
Detailed information about proposal and DA submission material

1 The proposal

- 1.1 The Development Application (DA) has been lodged by Zhinar Architects for the following works at 38 Cudgegong Road, Schofields:
- Construction of 4 x 8 storey residential flat buildings on 'Lot 1' as approved in DA-15-01552 (as modified), containing a total of 295 apartments with a gross floor area of 26,077 sqm.
 - Construction of 2 basement car parking levels with 2 driveways accessed via the new local road along the northern boundary of the site. The centrally located driveway is for vehicular access only. The eastern driveway will provide access for vehicles and access for waste and other vehicles/trucks to the basement loading bay. The manoeuvring area associated with the basement loading bay is also extended to the ground level to provide the required vehicle clearance heights. 345 car parking spaces will be provided in the basement, comprising 333 residential spaces and 12 visitor spaces.
 - An at-grade car parking area with 47 visitor spaces at the western portion of the site, which is affected by an electricity easement which benefits Endeavour Energy. This parking area is accessed via a private access driveway from the new public road to the north. Access to this carpark will be limited by a boom gate to residents and visitors, to prevent commuters parking in it.
 - A total of 392 car parking spaces (comprising 333 resident spaces and 59 visitor spaces) and 98 bicycle parking spaces are provided at-grade and within the basement levels.
 - Ground level communal open space areas, landscaping and stormwater drainage works.
 - A pedestrian link with access stairs located at the north-western portion of the site between the new public road and Cudgegong Road. Maintenance access is provided for a width of 3 m beneath the access stairs. This pedestrian link will be dedicated to Council.
- 1.2 This application does not include demolition of the existing structures, removal of trees (excluding 13 trees along the southern boundary), construction of the new public roads and any works related to the land zoned RE1 Public Recreation and SP2 Drainage. These items have been approved in DA-15-01552, and are subject to further amendment in modification application MOD-17-00512 which is currently under assessment. This modification seeks to create a separate lot for the new pedestrian access link at the north-western portion of the site, 'proposed Lot 3,' which is consistent with this subject DA. The subdivision of the site (including the proposed amendments) comprises Torrens title subdivision to create 1 development lot (Lot 1 for RFBs), 1 residue lot for the land zoned RE1 Public Recreation and SP2 Infrastructure (Drainage), a lot for the future dedication of the new public roads and a lot for the future dedication for the public pedestrian link (Lot 3) to be dedicated to Council prior to the issue of an Occupation Certificate as shown in **attachment 4**.
- 1.3 The proposal has an FSR of 1.748:1, which is compliant with the maximum FSR of 1.75:1 permissible on the site under the Growth Centres SEPP.

- 1.4 Attaining a height of 25.8 m (including the roofline and rooftop plant and equipment), the proposal satisfies the maximum building height for development on this site of 26 m under the Growth Centres SEPP.
- 1.5 The Growth Centres DCP requires a minimum building setback of 6 m where adjoining a 16 m wide public road. This 16 m road width allows only 2 travel lanes and 1 lane of parking. At our request, the proponent has increased the road width from 16 m to 18 m, so that 2 lanes of parking can be achieved. Although this application pre-dated the DCP changes that Council made so as to enforce the 18 m width, the Applicant was willing to provide the increased 18 m road width. As a concession to the Applicant because of its acceptance of the wider roads, the reduced building setback to the road of 5 m is acceptable. Refer to Section 7.1 of the Assessment Report.
- 1.6 The proposal also provides a minimum 6 m setback to all adjoining side and rear boundaries, which complies with the building separation requirements of the Growth Centres DCP and the ADG.
- 1.7 The apartment mix consists of 31 x 1 bedroom apartments (11 %), 233 x 2 bedroom apartments (79 %) and 31 x 3 bedroom apartments (11%).
- 1.8 A loading area is provided in the basement adjacent to the waste storage rooms, for the use of residents and for waste collection.
- 1.9 The communal open space areas include a range of landscaping features, plants and facilities, including BBQs, tables and seating, 3 children's play areas, turfed areas and tree and pergola shaded areas. Access to the communal open space areas is provided via some ground level lobbies, with connecting footpaths provided throughout.
- 1.10 Large private open space areas are provided for the ground floor apartments, both around the perimeter of the site in the boundary setbacks and adjacent to the internal community open space. This private space includes balconies and adjacent turf with planted edges for privacy. All apartments above ground level have balconies.
- 1.11 Landscaping plans indicate a selection of trees, shrubs and groundcovers, including Australian native plants. Trees are located both within the communal open space areas and along the roads and other site boundaries. Deep soil areas for tree planting are provided on the site boundaries, between Blocks A and B and between Block A and the at-grade visitor parking area.
- 1.12 Feature privacy fencing is provided along the frontages to the new public roads and the private open space areas.
- 1.13 30 adaptable dwellings are provided, being 10% of the apartments.
- 1.14 The buildings present a contemporary design, with appropriately considered massing, modulation and articulation to create the desired future character of this residential precinct. A variety of materials are proposed, including a mix of texture paint finishes in charcoal, grey and white, sandstone wall cladding, brick, glass balustrades and aluminium slatted screens. Varying treatments are applied to the balcony balustrades to create compositional devices to divide the facades. This design assists with setting a high quality standard for the transitioning character of this locality and creates a desirable streetscape. All materials for use on the external walls will be conditioned to achieve compliance with the relevant fire resistance levels.
- 1.15 A Design Verification Statement prepared by registered architect Chan-Woo Lee of Zhinar Architects has been prepared for the development, in accordance with the requirements of SEPP 65.

- 1.16 The application is accompanied by a Traffic and Parking Assessment Report prepared by Varga Traffic Planning Pty Ltd. The report provides a traffic impact assessment that includes a review of the surrounding road hierarchy, existing traffic controls and the impacts of the projected traffic generation from the development on the capacity of the surrounding road network. The report advises that the proposal will not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects. The study also advises that the design of the at-grade and basement parking and loading facilities satisfy the relevant car parking rates and the Australian Standards, and do not have any unacceptable parking or servicing implications.
- 1.17 This DA is required to demonstrate that the proposed development will satisfy the requirements of State Environmental Planning Policy (Infrastructure) 2007 and *Development near Railway Corridors and Busy Roads – Interim Guidelines*. The application is accompanied by a DA Acoustic Assessment prepared by Acoustic Logic, which includes recommendations for the installation of acoustic treatments for glazing to doors and windows and the external Hebel walls. Acoustic treatments for mechanical treatment will be addressed at Construction Certificate stage.