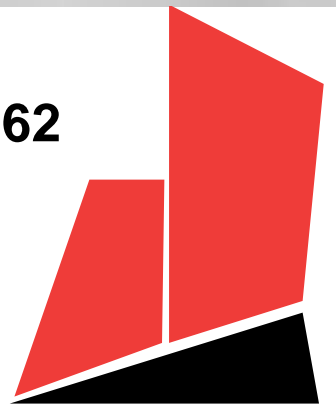


# Statement of Environmental Effects

Development Application

**77 & 79 Waldron Road, Chester Hill NSW 2162**

**12 October 2018**



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**PROJECT PARTICULARS**

<b>Project No.</b>	HPS 2016.274
<b>Client</b>	Ausciti Development Pty Ltd
<b>Site Address</b>	77- 79 Waldron Road, Chester Hill - 2162
<b>Document Name</b>	Statement of Environmental Effects
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<b>Review By</b>	Kristy Hodgkinson

Date	Document Name	Authorisation	
		Name/Position	Signature
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In the event that this document is not signed, this is not representative of a final version of the document, suitable for assessment purposes.

**RELIANCE ON CONSULTANT INFORMATION**

As part of undertaking this project, Hamptons has relied on the professional advice provided by third party consultants. No responsibility is taken for the accuracy of the information relied upon by these consultants assisting the project. It is assumed that each of the consultants has made their own enquiries in relation to technical matters forming part of their expertise.



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## 1. SUMMARY OF PROPOSAL

Hamptons Property Services (Hamptons) has been retained by our client, Austciti Development Pty Ltd to prepare a Statement of Environmental Effects for the land known as 77- 79 Waldron Road, Chester Hill, NSW 2162.

This development application is for the amalgamation of 77 and 79 Waldron Road (the site), demolition of the existing residential dwellings and the construction of a boarding house to facilitate 50 residential units (including one building manager’s room) and one ground floor neighbourhood shop, fronting Waldron Road. Parking is proposed to be provided on the ground floor level and within a proposed basement car park, which will facilitate 27 parking spaces, 10 motorcycle spaces, 10 bicycle spaces, a lift, fire stairs and associated services area. Access to the site is gained *via* a two-way driveway from Waldron Road along the eastern side of the northern boundary.

This amended Statement of Environmental Effects reflects various adjustments that have been made to the architectural design of the project, in relation to matters raised by Canterbury Bankstown Council (the Council) and the Joint Regional Planning Panel (JRPP) in response to their deferral of the development application, when it was considered on 14 August 2018. The specific concern of the JRPP was non-compliance with the amendments made to State Environmental Planning Policy (Affordable Rental Housing) (ARH SEPP) in relation to the provision of on-site car parking. The Applicant was asked to consider the viability of the proposed car parking stacker system, as opposed to a basement parking arrangement, and with a sufficient number of car parking spaces to comply with the ARH SEPP.

The Applicant has reviewed both options and concluded that a basement car parking arrangement, that is compliant with the required number of spaces under the ARH SEPP is the most financially viable solution and one that will allow for compliance.

As such, the purpose of this amended Statement of Environmental Effects is to encapsulate all of the changes that have been made to the application since lodgement in September 2017, which should now allow the consent authority to finalise their consideration of the matter.

The site is located in the R4 - High Density Residential zone pursuant to the Bankstown Local Environmental Plan (LEP) 2015 and the proposed uses of the site are permissible with development consent from Canterbury Bankstown Council (the Council) (Clause 1.6).

Further details regarding the definition of *boarding house* and *neighbourhood shop* is provided below, in Chapter 3 of this report.

The proposal is consistent with the objectives of the high density residential zone despite the low density urban context that is, and surrounds, the site. Recent changes to the zoning of the site has occurred, with increased density being permitted in more recent times, due to the site’s proximity to a B2 Local Centre zone



(100m) and Chester Hill Railway Station (500m), both elements promoting access to local facilities and services that warrant a higher density of development within the immediate vicinity of the site. This will further enrich and strengthen the function of Chester Hill Village Centre as the largest shopping centre servicing the northern suburbs or the North-West local area. The strategic decision to increase the density provisions will now see a period of transitional urban form over the coming years.

The higher density of development promoted will enable a more diverse mix of residential accommodation provided for the area, which is a desired outcome of this proposal, providing an affordable approach to residential accommodation within direct access to local facilities and services. To further assist this approach, the proposal seeks to deliver small scale retailing, with a more contemporary design to service the needs of people who live and work in the immediate area.

This Statement of Environmental Effects considers the proposal against the relevant Environmental Planning Instruments, including the benefits derived by State Environmental Planning Policy (Affordable Rental Housing) 2009 and provides the following:

- a description of the site and the locality surrounding this;
- a description of the proposed development;
- the proposal's response to the relevant environmental planning controls; and
- conclusions and recommendations relating to the proposal.

We trust that the enclosed information is sufficient for Council's consideration of the matter and look forward to working with Council during assessment of the development application.



## 2. THE SITE & ITS LOCALITY

Table 1, below, provides the key information relating to the site.

Table 1: Site Details

Property Address	77-79 Waldron Road, Chester Hill - 2162	
Legal Description	Lot 62 and Lot 63; DP23866	
Site Area (approx.)	1,268.90 m <sup>2</sup> being 630m <sup>2</sup> (Lot 62) & 630m <sup>2</sup> (Lot 63)	
Site Boundaries	North	30.00m
	East	42.00m
	South	30.00m
	West	42.00m
Existing Use	Single storey dwelling house	
Zoning	R4 High Density Residential	
Critical Habitat	No	
Conservation Area	No	
Environmental Heritage	No	
Coastal Protection	No	
Hazard Risk Restriction (other than flooding)	No	
Flood Planning	Yes	
Acquisition	No	
Biodiversity Certified Land	No	
Bio-banking agreements	No	
Bushfire Prone Land	No	
Property Vegetation Plan	No	
Contamination	No	
Acid Sulfate Soils	Not applicable	

**Note:** Based on Clause 10.7 (2) & (5) dated 6 June 2017, Certificate No. 20172232 for 77 Waldron Road (referred to as Section 149 Certificate at the time the certificate was obtained)



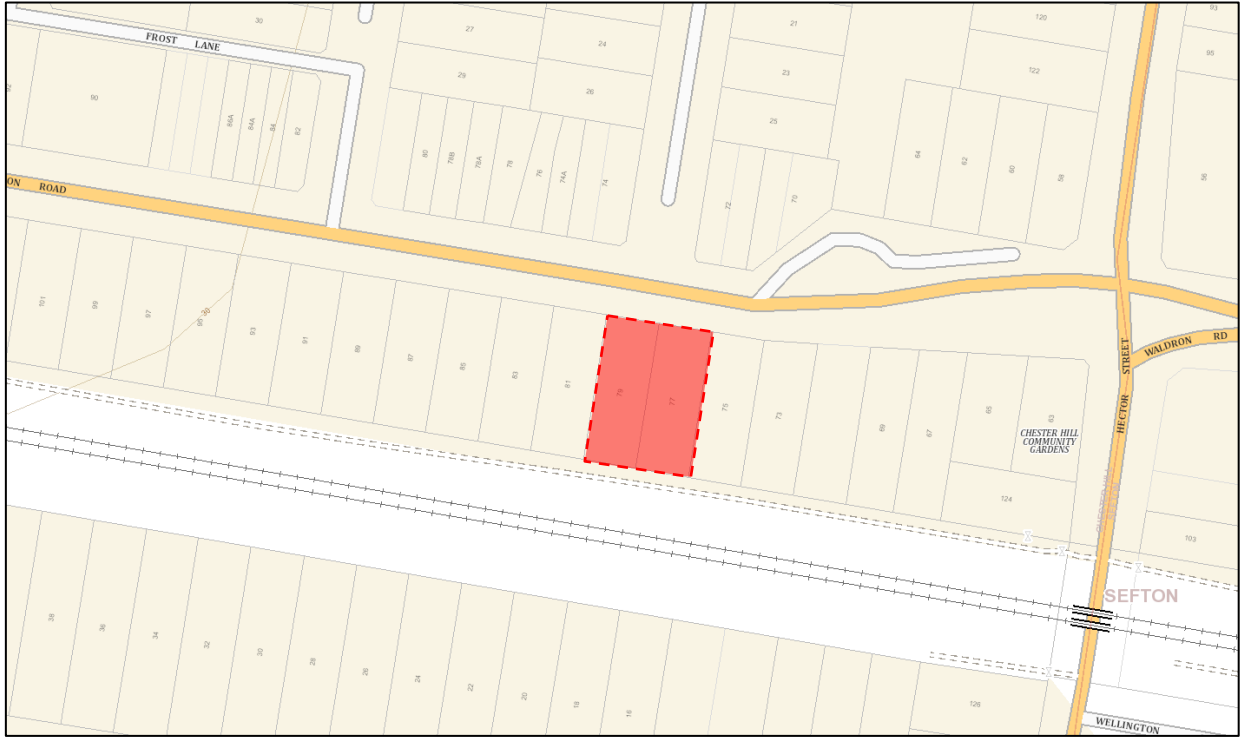


Figure 1: Site Location

Source: <http://www.google.com.au>



Figure 2: Aerial Photograph

Source: <https://maps.six.nsw.gov.au>





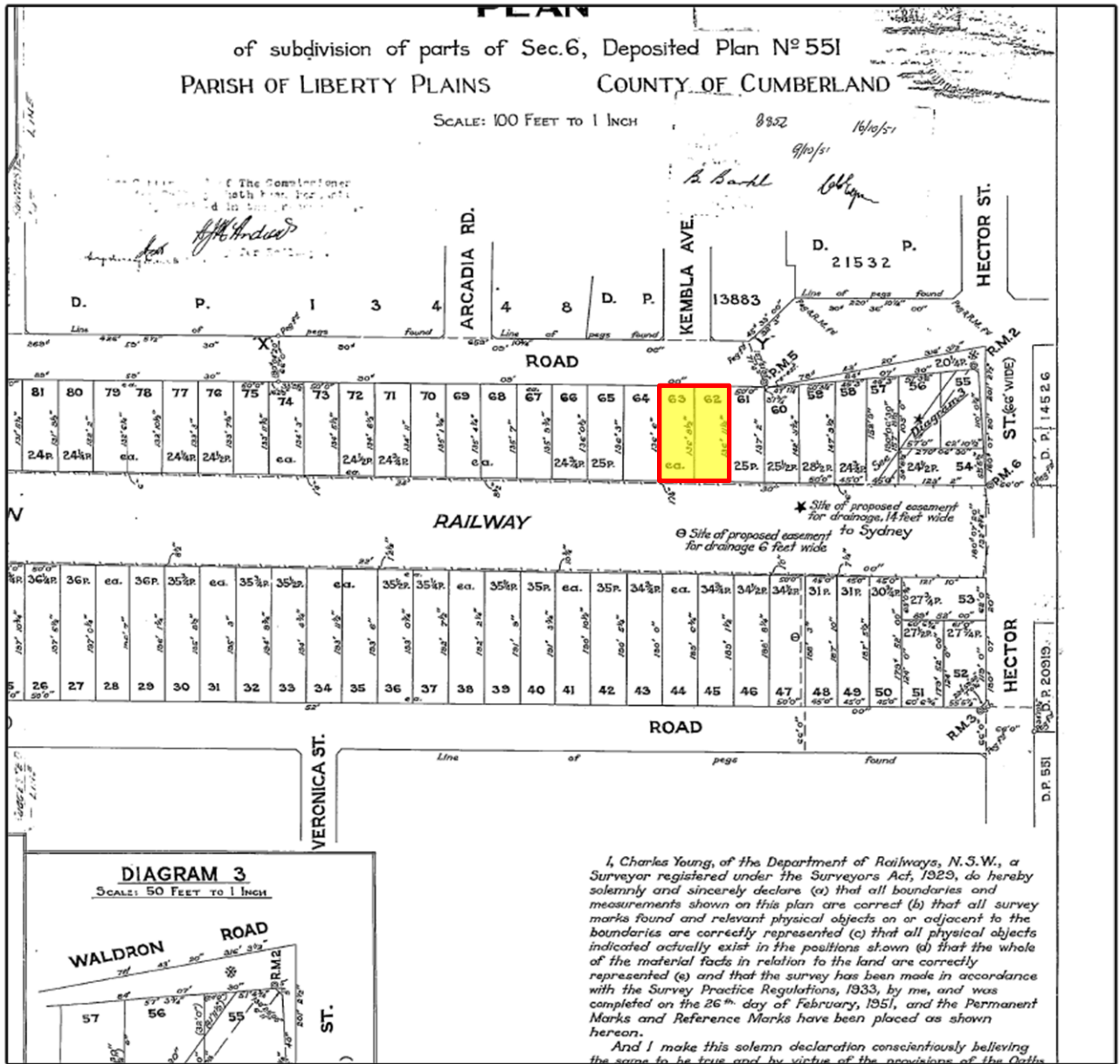


Figure 3: Title certificate

### Easements and Restrictions

There are no affectations registered on the titles of both Lot 62 and 63 that will affect the proposed development.

Upon consolidation of the two properties into one lot, this will be registered on title with the Land Registry Office.

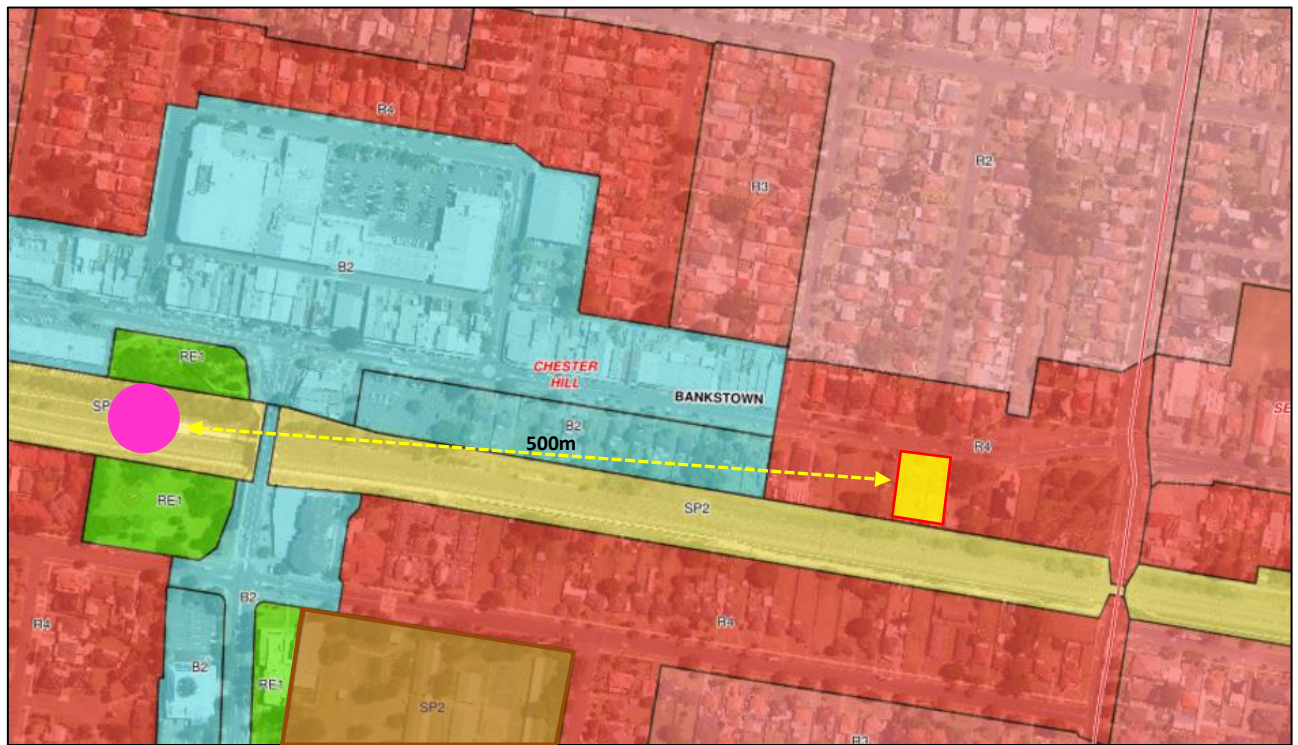










Figure 4: Context Analysis

**LEGEND**

	Subject Site		Local centre		R4 – High Density Residential
	Chester Hill Railway Station		SP2 Infrastructure (Railway)		Low Density Residential (R2)
	Public Recreation		Public School		

The site is rectangular in shape and is bordered by the T3 Bankstown train line located to the rear, running in an east-west direction.

Existing on each site is a single storey residential dwelling, associated landscaping and ancillary development.

The site’s immediate context is low density residential land uses, including predominantly 1-2 storey dwellings on large lots. Approximately 500m west of the site is the Chester Hill Village Centre, and retail stores extend along Waldron Road toward the site ending approximately 100m west of this. The services provided within this town centre include a Woolworth’s supermarket, banks and pharmacies along with many other small retailers to service local convenience needs, expected within a B2 Local Centre zone. Chester Hill train station forms part of this town centre, approximately 500m from the site with services to Liverpool Station to the west and Central Station to the east, which connect with the inner-city network. Approximately 500m south-west of the site is Chester Hill Primary School and a Chester Hill Library and Knowledge Centre.



In terms of opportunities and constraints, the site benefits from being highly accessible *via* public transport and close to neighbourhood shops, although the acoustic exposure to the rail line is a considerable constraint.

Photograph 1: View of the existing site from Waldron Road





Photograph 2: View of existing improvements on 77 Waldron Road



Photograph 3: View of the 79 Waldron Road facing a South-East direction





Photograph 4: The adjoining property located at 81 Waldron Road



Photograph 5: The adjoining property located at 75 Waldron Road





Photograph 6: The train line when viewed from the rear of 79 Waldron Road



### 3. THE PROPOSED DEVELOPMENT

#### The Proposed Use

As stated previously, it is proposed to construct a *boarding house* for rental accommodation, in conjunction with 2 *neighbourhood shops* at the ground level, fronting Waldron Road. The nature of the use, as defined in the LEP is for a *boarding house* and *neighbourhood shops* which are permitted with development consent in the R4 - High Density Residential Zone. The definitions of these uses are set out below.

***boarding house*** means a building that:

(a) is wholly or partly let in lodgings, and

(b) provides lodgers with a principal place of residence for 3 months or more, and

(c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and

(d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers,

but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

**Note.** Boarding houses are a type of residential accommodation<sup>1</sup>.

**Neighbourhood shop** means premises used for the purposes of selling general merchandise such as foodstuffs, personal care products, newspapers and the like to provide for the day-to-day needs of people who live or work in the local area, and may include ancillary services such as a post office, bank or dry cleaning, but does not include restricted premises.

Neighbourhood shops are a type of shop<sup>2</sup>.

In terms of achieving the zone objectives, the proposed use will respond to the zone objectives as set out in the following table.

Table 2: Compliance with the Zone Objectives

Objective	Compliance
To provide for the housing needs of the community within a high density residential environment	The proposed development will result in an opportunity to provide a higher density of residential accommodation, by way of a boarding

<sup>1</sup> **residential accommodation** means a building or place used predominantly as a place of residence, and includes any of the following:  
(b) **boarding houses**,

<sup>2</sup> **shop** means premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop, but does not include food and drink premises or restricted premises.



house, catering for the needs of the community, by providing an affordable form of residential accommodation, in a living environment that will promote a sense of community.

To provide a variety of housing types within a high density residential environment

The proposal will provide variance in accommodation within the development, in a quality form, that achieves the tests associated with high density living, while being affordable and conveniently located in a highly accessible area.

*To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The use of the ground floor to provide two neighbourhood shops will enable services that can provide for the day to day needs of residents, in conjunction with those that already exist along Waldron Road. Together, these will further enhance the provision of local facilities and services to satisfy the day to day needs of residents, not only within the development itself, but also to the immediate locality, particularly within walking distance of the subject site.

The proposed use as a *boarding house* and *neighbourhood shop* will therefore be consistent with the zone objectives and the uses are permissible with development consent.

## The Proposed Works

### Demolition

The proposal involves demolition of the two existing fibro residential dwellings, along with all ancillary structures on both allotments.

All existing vegetation on the site is also proposed to be removed. The vehicular cross over located at 79 Waldron Road is proposed to be removed and the existing vehicular crossover will be utilised to service the proposed development.





## General Development Description

It is proposed to construct a four storey building to facilitate a boarding house that will provide 50 rooms, including a manager's residence, communal living areas for living purposes and one ground floor neighbourhood shop, fronting Waldron Road.

### Basement Level

The basement level will facilitate 15 car parking space and 4 bicycle spaces. Additional services such as the switch room and storage will also be located on this level. A lift and fire stairs are also provided to service this level. Access to this portion of the site is gained *via* a ramp from the ground floor level, located along the western boundary of the site.

### Ground Floor

The proposed ground floor will accommodate one neighbourhood shop, with an area of 39m<sup>2</sup> and have its primary frontage to Waldron Road. An outdoor seating area will attach to this. Opposite this will be the communal room for residents of the proposal, which provides both internal and external living spaces. These two ground floor uses will promote a degree of activation to the street frontage and surround the entryway to the boarding house, thereby providing opportunity for natural surveillance over the entryway and to Waldron Road.

The building manager's residence will be located behind the communal area, and will be provided with separate outdoor open space. The building manager's accommodation will be 23m<sup>2</sup> internally, with an associated outdoor open space area on its western side, of 8m<sup>2</sup>.

The lift and fire stair will be located to the east of the building manager's residence.

On the southern side will be additional building services, bike storage, and a bin storage area.

At the rear of the building, parking will be provided facilitating 12 car parking spaces (including one accessible space), 10 motorbike spaces and 6 bicycle spaces. Access is provided *via* a two-way internal road system which provides an entrance on the eastern side of the site, around the southern side of the building and allows vehicles to exit onto Waldron Road. Access to the basement is provided around the rear of the building and down a ramp along the western side of the building.

### Level 1, 2 and 3

Levels 1 and 2 are provided with 16 rooms and Level 3 is provided with 17 rooms, with one accessible room provided on the western side of each level, measuring 38m<sup>2</sup>.

The lift core, fire stairs and storage areas are provided on all three levels within the central core of the building.



The room sizes for the proposal will be provided with areas ranging from 16m<sup>2</sup> to 24m<sup>2</sup>, excluding bathroom and cooking facilities. This means that all rooms are provided as double rooms.

Balconies are provided to the front (north) and rear (south) facing rooms. To ensure that the amenity of the adjoining properties is protected, no balconies have been provided for the east and west facing rooms and 6m setbacks are employed to void adverse overlooking conditions.

### External Materials & Finishes

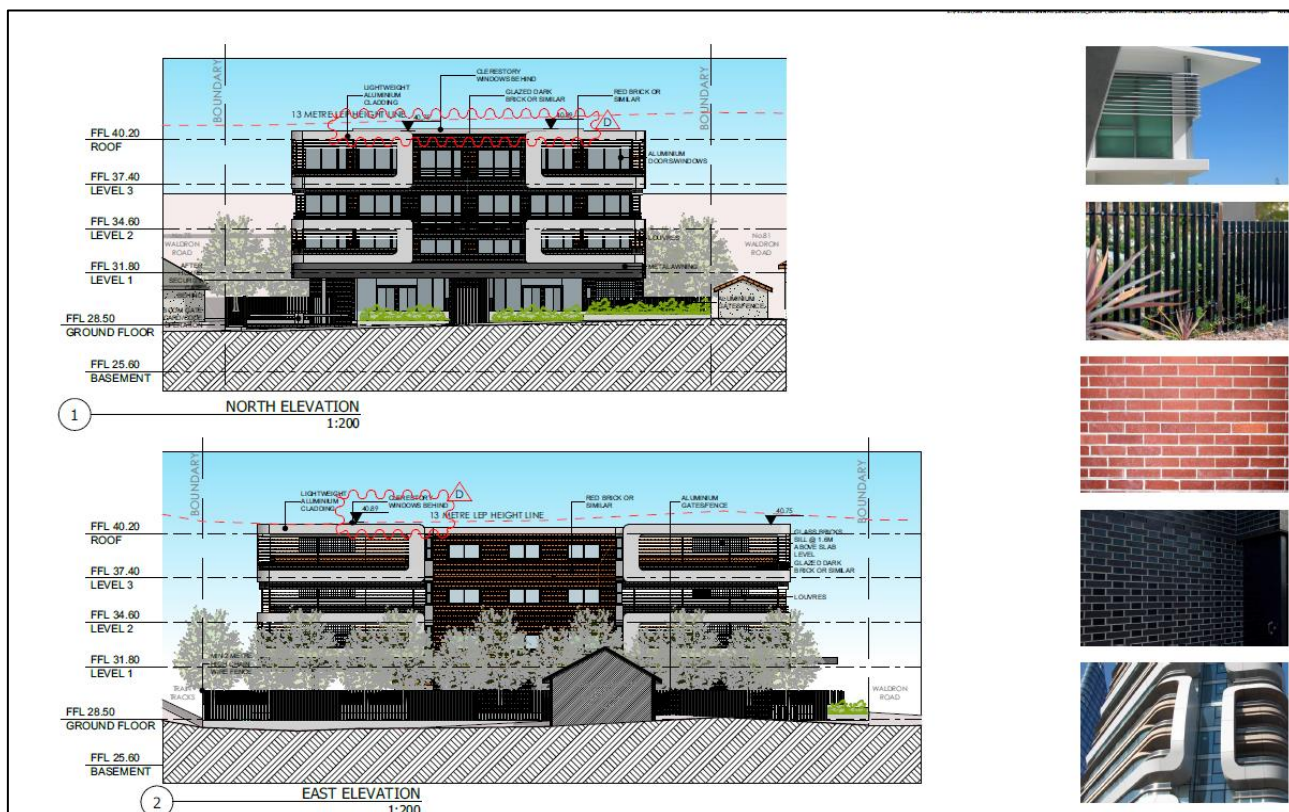
The façade of the building will be provided with a combination of red brick and dark brick (or similar) and lightweight aluminium cladding which provides a decorative finish.

Generally, the materials used provide a contemporary form and the differing materials, such as cladding provides articulation on the upper stories to create visual interest.

Glazing and brick are the predominant materials used on the ground floor level to provide an active street frontage, whilst continuing to provide materials in keeping with the upper levels of the development.

As discussed below, the proposed fencing located on the eastern and western elevations will be provided with a rendered and painted wall and fencing consisting of aluminium blades.

Figure 5: Materials and Finishes Schedule as highlighted on elevations



## External Boundary Treatment

Aluminium gates and fencing are proposed to be provided in the form of aluminium vertical blades at the entrance and exit and around the perimeter of the site. The boundary to the east and west will be provided with a rendered wall and the fencing will be proposed above this. Aluminium fencing is proposed to the southern elevation, rear of the property.

## Landscaping

Three street trees located on Waldron Road are proposed as detailed on the accompanying Landscape Plan.

An additional two Blueberry Ash trees are proposed on the western elevation, in the deep soil planting area acting as both a visual and acoustic screen to adjoining dwelling. These trees can grow to a mature height of 6-8m.

Thirty six Weeping Lilly Pilly trees are proposed on the eastern and western boundaries which will assist in providing screening between the adjoining properties. At mature height, these trees can grow to a height of 8-10m.

A tulip tree which can grow to a height of between 8-9m is proposed within the communal landscaped area located to the front of the site. This will assist to soften the visual appearance of the development when viewed from the streetscape, particularly having regard to the transitional nature of the urban context.. The planting provided to the rear of the site is designed as screen planting which can grow to between 3-4m and climbing plants to obscure the adjoining railway line.

## Consolidation of Allotments

The allotments will be consolidated to accommodate the development, resulting in a regular shaped allotment, with an area of 1,269m<sup>2</sup>.



## 4. ENVIRONMENTAL PLANNING ASSESSMENT

The proposal is subject to the following requirements:

- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55);
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (BASIX) 2005 (SEPP (BASIX));
- State Environmental Planning Policy (ARH) Affordable Rental Housing 2009
- State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65) & Apartment Design Guide (ADG)
- the LEP; and
- Bankstown Development Control Plan (the DCP).

The proposal is considered below having regard to these requirements.

### SEPP 55

Clause 7 requires an applicant to demonstrate whether or not a parcel of land is contaminated. Given the long term and consistent use of the property for residential purposes (since 1952), it is not considered likely that the land would be contaminated.

Further examination of the Clause 10.7 Certificate outlines that Council does not hold records that the subject site has a history of contamination and there is no evidence of fill onsite.

Therefore, no further consideration is required under SEPP 55.

### SEPP (Infrastructure) 2007

This policy focuses on the effective delivery of infrastructure. Clause 87 of the SEPP must be addressed which outlines that the consent authority is required to consider the likely impacts of the rail noise and vibration on sensitive land uses such as residential accommodation.

As per the details provided in the accompanying acoustic report, the potential impacts as a result of the proximate location of the site to the railway line will not impact upon the suitability of the site for development.

### SEPP (BASIX)

Recent caselaw, (*SHMH Properties Australia Pty Ltd v City of Sydney Council* [2018] NSWLEC 66) identified that a BASIX certificate is required for boarding house developments, as boarding rooms, which provide facilities such as a kitchen and bathroom, have the capability to be occupied as a separate domicile. Therefore, a BASIX certificate accompanies the application and demonstrates full compliance with the specifications provided in the BASIX requirements.



## The LEP

### Aims

The Aims of the LEP requires that a proposal considers the following (Clause 1.2):

- to manage growth in a way that contributes to the sustainability of Bankstown, and recognises the needs and aspirations of the community,
- to provide development opportunities that are compatible with the prevailing suburban character and amenity of residential areas of Bankstown,
- to provide a range of housing opportunities to cater for changing demographics and population needs,
- to provide a range of business and industrial opportunities to encourage local employment and economic growth,
- to achieve good urban design in terms of site layouts, building form, streetscape, architectural roof features and public and private safety,
- to concentrate intensive trip-generating activities in locations most accessible to rail transport to reduce car dependence and to limit the potential for additional traffic on the road network,
- to consider the cumulative impact of development on the natural environment and waterways and on the capacity of infrastructure and the road network,
- to enhance the quality of life and the social well-being and amenity of the community.

The proposal is consistent with the above aims of the LEP as it will provide additional affordable residential accommodation that is anticipated by virtue of the up-zoning of the immediate locality, which seeks to increase opportunities for residential density in locations that are highly accessible to retail, commercial, convenience and transport opportunities.

The proposal incorporates residential accommodation in a highly accessible location, approximately 500m from Chester Hill train station, thus reducing car dependence and limiting the likely need for an upgrade of existing train services. The ground floor will provide a neighbourhood shop that will encourage economic growth and employment to this local precinct, whilst providing services to meet the needs of the surrounding community.

The environmental impact is limited with only minor vegetation loss on the site, sufficient replacement planting and the provision of off street parking partially *via* a basement car park should not impose impacts which will drastically alter the subterranean land form that would compromise sub-surface ground conditions.

In terms of high quality design outcomes, the site is located in an area that has very traditional housing forms, many of which are deteriorating in quality and provide little contribution to the streetscape. The design of the proposal is responsive to the high density zoning of the land, as well as the site's proximity to the B2



Local Centre. The materials and finishes to be utilised on the exterior of the site, will provide a contemporary appearance that is varied, as well as well articulated, through indentation in the building form, to ensure that it adequately responds to and promotes a more modern appearance to the streetscape, that will result in greater visual interest.

The layout of the site ensures natural surveillance opportunities to surrounding public spaces, while creating an internal design that will cater for a diversity of in-house population, due to the proposed room sizes. Efficient and well located communal spaces will assist in this regard.

Most importantly, the type of development proposed will assist to enhance the quality of life for those looking for an affordable location to live, which is close to public transport. The nature of the development will also promote social well-being and amenity within the community, as a result of the shared living environment that is proposed.

In terms of the cumulative effect of the development, it is considered that, through the up-zoning of the land within the vicinity of the subject site, the Council's strategic analysis of this locality demonstrates that it is an area that is able to cope with a higher form of residential development and the additional accommodation supply proposed will not result in conditions that are adverse and beyond that anticipated through the change in zoning. Therefore, the proposed use, at the density proposed, is considered acceptable having regard to the amendments to the planning controls.

## Permitted or Prohibited Development (Part 2)

Clause 2.7 outlines consent is required for the demolition of a building. Therefore, development consent is sought for the proposed demolition of existing improvements on the site.

## Development Standards (Part 4)

Part 4 deals with Principal Development Standards and compliance with these is provided in Table 3 below.

Table 3: Development Standards

DEVELOPMENT STANDARDS	CONTROLS	PROPOSED	COMPLIES
4.1B Minimum lot size for boarding houses	1,000m <sup>2</sup>	1,269m <sup>2</sup>	Yes
4.1B Minimum lot width at the front building line	20m	30m	Yes
4.3 Height of Buildings	13m	13m	Yes
4.4 Floor Space Ratio	1:1	1.44:1	Yes – refer to below ARH SEPP

## Floor Space Ratio

The development standard permits a maximum FSR of 1:1 for the site. However, ARH SEPP, permits an additional 0.5:1 FSR, subject to a merit based assessment of any development application, where affordable housing is proposed.

As the subject site:

- does not contain a Heritage Item,
- Is permitted to contain a residential flat building, and
- the maximum FSR permitted is below 2.5:1,

an additional 0.5:1 of floor space may be permitted.

Considering the proximate location of the site to the Chester Hill train station and the consistency of the proposal with the zoning (including the recent up-zoning of the land) and other controls of the LEP, the additional FSR is appropriate in this instance. The site area is 1,268.90m<sup>2</sup>, allowing a developable floor space of 1,904m<sup>2</sup>. The proposed floor space is 1,825m<sup>2</sup>, providing an FSR of 1.44:1. The proposed floor space ratio is therefore compliant with this control.

## Miscellaneous Provisions (Part 5)

### Neighbourhood Shops (Clause 5.4)

Neighbourhood shops are restricted in area to a maximum of 90m<sup>2</sup>.. The proposal provides one neighbourhood shop, one being 39m<sup>2</sup> and the size of the shop is therefore compliant with this clause and are permissible with development consent

## Additional Local Provisions (Part 6)

### Earthworks (Clause 6.2)

Basement parking, is proposed to facilitate the quantum of parking required as a result of recent changes to Clause 29 of the SEPP ARH. The proposal is not likely to disrupt any existing drainage patterns nor soil stability in the locality, nor affect the amenity of adjoining properties as a result of the proposed basement and therefore will have limited impact and is acceptable in terms of the amount of required earthworks.

The proposal therefore achieves the requirements of the LEP.

## SEPP - 65 & ADG

Clause 10.29 of the DCP (addressed below) stipulates that Council applies State Environmental Planning Policy No 65–Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (ADG) to boarding houses.

This is contrary to the direction imposed by the State Government, upon introduction of the ADG in 2015, which expressly **excluded** the use of this to assess boarding house development.





Therefore, this application takes limited consideration of these environmental planning controls, for the purpose of ensuring that the application satisfies the contextual fit requirements that are imposed by the SEPP and the ADG. All other matters are sufficiently addressed having regard to the specific uses on the site, for which the ARH SEPP and the DCP provides sufficient controls.

## Part 2: Developing the Controls

The following table demonstrates compliance with the relevant built form controls as set out at Part 2.

Table 4: Compliance with Part 2 of the ADG

Clause 2C – Building Height	Complies with the LEP height control
Clause 2C – Floor Space Ratio	Complies with the ARH SEPP requirements at 1.44:1
Clause 2E – Building Depth	All boarding rooms have a maximum depth of 9m and are well below the requirement of between 12m and 18m
Clause 2F – Building Separation	<p>The site is located in a transitional area in terms of its zoning. Therefore, the building separation requirements have been treated having regard to the future development potential of adjoining allotments, which may result in the evolution of development similar to that proposed, or otherwise for residential flat development.</p> <p>To ensure that these sites are not hindered, shared separation distances have been employed.</p> <p>As the building has up to four storeys and a height generally (or just above), 12m the separation distances are required as follows:</p> <ul style="list-style-type: none"> <li>○ 12m between habitable rooms and balconies</li> <li>○ 9m between habitable rooms and non-habitable rooms</li> <li>○ 6m between non-habitable rooms.</li> </ul> <p>The proposal employs the following setbacks:</p> <ul style="list-style-type: none"> <li>○ 4.5m to the eastern property boundary at the northern and southern bookends of the building</li> <li>○ 6m to the eastern property boundary for the middle section of the building</li> <li>○ 4.5m to the western property boundary at the northern and southern bookends of the building</li> <li>○ 6m to the western property boundary for the middle section of the building</li> </ul>



	<p>These calculations have been derived on the basis that the eastern and western sides of the subject building would interact with habitable spaces or balconies on the adjoining sites, hence why the maximum distances have been relied upon.</p> <p>While the separation distances do fall marginally short of the required distances, assuming habitable spaces, the privacy treatments imposed will ensure that suitable visual protection is achieved.</p> <p>In terms of building separation and the effect of the distances on measures such as sunlight and private open space, the assessment of the proposal demonstrates that these are achieved.</p> <p>Therefore, the proposed separation distances are considered acceptable and achieve the future planning goals for the immediate area.</p>
Clause 2G – Street Setbacks	Complies with the Chester Hill Village Centre requirements.
Clause 2H – Side and Rear Setbacks	<p>The rear setback complies with the control for the Chester Hill Village Centre. Side setbacks for the upper levels of the development vary from 4.5m to 6m. Although some components of the proposed development do not meet the minimum side setback requirements on Levels 1 to 3, window openings have not been provided for these areas that encroach the minimum requirement. Adequate screening treatments such as glass brick windows and sill heights of 1.6m have been provided to mitigate impacts.</p> <p>A 6m side setback has been provided to the building line of the boarding rooms which are located in the centre portion of the development, as these rooms have been provided with window openings that directly face neighbouring residential properties.</p> <p>The application of privacy screening and treatments and the limitation of window openings on the side elevations will allow for redevelopment of the neighbouring properties, without adverse impact, should this occur at some stage in the future.</p> <p>In addition, the aims of this control are to ensure the provision of appropriate amenity, in terms of sunlight, daylight access and visual and acoustic privacy.</p> <p>As the openings will provide an appropriate amount of sunlight to the development and sufficient acoustic and visual amenity will be</p>



	<p>maintained for the existing and proposed development, the minor numeric shortfall is acceptable in this instance.</p> <p>Therefore, the aims of the ADG are satisfied as adequate visual and acoustic privacy, building separation, access to light and deep soil area will continue to be achieved.</p>
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Building Separation is required in accordance with Control 2F; adequate setbacks are required in accordance with 2G and 2H. These are important aspects to ensure amenity for both new development and existing buildings, in conjunction with suitable visual and acoustic separation and daylight access are provided. The minimum separation distance for buildings is as follows:

<b>Building Separation</b>	<b>Habitable rooms and balconies</b>	<b>Habitable and non-habitable rooms</b>	<b>Non-habitable rooms</b>
Up to 12 metres (4 storeys)	12m	9m	6m

Levels 1-3, located on the northern elevation which front Waldron Road are provided with a 6.1m setback. This is considered appropriate and will provide sufficient passive surveillance as the living areas and landscaped areas are located overlooking this frontage. As the rear of the site abuts a train line, further redevelopment of the site located to the south, is considered to be unlikely. As discussed below, in the DCP section of this report, an acoustic assessment has been carried out which outlines that the boarding rooms located to the rear, regardless of the 4.5m setback provided for the upper levels, will be provided with adequate amenity and noise levels and will not exceed the recommended standards.

All other setbacks are compliant with the Council's requirements and/or the ADG. Adequate privacy screens have been applied, to ensure adequate visual and acoustic privacy is maintained for the neighbouring properties, in particular on the eastern and western elevations as illustrated in the below elevations.

Figure 6: East Elevation

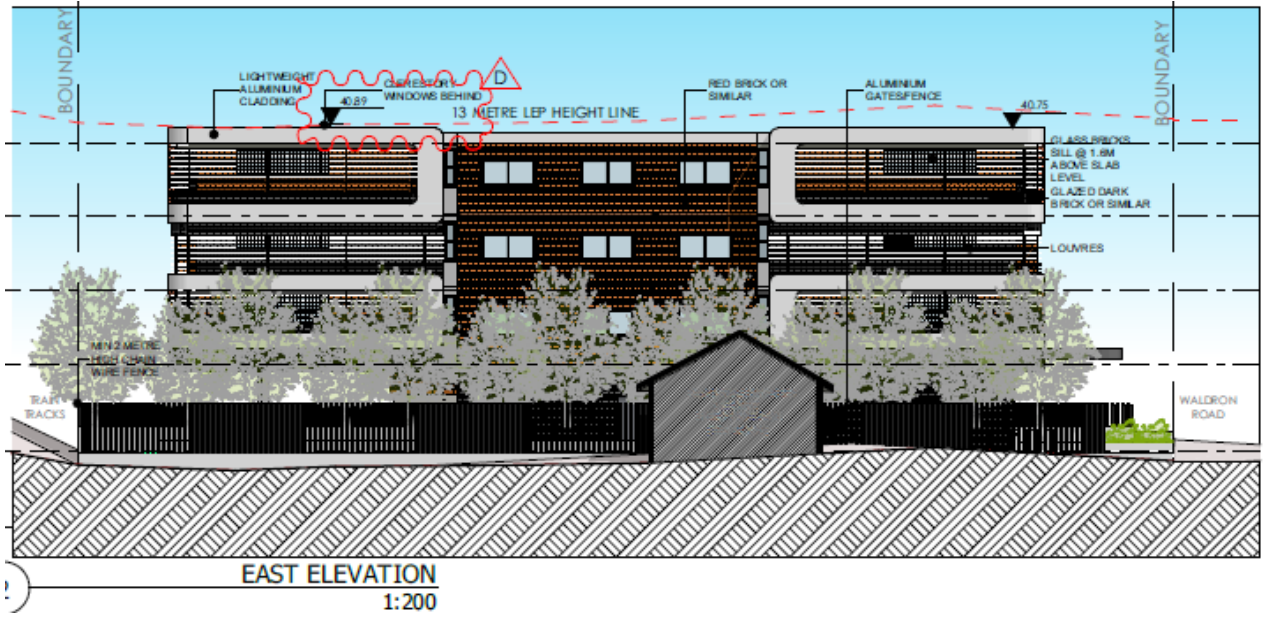
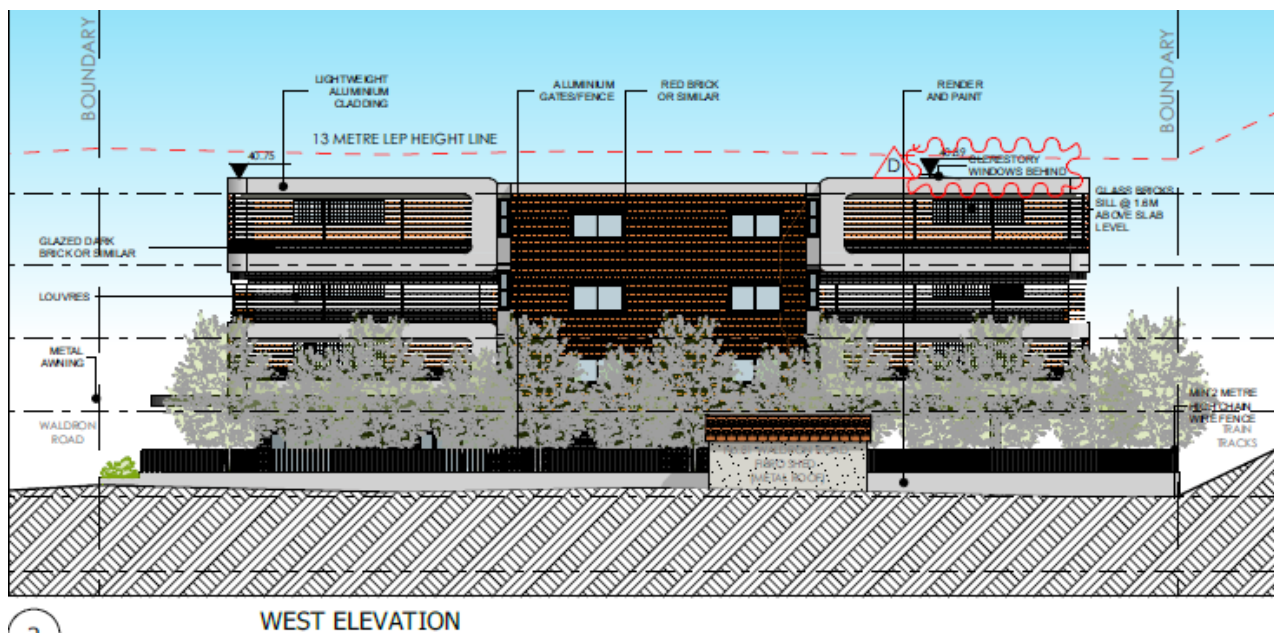


Figure 7: West Elevation



### Part 3: Siting the Development

The following table demonstrates compliance with the relevant siting controls as set out at Part 3.

Table 5: Compliance with the ADG Controls for Siting the Development

Clause 3A – Site Analysis	Refer to Architectural Drawings prepared by PTI
Clause 3B - Orientation	<p>As the site is a north-south facing site, overshadowing to the south has been considered. However, to the south is a railway line and therefore, there is limited effect in terms of overshadowing on that use to the rear.</p> <p>Matters of solar access are addressed under the DCP section and the proposal exceeds the minimum requirements for both the subject site and neighbouring properties.</p>
Clause 3C – Public Domain Interface	<p>The public domain which is represented by Waldron Road is provided with direct opportunities for overlooking through window openings and balconies.</p> <p>Solid fences and walls do not occupy the street frontage, due to the active retail uses proposed to Waldron Road and the length of solid walls is minimised as a result of the use as neighbourhood shops, where open frontages by way of glass, are the dominant element.</p> <p>Casual interaction will be reinforced through the proposed entry arrangements, communal areas located towards the front of the</p>



## Part 3D – Communal Open Space

site and in proximity to the lift and by virtue of the active uses fronting the street.

Service requirements are located out of view.

The communal open space requirements are derived from the boarding house provisions in this case, being more appropriate, given the nature of the proposed use.

## Part 3E – Deep Soil Zones

Deep soil planting is located along the southern side of the site.

14% (172m<sup>2</sup>) of deep soil provision is made, which exceeds the minimum requirement of 7% required for a site with an area of between 650m<sup>2</sup> and 1,550m<sup>2</sup>.

The deep soil zones are provided to allow for the development of healthy root systems for vegetation.

## Part 3F – Visual Privacy

Matters of separation are addressed above, as the same controls apply.

The communal open space requirements are derived from the boarding house provisions in this case, being more appropriate, given the nature of the proposed use.

## Part 3G – Pedestrian Access &amp; Entries

The ground floor is provided with multiple entry points for both the neighbourhood shop and the building proper to ensure that there is a strong degree of activation to the street, with all entries clearly visible from the public domain.

Entry and exit to the car parking areas is minimised due to the provision of the car parking area at grade and a two-way driveway.

## Part 3H – Vehicle Access

Car parking servicing the site is located to the rear of the site on the ground floor and in the basement car park. Vehicular access is positioned on the eastern side of the proposed building frontage.

Sightlines and pedestrian arrangements are considered in the traffic impact assessment report and will be governed by the relevant Australian Standards, as detailed in the accompanying traffic report.

## Part 3J – Bicycle and Car Parking

These matters are addressed in the DCP.



## Part 4 – Designing the Building

The following table demonstrates compliance with the relevant design controls as set out at Part 4.

Part 4A – Solar & Daylight Access	These matters are addressed in the DCP.
Part 4B – Natural Ventilation	<p>The orientation of rooms within the development has been diversified to maximise opportunity to capture and use prevailing breezes.</p> <p>Balconies have been incorporated to assist in this regard.</p>
Part 4C – Ceiling Heights	Floor to ceiling heights at 2.5m are provided for the development.
Part 4D – Apartment Size and Layout	This is not applicable; the ARH SEPP prevails given the proposed use.
Part 4E – Private Open Space & Balconies	<p>Balconies have been applied to the rooms which will not incur privacy impacts as a result. Therefore, the quantum of balconies provided is considered acceptable in this regard.</p> <p>Given the size of the proposed rooms, the amount of balconies provided are considered appropriate and reflective of the size of the occupied space.</p> <p>These are provided with appropriate privacy measures to ensure adequate visual separation and avoidance of visual intrusion to neighbouring properties, as required.</p>
Part 4F - Common Circulation	<p>16-17 apartments are accessible from the lift core per floor. However, as this is not a traditional apartment design and given the size of the rooms proposed, the number of apartments accessible is appropriate.</p> <p>Natural light and ventilation has been made available to the common circulation spaces.</p>
Part 4G – Storage	Adequate storage is incorporated into each room and has also been provided in the basement level of the development, having regard to the limitations on size that are imposed by other environmental planning instruments.
Part 4H – Acoustic Privacy	Matters of acoustic privacy are dealt with in the Chester Hill Village Centre section of this report, where compliance is demonstrate.
Part 4J – Noise & Pollution	Matters of noise and pollution have been carefully considered having regard to the proximity of the site to the railway line. The accompanying acoustic report demonstrates that the proposal complies with the relevant noise criterion. This has been considered through:



	<ul style="list-style-type: none"> <li>○ design elements</li> <li>○ acoustic treatment</li> <li>○ landscape treatment</li> <li>○ privacy screening.</li> </ul> <p>These elements combined will ensure that potential adverse impacts are appropriately mitigated.</p>
Part 4K – Apartments Mix	<p>As previously discussed, a variation in room sizes is proposed to enable a diversity of accommodation offering on the site.</p>
Part 4M – Facades	<p>The proposed architectural design demonstrates that the building facades will be facilitated with a composition of varying building materials and elements, including:</p> <ul style="list-style-type: none"> <li>○ variations in brickwork colour</li> <li>○ lightweight aluminium cladding</li> <li>○ aluminium doors and windows</li> <li>○ render and paint.</li> </ul> <p>These will clearly define certain elements of the building and provide clear separation, in both visual and architectural terms, of the ground floor plan associated with the development.</p> <p>The proportions and scale are considered to have a sound relationship with the streetscape, particularly given the likely transition to occur in this immediate area.</p> <p>Building entries for both the neighbourhood shop and the boarding house are clearly and separately defined.</p>
Part 4N – Roof Design	<p>A flat roof form with the lift overrun is proposed to ensure that it is unobtrusive in the overall appearance of the development and does not breach the permitted building height limit.</p>
Part 4O – Landscape Design	<p>The proposed landscape design will be environmentally sustainable, providing a diverse range of planting appropriate to the location.</p> <p>Further details may be found on the accompanying landscape plan.</p>
Part 4P – Planting on Structures	<p>The proposed landscape design is predominantly at the ground level. A large portion of planting is located to the rear, where sufficient deep soil planting can be received as the basement level only extends below the front portion of the site..</p> <p>The planting provided to the front of the site, fronting Waldron Road, will provide a softer visual appearance to the streetscape</p>





and the building proper, forming an overall part of the architectural expression of the building.

Further details may be found on the accompanying landscape plan.

## SEPP (Affordable Rental Housing) 2009

Division 3 addresses boarding houses and includes those in the Residential R4 High density zones.

Development standards that cannot be used as grounds for a consent authority to refuse an application for a boarding house are set out at Clause 29. These are addressed, having regard to the proposal, below

**Table 6: Development standards that cannot be used as grounds for refusal**

Development Standard		Proposed	Complies
Floor space ratio	+0.5:1 over development standard	1.44:1	Yes
Solar Access to communal living area	3 hours at mid-winter	3-4 hours	Yes
Building height	13m	13m	Yes
Parking	0.5 spaces/boarding room including not more than 1/ person employed = 25 parking spaces	27	Yes
Private open space	One area of 20m <sup>2</sup> with 3m minimum dimension	77m <sup>2</sup>	Yes
Private open space for boarding house manager	8m <sup>2</sup> with a minimum dimension of 2.5m	8m <sup>2</sup>	Yes
Boarding room areas (excluding private kitchen & bathroom)	Single – 12m <sup>2</sup> Double – 16m <sup>2</sup>	16m <sup>2</sup> -24m <sup>2</sup> (excluding kitchen or bathroom facilities)	Yes
Landscaped area	Compatible with the streetscape	Yes	Yes

Therefore, as compliance is achieved with the development standards, these development standards cannot be used as grounds for refusal.

Clause 30 provides standards for boarding houses, which are assessed below having regard to the proposal.



**Table 7: Standards for boarding houses**

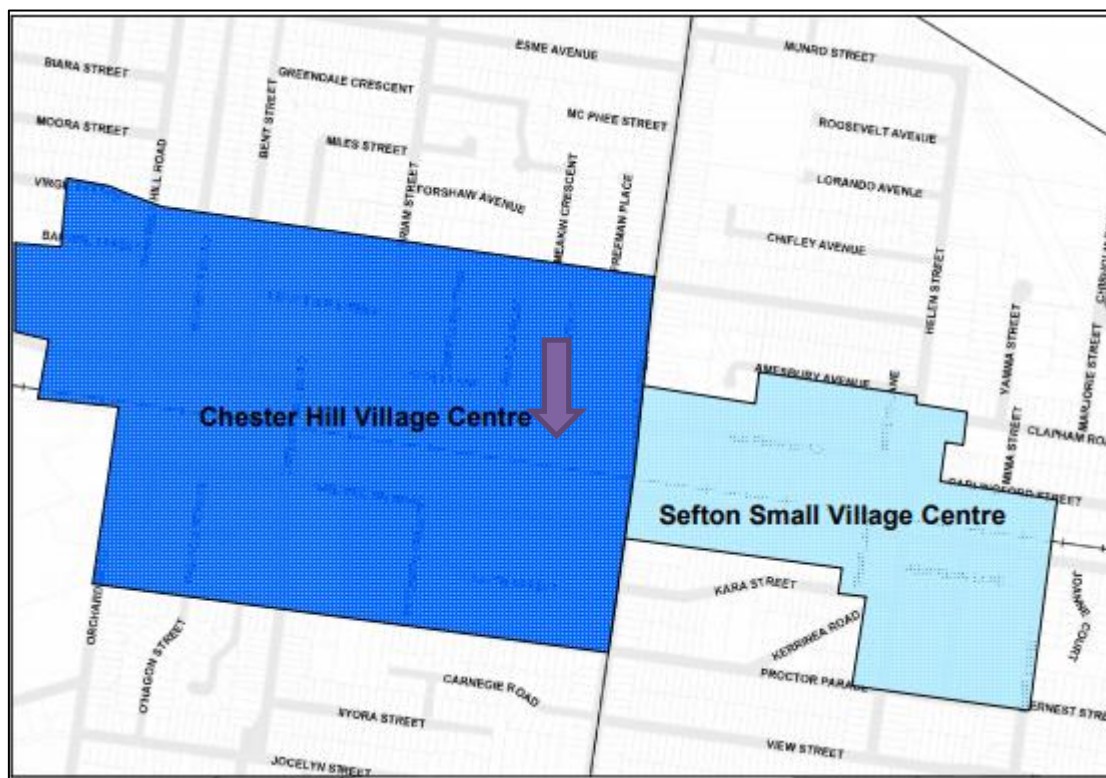
Standard	Complies	Comment
If a boarding house has 5 or more boarding rooms, at least one communal living room will be provided.	Yes	One indoor communal living area is proposed on the ground floor, which fronts Waldron Road.
No boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres.	Yes	The maximum gross floor area provided (excluding private kitchen or bathroom facilities) is 24m <sup>2</sup> .
No boarding room will be occupied by more than 2 adult lodgers.	Yes	Noted. This may be addressed with conditions of consent and plan of management. However, the architectural plans show each room as a double room only.
Adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger.	Yes	All rooms are provided with private bathroom and kitchen facilities.
If the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager.	Yes	The building manager's residence is located on the ground floor of the western side of the building.
If the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use.	Not applicable	The site is located in the R4 Residential zone.
At least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms	Yes	10 bicycle spaces and 10 motorcycle spaces are proposed..

## The DCP

### Part A – Specific Precincts

Part A outlines controls relating to specific precincts and centres. The subject site is located in the Chester Hill Village Centre and the provisions of this Part prevail over other chapters in the DCP, relating to specific uses.

Figure 8: Chester Hill Village Centre



**Subject Site**



#### **Building Form (Clause 2.1)**

Development within the Chester Hill Village Centre must comply with the storey limit. As the maximum height for the site is 13m, a maximum of four storeys (no attics) must result. The proposal provides a four storey building which will not exceed the maximum 13m height and therefore compliance with this control is achieved.

#### **Building Setbacks (Clause 2.4)**

Certain lots on Waldron Road are required to provide a minimum rear setback of 12m, as a result of the train line which abuts the site. Therefore, a minimum 12m rear setback is required to be provided for the site.

On the ground floor, a setback in excess of 12m is provided from the rear building line to the southern boundary. As a result of the deep soil zone area, parking and driveway, a setback in excess of the 12m has

been provided for the ground floor. The upper levels of the development are provided with a 5.5m rear setback to the building line. An acoustic assessment was undertaken which outlined that if an increased setback of 5m was added to the rear of the building, adjacent the rail corridor, this would not result in any fundamental change to the noise ingress level, as a result of railway noise. Therefore, from an acoustic perspective, there is no material benefit in increasing the building setback.

Appropriate noise levels of 35 dB(A) at any time between 10.00pm and 7.00am for bedrooms and 40 dB(A) anywhere else in the building other than a garage, kitchen, bathroom or hallway are required to be provided.

As a result of the rail corridor located to the rear, an acoustic report accompanies this application which addresses noise and vibration levels for the site. A logger was placed on the site for one week to quantify the existing background levels. The existing noise level currently experienced at the site between the hours of 10.00pm and 7am was recorded at 34 dB(A).

Traffic noise was also measured given the site's frontage to Waldron Road. The levels recorded between 10pm and 7am were 70 dB LAeq, 1hour. Inspection of the data provided that the loudest levels occurred during the 6am and 7am period.

Rail noise was also tested and the worst one hour period provided noise level was measured at 58 dB. The typical highest noise level of freight trains measured 76 dB LAm<sub>ax</sub> at any time. Levels up to 90 dBA lasting 2 to 3 seconds were very occasionally recorded.

The acoustic report concludes that both train and traffic noise has the potential to impact upon the residential amenity of the proposed development.

As a result, adequate recommendations and treatments have been provided to ensure the amenity of the residents will be maintained and the maximum levels do not exceed the appropriate levels outlined above. Therefore, glazing thickness, appropriate seals and treatments are provided to ensure noise intrusion from traffic and rail will not impact the development.

The proposed masonry walls and tile roof do not require acoustic treatment as the acoustic performance of the chosen materials will maintain sufficient levels.

In terms of the mechanical equipment proposed for the site, originally all 50 of the proposed bedrooms were to be provided with A/C condenser units, which would be located on the balcony of each unit. The location of the condenser units was proposed on the roof; however, as the location of the condenser units would result in a breach to the maximum height limit, this option was not pursued.

Ceiling fans were proposed for all rooms, as well as for the building manager's room located on the ground floor. This will ensure the amenity of the neighbouring residential properties will not be compromised as a result of the proposed development, in terms of potential adverse acoustic conditions.



Therefore, in terms of the setbacks provided and particularly, the impact to neighbouring properties, the location of the development provides sufficient distance, in conjunction with noise amelioration measures, to ensure that no adverse impacts will result.

### **Car Parking (Clause 2.6)**

For the boarding house component, the DCP requires 1 car parking space per 3 bedrooms, meaning that 17 car parking spaces are required.

For the retail tenancy proposed, the use will depend on the required number of car parking spaces. Taking the worst case scenario, that a shop be proposed, this is required to provide 1 space per 40m<sup>2</sup> of gross floor area. The total retail area would generate demand for 1 car parking space.

Collectively, the combined uses require the provision of 18 car parking spaces.

The proposal provides 27 car parking spaces, including one accessible parking space. This is in excess of the minimum requirement; however, as a result of the recent modification to Clause 29 of the SEPP (ARH) this nominated a rate of 0.5 spaces per boarding room be provided. Therefore, the proposed car parking rate complies with both, the State and the Council's controls.

Overall, the proposed level of on-site car parking is considered to be excessive considering the nature of the use, that being for affordable accommodation; however, to ensure a successful outcome for the site, the required parking under the SEPP ARH is proposed.

### **Active Street Frontages (Clause 3)**

As a neighbourhood shop will be provided on the ground floor fronting Waldron Road, the proposed development ensures that an active street frontage is provided for the identified Chester Hill Village Centre area.

### **Residential Development (Part B1)**

Section 10 addresses the objectives and controls specific to boarding houses.

### **Storey Limit (Clause 10.3)**

This clause provides a storey limit for boarding houses located in the R4 High Density Residential zone, being 3 storeys. However, as previously outlined in this report, should an inconsistency result, the controls outlined in Chapter A1 will prevail. Therefore, as outlined in Clause 2.1 of Part A1, the provision of four storeys, with a maximum height of 13m (which is the statutory development standard) is permitted for the subject site.



**Animal Boarding & Training Establishments (Clause 10.6)**

Clause 10.6 requires that boarding houses cannot be located within 9 metres of an existing animal boarding or training establishment. As the surrounding developments consist of residential properties, the proposed development is consistent with this control.

**Building Setbacks (Clause 10.12-10.17)**

Setbacks applicable for boarding houses located in the R4 zone are addressed at Clause 10.12-10.17. A minimum front setback of 6m is required to be provided for the primary frontage which has been provided. Above the ground floor, a 6.13m setback is proposed for Levels 1-3 which front Waldron Road. The appropriate setbacks have previously been discussed in the ADG section of this report and are considered appropriate for the site.

Clause 10.17 requires a minimum 1m setback for a driveway to the side and rear boundaries of the allotment. As a 1m setback is provided to both the eastern and western site boundaries and a 3m setback is provided between the rear boundary and the internal driveway, the proposal complies with this clause.

**Private Open Space (Clause 10.18 & 10.19)**

Private open space must be behind the building line and have an area of at least 20m<sup>2</sup> and a minimum dimension of 3m. A landscaped area of 271m<sup>2</sup> has been provided at the rear of the development for the use of the lodgers and exceeds the control.

An area of 8m<sup>2</sup> is required to service the room for the building manager. This is provided on the ground floor and achieves a total area of 8m<sup>2</sup>, and therefore complies. An area adjacent to the building manager's quarters has been provided on the ground floor level. Therefore, the proposed development complies with Clause 10.18 and 10.19.

**Access to Sunlight (Clause 10.20 – 10.24)**

At least 70% of boarding rooms must receive a minimum 3 hours of sunlight between 8am and 4pm at the mid-winter solstice. The accompanying plans provide sun access diagrams which indicate that in excess of the minimum requirement receive access to sunlight, for a minimum 3 hours between 8am and 3pm on 21 June. Therefore, compliance is achieved.

The proposed communal room will receive a minimum of 3 hours of direct sunlight between midday and 3pm at the mid-winter solstice, as delineated on the sun access diagram. As the communal room receives direct sunlight between the hours of 12am and 3pm at the mid-winter solstice, compliance is achieved.



In terms of the properties adjoining the subject site, Clauses 10.22 and 10.23 require that at least one living area and a minimum 50% of the private open space area for the adjoining allotments receive direct sunlight for a minimum of 3 hours in order to achieve compliance.

75 Waldron Road is located directly east of the subject site. The accompanying shadow impact diagrams demonstrate that between the hours of 8am and 12pm, no overshadowing will occur to the internal living areas, nor 50% of the private open space area; therefore, the allotment will achieve compliant solar access arrangements.

81 Waldron Road immediately adjoins the subject site to the west. Between the hours of 10am and 4pm, the proposed development does not overshadow the neighbouring property to the west and therefore, the internal living area of the existing dwelling will continue to be provided with the minimum 3 hours of sunlight. The private open space located to the rear of the property receives direct solar access in excess of 50% for a minimum of 3 hours. Therefore, this allotment will also achieve compliant solar access arrangements,

### **Solar Access to Private Open Space (Clause 10.23)**

Clause 10.23 also requires that a minimum 50% direct sunlight is provided for a minimum of 3 hours between 9am and 3pm to the private open space of the boarding house. To ensure a viable development took place in a location which has been subject to re-zoning in recent times, to provide for higher density developments in accessible locations, the proposed location of the private open space and the non-compliance in terms of the receipt of solar access is considered acceptable in this regard. As a result of the aspect of the site, which is north facing and the location of the private open space to the south, which is required to be behind the building line, no solar access is received to the private open space area. To ensure that an active street frontage is provided which will facilitate neighbourhood shops, the location of the private open space to the north of the site was not favourable, nor feasible.

Notwithstanding this, it is not permitted to locate the private open space in front of the building line. In order to avoid excavation, and facilitate suitable parking provision, this has been located on the ground floor. As a result, the residential component is located overhead this area and therefore, the most appropriate positioning of the private open space was to the south of the site.

The location of the private open space to the south is also considered appropriate as it provides further distance and suitable acoustic screening to ensure noise levels from the adjoining rail line. Other controls affected the position of the private open space also, such as, providing appropriate vehicular access which ensures that cars can access and exit the site in a forward direction.

In addition, landscaped areas are provided fronting Waldron Road and along the western boundary, which receive direct solar access between the hours of 8am and 4pm. Whilst these areas do not constitute private open space, as they are not accessible to all residents, it does however provide direct access for 12% of the



boarding rooms to landscaped areas which receive solar access in excess of 50% of the area for a minimum of 3 hours.

The principal private open space area receives the recommended solar access prescribed by the relevant control as a result of the location, which benefits from the northern aspect of the site..

#### **Visual Privacy (Clause 10.25)**

The proposed boarding rooms are located on Levels 1-3. Adequate setbacks and window treatments have been applied to ensure adequate visual privacy is provided to the rooms and neighbouring properties.

The building manager's quarters is the only form of residential accommodation provided on the ground floor level, on the western side and is protected from any visual impediment or intrusion by the proposed boundary fence. Planting along the western boundary and around the perimeter of the private open space area of the building managers room will also ensure visual privacy.

#### **Building Design (Clause 10.29)**

This clause stipulates that Council applies State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide (ADG) to boarding houses. This is contrary to the direction imposed by the State Government, upon introduction of the ADG in 2015, which expressly excluded the use of this to assess boarding house development.

However, for the purpose of assessment, and in absence of other controls, this development application has taken into consideration the controls outlined in the SEPP and ADG.

The requirements for boarding houses in this section of the DCP are the same as





Table 7, addressed previously and to which the proposal complies.

The proposal does not exceed maximum roof pitch of 35° (Clause 10.31).

All plant and equipment is suitably integrated into the design and architectural features of the building and screened from the street and neighbouring properties (Clause 10.33)

All existing dwellings are to be demolished in accordance with Clause 10.34.

Clause 10.35 requires the provision of at least one adaptable room for every 50 boarding rooms proposed; therefore, two adaptable rooms are required. Contrary to the Council's controls, the National Construction Code (NCC) requires three accessible rooms. This is identified in the accompanying access report prepared by iAccess Consultants (Table D3.1)

One sole occupancy unit has been provided on each level, located on the western elevation. Therefore, the proposal complies with both the Council and the NCC requirements.

#### **Building Design (Car Parking) (Clauses 10.38 – 10.40)**

These clauses address parking in relation to the building design and the siting of this. As the parking is located behind the building line and within a basement car park, vehicles can leave the allotment in a forward direction and cannot be viewed from Waldron Road; therefore, the proposed arrangements do not dominate the street façade.

#### **Landscaping (Clause 10.41 & 10.42)**

The accompanying Landscape Plan provides details regarding suitable species endemic to the City of Bankstown. As a 6m setback has been provided to the neighbourhood shop appropriate landscaping will be implemented along the primary frontage This will ensure that the development is in keeping with the existing streetscape, whilst providing a higher density development reflective of the current zoning.

The landscaping response ensures that the overall character of the development is sympathetic to this transitional streetscape appearance, both now and in the future.

#### **Neighbourhood Shops (Section 16)**

In terms of compliance with the objectives, as a result of the recent amendment to the zoning for the area, which now permits a higher density, the provisions of a neighbourhood shop as part of the whole development is considered appropriate and is in keeping with the desired future character of the area. The provision of the neighbourhood shop will not impact on the amenity of the adjoining or proposed residential uses; however, it will enhance the visual character of the streetscape and provide services to meet the needs of the surrounding residents, thus making a positive contribution to the character of the area.





The building design of the proposed neighbourhood shops provides articulation to the street frontage, a variety of textures, materials and colours such as glass, dark glazed brick and metal awnings. An active street frontage, whilst maintaining appropriate landscaping on Waldron Road is provided..

Clause 16.1 outlines that a maximum of one neighbourhood shop is allowed per allotment. As one neighbourhood shop is proposed, compliance is achieved.

Aside from this, the remaining development controls are satisfied as follows:

- the neighbourhood shop is located on the ground floor
- the proposal complies with the storey limit for the Chester Hill Village Centre, which is the prevailing requirement
- the proposal achieves a high quality architectural design as set out above
- the proposal provides an active street frontage, which is predominantly comprised of large transparent windows that make up a substantial proportion of the shop fronts along Waldron Road, as demonstrated on the perspective below.

Figure 9: Perspective of the proposed boarding house and neighbourhood shops



Signage, waste storage areas and amenity are also discussed in Section 16. Signage details will be subject to the use that will tenant the future shops and will be subject to separate tenancy applications. Details regarding waste storage areas and amenity, are provided in the Plan of Management which accompanies this application.

The proposal is therefore consistent with the DCP requirements.



## The Likely Impacts of the Development

Having regard to the above assessment, it is considered that the proposal will not result in any adverse impacts as a result of its implementation. It is consistent with the zone objectives, is permissible in the zone.

It has taken account of neighbouring properties, in terms of their amenity, and will provide suitable uses and a design which responds to achieving the objectives of the planning controls.

In terms of visual change, the proposed development shall be of a contemporary style, but will be consistent with the desired future character identified for the area.

The use will not compromise adjoining properties and is consistent with those in the vicinity. Therefore, the proposal is consistent with the dominant uses within the locality.

## The Public Interest

The proposed development is well within the public interest, providing an affordable form of residential accommodation and associated services, within a transitional zone that seeks to increase the sense of community that a development is able to create, while having limited impact on neighbouring sites.



## 5. CONCLUSIONS & RECOMMENDATIONS

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Hamptons Property Services Pty Ltd has been retained by our client, Austciti Development Pty Ltd, to prepare a Statement of Environmental Effects for the land known as 77- 79 Waldron Road, Chester Hill, NSW 2162.

This development application is for the amalgamation of 77 and 79 Waldron Road, demolition of the existing residential dwellings and the construction of a boarding house to facilitate 50 residential units (including one building manager’s room), associated parking and one ground floor neighbourhood shop, fronting Waldron Road.

The site is located in the R4 - High Density Residential zone pursuant to the Bankstown LEP 2015 and the proposed uses of the site are permissible with development consent from the Council.

The proposal is consistent with the zone objectives and will not compromise the desired outcomes under the various planning instruments, particularly those reflective the future desired outcomes of this location, having regard to the up-zoning of the land. The proposal will provide additional residential accommodation and an active street frontage to Waldron Road, whilst enhancing the existing streetscape by providing a contemporary design.

This being the case, it is recommended that the development application be approved in accordance with the accompanying plans and the Council’s standard conditions of development consent and we welcome the opportunity to work with the Council during their assessment of the application.

