

SYDNEY SOUTH PLANNING PANEL

Panel Reference	2017SSH038
DA Number	DA17/1307
LGA	Sutherland Shire
Proposed Development:	Demolition of existing structures and construction of 21 townhouses (reduced from 22) including 5 'affordable rental housing' dwellings and 1 level of basement parking
Street Address:	Part Lot A DP 386887, Lot B DP 405057, Lot Y DP 446347, Lot 2 DP 394270, and Lot X DP 446347 - (Nos. 945-947) Old Princes Highway and (Nos. 2-4) Anzac Avenue, Engadine
Applicant/Owner:	Bechara Chan & Associates Pty Ltd
Date of DA lodgement	26 September 2017
Number of Submissions:	9
Recommendation:	Approval
Regional Development Criteria (Schedule 4A of the Act)	Affordable Rental Housing Exceeding \$5 million
List of all relevant s79C(1)(a) matters	<ul style="list-style-type: none"> • State Environmental Planning Policy (State and Regional Development) 2011 • State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) • State Environmental Planning Policy (Infrastructure) 2007 • State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 • State Environmental Planning Policy No. 55- Remediation of Land (SEPP 55) • Greater Metropolitan Regional Environmental Plan No. 2- Georges River Catchment • Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015) • Sutherland Shire Development Control Plan 2015 (SSDCP 2015) • Sutherland Shire Section 94 Contribution Plans
List all documents submitted with this report for the Panel's consideration	<ul style="list-style-type: none"> • Draft Conditions of Consent • Pre-application discussion (PAD) • Table: Public Submissions • Report from the Design Review Forum • Response from the Rural Fire Service
Report prepared by:	Evan Phillips – Development Assessment Officer Sutherland Shire Council
Report date	28 February 2018

Summary of s79C matters

Have all recommendations in relation to relevant s79C matters been summarised in the Executive Summary of the assessment report?

Yes

Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?

Yes

Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?

Not Applicable

Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S94EF)?

Not Applicable

Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions

Conditions

Have draft conditions been provided to the applicant for comment?

No

Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report

EXECUTIVE SUMMARY

REASON FOR THE REPORT

The application is referred to the SSPP as the development is for affordable housing under the State Environmental Planning Policy (Affordable Rental Housing) 2009 and is nominated under Schedule 4A (6)(b) of the Environmental Planning and Assessment Act 1979. The applicant's submission indicates that the proposed development has a value of \$7.8m.

PROPOSAL

The application is for the demolition of existing structures and construction of 21 townhouses (reduced from an original total of 22) including 5 'affordable rental housing' dwellings. Vehicular access is proposed via Anzac Avenue to a basement parking level which accommodates 40 car parking spaces and on-site waste servicing provisions. Communal Open Space (COS) is concentrated within the south western corner of the site. Numerous trees and shrubs are proposed to be removed.

THE SITE

The site is located on the south western corner of the Old Princes Highway and Anzac Avenue in Engadine and has an approximate area of 3074.3m². Engadine Town Centre is within close proximity to the site to the south and Engadine train station is approximately 530m walking distance.

ASSESSMENT OFFICER'S RECOMMENDATION

THAT:

1. That Development Application No. DA17/1307 for the demolition of existing structures and construction of 21 townhouses (including 5 'affordable housing' dwellings), communal and private open space, onsite waste collection and 1 level of basement parking at 945 - 947 Old Princes Highway and 2 - 4 Anzac Avenue, Engadine be approved, subject to the draft conditions of consent detailed in **Appendix "A"** of the Report.

ASSESSMENT OFFICER'S COMMENTARY

1.0 DESCRIPTION OF PROPOSAL

The development application as originally lodged with Council entailed the demolition of existing structures and construction of 22 townhouses including 5 'affordable' housing dwellings and 1 level of basement parking. The amended development proposes a reduction in yield to 21 townhouses. The townhouses are grouped within 3 distinct buildings above the basement level and range between 1-3 storeys in height. There is a mix of 2 x 1 bedroom, 11 x 2 bedroom, 4 x 3 bedroom and 4 x 4 bedroom dwellings within the development. 4 dwellings are designed to adaptable standards and 2 for 'silver level' liveable standards. A central 'mews' / pathway is accessed from both street frontages which leads to a large area of Communal Open Space (COS) concentrated towards the south western side of the site. Vehicular access is proposed via Anzac Avenue to a basement parking level which accommodates 40 car parking spaces. This includes 34 resident (including 4 accessible/ 2 liveable standard spaces), 6 visitor spaces, 1 car wash bay, 4 motorcycle spaces, and on-site waste servicing provisions for a Small Rigid Vehicle (SRV) is proposed. The proposal includes removal and retention of existing site vegetation and peripheral landscaping.



Figure 1: Site Plan

2.0 SITE DESCRIPTION AND LOCALITY

The subject land is located at 2 - 4 Anzac Avenue and 945 – 947 Old Princes Highway, Engadine and comprises 4 existing residential parcels located on the north-western corner of the Princes Highway and Anzac Avenue.

The consolidated site is irregular in shape, with the primary / front (north-eastern) boundary fronting Anzac Avenue being approximately 22.3m wide and secondary street frontage (south) to the Princes Highway at approximately 87.5m. The rear (south west) boundary and side (northern) boundaries are

approximately 44.4m and 80m respectively and the site has a total area of approximately 3074.3m². There is a cross fall / slope in the land of approximately 6m from south to north and there are numerous natural site features including established eucalypt canopy trees and shrubs. Four detached dwellings as well as outbuilding structures currently occupy the land.

The adjoining Princes Highway is a heavily trafficked major arterial road under the control of NSW Roads and Maritime Services (RMS). The Illawarra rail line and Royal National Park are located to the southeast side of the Princes Highway. The site is within close proximity to the Engadine Town Centre to the south and approximately 530m walking distance to Engadine train station.

The streetscape and urban environment in the immediate vicinity of the subject land is characterised by predominantly low density residential development, with a mix of single dwellings and townhouse developments in an environmental / bushland setting.



- Retention of other existing trees and maintain screening to neighbouring dwellings.
- Reduction in the mass of the building in particular along the Old Princes Highway.
- Response to the Low Density Residential Zone and objectives including corner location and surrounding low scale residential development.
- Compliance with relevant development standards; Variations particularly to height will not be supported.
- Design of the building to address constraints including road noise and bushfire risks.

A full copy of the advice provided to the Applicant is contained within **Appendix “B”** of this report.

A pre- lodgement appointment with the Architectural Review Advisory Panel (ARAP) was also held regarding the above development scheme on 23 February 2017.

- The DA was lodged on 26 September 2017.
- The proposal was considered by Council's Design Review Forum (formerly known as ARAP) on 9 November 2017.
- The application was placed on exhibition with the last date for public submissions being 17 November 2017, a total of 44 owners of neighbouring properties were notified of the application. Nine submissions were received.
- An Information Session was held on 7 November 2017 and 4 people attended.
- The application was considered by Council's Submissions Review Panel on 16 January 2018
- Council officers requested additional information and design changes on 18 January 2018.
- Additional information and amended plans were submitted 19 and 20 February 2018.

4.0 ADEQUACY OF APPLICANT'S SUBMISSION

In relation to the Statement of Environmental Effects, plans and other documentation submitted with the application or after a request from Council, the applicant has provided adequate information to enable an assessment of this application.

5.0 PUBLIC PARTICIPATION

The application was advertised in accordance with the provisions of the Sutherland Shire Development Control Plan 2015 (SSDCP2015). 44 owners of neighbouring properties were notified of the application. Nine submissions were received from the following properties and a summary of the main issues raised and comments in relation to these concerns is provided below.

Address	Date of Letter(s)	Issue(s)
No Address	9 October 2017 (x2)	1, 4
4/29 Nolan Ave	10 October 2017	3
8 Anzac Ave Engadine	17 November 2017	1, 3, 4, 5, 6, 7, 8, 9
10 Anzac Ave .Engadine	17 November 2017	1, 3, 4, 5, 6, 7, 8, 9
No Address	17 November 2017	1, 3, 4, 7
6 Anzac Ave Engadine	17 November 2017	1, 3, 4, 6, 7 9, 10

No Address	18 November 2017	4
No Address	19 November 2017	1, 4, 5

Issue(s)	Summary
1. Site Suitability & Design	<ul style="list-style-type: none"> • Too many dwellings / residents • Bulk, scale and visual intrusion • Colours not sympathetic to surrounding development.
2. Overshadowing	<ul style="list-style-type: none"> • Impact upon dwellings at Nolan Avenue
3. Privacy and Amenity	<ul style="list-style-type: none"> • Impact upon habitable and non-habitable rooms • Common boundary fences should be greater than 1.8m in height • Addition of privacy screens to fencing of units 8-12 • Proposed fill in the site could impact upon privacy • Acoustic and visual privacy impacts from the communal open space (COS), including from ramp to COS • Balcony of Unit 12, windows of dwelling 5-8 over looks adjacent dwellings • Noise generated from individual rain water tanks
4. Traffic/Parking	<ul style="list-style-type: none"> • Existing traffic is a problem along Anzac Ave, and at the intersection of Anzac Avenue with the Princes Highway, including a number of accidents, both from northbound and south bound traffic • Increase length of left turn lane from Anzac Ave to Princes Highway northbound. • It is currently difficult to enter and exit into existing dwellings along Anzac Avenue. • Inadequate traffic study. • Increase traffic accidents with vicinity of the driveway to the corner, including blind spot • No Parking for deliveries to the site • Inadequate parking/impact upon on street parking • Pedestrian safety, including blind spots from proposed wall along driveway • Increase length of traffic island down Anzac Avenue • Make Anzac Avenue a clearway/no stopping • Cumulative impact of development in Anzac Avenue including an existing proposal for multi dwellings across Anzac Avenue – impact upon parking • Location of driveway • Cars should be able to only exit in a left turn from the site. • Increased traffic

	<ul style="list-style-type: none"> • Remove roller door from the development may cause traffic jams within the site/ Anzac Ave • Provision of median will inhibit access for existing dwellings
5. Waste Collection	<ul style="list-style-type: none"> • Impact of waste collection upon the street.
6. Stormwater	<ul style="list-style-type: none"> • Stormwater/flooding - adequacy of existing pipes
7. Impacts upon existing infrastructure	<ul style="list-style-type: none"> • Poor water pressure, internet and phone coverage • Sewerage capacity of existing pipes • Electricity network • Impact upon waste collection • Overdevelopment of Engadine – infrastructure cannot sustain this including the roads. This development should be delayed until other developments are complete and infrastructure brought up to standard.
8. Social Impacts	<ul style="list-style-type: none"> • More dwellings and vehicles / opportunity for burglary and crime • Intensity of development will lead to slum environment
9. Impacts of Construction	<ul style="list-style-type: none"> • Noise, vibration damage, excavation • Construction traffic/ safe entry of construction traffic to the site • Location of crane and truck and other construction vehicle parking • Provision of traffic controllers but he applicant needed • Hours of construction, impact upon bedrooms of adjacent dwellings if construction is 6 days per week/ early morning. • Construction waste/odour • Sediment onto roads • Dust – including additional cleaning of adjacent dwellings needed • Construction facilities such as toilets, site office and garbage along common boundary with the dwelling to the north west-unacceptable • Dilapidation • Asbestos removal
10. Trees	<ul style="list-style-type: none"> • conflicting information in application regarding street tree retention / removal • Impact upon proposed plantings along common boundary with 6 Anzac Ave could impact upon solar access of 6 Anzac Ave – suggests they are smaller trees growing no higher than 3—4m in height. • Planting species to be planted to be sympathetic to those with allergies.

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| | <ul style="list-style-type: none"> • Tree loss along common boundary with town houses to the west |
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Comment: The above issues matters are generally discussed in the “Assessment” and “Referral” components of this report or have been dealt with by design changes or conditions of development consent where appropriate.

Revised Plans

The applicant lodged revised plans on 19 and 20 February 2018. In accordance with the requirements of SSDCP2015 these plans were not publicly exhibited as, in the opinion of Council, the amendments did not intensify or change the external impact of the development significantly.

6.0 STATUTORY CONSIDERATIONS

The property is within Zone R2 - Low Density Residential under the provisions of Sutherland Shire Local Environmental Plan 2015 (SSLEP2015). The proposed multi-dwelling housing is a permissible form of development within this zone. The Affordable rental housing component is permissible (and enjoys additional floor space provisions, reduced car parking rates etc.) under Clause 10 of the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP).

A narrow strip of land along the frontage of No. 945 Princes Highway is located within Zone SP2 Classified Road under SSLEP2015 and is identified within the S149 Planning Certificate / Part 8 of the EP&A Act as land intended for acquisition for the zoning purpose (Arterial Road). The multi-dwelling housing development is located outside of this portion of land and, if approved, this land is to be dedicated and site boundaries adjusted accordingly for this purpose.

The following Environmental Planning Instruments (EPI's), Development Control Plans (DCP's), Codes or Policies are relevant to this application:

- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP)
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy No. 55- Remediation of Land (SEPP 55)
- Greater Metropolitan Regional Environmental Plan No. 2- Georges River Catchment
- Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015)
- Sutherland Shire Development Control Plan 2015 (SSDCP 2015)
- Sutherland Shire Section 94 Contribution Plans.

7.0 COMPLIANCE

The statement of compliance below contains a summary of applicable development standards and controls:

State Environmental Planning Policy (State and Regional Development) 2011

The subject proposal constitutes development which is required to be considered and determined by the Regional Planning Panel (SSPP) pursuant to Part 4 of SEPP 2011. The development incorporates 'affordable housing', has a capital investment value exceeding \$5,000,000 and as such is nominated under Schedule 4A(3) of the Environmental Planning and Assessment Act, 1979.

State Environmental Planning Policy (Infrastructure) 2007

Clause 101 Development with frontage to classified road

The objectives of this clause are to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads. Vehicular access to the land is provided by Anzac Avenue and the safety, efficiency and ongoing operation of the classified road is not anticipated to be compromised or adversely affected by the development. The proposal is consistent with this clause (refer to Traffic Engineer and assessment discussion).

Clause 87 and 102 - Impact of rail and road noise or vibration

The land is within proximity to rail corridor and immediately adjoins the Princes Highway where the average daily traffic volume exceeds 40,000 vehicles. The impact of rail and road noise on the residential development must be considered under the above clauses. The development application has been accompanied by a noise assessment addressing the relevant acoustic criteria. Subject to conditions, suitable noise attenuation measures are incorporated into the design of the buildings and an acceptable acoustic environment and reasonable amenity can be provided for future occupants.

State Environmental Planning Policy No. 55- Remediation of Land (SEPP 55)

SEPP 55 requires a consent authority to consider whether the land is contaminated and, if so, whether the land will be remediated before the land is used for the intended purpose. The property is not listed in Council's Contaminated Land Register. A site inspection and search of Council records has revealed that the subject site is also unlikely to be contaminated and is therefore fit for its intended use. Suitable conditions are recommended in relation to demolition and asbestos removal.

Greater Metropolitan Regional Environmental Plan No. 2- Georges River Catchment

Greater Metropolitan Regional Environmental Plan No. 2 (GMREP2) includes a number of aims and objectives for the environment and water quality within the catchment. Appropriate stormwater management and water quality measures are proposed and there will be minimal likely adverse impacts on water quality. The proposal would be consistent with the aims and objectives of GMREP2 subject to suitable conditions of consent.

State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP)

The table below details the main provisions and 'cannot refuse' standards pursuant to the ARHSEPP.

Part 2 Division 1			
CLAUSE	REQUIRED	PROPOSAL	COMPLIANCE
Cl.10(2) Development must be	800m walking distance of a	Approx. 520m	Yes

within an “accessible area”.	railway station. 400m walking distance of a bus stop	Within 400m	Yes
CI.13 Floor Space Ratio <i>This clause applies to development to which this Division applies if the percentage of the gross floor area of the development that is to be used for the purposes of affordable housing is at least 20 per cent.</i>	0.774:1 (2379.5m ²)	0.66:1 2028m ² total GFA (including 454.6m ² of Affordable GFA) 5 of 21 dwellings (23.8%)	Yes Yes
AH is the percentage of the gross floor area of the development that is used for affordable housing. $Y = AH \div 100$ ($AH+454.6/2028=22.4\%$) $Y=22.4\% \div 100=0.224$ $0.55:1$ (LEP) + $0.224:1 = 0.774:1$			
Standards that cannot be used to refuse consent			
CL 14 (1) (c) Landscape -area 30% of the site to be landscaped	Min 922.3m ²	Min 1452m ² - 47%	Yes
CI14 (1)(d) Deep Soil – 15% with a minimum dimension of 3m	Min 461.1m ²	956.4m ² - 31.4%	Yes
CI14 (1)(e) Solar Access - living rooms and private open spaces for a minimum of 70 per cent of the dwellings of the development receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter	70%	82% or 18 dwellings	Yes
CI14(2)(a) Parking at least 1 parking space	Affordable component	See parking calculation below under DCP 2015 calculation	Yes – see DCP below overall

is provided for each dwelling containing 2 bedrooms at least 1.5 parking spaces are provided for each dwelling containing 3 or more bedrooms	only 1x0.5 space 3x1 space 1x1.5 spaces 5 affordable dwellings spaces needed		
CI14(2)(b) Dwelling Size if each dwelling has a gross floor area of at least: (i) 35m ² in the case of a bedsitter or studio, or (ii) 50m ² in the case of a dwelling having 1 bedroom, or (iii) 70m ² in the case of a dwelling having 2 bedrooms, or (iv) 95 m ² in the case of a dwelling having 3 or more bedrooms.	50 - 95m ²	1 bed: min 50m ² 2 Bed: Min 70m ² 3 bed: Min 95m ²	Yes

Local Controls – SSLEP 2015 and SSDCP 2015

The table below details the main standards / controls within SSLEP2015 & SSDCP2015 relevant to this application.

CHAPTER 4:			
A. Multi-Dwelling Housing in the R2 Low Density Residential Zone			
Sutherland Shire Local Environmental Plan 2015			
CLAUSE	REQUIRED	PROPOSAL	COMPLIANCE
CI.4.3 Height of Building	8.5m	8.5m	Yes
CI.4.4 Floor Space Ratio	0.55:1 1690.8m ²	Refer ARHSEPP discussion above	Complies with the 'bonus FSR' of the ARHSEPP
CI.5.9 Preservation of	-	The proposal results in the removal of existing site vegetation, but several	Yes

trees or vegetation		established trees are retained and incorporated into the landscape design. Appropriate distance is maintained to adjoining trees and substantial re-vegetation works are proposed.	
CI.5.10 Heritage Conservation	-	Medium rating of archaeological sensitivity. No apparent evidence of aboriginal artefacts / relics within site. The proposal does not warrant an Aboriginal Archaeological Study being undertaken.	Yes
CI.6.2 Earthworks	-	Excavation is generally limited to the building footprint. Site peripheries are maintained as deep soil. The proposal is acceptable subject to suitable conditions to minimise potential impacts to adjoining lands (i.e. Geotechnical / dilapidation).	Yes
CI.6.4 Stormwater Management	-	Rainwater storage has been incorporated into the revised design for irrigation use within the property which is a more sustainable long-term strategy. The design is considered to be appropriate. The proposal is not anticipated to adversely impact upon adjoining properties in terms of stormwater run-off.	Yes
CI.6.14 Landscaped Area	35% Min 1076m ²	Refer ARHSEPP discussion above	Complies with ARHSEPP requirements
CI.6.15 Energy Efficiency & Sustainable Development	-	The proposal incorporates appropriate measures and construction techniques in conjunction with the development.	Yes
CI.6.16 – 6.18 Urban Design		Proposal demonstrates an acceptable quality urban design outcome. See discussion under assessment component. Subject to suitable conditions the relevant matters in relation to urban design (including resident amenity) have been considered as a part of the assessment of the application and the proposal is considered to be acceptable.	Yes

Sutherland Shire Development Control Plan 2015		
REQUIRED	PROPOSAL	COMPLIANCE
Cl.1.2 – Street Setback & Building Form		
Cl.1 Two or three storey development is only permitted on the front of an allotment and may extend to a maximum of 60% of the depth of the site measured from the property boundary	No	No (refer to assessment)
Cl.2 Minimum site width of 20m.	22.3m Anzac Avenue frontage	Yes

CI. 3	Development must be designed and sited so that it addresses the street and must have a clearly identifiable entry	Yes	Yes - two clearly identifiable entries from Anzac Avenue and the Princes Highway
CI.4	Individual dwelling entries must be designed to ensure safe pedestrian access and easy way finding.	Yes	Yes
CI.6	Buildings to be a max of three storeys when viewed from the street.	Yes	Yes
CI.7	Roof forms are to be designed to an appropriate size, mass and separation, to be compatible with scale and character of existing buildings and landscaped elements.	Yes	Yes
CI.8	The building form must be articulated to avoid large expanses of unbroken wall, and to visually reduce bulk.	Yes	Yes
CI.10	Developments on street corners should be designed to address both street frontages.	Yes	Yes
CI.20	1m deep soil landscaped setback to neighbouring properties is to be provided along the driveway to basement car parks.	Yes	Yes
CI.2.2 – Building Setbacks			
CI.2			
Front setback	7.5m (primary frontage) 3.0m (secondary frontage)	7.5m (Anzac Ave) 1.9m - 3.0m (Princes Highway)	Yes No – refer to assessment Yes
Side setback	900m for front 60% of site (ground floor) 4.0m for rear 40% of site (ground floor)	5.1m to the north 4m (west)	Yes Yes

Rear setback	1.5m for front 60% of site (second storey)	3m (south) 4.5m (north)	Yes
	4.0m for rear 40% of site (second storey) 4.0m	4.8m (west) Ground: 6m to the western boundary	Yes
Cl.13 Garages and garage doors are not to be located in the articulation zone. These elements are to be located no closer than 7.5m to the front boundary.		Yes	Yes
Cl.4.2 – Landscaping			
Cl.1 Hard surface areas within the street frontage shall be limited to a max of 50% of the area of the front setback, with the remaining area occupied by landscaping.		Yes	Yes
Cl.2 Development should be designed to retain existing canopy trees.		Yes	Yes (2x <i>Angophora costata</i>)
Cl.5.2 – Building Layout, Private Open Space & Solar Access			
Cl.3 For at least 75% of residential units in a development, living rooms and private open spaces should receive a minimum of 3 hours direct sunlight between 9am and 3pm in midwinter.		82%	Yes
Cl.5 Each dwelling is to provide an area of private open space with a minimum area of 36m ² (min dimensions of 6m) of which 9m ² must be paved.		No	Not all dwelling have 36m ² of private open space POS proposed: *Dwelling 21(24.89m2) *Dwelling 22 (25.91) *Dwelling 17(29.29m2) *Dwelling 16 (29.29m2) *Dwelling 15 (24.98m2) *Dwelling 14 (24.29m2) *Dwelling 10 (29.29m2)

		<p>*Dwelling 11 28.99m²)</p> <p>*Dwelling 20 (24.77m²)</p> <p>*Dwelling 19 (22.75m²)</p> <p>*Dwelling 18 (33.19m²)</p> <p>See discussion below in assessment</p> <p>Dwelling 1 does not provide sufficient paved area (7.7m² only) – Condition? Increase depth</p>
<p>CI.8</p> <p>Proposed multi-dwelling unit;</p> <p>a. Orientate private open space for northern solar access and ensure 10m² of private open space has 3 hours of solar access between 9am and 3pm at the winter solstice (21 June).</p>	Yes	Yes
<p>CI.9</p> <p>Neighbouring dwelling units;</p> <p>a. Ensure 10m² of private open spaces and windows of living areas have 3 hours of solar access between 9am and 3pm at the winter solstice (21 June).</p>	Yes	Yes
<p>CI.10</p> <p>Each dwelling is to provide a secure storage space, 50% of which is inside the dwelling. Requirements as follows;</p> <p>a. One bedroom unit = 6m³</p> <p>b. Two bedroom unit = 8m³</p> <p>c. Three bedroom unit = 10m³</p>	Yes	Yes
CI.7.2 – Parking		
<p>CI.1</p> <p>Parking spaces shall be behind the building line.</p>	Yes	Yes
<p>CI.2</p> <p>Car parking to be provided at the following minimum rates</p>		

<p>For the non- affordable dwelling component 27 spaces are required</p> <p>(One bedroom =1 space Two bedroom= 12 spaces Three bedroom =6 spaces 4 bedroom =8 spaces)</p> <p>For the affordable dwellings 5 car spaces total required</p> <p>Development total required - 32 residential spaces</p>	34 residential spaces provided	Yes (+2 spaces – refer to assessment)
<p>CI.3</p> <p>One visitor car park is to be provided for every four dwellings. (5 Spaces required)</p>	6	Yes
<p>CI.9</p> <p>Minimum vehicular crossing and driveway for a combined vehicular crossing (entry/exit) is 5.5m.</p>	6m combined	Yes
CI.8.2 – Adaptable Housing		
<p>CI. 1.</p> <p>All new multi dwelling housing must provide dwellings designed in accordance with the Australian Adaptable Housing Standard (AS4299) to Class C Certification at the following rates:</p> <ul style="list-style-type: none"> Developments of 6 or more dwellings – 20% adaptable. (4 dwellings) 	4	Yes
CI.8.3 – Livable Housing		
<p>CI.1.</p> <p>In addition to complying with the adaptable housing rates in clause 1 above, all new multi dwelling housing developments must provide 'livable dwellings (i.e., dwellings designed to Silver Standard Livable Housing Design Guidelines) at the following rates:</p> <ul style="list-style-type: none"> Developments of 6 or more dwellings – 10% of dwellings (2 dwellings) 	2	Yes

CI.9.2 – Safety & Security		
CI.1 Must demonstrate compliance with CTPED (Crime Prevention Through Environmental Design)	Yes	Site is secure
CI.10.2 – Waste Management Requirements		
CI.5 Designed so bins do not need to be wheeled more than 75m.	Collection wholly from within the basement	Yes
CI.6 Kerbside garbage collection point must be nominated to not pose a traffic hazard. Should not be placed at intersections, roundabouts, slow points or busy arterial roads, or take up more than 50% of the street frontage when presented in single file to kerbside for collection.	Collection wholly from within the basement	Yes

8.0 SPECIALIST COMMENTS AND EXTERNAL REFERRALS

The application was referred to the following internal and external specialists for assessment and the following comments were received:

NSW Rural Fire Service (RFS)

The proposal is Integrated Development and general terms of approval in accordance with Section 91 of the EP&A Act 1979 from the bush fire safety authority under section 100B of the 'Rural Fires Act 1997' have been issued. Conditions in relation to Asset Protection Zones, water and utilities, design and construction consistent with AS3959-2009, Planning for Bushfire Protection 20016 and relevant standards has been prescribed. The RFS have been advised of the revised development scheme. No objection or modifications to the conditions imposed are recommended at the time of writing his report.

A full copy of this response is provided at **Appendix “C”**.

Design Review Forum

Council engages an independent panel for review of medium to large projects. The ARAP considered this application on 9 November 2017 and concluded that the applicant has responded well to Council and ARAP Pre-DA recommendations, and the proposal has much improved. However, the Panel further recommends:

- Clarification and verification that the carparking 'box' and surrounding buildings do not threaten the 2 angophoras in the central space by careful mapping of the TPZ.

- Some reduction/treatment in bulk at the rear northern boundary to reduce impact on neighbours.
- Easing of pinch point between the east-west rows to improve privacy and pedestrian amenity.
- better connection between Communal Open Space and Pedestrian Zone, including relocation of ramp.
- A more sensitive street edge response along the southern/Princess highway boundary.
- More sensitive and thoughtful resolution of the corner form and further articulation in the row of TH 13 – 22.”

A full copy of this response is provided at **Appendix “D”**.

Architect

A review of the revised development proposal with respect to SEPP 55, the ADG and the applicant's response to ARAP has been undertaken by Council's Architect. The following comments have been made:

- The revisions have adopted appropriate measures for the retention of the Angophoras whilst incorporating an expansion of the surrounding open area as recommended by previous comments and in this regard the issue has been adequately resolved.
- There has also been a reduction in the bulk of the building form within rear northern boundary portion which, in connection with a rearranged modulation of the individual dwellings to address the falling ground levels works reasonably well. However, there are some elevated ground floor levels for the western line of dwellings that could be problematic in creating overlooking impacts and conversely some of the ground floor areas are below ground level creating poor amenity. Whether these can be adjusted through changed ground or floor levels is a question that appears to be not well resolved and as such needs to be changed for the amenity of both the neighbours and future residents of the proposed development. The western fencing section illustrates the consequences of adjusting the ground levels above the existing with 3.2m high walls utilising an inadequate 1.6m high fence being presented to neighbours. These simplified solutions are not adequate for their purpose and as such some further adjustments in the ground floor levels of the northern dwellings should be considered.
- In respect to achieving a more sensitive street edge response along the Princes Highway boundary and a more sensitive and thoughtful resolution with further articulation in the row of TH 13 - 22, the revisions have responded in a manner that improves its streetscape appearance. This also includes a reconsideration of the corner form which now provides a possibly overemphasised pedestrian entry point which depends upon how successful the vine plantings can survive across the entry trellis to be an acceptable solution.
- The pinch point between the east-west rows to improve privacy and pedestrian amenity remains but is softer in its visual impact due to a more resolved internal pedestrian zone.
- In respect to possible internal overlooking between dwellings the reduced width upper level balconies of TH 13 -18 are an improvement, however a lack of detail for the remaining roof space in front of the balcony balustrade may encourage an expansion of that area at a later time. Additionally, the use of clear glass balustrade for these balconies raises questions about if

there is sufficient screen being afforded for privacy not only as an outward view but also for the views into the dwellings.

In conclusion the revised scheme is an improvement to the original configuration but there are some small areas of concern as previously discussed that could improve the proposed development's amenity for future residents and neighbours.

Comment: The above comments and recommendations are addressed via the imposition of design change conditions of development consent where deemed appropriate. Refer to Condition 2 of within **Appendix "A"** and the assessment component of this report for further discussion.

Landscape Architect

Council's Landscape Architect has undertaken an assessment of the application with respect to landscaping, tree removal and retention and general site planning. The revised development scheme adequately incorporates the recommendations including comments made by the DRF. The functionality / amenity of the communal open space areas has been improved. No objections have been raised subject to suitable conditions of development consent including refinement of the landscape and fence design and tree replacement in line with Council's tree replacement policy.

Traffic Engineer

Council's Traffic Engineer has undertaken an assessment of the proposed development with respect to traffic impacts, site access, parking provision and waste management. The methodology in the traffic report is acceptable. The additional trip generation from the proposed development is 15 trips per hour which equates to 1 additional trip every 4 minutes and will not have a significant impact on the road network. It is the cumulative impact of this and other similar developments that is potentially problematic. There will be overspill parking resulting from the reduced affordable' housing parking provision which will impact on neighbouring properties and their ability to safely exit their properties onto Anzac Avenue. The application can be supported subject to the following:

- Review of the waste service management and ability for waste vehicles to enter and exit in a forward direction.
- Footpath crossing to be splayed on both sides (0.5m on exit, 1.0m on entry to allow ease of entry/exit)
- Extension of the median island in Anzac Avenue to beyond the proposed layback to entry to facilitate left in and left out vehicle movements only to and from the site.

The provision of the median strip is considered necessary for safety reasons given the proximity of the driveway to Princes Highway and the volume of traffic using Anzac Avenue. The extension of the median will not affect neighbouring properties at 6 to 8. However, it is likely to affect the property opposite at No 1 Anzac in that it will encroach beyond their driveway which likely limits them to left in and left out movements only.

The Traffic Engineer advises that there are insufficient traffic grounds to warrant refusal of the application, but there appear to be some unresolved safety and traffic movement concerns, particularly with regard to the location of the driveway entry and its proximity to the Princes Highway 'off-ramp'.

Engineering

Council's Engineer has undertaken an assessment of the application with respect to stormwater disposal, car parking design / provision, access arrangement, manoeuvrability, site and waste management and excavation. Generally no objections to the proposal have been raised subject to the imposition of suitable conditions of development consent.

9.0 ASSESSMENT

Following a detailed assessment of the application having regard to the Heads of Consideration under Section 79C(1) of the Environmental Planning and Assessment Act 1979 and the provisions of relevant environmental planning instruments, development control plans, codes and policies, the following matters are considered important to this application.

Zoning and Site Suitability

The site is located within Zone R2 Low Density Residential under SSLEP 2015, and the objectives of the zone are as follows:

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To protect and enhance existing vegetation and other natural features and encourage appropriate bushland restoration particularly along ridgelines and in areas of high visual significance.*
- *To allow the subdivision of land only if the size of the resulting lots retains natural features and allows a sufficient area for development.*
- *To ensure the single dwelling character, landscaped character, neighbourhood character and streetscapes of the zone are maintained over time and not diminished by the cumulative impact of multi dwelling housing or seniors housing.*

The intensification from single dwelling land uses and the provision of additional housing stock, particularly in close proximity to major public transport is consistent with Sydney's broader planning agenda and the core aims of the ARHSEPP. The development is in an 'accessible area' and the building typology with respect to the desired future residential form, its relationship to adjoining lower density lands and the anticipated environmental impact is, by and large, acceptable and consistent with the objectives of the zone and Council's LEP and DCP.

The site is however positioned adjacent to a major arterial road (Princes Highway) and the main collector road to the Engadine and Woronora Heights residential catchments (Anzac Avenue). The location of any access / egress from any form of development upon this site in a known 'hot spot' for vehicular conflict, raises significant questions about the suitability of this site for intensive multi

dwelling development. The specific issue of Traffic is discussed further in the assessment below.

The proposed development provides for housing choice within the Engadine locality aimed at low to moderate income households who experience housing stress in the private rental market consistent with the objectives of the zone and ARHSEPP. The 5 affordable dwellings are appropriately distributed within the development and no significant social impacts are anticipated including increased risks to public safety, or undermining of the local sense of community.

Variations to Council's Policies and Standards, and consideration to the design of the development with respects to the 'character' of the local area is discussed below.

Urban Design & Residential Amenity

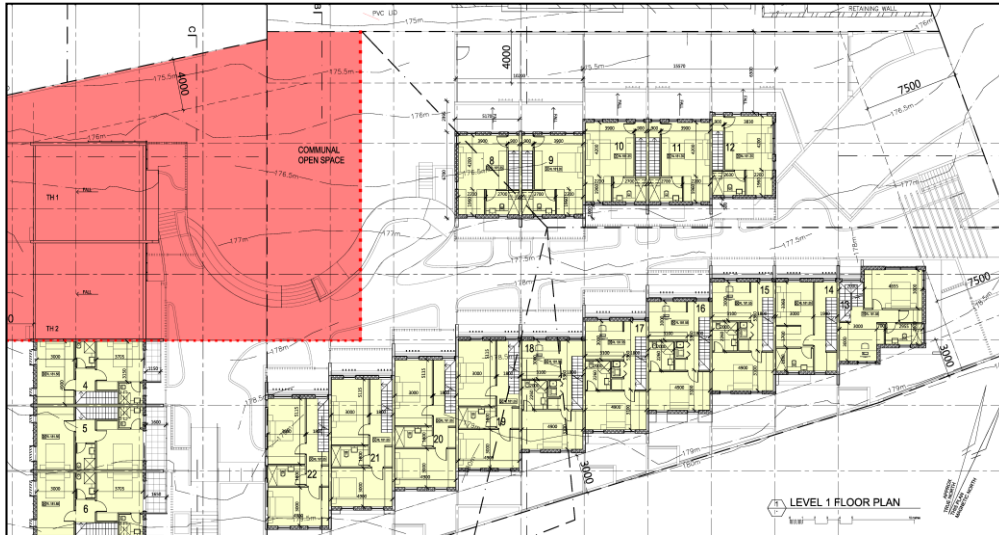
SSLEP 2015 and SSDCP2015 contain certain matters of consideration relating to urban design and residential amenity. Additionally, cl. 16A 'Character of Local Area' of the ARHSEPP, requires the consent authority to consider whether the design of the development is compatible with the character of the local area. The relevant matters have been considered as a part of the assessment of the application and the proposal is considered to be acceptable subject to design changes and conditions of development consent. Further discussion, including variations to development controls are discussed below. A depiction of the recommended design changes are contained in **Appendix "E"**.

Building Massing

The development presents a 2 storey building form to Anzac Avenue and the Old Princes Highway streetscapes. The design and selection of finishes generally reinforces the existing neighbourhood character and low density streetscape and context. The topography also impacts on the way development on the site relates to its neighbours.

SSDCP2015 limits 2 – 3 storey development to the front 60% of an allotment. The allotment depth is measured from the primary frontage of the site (Anzac Avenue). The proposal does not strictly comply with the control. In this instance the 60% allotment depth has been measured along the side boundaries from each street frontage which leaves the south west corner of the site devoid of 2 storey building form (refer to diagram below).

During the revision of the proposal to address Council and Design forum concerns, the applicant reduced the scale of dwellings in the 'rear' (northwest) corner to one storey, as well as reducing overall unit yield on the site.



The provisions of SSDCP2015 do not specifically contemplate corner allotments with respect to allotment depths and development forms which are designed to activate both frontages. The proposed approach to site planning and building massing is considered an appropriate application of the development control. Upper floor building mass is maintained away from the most sensitive edges, and rear private open spaces of adjoining properties. Further, the concentration of 2 storey building form mainly along the Princes Highway frontage and absence of residential accommodation within the rear 40% (except single storey dwellings 1 and 2) enables the retention of significant site vegetation and the provision of a well-appointed communal open space which reinforces the landscape characteristics of the low density residential zone.

Given the orientation of the site there will be overshadowing of the private open space in the adjoining properties. This impact is considered to be acceptable as sufficient solar access is maintained consistent with the provisions of Council's DCP. The relevant objectives for height contained within SSLEP2015 have been considered in the assessment of this application and the proposal including siting and massing of 2-3 storeys and overall site coverage is considered to be acceptable.

Frontage Design & Setbacks

The building setbacks and frontage design (including fencing strategy) along the Princes Highway does not comply in full with the provisions of SSDCP2015. Whilst articulation / variation is provided to the fencing allowing for plantings forward (which is an appropriate response to the streetscape) the 1.5m high solid masonry fencing elements located on the boundary are ordinarily required to be maintained as open form or alternatively setback 1.5 from the boundary in full to allow for landscaping. A defensive presentation to the Princes Highway is considered appropriate and anticipated to enhance acoustic amenity to future occupants. Refinement of the fencing strategy (including finishes) is however required to enable appropriate streetscape presentation and suitable area for planting forward. The final fence design will be well articulated and respond appropriately to the splayed nature of the site and proposed building form. The design changes are detailed in Condition 2 of **Appendix "A"** and detailed on the plans in **Appendix "E"**.

There is also a point encroachment of Dwelling 7 (at 2m setback) within the required 3m secondary street setback given the splayed nature of the boundary to the building form, massed parallel to the southern boundary. The southern portion of the front façade is setback greater than the required 3m and responds well with the established streetscape character. The development as a whole is modulated / articulated providing a stepped response to the street edge. The proposal adequately satisfies the objectives of the development control and the minor variation is supported.

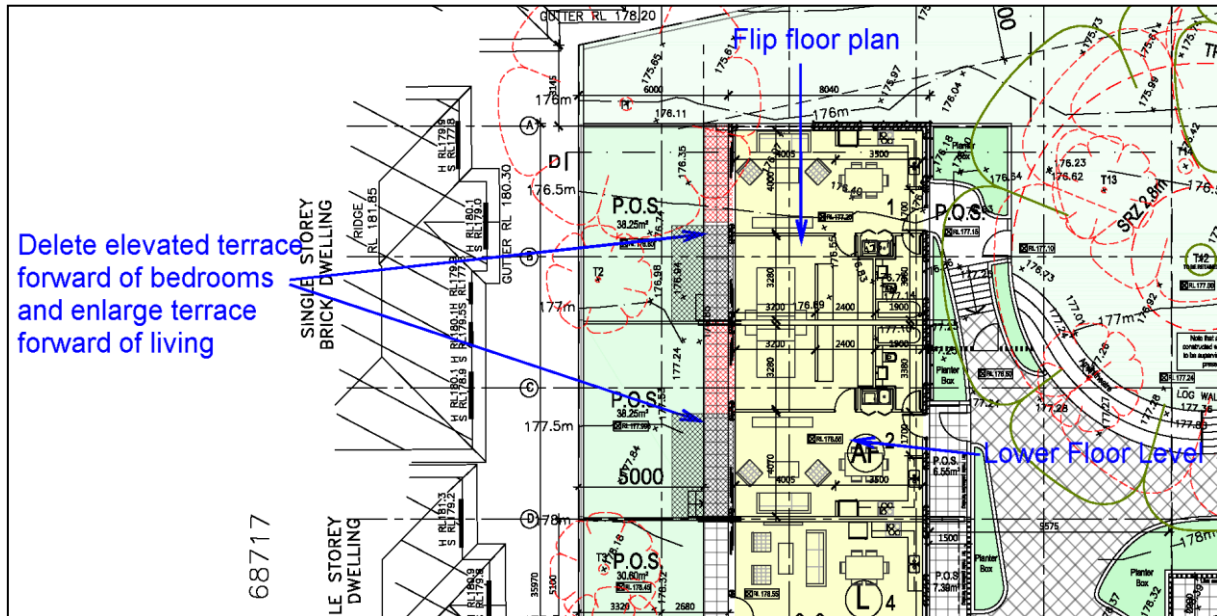
The setback to the entry pergola on Anzac Avenue projects forward of the 7.5m building alignment. The structure is generally light-weight and open form and assists in way-finding and directing residents and visitors to the site entry. The setback is recommended to be increased to 4m to further reinforce the objectives of the development control and spatial proportions of the street, as well as increasing visibility for drivers and pedestrians at this particular location.

The driveway width needs to be increased to 8m. To ensure adequate landscaping within the frontage is maintained a suitable condition is recommended (design changes in Condition 2 of **Appendix "A"**) which requires the re-orientation of the egress stairs and increased landscape provision which will further assist in ameliorating the visual impacts of the development and to reinforce the character of the streetscape.

Privacy

Specific concerns have been raised by adjoining properties with regards to overlooking and privacy. The design including finished levels around the edges of the site and of Dwellings 1 and 2, and design of the reduced upper floor balconies of Dwellings 13 – 18 fail to adequately protect neighbourhood amenity. To address these concerns, the following design changes are recommended which are depicted below and prescribed in Condition 2 of **Appendix "A"**:

- Reverse the floor plan of Dwelling 1 to replicate Dwelling 2 which will limit the elevated active / living room areas.
- Lower the RL of Dwelling 2 by 450mm.
- Deleted the balcony areas where forward of the bedrooms of Dwellings 1 and 2 and enlarge the area where forward of living to achieve a maximum 9m² of pave surface closer to existing ground levels.
- Retaining site levels to a reasonable extent in proximity to the property boundaries and the communal open space.
- Communal open space (including to the north of dwelling 1) ground levels to be maintained as existing.
- Obscure / translucent glazing to upper floor glass balustrades of Dwellings 13 – 18.



To provide further amenity for neighbouring properties, a suitable condition will be placed on the development consent permitting an additional 300mm of privacy screening above the 1.8m high side and rear boundary fencing. An important precursor to this design change will be agreement between the parties.

Subject to these minor refinements, suitable privacy treatment has been incorporated into the design to minimise potential privacy and interface impacts to the adjoining lands. This includes the suitable location/ design of windows from passive bedroom areas along with peripheral boundary landscaping. The proposed setbacks/ separation results in an acceptable relationship to the adjoining lands and no detrimental impact is presented to the adjoining properties in terms of privacy and overlooking, and reasonable amenity will be maintained.

Private Open Space (POS)

Whilst POS to each dwelling achieves the minimum dimension of 5m, not all POS areas achieve 36m² in one consolidated location. When combined with the privatised courtyards forward / at the dwelling entries, dwellings do however closer align with the numeric provisions of SSDCP2015. Notwithstanding the above, each dwelling achieves sufficient POS for both practical use and private use and enjoyment. Combined with the large and functional Communal Open Space, reasonable amenity and secondary spaces are provided to future occupants. The modification to the articulated front fence form along the Princes Highway is anticipated to increase the usable area of POS. Enlargement of the front courtyards into the common way to enlarge the POS areas would adversely impact upon the communal space and is not deemed necessary.

Natural Site Features

Specific concerns have been raised regarding the extent of site modification and environmental impact, particularly the loss of established native vegetation. The basement is generally limited to the footprint of the building above and the overall site layout, including boundary setbacks and extent of

site modification is acceptable. Conditions of consent are however to be imposed in relation to potential impacts from excavation to adjacent lands.

A core objective of SSDC2015 is to ensure the retention and protection of trees and bushland vegetation that are important to the conservation of biodiversity in Sutherland Shire, and the maintenance of the scenic quality and treed character of Sutherland Shire. A number of established trees and shrubs (including within the public way and exempt species) are proposed to be removed in conjunction with the development. The removal of vegetation within the 'developable' portion of the site, including at the location of the appropriate vehicular access portal, is considered to be reasonable.

The proposal adequately considers the environment context, constraints and opportunities of the site. Existing trees (including large *angophora costatas* – smooth barked apple) are retained and integrated into the landscape design and Communal Open Space which further will enhance resident amenity, provide a natural buffer and visual landscape relief to the adjoining properties which reinforces the landscape 'character' of the locality / zone.

Site levels immediately adjacent to the site boundaries are to be maintained and the peripheries provided with substantial landscape works. Trees approved to be removed require replacement planting in line with Council's adopted policy and a number of these trees will supplement the final landscape design. There is opportunity for additional street tree plantings in located such as where existing redundant driveways are to be removed which will form part of the required public domain works. The proposed development, including extent of impact on the sites natural features, is considered to be acceptable subject to the imposition of conditions of development consent.

Traffic, Parking and Waste Management

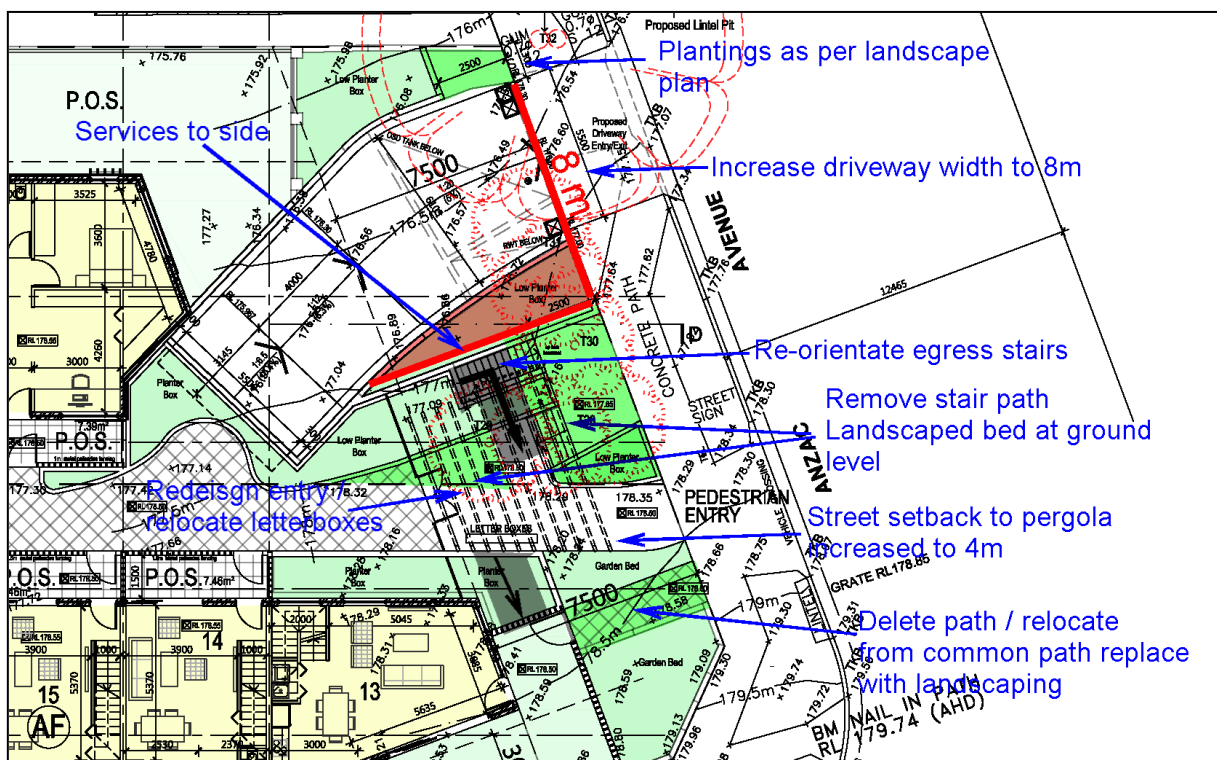
Specific concerns have been raised regarding the potential traffic impacts and parking / pedestrian conflicts within the surrounding road network associated with the increase in resident population and vehicle movements associated with the development. The adjoining Princes Highway is a heavily trafficked major arterial road under control by the Roads & Maritime Services (RMS). Anzac Avenue is a local arterial road which services the Engadine and Woronora Heights residential catchments.

The intersection, which is not controlled by traffic lights, is a known 'hot spot' for vehicular conflict and accidents. Introducing a significant number of new vehicles to the location, via a new driveway, which requires slowing and 'propping' close to the turn-off from the Highway, appears dangerous. The suitability of the site for intensive multi dwelling housing is uncertain given these factors.

Realising re-development of this land at a greater intensity than the existing single dwelling environment as ordinarily envisaged / permitted in the R2 zone is difficult without resulting in additional trip generation. However, the development is both permissible and generally 'numerically' compliant. The location of the proposed basement driveway entry/ exit is located at its furthest distance from the intersection being approximately 22m. The proposal makes redundant several vehicular crossings which service the existing dwellings in close proximity to, and upon the Princes Highway which is of

benefit. In addition, Council's Traffic Engineer has concluded that the impacts of the development and potential risks are generally acceptable based on the driveway location, anticipated increase in trip generation from the land (being approx. 15 trips per hour - 1 additional trip every 4 minutes), and subject to design requirements at the driveway entry / exit and Anzac Avenue road reserve (i.e. median). Should the final design of the median not extend beyond the prolongation of the side / northern boundary of the site, the ability for properties opposite the site (including No.1 Anzac Avenue) to retain their access arrangement (including right-turn out onto Anzac Avenue) will be maintained.

To further enhance vehicular / pedestrian safety including manoeuvring into the site, vehicular queuing and sight lines the width of the driveway is to be increased from 6m to 8m and the planter bed is to be provided at existing ground level. Signage shall also be erected at the exit of the basement and arrow depicted on the driveway surface (within the property) advising residents / visitors and service vehicles to exit in a left hand direction only.



Parking compliance is particularly critical in this instance given the constraints, known parking strain / availability within the surrounding streets and immediate locality, as well as the anticipated dependence on motor vehicle use / ownership within the development. On-street parking restrictions (prohibitions) affect large areas of the site frontage and surrounds given its proximity to the Highway.

Thirty four resident car parking spaces are proposed which is based on both the ARHSEPP (5 affordable dwellings) and SSDCP2015 (16 non affordable dwellings) parking generation rates applicable to the development. There is an oversupply of 2 spaces from the minimum requirements. The applicant denotes however 6 dwellings within the development as '2 bedroom with study' rather than bona fide 3 bedroom dwellings which have a higher parking generation. Dwellings 15, 16, 17, 18 are considered to be bona fide 2 bedroom dwellings with studies as there are no shared bathroom

amenities on the floor level to service both rooms (i.e. only an ensuite to main bedroom). Dwellings 12 and 13 however do have shared bathroom amenities and the study areas could be post-adapted to bedrooms based on the generous internal dimensions provided.

Notwithstanding this, sufficient parking is provided to absorb an increase in parking generation should the 2 dwellings be considered as 3 bedroom (i.e. an additional 1 parking space). Sufficient parking (including visitor) is provided to comply with the minimum prescribed parking ensuring acceptable impacts on the surrounding road networks from potential overflow.

On-site servicing by a Small Rigid Vehicle (SRV) by a private contractor is proposed within the basement area which will minimise the use of the street fronting the site and potential vehicular conflict during collection days. The location of the site, on the intersection of the Princes Highway and Anzac Avenue lends itself to onsite collection by an SRV. There are suitable waste collection areas within the basement, including a turning bay area for an SRV so that the vehicle can enter and exit the site in a forward facing direction.

On street waste collection would be dangerous for both garbage collectors and other vehicles in the vicinity of the site, including those attempting to access or exit the site at time of waste collection, and therefore is not recommended in this instance. Council's revised waste policy suggests on-site waste collection for development of this type and density by an HRV. The use of a Heavy Rigid Vehicle (HRV) to collect waste from wholly within the site would restrict the development of the site in order to ensure that there was an adequate turning area to ensure that the HRV could leave the site in a forward facing direction. The use of a HRV to collect waste from within the site is not an acceptable outcome in this instance given the locality and contextual setting of the site.

An SRV is able to enter and exit the site in a forward facing direction, facilitating waste collection and traffic and vehicular safety for this development. Waste collection by an SRV, in this instance, is acceptable in the context of the site and its surrounds, and is consistent with the objectives of the SSDCP 2015 and will minimise disruption and impact upon the community.

In conclusion, although the surrounding road network is heavily trafficked, it can accommodate the proposed land use and anticipated vehicular movements if they are evenly spread and adequately managed by physical design. Subject to relevant traffic controls, significant traffic generation, parking stress and increased risk to the public to any unacceptable level is not anticipated, including during the course of construction and the proposed development can be supported.

10.0 SECTION 94 CONTRIBUTIONS

The proposed development has a value of greater than \$100,000. In order to provide high quality and diverse public facilities, the proposed development will attract Section 94A Contributions in accordance with Council's adopted Section 94A Development Contribution Plan 2016.

This contribution is based upon the proposed cost of the development and has been calculated 1% of \$7,800,000.00. Therefore, Section 94A Levy contributions for the proposed development would be

\$78,000.00.

11.0 DECLARATION OF AFFILIATION

Section 147 of the Environmental Planning and Assessment Act, 1979 requires the declaration of donations/gifts in excess of \$1000. In addition Council's development application form requires a general declaration of affiliation. In relation to this development application no declaration has been made.

12.0 CONCLUSION

Development Application No.17/1307 is for the demolition of existing structures and construction of 21 townhouses (including 5 'affordable housing' dwellings), communal and private open space, onsite waste collection and 1 level of basement parking at 945 - 947 Old Princes Highway and 2 - 4 Anzac Avenue, Engadine.

With the exception of a narrow strip of land along the frontage of No 945 Princes Highway where development works are not proposed (within Zone SP2 Classified Road), the property is within Zone R2 - Low Density Residential under the provisions of Sutherland Shire Local Environmental Plan 2015 (SSLEP2015). The proposed multi-dwelling housing is a permissible form of development within this zone. State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) is a permissible form of development in the zone under Clause 10 of the Policy.

The provision of housing choice within the Engadine locality, including integrating 'affordable housing' dwellings within larger multi housing developments is supported in light of the social benefits. The sites location being positioned adjacent to a major arterial road (Princes Highway) and main arterial road into the Engadine and Woronora Heights residential catchments (Anzac Avenue) is however of significant concern. Further refinement of the entry / frontage design and access arrangement is required to minimise safety concerns to an acceptable level.

The development generally reflects the desired character of development within the Engadine locality as envisaged under SSLEP2015. The full quantum of available FSR permitted under the ARHSEPP is not utilised and the proposal is of a form and scale which respects and responds appropriately to the character of the site, neighbourhood and adjoining properties. The development is anticipated to fit appropriately within the context of the existing streetscape and on balance; reasonable amenity is maintained for adjoining land.

The application has been assessed having regard to the Heads of Consideration under Section 79C (1) of the Environmental Planning and Assessment Act 1979 and the provisions of Sutherland Shire Local Environmental Plan and all relevant Council DCPs, Codes and Policies. Following detailed assessment it is considered that Development Application No. DA17/1307 may be supported for the reasons outlined in this report.

RESPONSIBLE OFFICER

The officer responsible for the preparation of this Report is the Manager, Major Development Assessment (LP/EPh).