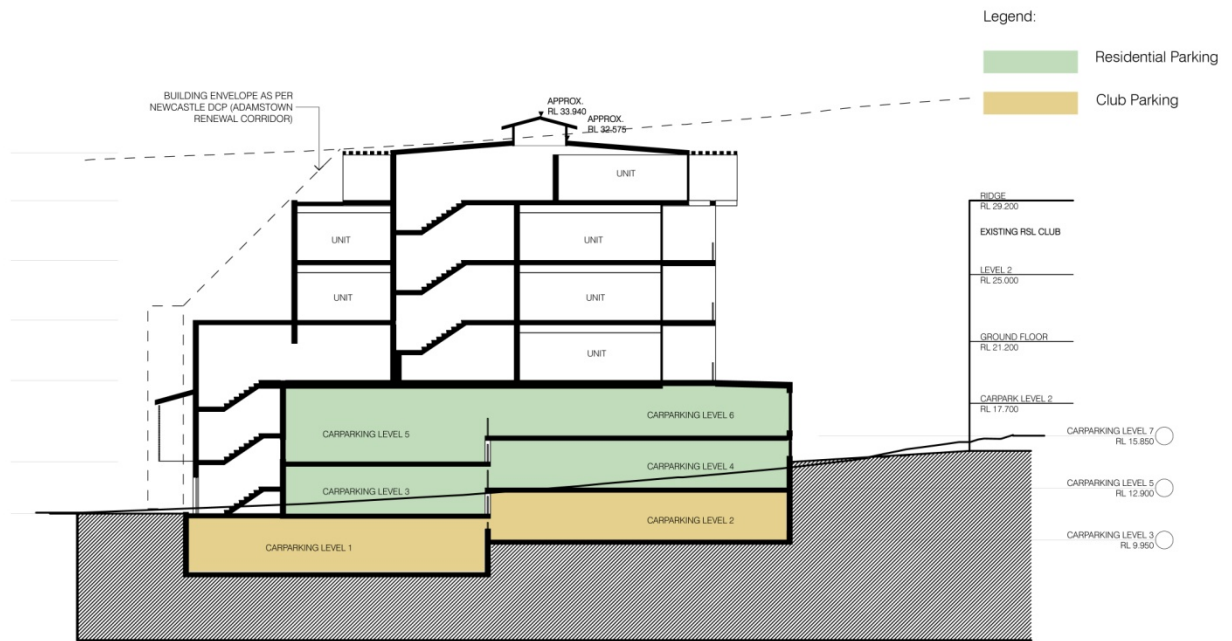


Figure 9: Use of carparking areas showing the levels dedicated for parking use by the Adamstown RSL Club

A second, separate carparking area has been provided to the south of the subject site. This will provide an additional 23 parking spaces in an open air facility. Adequate lighting and fencing will be provided.

4.1.3 Disabled Parking Spaces

A total of eight (8) disabled parking spaces have been set aside for use by disabled persons. This includes three (3) dedicated for use by the Adamstown Club and five (5) dedicated for use by residents/visitors of the residential apartments.

These spaces will be set out, line-marked and signposted for dedicated use by disabled persons and will be constructed in accordance with relevant Australian Standards.

4.1.4 Pedestrian Access

The proposed development aims to promote pedestrian access to the building and ensure seamless integration of the building to the wider urban environment.

Primary pedestrian entry/egress points are provided from both the Victoria and Date Street frontage. Each of these pedestrian entries provides access to central lobby/foyer spaces which provide lift and stair access to all residential and carparking levels. These lobby spaces also include internal access to carparking levels as appropriate.

Each of the two (2) lifts provides access to the residential levels where internal pedestrian spaces on each of the residential levels is provided in short hall spaces which are articulated to provide interest and prevent the impression of a long, blank hall.

A separate lobby/foyer is provided on the eastern frontage of the building linking the relevant carparking components with the Adamstown Club via a dedicated pedestrian connection.

Each of the seven (7) terrace-style dwellings which front Date Street have individual pedestrian connections to the street, as well as pedestrian connection to the appropriate carparking level.

4.1.5 Access to Services & Facilities

Access is provided to appropriate facilities within carparking levels, this includes motorcycle, bicycle and storage spaces provided on all carparking levels with garbage disposal and recycle storage areas provided in an appropriate location near to the service access on Carparking Level 5.

Appropriate spaces for infrastructure/services are provided (with separate external access as appropriate) including gas and pump rooms, fan room, meter rooms etc.

4.1.6 Open Space Provision & Landscaping

Private Open Space

Private Open Space is provided for each of the apartment style through balconies with areas of between 8m² and 24m².

Terrace style units fronting Date Street have private open space areas (via courtyard balconies) with areas of between 23.25m² and 30.6m².

All private open space areas/balconies are provided with direct access from the main living areas (via glass sliding doors). This encourages indoor/outdoor living and provides the opportunity of managing ventilation and the internal climate of units.

Landscaping

Landscaping is to be provided as per the enclosed landscape plan. This includes 1329m² of total landscaped area (33.4% of the site) with a deep soil planting zone of some 598m² (comprising 45% of the landscaped area).

Landscaping will include 'street trees' along both the Date and Victoria Street frontages as well as medium scale trees and shrubs to provide extensive groundcover, grasses and feature plants. The inclusion of a 'green wall' in selected locations will assist in softening the base of the building and will also provide a 'graffiti-proof' finish in selected locations.

Landscaping will 'wrap' the building at its base along the Date and Victoria Street frontage as well as for the first 28 metres of the eastern façade (adjacent to the service lane) as measured from the property boundary.

Courtyard areas provided to the terrace style dwellings fronting Date Street provide an opportunity for private landscaping with courtyard pots and the like.

Full details are included in the landscaping plan.

4.1.7 Vehicular Access & Servicing

Provision is made for servicing of the building via a one-way truck movement – entering from Date Street (in the same location as cars enter the site) and existing onto Victoria Road. Waste and recycling storage is provided at the southern end of the building and the provision for one-way truck movement arrangement prevents the need for reversing of vehicles onto Date Street. In addition, the location of the access onto Victoria Street respects the existing easements and access/service arrangements for those lots which front Brunner Road.

An additional parking area is to be provided and is to be located on the adjoining parcel of land to the south. This will provide an additional 23 carparking spaces.

4.1.8 Colours & Materials

The general colour palette incorporates neutral tones in white and grey. Accent elements are provided in the form of columns and blades to break the general colour palette and emphasise key elements. The use of colour assists in highlighting column elements including bold colours for corner columns to emphasise the edges of the building.

4.2 Consent Sought

The application request formal development consent for 'urban housing' development under the provisions of the *Newcastle Local Environmental Plan, 2003*.

Urban housing is defined under the LEP as:

'urban housing' means a building or buildings comprising two or more dwellings.

The development of 'urban housing' is permitted with development consent under the provisions of the current zoning.

4.3 Determination Processes

4.3.1 Is the Development State Significant Infrastructure or State Significant Development?

In June 2011 the NSW Department of Infrastructure & Planning released documents relating to the changes to Part 3A of the *Environmental Planning & Assessment Act, 1979* which related to major project assessment. This accompanied legislation introduced to the NSW Parliament under the *Environmental Planning & Assessment Amendment (Part 3A Repeal) Bill 2011*.

As part of these changes, two (2) new categories of development are proposed under the Amendment Bill. These are *State Significant Development (SSD)* and *State Significant Infrastructure (SSI)* - under the provisions of emerging policy, these development types would be assessed and determined by the Department of Planning & Infrastructure or the Planning Assessment Commission (PAC) depending on complexity.

The Department of Planning & Infrastructure have released a Policy Statement which sets out which development types are to be dealt with as either SSI or SSD (titled the *'Proposed State Significant Development & Infrastructure Classes'* dated June 2011).

The proposed development of residential development is not included as either State Significant Development nor State Significant Infrastructure. As such, the proposed development will not be determined at the State level when viewed in light of the *Environmental Planning & Assessment Amendment (Part 3A Repeal) Bill 2011*.

4.3.2 Will the Proposal Be Determined by the Joint Regional Planning Panel?

Under the provisions of the *Environmental Planning & Assessment Amendment (Part 3A Repeal) Bill 2011*, the required capital investment which triggers referral of an application to the Joint Regional Planning Panel (JRPP) has been increased from \$10 million to \$20 million.

The proposed development has an estimated capital value of approximately \$25 million, as such the proposed development will be forwarded to the appropriate Joint Regional Planning Panel for determination.

5.0 PLANNING CONSIDERATIONS

Section 79C of The Environmental Planning and Assessment Act, 1979, as amended, states the following

(1) Matters for consideration — general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- (a) *the provisions of:*
 - (i) *any environmental planning instrument, and*
 - (ii) *any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and*
 - (iii) *any development control plan, and*
 - (iv) *any matters prescribed by the regulations, that apply to the land to which the development application relates,*
- (b) *the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- (c) *the suitability of the site for the development,*
- (d) *any submissions made in accordance with this Act or the regulations,*
- (e) *the public interest.*

Section 79C(1) plays an important role in the development assessment process and in managing change in an environmentally responsible way. It sets broad categories, each of which covers a range of issues that arise when preparing and assessing development applications.

The following matters are of relevance to this development application and have been taken into consideration with the preparation of the proposal.

5.1 Environmental Planning Instruments

5.1.1 State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings

State Environmental Planning Policy No 65 – ‘Design Quality of Residential Flat Development’ (SEPP 65) aims to improve design quality of residential flat buildings of three or more storeys, and containing four or more self contained dwellings. SEPP 65 recognises that the design quality of residential flat development is of significance for environmental planning for the State due to the economic, environmental, cultural and social benefits of high quality design.

SEPP 65 (at Part 2, Clauses 7-18) contains **Ten Design Quality Principles**, which form the basis for achieving good design. The Design Quality Principles provide a guide for evaluating the merits of development proposals.

Residential Flat Design Code

The *Residential Flat Design Code* supports the ten design quality principles identified in SEPP 65. It supplies detailed information about how development proposals can achieve these principles.

Design Quality Statement

Schedule 1 to *The Environmental Planning & Assessment Regulation, 2000* requires that in addition to the preparation of a Statement of Environmental Effects, any development application which is subject to SEPP 65 must also be accompanied by a design quality statement.

The design of the proposed development has been undertaken by an appropriately experienced and qualified design team, in accordance with the principles set out in SEPP 65 and the *Residential Flat Design Code*.

The design team have completed these works under the direction of Registered Architect Mr. Stephen Moore (Architect Reg. No. 3574). In addition, a Design Quality Statement has been prepared to support the proposal in the context of the design requirements for the site by:

1. Satisfying the requirements of Schedule 1 to the Environmental Planning & Assessment Regulation, 2000;
2. Detailing the proposed development in accordance with the Ten Design Principles identified within *State Environmental Planning Policy No. 65 – 'Design Quality of Residential Flat Development'*; and
3. Addressing the specific design principles of the *Residential Flat Design Code*.

This Design Quality Statement is included as **Attachment 1** to this Statement of Environmental Effects.

5.1.2 Newcastle Local Environmental Plan

Current Zoning

The subject land has a current zoning of 2(b) – 'Urban Core' under the provisions of the *Newcastle Local Environmental Plan, 2003*.

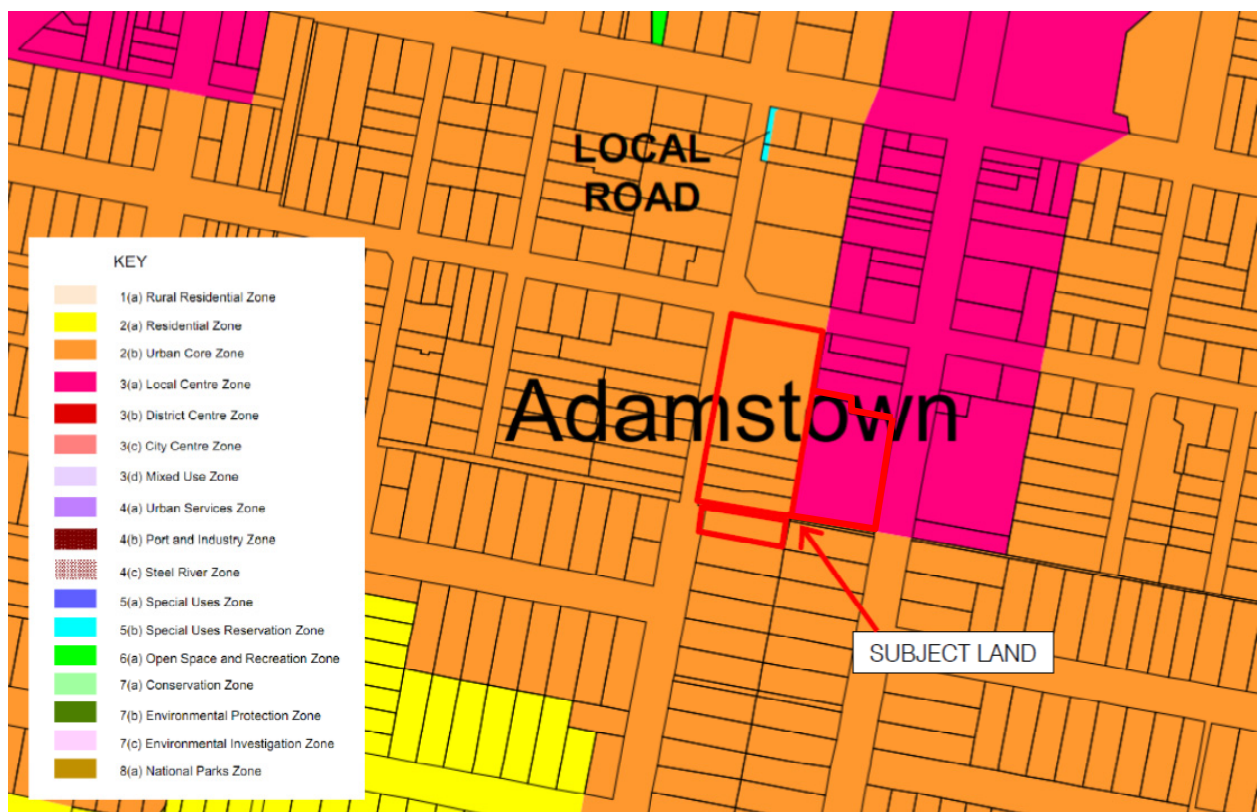


Figure 10: Existing zoning (Source: Newcastle City Council)