

Statement of Environmental Effects

137 - 141 Waldron Road, Chester Hill

April 2017 (Amended Plans)

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1. Introduction

1.1 Summary

Site Details	
Address	137 - 141 Waldron Rd, Chester Hill
Property Description	Lots 1 DP 840852
Area	3,351m ²
Local Government Area	Canterbury-Bankstown City Council
Current Use	Single storey commercial building 'Ivan's Butchery & Delicatessen' and containing a former 'Volume plus' service station (closed since 2009).

General Details	
Applicant	CMT Architects Australia Pty Ltd
Proposal	<p>The subject DA is for the demolition of the existing commercial building and service station, and the construction of an eight (8) storey mixed use residential flat building with two (2) level basement parking.</p> <p>Specifically is proposes one hundred (100) residential units with one level of commercial floor space.</p>
Application Type	Development Application.
Level of Assessment	Local Application.
Consent Authority	Canterbury Bankstown City Council.
Applicable Codes	Bankstown DCP 2015
Estimated capital cost	Refer to report at Appendix 2
Registered Owner/s	Shelbrie P/L

1. Introduction

1.2 Preamble

This statement of environmental effects (for amended plans) has been prepared as part of a Development Application (DA) to Canterbury-Bankstown City Council seeking to develop the site for a mixed use building comprising one hundred (100) residential units over eight (8) storeys with retail suites at ground level.

This Statement of Environmental Effects (SEE) replaces the initial SEE's lodged with Bankstown Council for the original DA - 687/2015 and accompanies the amended plans which are now submitted. This Statement relates to plans submitted for Council review in January 2017 and then, following comments, submitted formally in April 2017. The design follows a significant review by Council during 2016.

The purpose of this report is to describe the proposed development and review the relevant planning requirements relating to the proposal. It provides an assessment of the proposed development in terms of the Evaluation Criteria prescribed under Section 79C (1) of the Environmental Planning and Assessment Act, 1979.

In the preparation of this Statement of Environmental Effects the site and the locality has been considered along with the plans prepared by CMT Architects Australia dated April 2017.

The merits of the proposal have been considered with reference to the relevant State, Regional and local Council planning instruments, codes and policies.

This building has been designed to provide a high quality outcome for this site which is drawing its context from the future vision for Chester Hill and Bankstown as a vibrant centre with many families living around a hub of services and transport nodes. The building performs well on the current site and within the desired future character for the area.

1.3 Site & Locality Description

The site is situated at 137-141 Waldron Road, Chester Hill. The site is legally described as Lot 1 DP 840852.

1. Introduction

The site has a frontage of approximately 85m to Waldron road and 31m to Campbell Hill Road (no through road). The overall development site has an area of approximately 3,351m² (Refer to Site Survey at **Appendix 11**)

It is located slightly to the west of the Chester Hill village precinct, on the southern side of Waldron road. The rear boundary of the subject site borders the Bankstown Railway line, which leads up to Chester Hill Station to the east.

Location maps showing the site context are set out below in **Figures 1 and 2**.

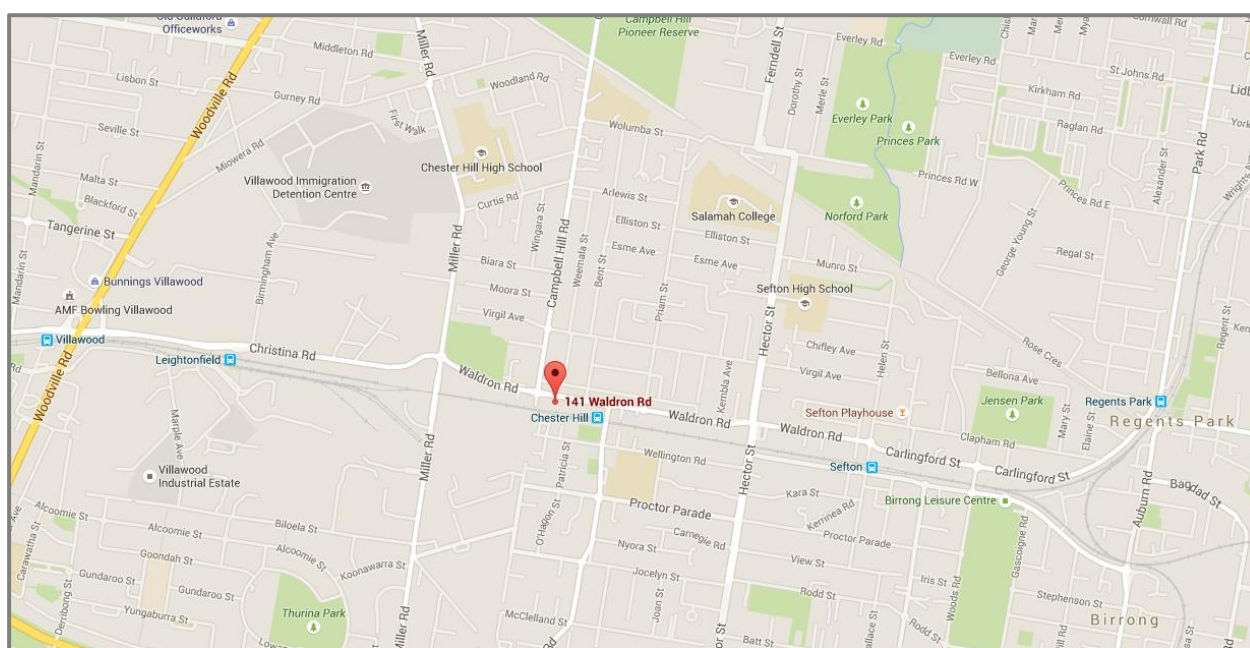


Figure 1: Regional context map.

Source: Google Maps.

1. Introduction

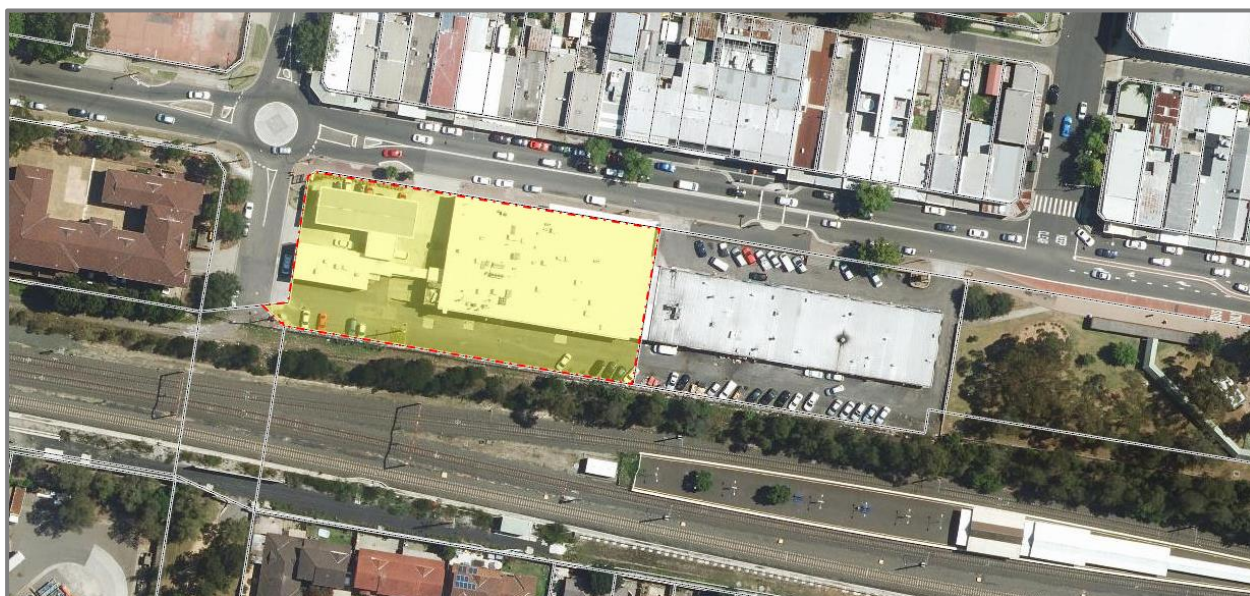


Figure 2: Aerial photograph of the site.

Source: Spatial Information Exchange NSW.

The surrounding area is composed of the Chester Hill local village, featuring a commercial strip to the immediate north and east address of the site, with a healthy commercial/ residential mix. Chester Hill Railway station is located directly to the south and east of the subject site. With recent zoning changes, favourable development controls have instigated growth in the immediate and foreseeable future in significant commercial/ residential complexes in the locality.

The area is undergoing a process of gentrification and Chester Hill itself is earmarked for significant growth over future years as part of the former Sydney Metropolitan Plan 2036 and A Plan For Growing Sydney.

The subject site is currently zoned part B2 – Local Centre and part SP2 - Infrastructure.

2. Description of Proposal

2.1 General Description

This Development Application seeks consent from the Bankstown City Council for the demolition of the existing buildings and the construction of a mixed-use building comprising one hundred (100) residential units with five (5) commercial/ retail premises at ground level. The building comprises two (2) basement levels. (Refer to the Architectural Plans).

The proposed development contains the following unit mix of residential units:

11 x studio apartment	(11%)
31 x 1 bedroom units	(31%)
44 x 2 bedroom units	(44 %)
14 x 3 bedroom units	(14%)
Total 100 residential units	
5 x ground floor retail premises	

The main landscaped area and common open space area is provided on the first (1) floor level.

The common open space is easily accessed via the main lifts which gain easy access from the ground floor foyer area. All areas will be communicated via internal signage. It also has a good northern aspect and the lower northern building forms minimize overshadowing into these areas. Its spaces and features aim to provide opportunities for social encounters and community interactions among residents. Refer to the Architectural Plans and Section 2.5 of this report for more detail.

The total site area is 3351m² (or 2392m² excluding the 959m² infrastructure zoned-land). The proposed gross floor area for the site is 7127m² providing a total floor space ratio of just under 3:1 using the zoned-appropriate site area.

As part of the overall redesign of the site, Council have requested that no building be located on this infrastructure-zoned part of the land, albeit it is contended that it would be possible under the existing use rights provisions.

The Architectural Drawings include External Finishes Plan and shadow impact analysis and are attached to the application. The SEPP 65 Design Verification Statement and

2. Description of Proposal

RFDC Compliance submitted with this application are provided at **Appendix 3** and Section 3.2.2 of this Report.

2.2 Excavation/ Demolition/ Groundwater

The historical uses suggest that the site is suitable for the demolition, excavation and construction required for the proposed development. Any waste soil should be appropriately disposed of. Ensuring the appropriate disposal of any possible asbestos from existing buildings can be dealt with via conditions of consent if considered necessary.

Given the historical land use activities on the site (commercial) there is a low likelihood of any contamination being present on the site for the commercial area and a minimally higher chance for the service station portion. These matters will be appropriately managed through the construction certification process.

The environmental management of the site is supplemented by the Erosion and Sediment Control Plan provided at **Appendix 5**.

The site understood to be subject to some overland flooding and hydraulic engineering plans have taken these levels into account.

2.3 Access, Traffic and Parking

The proposed basement is to be accessed from Campbell Hill road, at the western side of the site. The loading dock is located in the middle of the building with access from the driveway at the southern end of the property. The off street loading/ servicing area is capable of accommodating the Australian standard 8.8m long Medium Rigid Vehicle (MRV). The loading bay has direct access to the Right Of Way (ROW) at the rear of the site.

Formal pedestrian access is provided from the centre of the building on Waldron Road.

Parking has been provided using the ADG requirements for sites near railway stations and requires the following allocation for a Residential Flat Building:

$$31 \times 1 \text{ bed} \times 0.6 = 18.6 = 19$$

$$44 \times 2 \text{ bed} \times 0.9 \text{ spots} = 39.6 = 40$$

2. Description of Proposal

14 x 3 bed x 1.4 spots = 19.6 = 20

Visitor 100/7 = 14.3 = 14

Commercial 460m² /40 = 11.5 = 12

Loading Bay = 1

TOTAL = 105 + 1 loading

PROVIDED = 106 spaces + 1 loading

As identified in the Traffic and Parking Assessment Report (**Appendix 10**) the projected increase in traffic activity as a consequence of the development proposal will not have any unacceptable traffic implications in terms of road network capacity.

2.4 Landscaping

The Landscape Plans provided at **Appendix 4** provide a detailed analysis of the proposal against the relevant landscape design principles, details of the landscaping proposed, plant material, landscape materials, lighting and irrigation.

The overall vision for the common open space area is that it is a place of quiet retreat with shade trees and soft shrubs featured in planter boxes on the first floor and the seventh floor. The first floor eastern courtyard has a frontage to Waldron Road promotes the sense of an active communal area that is not disconnected from society and the streetscape but yet, private and passively secure. It has a blend of covered and uncovered areas. The two top level courtyards at the seventh floor sit between the building form creating private spaces with access to the sky.

With a focus on 'family interactions' and 'quiet retreat' this open space will enable social connections that span different demographic groups and different cultures. This is the indicator of a quality of urban environment. This environment will help train children in gaining a high appreciation for different cultures and engender a sense of community cohesion within the city. Children and families can see elderly people reading and the elderly can enjoy the next generation of children playing together.

In respect to SEPP 65 issues, the following objectives are supported by this proposed landscaped design.

- Improve amenity of open space with landscape design, including shade and screening.
- Improve the microclimate of private open spaces.

2. Description of Proposal

- Design landscape with regard to site characteristics surrounding higher density buildings.
- Provide sufficient planter boxes which enable attractive deep soil planting within a commercial zone context.
- Minimise maintenance by robust landscape elements.

2.5 Water Management

Stormwater Drainage Concept Plans are provided at **Appendix 5**. These plans have been prepared under the requirements of Council.

2.6 Services

The site contains adequate facilities which will be upgraded where needed to cater for the proposed residential development. All installations will be capable of meeting the requirements under the Australian Standards and the Building Code of Australia.

2.7 Summary of areas

Summary of Calculations	
Site area	3351m ² (2392m ² excluding 959m ² SP2-zoned area)
Proposed Gross Floor Area	7127m ²
Maximum allowable FSR	3:1
Proposed FSR	2.98:1 (3:1 rounded)
Required car parking spaces (ADG)	105
Proposed car parking spaces	106
Maximum Allowed Building Height	26m
Maximum Proposed Building Height	26m
Common Open Space area	285m ² (ground floor) also publicly accessible. 328m ² (first floor) 154m ² (seventh floor) 482m ² – 20.1% (excluding SP2 land and 285m ²) 767m ² – 32%

3. Planning Controls

3.1 Environmental Planning and Assessment Act 1979

The Act is the principle planning and development legislation in New South Wales. In accordance with Section 5, the objectives of the Act are: -

"(a) to encourage:

- (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
- (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
- (iii) *the protection, provision and co-ordination of communication and utility services,*
- (iv) *the provision of land for public purposes,*
- (v) *the provision and co-ordination of community services and facilities, and*
- (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
- (vii) *ecologically sustainable development, and*
- (viii) *the provision and maintenance of affordable housing, and..."*

The proposed development does not undermine any of the above objectives. In support of the stated objectives of the Act: -

- The proposed development will promote the social and economic welfare of the local community through the provision of high-quality residential accommodation and non-residential space at a time when significant new densities are proposed around major centres within Sydney;
- Creation of some retail uses near the railway station which will provide local employment opportunities and enhance local amenity;
- Creation of additional jobs during the construction and operational phases;

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- Appropriate utility services are provided; and
- There will be no unreasonable adverse impacts on the environment given its higher density urban context and proximity to the rail corridor.

3.2 Provision of relevant Environmental Planning Instruments

Section 79C (1)(a)(i) requires the consideration of all relevant Environmental Planning Instruments at the Development Application Stage.

The proposed development has been prepared having regard to the following EPI's:

- SEPP 55 – Remediation of Land
- SEPP 65 - Design Quality of Residential Flat Development
- Greater Metropolitan Regional Environmental Plan 1999 No. 2—Georges River Catchment
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP (Infrastructure) 2007
- Bankstown Local Environmental Plan (LEP) 2015 (Discussed in Section 3.3)

3.2.1 SEPP 55 – Remediation of Land

State Environmental Planning Policy No. 55 - Remediation of Contaminated Lands (SEPP 55) establishes State-wide provisions to promote the remediation of contaminated land.

Clause 7 of the SEPP 55 requires that a consent authority must not grant consent to a development if it has considered whether a site is contaminated, and if it is, that it is satisfied that the land is suitable (or will be after undergoing remediation) for the proposed use.

A Geotechnical report is attached at **Appendix 9** and notes that while no formal ground testing was carried out there was *"no evidence to suggest that the site is contaminated."* The uses on the site historically suggest that there was

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contamination previously. It is understood that underground tanks on the site were decommissioned and the site has been remediated several years ago.

It is acknowledged that some question around the validation of this work does exist within Council and Council's letter dated 14 July 2015 in respect to this application confirms this.

Additional phase 2 reports will need to be prepared as part of the broader geotechnical assessment of the site and this can appropriately be required via conditions of consent.

All appropriate environmental protection measures will be implemented by conditions of consent and by the appointed builder during the demolition and construction phases of the development. The future Construction Management Plan to be prepared by the appointed contractor will include such provisions once the terms of any approval granted by Council are known.

3.2.2 SEPP 65 - Design Quality of Residential Flat Development

The aim of State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development (SEPP 65) is to improve the design quality of residential flat development in New South Wales.

The Policy sets out ten (10) design quality principles which provide a guide to achieving good design and the means of evaluating the merit of proposed solutions. An assessment of the proposed development, against these design principles is contained in the SEPP 65 Design Verification Statement prepared by the project architect is provided at **Appendix 3**.

The controls and objectives of SEPP 65 have been adequately met in this proposal. Indeed the project shows compliance with all key requirements of SEPP 65 as set out in the Table below:

Summary of SEPP 65/ ADG Checklist (Design Criteria only)	
3D-1(1) Communal Open Space is 25% of site area	285m ² (ground floor) also publicly accessible. 328m ² (first floor)

3. Planning Controls

	154m ² (seventh floor) 482m ² – 20.1% (excluding SP2 land and 285m ²) 767m ² – 32%
3D-1(2) 50% direct sunlight to principal usable part of communal open space area for 2 hours in midwinter	Ground floor, first floor and seventh floor areas all have northern aspect. Complies
3E-1 Deep soil zones 7% of site area. Min dimensions apply to the following site areas: <650m ² = nil 650m ² – 1500m ² = 3m >1500m ² = 6m	The provided area is 135m ² which is 6.7%.
3F-1 Building separations to habitable windows and balconies = 6m, 9m and 12m. Non-habitable = 3m, 4.5m, 6m	Setbacks negotiated with Council and generally comply with the use of appropriate mitigation measures.
3J-1 Parking for sites within 800m of railway or light-rail stop in Sydney Metro Area, or on land zoned (or land within 400m of land zoned) B3, Commercial Core or B4 shall meet the minimum requirements of Guide to Traffic Generating Developments or Council's controls, whichever is less.	ADG parking controls applied.
4A-1(1) Min 70% units receive 2 hours sunlight between 9 and 3 in mid-winter.	Complies
4A-1(3) Max 15% apartments receive no sunlight between 9 and 3 in mid-winter.	Complies
4B-3(1) Min 60% units naturally cross ventilated in first 9 storeys	69 of 100 units comply
4B-3(2) Overall depth of a cross-over or cross-through unit no more than 18m	Complies
4C-1 Ceiling heights	Ground floor and habitable rooms comply.

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<p>2.7m habitable rooms</p> <p>2.4m non-habitable rooms</p> <p>3.3m ground floor and first floor levels in mixed use developments</p> <p>1.8m at edge of attic room with a 30 deg minimum ceiling slope</p>	
<p>4D-1 Min internal floor areas:</p> <p>Studio = 35m²</p> <p>1 bed = 50m²</p> <p>2 bed = 70m²</p> <p>3 bed = 90m²</p>	Complies
<p>4D-2(1) Habitable room depths are no more than 2.5 x ceiling height</p>	Generally complies.
<p>4D-2(2) In open-plan layouts, max habitable room depth is 8m to window</p>	Complies
<p>4D-3(1) Master bedrooms have a min area of 10m² and other bedrooms 9m² (excluding wardrobes)</p>	Complies
<p>4D-3(2) Bedrooms have a min dimension of 3m (excluding wardrobes)</p>	Complies
<p>4D-3(3) Living rooms or combined living/ dining rooms have a min width of:</p> <ul style="list-style-type: none"> • 3.6m for studio and 1 bed units • 4m for 2 & 3 bed units 	Complies
<p>4D-3(4) Widths of cross-over or cross-through units are at least 4m internally</p>	N/A
<p>4E-1(1) Balcony areas and dimensions:</p> <ul style="list-style-type: none"> • Studios = 4m² • 1 bed = 8m² and 2m min depth 	Complies for the primary balcony areas. Some corner balconies are L-shaped and are slightly narrower but they are providing

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<ul style="list-style-type: none"> • 2 bed = 10m² and 2m min depth • 3+ bed = 12m² and 2.4m min depth 	balconies larger than minimum requirements and articulating the facade.
4E-1(2) Ground level of podium units with private open space instead of balcony, must have a min area of 15m ² and min depth of 3m	N/A
4F-1(1) Max 8 apartment entries off a circulation core on a single level	Complies
4F-1(2) Max 40 units sharing a single lift – for buildings 10 storeys or more	Complies
<p>4G-1 Storage is provided as follows:</p> <ul style="list-style-type: none"> • Studios = 4m³ • 1 bed = 6m³ • 2 bed = 8m³ • 3+ bed = 10m³ <p>Storage is in addition to kitchen, bathroom and bedroom.</p> <p>50% required storage must be located in the apartment</p>	I am advised this complies

The architect has made the following comments in relation to the building design:

The proposed fenestration treatment, architectural composition and external finishes of the building achieve an appropriate contemporary design response to the aesthetic qualities and character of the desired streetscape. The choice of materials and colours complements and reflects the history and evolution of the area.

The composition of form and detail, proportion and materials provides for a sophisticated elegant addition to Waldron Rd. The excellent composition of the external fabric of the building, in part, to be adjusted in terms of its transparency all makes for an exciting addition to the architectural character of this precinct.

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3.2.3 Greater Metropolitan Regional Environmental Plan 1999 No. 2—Georges River Catchment

The overall aims of the plan are:

- (a) *to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, state, regional and local significance of the Catchment,*
- (b) *to protect and enhance the environmental quality of the Catchment for the benefit of all users through the management and use of the resources in the Catchment in an ecologically sustainable manner,*
- (c) *to ensure consistency with local environmental plans and also in the delivery of the principles of ecologically sustainable development in the assessment of development within the Catchment where there is potential to impact adversely on ground water and on the water quality and river flows within the Georges River or its tributaries,*
- (d) *to establish a consistent and coordinated approach to environmental planning and assessment for land along the Georges River and its tributaries and to promote integrated catchment management policies and programs in the planning and management of the Catchment,*
- (e) *to encourage more effective consultation between local government and State Government agencies in executing the responsibility for environmental planning within the Catchment,*
- (f) *to provide a mechanism that assists in achieving the water quality objectives and river flow objectives agreed under the Water Reform Package.*

Part 2 of the Plan requires consideration when Council considers a Development Application for land to which the plan applies.

When this Part applies the following must be taken into account:

- (a) *the aims, objectives and planning principles of this plan,*
- (b) *the likely effect of the proposed plan, development or activity on adjacent or downstream local government areas,*
- (c) *the cumulative impact of the proposed development or activity on the Georges River or its tributaries,*

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- (d) any relevant plans of management including any River and Water Management Plans approved by the Minister for Environment and the Minister for Land and Water Conservation and best practice guidelines approved by the Department of Urban Affairs and Planning (all of which are available from the respective offices of those Departments),*
- (e) the Georges River Catchment Regional Planning Strategy (prepared by, and available from the offices of, the Department of Urban Affairs and Planning),*
- (f) all relevant State Government policies, manuals and guidelines of which the council, consent authority, public authority or person has notice,*
- (g) whether there are any feasible alternatives to the development or other proposal concerned.*

As set out in this application, the proposed development of this site will result in a significant improvement in the storage and managed discharge of stormwater from the site.

In accordance with the planning provisions of Part 9 of the Plan the following comments are made:

- The preparation of the high density zoning provisions were also required to consider the impact on the waterway system and this application seeks to implement these controls.
- The site is not within a prescribed flood affected area or acid sulphate soil area. While it is not noted as being flood affected, it is known to be affected by stormwater events in peak periods. This impact is established by the Villawood Catchment Study which provides contours for the 100 year ARI event. These can be mitigated appropriately having regard to the Plan.
- The project will not cause damage to any river bank.
- The site will not result in any industrial discharge.
- The proposal will not result in any land degradation.
- Sewer is available to the site.
- No alteration to public access to river ways will result.
- Runoff is contained and managed on site in an appropriate fashion.
- The site has no impact on a wetland.

Having reviewed the Plan, it can be determined that the proposed development is consistent with the objectives and complies with controls contained within this Plan.

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3.2.4 SEPP (Building Sustainability Index: BASIX) 2004

A BASIX certificate for the residential component of the development is provided at **Appendix 7**.

3.2.5 SEPP (Infrastructure) 2007

The proposed development has been assessed against the criteria in Clause 104 of this SEPP to see if Council must refer this application to Roads and Maritime Services (RMS) having regard to the threshold triggers in Column 2 of Schedule 3.

For a Residential Flat Building in excess of 75 dwellings Column 3 potentially applies if it is a "site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)".

The road or nearby intersections do not fall into this category and therefore this SEPP does not directly require referral for this reason.

Clause 86(1) relates to Excavation in, above or adjacent to rail corridors. It states:

- (1) *This clause applies to development (other than development to which clause 88 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land:*
 - (a) *within or above a rail corridor, or*
 - (b) *within 25m (measured horizontally) of a rail corridor, or*
 - (c) *within 25m (measured horizontally) of the ground directly above an underground rail corridor.*

Furthermore, Clause 87 assesses the impact of rail noise or vibration on non-rail development. It states:

- (1) *This clause applies to development for any of the following purposes that is on land in or adjacent to a rail corridor and that the consent authority considers is likely to be adversely affected by rail noise or vibration:*
 - (a) *a building for residential use,*
 - (b) *a place of public worship,*

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- (c) a hospital,
 - (d) an educational establishment or child care centre.
- (2) Before determining a development application for development to which this clause applies, the consent authority must take into consideration any guidelines that are issued by the Director-General for the purposes of this clause and published in the Gazette.
- (3) If the development is for the purposes of a building for residential use, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:
 - (a) in any bedroom in the building-35 dB(A) at any time between 10.00 pm and 7.00 am,
 - (b) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)-40 dB(A) at any time.

The implication of these Clauses is that a concurrence role is played by rail authority for the corridor who may make certain provisions or requirements in respect to the application as per Clause 86(2) and 87(3). In respect to Noise and Vibration a specialist report has been prepared (**Appendix 12**). The report recommends a range of initiatives including ceiling specifications, external wall construction, internal partition designs, window and door specifications and mechanical ventilation requirements. Section 6 of the Acoustic Report details all recommendations.

Further geotechnical assessments will be ongoing in relation to site stability and relationship to the rail corridor.

3.3 Bankstown Local Environmental Plan 2015

Section 79C (1)(a)(i) requires the consideration of all relevant Environmental Planning Instruments at the Development Application Stage. This section examines the Local Planning Instrument.

The development of the site is governed by the Bankstown Local Environmental Plan (BLEP) 2015 which has several controls which are specific to the site. For clarity the site is located on Map Series 001.

3.3.1 Zoning

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The site is a dual zone site, primarily zoned B2 – Local Centre and with a smaller portion zoned SP2 Infrastructure pursuant to the BLEP 2015. Residential flat buildings, commercial premises and shop top housing are all permissible with Council consent in the B2 zone. The proposed building can be assessed as 'shop top housing' or as a 'residential flat building' containing a business premises at ground level. Either way the proposed scheme is permissible subject to consent.

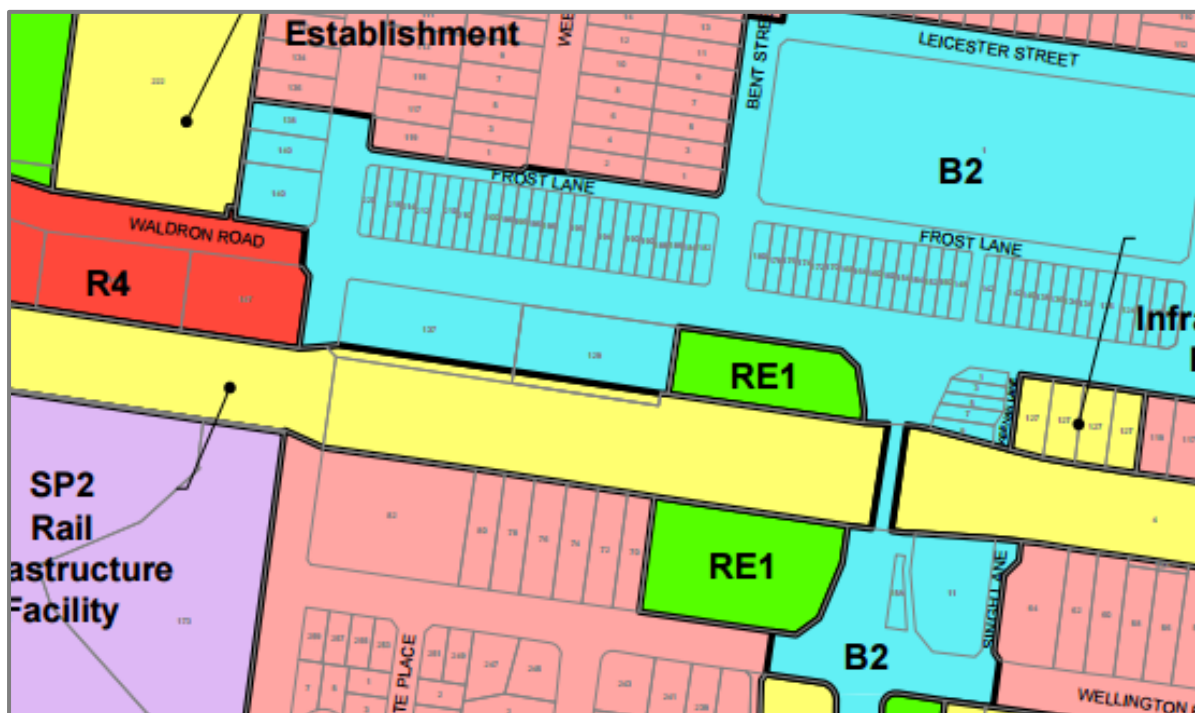


Figure 4: Zoning map

The B2 zone objectives are as follows:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To provide for certain residential uses that are compatible with the mix of uses in local centres.

The proposed development supports the objectives of the B2 zone. Specifically the first objective is enhanced by this proposal:

3. Planning Controls

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*

The SP2 zone objectives are as follows:

- To provide for infrastructure and related uses
- To prevent development that is not compatible with or that may detract from the provision of infrastructure

The proposed development supports the objectives of the SP2 zone. The proposal involves no significant development to the land allotted to this zoning.

The SP2 land has long been used in association with the use of the site. It provides internal access and is used for car parking. This part of the site may therefore enjoy existing use rights as it has never really been separated from the B2 part of the land. In this case however, such provisions are not being relied upon and the building has been redesigned to be located only on the commercially-zoned land.

The proposed building adjacent to the railway station provides a range of floor plates which will support both these objectives.

3.3.2 Height of Buildings

Clause 4.3 of BLEP 2015 provides for a total height of 26m ("T2") as shown in **Figure 5** below. The building height map also notes the site as within Area 1.

Clause 4.3(2A)(a) discusses the additional control for Area 1, which limits the maximum building height to 17m on a site which has a width of less than 20m at the road frontage. This clause does not apply to this site.

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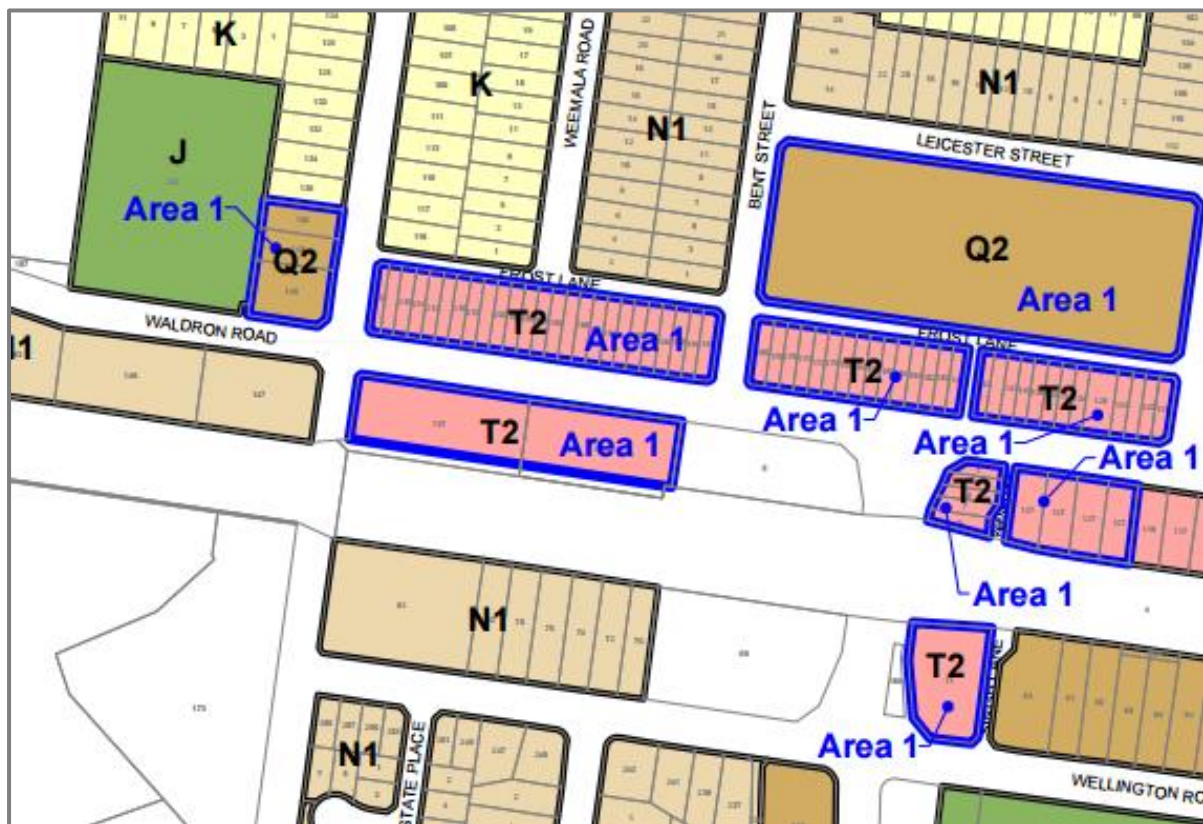


Figure 5: Maximum building height map

The amended building is within the permissible height control.

3.3.3 Floor Space Ratio

Clause 4.4 of BLEP 2015 sets the maximum Floor Space Ratio (FSR) for the site at 3:1 ("V1") as shown in Figure 6 below. The FSR map also notes the site as within Area 1.

Clause 4.4(2C) discusses the additional control for Area 1, which limits the maximum floor space ratio to 1:1 on a site which has a width of less than 20 metres at the road frontage. This clause does not apply to this site.

3. Planning Controls

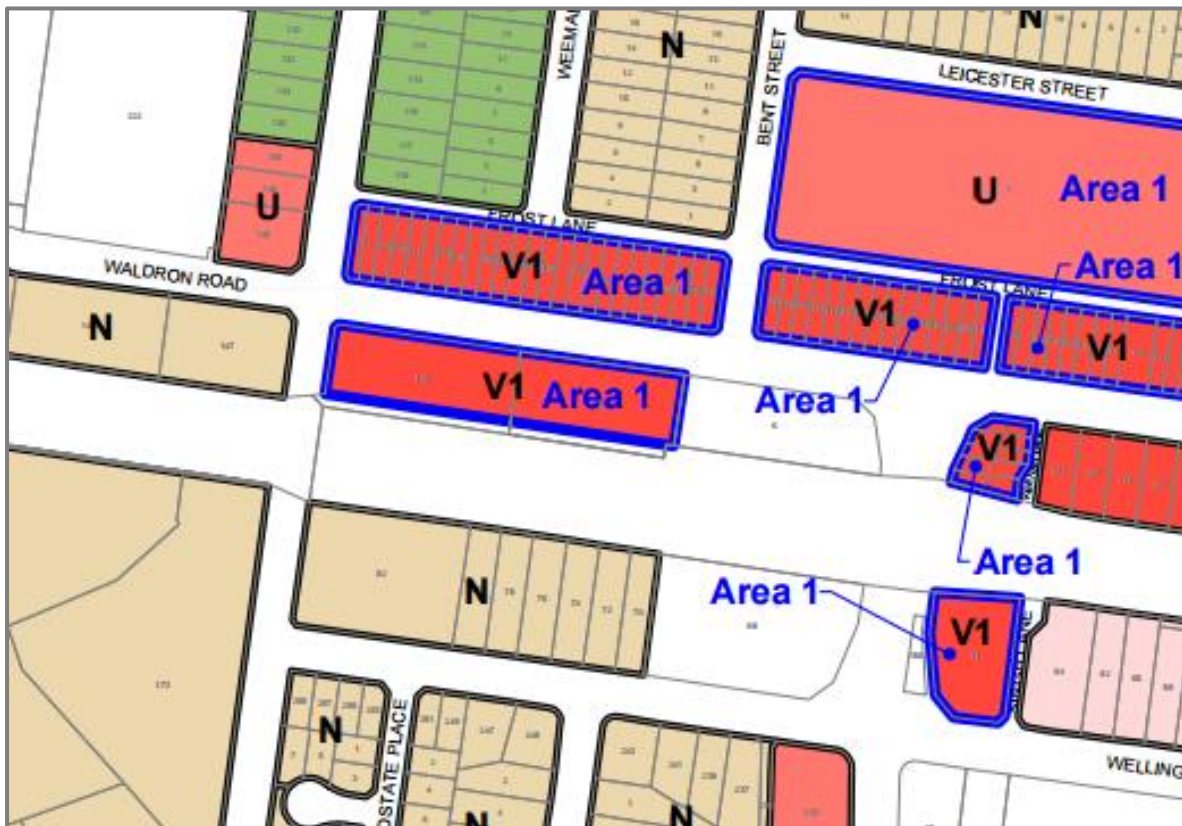


Figure 6: Maximum floor space ratio map

The objectives of the floor space ratios adopted in BLEP 2015 are as follows:

- (a) to establish the bulk and maximum density of development consistent with the capacity and character of the locality of a development site,
- (b) to ensure the bulk of non-residential development in or adjoining a residential zone is compatible with the prevailing suburban character and amenity of the residential zone,
- (c) to encourage lot consolidations in commercial centres to facilitate higher quality built form and urban design outcomes.

The site area is 3351m², with a usable site area of 2392m² (exc. 959m² for the easement) and therefore the maximum allowable floor area is 7156.5 m².

The proposed gross floor area for the site is 7127m² providing a total floor space ratio of 2.98:1 using the zoned-appropriate site area.

3. Planning Controls

As part of the overall redesign of the site, Council have requested that no building be located on this infrastructure-zoned part of the land, albeit it is contended that it may be possible under the existing use rights provisions.

The proposal is compatible with the desired future character of the area and provides for a mixed use development adjoining heavy rail transport. Impact is predominantly over the railway line and this proposal supports the objectives of the control.

3.3.4 Trees & Vegetation

Clause 5.9 and 5.9AA of BLEP provides for the management of significant trees and vegetation on the site. The site is not within an identified biodiversity corridor on the Terrestrial Biodiversity Map and no significant trees exist on site.

3.3.5 Heritage

Clause 5.10 of BLEP requires that heritage is considered. The site is not a heritage item and is not located near to any items of heritage which will be unacceptably impacted.

3.3.6 Acid Sulfate Soils

Clause 6.1 of BLEP relates to the Acid Sulfate Soils and the measures to ensure that development does not disturb, expose or drain acid sulfate soils causing environmental damage. As the site is not affected by Acid Sulfate soils, this has no significance for the proposed development.

3.3.7 Earthworks

Clause 6.2 of BLEP relates to Earthworks and subclause 3 outlines specific considerations:

- (3) *Before granting development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters:*

3. Planning Controls

- (a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,*
- (b) the effect of the development on the likely future use or redevelopment of the land,*
- (c) the quality of the fill or the soil to be excavated, or both,*
- (d) the effect of the development on the existing and likely amenity of adjoining properties,*
- (e) the source of any fill material and the destination of any excavated material,*
- (f) the likelihood of disturbing relics,*
- (g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,*
- (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

Earthworks in this case are ancillary to the overall development consent being sought. Given the existing development of the site, nearby development and its distance from environmental features, the basement excavation will not have any considerable detrimental impacts on the above matters. It remains therefore to have appropriate engineering drawings to ensure the appropriateness of the basement design having regard to the railway corridor.

3.3.6 Flood Planning

Clause 6.3 of BLEP relates to flood planning. The site is not noted as being flood affected however is known to be affected by stormwater events in peak periods. This impact is established by the Villawood Catchment Study which provides contours for the 100 year ARI event.

Floor levels, hydraulic engineering designs and stormwater systems proposed on site have all had regard to the information provided by Council in relation to overland flooding (Council Ref: WP-SIA/439/2015 dated 20 April 2015)

3. Planning Controls

3.5 Provisions of relevant Development Control Plans

Section 79C (1)(a)(iii) of the act requires the consideration of Bankstown Development Control Plan 2015. The specific relevant control in this case are contained in Part B2 – Commercial Centres. Chester Hill is a Village within the context of the DCP

Section 79C (3A) of the Act further clarifies the way in which Council must consider a DCP. Subclause (b) relates specifically to the way DCP's are applied:

(3A) Development control plans: If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority:

(b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards - is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development,

These changes were introduced in the Environmental Planning and Assessment Bill 2012. They provide for a fundamental shift in the role and importance of DCPs which will be only to provide 'guidance' to implementing the aims of Environmental Planning Instruments (EPIs) and achieving the objectives of the zone. As such, the consent authority will be required to give less weight and significance to provisions of a DCP than those of an EPI and will no longer be permitted to place determinative weight on DCP controls because of their prior consistent application.

Reflecting this, the Bill amended Section 74C(5) of the Act:

A provision of a development control plan (whenever made) has no effect to the extent that:

- (a) it is the same or substantially the same as a provision of an environmental planning instrument applying to the same land, or*
- (b) it is inconsistent or incompatible with a provision of any such instrument.*

3. Planning Controls

The DCP controls are addressed in the DCP Compliance Table below:

PART B2 – COMMERCIAL CENTRES (on line DCP controls)		
SECTION 5 - VILLAGE AND SMALL VILLAGE CENTRES		
Relevant provision	Compliance	Comment
Lot Widths 3.2 The minimum primary frontage for shop top housing and mixed use development with 3 or more storeys is 26 metres. This clause applies to mixed use development that contains dwellings	Yes	The primary frontage is 85m
Storey limit (not including basements) 3.5 Despite clause 3.4, Council may consider up to 5 storeys for commercial development, shop top housing, mixed use development and residential flat buildings in the Chester Hill village centre provided in Council's opinion: <ul style="list-style-type: none"> b) The frontage exceeds 26 metres for commercial development and mixed use development that contains dwellings d) The development achieves a high standard of urban design and accessibility e) The proposal does not detrimentally affect the amenity of any adjoin residential development 	Yes	<p>The LEP establishes height in the area for sites of this size.</p> <p>The proposal is eight (8) storeys in height and has been designed with a high standard of design excellence, ensuring the delivery of quality design outcomes, a strong sense of accessibility and a minimal impact on neighboring residential development.</p>
3.6 The minimum floor to ceiling height for a living area is 2.7 metres	Yes	The minimum floor to ceiling height is 2.7m
Setbacks to the primary and secondary frontages of allotments 3.7 The minimum setbacks to the primary and secondary frontages of an allotment are: <ul style="list-style-type: none"> a) Zero setback for the basement level, first storey (ground level) and the second storey b) 3m for the third storey (balcony may occupy setback provided roof or parapet of the second storey screens the balcony when viewed from the street) c) 5m for the fourth and fifth storeys 	No	<p>The min setbacks to the primary and secondary setbacks vary by virtue of the building design proposed. The nature of these setbacks has been well discussed with Council.</p> <p>This is appropriate having regard to setback objectives and good urban design</p>
Setbacks to the side and rear boundaries of allotments 3.9 For blank building walls with no window or balcony, the minimum setback to the side and rear boundaries of an allotment is: <ul style="list-style-type: none"> a) Zero setback for all storeys provided the setback is to a boundary that adjoins non-residential zoned land 	Yes	<p>The minimum side setbacks to the side and rear boundary vary where appropriate given the connection to the railway corridor.</p> <p>The setbacks within the</p>

3. Planning Controls

and is not a secondary frontage; or b) Where the setback is to a boundary that adjoins residential zoned land: i. Zero setback for the basement level, the first storey and the second storey ii. 5 metres for the third and fourth storeys and iii. 9 metres for the fifth storey		proposed development have been established following meetings with Council and having regard to the best outcome on the site having regard to site conditions and the vision for the area.
3.11 For building walls with a window or balcony in commercial development, shop top housing and mixed use development, the minimum setbacks to the side and rear boundaries of an allotment are: a) 3 metres for the first storey (ie GF). Council may allow a setback less than 3 metres provided it complies with the BCA b) 3 metres for the second storey c) 5 metres for the third and fourth storeys d) 5 metres for the fifth storey provided the setback is to a boundary that adjoins non-residential land e) 9 metres for the fifth storey where the setback is to a boundary that adjoins residential zoned land		As above.
3.12 For building walls with a window or balcony in residential flat buildings, the minimum setbacks to the side and rear boundaries of an allotment are: a) 5 metres for all storeys b) 9 metres for the fifth storey where the setback is to a boundary that adjoins residential zoned land		As above
Setbacks within an allotment 3.13 The minimum setbacks between two or more habitable buildings on an allotment are: a) 9m between the external enclosing walls of dwellings b) 6m between the balconies, above the ground decks, and the like of dwellings	Yes	Internal separations and privacy has informed the overall design
SECTION 5 – BUILDING DESIGN		
Façade Design 5.1 Council applies the design quality principles of State Environmental Planning Policy No 65– Design Quality of Residential Flat Development	Yes	This building is of high design quality in this context and will set an example for larger

3. Planning Controls

and the Residential Flat Design Code to residential flat buildings, shop top housing, serviced apartments, boarding houses and mixed use development (containing dwellings). This includes buildings that are two storeys or less, or contain less than four dwellings		developments in the precinct in the future. The building has been designed with adherence to the principles set out in SEPP 65
5.2 Development must articulate the facades to achieve a unique and contemporary architectural appearance that: <ul style="list-style-type: none"> a) Unites the facades with the whole building form b) Composes the facades with an appropriate scale and proportion that responds to the use of the building and the desired contextual character c) Combines high quality materials and finishes d) Considers the architectural elements shown in the illustration to this clause e) Considers any other architectural elements to councils satisfaction 	Yes	The architectural form has been designed with a sophisticated and contemporary style, integrating solid with void and broken up volumes to render an appropriate and stylish built form. This includes lower levels of building which contain the rooftop open space areas.
5.3 Development must use colour modulation, or articulation to improve the appearance of blank party walls when viewed from the street and adjoining residential zoned land	Yes	No blank walls front the street or any residential zones. The building is well modulated and articulated and this is evidenced in the overall appearance.
5.5 Development should restrict the use of the first storey (ie. Ground floor) to business, retail or other non-residential uses: <ul style="list-style-type: none"> a) A to maintain business and retail floor space in the business zones b) To maintain active street frontages in the business zone 	Yes	The ground floor use is commercial/retail
Adaptable housing 5.12 Residential flat buildings, mixed use development and shop top housing that contain 10 or more dwellings must provide: <ul style="list-style-type: none"> a) At least one adaptable dwelling plus an adaptable dwelling for every 50 dwellings; and b) Must comply with AS 4299 – Adaptable housing 	Yes	The number of adaptable dwellings required is two (2) units. Two (2) are provided
Awnings 5.13 A traditional box awning must be provided continuously along retail streets to provide pedestrian shelter to footpaths. Council may allow an awning other than a traditional box where it considers: <ul style="list-style-type: none"> a) The awning design to be integral 	Yes	Refer to architectural plans

3. Planning Controls

<p>feature of the building design</p> <p>b) The awning design does not contain finishes susceptible to degradation (such as glazing materials) that result in an unacceptable visual impact on the streetscape. Council does not support cut outs in awnings for trees and light poles</p>		
<p>5.14 The height of an awning should:</p> <p>a) Match the height of an adjoining or nearby awning; and</p> <p>b) Have a consistent fascia height to accommodate a sign</p>	Yes	Refer to the Architectural plans
<p>Access to sunlight</p> <p>5.23 The living areas for at least 70% of dwellings in a development must receive a minimum sum of 3 hours of sunlight between 8.00am and 4.00pm at the mid-winter solstice. Council may allow light wells and skylights to supplement access to sunlight. However, these building elements must not be the primary source of sunlight to living areas. This clause applies to development that contain two or less storeys, or three or less dwellings such as shop top housing, mixed use development and residential flat buildings</p>	Yes	Refer to SEPP 65 compliance table in the SEE. This control no longer accords with ADG controls.
<p>Landscaping</p> <p>5.27 Commercial development and residential flat buildings with a primary frontage of 5 metres or more must provide at least 1 street tree per 5 metres of primary frontage. Council may vary this requirement if a street tree already exists in good condition, if an awning or site constraints limit their inclusion, or a public domain plan is yet to determine the location of trees in a precinct</p>		<p>Refer to the Landscape plan landscaping provided.</p> <p>Tree spacing is reliant on the size of tiles to be used meaning some flexibility is required within appropriate ranges. The proposed spacing and design is appropriate.</p>
<p>Entrances</p> <p>5.28 The main entrance or entrances to development must face the street</p> <p>5.29 Access to the dwelling of shop top housing, mixed use development and residential flat buildings must be from the street. This may be provided:</p> <p>a) as a passage or stairway that is separate to the non-residential area in the building</p> <p>b) As a passage or stairway that shares access with the dwellings of an adjoining development provided there is a legal arrangement to allow access at all times</p>	<p>Yes</p> <p>Yes, a)</p>	<p>Main entrance faces the street</p> <p>Passage is provided to the proposed dwellings through the ground floor lobby, stairs or elevator</p>

3. Planning Controls

Building design and natural surveillance 5.31 Windows to the living areas of front dwellings, or the windows on the upper floors of development must overlook the street 5.32 Where the ground floor of development faces the street, the ground floor must incorporate shopfront style windows with clear glazing so that pedestrians can see into the premises and vice versa. The use of obscure or opaque glass, or other types of screening is discouraged.	Yes Yes	Refer to Architectural Plans Shopfront style windows are provided. Refer to Architectural Plans
PART B5 - PARKING		
SECTION 2 OFF-STREET PARKING		
Off-street parking requirements Business premises/Office premises - 1 car space per 40m ² gross floor area of the premises Residential Flat buildings, in B2 zone: - 1 car space per 1 bedroom dwelling; or - 1.2 car spaces per 2 bedroom dwelling; or - 1.5 car spaces per 3 or more bedroom dwelling; and - 1 visitor car space per 5 dwellings 2.8 In calculating the total number of car parking spaces required for a development, these must be: Rounding provisions outlined	Yes but with ADG	100 dwellings are proposed. Parking is required as follows: 31 x 1 bed x 0.6 = 18.6 = 19 44 x 2 bed x 0.9 spots = 39.6 14 x 3 bed x 1.4 spots = 19.6 Visitor 100/7 = 14.3 Commercial 460m ² /40 = 11.5 Loading Bay = 1 TOTAL = 105 + 1 loading PROVIDED = 106 spaces + 1 loading This satisfies the ADG requirements for sites near railway transport.

3.6 Agreements & Provisions of Regulations etc.

- Section 79(c)(1)(a)(iii) requires consideration of any planning agreement entered into under Section 93F.
- Section 79(c)(1)(a)(iv) requires consideration of the EPA Regulation.

3. Planning Controls

- Section 79(c)(1)(a)(v) requires consideration of any coastal zone management plan (within the meaning of the Coastal Protection Act 1979).

3.6.1 Planning Agreements:

There is no planning agreement or draft agreements included in this proposal.

3.6.2 EPA Regulations:

It is understood that the Regulations have no direct relevance on this application and that no planning agreement has been entered into in respect of this site.

All demolition work will be undertaken in accordance with Clause 92 of the EPA Regulations 2000 requiring the consent authority to consider AS 2601 - 1991: The Demolition of Structures.

All building work will be carried out in accordance with Clause 98 of the EPA Regulations 2000 requires the consent authority to consider the provisions of the Building Code of Australia.

3.6.3 Coastal Zone Management Plan:

There is no CZM plan applicable to the site.

4. Impacts & Site Suitability

4.1 Likely Impact of Development

Section 79(c)(1)(b) requires consideration of the likely impact of the development. Details impact analysis has been carried out in consideration of the LEP and DCP as noted above. An analysis of the potential impact is therefore summarised below.

4.1.1 Context & Setting; Potential impacts on adjoining properties

Context and Setting:

The City of Canterbury Bankstown is being revitalised significantly. Thousands of new dwellings are proposed within Bankstown CBD catchment over the next few decades as it emerges as one of the major CBD's within Sydney. Bankstown's role in helping accommodate the significant new housing in Sydney cannot be overstated. Villages such as Chester Hill will play their part in providing appropriately located housing near transport nodes.

This proposal will have no adverse impact in terms of character or setting.

Potential impacts:

As demonstrated in the Shadow Analysis, the built form does not result in significant overshadowing to residential properties.

The orientation of the site means that most overshadowing is orientated south towards the railway line. Long shadows obviously exist at 9:00am and 3:00pm however the midday mid-winter shadow is generally confined to the railway corridor. All southern dwellings therefore retain good levels of winter sunlight.

Overlooking impacts are reasonable in this zone and building setbacks have allowed for appropriate future building separation distances.

Overall, the proposal provides insight into the future streetscape that will emerge of the next few years. This is an attractive response to the site and one which allowed for sustainable living in a minimal footprint at a location that allows for little impact to other properties. Eastern setbacks are designed to welcome a similar building on the adjoining land.

4. Impacts & Site Suitability

4.1.2 Access, transport and traffic

The Traffic and Parking Assessment Report provided at **Appendix 10** has considered the existing and proposed traffic conditions as well as the appropriateness of the proposed number of car parking spaces and traffic generation of the proposal. The street systems in the area are adequate to accommodate the proposal. Specifically the report concludes:

As the development site is located on the higher order road network, there will be minimal impact on residential streets serving the site. Furthermore the traffic generating potential of the proposed development is significantly lower than the existing site development.

In the circumstances, the proposed development will not have any unacceptable traffic implications in terms of traffic-related environmental effect

4.1.3 Public domain

The proposal makes a positive contribution to the public domain. It is well noted that this building is seeking to integrate with a future character for the area.

The facade of the building has been designed to provide a strong definition to the streetscape at pedestrian level, whilst the design provides for a high level of visual interest from several angles.

It is a significant building and one which is attractive within its context.

4.1.4 Heritage

The site is not a heritage item and nor is it within a heritage conservation area.

4.1.5 Utilities; Other land resources; Water; Soils; Air and Microclimate; Flora & Fauna; Waste; Energy; Noise & vibration; Natural Hazards; Technological Hazards

The site contains adequate facilities which will be retained, reused and upgraded where needed to cater for the proposed residential development. All installations will

4. Impacts & Site Suitability

be capable of meeting the requirements under the Australian Standards and the Building Code of Australia.

Council have advised that the site is subject to flooding and all relevant hydraulic engineering plans have taken this into account.

The proposal represents orderly and appropriate use of land resources.

Vibration is a key issue in this development and involvement with RailCorp will be required as part of this proposal. A specialist report on this issue is at **Appendix 12**. The building layout, massing and internal orientation space of the building has been designed to ensure that the acoustic privacy of surrounding residents and future occupants is protected as far as possible. The requirements emerging as a result of proximity to the railway line have been considered and footing designs and other measures will result.

Existing drainage conditions, proposed design and relevant impacts associated with development are contained in the Stormwater Drainage Concept Plans prepared at **Appendix 5**.

Dust is anticipated during the construction period, particularly given demolition and excavation is involved. This impact can be managed through measures such as wetting down work areas/stockpiles, stabilising exposed areas, preventing material tracking out onto public roadways, covering loads on all departing trucks and working to weather conditions. The proposal is otherwise not expected to give rise to any long term or adverse impacts on local or regional air quality.

An integrated and accessible garbage collection and management system is provided and includes a waste storage room and the waste chute from upper levels. Garbage is moved internally through the site to the street. This will have minimal impact on any adjoining site.

4.1.6 Safety, Security & Crime Prevention; Social impact in the locality; Economic impact in the locality

The proposed development of the site seeks to provide a high level of amenity, casual surveillance and ultimately public safety within the building and surrounding area. Properly designed, residential buildings generally perform well in this respect.

4. Impacts & Site Suitability

SEPP 65 guidelines encourage crime assessment for larger proposals and this assessment satisfies this requirement.

The proposal will make a positive contribution to revitalising this area and activating the intersection in a commercial sense. This will bring good amenity and neighbourhood services to local residents and provide valuable security to pedestrians walking to the railway station.

Crime Prevention through Environmental Design (CPTED) is a recognised model which provides that if development is appropriately designed it can reduce the likelihood of crimes being committed. By introducing CPTED measures within the design of the development, it is anticipated that this will assist in minimising the incidence of crime and contribute to perceptions of increased public safety. The proposal has been designed to take into consideration these principles as follows:-

Surveillance: This principle provides effective passive surveillance to public areas. In this regard, the development has been designed to directly front Waldron Road and Campbell Hill Road with windows and balconies which provide direct surveillance of the public domain from the upper level apartments. The ground level retail suite also provides for high level surveillance of the street as well as an obvious pedestrian presence.

Territorial Reinforcement: This principle provides that well-used places reduce opportunities for crime and increase risk to criminals. There is a clear delineation between the street and footpath verge and the private public domain. Gardens and paving help create this delineation. The design does however allow for public movement onto the site to access the commercial suites. This serves to create a strong public surveillance at street level and discourage inappropriate loitering or behaviour.

Space Management: This principle provides that space which is appropriately utilised and well cared for reduces the risk of crime and antisocial behaviour. The management of the retail element of the development will be controlled by the Strata Body who will assist in maintaining its high quality standard. This initiative, together with the territorial reinforcement, creates a desirable space with many opportunities for 'chance encounters' within a safe, commercial setting.

4. Impacts & Site Suitability

This proposal will enhance the economic vitality of the area as this use will complement other businesses in the area.

4.1.7 Site Design and internal design

The proposed development has been produced with particular attention to the amenity of its future occupants, neighbouring properties and the public domain. The development is responsive to the opportunities and constraints of the site and its surrounds with regard to topography, neighbouring buildings, railway noise and physical impacts of street traffic, solar access and views.

Careful consideration has been undertaken to mitigate potential aspects of the design which could degrade the quality and liveability of the units both individually and for the development as a whole. We consider the amenity of the development to be of high quality and a desirable outcome.

The proposed common open space area is on the first floor terrace area above the commercial level of the building and at the roof top level. This creates a separation between residential dwellings and softens the overall building appearance. It also provides for a recreational area in proximity to all units. This courtyard also has a high level of passive surveillance.

The access-way (right of way) along the rail corridor also represents a key aspect of the overall site design. This has been retained and utilised in terms of access.

4.1.8 Construction; Cumulative Impacts

Cumulative impacts of the proposal will generally be positive as the development will activate the street improving pedestrian safety and security, enhance the public domain through an improvement in the architectural quality of the built environment, and bringing neighbourhood retail/ commercial to the area.

Accompanying the application is a BCA Compliance Report (**Appendix 8**). This report provides a BCA and Access compliance review of the proposal and recommendations to ensure that the proposed building is capable of achieving compliance with the requirements of the BCA and relevant adopted standards without undue modification to the design or appearance of the building.

4. Impacts & Site Suitability

Compliance with the BCA will be demonstrated with the Construction Certificate documentation.

4.2 Suitability of the Site

Section 79(c)(1)(c) requires consideration of the suitability of the site.

4.2.1 Proposal fits in the locality

The area is zoned for higher density development as part of the development of Chester Hill Village. This proposal is consistent with the vision for development in this precinct.

4.2.2 Site attributes conducive to development

The corner block and generally flat topography provide for a fantastic building on the site which addresses both streets very well. It has no real impact to immediately adjoining properties due to the railway corridor being to the south of the site.

A fall in level at the rear of the site does create a minor non-compliance with height however this is contained to a small section of the building. No significant adverse impact arises from this minor breach.

4.3 Submissions

Section 79(c)(1)(d) requires assessment by Council following exhibition.

4.4 The Public Interest

s79C (1)(e) requires the public interest to be considered. At this stage there are no known issues of public interest relevant to this application at this stage.

The proposal has been designed in the interest of transforming the site into an attractive high density residential environment with a retail space at ground level. The physical appearance of the built form will contribute to the streetscape and complement the adjoining developments.

4. Impacts & Site Suitability

There are no unreasonable impacts that will result from the proposed development and the benefits outweigh any disadvantage and as such the proposed development will have an overall public benefit.

5. Conclusion

This application seeks approval for an eight (8) storey mixed use development with a total of one-hundred (100) residential apartments and ground level commercial space. The design has been the subject of significant negotiation with Council and the modified design reflects these discussions.

The proposed development is an appropriate response to the characteristics of the site, its immediate surroundings and locality. It has minimal impact on adjoining lands and envisages the development of the adjoining lands.

Good planning is largely about 'appropriate outcomes' and this proposal represents an appropriate outcome for the site and indeed will provide for a sustainable future housing unit in an attractive building. Taller residential buildings are a sustainable way to utilise floor space and focus density near services and transport. This project achieves these objectives and very much supports the direction of the State Government in meeting housing demand and assisting with affordability issues.

It may also create momentum for the revitalisation of Chester Hill in years to come which will bring economic vitality and social benefits to the area. It will also enhance affordability of housing in Sydney which is currently in need of addressing.

The building complies with the primary planning controls and there are no reasons that warrant its refusal.



Tim Stewart
Town Planner
DDC Urban Planning