

ADVANTAGE

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STATEMENT OF ENVIRONMENTAL EFFECTS

3 Christopher Road, Lochinvar

Lot 3 DP 1319561

Zoning: R1- General Residential

Proposed Development: Demolition, multi dwelling development, retaining walls and a 1 into 6 Strata Subdivision.

Prepared by Advantage for **NEACON**

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INTRODUCTION

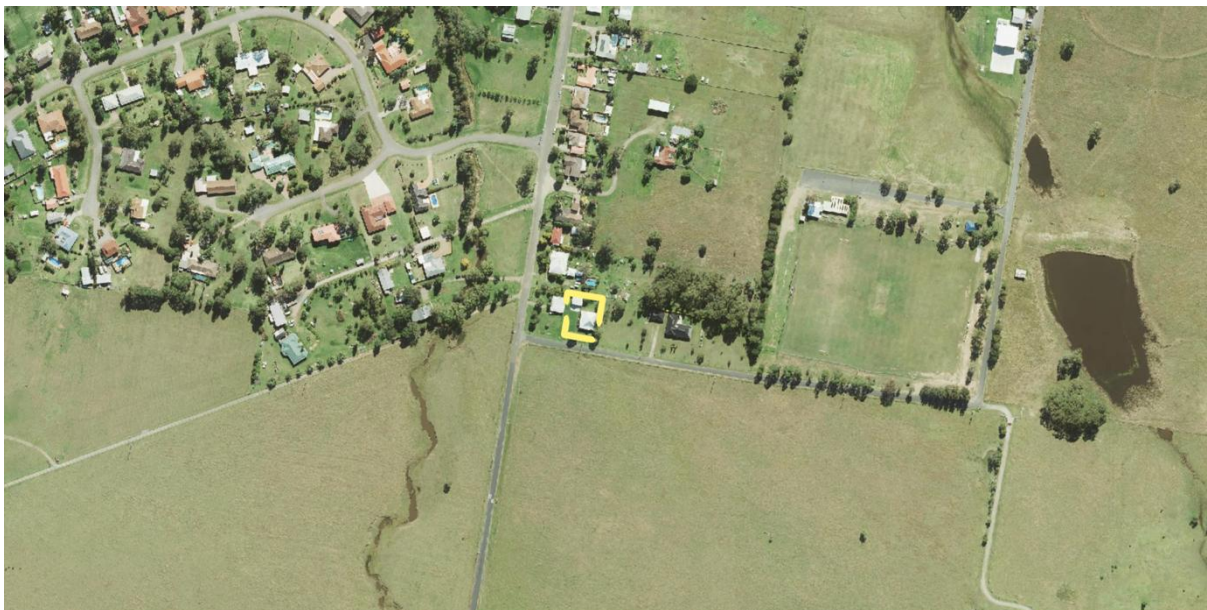
This Statement of Environmental Effects accompanies a Development Application lodged on behalf of NEACON in relation to land known as 3 Christopher Road, Lochinvar (Lot 3 DP 1319561). The proposal is for a multi dwelling development consisting of the demolition of the existing dwelling, retaining walls and vegetation, and the construction of 2 single storey dwellings, and 4 two storey dwellings, retaining walls and a 1 into 6 lot Torrens Title subdivision.

This statement describes the subject site and the surrounding area, together with the relevant planning controls and policies relating to the site and type of development as set out in Section 4.15 (1) of the Environmental Planning and Assessment act 1979. As a result of this assessment, it is considered that the development of the site in the manner proposed is acceptable and is worthy of the support of Council.

EXISTING CONDITIONS

Local and Regional Context

The site is located at 3 Christopher Road, Lochinvar. The locality is an existing residential area on the edge of Lochinvar that is characterised by a mixture of single dwellings, dual occupancies and multi dwelling housing positioned on variable sized lots. Retail, schools and sporting facilities, public transport as well as parkland are in close proximity. The subject site is zoned R1 General Residential pursuant to the Maitland Local Environmental Plan (2011).



Map of location.

The Site

The subject site is identified as 3 Christopher Road, Lochinvar (Lot 3 DP 1319561). The lot has frontage to Christopher Road (South) of 28.3m. The lot has a depth of 37.3m and falls to the road of approximately 400mm, the lot is mostly flat.

PROPOSED DEVELOPMENT

General Description

The proposal is for a multi dwelling development consisting of the demolition of the existing dwelling, retaining walls and vegetation, and a 1 into 6 lot strata title subdivision. The site has a Southerly aspect facing the street making potential living areas and rear yards facing North. The floor plans have incorporated front porchs and internal living areas facing north.

The new dwellings will consist of two single storey, 2 bedroom, single car garage dwellings of brick and lightweight clad construction. Four double storey, 2 bedroom, single car garage brick and lightweight clad dwellings.

Calculations

The development indices for the proposed are as follows:

Description	Proposed	Requirement	Compliance
Area of Sites (m ²)	1123.50m ²		
Site Coverage (m ²) – 790.75m ²	69.8%	Max 70%	YES
Driveways (m ²)	251.80m ²		
Landscaped Area	31.9%		

PLANNING CONTROLS

The proposed development is identified as Local Development under the provisions of the Environmental Planning and Assessment Act 1979, as amended. The following is an assessment of the proposal against the relevant provisions of the Act and the relevant planning instruments and policies of Maitland City Council.

Maitland Local Environmental Plan 2011

The subject land is zoned R1 General Residential under the provisions of the MLEP2011. The provisions of the Maitland LEP and the R1 residential zone are: -

General Residential

1 Objectives of zone

- *To provide for the housing needs of the community.*
- *To provide for a variety of housing types and densities.*
- *To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.*

2 Permitted without consent:

Home occupations

3 Permitted with consent:

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dwelling houses; Group homes; Home-based child care; Home industries; Hostels; Hotel or motel accommodation; Multi dwelling housing; Neighbourhood shops; Places of public worship; Residential

flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Shop top housing; Any other development not specified in item 2 or 4

4 Prohibited:

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Entertainment facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Registered clubs; Research stations; Restricted premises; Rural industries; Rural workers' dwellings; Service stations; Sewerage treatment plants; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water recycling facilities; Wharf or boating facilities; Wholesale supplies

Maitland Development Control Plan 2026, Chapter 3: Site Requirements

Aims of this DCP Chapter are: -

- To provide a set of controls and acceptable solutions that guide general items that need to be considered across the construction and operation of all development.*
- To ensure any potential adverse impacts on the environment and adjoining properties is adequately managed.*
- To help integrate sustainable practices into development by establishing principles around aspects of the circular economy.*
- To ensure that development considers existing and future infrastructure provision in cases where there is an intensification of use.*
- To assist in making the Maitland LGA be more resilient to adverse impacts from new development.*

Maitland Development Control Plan 2026, Chapter 6: Residential Uses

Aims of this DCP Chapter are:-

- a. Ensure that residential development responds to the character of the site and locality, the qualities of the surrounding urban environment, and any desired future character.*
- b. Limit adverse impacts on the amenity of existing residential areas.*
- c. Encourage increased residential development in areas with proximity to services, infrastructure, and transport.*
- d. Support the principles of Ecologically Sustainable Development.*
- e. Inspire innovative and sustainable residential designs.*
- f. Encourage a diversity of housing typologies and choice to meet the needs of the existing and future community.*
- g. Adhere and give effect to the provisions under MLEP 2011 relating to residential accommodation.*
- h. Adhere to the aims, objectives and planning principles of the Maitland Local Housing Strategy 2041.*

COMPLIANCE

Chapter 3: Site Requirements

Objective / Performance Criteria / Provision	Compliance	Proposal as Assessed
3.2 Earthworks and Retaining Walls		
<i>0.1 To ensure that development is designed to minimise cut and fill required for site preparation, construction, and operation.</i> <i>0.2 To accommodate development on a site without the need for excessive excavation and fill or construction of high retaining walls adjacent to site boundaries.</i> <i>0.3 To minimise the effect of disturbance of land and ensure that dangerous or unstable excavations are avoided, or where necessary, are properly retained.</i> <i>0.4 To ensure that adequate provision is made for drainage in relation to cut and fill practices.</i>	YES	Please find attached the bulk earth works plan that makes up part of the architectural plans. The site has a fall of approx. 400mm from the front of the site to the rear with a slight cross fall over the site. The approx. Slope of the site is minimal therefore does not require a Geotech report.
3.3 Stormwater Management		
<i>0.5 To ensure that land can be adequately drained of storm water to not impact on adjacent sites and that the development does not contribute to drainage or flooding problems.</i> <i>0.6 To provide direction regarding Council's requirements for the management regarding both the quality and quantity of stormwater runoff.</i> <i>0.7 To provide a stormwater system that can be economically and practically maintained and managed.</i> <i>0.8 To ensure an integrated approach to drinking water, wastewater and stormwater services is considered to drive more sustainable water management outcomes.</i> <i>0.9 To ensure that water management measures for development incorporate key principles of water sensitive urban design to help protect, maintain or restore waterway health of identified high value waterways with a minimum requirement of maintaining current health</i>	YES	An onsite stormwater detention plan is provided as part of the documentation.

3.4 Parking and Vehicle Access		
3.4.2 Vehicle Access <i>O.21 To ensure that the location and design of parking areas and vehicle accesses are able to function efficiently in a manner that is safe, convenient, appropriately visually screened, and integrated into a development's design.</i> 3.4.3 Parking, Circulation and Design <i>O.22 To ensure that design of circulation and manoeuvring areas has accommodated the largest design vehicle for the site, addressing safety, ease of access, navigation, and swept paths.</i> <i>O.23 To minimise potential conflict between vehicular and pedestrian movement.</i> <i>O.24 To provide increased visual and practical amenity for car parks by increasing vegetation and canopy cover</i> 3.4.4 Parking Provision <i>O.25 To ensure that adequate provision has been made for off-street parking to service development and limit adverse impacts on the surrounding road network.</i> <i>O.26 To promote multi-modal access to a variety of land uses by providing accessible, bicycle, and motorcycle parking.</i> <i>O.27 To account for the limitations around parking in areas of heritage significance (Central Maitland, Morpeth, Lorn) and local centres (Woodberry), and balance this with the need to facilitate development in order to encourage vitality and vibrancy in such centres.</i> 3.4.7 Electric Vehicle Parking <i>O.31 To ensure sufficient infrastructure is available to support increased demand for road registered passenger electric vehicles in new and upgraded Class 1 Residential dwellings.</i> <i>O.32 Ensure the requirements for provisioning for Electric Vehicles within the National Construction for each respective building class are adhered to.</i>	YES	A shared access handle is proposed with an entry width of 5.5 m, providing compliant and efficient access to all dwellings. Each dwelling is provided with a single car garage, in addition to two designated visitor parking spaces, ensuring adequate off-street parking provision. A driveway profile and B85 swept path analysis have been prepared and demonstrate safe and practical vehicle entry, exit, and manoeuvring within the site. Potential conflict between vehicles and pedestrians has been minimised through clear and functional site planning. A landscape plan accompanies the architectural drawings and incorporates planting to soften the visual impact of hardstand areas and enhance overall site amenity. There is sufficient space available within the walls of garage for appropriate infrastructure to accommodate electric vehicle charging, in accordance with NCC requirements.

3.5 Waste Management		
<i>O.33 To ensure that waste collection vehicles can easily access all waste collection points in a safe and reliable manner throughout the development stages.</i> <i>O.34 To provide suitably designed and constructed waste storage and collection areas for all development which enable effective servicing for all waste types.</i> <i>O.35 To ensure that an appropriate waste service solution is provided to all new development.</i> <i>O.36 To minimise resource requirements, demolition waste, construction waste through reuse, recycling, selection, and use of materials.</i> <i>O.37 To facilitate sustainable waste management and minimisation practices and processes for development in a manner that is consistent with ESD principles.</i> <i>O.38 To encourage building designs, construction and demolition methods which seek to minimise overall waste generation.</i>	YES	Waste management plan accompanies this application for the appropriate management of waste produced onsite; there is also a designated area for construction waste marked within the architectural plans.

Chapter 6: Residential Uses

Objective / Performance Criteria / Provision	Compliance	Proposal as Assessed
6.2.1 Character and design <i>0.1 To ensure that development is consistent with the existing and/or desired future residential character of an area.</i> <i>0.2 To ensure that the design of the development minimises the overall bulk and scale of the building.</i> <i>0.3 To protect the visual amenity of the streetscape and neighbouring properties by taking into account patterns of street setbacks, spaces between buildings, controlling building bulk and scale and associated overlooking.</i> <i>0.4 To ensure that development provides passive surveillance to the street and public areas.</i> <i>0.5 To ensure that development provides a well-defined address to the street, clear wayfinding for each dwelling within a development, and that the development more broadly creates a sense of place</i>	YES	The proposed new dwellings are set in line with the neighbouring property. Dwelling 1 & 2 single storey dwellings are proposed to front Aberglasslyn Road  Street Elevation The choice of roofline, fenestration and finishes provides continuity of character between existing building forms in the area.   The proposed dwellings have entrances that address the street offering opportunities of passive surveillance.

6.2.3 Solar access and cross ventilation		
<i>O.9 To provide dwellings with adequate solar access and ventilation for both internal habitable rooms and Private Open Space (POS).</i> <i>O.10 To ensure the design and siting of new developments maintains a reasonable level of daylight and sunlight to habitable rooms, POS, and solar collectors of new and neighbouring developments.</i> <i>O.11 To avoid the potential for significant overshadowing of habitable rooms and POS within the development itself and with respect to adjoining development.</i>	YES	All dwellings are designed to achieve natural cross ventilation, with window placement detailed on the architectural plans. Private open space areas are located to the north of each dwelling and provide a minimum area of 35m². The integration of front porches, living areas, and private open space facilitates both indoor and outdoor living opportunities. Shadow diagrams, submitted as part of the architectural plans, demonstrate that adequate solar access is achieved to the private open space and living areas between 9:00 am and 3:00 pm, in accordance with the DCP. The diagrams also confirm that any overshadowing to neighbouring properties is minimal.
6.2.4 Visual and Acoustic Privacy		
<i>O.12 To balance the need for views and outlook with the need for privacy.</i> <i>O.13 To encourage the sharing of views whilst not restricting the reasonable development potential of a site.</i> <i>O.14 To maximise visual and acoustic privacy both within a development lot and between a development and its neighbours.</i> <i>O.15 To ensure that development does not cause unreasonable overlooking of habitable rooms and principal private open spaces of dwellings.</i> <i>O.16 To ensure that the siting and design of development minimises the impacts of noise transmission between properties.</i>	YES	No visual or acoustic privacy concerns are raised by the proposed development.
6.2.5 Open Space		
<i>O.17 To ensure principal private open space areas are provided in a manner that is functional and responsive to the environment, thereby promoting the enjoyment of outdoor living for residents.</i> <i>O.18 To ensure that private open space is integrated with, and directly accessible from, the living areas of a dwelling.</i> <i>O.19 To ensure that open space meets requirements for privacy of the residents and adjoining properties, enabling access to outdoor activities and landscaping.</i> <i>O.20 To locate open space to take account of outlook, natural features of the site, solar access, and neighbouring buildings or public open space.</i>	YES	Private open space areas are located to the north of each dwelling and provide a minimum area of 16m². This complies with the requirements of the DCP for a 2-bedroom multi dwelling development.

6.2.6 Landscaping & Landscaped area		
<i>O.21 To enhance the appearance and amenity of new development for the benefit of users and the community in general.</i> <i>O.22 To encourage the use of water efficient landscape systems embracing the principles of Water Sensitive Urban Design (WSUD).</i> <i>O.23 To integrate building and landscape elements.</i> <i>O.24 To protect existing landscape features including natural landforms, watercourses and native vegetation and integrate them, where possible, with new development.</i> <i>O.25 To blend new development into an established streetscape and neighbourhood character.</i>	YES	Please find attached the Landscape Plan, which forms part of the architectural plans. The plan demonstrates that 31.3% of the site is dedicated to landscaping, exceeding the minimum 15% requirement. In addition, one tree is proposed to the front of the lot and will retain the existing remaining trees on site, The new tree and landscaping are selected from Council's approved species list.
6.2.7 Impervious area		
<i>O.26 To ensure the density of new residential development is sympathetic to the locality.</i> <i>O.27 To ensure that development minimises impervious surfaces and maintains a balance of amenity, solar access and privacy between 'built' and 'unbuilt' areas.</i> <i>O.28 To ensure dwellings can meet requirements relating to landscaped area, privacy, solar access, internal site circulation, deep soil zones, and open space.</i>	YES	The proposed development achieves a density consistent with the surrounding locality and provides a compatible built form outcome. The development maintains an appropriate balance between built and unbuilt areas. The site comprises approximately 69.8% impervious area, with 31.3% of the site provided as landscaping, exceeding the minimum 15% requirement. This ensures adequate provision of pervious surfaces to support site amenity and environmental performance. Each dwelling is provided with compliant private open space (minimum 35m²) located to the north, facilitating optimal solar access. Shadow diagrams confirm that private open space and living areas receive adequate sunlight between 9:00 am and 3:00 pm, with minimal overshadowing to adjoining properties. Landscaping incorporates deep soil zones and tree planting in accordance with Council's approved species list, contributing to privacy, canopy cover, and streetscape outcomes. The site layout supports efficient internal circulation while maintaining appropriate separation between built form and landscaped areas. The development satisfies the requirements relating to landscaped area, privacy, solar access, and site functionality, consistent with the objectives of the DCP.

6.2.9 Residential building height		
<i>O.33 To provide guidance for where no building heights apply under the MLEP 2011.</i> <i>O.34 To ensure that the height of new development is not excessive and relates well to topography, the current local character and any future desired local character.</i> <i>O.35 To respond to site topography and slope by stepping building heights/floor levels to minimise cut and/or fill and not result in excessive scale or bulk.</i> <i>O.36 To minimise impact on key view-lines or appreciation of significant natural features or heritage items.</i> <i>O.37 To minimise overshadowing and impacts on views and privacy of adjacent dwellings and their private open space.</i>	YES	Maximum overall height of the highest dwelling is 7.5m and poses no issues with regard to height, bulk and scale.
6.2.10 Fencing and walls		
<i>O.38 To ensure that all fences and walls provide privacy, security and noise attenuation while balancing impacts upon the streetscape, passive surveillance, adjacent buildings, and the use of open spaces areas within the development or on adjoining land.</i> <i>O.39 To ensure that fences and walls positively contribute to the character of the streetscape through careful consideration of materials, height, form, and transparency.</i> <i>O.40 To maintain clear, legible, and inviting pedestrian entry points from the street, ensuring that fencing and walls do not obstruct access or diminish the welcoming nature of the home's entrance.</i>	YES	Existing fencing to remain, where needed the fence will be replaced with new 1800 high Colorbond fencing. New 1 800 high Colourbond fencing will be provided between the proposed dwellings rear courtyards and along the unfenced portion of the boundary of the proposed subdivision.
6.2.11 Driveways, carparking and garages		
<i>O.41 To provide convenient, accessible and safe parking to meet the needs of residents and visitors in a manner which does not dominate the streetscape or cause congestion in nearby streets.</i> <i>O.42 To encourage the proper integration of driveway access, parking and landscaped areas as part of the overall landscape design.</i> <i>O.43 To provide garage designs that are complementary to dwellings and surrounding character.</i> <i>O.44 To ensure driveways are located outside of areas prohibited by Council's MoES.</i>	YES	A shared access handle is proposed with an entry width of 5.5 m, providing compliant and efficient access to all dwellings. Each dwelling is provided with a single car garage, in addition to two designated visitor parking spaces, ensuring adequate off-street parking provision. Residence 1 has a separate driveway entrance utilising the existing driveway, with a width of 3m and length of 5.5m there is space for a stacked parked car within the driveway and a space within the garage for the residence. A driveway profile and B85 swept path analysis have been prepared and demonstrate safe and practical vehicle entry, exit, and manoeuvring within the site. A landscape plan accompanies the architectural drawings and incorporates planting to soften the visual impact of hardstand areas and enhance overall site amenity.

6.3 Dwelling House		
<i>O.50 To ensure street trees are protected through replacement and embellishment.</i> <i>O.51 To limit the overall impact of driveway accesses along each street frontage.</i>	YES	There are currently 7 trees on site, 6 trees are proposed for removal to make way for the dwellings and driveway, supplementary tree planting is proposed, please see the landscape plan that makes up part of the architectural plans. An arborist report will accompany this application. There is a single driveway access proposed for 5 dwellings. The existing driveway will be utilised for dwelling 1.
6.9 Multi-dwelling housing		
<i>O.70 To encourage low-medium rise housing in suitable locations through high quality and high amenity design that progresses towards closing the 'missing middle' housing gap.</i> <i>O.71 To ensure that storage areas, parking areas, open space, and waste collection areas are suitably designed and located to be compatible with the streetscape, and be accessible, clean and safe.</i> <i>O.72 To provide a set of urban design controls tailored to multi-dwelling housing that is considerate and complementary to both the housing typology and surrounding context.</i> <i>O.73 To provide for adequate waste storage areas onsite and designate areas for waste collection that are effectively blended into frontages and designed for kerbside collection.</i> <i>O.74 To provide dwellings in multi dwelling housing which are designed to be flexible and easily modified to cater for occupants with an existing or progressive mobility or ability need.</i>	YES	The proposed development provides low-medium rise multi-dwelling housing that contributes to the 'missing middle' through a well-designed, high amenity outcome consistent with the surrounding context. Storage, parking, open space, and waste collection areas are appropriately located and integrated within the site layout to ensure functionality, safety, and compatibility with the streetscape. Designated waste storage and collection areas are provided on site and are positioned to facilitate efficient kerbside collection while minimising visual impact. The development has been designed with consideration to the surrounding locality, achieving a built form and site layout that is complementary in scale and character. Each dwelling incorporates adequate internal storage provisions and functional layouts that support flexibility and adaptability for occupants, including the ability to accommodate changing mobility and accessibility needs over time. Overall, the proposal satisfies the objectives for multi-dwelling housing by delivering a practical, well-integrated, and high amenity residential outcome.

CONCLUSION

The role of the development industry is crucial to public acceptance of new forms of housing and the future environment of the Lower Hunter. Designers and developers should recognise that good design and high standards of development will increase public acceptance of housing variety.

The proposal, for the most part, meets with the objectives of council requirements and therefore the owners respectfully request that council approve the application in its current state.