



Statement of Environmental Effects

MULTI DWELLING HOUSING

7 BERITH STREET, UMINA BEACH

13 MARCH 2024



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QUALITY ASSURANCE

PROJECT:	<i>Statement of Environmental Effects: Multi Dwelling Housing Development</i>
ADDRESS:	<i>7 Berith Street, Umina Beach</i>
LOT/DP:	<i>Lot 45 in DP7807</i>
COUNCIL:	<i>Central Coast Council</i>
AUTHOR:	<i>Think Planners Pty Ltd</i>

Document Management

<i>Prepared by:</i>	<i>Purpose of Issue:</i>	<i>Date:</i>
<i>Emily Jacobsson</i>	<i>Draft Issue</i>	<i>23 November 2023</i>
<i>Reviewed by:</i>	<i>Purpose of Issue:</i>	<i>Date:</i>
<i>Jonathon Wood</i>	<i>Submission Issue</i>	<i>March 2024</i>

Integrated Development (under S4.46 of the EP&A Act). Does the development require approvals under any of the following legislation?

Coal Mines Subsidence Compensation Act 2017	No
Fisheries Management Act 1994	No
Heritage Act 1977	No
Mining Act 1992	No
National Parks and Wildlife Act 1974	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	No
Rural Fires Act 1997	No
Water Management Act 2000	No

Concurrence

SEPP (Industry and Employment) 2021	No
SEPP (Resilience and Hazards) 2021	No
SEPP (Transport and Infrastructure) 2021	No
SEPP (Planning Systems) 2021	No
SEPP (Precincts—Central River City) 2021	No
SEPP (Precincts—Eastern Harbour City) 2021	No
SEPP (Precincts—Regional) 2021	No
SEPP (Precincts—Western Parkland City) 2021	No
SEPP (Biodiversity and Conservation) 2021	No

EXECUTIVE SUMMARY

This Statement of Environmental Effects has been prepared in support of a Development Application for the demolition of all existing structures in-order to construct a two storey '*Multi Dwelling Housing*' development comprising a total of 3 dwellings with 6 car parking spaces at 7 Berith Street, Umina Beach.

The key aspects of the proposal are as follows:

Townhouses:

- A total of 3 x 3 bedroom residential dwellings.

Parking:

The development proposal includes a total of 6 car parking spaces comprising of 1-2 car parking spaces per dwelling in the form of a single and double garage 1 at-grade resident space and 1 at-grade visitor space.

Residing near Umina Beach Town Centre, the development site is located on the eastern side of Berith Street, approximately 91m South of the intersection of West Street and Berith Street. The development site is within close proximity to services within the town centre itself, local schools, child care facilities, places of public worship and local parks/reserves. Bus stops with services to Ettalong Beach and Gosford (Route 55) Woy Woy (Route 50) Umina Beach (Route 57), are within a 170m walking radius from the development site.

The development site can be best described as a large regular shaped mid-block land parcel with a frontage of 15.245m to Berith Street, adjoining a laneway at the rear and a site area of 790.2m².

The development site is zoned R1 General Residential under the Central Coast Local Environmental Plan (LEP) 2022. '*Multi Dwelling Housing*' is permissible with consent within the R1.

The development is seeking to take advantage of a large land parcel to deliver an attractive multi dwelling housing development that will play a positive role in increasing alternative housing within close proximity to public transport, services, schools, child care facilities and recreational opportunities.

The proposed built form will be compatible with the existing residential context of the immediate locality, noting compliance with prescribed maximum height and FSR controls under the Central Coast DCP 2022.

The design scheme has undertaken a conscious effort to minimise adverse amenity impacts on neighbouring properties in terms of privacy, acoustic and overshadowing.

This includes the siting and orientation of the building combined with compliance with setback provisions to ensure adjoining properties will continue to receive a minimum of 3 hours of interrupted solar access at mid-winter. Landscaping combined with fencing will screen and minimise the visual impacts associated with the at-grade car parking to neighbouring properties and the streetscape.

As detailed further in this statement the development concept is consistent with the planning principles and controls applying to the site and represents an efficient use of well-located land.

Therefore, having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well-located land that will contribute towards providing valuable housing opportunities, the application is submitted to Council for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.



SITE AND LOCALITY DESCRIPTION

Legal Description

Legally described as Lot 45 in DP7807, the development site is more commonly known as 7 Berith Street, Umina Beach.

Site Analysis

Residing near Umina Beach Town Centre, the development site is located on the eastern side of Berith Street, approximately 91m South of the intersection of West Street and Berith Street.

The development site can be best described as a large regular shaped mid-block land parcel with a frontage of 15.245m to Berith Street, adjoining a laneway at the rear and a site area of 790.2m².

At present a single storey dwelling and ancillary structures including fencing reside within the development site, as illustrated by Photograph 1 below.

Photograph 1: Shows the subject site as viewed from Berith Street looking westwards



The development site is surrounded by low density housing to its southern, with larger two storey multi-unit dwellings to its northern eastern boundaries with Laneway separating the site from further larger multi-dwelling housing to the west, and Berith Street separating the site from low density housing to the east.

The aerial extract of the immediate locality provides context to the development site is provided below.

Figure 1: Aerial Map of Subject Site (Source: Six Maps).



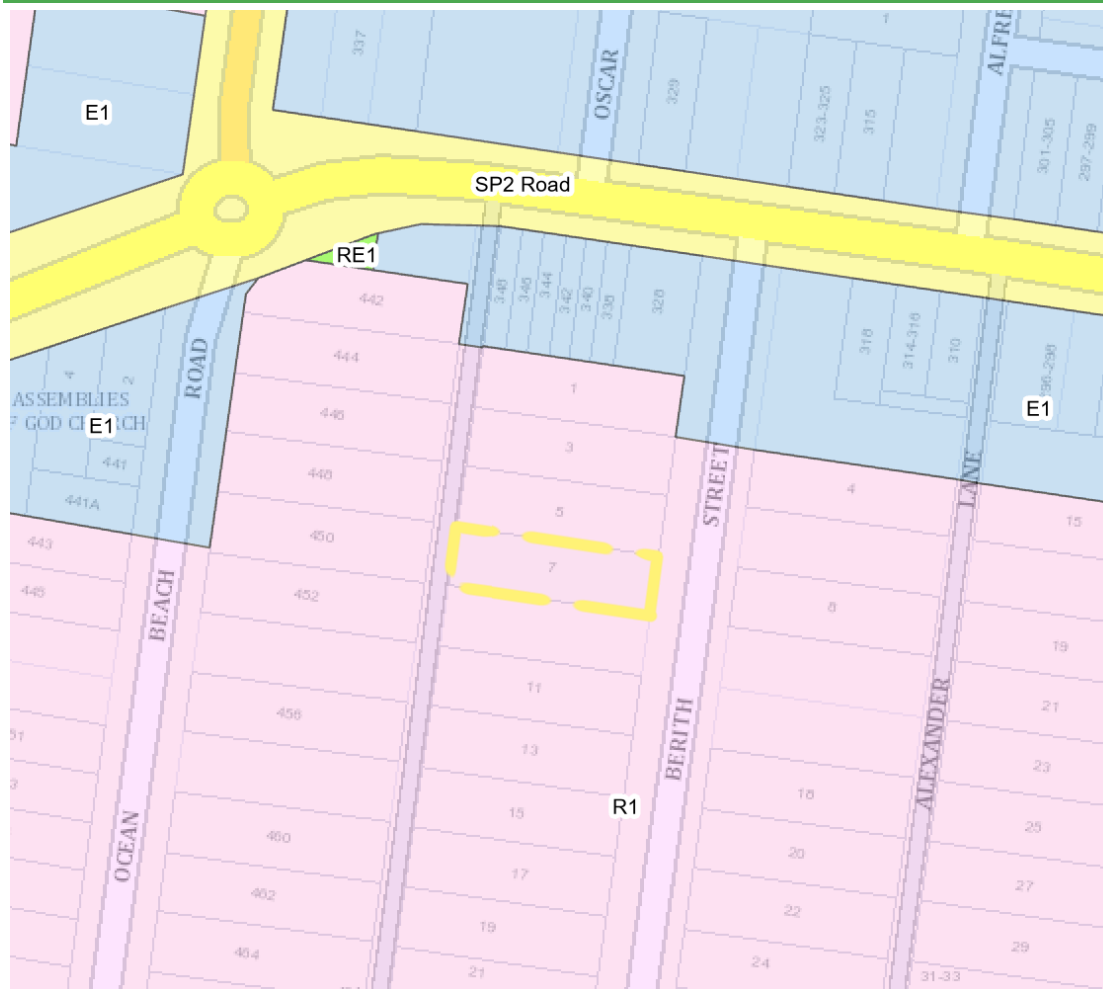
 - Development Site



Zoning Control

As shown on the zoning map extract below, the development site is zoned R1 General Residential under the Central Coast LEP 2022. 'Multi Dwelling Housing' is permissible with consent within the R1 zone.

Figure 2: Land Zoning Map Extract (Source: NSW Planning Portal)



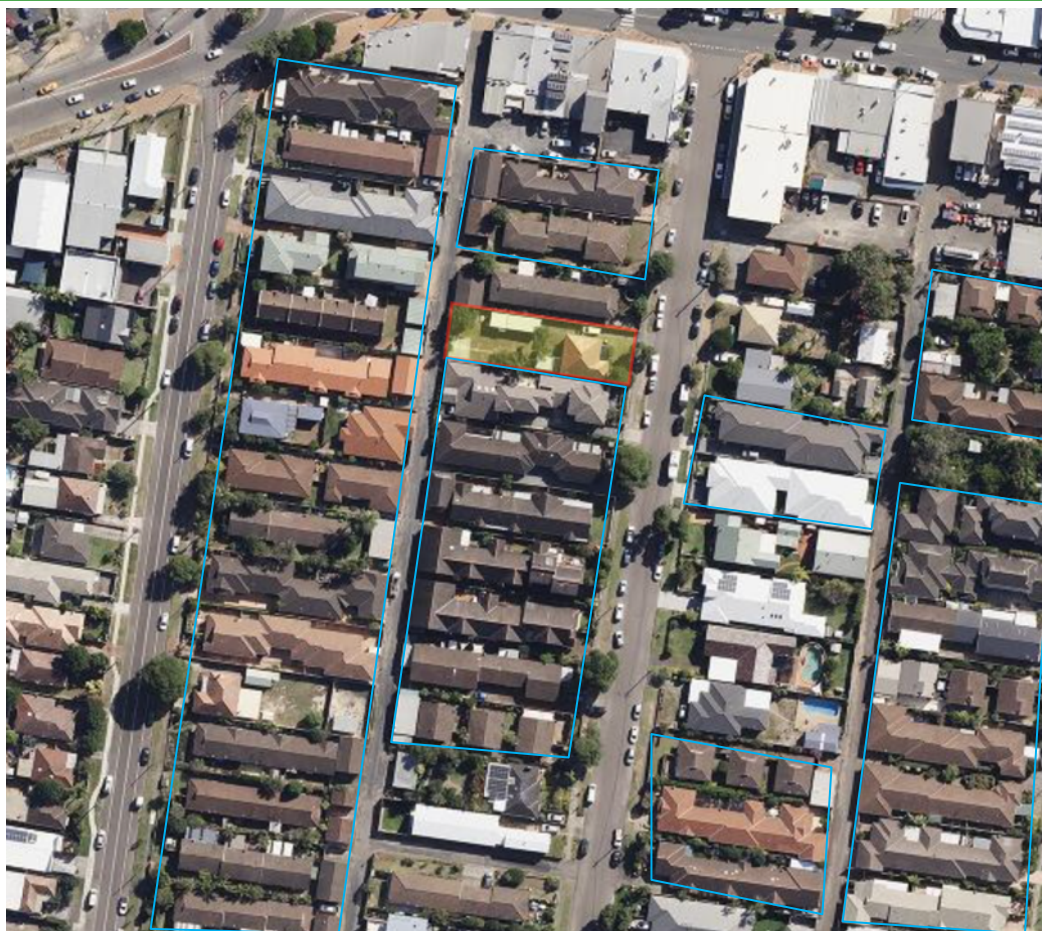
R1 - General Residential

Yellow Rectangle - Development Site

Built Form Analysis

The built form character within the subject area comprises predominantly multi-dwelling housing development interspersed by older style single storey residential dwellings, as illustrated by an aerial map of the subject area on the following page. This is a reflection of the R1 – General Residential Zoning which permits a variety of housing types and densities including attached dwellings, dual occupancies, dwelling houses, multi dwelling housing, residential flat buildings and semi-detached dwellings. As such, the proposed multi dwelling housing development will be compatible with the residential context of the subject area, noting compliance with the maximum height, FSR and setback controls under the Central Coast DCP 2022 - hence the proposal has been designed to align with the desired future character of the locality.

Figure 3: Aerial Map Extract of the Subject Area (Source: Google Maps)



- Subject Site
- Multi Dwelling Housing Development

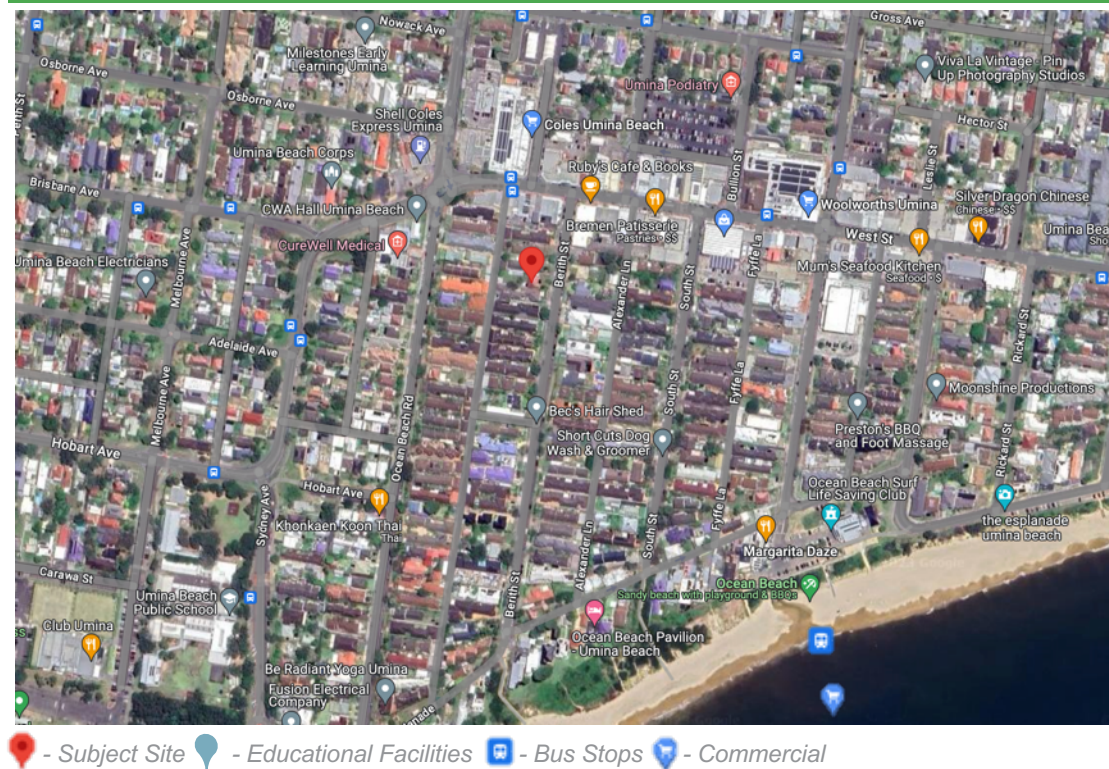
Subject Area Analysis

The development site is within close proximity to services within Umina Beach Town Centre, local schools, child care facilities, places of public worship and local parks/reserves.

Bus stops with services to Ettalong Beach and Gosford (Route 55) Woy Woy (Route 50) Umina Beach (Route 57), are within a 170m walking radius from the development site.

Aerial map of the subject area is provided on below.

Figure 4: Aerial Map Extract of the Subject Area (Source: Google Maps).



The development seeks to utilise the land in accordance with the zoning and take advantage of its proximity to public transport and services. The development will also positively contribute towards increasing housing opportunities within Umina Beach by 2 additional dwellings, or a total of 3 dwellings.

Photographs provided overleaf and within the following pages provide context to the locality and also the relationship of the development site with adjoining developments.

Photograph 2: Shows existing streetscape along Berith Street looking northwards



Photograph 3: Shows existing streetscape along Berith Street looking southwards





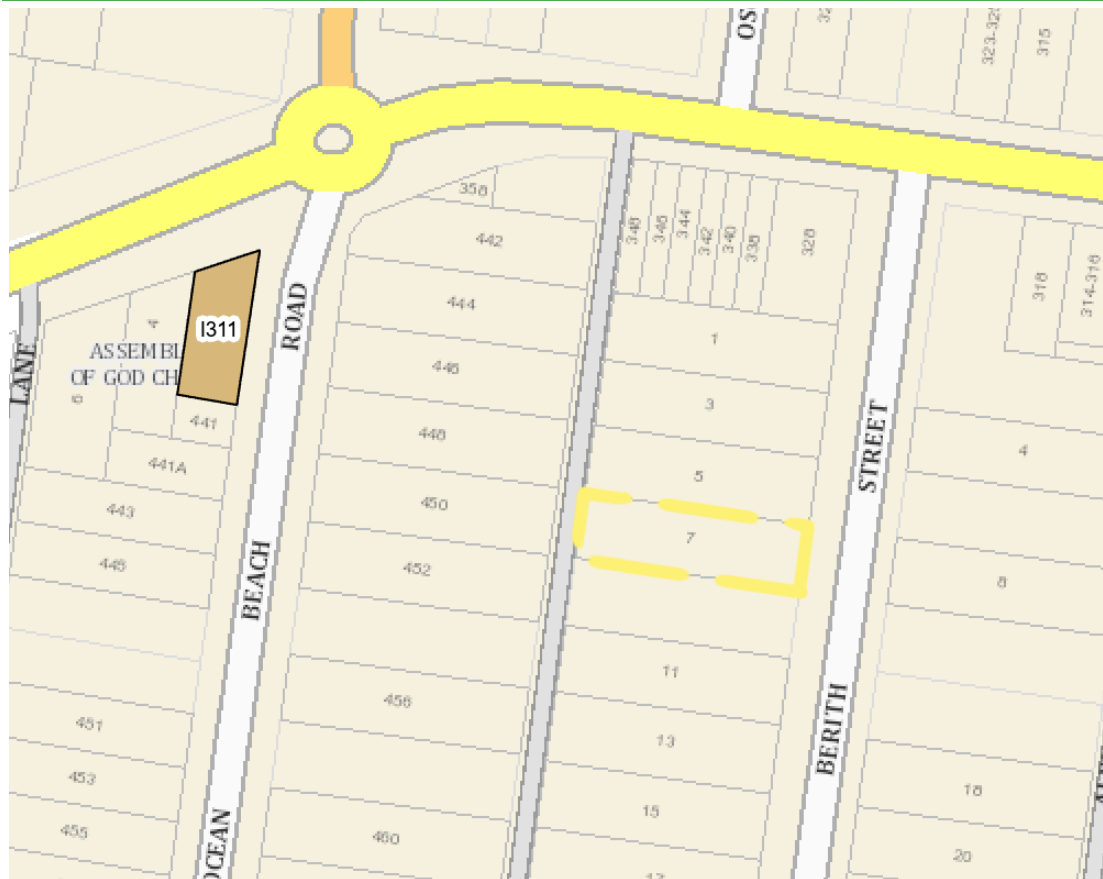
Photograph 4: Shows existing multi dwelling housing complex beside the subject site, as viewed from Berith Street looking north westwards



HERITAGE

As illustrated by Council's Heritage Map Extract below, the site is not identified as a heritage item, it is not within a heritage conservation area. There is an heritage item within the broader vicinity of the locality.

Figure 5: Heritage Map Extract (Source: NSW Planning Portal)



 - Development Site

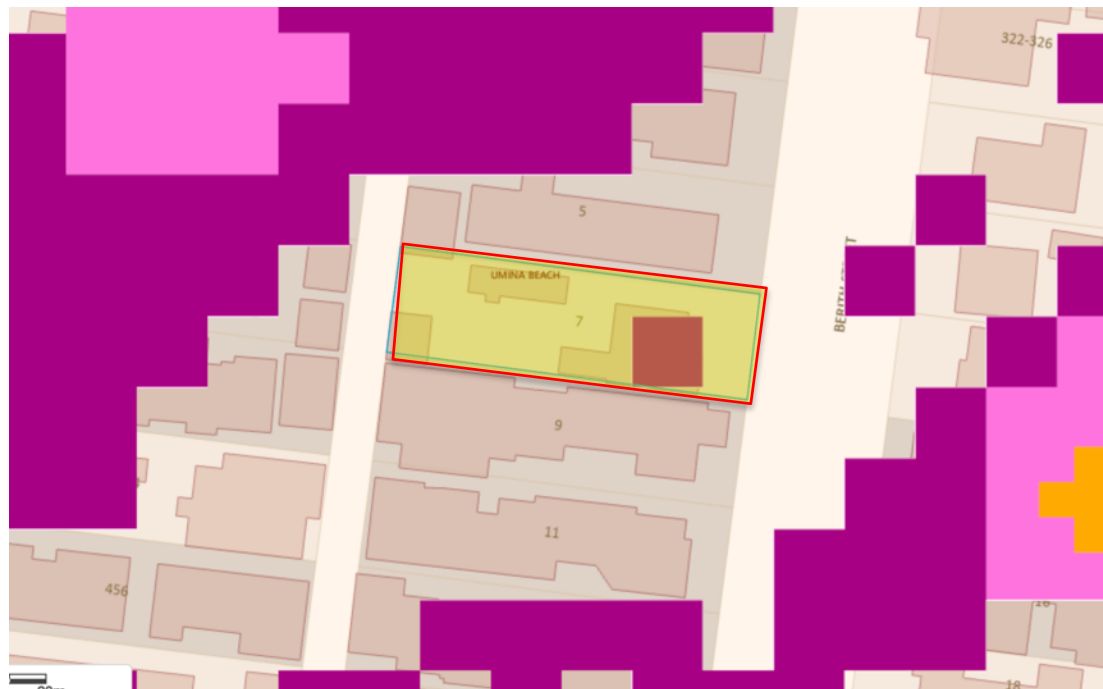
As such no further heritage studies is considered necessary noting that the development site is not burdened by any heritage restrictions nor is any further heritage investigation warranted.



FLOODING

As illustrated by Council's Flood Map Extract below, the site is identified as being Precinct 1: Probable Maximum Flood. However this has been considered in the submitted plans and stormwater strategy to ensure consistency with the provisions of the Central Coast DCP.

Figure 6: PMF Flood Map Extract (Source: Central Coast Council)



- Development Site

DESCRIPTION OF PROPOSAL

The Development Application for the demolition of all existing structures in-order to construct a two storey '*Multi Dwelling Housing*' development comprising a total of 3 dwellings with 6 car parking spaces at 7 Berith Street, Umina Beach.

The key aspects of the proposal are as follows:

Townhouses:

- A total of 3 x 3 bedroom residential dwellings.

Parking:

The development proposal includes a total of 6 car parking spaces comprising of 1-2 car parking space per dwelling in the form of a single and double garage, 1 at grade residential space and 1 at grade visitor space.

A brief description of the various aspects of the development is provided below with the proposed multi dwelling housing development is designed with 2 distinct levels:

Ground Floor:

- New double width vehicle cross-over, driveway provides direct access to the site from Berith Street.
- Landscaping including along verges in-front of entry porch per dwelling that will break up the driveway
- Residential Dwelling:
 - o All 3 dwellings are provided with the more active areas including living area, dining area, kitchen and patio via direct access from the living area within the ground floor. Front porch, laundry, W.C, garage, and internal stairwell is also provided per dwelling within the ground floor. Finally, each dwelling is also provided with a clothes drying area.
 - o The majority of units are provided with a minimum of 1 x covered garage per dwelling with unit 1 provide with a double garage.

First Floor:

- The more passive areas including 3 x bedrooms including a master bedroom with an ensuite, bathroom and internal stairwell per dwelling. Unit 1, the master bedroom is also provided with a walk in robe and a balcony accessed via upper family/ dining room fronting Berith Street.

A summary of the townhouse configuration is provided below:

Townhouse Configuration Table					
Dwelling	Beds	Ground Floor	First Floor	Total Floor Area	POS
Unit 1	3	80.88m ²	98.34m ²	179.22m ²	52.2m ²
Unit 2	3	65.84m ²	52.0m ²	117.84m ²	52.2m ²
Unit 3	3	65.84m ²	52.0m ²	117.84m ²	63.5m ²

The proposal also incorporates several ancillary elements, including detailed landscape embellishment works and relevant drainage elements as shown on the submitted plans.

Design consideration has been given to the scale, size, and form of the proposal in relation to the unique characteristics of the site, adjoining residence, and existing and future desired character of the area.

KEY PLANNING CONTROLS

STATUTORY CONTROLS

The relevant Statutory Planning Controls include: -

- State Environmental Planning Policy (Resilience and Hazards) 2021.
- State Environmental Planning Policy (Biodiversity and Conservation) 2021.
- State Environmental Planning Policy (Industry and Employment) 2021.
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- Central Coast Local Environmental Plan 2022.

POLICY CONTROLS

The applicable policy control documents are: -

- Central Coast Development Control Plan 2022.

CONSIDERATION OF PLANNING CONTROLS

A summary of the compliance of the proposal with the relevant planning controls is provided below.

STATE ENVIRONMENTAL PLANNING POLICY (SUSTAINABLE BUILDINGS) 2022

This SEPP came into effect on 1 October 2023 and incorporated the provision of the now repealed State Environmental Planning Policy (BASIX) 2004.

The Sustainable Building SEPP encourages the design and construction of more sustainable buildings across NSW. It applies to a range of development types, including residential and commercial developments.

Chapter 2 of the SEPP contains controls for the standards for residential development.

The application has been assessed and is accompanied by a complying BASIX certificate demonstrating a commitment to thermal and water efficiency and aligning with the provisions of the SEPP.

Chapter 3 of the SEPP contains controls for the Standards for non-residential development. Not applicable to this development as the proposed is for the purpose of residential development.

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS)

This SEPP came into effect on 1 March 2022 and incorporated the provisions of three now repealed SEPP's being:

- State Environmental Planning Policy (Coastal Management) 2018;
- State Environmental Planning Policy No 33—Hazardous and Offensive Development; and
- State Environmental Planning Policy No 55—Remediation of Land.

Chapter 2 of the SEPP contains controls for coastal management.

The development is not located within the coastal environment area map and therefore, is not required to address clause 13 of the SEPP.

Chapter 3 of the SEPP contains controls for Hazardous and Offensive Development. This development is not for Hazardous and Offensive development and accordingly this chapter is not applicable to this development.

Chapter 4 of the SEPP contains a state-wide planning framework for the remediation of contaminated land and to minimise the risk of harm.

The following table considers the risk of the site being contaminated:

Matter for consideration	Yes	No
Does the application involve re-development of the site or a change of land use?	X	
Is the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?	X	
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation		X
Is the site listed on Council's Contaminated land database?		X
Is the site subject to EPA clean-up order or other EPA restrictions?		X
Has the site been the subject of known pollution incidents or illegal dumping?		X
Does the site adjoin any contaminated land/previously contaminated land?		X
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	X	

A review of aerial photographs indicates that the development site has historically been utilised for residential purposes with no known potentially contaminating activities being conducted on the site.

If any contaminated material or suspected contaminated material is unearthed during the construction process, then actions consistent with the legislative requirements and guideline document will be undertaken

STATE ENVIRONMENTAL PLANNING POLICY – (BIODIVERSITY AND CONSERVATION) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of eleven now repealed SEPP's being:

- SEPP (Vegetation in Non-Rural Areas) 2017 (Vegetation SEPP)
- SEPP (Koala Habitat Protection) 2021 (Koala SEPP 2021)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour Catchment SREP)

Chapter 2 of the SEPP contains planning rules and controls from the former Vegetation SEPP relating to the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application. This chapter seeks to protect the biodiversity values of trees and other vegetation in non-rural areas of the state, and to preserve the amenity of non-rural areas of the State through the appropriate preservation of trees and other vegetation.

The subject site is within a well-established residential area, having historically been used for residential purposes and void of significant vegetation. It is noted that no trees are proposed to be removed as part of this application.

The proposal provides landscaping works that will improve and enhance the subject site and will positively contribute to the cohesiveness and visual appreciation of the area whilst provides relief from the built form and softening the impact of the development.

Landscaping will be provided in-accordance with the attached Landscape Plan which will accompany this application.

Chapter 3 – Koala habitat protection contains provisions from the Koala SEPP 2020 and, as an interim measure, applies in the NSW core rural zones of RU1, RU2 and RU3, except within the Greater Sydney and Central Coast areas. Given the sites location and zoning this chapter is not applicable to the development.

Chapter 4 – contains the land-use planning and assessment framework from the former Koala SEPP 2021 for koala habitat within Metropolitan Sydney and the Central Coast and applies to all zones except RU1, RU2 and RU3 in the short term. The site is not identified as containing koala habitat and accordingly this chapter is not applicable to this development.

Chapter 5 – contains the provisions from the former Murray REP, which establishes a consistent and co-ordinated approach to environmental planning and assessment along the River Murray. Given the sites location, this chapter is not applicable to this development.

Chapter 6 – contains the provisions for water catchments including:

- (a) The Sydney Drinking Water Catchment,
- (b) The Sydney Harbour Catchment,
- (c) The Georges River Catchment,
- (d) The Hawkesbury-Nepean Catchment.

The subject site is subject to the broad planning principles contained within the chapter. The Sydney Harbour Catchment Planning Principles must be considered and achieved, where possible, in the carrying out of development within the catchment.

The relevant principles include:

- Protect and improve hydrological, ecological and geomorphologic processes;
- Consider cumulative impacts of development within the catchment;
- Improve water quality of urban runoff and reduce quantity and frequency of urban run-off; and
- Protect and rehabilitate riparian corridors and remnant vegetation.

The proposed Development does not detract from the above listed principles given the nature of the Development and the environmental safeguards proposed, including the detailed drainage concept and erosion and sediment controls that will be in place throughout the construction phase of the Development.

Chapters 7 – 12 are repealed.

Chapter 13 relates to strategic conservation planning and is not relevant to this Proposal

STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of four now repealed SEPP's being:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017;
- State Environmental Planning Policy (Major Infrastructure Corridors) 2020; and
- State Environmental Planning Policy (Three Ports) 2013.

Chapter 2 – contains planning rules and controls from the former Infrastructure SEPP for infrastructure in NSW, such as for hospitals, roads, railways, emergency services, water supply and electricity delivery.

In accordance with this chapter, it is not anticipated that Council will refer the application to an electricity supply authority as works will not occur within 5m of an exposed overhead electricity power line.

In accordance with this chapter, the application is not required to be referred to Trains NSW as the proposal is not in the vicinity of rail infrastructure. Given the distance from Rail infrastructure and in accordance with this chapter, an acoustic and vibration report is not required to be prepared.

The development site is not located within proximity to a classified road and as a result, it is not necessary to consider the provisions of this chapter that requires a consent authority to consider the impact of arterial roads on buildings used for residential purposes.

This chapter identifies a number of types of development that require concurrence from Roads and Maritime Services where development is identified as 'traffic generating development'.

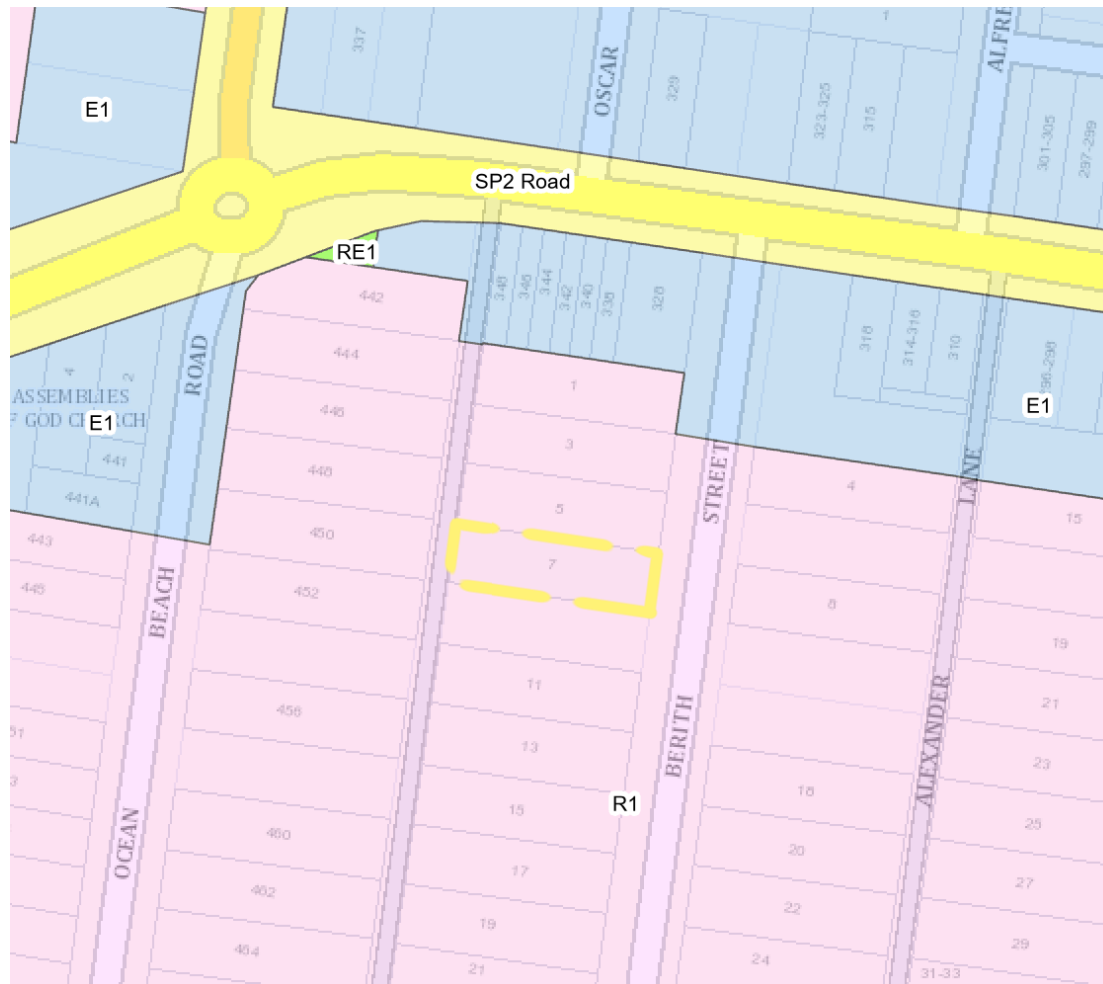
The current proposal is not identified as traffic generating development as the site does not trigger the threshold requirements. Therefore, concurrence from the RMS is not required.



CENTRAL COAST LOCAL ENVIRONMENTAL PLAN 2022

As shown on the zoning map extract below, the development site is zoned R1 General Residential under the Central Coast LEP 2022.

Figure 7: Land Zoning Map Extract (Source: NSW Planning Portal)



R1 - General Residential

Development Site

'Multi Dwelling Housing' are permissible with consent within the subject site and the proposal is consistent with the definition contained within the LEP:

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

The development proposal is also consistent with the prescribed zone objectives that are stipulated as:

- *To provide for the housing needs of the community.*
- *To provide a variety of housing types and densities.*
- *To enable other land use that provide facilities or services to meet the day to day needs of residents.*
- *To promote best practice in the design of multi dwelling housing and other similar types of development*
- *To ensure the non-residential uses do not adversely affect residential amenity or place unreasonable demands on services.*

The development seeks to utilise a large land parcel in accordance with its zoning and take advantage of its proximity to an established town centre, local schools, public transport and recreational opportunities.

The development will play a positive role in increase housing opportunities and the housing stock of The Entrance.

The table below provides details on the development standards relevant to the current proposal as well as other relevant LEP provisions.

Central Coast Local Environmental Plan 2022			
Clause	Control	Comment	Complies
Zoning	R1 General Residential	'Multi Dwelling Housing' development is permissible with Council consent in the R1 Zone	Yes
Part 2 Permitted or Prohibited Development			
2.3	Zone Objectives and Land Use Table	The proposal is consistent with the zone objectives of the R1 – General and will appropriately fulfil the subject site's zoning potential and will provide additional housing in the catchment of public transport and services whilst contributing to a range of housing types to suit the needs of residents within a general residential context.	Yes
2.6	Subdivision – consent Requirements	No subdivision is proposed.	N/A
2.7	Demolition requires development consent	Council consent is sought for the demolition of all existing structures on site.	Yes

Part 4 Principal Development Standards

4.3	Height of buildings:	The development site has a prescribed maximum height of a building of 8.5m under the Central Coast LEP 2022. The development proposes a maximum height of 7.25m complies.	Yes
4.3A	Exception to height of buildings – general	Does not apply to the subject site.	N/A
4.4	Floor space ratio	The development site is subject to a prescribed FSR of 0.5:1 under the Central Coast LEP 2022. The development proposes an FSR of 0.47:1. Complies.	Yes
4.4A	Exception to floor space ratio – general	Does not apply to the subject site.	N/A

Part 5 Miscellaneous Provisions

5.10	Heritage conservation	<p>The subject site is not identified as a heritage item, nor is it located within a heritage conservation area. There are no heritage items located within proximity of the site.</p> <p>As such no further heritage studies are considered necessary noting that the development site is not burdened by any heritage restrictions nor is any further heritage investigation warranted.</p>	Yes
5.21	Flood Planning	The development site is identified as Precinct 1 Probable Maximum Flood. The proposal has been designed to meet required freeboard provisions noting that the site is not affected by the 1:100 flood and only the PMF and the design is suitable in dealing with this issue as indicated on the submitted plans and stormwater documents.	Yes

Part 7 Additional Local Provisions

7.1	Acid sulfate soils	<p>Under The Central Coast Local Environmental Plan 2022 Acid Sulfate Soils Map, the site is identified as containing class 4 acid sulfate soils.</p> <p>The development proposed at-grade car parking with no basement levels proposed. And therefore, the development is considered unlikely to lower the water table.</p>	Yes
7.2	Drinking water catchments	The Central Coast LEP 2022 Drinking Water Catchment Map Sheet indicates that the subject site is not located within a drinking water catchment.	N/A
7.3	Limited development on foreshore area	The subject site is not located within the Foreshore Building Line. Not applicable.	N/A
7.4	Airspace operations	The proposal will not have any impact on airspace operations.	N/A
7.5	Development in areas subject to airport noise	The subject site is not subject to excessive airport noise given the site is well removed from the nominated airport.	N/A
7.6	Essential services	The development site is well serviced by water and sewer and the required utility clearances will be obtained prior to works commencing on site.	Yes

CENTRAL COAST DEVELOPMENT CONTROL PLAN 2022 – CHAPTER 2

All relevant Council controls have been identified and considered in the following compliance table.

Central Coast Development Control Plan 2022 – Chapter 2			
Clause	Controls	Comment	Complies
Chapter 2.2 Dual Occupancy and Multi Dwelling Housing			
2.2.2	Site and Context Analysis		
	<u>2.2.2.1.1 Site Analysis</u>	A Site Analysis has been prepared and is attached as part of this application. The site analysis identifies the relevant considerations required by Council and acknowledges the unique opportunities and constraints of the site that have informed the design of the development proposal.	Yes
	<u>2.2.2.1.2 Contextual Analysis</u>	A site analysis has been prepared and this SEE contains a contextual analysis of the locality.	Yes
2.2.2	Building Scale		
	<u>2.2.2.1. Height</u>		
	<i>a. Central Coast LEP 2022 contains a Height of Building Map for certain areas within the Local Government Area. In accordance with Clause 4.3(2) of Central Coast LEP 2022, the height of a building in these areas is not to exceed the maximum height indicated on this map except as provided for by Central Coast LEP 2022 Clause 5.6 – Architectural Roof Features.</i>	The development does not exceed the prescribed maximum building height of 8.5m. Complies.	Yes
	<i>b. The maximum building height for dwellings in areas not specifically mapped by the Central Coast LEP 2022 is 10m</i>	The development site has a prescribed building height of 8.5m. Not applicable.	N/A

	<p>c. <i>Building Height for development proposals under this chapter shall generally not exceed two storeys in height. Three storey development will generally only be supported on steeply sloping sites, where the three- storey component extends for only a small section of the development</i></p>	<p>The development proposes to construct a multi-dwelling housing comprising of 3 x 2 storey building, noting a maximum building height of 7.25m is proposed.</p> <p>Comply – maximum height of the proposed building structure is 2 storey in form.</p>	<p>Yes</p>
<p>2.2.4</p>	<p>Building Density</p>		
	<p><u>2.2.4.1. Lot Size Requirements</u></p>	<p>The lot size requirement under the DCP is limited to dual occupancies, noting no specific lot size requirements have been prescribed for multi-dwelling housing developments.</p>	<p>N/A</p>
	<p><u>2.2.4.2. Floor Space Ratio</u></p>		
	<p>a. <i>Central Coast LEP 2022 contains a Floor Space Ration map and the relevant considerations for certain areas within the Central Coast LGA.</i></p>	<p>The development is subject to an FSR of 0.5:1 under the Central Coast LEP 2022. The development proposed a maximum FSR of 0.47:1. Complies.</p>	<p>Yes</p>
	<p>b. <i>The maximum floor space ratio for development proposals subject to this Chapter that relate to land not included in the Floor Space Ratio Map of Central Coast LEP 2022 is specified below:</i></p> <p>- <i>Multi-dwelling housing: 0.6:1</i></p>	<p>The development site has an FSR control of less than 0.5:1. Not applicable.</p>	<p>Yes</p>
	<p><u>2.2.4.3. Site Coverage</u></p>		
	<p>a. <i>For all development types that are subject to this chapter a minimum 25% of the site area at ground level shall be 'soft' landscaping, excluding all hardstand areas. Private Open</i></p>	<p>Comply – 232.46m² or 29% of the site is dedicated as soft landscaping area.</p>	<p>Yes</p>

space areas and setback areas may be included in this calculation only where these do not include hardstand surfaces.

2.2.5

Building Setbacks

a. Front Setbacks

- i. *Classified roads: 7.5m* The average distance of the front setback of the nearest 2 dwelling houses equates to 6.9595m.
- ii. *Local roads: The average distance of the front setback of the nearest 2 dwellings houses having the same primary road boundary and located within 40m of the lot on which the dwelling house is erected, or if 2 dwelling houses are not located within 40m of the lot – 4.5m* The development provides a front setback of 7.51m from the primary building line to Berith Street. Complies.
- iii. *Roads where the road reserve is less than 12m wide: 6.0m*

Yes

Note: Dwellings must have direct access to a public road for pedestrian access, mail and waste collection. Comply.

b. Side Setbacks

- i. *for any part of the building with a height of up to 4.5m – 0.9m, and* Comply – development provides a minimum side setback >0.9m from the primary building line up to 4.5m.
- ii. *for any part of the building with a height of more than 4.5m – 0.9m plus one-quarter of the height of the building above 4.5,* The development proposes a maximum building height of 7.93m, and as such, the part of the building over 4.5m is required to provide a side setback of 1.75m. The proposed development provides a minimum upper level side setbacks of 4.8m for Unit 2 and 3, with Unit 1 providing a minimum of 1m- 1.1m of upper level side setbacks, The minor incompliance for Unit 1 will not have any adverse impact on adjoining properties as there will be no direct onlooking of the property on the eastern side due to the generous rear setback. The side setbacks will be heavily landscaped to prevent any privacy concerns and will still

Yes

Variation- On Merit

c. Rear Setbacks	maintain privacy and visual amenity for both properties.	
i. 4.5m ii. To a parallel road or public reserve 3m iii. Where a property is within the Coastal Hazard Planning Area as per Chapter 3.2 Coastal Management	As the site adjoins a laneway at the back 3m rear setback is required. the development provides a rear setback of 5.475m, complies.	Yes
d. Garages i. Local Roads 5.5m applies to garages where they are accessed directly from the road system, except	All garages are located >5.5m from the front setback.	Yes
ii. Classified road – 7.5m applies	N/A	N/A
g. Corner Allotment side street – multi dwelling housing	N/A – the development site is not a corner allotment.	N/A
i. 2m, plus compliance with sight preservation h. Waterfront setback (absolute water frontage)		
2.2.6 Built Form & Articulation		
2.2.6.1. Facades & Articulation		
a. Facades are to be articulated in length and height. Unbroken lengths of all exceeding 10 meters in length and 3 meters in height shall not be provided. In development of two or more storeys, physical design elements shall be used to provide visual interest to the building. These elements may include roof, wall and eave projections and indentations roofed	The building façade is articulated to the front, northern façade and western façade. The eastern and western façade has been articulated and does not provide a flat alignment. Given the staggering at the ground floor and the lower roof elements below this is considered appropriate to ensure a suitable built form outcome for the building. The development proposed different building elements to provide positive design outcomes.	Yes

decks, pergolas, awnings and other permanent shading structures, etc. A mixture of building materials including masonry, timber and glass is encouraged.

- b. *Garage prominence is to be minimised:* Garages are to be concealed behind the front dwelling and therefore not visible from the street level. Furthermore, they have also been incorporated into the design of each dwelling. **Yes**
- i. *For multi-dwelling housing or attached dwellings garages are to be located behind the front setback of the building so as not to visually dominate the streetscape. Garages which are visible from the street shall not exceed 50% of the lineal frontage of the building, must respect the architectural qualities of the building and integrate with the overall presentation of the development.*

2.2.6.2 Roof Elements

- a. *Roof design is to respond to the orientation of the site. For example by using eaves and skillion roofs to respond to solar access* The appropriate pitched roof form provided is consistent with other roof forms within the locality associated with comparable contemporary multi-dwelling housing developments. **Yes**
- b. *Roof top gardens, terraces, decks and enclosures shall be suitably set back from the building edge to maintain the privacy of adjoining sites.*
- c. *Minimise the impact of service elements by integrating them into the design of the roof.*

2.2.6.3	Residential Address
	<p>a. <i>For all dwelling located at the front of each development ensure that the street can be seen from windows of regularly occupied rooms, as well as from upper-storey balconies and private terraces or courtyards at ground level.</i> The front dwelling has been designed to address Berith Street and adopt a traditional orientation with the living room and verandah to the primary frontage to the street setback. Yes</p> <p>b. <i>Above-ground parking carports and fully enclosed garages must not be located within any façade facing a street, a park or major communal open space, where they would block desired sight lines.</i> All garages will be concealed behind the front dwelling with landscaping work along the front setback to softening the impact of an open parking bay on the streetscape, noting no carports are proposed. Yes</p> <p>c. <i>Street number and building access to be easily identified from the street.</i> Comply. Yes</p>
2.2.6.4	Design Integration
	<p>a. <i>Where existing buildings are to be retained as part of an overall proposal, they shall be sufficiently upgraded to integrate with the new development. The integration of old and new shall be carefully considered in term of:</i> Not applicable – all existing structures on-site including an existing dwelling are to be removed to accommodate the proposed multi-dwelling housing development. N/A</p> <p>i. architectural features and form;</p> <p>ii. roof form;</p> <p>iii. external building materials colours and finishes;</p> <p>iv. location and orientation; and</p> <p>v. dwelling curtilage</p>

2.2.7 Residential Amenity

2.2.7.1. Views

- | | | |
|---|---|-------------------|
| <p><i>a. Development is to be sited and designed to enable a sharing of views with surrounding private properties, particularly from habitable rooms</i></p> | <p>The proposed development will not impact significant views due to the nature of the proposal as well as its location. It is noted that the proposal is to be of a size and scale that is consistent with Council controls.</p> <p>Furthermore, the proposed development is to be appropriately landscaped and is of a form and style that will positively contribute to the cohesiveness and visual appreciation of the streetscape.</p> <p>The proposal fulfils the subject site's zoning potential and will not impact on views to and from significant sites.</p> | <p>Yes</p> |
| <p><i>b. The design of then roof form is to provide for view sharing. This may be achieved by consideration of the roof pitch and type (including flat roofs), increasing the setback on an upper level or by lowering the proposal in whole or in part</i></p> | <p>Considering that the proposed development will not impact on significant views due to the nature of the proposal as well as its location, the development proposes pitched roof form that is consistent with other roof forms within the locality associated with comparable modern multi-dwelling housing developments.</p> | <p>Yes</p> |
| <p><i>c. Applicants shall demonstrate the buildings have been designed 'from the ground up', with floors located at or near to natural ground level and incorporating reasonable ceiling heights and roof pitch</i></p> | <p>The buildings have been designed from the ground up with floors located at or near to natural ground level, noting compliance with the height and ceiling height controls under the DCP, with roofs being relative flat.</p> | <p>Yes</p> |
| <p><i>d. A visual analysis illustrating the impact of the proposed development upon views may be required for development which have the potential to obstruct views. The analysis will be required to outline the impact of the development on the</i></p> | <p>Not required as the proposed development will not impact on significant views due to the nature of the proposal as well as its location. It is noted that the proposal is to be of a size and scale that is consistent with Council controls.</p> | <p>Yes</p> |

views of all affected properties

e. Where there is a potential loss of view for nearby properties, applications are to address the NSW Land and Environment Court Planning Principles relating to view sharing

Not required as the proposed development will not impact on significant views due to the nature of the proposal as well as its location. It is noted that the proposal is to be of a size and scale that is consistent with Council controls.

Yes

2.2.7.2. Privacy

2.2.7.2.1 Visual Privacy

a. Direct overlooking of internal living areas and private open space and from surrounding dwellings must be minimised by building layout, location and design of windows and balconies, screening devices and landscaping

The proposal contains design elements that seek to reduce potential visual and privacy impacts and promote a high standard of residential amenities. This includes the siting/layout of dwellings, location/size of windows, as well as the potential to incorporate other elements including using landscaping and offset windows. It is considered that the proposed development produces an appropriate outcome on site that will provide a high level of residential amenity for future residents and will not adversely impact upon residential amenities currently enjoyed by adjoining properties.

Yes

b. Where living area windows or balconies of dwellings are proposed within 12 meters of and facing living area windows or balconies of adjacent dwellings, windows should offset from the edge of the opposite window and balconies be screened or oriented to ensure visual privacy.

The combination of generous side setbacks to the site's western elevation combined with offset windows and the use of fencing to the site boundaries will contribute towards maintaining the privacy of neighbouring properties.

Yes

Window openings at first floor level and above should be orientated or designed to minimise the potential for overlooking of adjacent properties and this consequent loss of privacy.

The combination of generous side setbacks combined with offset windows will contribute towards maintaining the privacy of neighbouring properties.

Yes

Windows which are orientated towards adjoining properties and do not adequately restrict

Where appropriate, windows are treated with raised sills however on the first floor

Yes

overlooking will be there is adequate separation to the bedroom required to be opaque areas.
finish or located at appropriate heights above floor level to minimise overlooking of adjoining properties.

2.2.7.2.2 Acoustic Privacy

a. Site layout should separate active recreational areas, vehicle parking areas, vehicle access ways and service equipment areas from bedroom areas of dwelling. Comply, noting that the proposal has been designed to create different 'zones' with more active areas clustered together and more passive areas also clustered together to maximise acoustic privacy. **Yes**

b. Development adjacent to potential sources of high levels of external noise shall minimise the entry of that noise through building design window placement, noise attenuation measures and external wall treatment. N/A – The development site is not adjacent to potential sources of high levels of external noise. **N/A**

2.2.7.3 Private Open Space Areas

a. Private open space for each dwelling is to have a minimum of 45 square meters and a minimum dimensions of 4.5 meters. These areas are required to be generally located at ground level, directly accessible from a living area within the dwelling. Each dwelling is provided with private open space with a minimum area of 45m² and with a minimum dimension of 4.5m, located on the ground floor with direct access from a living area within each dwelling. **Yes**

b. Required private courtyards shall not exceed a maximum grade of 1:14 to optimise useability for residents. Comply – the private courtyards per dwelling do not exceed a maximum grade of 1:14. **Yes**

c. Wherever a dimension is less than the required Noted. **-**

minimum width (i.e. 2 metres for balconies or 4.5 metres for courtyards) it shall not be counted as part of the calculation for private open space areas.

e. Ground level courtyard are not permitted within the front building setback area fronting local roads.

No courtyard is located within the front building setback.

Yes

2.2.7.4 Common Open Space – Multi Dwelling Housing and Attached Dwellings

a. Communal open space is to be provided for development with more than ten dwellings

Not required as the development propose a small scale multi-dwelling housing development comprising a maximum of 3 dwellings.

N/A

2.2.7.5 Sunlight Access

a. On June 21, 50% of the required principal private open space area for all dwellings should receive at least 3 hours of unobstructed sunlight access between 9am and 3pm

All dwellings will achieve 3 hours of solar access to 50% of the POS area. complies.

Yes

b. Dwelling should be oriented to allow optimum solar access for internal living areas

Comply – dwellings have been oriented to maximise solar access for internal living areas.

Yes

c. On June 21, 50% of the required principal private open space on adjoining land should receive at least 3 hours of unobstructed sunlight access between 9am and 3pm. Any proposed variation to this provision must demonstrate:

Comply – at least 50% of the principal private open space area on adjoining properties receive at least 3 hours of unobstructed sunlight access between 9am and 3pm, midwinter.

Yes

i. the proposed development complies with the building height and building setback requirements of this chapter

ii. the proposal adequately considers site constraints including slope and site orientation

iii. that the adjoining development has not sufficiently considered likely future development and site constraints such as lot orientation in the location of private open space

d. Development that are 2 or more storeys in heights or greater shall provide shadow diagrams based on a survey of the site and adjoining development, showing shadow casting 9am, 12 noon and 3pm on June 21 (winter solstice).

Comply – A shadow diagram accompanies this application.

Yes

The shadow diagrams must show the impact of shadowing from the proposed development, fencing, cut and fill as well as existing development, on the proposed development and adjoining properties.

2.2.8 Parking and Access

2.2.8.1 Car Parking

a. Car parking within setbacks to classified roads shall not be permitted

N/A- The development site does not front a classified road.

N/A

<p>b. Where parking is proposed within a side or rear building setback and is exposed to adjoining properties, suitable landscaping shall be provided along the boundary to soften the visual impact of the parking and to provide for stormwater infiltration</p>	<p>Landscaping combined with fencing will contribute towards softening the visual impact of the parking whilst also providing stormwater infiltration.</p>	<p>Yes</p>
<p>c. One of the required residential car parking space shall be provided in the form of an enclosed space for each dwelling within minimum dimensions of 3 metres width by 5.5 metres length and a minimum opening of 2.7 metres width.</p>	<p>Each dwelling is provided with a single or double garage with a minimum dimension of 3m width by 5.5m length and a minimum opening of 2.7m</p>	<p>Yes</p>
<p>d. Consideration should be given to separate access driveways on corner allotments</p>	<p>N/A – the site is not a corner allotment.</p>	<p>N/A</p>
<p>e. All car parking calculations are to be rounded up to the next whole number</p>	<p>Noted.</p>	
<p>f. Residential car parking is to be provided in accordance with the parking rate identified in Chapter 2.13 Transport and Parking</p>	<p>Designed to comply. Refer to the discussion against Chapter 2.13 further within this statement for more detail.</p>	<p>Yes</p>
<p>g. Visitor parking shall be provided for all multi dwelling housing and attached dwelling development at the rate of 1 space per 5 units, with a minimum of 1 visitor space per development. In addition:</p>	<p>The proposed development does not provide any visitor car parking bay due to the site constraint. Berith Street is a quite local street with ample of on-street car parking spaces available. As seen in the below aerial view provided over the page and given the small scale of the proposal no visitor parking on site is considered suitable- noting that any provision of a visitor space would compromise the landscape setback to the front of the site.</p>	<p>Variation on Merit</p>
<p>i. Visitor parking must be clearly identifiable,</p>		

delineated by stencilling 'VISITOR' on the space(s) and is to remain available for use at all times

ii. One (1) visitor space where required is to be available for car washing and have appropriate tap and drainage facilities provided for that purpose.

iii. Visitor car parking is generally not encouraged within the front setback. Where this is considered to be the only feasible alternative, the space(s) shall be setback a minimum of 3 metres from the frontage and only where suitably screened by landscaping



Therefore, this variation is supportable on a merit basis and the preference has been to ensure adequate resident parking on site.

h. All geometric standards applicable to site access and car parking layout shall be in accordance with Chapter 2.13 – Parking and Access and Australian Standard AS/NZS 2890.1. Applicants should obtain a copy of the relevant vehicle turning circles from Australian Standards AS/NZS 2890.1 to ensure compliance with the 85th percentile vehicle.

Site access and car parking layout have been designed in accordance with Chapter 2.13 Parking and Access and Australian Standard AS/NZS 2890.1. See attached Traffic and parking Impact Assessment for details.

Yes

i. For sites to be accessed from a classified road or where car parking is proposed along or at the end of a common driveway, an adequate manoeuvring must also be provided on-site so that the

The development site does not front a classified road; however, all vehicles can enter and exit the site in a forward direction.

N/A

vehicles of residents can enter and leave the site in a forward manner using no more than a 3 point turn.

j. An adaptable parking space is to be provided for any adaptable unit

Not required as no adaptable units are proposed as part of this application.

N/A

2.2.8.2 Access Design

a. Driveways and vehicular access shall be designed in accordance with relevant Australian Standard and provisions of Council's Civil Works Specification

Comply – driveways and vehicle access have been designed in accordance with the relevant Australian Standards.

Yes

b. Use of plain concrete for driveways and open car parking areas is not supported by Council. Details of the proposed treatment shall be provided in the development application.

Appropriate treatment of the driveways and open parking areas is proposed. Refer to the attached plans for detail.

Yes

c. Where appropriate, parking may be accessed from a laneway, however no reliance can be given to a laneway for the proposed primary pedestrian access, waste collection and mail collection

N/A – no access from a laneway is proposed.

N/A

2.2.8.2.2 Ground Level Parking

a. Fully enclosed garages must not visually dominate any building elevation

All enclosed garages are located behind the front dwelling and are not visible from the street level. Furthermore, all garages are also incorporated into the design of each dwelling.

Yes

b. Driveway must not be continuous straight line and shall be offset by landscaped sections

Comply – the driveway is offset by landscaped verges and does not run within a continuous straight line.

Yes

	c. A minimum pavement width of 3m is required	Comply.	Yes
	d. Driveways shall be offset from any side boundary by 2 metres at the front boundary and may taper back to 500mm side setback within the front building line. This offset area, and side setback for the length of the remaining driveway must be landscaped with trees and shrubs to soften the hardstand areas and provide for infiltration and provide visual appeal to the streetscape	The development complies with the setback requirement. The development is to provide fencing between the driveway and adjoining property to the south, with the introduction of landscaping strip further up the site and combined with extensive landscaping within the front setback will positively contribute towards softening the hardstand areas whilst also providing for infiltration and visual appeal to the streetscape.	Yes
	e. Parking or access which is visible from any street or laneway elevation must not visually dominate the street and must respect the architectural qualities of the building and integrate with the overall presentation of the development	The use of setback and landscaping within the front setback will positively contribute towards minimising the visual impact of the singular open visitor parking bay on the streetscape. Considering that all garages are located behind the front building line and incorporated into the design of each dwelling will ensure that the parking scheme will not have a negative impact on the streetscape along Berith Street.	Yes
	<u>2.2.8.2.3 Basement Car Parking</u>	Not applicable – no basement level is proposed as part of this application.	N/A
2.2.9	Earthworks and Structural Support		
	<u>2.2.9.1 Earthworks</u>		
	a. <i>Excavation for the purposes of development must not exceed a maximum depth measured from existing ground level of 1m if less than 1m from any boundary, or 3m if located more than 1m from any boundary</i>	This application seeks Council consent for the excavation of the site as per the attached plans. It is considered that the proposed excavation will have minimal adverse environmental or amenity impact. The proposal results in an appropriate outcome when considering the nature of the development, the unique characteristics of the site and compliance with relevant Council controls.	Yes

The proposal will not adversely affect or disrupt drainage and flood patterns, flood storage or soil stability in the area.

The proposed excavation and fill work are consistent with the current and future use of the land and will develop the site into context with its surroundings and in accordance with the Councils current and proposed planning strategies.

<p><i>b. Fill for the purpose of erecting a dwelling must not exceed 1m above existing ground level. No retaining wall for infill is to be within 1m of a side or rear boundary unless within 1.5m of any external wall of a dwelling.</i></p>	<p>Comply – fill for the purpose of erecting a dwelling does not exceed 1m above existing ground level.</p>	<p>Yes</p>
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<p><i>c. Where a property is burdened by stormwater or water and sewerage mains then Council will generally preclude any excavation or filling within the easement.</i></p>	<p>N/A - the development site is not burdened by stormwater or water and sewerage mains.</p>	<p>N/A</p>
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2.2.9.2 Retaining Walls and Structural Support

<p><i>a. Retaining walls that are more than 600mm above or below existing ground level and within 1m of any boundary, or more than 1m above or below existing ground level in any other location, must be designed by a professional engineer.</i></p>	<p>No retaining walls are proposed as part of this application.</p>	<p>N/A</p>
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2.2.10 Landscaping

2.2.10.1 Landscape Design – General

a. A suitably qualified landscape professional is to be engaged to undertake the design and construction of landscaping for the development is required. A Landscape Plan has been prepared and accompanies this application. **Yes**

2.2.10.2 Street Trees

a. All development shall incorporate street tree planting at a rate of at least two semi-advanced trees per 15 metres of frontage. Details of the proposed street tree planting including species and locations shall be submitted with the development application and included as part of the landscape plan. Street trees are to be maintained and nurtured until established. Refer to the attached Landscape Plan for detail. **Yes**

b. A street tree planting plan shall be included as part of the landscape design report. Refer to the attached Landscape Plan for detail. **Yes**

2.2.10.3 Deep Soil

a. A minimum 50% of the required soft landscaped area of the site at ground level shall be a deep soil zone. This may be achieved by optimising the retention provision of consolidated deep soil zones within a site by: Comply. The development provides 111.04m² or 56.2% of deep soil zone. Complies **Yes**

i. the design of any basement and sub-basement car parking, so as not to fully cover the site;

ii. the use of setbacks for deep soil planting. Planting should be selected and located to minimise negative impacts on adjoining properties

2.2.10.4 Fencing

a. Details of the material, height, type and extent of all proposed fencing shall be shown on the development application plans. Design considerations shall include: Yes

i. materials selection, including percentage of solid to transparent materials;

ii. height

iii. location from site boundary

iv. avoiding the use of continuous lengths of blank walls at street level

v. using planting to soften the edges of any raised terraces to the street, such as over sub-basement car parks, and reduce their apparent scale,

b. Dividing fencing shall not adversely affect flow of surface water or create flooding problems to adjoining properties.

c. Decorative fencing of maximum 1.2 metres height is permitted along the front boundary

d. Where a courtyard is proposed, the enclosed fence shall be of a decorative nature and 1.8 metres in height.

Where a courtyard in the front setback area is considered acceptable the fence shall be erected no closer than a minimum of 1.5 metres from the front boundary alignment and this 1.5 metres setback shall be properly landscaped. Fence staggered with planting over the 1.5m setback may also be considered

e. Fencing should not detract from the streetscape or character of the area. Plain Colourbond and/or timber paling fences are unacceptable in this regard. A combination of materials and articulation of the fence plane is required in order to achieve better presentation to the public domain

f. The cost of upgrading common boundary fences rests with the developer

g. No structures or landscaping exceeding 1 metre in height are to be located within the triangle formed by a sight line 12 metres x 6 metres from the intersection of the two street boundary lines. Any existing or proposed tree in this area is to be maintained with a clean truck under a height of 2 metres.

2.2.11 Building Services

2.2.11.1 Services – General

- | | |
|--|-----------------------------|
| <p><i>a. All sites shall be provided with adequate water and sewer services, as well as telecommunications and power</i></p> | <p>Comply. Yes</p> |
| <p><i>b. All applications shall provide details of the proposed method of sewerage disposal from the site. For all forms of residential development the preferred method is gravity-fed connection to the reticulated sewer system.</i></p> | <p>Provided. Yes</p> |
| <p><i>c. All applications shall provide details of potential impacts on existing services, for example nearby drainage, water or sewer lines</i></p> | <p>Provided. Yes</p> |
| <p><i>d. All external attachment should be fully integrated with the façade design e.g. stormwater downpipes, meter boxes and other services</i></p> | <p>Complies. Yes</p> |
| <p><i>e. Site services and facilities (such as letterboxes and drying yards) should be designed:</i></p> <p><i>i. to enable safe and convenient access by residents;</i></p> <p><i>ii. in an aesthetically sensitive way</i></p> <p><i>iii. to have regard to the amenity of adjoining</i></p> | <p>Complies. Yes</p> |

developments and
streetscape

iv. to require minimal
maintenance;

v. to be visually
integrated with the
development

vi. be accessible for
postal deliveries

2.2.11.2 Civil Works

Complies, any proposed civil works will be
undertaken to Council requirements.

Yes

a. To preserve and
enhance the existing
high quality landscape of
street frontages, the
construction of kerb and
guttering, associated
street drainage,
pavement construction
and foot paving across
the street frontage is a
standard requirement for
development on the
Central Coast, where
these do not currently
exist. The only exception
to this requirement are
where, in Council's
opinion:

i. it is technically
impractical to construct
kerb and guttering due to
uncertainty as to the
appropriate levels to be
adopted or an isolated
section will present a
hazard to road traffic
safety; or

ii. the street drainage
necessary to provide
kerb and guttering is an
unreasonable impost on
the development; or

iii. kerb and guttering is
not the most suitable
streetscape treatment for
the area on the basis of

existing and anticipated
development

2.2.11.3 Stormwater
Management

a. All proposed development is to comply with Council's Civil Works Specification A Stormwater Management Plan has been prepared and is attached as part of this application. **Yes**

b. A stormwater management plan is to be submitted with the development application, incorporating one of the following: The proposed development incorporates Water Sensitive Urban Design (WSUD) principles that seek to minimise and manage the impact of stormwater on site and within the area. **Yes**

i. the provision of on-site stormwater detention with delayed release into the stormwater system; The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater, including the appropriate removal of stormwater from the site. **Yes**

ii. site design to minimise impervious areas and maximise on-site infiltration so increased run-off does not reach the stormwater system; The proposal incorporates appropriate setbacks and landscaping that will permit stormwater penetration and will reduce runoff and the impact of stormwater on site and in the area. See attached Stormwater Management Plan for detail. **Yes**

iii. a combination of both. Due to consideration will be given to the location of the development and the impacts a detention system will have on the catchment drainage

c. Site works are not to obstruct a divert overland flows from upstream properties No works will obstruct or divert overland flows from upstream properties. **Yes**

d. All excess stormwater runoff from roof and paved areas shall be directed via gravity fed systems into inter-allotment or street stormwater drainage system. Excess stormwater runoff from the roof and paved areas will be directed into the inter-allotment or street stormwater drainage system. **Yes**

systems will not be accepted

e. Where easement over downstream properties are required, evidence of agreement with the relevant property owners is to be submitted with the development application

Noted.

2.2.11.4 Garbage and Waste Services

Noted

Yes

a. All proposed development is to comply with Chapter 2.14: Site Waste Management

b. Waste management systems for residential development are to be provided in accordance with Council's Waste Control Guidelines.

A Waste Management Plan is attached as part of this application.

The Waste Management Plan outlines the waste management strategy for the demolition, construction and future use stages of the proposal.

Yes

c. Where it is proposed that bins are to be located in a common area, development are to include the design and construction of a suitably screened bin storage area that integrates with the overall development and landscape plan. Where bins need to be wheeled or conveyed from the storage point to the collection point, consideration should be given to the slope and its impact on manual handling or motorised handling requirements.

Waste storage area for bins is proposed per dwelling.

See Waste Management Plan for detail.

Yes

d. Pedestrian and traffic safety must be considered in the design of the storage and collection points for bins

Bins are not to be located within the common area, rather in the kerb during collection days. See attached architectural plans for further details.

Yes

Chapter 2.13 Transport and Parking

2.13.3 Calculation of Car Parking Spaces

2.13.3.2 General Requirements

b. Multi Dwelling Housing For multi-dwelling housing developments, the DCP requires 1.5 space per dwelling and 0.2 space per visitor dwelling for visitor parking space.

Complies

ii. visitor spaces: 0.2 visitor space per dwelling rounded up to the next whole number With the development proposing a total of 3 dwellings, it is required to provide 4.5 (5) residential car parking spaces and 0.6 (1) visitor car parking spaces on-site.

1 space per person employed in connection with the use, plus a temporary stand area at the rate of 1 car for each 6 children (a minimum of 5 temporary stand spaces). The development provides a total of 6 car parking spaces comprising of a dedicated single or double garage per dwelling (total of 3 garages). Complies.

2.13.3.3 Dimension of Parking Spaces

a. The dimensional requirements for on-site parking spaces and driveways giving access to parking spaces shall generally be set out in accordance with the Australian Standards – AS 2890.1 and 2980.6 as amended as a minimum except where the requirements are specifically defined in this plan The dimension for on-site parking spaces and driveways have been provided in accordance with Australian Standards – AS 2890.1 and 2980.6.

Yes

b. for all residential dwellings and units a garage or enclosed carport, where required, is to have clear internal dimensions of a minimum of 3 metres x 5.4 metres (excluding support columns located Complies - the single or double garage per dwelling has a minimum internal dimension of 3m x 5.4m.

Yes

away from car door
access points)

2.13.3.4 Stacked Parking

a. The dimensional requirements for on-site parking spaces No stacked parking is proposed as part of this application, noting a single or double garage is to be provided per dwelling with 1 visitor space. **Yes**

2.13.3.7 Parking and Access for the Disabled

a. The dimensional requirements for on-site parking spaces Considering no adaptable units are proposed, no disabled parking space is proposed or required to be provided as part of this application. **N/A**

2.13.3.8 Bicycle Parking

2.13.3.8.1 Bicycle Parking Rates – Short Term

a. Multi Dwelling Housing – 1 space per 12 dwellings Not applicable as the development comprises 3 dwellings. However, sufficient space is provided within the garage of each dwelling to store a bicycle. **N/A**

2.13.3.8.2 Bicycle Parking Rates – Long Term

a. Multi Dwelling Housing – 1 space per 5 dwellings Not applicable as the development comprises 3 dwellings. However, sufficient space is provided within the garage of each dwelling to store a bicycle. **N/A**

2.13.3.10 Visitor Parking

a. Visitor parking is to be provided in accordance with Table 1 as required. Parking for visitors (general public) is to be accessible at all times and external to any security arrangements The development provides 1 x visitor parking bay in accordance with the DCP for multi-dwelling housing development. **Yes**

2.13.4 *Development Provisions
– Access Design*

2.13.4.2 Details required
in Parking Design

The parking areas on-site are directly accessible from Berith Street via a new vehicular crossover and driveway whilst also designed to permit all vehicles to enter and exit the site in a forward direction.

Yes

The current application provides details of parking area layouts, including accesses, and landscape areas. Refer to the attached architectural plans for detail.

2.13.4.3 Access Design

Complies – with sight distances at driveway exits is in accordance with AS2890.1 and the gradient of the access driveway is in accordance with AS 2890.1.

Yes

2.13.4.4 Manoeuvring

a. All developments shall be designed so that entry and exit from parking areas to a public road is in a forward direction, excepting:

Complies – all vehicles can enter and exit the site in a forward direction.

Yes

- i. Single dwelling houses;
and*
- ii. Dual occupancies
(side by side) located on
local roads*

Complies – all vehicles can enter and exit the site in a forward direction from the common driveway.

Yes

b. For development where car parking is proposed along or at the end of a common driveway, or access handle/right of way, an adequate manoeuvring area must also be provided on-site so that the vehicles of residents can enter and leave the site in a forward manner using no more than a 3 point turn

2.13.4.6 Materials

a. For any parking areas and accesses the materials of construction are to have regard for the applicable intended loadings (including increased loadings for tight turns), pavement design life and surface and sub-surface drainage. A non-slip finish is to be provided. Decorative treatments are to blend with the surrounding development and landscaping but they should not mask the pavement markings. The kerb types in parking areas are to be low enough to permit vehicle overhang where designed, but provide approved wheel stops. Concept details are to be provided with a development application.

Complies – the materials and construction of the driveway and parking areas are adequate for the intended loading and operational condition of the carpark area.

Yes

b. The surfaces are to be either concrete or sealed in accordance with Council's Civil Works Specification.

The surface is to be concrete in accordance with Council's Civil Works Specification.

Yes

2.13.4.7 Signage and Pavement Marking

a. Parking areas shall be delineated with approved standard signs and pavement markings as a minimum. These are to comply with RMS Traffic Signs Database and Delineation Manual

Comply – parking area is to be delineated with approved standard signs and pavement marking in accordance with *RMS Traffic Signs Database and Delineation Manual*.

Yes

<u>2.13.4.10 Landscaping</u>		Complies - appropriate landscaping is provided, including verges between the front patio and the common driveway. Refer to the attached Landscape Plan.	Yes
Chapter 3			
3.5	Tree and Vegetation Management	The proposal will remove 6 trees as part of this development application.	Yes
3.6	Heritage Conservation	<p>The subject site is not identified as a heritage item nor is it located within a heritage conservation area. There are no heritage items located within proximity of the site.</p> <p>As such no further heritage studies are considered necessary noting that the development site is not burdened by any heritage restrictions nor is any further heritage investigation warranted.</p>	Yes
3.7	Geotechnical Requirements	The site is relatively flat and is not located within the coastal hazard area, therefore, a geotechnical report is not required.	N/A

CENTRAL COAST DEVELOPMENT CONTROL PLAN 2022 – CHAPTER 3

All relevant Council controls have been identified and considered in the following compliance table.

Central Coast Development Control Plan 2022 – Chapter 3			
Clause	Controls	Comment	Complies
Chapter 3.1 Floodplain Management and Water Cycle Management			
		The development site is identified as Precinct 1 Probable Maximum Flood.	Yes
Chapter 3.2 Coastal Hazard Management			
		Not applicable.	N/A
Chapter 3.3 On-Site Sewage Management			
		Not applicable - the development is serviced by a reticulated sewage system.	N/A

Chapter 3.4 Water Catchment Areas

Not applicable – the development will have no impact on the drinking water catchment.

N/A

Chapter 3.5 Tree and Vegetation Management

The subject site is within a well-established residential area, having historically been used for residential purposes and void of significant vegetation. It is noted that no trees are proposed to be removed as part of this application.

Yes

The proposal provides landscaping works that will improve and enhance the subject site and will positively contribute to the cohesiveness and visual appreciation of the area whilst providing relief from the built form and softening the impact of the development.

Landscaping will be provided in-accordance with the attached Landscape Plan which will accompany this application.

Chapter 3.6 Heritage Conservation

The subject site is not identified as a heritage item, nor is it located within a heritage conservation area. There are no heritage items located within proximity of the site.

N/A

As such no further heritage studies are considered necessary noting that the development site is not burdened by any heritage restrictions nor is any further heritage investigation warranted.

Chapter 3.7 Geotechnical Requirements

The site is relatively flat and is not located within the coastal hazard area, therefore, a geotechnical report is not required.

N/A

CONCLUSION

Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent.

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.