

DA 1034/2013 - Supplementary Report - Proposed Boarding House at 2-4 Glen Road, Ourimbah

TRIM REFERENCE:

Director: Scott Cox,

AUTHOR: Julie Garratley; Development Planner

SUMMARY

A development application was received for the demolition of two existing dwellings and the erection of a boarding house and associated carparking and open space pursuant to the provisions of the State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP-ARH) at 2-4 Glen Road, Ourimbah. The application was reviewed by the Joint Regional Planning Panel who deferred determination pending design changes and the provision of additional information. The application has been amended with those matters identified by the Panel addressed. The development application is now for a boarding house containing 100 rooms, one manager's residence and associated carparking and open space. The application has been examined having regard to the matters for consideration detailed in section 79C of the Environmental Planning and Assessment Act (EP&A Act) and other statutory requirements with the issues requiring attention and consideration being addressed in the report.

Applicant	K & P Gregory
Owner	K & P Gregory
Application No	DA/1034/2013
Description of Land	Lot 18, 19 & 20 DP 20732, No. 2-4 Glen Road, Ourimbah
Proposed Development	Boarding House
Site Area	2966m ²
Zoning	2(b) Multiple Dwelling Residential WLEP 1991 R1 General Residential WLEP 2013
Existing Use	Dwellings
Estimated Value	\$5,155,000 (excluding GST)

RECOMMENDATION

- 1** *That the Joint Regional Planning Panel grant consent to DA/1034/2013 at 2-4 Glen Road, Ourimbah for a boarding house including 100 rooms, one managers residence and associated parking.*
- 2** *That Council advise those who made written submissions of its decision.*

Introduction

The development application for the proposed boarding house was considered by the Hunter & Central Coast Joint Regional Planning Panel on 21 August 2014. The Panel determined to defer the application seeking the following modifications:

1. Delete the 4th level.

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2. Incorporate greater meaningful building articulation including measures to ensure reasonable access to daylight and ventilation (e.g. by use of voids and light wells).
 3. Retaining the three (3) Tallowood trees at the Glen Road frontage, with a supporting Arborist's report and revised landscape plan which maximizes landscape provision within and around the perimeter of the site.
 4. Provision of a minimum 5 metre rear northern boundary setback.
 5. Submission of a Plan of Management, informed by a Social Impact Statement prepared by a qualified Social Planner, addressing matters outlined in the Council staff report.
 6. At least 1 communal room per floor with consideration being given to the northern elevation due to solar access considerations.

In order to address the above, the application was modified in the following manner:

1. Delete the 4th level.

Applicant Response

The design has been amended to remove the fourth level.

Council Assessment

The applicant submitted modified plans on 26 November 2014 with a maximum height of three storeys.

2. Incorporate greater meaningful building articulation including measures to ensure reasonable access to daylight and ventilation (e.g. by use of voids and light wells).

Applicant Response

The wing of the building over the carpark now gives the building greater articulation. A curve wall has been added which offers visual differentiation when viewed from the Pacific Highway over the existing commercial properties.

To assist with alleviating the bulk and scale of the building, the west wing addition has included a substantial step of approximately 5.0 metres in the front façade. The steps in the western façade have also been increased to 1.0 metre to emphasize articulation of this elevation. These changes substantially reduce the width and prominence of the wing as presented to the street, increases the articulation of the western elevation and provides for additional planting to soften the built form.

The presentation of the building as viewed from the Pacific Highway to the east of the adjacent shops has been addressed. This elevation is already articulated being divided into four stepped elements which are of similar width to the individual shop tenancies in front of the building when viewed from the Pacific Highway. The cladding of the third stepped section has been changed to brick to emphasise the vertical segmentation of the building and provide a rhythm compatible with the shops.

Council Assessment

The building design now includes an addition of a western wing over the proposed carpark, material changes and steps in the facades to provide articulation. It was suggested by Council's Urban Designer that greater articulation could be achieved on the eastern elevation by introducing a vertical element for example vertical cladding. Light wells have been positioned throughout the centre of the building to provide more natural light and greater ventilation to the building.

The location of the four entry points on the ground level assist with providing reasonable cross flow ventilation. The light wells are constructed from glass louvres which also contribute to implementing natural ventilation to the upper levels.

The revised building footprint includes a void through the centre of the building which can be seen in the building plan attached as Figure 1. While not ideal in building design, the number of rooms with direct solar access is within the recommended guidelines in accordance with the Residential Flat Design Code.

The inclusion of vertical elements into the eastern facade can be undertaken as conditions of consent with details to be finalised at the Construction Certificate stage.

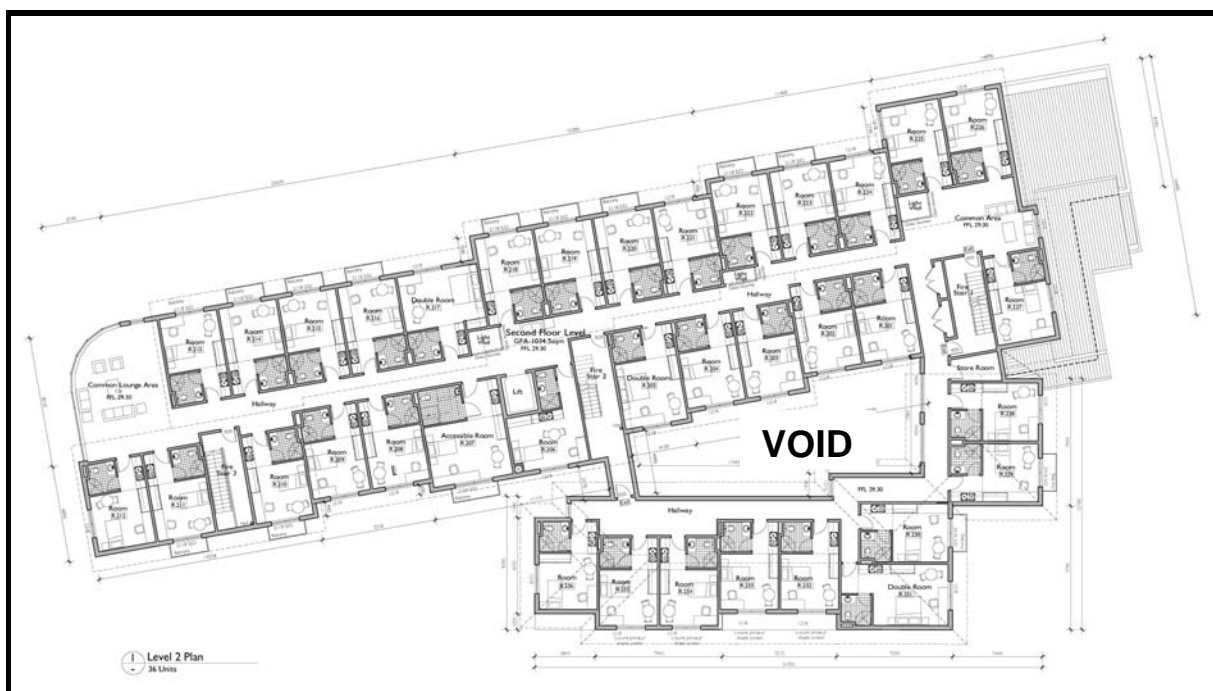


Figure 1: Floor plan showing location of void.

- 3. Retaining the three (3) large Tallowood trees at the Glen Road frontage with a supporting Arborist's report and revised landscape plan which maximizes landscape provision within and around the perimeter of the site.**

Applicant Response

The location of the building and access driveway has been adjusted to allow for the retention of the three trees.

An Arborist report by Advance Treescape Consulting has been supplied.

A landscape plan and Landscape Design Report has been provided by Conus Landscape Architecture.

Council Assessment

It was noted that the arborist report prepared by Advanced Treescape Consulting dated 21/11/14 does not identify measures for the retention of Tree 1, a mature Tallowood which is noted in the JRPP recommendations for retention. The calculated Tree Protection Zones (TPZ) are larger than calculated by Council's Arborist which would lead to the removal of the tree.

TPZ is calculated at 12.84 metres radius and Structural Root Zone (SRZ) at 3.69 metres radius. Council's Arborist suggested that the building be modified to provide a minimum of 5 metres setback from the tree where no excavation or filling will occur. Encroachment into the TPZ by the second level of the building can be managed by careful removal of branches that may be impact.

The driveway is to be constructed on grade using a permeable base and segmented pavers to allow water infiltration into the root zone, and gaseous exchange between the root zone and the atmosphere. No greater than 50mm diameter from Trees 1, 2 and 3 shall be severed without first seeking advice of a consulting arborist who holds a minimum Australian Qualification Framework (AQF) 5 level qualification. These requirements will be included with any conditions of consent.

The revised landscape plan is considered to provide greater provision of landscaping around the perimeter of the site.

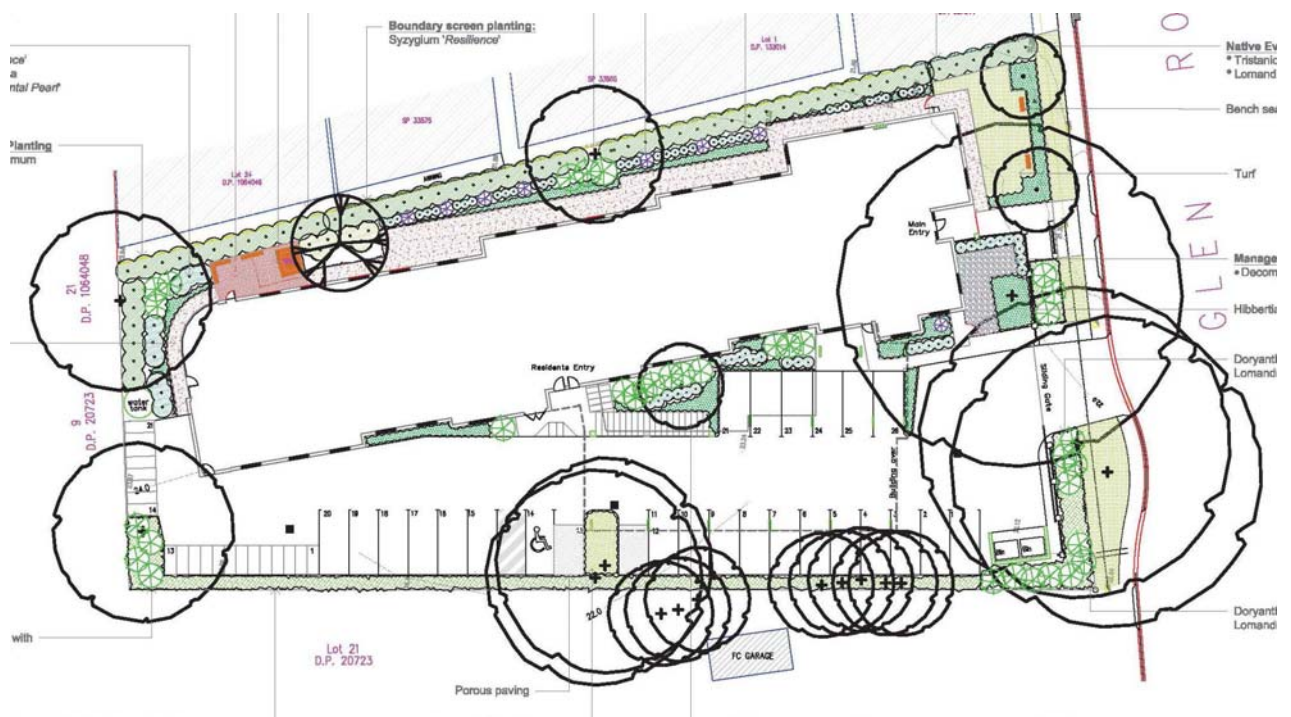


Figure 2: Revised Landscape Plan.

4. Provision of a minimum 5 metre rear northern boundary setback.

Applicant Response

The building has now been redesigned to provide a 5 metre setback.

Council Assessment

The revised building design includes a 5m setback from the rear boundary. While this setback is less than required in Council's DCP, the setback is considered reasonable as the impact of the reduction of 1.0 metre in setback to the adjoining properties will have a negligible effect. It is noted that the setback is in accordance with the JRPP recommendation.

5. Submission of a Plan of Management informed by a Social Impact Statement prepared by a qualified Social Planner, addressing matters outlined in the Council staff report.

Applicant Response

A Social Impact Statement (SIS) has been prepared by Complete Planning Solutions with reference to the Council staff report. Items raised in the SIS have been addressed in the Plan of Management (POM) prepared by Katy Gregory.

The principal vehicle for addressing social issues that could potentially arise from a boarding house is the POM. The submitted POM is considered to adequately address the issues raised by Council.

Council Assessment

The SIS prepared by Complete Planning Solutions was reviewed by Council's Social Planner. The POM has been prepared providing guidelines for the operation of the boarding house and measures to mitigate potential impacts regarding tenant type and behavior.

WSC supports the development of Ourimbah as a University town and through a Master planning process aims to revitalise Ourimbah accommodating growth and stimulating the locality, whilst protecting the unique character of the area. The proposal is considered to fit with both the existing character of the area and the desired future character of the area.

Council's Social Planner considers that with a POM in place for the facility and an on-site Manager to supervise operations and implement the POM, the boarding house should be managed adequately in regard to its impact on the surrounding neighborhood. Council's Social Planner recommended suitable conditions of consent to be included if the proposal is recommended for approval.

6. At least 1 communal room per floor with consideration being given to the northern elevation due to solar access considerations.

Applicant Response

One common area per floor at the northern elevation has been provided. Suitable use of glass will provide for solar access and thermal comfort. Additional communal and circulation areas have been provided elsewhere in the building.

Council Assessment

Council's Urban Designer reviewed the revised design with the additions of the communal rooms. It was considered that although a communal space has been provided on each level and in some cases two areas, the communal areas are not considered to be adequately located. The communal areas on the ground floor and on level one are located in a recessed area directly outside the entrance of some of the rooms. This location can potentially create disruption and prevent privacy for the occupants of those rooms. It is suggested that these areas can be improved with the inclusion of partition walls to assist with both the acoustic and visual privacy of the units adjacent. Additionally the small communal areas located at the front of the building of the ground floor and level one are to be removed to improve circulation of the foyer and reduce the impact to the amenity of the rooms adjacent to these areas. These walls and removal of areas can be included as conditions requiring design changes prior to the release of a Construction Certificate. It is noted that under Clause 30(1)(a) of the SEPP-ARH, at least one communal recreation room is required. The proposed boarding house will have three communal recreation rooms and is therefore compliant with SEPP-ARH.

ADDITIONAL CHANGES PROPOSED AS PART OF THE AMENDED DESIGN

Built Form

The proposed boarding house has been amended to remove the fourth level and to increase the building width along the street frontage which includes an undercroft area on the western side. Internal changes include an increase to the overall number of rooms, provision of a communal recreation room on each level, light wells and storage areas.

Specifically, the number of rooms has now been increased from 94 plus a manager's residence, to 100 boarding rooms plus the manager's residence. A void is found in the centre of the building and an undercroft area has been created below level one that contains the driveway and some undercover parking. The building now contains the following rooms:

- Ground Level = 26 rooms plus the manager's residence, recreation room with tea making facilities, laundry
- Level 1 = 38 rooms and two common areas
- Level 2 = 36 rooms and two common areas

The additional "wing" on the west side of the building contains nine rooms on each level and is accessed by a hallway leading from the lift and a hallway from the stair accessible from the front of the building.

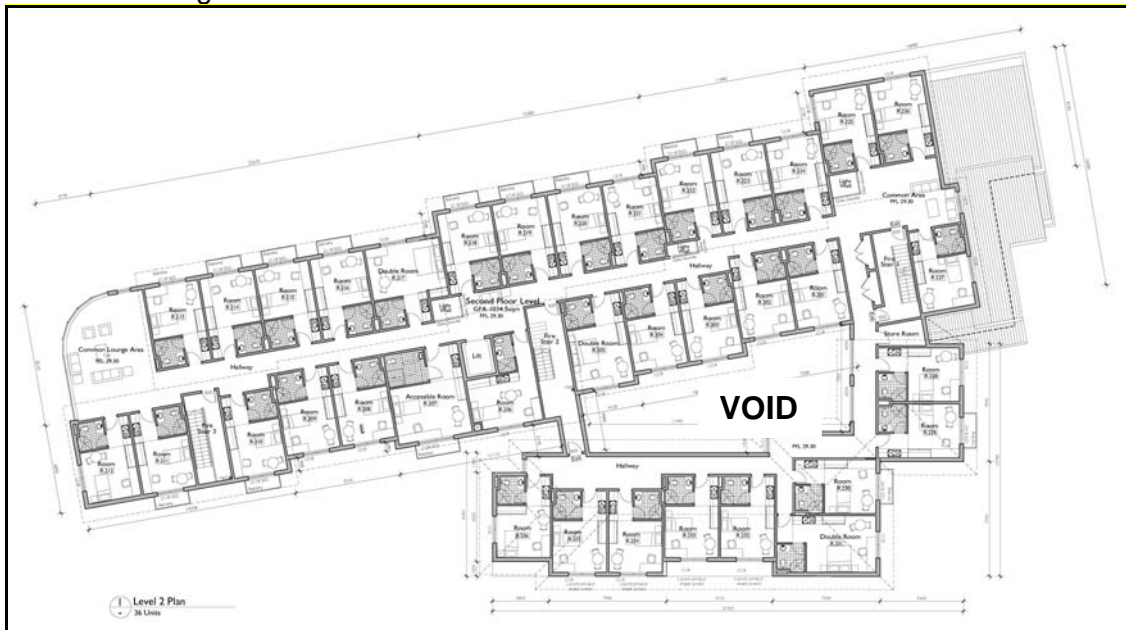


Figure 3: Level 2 showing the new additional building

Each unit continues to contain an en-suite, kitchenette, robe and desk. Each of the three levels contains a recreation room with the ground floor recreation room having direct access to the outdoor open space areas.

The manager's residence is located on the ground floor adjacent to the main entry from Glen Road. The boarding house is serviced by an accessible lift located in the centre of the building. The development is also serviced by three sets of stairs suitably located for circulation and egress.

The development is to be generally constructed of brickwork, styropanel wall and select fibrous cement weatherboards with a metal roof. A variation to these building materials is the glass curtain wall found on the north eastern corner of the building.

The amended built form alters some of those impacts previously identified in the areas of:

- Privacy
- Solar access
- Setbacks to the southern and western boundaries

Consideration of these impacts is provided below.

Privacy

The proposed addition to the building has reduced the building separation distance between the new wing of the building and the neighbouring property. The building at the closest point is now 15 metres from the dwelling at No. 8 Glen Road where it was previously 25 metres. This reduction in the separation distance has the potential for reduced privacy. However the separation distance is consistent with those recommended in Council's Development Control Plan Chapter 64 Multiple Dwelling Residential (DCP Chapter 64) and Residential Flat Design Code (RFDC). The required side setback is 6.0 metres. The minimum side setback proposed on the western side is 5.0 metres adjacent to the west wing. While less than required by 1.0 metre, the reduced setback maintains privacy to the adjoining property.

As discussed in the original report, the Land and Environment planning principles relating to visual impact suggest that distance is a major factor in reducing the impact of overlooking. If suitable building separation distance can be achieved the impact of overlooking is reduced. Although the separation distance is reduced, at 15 metres, the separation distance to the existing dwelling and its primary open space is still considered reasonable to maintain acceptable levels of privacy. The addition of a 2.40 metre high lapped and capped timber fence, and the location of the car park along the common boundary of No. 8 Glen Road, will assist in reducing noise and head light glare. The original western elevation remains at a separation distance of 28 metres to the rear yard of No.8 which is considered to be a reasonable separation distance regarding the impact of overlooking onto the property and properties beyond. Privacy within the rear yard of No. 8 will also be further protected by existing vegetation, additional landscaping and privacy screens to be applied to the western façade of the new wing. The amended design is considered to maintain a reasonable amount of privacy in regard to the potential overlooking of adjoining properties.

Solar Access

The impact of overshadowing to the adjoining property to the west at No. 8 Glen Road has increased with the addition of the new building wing. The proposed boarding house can be considered similar in built form to that of a residential flat building therefore the solar access controls found in Council's DCP Chapter 64 can be used as a guide when considering the solar impacts of the building on adjoining properties.

The DCP considers that at least 75% of required private open space areas on adjoining lands shall receive at least three hours unobstructed sunlight between the hours of 9am and 3pm on 21 June.

The previous proposal projected a morning shadow which impacted the existing garage falling short of the existing dwelling. The dwelling at No. 8 was therefore not overshadowed at any part of the day by the previous development design between the hours of 9am and 3pm on 21 June.

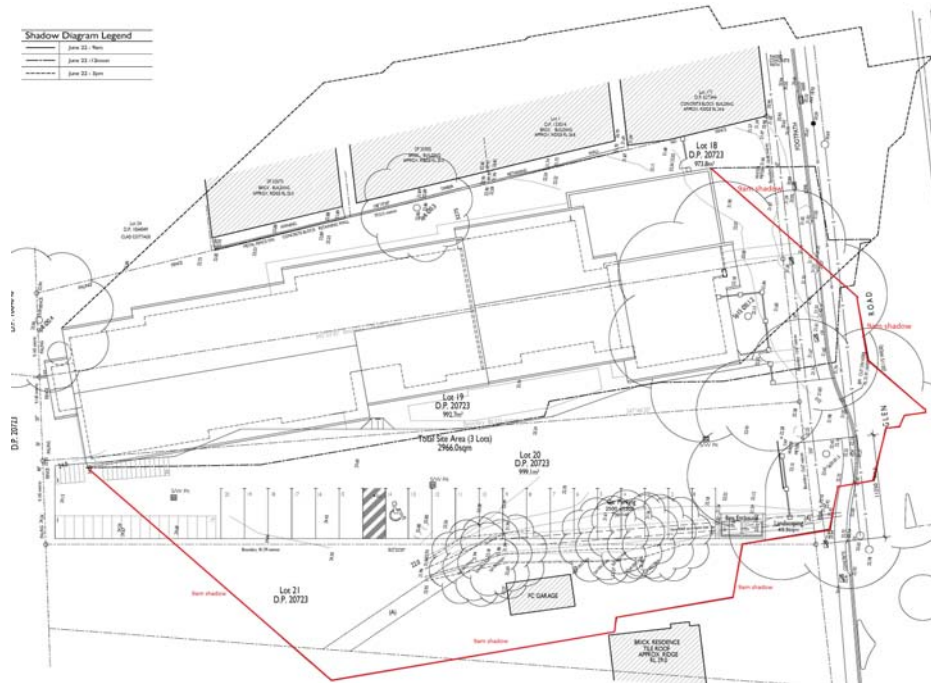


Figure 4: Original building shadow diagram showing projected shadows on 21 June. The 9am shadow is identified by the solid red line.

The revised development application includes shadow diagrams which show the shadow impacts of the winter solstice. The proposed development will project a morning shadow into the neighbouring property at No. 8 Glen Road which now covers the existing garage and half of the existing dwelling. However by approximately 11 am, the dwelling and direct open space at the rear of No. 8 would receive full sunlight. Therefore the private open space of No. 8 would achieve the minimum amount of solar access on the 21st June of three hours sunlight between the hours of 9am and 3pm to 75 percent of the private open space area. The midday shadow will project to the kerb line of the Glen Road while the 3pm shadow will project to the shops adjacent to the east (see shadow diagram below).

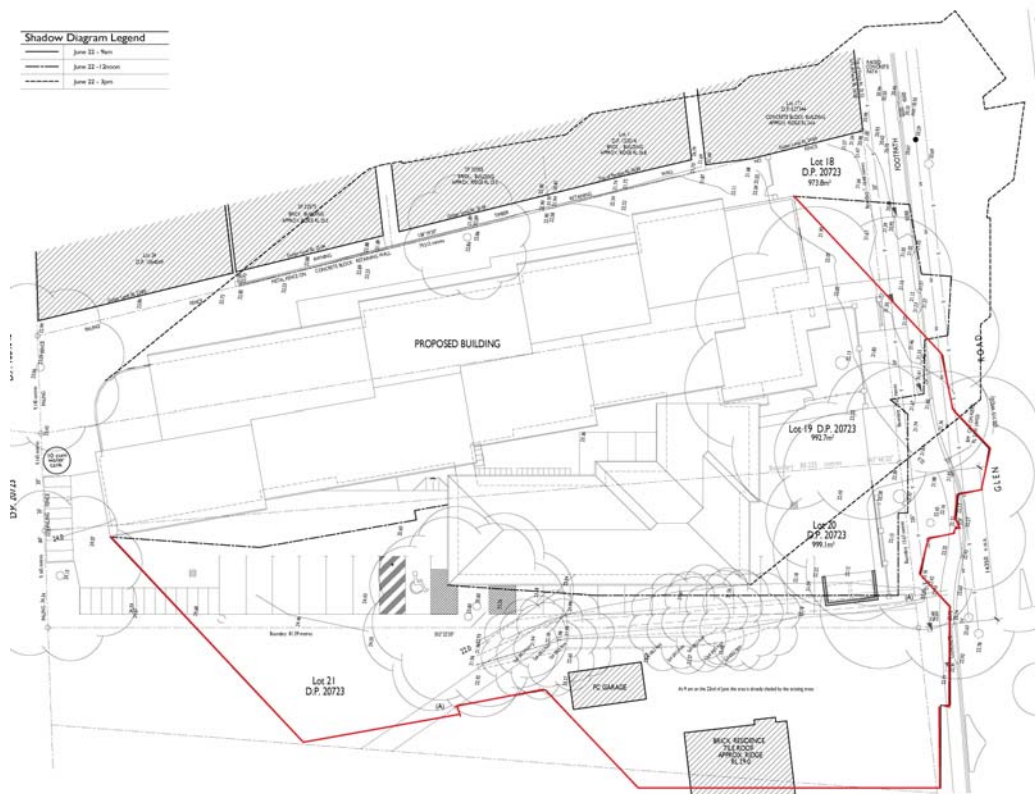


Figure 5: Amended building shadow diagram showing projected shadows on 21 June. The 9am shadow is identified by the solid red line.

Therefore, the amended building is not going to cause any unreasonable overshadowing on adjoining properties and is compliant with the relevant provisions.

The amended design results in 12 units that have a south orientation. While there are no specific controls in this regard for a boarding house, it is considered good design to minimise the number of units with a south orientation. The Residential Flat Design Code (RFDC) and Council's DCP 64 suggests that dwellings should be orientated to allow optimum solar access for internal living. The design of the boarding house has attempted to achieve direct solar access to the maximum number of units through appropriate orientation. However, due to the orientation of the site being southeast/northwest and the width of the subject site and development, the design of some units to have a southerly aspect is unavoidable.

The RFDC suggests that the number of units with a southerly aspect should be limited to 10% of the total number of units. The 12 units results in approximately 12% with a southerly aspect. Given the number of units with a southerly aspect is marginally greater than that recommended, the additional 2% of units with a southerly aspect is considered reasonable.

The amended design also results in 15 units facing the void created between the west wing and the original building. Although not south facing, some of these units may be deficient in receiving direct sunlight. As a guide the RFDC recommends 70% of the apartments receive a minimum of three hours direct sunlight between 9am and 3pm in mid-winter. It is considered that 10 of the 15 units will struggle to meet the direct sunlight requirements. When added to the 12 south facing units which also will not receive direct sunlight, a total of 22 units will be affected which is approximately 22% of the development.

The development achieves approximately 78% of units with direct sunlight which is greater than the minimum 70% recommended in the RFDC guidelines and therefore acceptable. It is noted that the development includes three common rooms which all receive adequate sunlight during the mid-winter period.

Setbacks to the street and western boundaries

SEPP-ARH does not refer to setback distances for a boarding house therefore the setback distances identified in DCP Chapter 64 are used as a guide given the similarities of built form to a residential flat building. The preferred front setback of a building greater than two storeys is 7.5 metres from the street frontage. The front elevation of the building ranges in setback from 6.50 metres on the eastern side to 21 metres on the western side.

The reduced setback is not for the whole building, but for a small portion of the building for an approximate width of 8.0 metres which when proportioned across the width of the site equates to a variation of 17.4%. This reduced setback is on the eastern side of the development near the adjoining commercial boundary. The small area that has a setback of less than 7.5m is not considered to have an adverse impact on the surrounding area. As previously mentioned in the original report, the setback distance is considered reasonable and provides a gradual transition to the residential properties to the west.

The new wing of the building has a setback of 5.0 metres to the western boundary. Council's DCP 64 requires the setback of a building of this bulk and scale to be 6.0 metres. The proposed setback will provide minimal change in impact to the adjoining property. The existing dwelling at No. 8 Glen Road is approximately 10 metres from the adjoining boundary giving a distance of approximately 15 metres between the west wing and the dwelling. As mentioned previously a separation distance 15 metres is acceptable in regard to privacy in accordance with the RFDC and DCP Chapter 64. The proposed setback will also retain acceptable levels of solar access to the adjoining site. The proposed setback is therefore considered acceptable in this instance.

Landscaping

The landscape plan has been revised with extensive landscaping proposed within the front setback and in the communal areas located on the east and north-eastern side of the site. The landscaped areas have increased to 31% of the site which is greater than the required 25% under DCP Chapter 64. Landscaping will be predominantly low maintenance native species suitable to the location and climate.

Parking

The proposed carparking remains located on the western side of the development. An undercroft has been created under the western wing of the new building where some of the car spaces are wholly or partially undercover. The driveway enters the site and continues under the building through the undercroft to access the car and motorcycle spaces towards the rear of the site.

The application was lodged under the SEPP-ARH which requires 20 car spaces for a boarding house with 100 rooms. The proposal provides 20 car spaces plus one for the manager's residence. The proposal also includes parking for 20 motorcycles and 20 bicycles as required by the SEPP-ARH.

As previously discussed in the original report, car parking is a non-discretionary development standard under the SEPP-ARH which means the application cannot be refused on grounds of car parking if the minimum numbers required are provided. The site is also within an accessible area to public transport being approximately 300 metres to the Ourimbah Railway Station and walking distance to the University and TAFE and recreational facilities.

VARIATIONS TO POLICIES

The proposed development has been submitted under the SEPP-ARH and is considered to be consistent with the SEPP requirements. Where the SEPP is silent in development requirements, the Council Development Control Plan is to be considered. Council does not have a specific development control plan relating to boarding houses therefore Council's Multiple Dwelling Residential DCP is applied given the similarities of the proposal to that of a residential flat building.

The proposal is considered consistent with the objectives of DCP Chapter 64 with the exception of the following departures as noted in the table below.

Table 1: Variations to Policies

Clause	4.2.b
Standard	Maximum height of 7m from ground level to ceiling of the upper floor.
LEP/DCP	DCP 64 – Multiple Dwelling Residential Development.
Departure basis	<p>Proposal is for 3 storeys at a height of 9m to ceiling of the third level - a 2m departure on the height standard.</p> <p>The height represents a departure of 22.2%. However, the logical approach is to discuss the DCP criteria as a statement of intent and review its objective rather than restrict the matter for compliance to a numerical factor.</p> <p>The variation is considered reasonable as the proposed building has a maximum height of 10.5 metres to the peak of the roof which is consistent with the commercial building found to the rear. The topography to the west sharply increases containing a significant amount of existing mature trees which provides a vegetated backdrop to the west of the site allowing the height to integrate with the local area. The proposed height will not hinder solar access and is of a suitable distance to maintain privacy to adjoining properties.</p>
Clause	5.3.3 Table 4
Standard	Front setback to be 7.5m
LEP/DCP	DCP 64 – Multiple Dwelling Residential Development.

Departure basis	<p>A portion of the building is proposed to be setback 6.5m from Glen Road.</p> <p>The reduced setback is not for the whole building, but for a small portion of the building for an approximate width of 8.0 metres, the remainder of the building (26.5m) complies with the front setbacks. The portion of the building that has a reduced setback results in a variation of 13.3%.</p> <p>This is acceptable in part because the site adjoining the proposed reduced setback portion of the building is constructed with a zero setback to Glen Road.</p>
Clause	5.3.3 Table 4
Standard	Side & Rear setbacks: 6.0m
LEP/DCP	DCP 64 – Multiple Dwelling Residential Development.
Departure basis	<p>The eastern side boundary setback is proposed to range from 3.35m to 5.275m from the wall to adjoining boundary (rear of shops fronting Pacific Highway). The reduced setbacks apply to the whole building length and results in a variation of between 12% and 44% due to the stepped façade.</p> <p>The western side has a minimum setback of 5m to adjoining residential boundary. The west side setback: 16.6% departure is reasonable and supported because building separation, overshadowing, overlooking and amenity are adequately addressed.</p> <p>At the rear the building provides a 5m setback to the adjoining commercially zoned sites one of which is vacant and the other containing a building some 40m from the adjoining boundary. The variation of the rear setback by 16.6% is supported because building separation, overshadowing, overlooking and amenity are adequately addressed.</p>

The departures identified above and in relation to the amended design are discussed later in this report.

SUBMISSIONS

Any submission from the public.

The application was notified on four separate occasions in accordance with DCP 2005 Chapter 70-Notification of Development Proposals and DCP 2013 Chapter 1.2 Notification of Development Proposals as follows:

1. 20 December 2013 to 11 February 2014 with 168 submissions of objection received.
2. 2 April 2014 to 22 April 2014 with 131 submissions of objection received.
3. 3 December 2014 to 23 January 2015 with 169 submissions of objection received.
4. 3 March 2015 to 10 April 2015 with 182 submissions of objection received and 200 submissions of support.

The issues raised in relation to the amended proposal are discussed below.

- **The scale & density of the building is excessive.**

Comment

The building is of a scale that is greater than that generally found on the surrounding properties. The building width at the street frontage has increased with the addition of the western wing. However, the buildings density has slightly decreased from a FSR of 1.03:1 to 1.003:1

The building previously presented as a two storey development at the Glen Road frontage with the third and fourth level setback from the previous edge in a stepped manner. The amended design has removed the fourth level and retained the step in the third level to the original building. The additional western wing to the building is three levels in height and setback between 13 and 21 metres from Glen Road to alleviate the building's bulk and scale when viewed from the street.

- **Height is excessive**

Comment

The height of the building has been reduced from 13.3 metres to 10.5 metres. WLEP 1991 and WLEP 2013 do not contain any height limitations for the site. Guidelines for building height controls are included in DCP No. 64 – Multiple Dwelling Residential Development.

The amended building design has a height of 10.5 metres to the peak of the roof and 9.0 metres to the ceiling height. DCP No. 64 established that the maximum height for residential development of the site is 7.00 metres to the ceiling of the upper level. The front two storey section of the building complies with the height limit at a height of 6.0 metres. In addition, the application has been submitted under the SEPP-ARH which relates the height of the building back to any Environmental Planning Instrument which applies to the area.

Both WLEP 1991 and WLEP 2013 do not have height development standards for the site. The DCP refers to a building height; however a DCP is not a planning instrument and is used as a guide only.

The property to the north in King Street contains a building consisting of three storeys at a height of 10.5 metres to the peak of the roof. The amended boarding house design results in a maximum height of 10.5 metres to the peak of the roof, therefore consistent with the height of the nearby building to the north. The proposed boarding house has been reduced in height from the original submission as previously mentioned.

Given the context of the site in close proximity to major road and rail infrastructure, the large site area, the reasonable separation distances to the adjoining residential property and land form, the height variation is considered reasonable.

- **FSR is excessive**

Comment

The SEPP-ARH provides an additional 0.5:1 to the local development control for FSR. There is no specific FSR control for a boarding house within WLEP 1991 or WLEP 2013. Therefore the FSR requirement for a residential flat building is adopted given the similarities of building type which is 0.6:1. The additional 0.5:1 equates to an allowable of FSR of 1.1:1. The proposed FSR is now 1.003:1 which is less than the maximum of 1.1:1. The proposed FSR is therefore not excessive as it complies with the prescribed maximum limits.

- **Setbacks**

Comment

Front Setback - Glen Road

The proposed setbacks are less than required under Council's DCP requirements for residential flat buildings which require a front setback of 7.5 metres. The building proposes a stepped façade to Glen Road. The eastern portion of the building (adjacent to the zero lotted commercial development on the Pacific Highway) is 6.5 metres. The western portion of the Glen Road frontage is setback 21 metres which is well in excess of the required 7.5 metres.

The reduced setback is not for the whole building, but for a small portion of approximately 8.0 metres. This reduced setback is on the eastern side of the development near the adjoining commercial boundary and is considered reasonable as it provides a gradual transition to the remainder of the building and to the residential properties to the west. The adjoining shops are built to the Glen Road boundary; the proposed 6.5 metres for the boarding house would provide a gradual step from the shops to the residential dwellings to the west.

Eastern Side Setback – Adjoining Commercial Development on the Pacific Highway

The eastern side setback is to be a minimum of 6.0 metres. The proposed eastern side setback is a minimum distance of 3.35 metres to a maximum distance of 5.275 metres. As this is adjoining commercial properties impact on amenity is considered reasonable.

Western Side Setback – Adjoining No. 8 Glen Road

The amended design proposes a minimum setback of 5.0 metres to the new west wing of the building. This 5.0 metre setback is for a portion of the building (26.29m) and not the whole building. The remainder of the building complies with the required side setbacks for the western elevation.

The proposed reduced setback will have a negligible effect on the adjoining property. The 5.0 metre setback will achieve the objectives of the setback controls found in DCP Chapter 64 as the adjoining property will maintain suitable solar access and privacy. The distance between the proposal and the existing dwelling will be approximately 15 metres. As mentioned previously a separation distance 15 metres is acceptable in regard to privacy in accordance with the RFDC and DCP Chapter 64. The RFDC and DCP Chapter 64 recommend a distance of 12 metres between habitable rooms for buildings up to four storeys. The western elevation will provide privacy screens to windows to assist with alleviating the impact on the adjoining neighbour. The addition of a 2.40 metres high lapped and capped timber fence with the car park along the common boundary of No. 8 Glen Road will also assist in reducing noise and head light glare

Rear Setback – Adjoining Commercial zoned lots to the north

The proposed rear setback is 5.0 metres which results in a variation of 1.0 metre. Although less than the required setback distance to the rear boundary, the reduced distance will provide minimal impact to the adjoining properties which are commercial in use. The boundary adjoins two properties one of which is vacant (fronting Pacific Highway), the other containing a single level building at the street frontage (King Street) with open space to the rear.

The total site coverage of the building is 32.2 percent. Therefore, although the setbacks have been reduced, the site coverage is less than half of the subject site and considered reasonable. The proposed setbacks are therefore considered to be reasonable due to the minimal impact on adjoining properties.

The proposed setbacks are therefore considered acceptable in this instance.

- **The architectural design is poor and not compatible with the streetscape. The glass wall proposed for north-eastern corner will create a visual eyesore and reflection issues for traffic.**

Comment

The amended design has removed the fourth level, but has included an additional building component on the western side. The presentation to Glen Road is considered to be in keeping with the residential streetscape and presents a quality architectural design (see Figure 6). The existing trees to be retained and proposed landscaping and fencing will assist with the integration of the building within the streetscape.

The building as viewed from the Pacific Highway includes a mix of materials and colours to reduce the visual impact of the building and assist with integration into the commercial visual catchment. The glass curtain wall on the north eastern corner of the building is commercial in nature and integrates with the commercial properties adjacent (see Figure 7).

The glass can be treated to reduce the impact of glare and reflection and a condition of consent can be included.

- **Proposal out of character with the local area.**

Comment

The proposed residential use as a boarding house is permissible within the 2(b) and R1 zones. Generally the objectives of these zones seek to cater for a variety of housing types and densities and provide for other uses which are compatible with the residential environment. The proposed development has been reduced in height to be consistent with the height of the commercial development to the rear at No. 5 King Street.

The amended building is of a built form not previously found within the local area. However as previously discussed in the original report, “the proposal does not have to be the same as the predominant form which creates the character of the local area, but should respond to the desirable elements” (*Project Venture Developments v Pittwater Council* [2005][67]). The character of the surrounding area is a mix of commercial, industrial and low to medium density residential.

An important contributor to the character of a local area is the relationship of built form to the surrounding space. This relationship is created by building height, setbacks and landscaping. It was stated in *Project Venture v Pittwater Council* that “buildings do not have to be the same height to be compatible” (*Project Venture Developments v Pittwater Council* [2005][27]). The existing height in the streetscape should also be taken into account when there is a height difference. The amended building design has attempted to fit with the residential character of the Glen Road area by reducing the height of the building to three levels and maintaining a façade consistent with residential development

Front setbacks and landscaping are also an important element of the urban character. The amended building has been designed to provide a front setback distance commencing at 6.0 metres on the eastern side (original building), to 13.5 metres and 21 metres on the western side of the new western addition. These setbacks will enable retention of significant trees within the front setback which assists with the integration of the building in the streetscape.

As previously discussed, the character of the local area is not just the residential precinct but also includes the commercial backdrop from the Pacific Highway, Glen Road and neighbouring King Street. The visual landscape from the Pacific Highway toward the site is dominated by a major roadway and a commercial ribbon of shops and professional rooms. The boarding house will in part extend two levels above the adjacent shops. King Street also comprises commercial and professional premises including a three storey medical centre with a similar building height to the proposed boarding house. As such it is considered that the proposed development is not out of character with the local area.



Figure 6: Photomontage of amended building design to Glen Road frontage.



Figure 7: Photomontage of amended building design from the Pacific Highway.

- **The development will impact on the natural water course.**

Comment

The proposed development includes some modification to the existing natural watercourse and provides an elevated car parking platform on the top. The applicant submitted a flood study in support of the proposed works. An on-site stormwater detention and drainage system has been designed to control the rate of runoff leaving the site. Works include the widening of the drain on the subject site and relining the base of the watercourse.

Council's Senior Development Engineer is satisfied with the proposed stormwater management subject to suitable conditions of consent.

The application was referred to the Office of Water as integrated development. The Office of Water issued their General Terms of Approval which stipulates requirements to adequately manage impacts on the watercourse. To ensure the natural water course is maintained regular maintenance is to occur for two years after the rehabilitation and vegetation management works have been completed.

- **Adverse impacts to privacy.**

Comment

The site is bound to the east by the shops on the Pacific Highway, to the north by the rear of commercial properties and to the west by a single residential dwelling.

The eastern elevation has windows facing the commercial area and carpark directly adjacent to the site and to the north and south on the Pacific Highway. The separation of between 3.35m to an average of 5.00 metres provides an acceptable buffer to the shops. The overlooking of these areas provides passive surveillance and potentially contributes towards greater security and crime prevention.

To the west of the site is a single residential dwelling. The setback to the western boundary is at a minimum 5.0 metres and widens to 9.5m towards the rear of the site. Council's DCP and the RFDC recommend building separation distances of 12 metres between habitable rooms for up to four storeys. The separation distance between the proposed west wing and the dwelling at No. 8 is approximately 15 metres. Therefore, the separation distance between the proposed building and the nearest residential property at No. 8 Glen Road is consistent with the recommended guidelines and considered reasonable. The addition of a 2.40 metre high lapped and capped timber fence and additional vegetation with the car park along the common boundary of No 8 Glen Road will assist in reducing noise and head light glare. The west elevation of the new wing includes privacy screens on level 3 to reduce direct overlooking of the neighbouring property.

- **Overshadowing to the adjoining properties & loss of prevailing breezes.**

Comment

The revised development application includes shadow diagrams which show the shadow impacts on the 21 June. The proposed development will project a morning shadow into the neighbouring property at No. 8 Glen Road which covers the existing garage and half of the existing dwelling. However by approximately 11 am, the dwelling at No. 8 would receive full sunlight. The private open space of No. 8 achieves the required measure of three hours sunlight to 75 percent of the open space area on 21 June.

Therefore, the proposed building is not going to cause unreasonable overshadowing on adjoining properties. The building will buffer some breeze, but north-easterly and easterly winds will remain.

-
- **Impact on the Tallowoods at the front of the development. The proximity of the driveway and building will impact on the root zone of the Tallowoods.**

The building design has been revised to retain the three Tallowood trees at the front of the property. The consulting Arborist made a recommendation to remove the eastern most Tallowood due to the proximity of the building and the impact the construction of the building will have on the Tallowood and its root zone. Upon review, Council's Arborist considered the recommendation to be conservative and that the eastern most Tallowood could be retained with a greater building setback. The applicant accordingly revised the setback distance to accommodate retention of the tree. It is also considered that encroachment into the Tree Protection Zone (TPZ) by the second level of the building can be managed by careful removal of branches that may be impacted.

The driveway is to be constructed using permeable base and segmented pavers to allow for water infiltration into the root zone, and gaseous exchange between the root zone and the atmosphere. The construction of the fence will also require consideration of the Tallowoods in regards to the TPZ. The impact on the Tallowoods should therefore be minimal and able to be managed appropriately in accordance with conditions of consent.

- **A lack of laundry facilities.**

Comment

The revised design and documentation provided has included more detail in regard to the provision of laundry facilities. The laundry has been modified to accommodate three single washing machines, two double washing machines and four dryers. The proposed laundry is considered adequate based on the following:

- The laundry will be open 24 hours per day.
- 5 washing machines available
- 113 people maximum washing two times per week
- Approximately 0.5 hours for a wash cycle
- Washers will operate 113 hours per week which is approximately 16.14 hours per day.
- With 5 machines available therefore each machine will operate for approximately 3.23 hours each day.
- Dryers are double stack dryers and operate from between 12 to 30 minutes.

Therefore considering the above details, the proposed laundry facilities are adequate for the proposed boarding house. Additionally, there is a commercial coin operated laundry in the shops adjacent to the proposed boarding house.

- **The Social Impact Statement does not properly address the impact of the development on the community.**

A Social Impact Statement (SIS) has been prepared by a consultant and submitted with the revised plans and documentation. The SIS addresses many of the social issues surrounding the proposed boarding house. The POM has been prepared providing guidelines for the operation of the boarding house and measures to mitigate potential impacts regarding tenant type and behavior.

Council's Social Planner considers that with a POM in place for the facility and an on-site Manager to supervise operations and implement the POM, the boarding house should be managed adequately in regard to its impact on the surrounding neighborhood.

- **Waste truck turning area is inadequate to accommodate waste vehicles.**

A plan showing revised turning templates was submitted detailing internal waste collection arrangements for this property. The proposed loading areas, vehicle manoeuvrability and internal driveway grades appear to comply with AS 2890.2(2002) – "Off-street commercial vehicle facilities". These plans are considered to be satisfactory.

Any submission from public authorities.

The amended proposal was referred to the following external agencies as integrated development.

Rural Fire Service

The Rural Fire Service issued concurrence with no specific conditions applicable on 26 February 2014. The RFS reviewed the revised designed and raised no objections subject to compliance with previous terms of approval issued 26 February 2014.

Office of Water

The Office of Water issued their General Terms of Approval (GTA) for works requiring a controlled activity approval under the Water Management Act 2000 on 25 March 2014. A subsequent referral was required by the Office of Water due to the change of building and carpark design in the vicinity of the water course which is located on the western boundary of the property. The Office of Water had no further comments to add to the previous approval.

Internal Consultation

Council's Arborist and Landscape Design Assessment Officer

The applicant submitted an Arboricultural Impact Assessment by Advanced Treescape Consulting, Landscape Plan by Conus Landscape Architects dated 21 November 2014 and a Landscape Design Report dated November 2014. Following a review of the Arboricultural Impact Assessment, Council's Arborist considered the Tree Protection Zone (TPZ) distances conservative and larger than the minimum required. Council's Arborist recommended a TPZ of 5.0 metres to the eastern most Tallowood (Tree 1) with no excavation or filling to occur within that zone. Encroachment into the TPZ by the second level of the building can be managed by careful removal of branches that may be impacted by the building. The building design has been revised accordingly to retain the eastern most Tallowood (Tree 1) that would have been impacted by the construction of the building.

Council's Arborist also recommended that the driveway be constructed on grade using a permeable base and segmented pavers to allow water infiltration into the root zone and the gaseous exchange between the root zone and the atmosphere. The design accommodates this recommendation.

Council's Senior Development Engineer

The site is located within the Ourimbah Creek Catchment and Council's records indicate that the site is affected by flooding. The proposal includes modification of the existing natural watercourse / open style channel and provide an elevated car parking platform above. The proposed channel widening works will provide an increase in the capacity to convey flood water. The watercourse will be rock lined to prevent scour, erosion and meandering. Piers have been shown inside the property boundary and within the watercourse to support the elevated parking structure.

Suitable stormwater management requirements for the site can be achieved. Council's Senior Development Engineer raised no objections to the proposed development subject to appropriate conditions of consent.

Council's Urban Designer

Council's Urban Designer reviewed the amended design. It was considered that the built form and scale of the building had improved through the use of materials and articulation. The eastern elevation could benefit with additional articulation to break up the horizontal length of the elevation. It is suggested that some vertical elements such as vertical cladding, be introduced to the eastern façade which can be included as a condition of consent.

With regard to the additions of the communal rooms, it was considered that the areas identified for use may impact on the occupants of the boarding rooms adjoining the communal areas. The communal areas on the ground floor and on level one are located in a recessed area directly outside the entrance of some of the rooms. This location can potentially create disruption and prevent privacy for the occupants of those rooms. It was suggested that some partition walls be included to provide separation between the communal areas and the entry to those rooms affected. Additionally the small communal areas located at the front of the building of the ground floor and level one are to be removed to improve circulation of the foyer and reduce the impact to the amenity of the rooms adjacent to these areas. These recommendations can be marked on the plans in red and included as a condition of consent.

Concern was raised regarding the units facing the void created between the west wing and the original building. The rooms facing the void on the ground and first floor may have compromised natural lighting and ventilation. The RFDC guidelines suggest that 60% of the units should be naturally cross ventilated. Although the units facing the void may be compromised in regard to natural ventilation, the overall development is consistent with the guidelines of the RFDC.

Daylight access consists of skylight and sunlight and is to be provided to all habitable rooms. While the rooms facing the void may have challenged sunlight, they will receive daylight through the void formed between the main building and the west wing. Ten of the units facing the void are going to struggle to achieve the sunlight requirement. When added to the south facing units that do not achieve direct sunlight, a total of 22% of units will be compromised. The RFDC guidelines suggest that 70% of the units should receive a minimum of three hours direct sunlight between 9am and 3pm in mid-winter. The proposed boarding house will achieve 78% and is therefore within the recommended guidelines.

Council's Social Planner

Council's Social Planner reviewed the SIS prepared by Complete Planning Solutions and the Plan of Management prepared by Katy Gregory for the operation of the proposed boarding house. The SIS addresses many of the social issues surrounding the proposed boarding house. The POM has been prepared providing guidelines for the operation of the boarding house and measures to mitigate potential impacts regarding tenant type and behavior. Council's Social Planner considers that with a POM in place for the facility and an on-site Manager to supervise operations and implement the POM, the boarding house should be managed adequately in regard to its impact on the surrounding neighborhood.

THE PROVISIONS OF RELEVANT INSTRUMENTS/PLANS/ POLICIES

a) Wyong Local Environmental Plan (WLEP) 2013

Zoning & Permissibility

The subject site is zoned R1 General Residential under the Wyong Local Environmental Plan 2013.

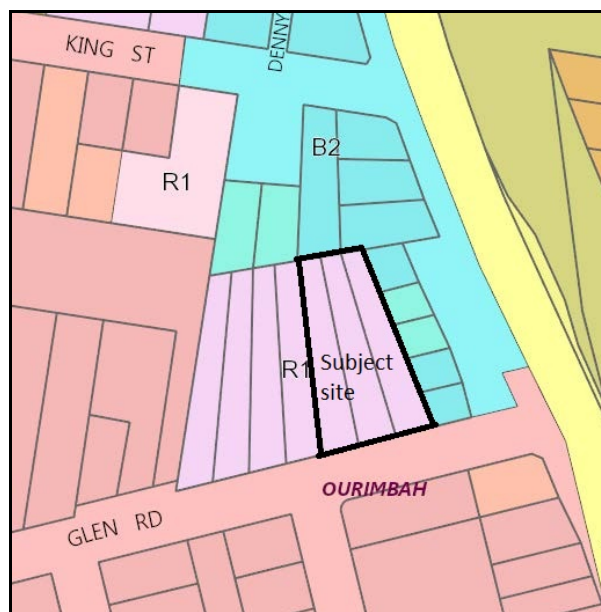


Figure 8: WLEP 2013 Zone boundaries.

The current proposal is permissible under the WLEP 2013 and consistent with the objectives of the zone which are:

- *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 the resident.*

-
- *To promote “walkable” neighbourhoods*
 - *To ensure that development is compatible with the scale and character of the local area and complements the existing streetscape.*

The proposed boarding house is considered to be consistent with the objectives of the zone as follows:

- The boarding house is responding to the accommodation needs of the community by providing affordable housing primarily for student accommodation in support of the University and TAFE.
- The proposed boarding house is providing a variety of housing type and density.
- The proposed boarding house is within an accessible area and promotes the “walkable neighbourhood”. The primary occupant for the boarding house is students who are in walking distance to the Ourimbah Campus.
- The proposed development is considered compatible with the local area and complements the existing streetscape through the use of a variety of materials and architectural treatments to reduce the scale of the building. The topography of the area assists with reducing the impact of the height to the surrounding area as discussed previously.

Services

Clause 7.9 states that the consent authority must not grant consent to the carrying out of any development on any land unless adequate electricity supply, water supply and facilities for the disposal and management of sewage and drainage, and suitable vehicular access are available to that land.

The site has the ability to connect to Council’s reticulated water and sewer supply and suitably drain stormwater drainage from the site. The driveway access was relocated during the assessment process to be suitably located in accordance with Australian standards.

Wyong Local Environmental Plan 1991

The development application was submitted prior to the coming into force on 23 December 2013 of Wyong LEP 2013. Therefore, consideration of Wyong LEP 1991 was given during the assessment of the application.

Zoning & Permissibility

The subject site is zoned 2(b) Multiple Dwelling Residential under the Wyong Local Environmental Plan 1991.



Figure 9: Zone boundaries.

The proposed development is defined as a “boarding house” which is permissible within a 2(b) zone. The objectives of the zone state:

- (a) *to cater for a wide range of housing types essentially domestic in scale and character and generally not exceeding a height of two storeys, and*
- (b) *to provide for other uses which:*
 - (i) *are compatible with the residential environment and afford services to residents at a local level, and*
 - (ii) *are unlikely to adversely affect residential amenity or place demands on services beyond the level reasonably required for residential uses.*

The use is permissible with consent and complies with the objectives of the zone as follows:

- The boarding house provides a residential use which contributes towards a variety of residential housing found in the area.
- The height of the building provides a transition from the adjacent 3(a) Business Centre zone to the east and the north. The proposed boarding house is considered to fit with the residential amenity and unlikely to place demands on those services required for a residential use.
- The proposed boarding house is located on the edge of the residential zone and is considered to provide a reasonable transition from the commercial to residential zone.
- Movement from the boarding house is likely to extend to the east to the Pacific Highway towards the shops, public transport and the university limiting the impact on the adjoining residential areas to the west and south.

- The boarding house and associated landscape is designed to fit with the surrounding area with retention of vegetation where possible, a variety of material choice and the use of heritage type colours.
- The topography of the area assists with reducing the impact of the height. The topography gradually increases to an approximate height of 12 metres above the subject site (160 metres to the west) then sharply inclines to the ridge which is approximately 78 metres above the subject site (600 metres to the west). The incline to the west contains a significant amount of existing mature trees which provides a rural backdrop to the west of the site and a vertical envelope in which the boarding house sits within.

Services

Clause 29 states that Council shall not grant its consent to the carrying out of any development on any land unless adequate water supply and facilities for the removal or disposal of sewage and drainage are available to that land.

The site has the ability to connect to Council's reticulated water and sewer supply and suitably drain stormwater from the site.

b) State Environmental Planning Policies (SEPP)

SEPP (Affordable Rental Housing) 2009 (SEPP-ARH)

The development is required to be assessed against the relevant provisions of the SEPP-ARH. The following compares the details of the proposal against specific requirements of the SEPP-ARH. A summary table of how the development complies with the various requirements of the SEPP is provided below.

Table 2: SEPP-ARH - Compliance Table

Clause	Comment	Compliance
Division 3 Boarding houses		
26 Land to which Division applies.	The site was zoned 2(b) under the WLEP 1991 and is zoned R1 General Residential under WLEP 2013.	Yes
27 Development to which this division applies.	Development not within R2 or equivalent zone (2(a) under WLEP 1991)	Yes
28 Development to which this Division applies may be carried out with consent.	Division applies to proposed development.	Yes
29 Standards that cannot be used to refuse consent.		
1. a) the existing maximum floor space ratio for any form of residential accommodation permitted on the land, or b) if the development is on land within a zone in which no residential accommodation is permitted—the	The maximum FSR for RFB's in a 2(b) zone is 0.6:1; Plus 0.5:1 if existing FSR is 2.5:1 or less; The maximum allowable FSR is 1.1:1. The proposed FSR is 1.003:1.	Yes

<p>existing maximum floor space ratio for any form of development permitted on the land, or</p> <p>c) if the development is on land within a zone in which residential flat buildings are permitted and the land does not contain a heritage item that is identified in an environmental planning instrument or an interim heritage order or on the State Heritage Register—the existing maximum floor space ratio for any form of residential accommodation permitted on the land, plus:</p> <p>(i) 0.5:1, if the existing maximum floor space ratio is 2.5:1 or less, or</p> <p>(ii) 20% of the existing maximum floor space ratio, if the existing maximum floor space ratio is greater than 2.5:1</p> <p>2.</p> <p>a) building height if the building height of all proposed buildings is not more than the maximum building height permitted under another environmental planning instrument for any building on the land,</p> <p>b) landscaped area if the landscape treatment of the front setback area is compatible with the streetscape in which the building is located,</p> <p>c) solar access where the development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter,</p> <p>d) private open space if at least the following private open space areas are provided (other than the front setback area):</p> <ul style="list-style-type: none"> • one area of at least 20 square metres with a minimum dimension of 3 metres is provided for the use of the lodgers, • if accommodation is provided on site for a boarding 	<p>The WLEP 1991 (and WLEP 2013) does not include a numerical value for building height. The reference to building height is as follows:</p> <p>“(a) to cater for a wide range of housing types essentially domestic in scale and generally not exceeding a height of 2 storeys”.</p> <p>Therefore the proposed building height is assessed under merit.</p> <p>The landscape treatment for the front setback is suitable for the streetscape.</p> <p>The communal living rooms have a northeast aspect and receive a minimum of three hours sunlight between 9am and 3pm in mid-winter.</p> <p>The proposal includes POS for the lodgers of a minimum of 3m wide and maximum 5.7m wide, and length of 70m.</p> <p>Site manager included with POS of 45.8m² and a minimum dimension of 7m. The minimum area of 8m² with a dimension of 2.5m can be achieved behind the street setback, therefore not located in the front setback.</p>	<p>The building exceeds two storeys.</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
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<p>c) no boarding room will be occupied by more than 2 adult lodgers,</p> <p>d) adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger,</p> <p>e) if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager,</p> <p>f) (Repealed)</p> <p>g) if the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use,</p> <p>h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.</p>	<p>The boarding rooms are for maximum of two people (double units).</p> <p>Adequate bathroom and kitchen facilities are provided in each unit as well as a kitchen in the communal living area.</p> <p>A boarding house manager is provided on site.</p> <p>NA</p> <p>20 parking spaces required for bicycles, and 20 for motor cycles. The proposal includes 20 spaces for bicycles and 20 for motor cycles.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
<p>30A Character of local area.</p> <p>A consent authority must not consent to development unless it has taken into consideration whether the design of the development is compatible with the character of the local area.</p>	<p>The character of the local area has been analysed. The proposed boarding house has been found to be compatible with the character of the local area.</p>	<p>Yes</p>

30A Character of the local area.

The aim of the SEPP-ARH is to increase the supply and diversity of rental and social housing in New South Wales. Amendments introduced in 2011 included changes in relation to boarding houses which included that the consent authority must consider whether the proposal is compatible with the local character of the area. The character of the local area was extensively discussed in the original report with regard to the previous design. The following considers the amended design in relation to the local area.

The Ourimbah area contains a mix of residential, commercial, industrial, educational, recreation and environmental areas. Although located in the 2(b) residential zone, the immediate area would not be considered strictly residential due to the adjacent commercial area and close proximity to the Pacific Highway and Main Northern Railway line. The visual catchment is made up of a steep topography with an abundance of mature trees. The proposal has been revised to respond more effectively to the character of the local area and the context of the wider locality.

The issue of compatibility was reviewed under the relevant planning principles set down in *Project Venture Developments v Pittwater Council* [2005] NSWLEC 191. These planning principles evolved through establishing the compatibility of a proposal in the urban environment and can be applied in this instance. The most suitable meaning of compatibility in an urban design context is “*capable of existing together in harmony*”. It is generally accepted that buildings can exist together in harmony without having the same density, scale or appearance, though as the difference in these attributes increases, harmony is harder to achieve.

Where compatibility between a building and its surroundings is desirable, two major aspects are physical impact and visual impact. In order to test whether a proposal is compatible with its context, two questions require consideration.

- *Are the proposal’s physical impacts on surrounding development acceptable? The physical impacts include constraints on the development potential of surrounding sites.*
- *Is the proposal’s appearance in harmony with the buildings around it and the character of the street?*

Physical impacts.

Physical impacts such as noise, overshadowing and overlooking are considered when determining the building’s physical impacts on the local area.

The proposed building is three storeys with a maximum height of 10.5 metres to the peak of the roof which is consistent with the commercial building found to the rear. The building design now includes the addition of a west wing which is three storeys in height, although the ground level is an open undercroft with some undercover parking. The third level on the original building remains stepped to present to the street as a two storey building. The west wing is stepped back to on a similar alignment with the third storey. The building is visible from the west, north, south and east with broken views through trees, shops to the east, signage, power lines and street lights. The topography gradually increases to an approximate height of 12 metres above the subject site at a distance of approximately 120 metres to the west (Albert Street). The topography then sharply inclines to the ridge which is approximately 78 metres above the subject site. The incline to the west contains a significant amount of existing mature trees which provides a rural backdrop to the west of the site.

Due to the orientation of the building being southeast / northwest the building will not have a detrimental impact on the adjoining properties in terms of overshadowing. The property adjoining to the west at No.8 is mostly affected with a morning shadow being projected across the existing garage and half of the existing dwelling. However by approximately 11:00 am, the dwelling at No. 8 would receive full sunlight. Therefore, the adjoining property would receive the required solar access on the 21st June in accordance with Council’s DCP Chapter 64.

The western side of the building has the most potential to overlook adjoining properties, particularly the additional west wing. When considering the potential impacts of overlooking, the general planning principles found in *Meriton v Sydney Council* [2004] NSWLEC 313 for “Protection of Visual Privacy” can be utilised as follows:

- *In areas undergoing change, the impact on what is likely to be built on adjoining sites, as well as the existing development, should be considered.*

Comment

The adjoining properties to the west are zoned R1 General Residential with R2 Low Density Residential found as Glen Road rises to the ridge. The objectives of the R1 and R2 zones are as follows:

- *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.*
- *To promote “walkable” neighbourhoods.*
- *To ensure that development is compatible with the scale and character of the local area and complements the existing streetscape.*

The adjoining properties have the potential to develop consistently with the objectives of the zone which may include higher density residential living. Development proposals are assessed on an individual basis under merit.

Harmony

The relationship of the built form to the surrounding space created by building height, setbacks and landscaping is significant to the creation of urban character. The proposed building is higher than buildings found within the Ourimbah area which are generally a maximum of two storeys. The building attempts to integrate with the streetscape through architectural design which includes a stepped front façade and building materials suitable for a residential environment.

The streetscape contains a mix of commercial and low density residential. Many of the single level dwellings are those originally built in the 1950s. The local area is undergoing transition in relation to the development of higher density living. Recent years have seen developments such as dual occupancies and townhouses integrate successfully with the local area.

For a new development to be visually compatible with its context it should attempt to respond to the elements that make up the character of the surrounding area. As mentioned above, the surrounding area is a mix of commercial and residential uses. It is considered that buildings do not have to be the same height to be compatible and where there are significant differences in height it is easier to achieve compatibility when the change is gradual. The most important contributors to urban character are the relationship of built form to the surrounding space. The setbacks proposed for the development are considered reasonable and would be consistent with any future development in Glen Road. The amended proposal is suitably landscaped with the retention of as many trees as possible particularly the three Tallwoods, which assist with the integration of the development with the streetscape and visual catchment.

The amended building has been designed in such a manner as to maintain privacy for adjoining landowners and alleviate visual impact with the use of architectural features. The local area also has many mature trees which assist with privacy and limiting the visual impact. A suitable landscape design has been proposed retaining trees where possible to complement the proposal and remain within the character of the area.

Although large in floor area with the building having a floor space ratio of 1.003:1, the site modestly encompasses the development to promote a property which is residential in nature and in harmony with the locality. The physical aspects of the development can be considered acceptable in this instance given the stepped street façade, material choice to alleviate bulk and massing and landscaping which assists with design integration. The building is considered to be of acceptable bulk and scale as it provides minimal overshadowing to adjoining properties and retains sufficient area in the curtilage of the site to cater for landscaping and open space, carparking and access, reasonable setbacks and includes architectural treatment of the façade to assist with diminishing the length of walls.

SEPP 65 – Design Quality of Residential Flat Development

The SEPP 65 policy applies to development of three or more storeys and four or more units and is aimed at improving the design quality of residential flat development in New South Wales. SEPP 65 requires an assessment of the application under the provisions of the policy. In accordance with SEPP 65, a Design Verification Statement was prepared by ADG Architects for the original building. This statement accompanied an assessment against the ten (10) design principles of the SEPP.

The application was presented to the Central Coast Design Review Panel (DRP) on 14 May 2014 for comment. The DRP generally found the proposal satisfactory and received the grade of (B) for architectural merit from the panel. The proposal required some minor modifications to the design which resulted in the application presented to the Panel at the previous meeting on 21 August 2014.

Panel's Comments

The Panel supports in principle the provision of affordable and/or student housing in this locality. The site is close to an existing commercial/restaurant strip, a railway station, Ourimbah RSL club and Newcastle University's Ourimbah Campus amongst other facilities and is therefore considered well situated for a development of this type.

With some modifications the Panel supports the approval of the proposed affordable housing project.

The applicant did not submit another design verification statement for the addition of the western wing. However compared to the original proposal recommended for approval in August 2014, the site coverage of the revised development has increased from 35% to 46.4%, but the FSR has decreased marginally from 1.03: to 1:003:1. The landscaped area has increased significantly to 31% and exceeds the 25% required under Council's DCP. Landscaping is a significant factor contributing to a development's compatibility with the local area and the revised design now provides a greater landscaped area. The applicant suggests that the amended design better addresses the design principles of SEPP 65.

Residential Flat Design Code (RFDC)

The RFDC is a guide used to improve the design of residential flat development. The RFDC provides additional detail and guidance for applying the design quality principles outlined in SEPP 65. It deals with the location, size and scale, appearance and amenity of the buildings. The design of new residential flat buildings is important to provide good quality buildings and amenity to growing populations with changing needs. These guidelines have been incorporated into the design of the proposed boarding house.

The proposal presents units with a southern aspect and has 15 units that face a void between the original building and the new west wing. The amended design has 12 units with a southern aspect which equates to 12% of the development. The RFDC recommends limiting the number of units with a southern aspect to a maximum of 10%. The number of units facing south is marginally greater than recommended and is considered reasonable in this instance due to the southeast/northwest orientation and the shape of the site which is wider at the street frontage than the rear.

The units facing the void created between the original building and the west wing are also identified as potentially having compromised daylight and natural ventilation. The RFDC guidelines suggest that 60% of the units should be naturally cross ventilated. Although the units facing the void may be compromised in regard to natural ventilation, the overall development is consistent with the guidelines of the RFDC. Daylight access consists of skylight and sunlight and is to be provided to all habitable rooms. While the rooms facing the void may have challenged sunlight, they will receive daylight through the void formed between the main building and the west wing. Ten of the units facing the void are going to struggle to achieve the sunlight requirement. When added to the south facing units that do not achieve direct sunlight, a total of 22% of units will be compromised. The RFDC guidelines suggest that 70% of the units should receive a minimum of three hours direct sunlight between 9am and 3pm in mid-winter. The proposed boarding house will achieve 78% and therefore within the recommended guidelines.

c) Relevant Development Control Plans

Wyong Development Control Plan 2005

A complete assessment of the proposal was undertaken having regard to the relevant Chapters of WDCP 2005. This assessment is provided in the table below.

- Development Control Plans No.64 Multiple Dwelling Residential
- Development Control Plans No.67 Engineering Requirements for Development

Table 3: Wyong DCP 2005 – Compliance Table

	Proposed	Required	Compliance
Chapter 64 Multiple Dwelling Residential			
Residential Flat Building (Boarding House)	100 room boardinghouse plus manager's residence.	Proposal under SEPP- ARH, DCP considered where SEPP silent.	No – setbacks and building height noncompliant with DCP.
Chapter 67 Engineering Requirements for Development			
	Stormwater Infrastructure; 2x3000L bulk waste bins located towards front of development.	Suitable stormwater management concept. Suitable waste disposal facilities.	Yes

Development Control Plan Chapter 64 – Multiple Dwelling Residential

The application has been submitted under the provisions of the SEPP-ARH which prevails over Council's DCP. The proposal is consistent with the aims and objectives of the DCP by providing variation in dwelling type that is functional and of high architectural quality. The application was reviewed against DCP Chapter 64 with those controls adopted where the SEPP-ARH is silent. The proposal was not consistent with DCP64 in the following areas:

Table 4: DCP Chapter 64 – Non-Compliance Table

Requirement	Proposed	Complies?
Buildings in 2b zone generally only two storeys and a maximum height of 7m from ground level to the upper floor ceiling.	Proposal is three storeys with a height of 9m to the ceiling level of the upper floor ceiling.	No. Variation sought.
Front setback to be 7.5m.	Proposal has a minimum of 6.5m.	No. Variation sought.
Side & Rear setbacks: 6.0m	Proposal has a minimum 3.35m eastern side setback; 5.0m western side setback; and 5.0m rear setback.	No. Variation sought to side & rear setbacks.

In regard to the building height, the DCP refers to buildings generally not being greater than two storeys. The amended boarding house design is a three storey development with a stepped front façade to alleviate bulk and scale. The number of storeys is considered to be reasonable at this location due to the topography of the area and the adjoining land uses to the east and north being commercial. While the shops adjacent to the east are single level, the increased height behind the shops does not create an adverse impact. The sites to the north contain a two storey development and a single dwelling used for commercial purposes.

The adjoining commercial zone has the potential to be redeveloped with multistorey commercial buildings.

The reduced setbacks are considered reasonable in this instance due to their location and adjoining land uses. The reduced side setback is adjoining 3(a) Business Centre zone of the Ourimbah village shops and the professional premises located at the rear in King Street. The front setback of the original building is a minimum of 6.5 metres which is less than required. The western addition to the building is setback 13.5 metres then stepped back further to be 21 metres from the front boundary. Therefore the reduced setback is not for the whole building, but for a small portion of the building for an approximate width of 8.0 metres. This reduced setback is on the eastern side of the development near to the adjoining commercial boundary. The small area of non-compliance is not considered to have an adverse impact on the surrounding area. As previously mentioned in the original report, the distance is considered reasonable and provides a gradual transition to the residential properties to the west.

The proposed addition to the building has a setback of 5.0 metres to the western boundary. The proposed reduced setback will have a negligible effect on the adjoining property. The 5.0 metre setback will achieve the objectives of the setback controls found in DCP Chapter 64 as the adjoining property will maintain suitable solar access and privacy. The distance between the proposal and the existing dwelling will be approximately 15 metres. A separation distance of 15 metres is acceptable in regard to privacy in accordance with the RFDC and DCP Chapter 64. The RFDC and DCP Chapter 64 recommend a distance of 12 metres between habitable rooms for buildings up to four storeys. The western elevation will provide privacy screens to windows to assist with alleviating the impact on the adjoining neighbour. The addition of a 2.40 metres high lapped and capped timber fence with the car park along the common boundary of No 8 Glen Road will also assist in reducing noise and head light glare.

The variations identified do not adversely impact on the functionality of the building or the adjoining properties. It is therefore considered reasonable to allow the variations given the negligible impacts.

Wyong Development Control Plan 2013

Wyong DCP 2013 includes a savings provision under Clause 1.4 which states the following:

“Consistent with the provisions of Clause 1.8A of Wyong LEP 2013 if a development application has been made before the commencement of this DCP in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application must be determined as if this DCP had not commenced.”

The application has been assessed using the Wyong DCP 2005 with appropriate weight given to Wyong DCP 2013.

THE LIKELY IMPACTS OF THE DEVELOPMENT

a) Built Environment

Built form and site design.

A thorough assessment of the aspects of the proposed development on the built environment has been undertaken in terms of statutory and DCP compliance and in terms of the submissions received and other relevant impacts.

As a result, the proposed development is considered to be satisfactory in terms of impacts on the built environment.

b) Natural Environment

All relevant issues regarding the likely impacts on the natural environment have been considered and determined to be reasonable for the proposed development.

ANY SUBMISSION MADE IN ACCORDANCE WITH THIS ACT OR REGULATIONS

The submissions have been addressed previously in the report.

THE PUBLIC INTEREST

The public interest is best served by the orderly and economic use of land for which it is zoned. The proposed development is permissible with consent and the development proposed in this application complies with the provisions of the SEPP-ARH which override the relevant Wyong policies and controls. The proposed boarding house is consistent with the requirements of the Wyong Shire Settlement Strategy and the Memorandum of Understanding between the University, TAFE and Wyong Shire Council by providing housing for future students with the intended growth of the educational services in the area. The proposal is considered to be in the public interest by providing housing to assist with the current student accommodation shortage and the intended increase of education facilities.

OTHER MATTERS FOR CONSIDERATION

Contributions

The proposed boarding house attracts a contribution payment under Section 94 of the Environmental Planning and Assessment Act 1979.

Contributions are also applicable under the Water Management Act 2000 for the water and sewer connections.

CONCLUSION

The proposal has been assessed using the heads of consideration in S79C of the Environmental Planning and Assessment Act 1979. It is generally considered the proposed development is suitable for approval subject to conditions.

The determination of the proposal was deferred by the Panel. The items identified for consideration have been addressed and discussed in this report.

The proposal is recommended for approval subject to conditions in Attachment 1 to this report.

Annexures:

- 1 DCP64 Compliance Table**
- 2 Photo-montages**

Annexure 1: DCP64 Compliance Table

DCP 64 Template

Requirement	Proposal	Complies?
2.0 Application Requirements		
All required information has been submitted (s2.1.2)		Yes
Details of services available and impacts on existing to be provided (s2.2.1)		Yes
Kerb and guttering to be provided along the street frontage, unless unreasonable (s2.2.2)	Existing	Yes
3.0 Context		
Submission of a suitable site analysis to be provided with the development application (s3.1.1)		Yes
Contextual analysis submitted addressing economic, social, environmental and urban design context (s3.1.2)		Yes
4.0 Scale		
Buildings within 2(a), 2(b) and 2(e) zones generally only two storeys and 7 metres in building height.	2(b) zone. 3 storeys proposed.	No - Variation sought
Buildings in 2(c) zones generally no more than 3 storeys and 10 in building height. (s4.2)	N/A	
Height of buildings within 2(e) zone addressed on their merits (s4.2)	N/A	
Minimum of 25% of site area to be soft landscaping. (s4.3)	25% provided	Yes
5.0 Built Form		
5.1 Construction and Appearance of Development		
Scale, function and visual appearance to be compatible with objectives of the zone and be of high architectural quality. (s5.1.1)	The proposal is of architectural quality and complies with the objectives of the zone.	Yes
Buildings facades to be articulated in length and height, monotonous and unbroken lengths of wall >10m in length and >3m in height not permitted. Visual interest to be provided for two storey designs. (s5.1.1)	Building facades are articulated and provide visual interest with a combination of materials and design.	Yes
For elevated dwelling designs, sub-floor fender walls are required on all facades (s5.1.1)	N/A	
Roof design to be related to the built form and size and scale of the building. (s5.1.2)	Roof design is appropriate to the built form and size and scale of buildings.	Yes
One side wall without gaps may be built to the boundary subject to conditions of the plan for villa and townhouse developments only. (s5.1.3)	N/A	
Existing buildings to be suitably upgraded in terms of architectural features and form, roof form, external building materials and colours, location and orientation and dwelling curtilage. (s5.1.4)	N/A	
Internal finishes, bathrooms and kitchen facilities are to be upgraded in existing	N/A	

buildings. (s5.1.4)		
5.2 Cut and Fill		
Cut and fill considerations (s5.2)	Minimal earthworks are required.	Yes
5.3 Building Lines		
High-rise Residential Flat Buildings (s5.3.3)		
Front setbacks for development: 7.5m with some exceptions.	Minimum setback 6.5m.	No Variation
Side and rear setbacks: First to fourth storeys: 6.0m Fifth to eight storeys: 9.0m Ninth storey and above: 12.0m	Side has a minimum of 3.35m from recreation room wall to adjoining boundary (shops). Rear has minimum of 5.0m to adjoining boundary (commercial zone). West side is 5.0m.	No Variation
Garages: 6.0m when direct access from road OR 7.5m for Category A roads	No garages associated with building.	
Corner allotments: same as side and rear setbacks, plus comply with sight lines.	N/A	
5.4 Car Parking		
One bedroom unit: 1 car space Two bedroom unit: 1.2 car spaces Three or more bedrooms unit: 1.5 car spaces (s5.4.2)	Under provisions of SEPP-ARH	
Visitor parking: ≤ 15 units: 1 space / 3 units or part thereof >15 units: 1 space / 5 units or part thereof (s5.4.3)	Under provisions of SEPP-ARH	
Visitor parking to be setback minimum of 3.0m on Cat B and C roads and suitably screen by landscaping. (s5.4.3)	Under provisions of SEPP-ARH	
Bicycle facilities to be provided for RFBs ≥ 6 units where common carparking provided: rate of 1 / 3 units. (s5.4.4)	Under provisions of SEPP-ARH	
5.5 Vehicular Access Design		
Driveways not to be continuous straight lines and be offset by landscaping. (s5.5.2)	Driveway is offset by landscaping and suitably aligned to provide safe access	Yes
Refer to s5.5.1 for general vehicular access design general requirements.	Suitably designed and adequate separation distance between access crossings	Yes
Ground Level Parking		
Minimum pavement width = 1 to 4 dwellings: 3.0m ≥ 5 dwellings: 3.5m 5.5m for first 6m on category A roads. Passing opportunities shall exist. (s5.5.2)	Minimum internal driveway width = 7.5m	Yes
Driveway to be offset a minimum 2.0 at front boundary and taper to 0.5m at front building line. This area to be suitably landscaped. (s5.5.2)	Driveway is offset and landscaped	Yes
Basement Parking		
See section 5.5.3 for requirements.	N/A	
Pedestrian Access		
See section 5.6 for requirements.	Pedestrian access suitable for proposal.	Yes
6.0 Density		
Maximum floor space ratio: 2(a) zone: 0.5:1 2(b) / 2(e) zone: 0.6:1 2(c) zone: 0.9:1	Zoned 2(b) therefore 0.6:1 SEPP-ARH provides additional 0.5:1	Yes

2(d) zone: 1.5:1		
Development Bonuses		
7.0 Sustainability		
A BASIX certificate to be submitted where required under the SEPP. (s7.1)		Yes
Waste Management		
Villa / townhouse developments = Option 1: individual 240L mobile bins stored in dwelling curtilage Option 2: ≥ 12 dwellings may provide bulk waste bins.	N/A	Yes
RFBs ≤ 3 storeys and ≤ 5 units = Option 1: individual 240L mobile bins stored in dwelling curtilage Option 2: bulk waste bins stored in basement or screen enclosure	N/A	
RFBs ≤ 3 storeys and ≥ 6 units = Option 1: individual 240L mobile bins stored in dwelling curtilage Option 2: bulk waste bins stored in basement or screen enclosure	N/A	
RFBs > 3 storeys = Garbage chute system required. Recycling room for each floor and bins centrally located within basement of building. 3 collection options available.	N/A	
Stormwater management plan to be submitted with the development application. (s7.3)		Yes
8.0 Landscaping		
A Landscape plan prepared by an approved consultant to be submitted with the development application. (s8.1.1)	Revised landscape plan submitted.	Yes
Deep soil zones: 12 ½ % of the site to contain deep soil zones.		Yes
Planting on structures: see s8.1.3		
Two semi-advanced trees per 15 metre frontage to be provided, details to be provided as part of landscape plan. (s8.1.2)	Additional street trees deemed not necessary due to proposed on-site landscaping and existing trees.	
9.0 Amenity		
9.1 Private Open Space		
Villa / Townhouse Developments		
Require min 45m ² / dwelling. Min dimension of 4.5m (s9.1.2)	N/A	
Open spaces may be located in front building setback area on Category A roads in all circumstances or Category B roads where solar access is optimised. (s9.1.2)	N/A	
Low-rise RFBs		
Option 1: each dwelling to have min 10m ² with min dimension of 2m and 20m ² / dwelling as communal open space with min dimension of 5m. Option 2: Each dwelling to have min 30m ² with min dimension of 2m. (s9.1.3)	N/A	
High Rise RFBs		

Each dwelling to have min 10m ² with min dimension of 2m. (s9.1.4)	Under provisions of SEPP-ARH	
Single dwelling above shops / commercial premises		
30m ² for the dwelling with min dimension of 4.5m. (s9.1.5)	N/A	
RFD above shops / commercial premises		
Option 1: each dwelling to have min 10m ² with min dimension of 2m and 20m ² / dwelling as communal open space with min dimension of 5m. Option 2: Each dwelling to have min 30m ² with min dimension of 2m. (s9.1.3)	N/A	
9.2 Communal Open Space		
Spaces to be landscaped and include facilities (s9.2.1)		Yes
Communal areas not to be provided in front setback without demonstrated need	N/A	
Roof top open space only to be provided for low and high rise RFBs in additional to ground level requirements. (s9.2.1)	N/A	
High Rise RFBs communal open space in up to 2 locations at rate of 10m ² / dwelling with min width of 5m. (s9.2.3)	Under provisions of SEPP-ARH	
9.3 Solar Access		
At least 75% of each required open space area shall receive at least 3 hours unobstructed sunlight between the hours of 9am and 3pm on June 21. (s9.2.1)	Under provisions of SEPP-ARH Required solar access achievable.	Yes
Developments are to have regard for maintaining solar access to adjoining properties. (s9.2.1)	Some overshadowing to the adjoining property to the west. Morning shadow cast halfway across dwelling and garage.	Yes
Developments of 2 storeys and above shall provide shadow diagrams showing shadow casting at 9am, 12 noon and 3pm on June 21. The diagrams are to show shadows over the site and adjoining properties. (s9.2.2)	Diagrams provided.	Yes
9.3 Privacy		
Direct overlooking of internal living areas and private open space to surrounding dwellings shall be minimised. (s9.3.1)	Upper levels have potential to overlook adjoining properties. However, given the separation distance between the proposed building and those properties affected, any views would diminish and be visual clarity reduced. Windows on the western elevation of the west wing include privacy screens.	Yes
Refer to s9.4.1 for recommended building separation distances.		Yes
Site layout should separate sources of noise from bedroom areas of dwellings. (9.3.2)	Layout suitable.	Yes
9.4 Views		
Developments should be designed to minimise view loss from adjoining and adjacent properties. (s9.4)	No view loss	Yes
A visual analysis illustrating the impacts of the proposed may be required for developments which have the potential to obstruct views. (s9.4)	N/A	

10.0 Safety and Security		
CPTED principles should be taken into account (s10.1)	CPTED principles considered.	Yes
> 20 dwellings a formal Crime Risk Assessment may be required (s10.1)	Original application referred to NSW Police who provided a crime risk assessment.	Yes
11.0 Social Dimensions		
An internal laundry shall be provided within each dwelling. (s11.1.1)	Under provisions of SEPP-ARH Communal laundry provided.	Yes
Provision is to be made for a car washing facility for each development (s11.2.3)	Under provisions of SEPP-ARH	Yes
Internal storage space is to be provided. 1-2 bedrooms: 3m ² floor area 3 or more bedrooms: 6m ² floor area. (s11.1.4)	Under provisions of SEPP-ARH	Yes
12.0 Aesthetics		
12.1 Fencing		
Details of material, height, type and extent of all proposed fencing shall be shown on development application plans. (s12.1.1)		Yes
Fences contribute to the amenity, beauty and useability of private open spaces through incorporating design features. (s12.1.1)		Yes
Dividing fences shall not adversely affect flow of surface water or create flooding problems. (s12.1.1)		Yes
Courtyard fencing is to be of a decorative nature and 1.8m in height. (s12.1.1)		Yes
Courtyard fencing in front setbacks may only be provided: <ul style="list-style-type: none"> On category A roads for noise attenuation. On category B roads for solar access. No closer than 1.5m from front boundary alignment, and setback to be suitably landscaped. (s12.1.1) 	N/A	
Decorative fencing may be provided along the front boundary with a maximum height of 1.2m. (s12.1.1)		Yes
No courtyard fencing permitted within the setback area on side streets. (s12.1.2)	N/A	
No structures of landscaping to be provided within sight lines. (s12.1.2)		Yes
12.2 Streetscape		
Developments to enhance the streetscape and compliment the surrounding built form, landscape and environmental conditions. (s12.2)	The proposed development positively contributes to the streetscape by providing a quality design with suitable landscaping. The proposal compliments the surrounding built form.	Yes
Building design to be compatible with the themes within the surrounding locality. (s12.2)	Building design is compatible with surrounding locality.	Yes
Developments shall be designed to address the street and contribute positively to the area. (s12.2)	Development addresses the street in a positive manner and contributes positively to the local area.	Yes

Annexure 2: Photomontages

Original proposal – view from Glen Road.



Original proposal – west elevation view from Glen Road.



Revised proposal considered at JRPP meeting 21 August 2014 – view from Glen Road



Revised proposal considered at JRPP meeting 21 August 2014 – west elevation view from Glen Road



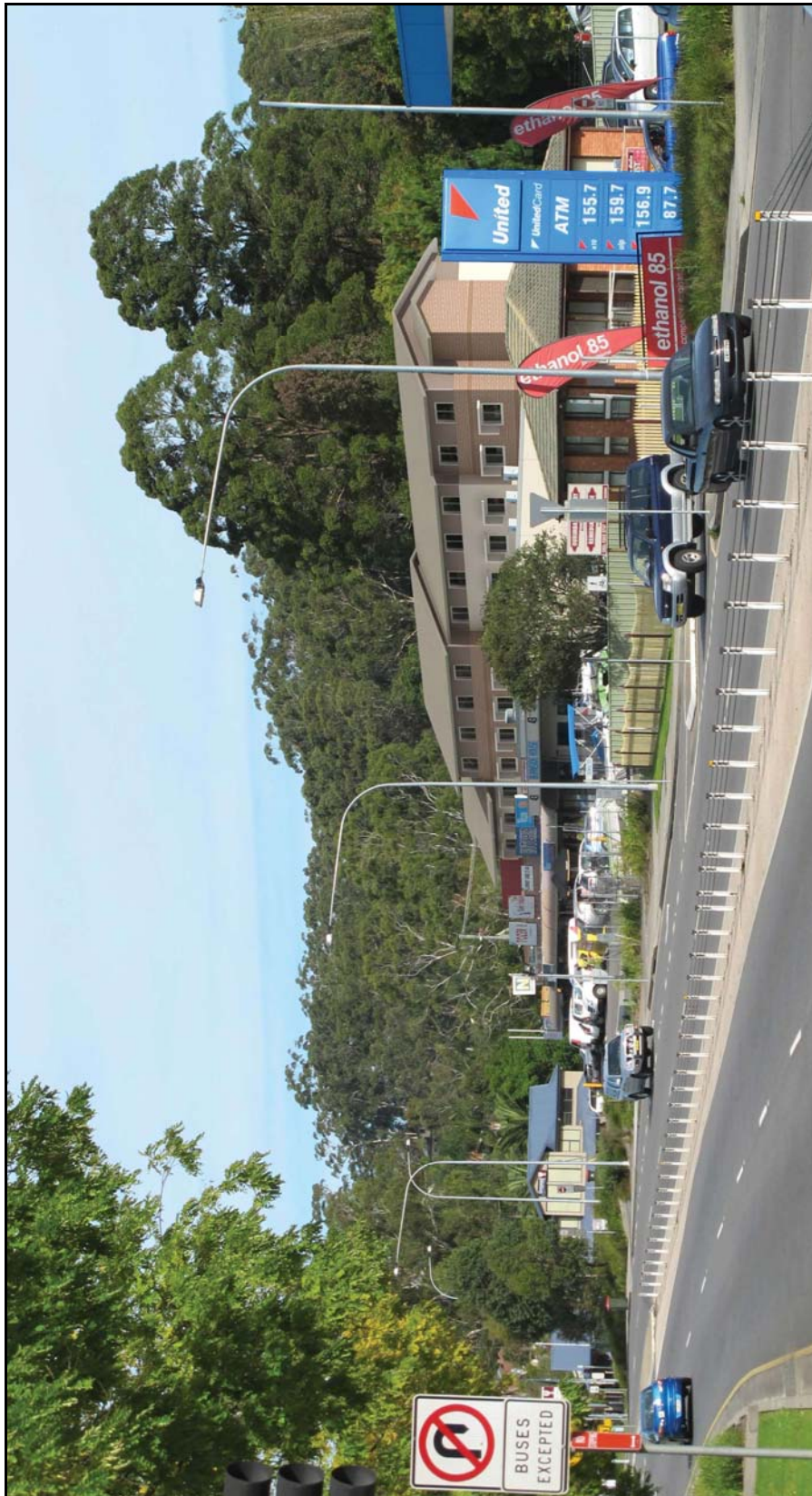
Revised proposal to be considered at JRPP meeting 16 July 2015 – view from Glen Road



Revised proposal to be considered at JRPP meeting 16 July 2015 – view looking from Jacques Street



Modified Proposal considered at JRPP meeting 21 August 2014 - View from Pacific Highway



Modified Proposal to be considered at JRPP meeting 16 July 2015 - View from Pacific Highway.

