Attachment B – DCP Assessment Table

3.3 Section 4.15(1)(a)(iii) - Provisions of any Development Control Plan

The following Development Control Plan is relevant to this application:

- Maitland Development Control Plan 2011 ('the DCP')

The following chapters of the MDCP are relevant to the assessment of the proposal:

- Part A – A.4 Notification.
- Part B – B.2 Domestic Stormwater, B.6 Waste Not – Site Waste Minimisation & Management.
- Part C – C.1 Accessible Living, C.8 Residential Design, C.11 Vehicular Access & Car Parking, C.12 CPTED.

Part A – Administration		
A.4 - Notification		
Control	**Consideration**	**Comply**
4.2.2 – Development Controls - Subsection 5 and 7. Development for the purpose of multi-dwelling housing, group homes, boarding houses, hostel, residential flat buildings, seniors housing or similar type of development, are to be advertised and notified.	The application was initially placed on public exhibition for a period of 14 days from 20 June 2023 to 04 July 2023 in accordance with the *EP&A Act, EP&A Regs* and M DCP 2011. Following clarification of the estimated cost of works, and subsequent determining body, the application was placed on public exhibition for a period of 28 days from 05 July 2023 to 02 August 2023 in accordance with the *EP&A Act, EP&A Regs* and M DCP 2011. During this time no submissions were received.	**Y**

Part B – Environmental Guidelines		
B.2 – Domestic Stormwater		
Performance Criteria	**Consideration**	**Comply**
1. Retention capacity For each new dwelling development, the storm water retention capacity is to be in accordance with the BASIX requirements in regard to the designated roof area to be employed for catchment. This means the required roof area catchment shall be adequately served by sufficient downpipes directing flows to the tank and equally sufficient discharge via overflow lines.	Stormwater management plan (Ref: 40560, Rev: D, dated: 13/02/2024) does not provide any BASIX water tanks for collection of roof water. Only underground OSD has been provided. Despite this, SWD calculations include rainwater tank detention, creating inconsistencies in the details provided, and doubt over what is proposed. Rainwater harvesting should be incorporated into the design per BASIX certificate.	**N**
2. Location of feed lines. All feed storm water lines shall be of 100mm sewer grade PVC. The PVC pipes and components shall be handled and joined in accordance with AS/NZS 2032:2006. Storm water lines shall be located away from the foundation/s of the building/s. Storm water lines shall have a minimum of 300mm ground cover. The configuration of the charged stormwater line to rainwater tanks shall be such that the initial flow into the line is directed to the lowest flush point, (refer figs 1 & 3).	Design appears able to comply, subject to conditions.	**Y**

3. Rain water tanks. On-site rainwater tanks shall be constructed of an approved material. Preference should orientate toward lighter colours for the exterior of the tank where the tank is located above ground. All exposed PVC stormwater lines shall be painted with a U.V resistant paint. The tank shall be located so as not to compromise fire separation of buildings or access to the exterior of buildings. **Sub surface detention systems are not acceptable as a method of rainwater storage for the purpose of non-potable domestic use. This means on site stormwater detention systems are not to be used for the purpose of BASIX compliance unless the installation of the underground detention is specifically designed as on-site detention and subsequently approved by Council.** Above ground tank installation should be the preferred method of rainwater storage and shall be provided with an adequate reinforced concrete slab for support or a base in accordance with the tank manufacturer's recommendation. **Underground tank installation is not acceptable where sufficient fall from the tank overflow to the street or inter-allotment drainage (IAD) infrastructure is not achievable.**	No rainwater tanks provided in proposed civil stormwater management plan (Ref: 40560, Rev: D, dated: 13/02/2024).	**N**
4. Configuration of stormwater lines. Stormwater lines shall be laid in a configuration that directs the initial flow to the lowest discharge point. All lines shall be laid with fall to the lowest (flush) point.	Civil stormwater management plan (Ref: 40560, Rev: D, dated: 13/02/2024) but design does not include above ground rainwater tanks. No RLs provided for proposed inground tanks.	**N**

Stormwater lines laid that are not level or with fall to the flush point will not be acceptable (refer fig 5). The overflow line should be of sufficient capacity to permit discharge without overflow from the tank itself occurring. Stormwater management plans shall be prepared by the applicant to be lodged with the Development Application. The stormwater management plan shall consist of the following: (i) RL's of the kerb, tank location and flush point. (ii) A site plan depicting the proposed location of the stormwater lines, the location of the flush point and the proposed location of the rainwater tank. The rainwater tank will be clearly marked as in-ground, above ground, or erected on a tank stand. The tank location should also indicate the proposed location of the weather-proof GPO (general power outlet) and pump.		
5. Stormwater generated from hardstand areas. Stormwater that is generated from overland flow and hardstand areas such as driveways, shall be directed to the tank overflow line to discharge to the street, rubble drain or IAD pit as applicable. This stormwater drainage is acceptable in 90mm PVC but must not inter-connect with any line directed to the rainwater storage. This means that any overland flows intercepted by grates, spoon drains and the like must discharge directly through overflow lines and not be permitted to enter the tank storage. It is recommended that this line be independent of all stormwater lines interconnected to the tank feed/discharge**.**	Water generated from overland flow and hardstand areas is to be collected via a pit and pipe system, with discharge into the existing inter-allotment drainage easement / pit at the western portion (front) of the allotment.	**Y**

6. Mosquitoes. Adequate provision shall be made to ensure all stored rainwater in charged lines and the tank/s is protected from mosquito infestation and subsequent breeding.	Has the ability to comply subject to conditions.	**Y**
B.6 – Waste Not – Site Waste Minimisation and Management		
Control	**Consideration**	**Comply**
1.1 Documentation to be submitted All applications relating to residential developments, as well as commercial and industrial premises, are to include a Site Waste Minimisation and Management Plan (SWMMP) as part of documentation submitted to Council. The development plans should also clearly indicate the location of waste management facilities, including recycling bins and the like.	A demolition waste management plan (dated: 20/07/2023, prepared by: Darren Wooding) and an operational waste management plan (dated: 06/09/2023, prepared by Darren Wooding) was submitted for assessment. Architectural plans also indicate location of waste management facilities, including bin storage and collection points.	**Y**
4. Operational Phase a) The waste area should provide separate containers for the separation of general waste from recyclables. b) There is to be reasonable level of access to waste and recycling area/s or room/s for people including people with a disability. c) The location of any garbage chute(s) d) Communal storage area/s or room/s is to be provided on common property in order to allow for the management of the area by the body corporate.	a) Noted and complies. b) The waste storage areas on site are easily accessible for all people, including those with a disability. At grade, unimpeded access is available to the bin storage where required, however it is anticipated that the onsite manager will be able to assist with garage management of individual units where required. c) No garbage chutes proposed. d) No formal common property proposed, however garbage storage is located within a communally accessible area.	**Y**

e) Consideration shall be given to the incorporation of a bulky waste storage area within the communal storage area/s or room/s. f) Servicing plan including frequency and servicing location is to be provided.	e) Storage shed is p[proposed fronting the bin storage area for bulky waste management if / where required. f) The proposal includes additional hardstand lining the driveway cross over to provide adequate space for bin collection, noting the site's limited frontage to Park Street, and surrounding multi-dwelling housing developments which also seek to uitlise this limited frontage. Turning templates, showing manoeuvring of Council's waste trucks, where provided and deemed acceptable by Council's Waste Management Officer.	

Part C – Design Guidelines		
C.1 - Accessible Living		
Control	**Consideration**	**Comply**
1. Access Reports Access reports shall be prepared by an accredited access consultant for Group Homes.	Access audits (Liveable Design Certificate, reference: 220013_MAITLAND, dated: 17/07/2023) were provided for each individual unit. Architectural Plans (Rev: B, dated: 14/02/2024) include circulation spaces in accessible units and communal areas.	Y
4. Car Parking Design The placement of the designated parking bay/s needs to be as close as possible to the accessible entrance.	Accessible parking provided in bay 1, of which is the closest to the accessible entrance.	

5. Pathways a) Pathways refer to any external pathway or footpath which provides access to the entrance of a home or building. b) Pathways should provide a comfortable grade no steeper than 1 in 14. Ramps and pathways should have a slip-resistant surface with a texture that is traversable by a wheelchair. c) Pathways should be provided with landings except when the pathway grade is flatter than 1 in 33. d) Landings should be located at appropriate intervals and the grade of the pathway between landings should always remain constant. e) Where at least one side of a pathway is bounded by a kerb with the handrail, or a wall with a handrail, the landing intervals can be set further apart. f) Where no kerb and handrail, or wall and handrail is provided, the ground which adjoins the side of the pathway should follow the grade of the pathway and extend horizontally for 600 mm.	Pathways and ramps, with interval landings and handrails, provided throughout the site at a grade of 1:14.	**Y**
9. Handrails a) Wherever there are one or more steps, handrails should be installed on both sides. b) Full round handrails are the preferred option. They should be between 30 mm and 50 mm in diameter and any exposed edges should always be rounded off. c) The top of the handrails should be between 865 mm and 900 mm above the stair tread of floor. The clearance between the wall and the inside edge of the handrail should be a minimum of 50 mm from any wall.	Full round handrails are provided at stairs and ramps throughout the site. It is unclear on the plans if this is provided at both sides, however this can be conditioned.	**Y**

There should also be at least 600 mm of clearance above the top of the handrail. d) Handrails should be securely fixed and rigid so they can easily support a person's weight, with their ends turned downwards for at least 100 mm and then returned in towards the side wall. There should not be any obstruction to the passage of a person's hand along the rail. It is also useful for handrails to be colour contrasted with the surroundings (with or light colour contrasts are preferable).		
10. Stairways a) There should always be closed risers between the stair treads to prevent a persons' foot from catching under the upper tread when they are climbing the stairs. b) There should be a strip of contrasting colour or texture at least 25 mm wide on the tread at the nosing. It is preferable for each step to have a strip – preferably white or yellow. c) Handrails should be continuous throughout the stair flights and around landings. Wherever the handrail cannot continue without obstruction, a raised warning that the rail is coming to an end should be provided. This warning should be in the shape of a domed button for visually impaired or blind people at the top of the handrail 300 mm before that obstruction. d) Handrails which end at the top or bottom of a flight of stairs should extend at least 300 mm from the riser at the top of the stairs and at least 300 mm plus one tread width from the riser at the bottom of the stairs. At no time should the top or bottom step, handrail or balustrade encroach into circulation spaces.	The architectural plans do not provided this level of detail, however the development appears able to comply subject to conditions.	**Y**

11. Entrances a) In all buildings the main entrance should be made accessible and form part of a continuous accessible path of travel. If making the main entrance accessible is not possible, the accessible entrance should be one which is customarily intended for use by the general public. The location of the entrance should be clearly and directionally signposted at all other entrances / exits - tactile signs are preferred. b) Where revolving doors or turnstiles are installed in a building such as in some retail outlets or libraries, an alternative hinged or sliding door should be provided. c) Doorways to all homes and buildings should have level access especially where the door has to be opened manually. If a threshold is required at the entrance, its height should not be more than 50 mm and a step ramp (inclined pathway) with a grade not greater than 1 in 8 should be provided.	The development's main entrance is accessible. No revolving doors or turnstiles proposed.	**Y**
12. Doorways a) The minimum width for a clear opening doorway is 760mm for a private dwelling. It is important to note that creating access in old houses with narrow hallways can often be facilitated by making door openings wider. b) Care should be taken when planning renovations to ensure that no doors open directly across the top of a flight of stairs or swing in a way which obstructs the top or bottom step. Where a door has to open into a stair landing, it should be recessed so that it does not interfere with people's movement on the stairs. c) The distance between doorways should not be less than 1,340 mm unless the doors open into this space ie. in air locks, vestibules etc. in	Doorways within the proposed communal spaces and accessible units are all accessible and generally compliant with this control.	**Y**

which case the distance you calculate should include the width of door leaf. d) Generally, door handles should be of the type that can be easily opened and closed by one hand. Wherever possible lever action handles are preferred. They should be of the type which will not permit the hand to slip from the handle while using it. e) The clearance between the handle and the door measured at the centre of the handle should be between 35 mm and 45 mm from the door surface. Opening and locking controls for door should be placed between 900 mm and 1,100 mm above the finished floor (see AS 1428.1 Clause11). f) Switches and powerpoints should all be consistently horizontally aligned with the door handles and other controls and not less than 500 mm from the internal comers. Rocker action, toggle or push pad switches with a recommended width of 35 mm are the preferred types.		
13. Signs & Symbols a) The International Symbol of Access, illustrated below, should be displayed where buildings are accessible. b) The international symbol can have other pictograms, words or arrows placed beside it, but should not have any other information superimposed on it. It is preferable to use graphics rather than words. Large and contrasting letters should be utilised where words are included. Preference should be given to tactile signs. c) Wherever there are changes of direction necessary to reach an accessible facility a series of signs may need to be installed. Signs need to be consistently placed wherever a decision needs to be made. This symbol can face either right or left to indicate the desire direction of travel. It should only be used to indicate a facility which meets the requirements of the Standard AS 1428.1.	Whilst this level of detail is not included on the development application, the development has the ability to comply subject to conditions of consent.	**Y**

d) Tactile identifiers can be either raised or recessed. A directory inside the entrance of a building is a good location for these signs and symbols and should be consistently placed at such locations. e) Inside a building where there are a number of rooms, it is helpful if rooms have tactile numbers located within reach at the side of the door but not on the door itself. f) Signs and symbols should be situated on a wall which provides a colour contrast. Signs should also be evenly lit and non-reflecting or otherwise dazzling to the eye. It is also important that signs are not placed where they can become lost against a confusing background. g) The International Symbol for Deafness, as illustrated, should be used to indicate the presence of assistive hearing devices in places where large groups of people are assembled for entertainment, educational, religious purposes, libraries or public halls.		
14. Planning a bathroom a) A bathroom which needs to accommodate a bath, shower recess, hand basin and toilet should be 2100 mm x 2800 mm. Most average sized bathrooms can be adapted by ensuring that the shower recess has only two fixed walls and no hob (or kerb). b) The door, if hinged, should open outwards so as not to interfere with floor space requirements. c) In smaller spaces an en-suite bathroom can be provided which contains only a shower, wall basin and toilet. This can be made toilet/ shower chair accessible in an area of 1,900 x 2400 mm. The floor of this en-suite should be provided with a consistently gentle fall towards the drain. The door could either open outwards or be of the sliding variety. Another helpful hint may be to locate the light switch outside the door away from the wet area.	All accessible bathrooms, including in communal areas and the 1-bed accessible unit, have been designed to comply.	**Y**

15. Planning a Kitchen a) Try to ensure an unbroken sequence of surfaces between the food storage and food preparation areas and cooking appliances. b) Use L or U shaped layout with adequate circulation space c) Carefully consider the height and depth of bench tops, shelving and cupboards and the provision of knee spaces. d) Use single or dual lever action hot and cold taps with a mixer	Kitchens, including in communal areas and the 1-bed accessible unit, have been designed to comply.	**Y**
C.8 - Residential Design		
General Requirements	**Consideration**	**Comply**
2.1 Site Analysis A detailed site analysis shall be submitted with a development application for all residential development with the exception of a single detached dwelling. **2.2 Context Analysis** a) A 'Context Analysis' will be required for all residential development with the exception of a single detached dwelling. The context analysis shall describe the character of existing development in the vicinity of the site in order to understand the streetscape and pattern/form of development. This may be provided in the form of scaled sketches of streetscape elevations or photo compilation. b) In considering site selection for residential development that will contain more than two dwellings, the site context analysis shall	**2.1 Site Analysis** Site analysis plan (Reference: 3 of 22, dated: 14/02/2024, prepared by: J. Burns) has been provided with the development application. **2.2 Context Analysis** a) A context analysis (Reference: 2 of 22, dated: 14/02/2024, prepared by: J. Burns) has been provided with the development application. b) The site context analysis demonstrates distances to key transport nodes (including bus stops and train stations), East Maitland Town Centre and surrounding community parks. c) The design considers the broader site context, however adequate consideration of site analysis (namely the SWD easement and overland	Y (Except 2.2(c))

demonstrate that the subject land is within convenient walking distance (not exceeding 400 metres) of the following facilities: • Land zoned B1 Neighbourhood Centre, B2 Local Centre, B3 Commercial Core or B4 Mixed Use under the Maitland LEP 2011; or • A school catering for primary and/or secondary students; or • A key transport node – railway station. c) The design plans and the Statement of Environmental Effects shall demonstrate that the 'site analysis plan' and the 'site context analysis' have been taken into account in producing a design solution which mitigates against potential negative impacts and integrates appropriately with the streetscape.	flow path which traverses the western portion of the site) is questionable. The suspended carpark and driveway design seeks to sit atop this exisitng easement, however the applicant has been unsuccessful in demonstrating that this structure will not adversely impact upon localised flooding characteristics during storm events.	
4. Bulk Earthworks and Retaining Walls 4.1 A 'bulk earthworks plan (BEP)' shall be submitted with the development application for all forms of residential development showing the levels (relative to a datum benchmark at the site) of all finished ground levels for both the building platform and those areas of the site external to the building platform. The plan should also specify and show the extent and depth of cut/fill, and location of all retaining walls and/or battered slopes. The BEP shall also show existing ground levels adjoining the perimeter boundaries of the land (refer to Figure 4 for sample BEP). 4.2 Where a retaining wall (for the purposes of retaining fill) is proposed either on or in close proximity to a boundary then the maximum extent of fill shall be 600mm (refer to Figures below). 4.3 Where a retaining wall (for the purposes of retaining cut) is proposed either on or in close proximity to a boundary then the maximum extent of cut shall be 900mm (refer to Figures below).	**4.1** A bulk earthworks plan (Reference: 40560, sheet: C30, prepared by Barnson, dated: 04/10/2023) was provided for assessment. **4.2 & 4.3** Retaining walls proposed in close proximity to boundaries have a maximum height of 1m. However, adequate setback is provided for backfilling, drainage and access for maintenance. Subject to conditions, the proposed retaining in proximity to boundaries is considered to adhere to the intent of these controls. **4.4**	**Y**

4.4 Elevated flooring (eg bearers and joist construction), deepened concrete edge beams, infill slabs, split level construction and the like shall be used where necessary to reduce the extent of earthworks required to achieve the maximum cut/fill levels prescribed under the plan. 4.5 Adequate drainage comprising free draining gravel and subsoil agricultural drains shall be installed to the rear of retaining walls to relieve the hydrostatic pressure at the base of the wall. 4.6 Stormwater or surface water runoff shall not be redirected or concentrated onto adjoining properties so as to cause a nuisance. Adequate drainage is to be provided to divert water away from batters. This requirement shall be an integral part of the site stormwater management plan addressed in Section 18 of this Chapter.	The development includes an elevated driveway and carpark area, in an effort to avoid impact upon exisitng stormwater drainage infrastructure and subsequent overland flow at the front of the site. This somewhat mitigates the extent of earthworks proposed, however cut and fill (+/- 2m) is proposed within the eastern portion of the site in order to achieve a level building platform. **4.5 & 4.6** Retaining wall cross sections and details (Reference: 40560, sheet: S100, dated: 06/07/2023, by: Barnson) show adequate drainage.	
5. Street Building Setbacks 5.1 The minimum setback from the principal street frontage to the building line in an urban residential zone is 4.5 metres.	Attributed to constraints at the site frontage, and block alignment to the street, the main building is setback 22.385m from the front site boundary. However, the proposed suspended carpark and driveway structure features a technical nil setback.	**Y**
6. Side and rear setbacks 6.1 Minimum side and rear setbacks for residential buildings, including detached outbuildings such as garages, sheds or carports, in urban zones shall be in accordance with Figure 10 and described as follows: a. 0.9m for walls up to 3.0m in height (to underside of eaves); b. 0.9m plus 0.3m for every metre of wall height over 3.0m and less than 7.2m;	Minimum side and rear setbacks are proposed at 1.6m for single storey structures. The proposed second storey setback (walls exceeding 3m, up to 6m) situated fronting the northern side boundary, is proposed at 3m. Per the controls under 6.1(b), the minimum second storey side setback applicable to this development is 1.8m.	**Y**

<table>
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<td>7. Site coverage and unbuilt areas

7.1 Site coverage shall satisfy the requirements detailed in Table 3 - Site Coverage and Unbuilt Areas. All development application plans for residential development shall provide a detailed ‘percentage site coverage’ calculation having regard to the requirements of Table 3.

7.2 Development shall have site coverage appropriate for the site’s capability and form of development and site coverage shall be consistent with the desired future density for the locality.

<table>
<tr><th>Housing Type</th><th>Maximum Site Coverage Ground Floor (%) (See Note 1)</th><th>Minimum Unbuilt Area (%) (See Note 2)</th></tr>
<tr><td>Dwelling House</td><td>60</td><td>40</td></tr>
<tr><td>Small Lot Housing</td><td>60</td><td>40</td></tr>
<tr><td>Dual Occupancy (2 units)</td><td>60</td><td>40</td></tr>
<tr><td>Multi Dwelling Housing (3 or more dwellings)</td><td>70</td><td>30</td></tr>
<tr><td>Residential Flat Buildings</td><td>70</td><td>30</td></tr>
</table>
</td>
<td>The development is best classified as multi-dwelling housing under the provisions of this control.

The development includes a total non-permeable site coverage of 889m^2 or approximately 50%, of which meets the requirements of this control.

It is noted that this is largely attributed to the proposed suspended carpark and driveway design.</td>
<td>Y</td>
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<tr>
<td>8. Building Height, Bulk and Scale

8.1 Maximum building height shall be in accordance with Table 4.</td>
<td>The development includes a maximum building height of 8.5m.</td>
<td>Y</td>
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Housing Type	*Zone*	*Max Height (metres)*
Dwelling	Any zone	8.5
Dual occupancy (2 dwellings)	R1 General Residential Business zones	8.5 11
Semi-detached housing	R1 General Residential Business zones	8.5 11
Multi Dwelling Housing (3 or more	R1 General Residential Business zones	8.5 11
Residential flat building	R1 General Residential Business zones	11 14

9. External Appearance 9.1 The building design and the Statement of Environmental Effects that accompanies the proposal should demonstrate that the following matters have been addressed: a. Consideration of the existing character, scale and massing of development in the immediate area, including the surrounding landscape. b. Architectural interest encouraged by: • the use of finishes which are textured rather than bland; • providing stepping of walls, pergolas, eaves, verandahs and blade walls etc. to establish articulation and create light and shadow to a building • the coordinated use of diverse materials and appropriate decorative treatments	The building facades are considered to implement features of architectural interest, including use of textured finishes, broken ridgelines, vertical elements, varied fenestration and broad range of colours and materials. The building design is considered to enact sufficient architectural interest. However, the development lacks streetscape appeal attributed to the increased setback from the front boundary, limited lot width, and proposed suspended driveway and carpark structure. The driveway and carpark are surrounded by black, vertical fencing (to address CPTED concerns), which resultantly encloses the development and presents a lack in visual and architectural interest when viewing the site from Park Street. In this way, the development is considered to present sound architectural features internally, and from side and rear boundaries, but presents limited architectural interest when viewing the development from the street.	**Y**

c. Consideration of both typical and rare fenestration (door and window patterns) and the relationship between glazed and solid wall areas. d. Consideration of traditional relationship of roof mass to wall ratio, roof pitch and design, length of unbroken ridgelines, parapets, eaves and roof water guttering detailing. e. The design shall provide a variety of experiences for the residents and passers by thorough attention to silhouette, pattern, texture and colour. The amount and length of unbroken roof ridgelines, unpunctuated facades, fencing and repetitive form should be minimised. f. Design diversity should be achieved within and between developments by maximising the advantages of orientation, landforms, views and natural vegetation. g. Where a dwelling has an elevation to a principal street frontage then the design shall ensure that the building has its primary pedestrian entry point addressed to this street. This entry shall be reinforced by landscaping and, where appropriate, fencing to provide a clear entry statement. h. The following features of existing areas should be considered and integrated into new development where possible: • Traditional street and lane patterns • Street setbacks • Groupings of buildings • Corner feature sites • Pedestrian walkways • Promenades, squares and courtyards		

• Characteristic kerb and gutter treatment • Pavement design, materials and finishes i. Corner sites shall be developed such that the building(s) addresses both streets and has a well expressed side elevation that does not dominate the streetscape. j. Repetitive building designs should be avoided particularly in new residential subdivisions where there may be a number of sites being developed simultaneously. Repetitive street elevations generally do not achieve variety and interest in the streetscape – designs should ensure that key elements such as materials, colour schemes, fencing and driveway treatments, landscaping, window configurations and roof forms are distinct and give individuality to each development. k. That the relevant provisions in this DCP are taken into account where residential development is proposed within a Heritage Conservation Area or on a site of identified heritage significance under the Maitland Local Environmental Plan 2011.		
10. Open Space 10.1 Ground Level POS a. All ground level private open space must comprise a 'principal area' of minimum dimensions in accordance with Figure 20. b. The minimum area of private open space for a ground level dwelling shall be in accordance with Figure 20. c. The 'principal area' of POS shall form a direct extension to the internal living room or dining area of the dwelling (refer Figure 19). d. To be included in usable open space calculations, open space at ground level must have a minimum width in one direction of 3.0 metres.	Private POS areas for each unit are provided as follows: • Studios – minimum 10.8m^2 • One (1) bedroom – minimum 2.5m^2 • Two (2) bedroom (second storey) – minimum 10.3m^2 The private POS areas are accessible from living areas and enclosed by internal walls / screens for internal amenity. The units benefit from substantial communal open space areas (180m^2), by way of a large, shared courtyard, BBQ and seating area, and soft-scape such as a playground, yarning circle and garden.	**Y**

e. The maximum cross-fall over the ‘principal area’ shall not exceed 2%. f. Areas of ground level private open space required for external drying facilities, garbage storage, roof water tanks etc shall not be included in the principal area of private open space. These ancillary uses shall be located where they are able to be screened from view of the street or other public place. g. The landscape plan for the development shall incorporate a detailed landscape design for each area of ground level POS. h. Ground level POS shall only be located forward of the building line (but no closer than 900mm to the principal street boundary) where the orientation of the POS is within the ‘optimum’ range illustrated by Figure 20. i. Where ground level POS is provided forward of the building line then privacy fencing shall be provided as detailed in Section 14. 10.2 Above ground level POS a. All above ground level private open space areas (eg balconies or terraces) shall contain a minimum area of 10 square metres and comprise a minimum dimension of 2.5 metres. b. The ‘principal area’ of POS shall form a direct extension to the internal living room or dining area of the dwelling unit. c. The orientation of above ground level POS and internal living rooms shall be within the ‘optimum’ and ‘good’ ranges illustrated by Figure 20. d. A communal external drying area shall be provided for all dwellings that do not have ground level POS. This communal drying area shall be located so as to receive adequate natural sunlight and breezes and shall be screened from view from public areas and communal open space areas. Drying space shall be provided at a	A single clothes drying area is provided at the rear of the communal building on the architectural plans, with small clothes drying area provided within the individual courtyards on the landscape plans.	

rate of 15 lineal metres of clothes line per dwelling serviced. Note: Additional balconies etc are permitted but cannot be taken into account as POS unless meeting the minimum criteria specified above.		
13. Landscape Design 13.1 With the exception of a single dwelling, all residential development shall be supported by a detailed landscape plan (inclusive of planting scheme) prepared and endorsed by a suitably qualified landscape consultant (eg. landscape architect or horticulturalist) as meeting the objectives and design requirements of this chapter. 13.2 The landscape design should, as appropriate: a. Retain existing vegetation for integration with the landscape design for the development; b. Employ the use of native vegetation suitable for local conditions which require lower maintenance and demand less water; c. Incorporate the use of advanced specimens to ensure that the completed built form is immediately and effectively softened by landscaping. d. Define a theme for new internal streets/driveways or complement existing streetscapes external to a site; e. Be of an appropriate scale relative to the width of driveways and the associated space between buildings and the building bulk – trees should be introduced which achieve a height above the roofline of the dwelling to soften built form; f. Take into account view corridors and introduce species that,where possible, preserve opportunities for views when the plants are mature;	The proposal includes a landscape plan (Reference: D1358, dated: 01/12/2023, prepared by: DA Landscape Plans). The landscape plan includes a broad species schedule, including a number of trees, shrubs and ground cover plants. The proposal landscape design incorporates pocket landscaping throughout the site, particularly between units and surrounding common areas. Paving is proposed within communal open space. The internal amenity and landscape design is compliant with the provisions of this chapter. Attributed to the overland flow path and drainage easement at the western (front) boundary, no landscaping with the exception of turf is permitted within this area. This limits the softening of the suspended driveway and carpark, and limits the development's ability to achieve visual interest, by way of landscaping features, within the streetscape.	**Y**

g. Improve privacy and minimise overlooking between dwellings and also overlooking from public spaces such as footpaths and communal open space; h. Provide adequate lighting for vehicular and pedestrian safety; i. Account for streetscapes and landscapes of heritage significance; j. Be tolerant of site conditions and adequately mulched in order to reduce demand for water, herbicides and fertilisers; k. Clearly identify where turfed areas are to be located and specify the materials used for forming the edges of garden beds; l. Detail the various paving materials used throughout the site for driveways, pedestrian pathways, parking areas and private open space areas. 13.3 The landscape plan for the development shall recognise private open space areas as 'outdoor rooms' and the design shall incorporate: a. Paved areas or decks for outdoor dining/relaxation; b. Garden areas to reduce the 'hard' visual impact of fencing, paving and walls; c. Built-in seating (optional) – refer to example courtyard area at Diagram 19. d. The inclusion of trees of a scale which will provide adequate shade (deciduous may be appropriate depending on orientation of POS); e. Provision of drying areas and garbage storage areas and the screening of these areas with vegetation and/or structural elements such as timber panels; f. Water features (optional);		

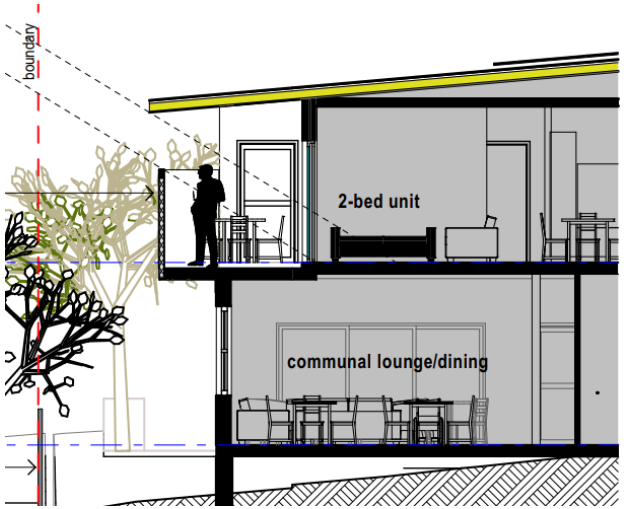
g. Full details of materials for fencing, paving etc. Refer to Figure 19 for example of courtyard landscaping. 13.4 Residential developments that make the most positive contribution to streetscapes and the urban environment and provide higher levels of amenity and enjoyment for residents are those which have a sound maintenance regime for landscaped areas – both private open space and communal areas. 13.5 The landscape design for a development should integrate with the stormwater management scheme, having regard to relevant 'water sensitive urban design' (WSUD) principles.		
14. Fencing and Walls 14.1 The landscape plan prepared for the development shall incorporate full details of all fencing proposed including: • Location • Height • Materials • Colours 14.2 For all forms of residential development, with the exception of a single dwelling house, sheet metal fencing shall not be permitted where it forms a boundary with a street, or communal area within a development. 14.3 Fencing between dwellings shall be designed to provide visual and acoustic privacy to internal rooms and outdoor private open space. The recommended height for these dividing fences is 1800mm high but not less than 1500mm high.	A 1.8m high, non-climbable, fence is proposed surrounding the development. Fencing and landscaping surrounding the site is considered to assist in providing visual and acoustic privacy between the subject site and neighbouring properties. Internally, each private POS area is provided a 1.2m high blockwork wall.	**Y**

14.4 For all residential development where sheet metal fencing is used it should be of mid to dark earthy colour to make the fence visually recessive. 14.5 Fencing within the street building line setback shall not be located closer than 900mm from the street property boundary for the principal street frontage of the development (refer Figure 22). 14.6 Where side boundary fencing projects forward of the street building line setback to the principal frontage then the maximum height of the fence shall not exceed 750mm within the building line setback area. (Note: This requirement does not apply where the development qualifies to use the building line setback for private open space – refer Sec B9.9(h)). 14.7 Front fencing for the purposes of containing a dwelling's principal private open space area, shall not occupy more than 50% of the street frontage of an allotment and shall not contain or obscure the principal pedestrian entry point to the dwelling from the street. Fencing may occupy greater than 50% of a site frontage if it can be demonstrated that the increased length of fencing is consistent with the established fencing within the street and character of the street, or because of environmental impact considerations, eg. noise. 14.8 Solid fencing for the purposes of containing a dwelling's principal private open space area, shall not exceed a height of 1500mm where located within the street building line setback unless it can be demonstrated that a higher fence is appropriate having regard to issues of noise, privacy, existing streetscape and architectural merit. 14.9 Nothing in this plan prevents the fencing of the street frontage of a property subject to the following: • The building line setback area is not required for the purposes of principal open space;		

• The fence shall not exceed a height of 1200mm (1.2 metres); • The fence shall not comprise sheet metal material; • The fence shall be of a design/materials which integrate with the dwelling(s) located on the land.		
15. Driveway Access and Carparking <u>Driveway</u> 15.1 Driveways shall be located no closer than 900mm from any side boundary for the full depth of the building line. This 900mm offset shall be provided with landscaping of suitable scale to ensure that sight lines along the public footpath and the roadway are not obstructed. 15.2 Driveways within the site should be a minimum of 2.7 metres wide and should include landscaping between the driveway and dwelling. (Note: In heritage conservation areas strip driveways may be a more suitable alternative – refer to Part E.3: Heritage Conservation Areas). 15.3 Landscaping shall be incorporated into the design of driveway and manoeuvring areas to minimise the expanse of hard surfaces and adverse visual impacts on the streetscape. 15.4 Straight 'gun barrel' driveway arrangements are not supported. Where long driveways are proposed landscaping of minimum width 1.0 metres shall be provided along the boundary/fenceline incorporating wider landscape 'blisters' to create a 'meandering' effect and contrasting pavement treatments should be used to reduce the expanse of a single pavement material. Landscaping shall also be provided between the driveway and the external wall of the dwelling. 15.5 Driveways within a site shall be at a maximum grade of 4:1 (H:V).	**15.1, 15.2** The driveway access is suitability offset from side boundaries, and features a minimum width of 3m, with an additional 1.65m wide footpath along the northern portion. The footpath is differentiated by a raised level from the vehicular access. **15.3, 15.4** The proposal features a unique, and site specific, suspended driveway and carpark design, of which is not strictly in accordance with these provisions. Attributed to the easement constraining the front of the site, landscaping cannot be incorporated to reduce visual impact upon the streetscape. **15.7** The driveway cross over is 7.3m wide, accommodating the proposed footpath, driveway entry and win storage area. This width allows for a MRV (council garbage truck) to reverse into the driveway to collect bins. **15.10, 15.12** Swept paths have been provided demonstrating that cars can enter the driveway and manoeuvre within the carpark area. A 1.65m wide footpath is proposed along the northern portion of the access, of which is differentiated by a raised level from the vehicular access.	**Y/N**

15.6 Driveway design from the road pavement across the public footpath area shall be in accordance with Council's "Manual of Engineering Standards" and appropriate structural drawings. 15.7 Driveways across the footway at the access point on the road reserve should be generally a maximum of 5 metres wide, although variation may be justified on turning and traffic safety issues. 15.8 Driveways across the footway shall be sited to avoid street trees, kerb inlet pits and other services such as light/power poles. 15.9 For developments other than single dwellings adequate vehicle manoeuvring area to Australian Standard AS 2890 shall be provided to enable vehicles to enter and exit the site in a forward direction. 15.10 For developments other than single dwellings, vehicle driveways shall be clearly distinguished from pedestrian entries and paths through design, finish or location. 15.12 Vehicle car parking spaces and manoeuvring areas (not including a driveway providing direct vehicle access to a garage or carport from the street) shall not be located within the building line setback area. 15.16 The minimum dimensions for car parking bays and aisles shall be in accordance with Figure 24. <u>Accessible Car Parking (disabled users)</u> 15.21 Designated accessible car parking facilities shall: a. Be provided at the rate of one (1) accessible parking space for every adaptable dwelling; b. Be located as close as possible to the adaptable or accessible dwelling they are intended to serve or alternatively as close as possible to each accessible public entrance;	**15.21** Accessible parking provisions are provided on site and comply with the various controls.	

c. Be linked to an accessible entrance to a building or to a wheelchair accessible lift by a continuous accessible path of travel, and preferably under cover; d. Have a minimum width of 3.8 metres as shown in Figure 26. An overlap allowance of 500mm may apply when, parallel to the parking space, there is an adjoining walkway or similar surface which: • Is at the same level as the car parking space; • Is firm and level, with a fall not exceeding 1 in 40 in any direction; • Is not another car parking space; • Is not less than 1000mm in width. e. Have a minimum vertical clearance of not less than 2500mm and a minimum length of 5.5 metres as shown in Figure 26; f. Both the designated parking space and the continuous accessible path of travel shall be clearly signposted; g. The signage for the actual parking space shall be painted on the surface of the paved space and signposted at a height of not less than 1500mm centrally located at the end of the space; h. The provision of accessible parking shall be signposted at the entrance of the car park.		
16. Views, and Visual and Acoustic Privacy 16.21 Overlooking of private open space and direct views between living area windows shall be screened or obscured using one or more of the following methods (as shown in Figures 27 and 28):	**16.21** The development incorporates separation distances and privacy screening. Whilst **16.2**	

a. Separation distance between windows of habitable rooms or balconies b. Separation by design c. Offset living room windows of opposing dwellings/units d. Splay windows to redirect sight lines e. Build to a boundary and avoid window openings f. Screen planting between units g. Fencing design or privacy screens h. Use of fin walls i. Planter boxes j. Louvre screens (vertical or horizontal) k. Pergola l. Change in level Acoustic 16.22 Where no design techniques and screening (eg fences or walls) are proposed, openings of adjacent dwellings shall be separated by a distance of at least 3.0m. 16.23 Site layout shall separate active recreational areas, shared parking areas and driveways, and service equipment areas away from bedroom areas of dwellings. 16.24 Mechanical plant or equipment (eg. Air conditioning units) shall be designed and located to minimise noise nuisance. 16.25 Shared walls and floors between dwellings shall be constructed to reduce noise transmission in accordance with the Building Code of Australia.	The wall of the dwellings are setback minimum of 3m from neighbouring property boundaries (adjacent to neighbouring POS) and further aided with privacy screening where balconies encroach upon this setback.  	

17. Water and energy 17.21 It is recommended that buildings be orientated with the main indoor and outdoor living spaces towards the north and north-east (the optimum orientation for indoor and outdoor living spaces are shown in Figure 20). 17.22 To the fullest extent possible, buildings should be insulated. 17.23 Buildings should include adequate thermal mass and windows located, sized and shaded to facilitate thermal performance. 17.24 Windows in west facing walls should be avoided. However, where not possible, west facing walls should be designed with windows fitted with appropriate shade structures and/or landscape screens. 17.25 Building design should, wherever possible, include a north facing roof upon which a solar hot water system or collector could be installed. The building's internal plumbing should be designed to facilitate the installation of such a system. 17.26 The design of the building should maximise the cooling potential of natural ventilation by providing breeze pathways through the building (refer Figure 32). 17.27 Shadow diagrams may be required for residential developments of two storeys and over in urban zones if, in the opinion of the assessing officer, they are required and for all residential developments comprising two (2) or more dwellings where ground level private open space is located in other than an "optimum" or "good" location as shown in Figure 20. The shadow diagram shall address the overshadowing impact of new development and also the impact from adjoining development againstthe criteria provided under 17.8 below. 17.28 Development within the categories specified under 17.7 above shall ensure that adequate solar access is provided to both existing	A BASIX certificate was provided with the application of which demonstrates the units achieve a sound thermal performance. It is noted that the development does not include rainwater tanks per the provisions of the BASIX Certificate, resulting in a non-compliance. Shadow diagrams were provided to demonstrate that the two storey elements of the development do not compromise solar access and POS of the subject and neighbouring sites.	**Y/N**

development adjoining the project site as well as to the dwellings and their associated outdoor open spaces within the new development itself. In this regard: a. Development shall not reduce the sunlight available to windows of living areas that face north to less than 3 consecutive hours between 9.00am and 3.00pm on the Winter Solstice (June 21); b. At least 50% of the principal area of ground level private open space shall achieve not less than 3 hours sunlight between 9.00am and 3.00pm on the Winter Solstice (June 21). Where existing overshadowing by buildings and fences is greater than this, sunlight should not be reduced by more than20%; c. At least 50% of the principal area of above ground level private open space shall achieve not less than 3 hours sunlight between 9.00am and 3.00pm on the Winter Solstice (June 21). Where existing overshadowing by buildings and fences is greater than this, sunlight should not be reduced by more than 20%; d. At least 50% of the area of communal private open space shall achieve not less than 3 hours sunlight between 9.00am and 3.00pm on the Winter Solstice (June 21). Where existing overshadowing by buildings and fences is greater than this, sunlight should not be reduced by more than 20%.		
18. Stormwater Management 18.1 Due to downstream flooding/capacity issues and for developments other than single dwellings, on-site detention of stormwater is required in accordance with Council's Manual of Engineering Standards, to restrict the discharge rate of stormwater runoff. The methods may include tanks (either underground or aboveground) or surface storage areas such as driveways or landscape depressions. The amount of	Stormwater management plan (Ref: 40560, Rev: D, dated: 13/02/2024) does not provide any BASIX water tanks for collection of roof water. Only underground OSD has been provided. Rainwater harvesting should be incorporated into the design per BASIX certificate and the provision of this chapter. Not addressed, columns and long retaining walls are proposed within the floodway that may impact the stormwater flow regime through the area.	**N**

storage volume required is subject to detailed calculation but may be estimated at 9 cubic metres per 1000sqm of site area. 18.2 A detailed erosion and sediment control plan (ESCP) should be submitted with the development application. The ESCP should be prepared in accordance with the requirements of Council's Manual of Engineering Standards. 18.3 Ultimate discharge for collected stormwater runoff should be to a street drainage system, to an inter-allotment drainage line, or by approval to a public area. The system should be gravity-drained. Pumping of stormwater is not permitted. 18.4 The development site must be provided with an overland flow path for the major storm event (1% AEP). 18.5 Stormwater storage tanks with a capacity in excess of that required to meet BASIX criteria may be installed to provide for on-site stormwater detention. Council's Manual of Engineering Standards provides details for calculations and 'BASIX' relationships. These tanks, unless provided underground, must not be located within an area of principal open space. The area occupied by the tank must not be included for the purposes of calculating the required private open space at ground level for each unit. 18.6 As a minimum requirement, a stormwater drainage "concept plan" shall be submitted with the development application. The plan should include: a. the pipeline/pit layout b. water storage means/area c. indicative levels at critical design points d. overland flowpaths including details of the means of capturing runoff from all impervious surfaces	Further demonstration of this impact is to be detailed with appropriate flood modelling. Details of the detention volume and permissible site discharge is required to be calculated for storm events up to and including the 1% AEP event. Post-development flows shall match or be less than pre-development flows. Permissible site discharge to be calculated for 10%, 5%, 2% and 1%AEP storm events. This information has not been provided.	

Note: Performance Criteria are included in Part B.2 of the Maitland Development Control Plan 2011.		
19. Site security, Site facilities and fencing 19.1 For developments proposing ten (10) or more dwellings a detailed 'Crime Prevention Through Environmental Design' assessment shall be prepared by an accredited person and submitted with the development application. 19.2 Buildings adjacent to a public or communal space shall be designed to maximise natural surveillance, having at least one (1) habitable room window per dwelling facing that area. 19.3 Low intensity lighting (eg. bollard lighting) shall be provided to all shared pedestrian paths, parking areas and building entries. 19.4 Garbage or recycling areas, mail boxes and external storage facilities shall be sited and designed for functionality, attractive visual appearance and efficient and convenient use. 19.5 Where agreed to by public utility service providers, services shall be co- ordinated in common trenching in order to minimise construction costs for underground services. 19.10 Open air clothes drying areas shall be provided for each dwelling with an aspect ranging between direct east to direct west (via north). The drying areas shall be located and/or screened such that they will not be visible from a street or public place. Each drying area shall comprise a minimum of 15.0 lineal metres of hanging line. 19.11 All services – reticulated water, sewerage, electricity and telecommunications (and natural gas where available) shall be installed to meet the requirements of the relevant service provider.	**19.1** The development includes eight (8) units, and subsequently does not trigger a detailed CPTED report under the provisions of this chapter. However, attributed to the proposed use as a multi-unit Group Home, a CPTED Report was requested under Chapter C12 below. The applicant has instead addressed these provisions within the Statement of Environmental Effects (Prepared by: Premise, Reference: 222173/SEE, dated: 10 May 2023). See further comments under Chapter C12. **19.2** Natural surveillance is provided by way of building fenestration, however the development is largely setback from the street of which somewhat limits natural streetscape surveillance opportunity. **19.3** No details on lighting have been provided with the application, however it is anticipated that the development should be able to achieve compliance by way of conditions. **19.4** Garbage and general storage is readily available throughout the site, and suitability screened where required. No details of mail box(es) have been provided.	**Y**

	Direct pedestrian access is available via the suspended driveway to Park Street. **19.10** Clothes drying areas are available within the courtyard of each unit, as detailed on the proposed landscape plans. Units within the communal building will utilise a communal clothes drying area at the rear of the building, as indicated on the architectural plans. Clothes drying areas are not visible from public vantage points but are visible from internal communal areas. **19.11** The development requires a minor works deed with Hunter Water Corporation for the replacement and reinstatement of sewer infrastructure (HWC NOR - Reference: 2022-1953, dated: 2/12/2022).	
C.11 - Vehicular Access & Car Parking		
Control	**Consideration**	**Comply**
2.1 Access To The Site A development should be designed to provide adequate on-site manoeuvring and circulating areas to ensure that all vehicles can enter and leave the site in a forward direction.	Turning path analysis plan was provided (Reference: 40560, sheet: C40, dated: 13/02/2024, by: Barnson). The plan shows standard vehicles can achieve forward ingress / egress within the carpark and driveway area. MRV (garbage truck) can perform a reversing manoeuvre for bin collection within the driveway cross-over. This was deemed acceptable by Council's Waste Officer.	Y

Access to or from a site shall be located where it causes the least interference to vehicular and pedestrian traffic on the road frontage.		
2.2 Sight Distances Consideration must be given to maintaining adequate sight distances for all access driveways. Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians. AS 2890.1 Off Street Car Parking gives minimal and desirable sight distances for a range of road frontage speed.	The development has been designed to incorporate adequate site distances of which can comply with AS2890.1.	**Y**
2.3 Location of Parking Areas Parking facilities for visitors and customers shall be provided where clearly visible from the street so their use is encouraged. Parking spaces for employees and for longer duration parking may be located more remotely from the street. Within the development site, the location of the parking area should be determined having regard to: a. site conditions such as slope and drainage; b. visual amenity of the proposed and adjacent development; c. the relationship of the building to the parking area; and d. the proximity of the parking area to any neighbouring residential areas.	The carpark is easily visible and accessible, however, as detailed elsewhere in this report, the proposal presents concern with regard to visual amenity and impact upon the streetscape.	**Y**

2.4 Parking Space and Aisle Dimensions The following figures illustrate typical parking layouts and aisle dimensions. It should be noted that these parking space dimensions represent minimum unobstructed requirements and that greater dimensions should be provided in the following instances: • a parking space which has a wall or obstruction on one side – an additional 300mm width to that shown is required; and, • for the end space in a blind aisle, the width is to be increased to 3.6 metres	The civil and architectural plans demonstrate compliance with this control.	**Y**
2.5 Construction Requirements In general, all car parking areas, manoeuvring areas and unloading areas shall be constructed with a base course of adequate depth to suit design traffic, and shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers. In choosing the most suitable pavement type, consideration should be given to: • anticipated vehicle loads; • run-off gradients and drainage requirements; and, construction constraints. The works are to be maintained to a satisfactory standard throughout the term of development and/or use of the land for which the facilities are provided.	Structural details from a Charted Professional Structural Engineer of the proposed suspended driveway were requested from the applicant. The suspended driveway was required to be designed to cater for the largest vehicle that may use the site, i.e. removalist or delivery truck, mini bus, engineer to nominate and justify selection. This has not been addressed entirely. The loading talks about a medium vehicle, but there is nothing that relates this to a type of vehicle. Signage may be required to restrict vehicles over a certain size, or structural design amended.	**N**

2.6 Landscaping Parking areas shall be appropriately landscaped to achieve a satisfactory appearance, particularly for those car parks with large areas of bitumen to provide shade and to provide a buffer between neighbouring land uses.	Due to the constrained nature of the site, and subsequent suspended driveway design, this cannot be achieved.	**N**
2.7 Directional Signs and Marking Parking areas are to be clearly signposted and line-marked. Entry and exit points are to be clearly delineated and parking spaces for specific uses(disabled, visitors, employees etc) clearly signposted.	Yes, this is achievable subject to imposition of conditions.	**Y**
2.8 Principles for Crime Prevention Effective design can be used to assist in the reduction of crime opportunities. The following design principles will be considered by Council in the assessment of applications. How they apply to each development application will depend on the nature of the development proposal and prevailing crime risk in the area. The aim of these principles is to ensure that Council does not approve developments that create or exacerbate crime risk. Design of car parking areas should consider the principles of effective lighting. Lighting is to be provided in off-street car parks in accordance with the requirements of AS 2890.1, 2004 – Parking Facilities Off Street Parking. Lighting may also be required over the street frontage of the development, particularly at entry or exit points in accordance with AS/NZS 1158, Lighting for Roads and Public Places.	Lighting details and CPTED within the proposed carpark have not been explicitly provided, although could be conditioned. Attributed to the design of the building, natural surveillance to the carpark is available. Further, the carpark will be gated preventing unauthorised access.	**Y**

Appendix 1 – Parking Group Home – 1 space per employee	Details on the maximum number of employees have not been provided, so determination on the carparking numbers cannot be made. In any case, the development includes six (6) onsite spaces, and services eight (8) individual units. The applicant has provided the following justification with regard to anticipated parking demand: *Vehicles accessing the proposed at-grade parking will generate additional traffic along Park Street and connecting streets. The impacts of the additional traffic is expected to be acceptable as:* • *In the Housing Plus experience in operating other domestic and family violence accommodation elsewhere in NSW, a significant proportion of residents will arrive at the site by taxi or will be dropped by a trusted family member or friend;* • *Once prospective residents accepted to reside in the facility, it is anticipated that they will undertake far fewer trips to and from the site than residents of a typical dwelling house as a high proportion of service are delivered to the site or performed by staff (e.g. bulk grocery deliveries);* • *Vehicle movements are expected to be limited to light vehicles and occasional vans and small trucks, resulting in traffic impacts and noise and vibration impacts similar to that of a typical multi-dwelling housing to the surrounding road network and residential dwellings; and* • *The site benefits a high level of accessibility via public transport, being 700 metres' walk from bus stops on Lawes Street providing access via Route 181 to Victoria Street Railway Station. Further, it is noted that an SUV type vehicle will provided on-site to transport*	**Y**

	residents as required, including undertaking activities such as shopping. Subsequently, the proposed onsite parking provisions are deemed acceptable in this instance.	
C.12 - CPTED.		
Control	**Consideration**	**Comply**
CPTED employs four key strategies: 1. Territorial re-enforcement 2. Surveillance 3. Access control 4. Space/activity management.	The development is proposed to implement CCTV monitoring at key access points including site boundaries and internal, communal, circulation spaces. The internal surveillance is considered sound, with units addressing communal areas and enabling casual surveillance. Access control and territorial reinforcement is enacted by way of a 1.8m non-climbable fence surrounding the site, and electric gate at the front of the carpark. Space management and general site upkeep is proposed to be undertaken by onsite grounds managers. Concerns are raised with regard to potential access and opportunity for concealment under the suspended carpark and driveway.	**N**
The following developments shall include a detailed Crime Prevention through Environmental Design assessment that is prepared by an accredited person. • New centres • Mixed use residential/commercial development	Attributed to the proposed use as a group home, CPTED Report was requested. This was never received. The applicant has instead addressed these provisions within the Statement of Environmental Effects (Prepared by: Premise, Reference: 222173/SEE, dated: 10 May 2023).	**N**

• Medium and high-density residential development • Subdivisions involving newly developing areas • Parks and open space or publicly accessible areas • Community uses • Sport, recreation and entertainment areas • Other high use areas or developments where crime may be an issue.		