
Proposed Boarding House

**57 Jenkins Rd,
Carlingford**

**Parramatta City
Council**

Barry Millwood Planning



DA Submission to Parramatta City Council

PREPARED for ALW Design

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1. Introduction

This document forms part of a Development Application submission to Parramatta City Council that proposes construction of a New Generation Boarding House development on the subject site. The existing dwelling house on site will be demolished.

The document has been prepared on behalf of ALW Design. This report has been prepared based on the plans & information provided by the architect for the project & supporting technical documents from other specialist consultants. An on-site inspection has been undertaken & a photographic record of the inspection is provided in the document. Designeffect Pty. Ltd. have supplied all development data contained in this Statement of Environmental Effects report. This document should be read in conjunction with the accompanying architectural drawings prepared by Designeffect Pty. Ltd. together with other supporting documentation, including the traffic & parking report, stormwater engineering, landscape plans, access, & BASIX report.

It is noted that the site is within an area that was formerly part of The Hills Shire Council & that at present the planning controls that Council will apply will be those that applied prior to & boundary change as new planning controls for the amalgamated Parramatta City Council have not yet come into force.

In the preparation of this Statement of Environmental Effects, consideration has been given to the provisions contained in the following relevant documents:

- Environmental Planning & Assessment Act 1979 (consideration of matters under Section 4.15);
- State Environmental Planning Policy (Affordable Rental Housing) 2009;
- Draft State Environmental Planning Policy (Housing) 2021;
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Building Code of Australia (BCA);
- Parramatta (former The Hills) Local Environmental Plan 2012;
- Draft Parramatta Local Environmental Plan 2020;
- The Hills Development Control Plan 2012.

It is considered that the proposed development represents the orderly & socio-economic development of the site & due to its careful design, will not adversely impact on the natural & built environment amenity of the surrounding area.

2. Site Description

2.1 Site Location

The site is located within the Parramatta Local Government Area & in a metropolitan context. The subject site is situated approximately 27km from the Sydney Central Business District via the M2 / M1.

The site is located approximately 550m walk from Carlingford Court Shopping Centre & 700m from the future Carlingford Light Rail Station. There is a bus stop within 50m of the site for Route 546 Parramatta – Epping, via Carlingford, which operates 7 days per week.

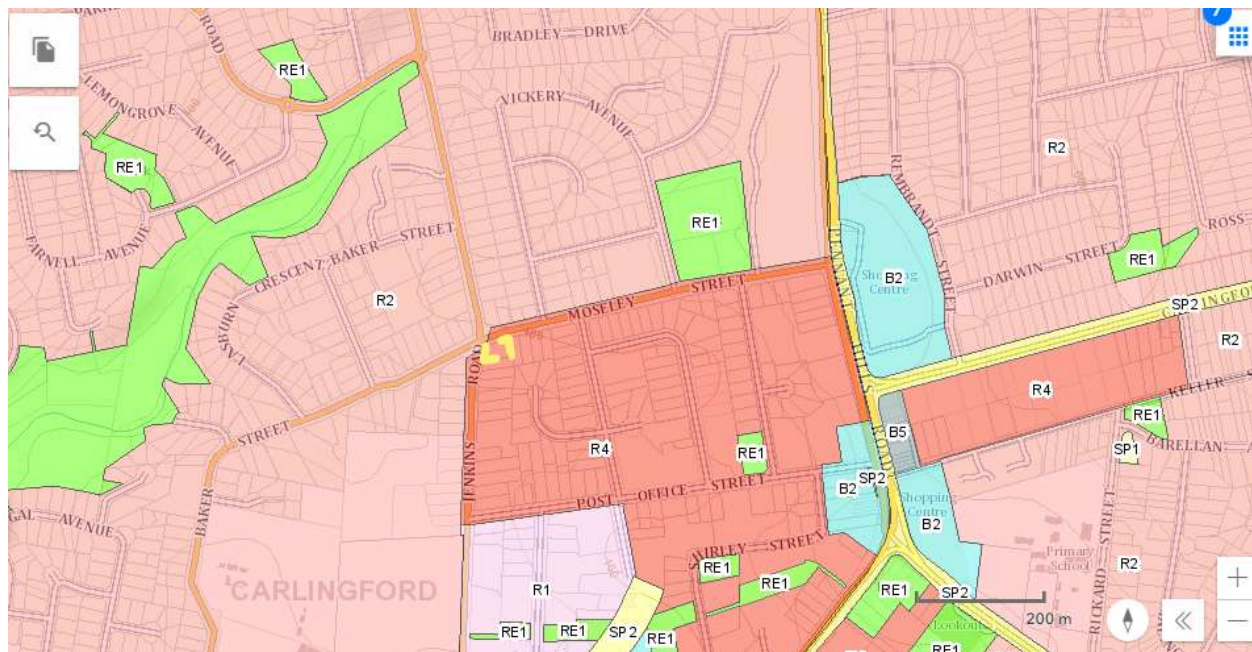
2.2 Existing & future context

The immediate locality consists largely of older dwelling houses being single & two storey buildings. The area to the south east is zoned R4 High Density Residential & is starting to experience redevelopment for residential flat buildings. To the north & west the area being zoned R2 Low Density Residential will remain relatively low density residential even with redevelopment for new dwelling houses.

The site is at the north west extremity of the R4 zone around Carlingford Centre.

It is considered that the proposed development is compatible with the existing & likely future redevelopment of the surrounding area.

Location of site



Source: ePlanning Spatial Viewer

Photographs of the site



Subject site looking east viewed from Jenkins Road



Subject site looking south east viewed from the intersection of Jenkins Road & Moseley Street



Subject site looking south viewed from Moseley Street

2.3 Site Information

The site is described as Lot 4 DP663067, No 57 Jenkins Road, Carlingford. The subject is a corner block with a total site area of 929.4sqm. The site has frontage to Jenkins Road of 21.42m & a frontage to Moseley Street of 36.045m. The site has a depth of 28.59m from Moseley Street & a depth of 41.415m from Jenkins Street.

The highest point is at the north eastern corner on Moseley Street at RL 100.63m while the lowest point is at the south western corner on Jenkins Road at about RL 95.1m, the drop in elevation is about 5.5m.

All utility Services are available to the site, which includes, water, sewer, electricity, phone & appropriate arrangements will be made with the Service Authorities.

There is an existing single storey dwelling with a basement garage on the site, having vehicle access to Jenkins Road.

3. Development Proposal

3.1 Description of proposed development

The proposal consists of a 2 & 3-storey building with a basement car parking area & contains 7 x 1 bed & 11 x 2 bed boarding rooms plus a manager's room. The pedestrian entrance to the proposed building addresses Moseley Street. Pedestrian access to the boarding rooms is via an internal corridor on each level. The corridor on the ground floor provides access to the common outdoor area, access to the internal common area & to stairs & an elevator to the basement car park & the upper floor.

The form and location of the proposed building is a result of the major planning controls. The required setbacks from the front, side and rear boundaries tend to force a single design response in that the building is located well back from both street frontages into the south eastern corner.

Each boarding room has a bathroom & kitchenette are provided, many which are adjacent to the entrance to each boarding room providing increased visual & acoustic privacy to the occupants. The car parking is provided in a basement car parking area with a driveway access on the eastern side of the site up to Moseley Street. The traffic generation from the site would be minimal & as Jenkins Road & Moseley Street are not minor local streets the impact on the amenity of the local area would be within that expected from redevelopment to high density residential development. There is car parking provided for the manager plus 9 car parking spaces, 4 motorbike spaces & 4 bicycle spaces.

Much of the communal open space is provided in the front of the proposed building due to the size of the site & the size of the front setbacks from Jenkins Road & Moseley Street. There is communal open space provided along the southern side of the site as well an area adjacent to the driveway for perimeter landscaping. The communal open space will be landscaped to provide an attractive outlook for residents. The footpath area in front of the site will be embellished in accordance with Council's Public Domain Guidelines.

The site will drain to the south west corner & discharge to the drainage system in Jenkins Street. Stormwater from the roof will be captured by an underground OSD tank.

Garbage bin enclosure will be provided within an enclosure on the Moseley Street frontage & will be collected on Mosley Street. Lighting will be provided around the common areas & along the driveway. All existing improvements on site will be demolished.

The merits of the proposed development are:

- It will provide additional affordable rental accommodation in the locality;
- The proposed building is of a size that will provide a transition between the higher density residential development in the R4 zone & the R2 Low Density Residential zone that applies to the north & west of the site;
- The proposed building is of a similar scale to the anticipated residential flat buildings envisaged by the R4 High Density Residential zone;
- It will provide substantial additional landscaping along the rear & side boundaries & in the large communal open space area facing Jenkins Road & Moseley Street & thereby maintain the amenity of the existing locality, particularly the adjacent low density residential area;
- It will provide an attractive environment in which to live in for residents as a new amenity with ample solar access, natural ventilation & reasonable access to Carlingford shopping centre; and

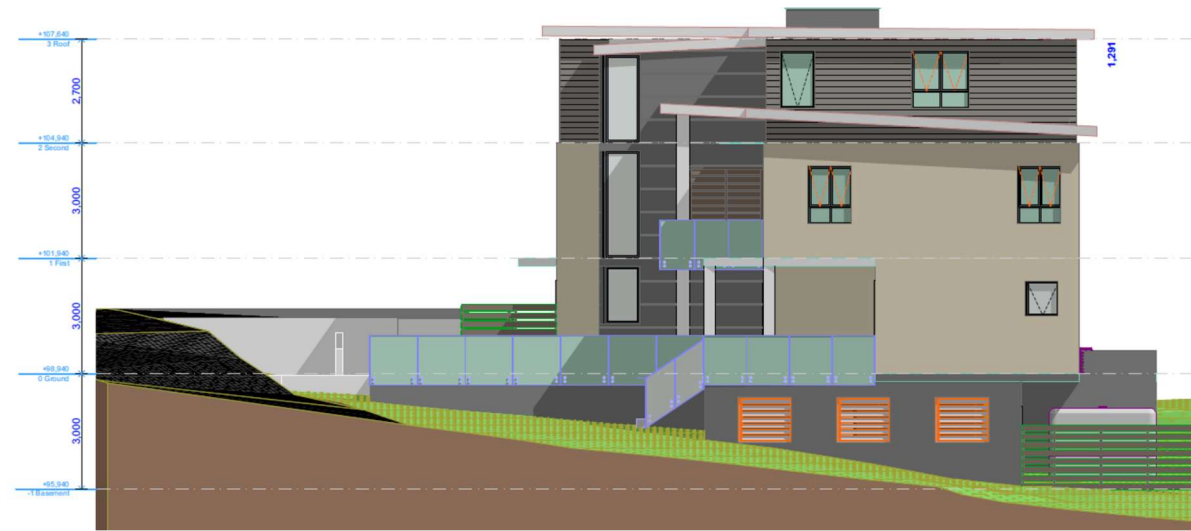
- It generally complies with the LEP, DCP & SEPPs requirements of Council & the NSW Government.

3.2 Plans of proposed development





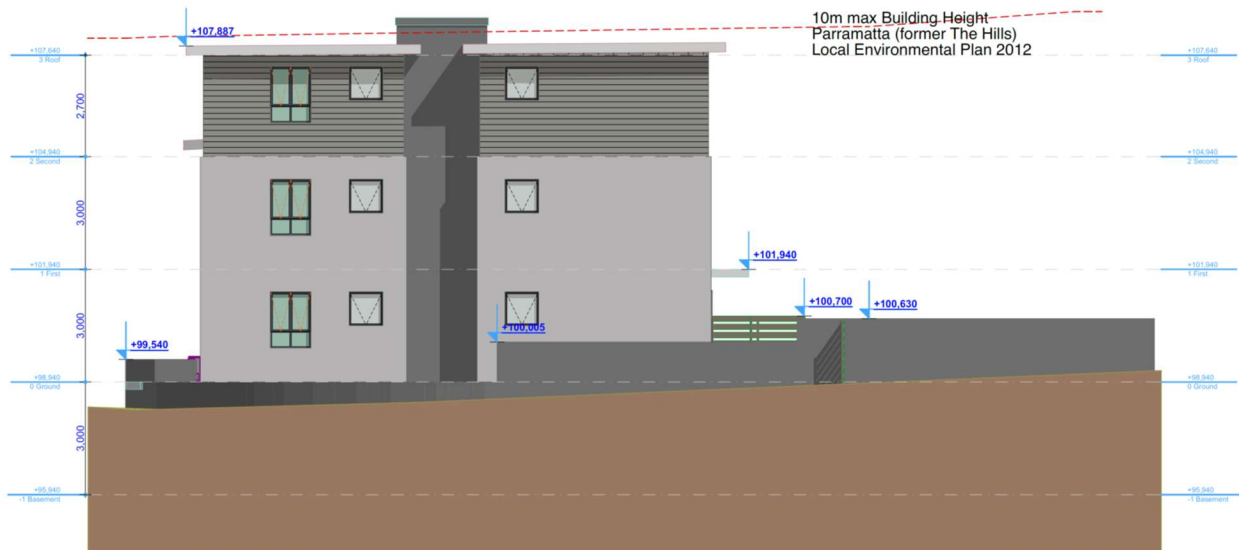
View from North



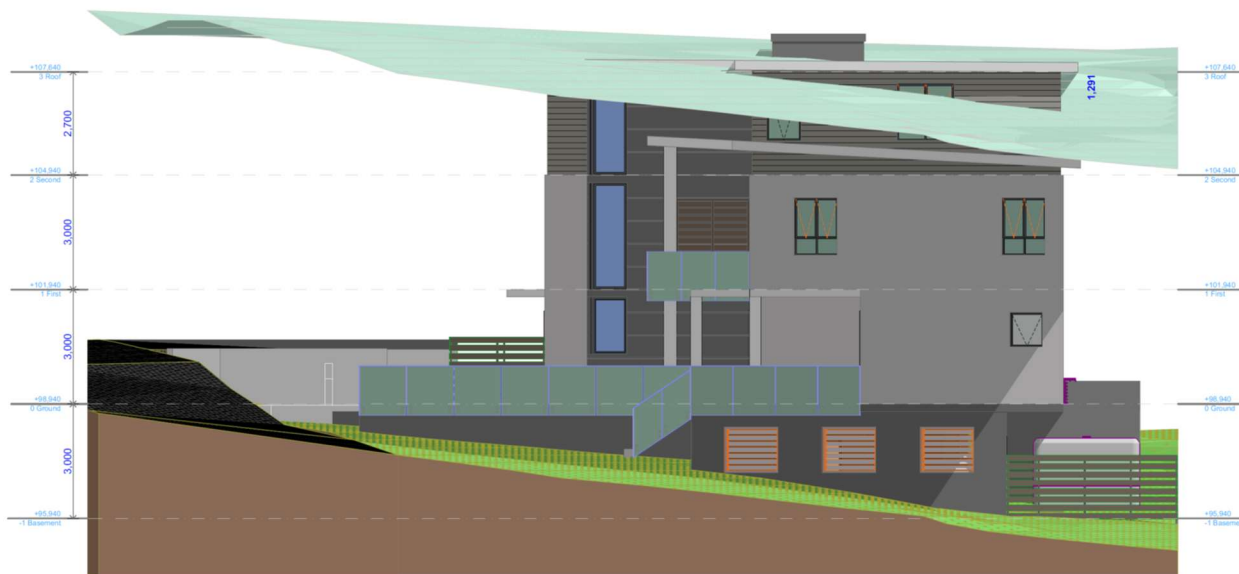
View from West



View from South



View from East



View from West showing non-compliance with Maximum Building Height

4. Review of relevant planning controls & potential impacts

4.1 Overview

This section of the report provides an assessment of the relevant matters for consideration under S4.15 of the Environmental Planning & Assessment Act, 1979 (EP&A Act). The relevant matters are as follows:

- Consistency with objects of the Environmental Planning & Assessment Act 1979;
- Environmental Planning & Assessment Act 1979 (consideration of matters under Section 4.15);
- State Environmental Planning Policy (Affordable Rental Housing) 2009;
- Draft State Environmental Planning Policy (Housing) 2021;
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- Building Code of Australia (BCA);
- Parramatta (former The Hills) LEP 2012;
- Draft Parramatta Local Environmental Plan 2020;
- The Hills Development Control Plan 2012.

4.2 Consistency with objects of the EP&A Act

The proposed development satisfies the relevant objects of the EP&A Act 1979, particularly:

- The provision & maintenance of affordable housing & the promotion;
- Co-ordination of the orderly & economic use & development of land;
- Good design & amenity of the built environment; and
- The proper construction & maintenance of buildings, including the protection of the health & safety of their occupants.

4.3 Parramatta (former The Hills) LEP 2012

Cl. 1.2 – Aims of Plan

The proposed development satisfies the Aims of Parramatta (former The Hills) LEP 2012 as follows:

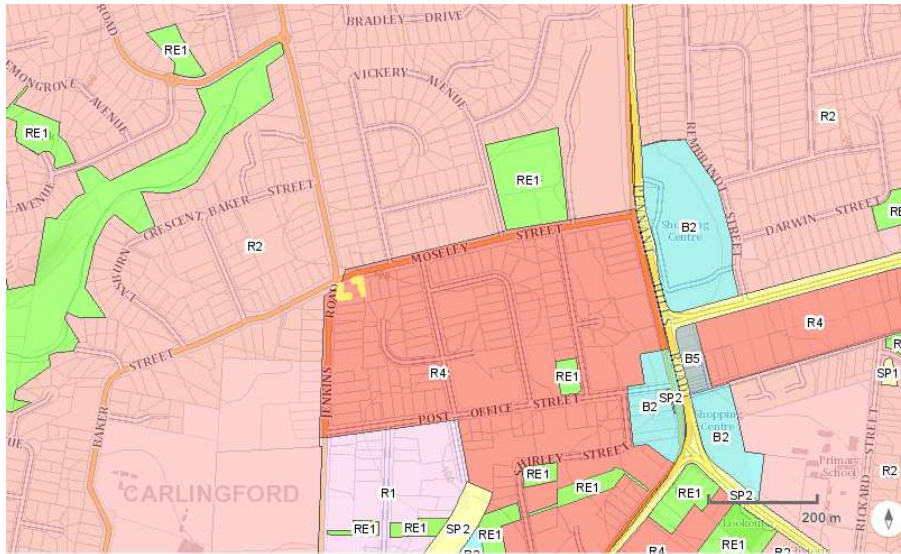
Aims of Parramatta (former The Hills) LEP 2012	Comments
(aa) to protect & promote the use & development of land for arts & cultural activity, including music & other performance arts,	Not applicable.
(a) to guide the orderly & sustainable development of the City of Parramatta local government area, balancing its economic, environmental & social needs,	The proposed development is consistent with this.
(b) to provide strategic direction & urban & rural land use management for the benefit of the community,	The proposed development is consistent with this.
(c) to provide for the development of communities that are liveable, vibrant & safe & that have services & facilities that meet their needs,	The proposed development is consistent with this.
(d) to provide for balanced urban growth through efficient & safe transport infrastructure, a range of housing options, & a built environment that is compatible with the cultural & natural heritage of the City of Parramatta local government area,	The proposed development is consistent with this in that it broadens the range of residential accommodation in the Parramatta LGA.
(e) to preserve & protect the natural environment of the City of Parramatta local government area & to identify environmentally significant land for the benefit of future generations,	Not applicable.
(f) to contribute to the development of a modern local economy through the identification & management of land to promote employment opportunities & tourism.	Not applicable.

Cl. 2.1 - 2.3 – Zoning of land to which Plan applies

Comment:

The subject site is in Zone R4 High Density Residential under Parramatta (former The Hills) LEP 2012. Refer to figure below. It's location at the interface between the R4 zone and the adjacent R2 Low Density Residential zone can readily be seen on the map below.

Zoning Map



Source: ePlanning Spatial Viewer

Cl. 2.3 – Zone objectives & land use table

Under the definitions of Parramatta (former The Hills) Local Environmental Plan 2012:

Development for the purpose of the following may be carried out only with development consent:

Permitted with consent

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Homebased child care; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Shop top housing; Any other development not specified in item 2 or 4

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 & 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. The proposed development being a boarding house is a permissible use, with the consent of Council.

Comment:

The proposed development satisfies this definition.

The objectives of this zone are:

Objectives of the R4 High Density Residential zone	Comments
To provide for the housing needs of the community within a high-density residential environment.	The proposed development provides accommodation for a variety of residential lifestyles in that it provides affordable rental accommodation. It can cater for a range of people from those needing affordable rental accommodations while working or studying temporarily in the area. The proposed boarding house is consistent with the expected high-density residential environment.
To provide a variety of housing types within a high-density residential environment.	As above.
To enable other land uses that provide facilities or services to meet the day to day needs of residents.	Not applicable.
To encourage high density residential development in locations that are close to population centres & public transport routes.	The proposed development is consistent with this.

Part 4 Principal development standards	Comments
Cl. 4.3 Height of buildings 10m	The proposal does not comply with the maximum height limit over a small portion of the building. A Cl 4.6 Variation accompanies the application providing a justification for non-compliance with the standard.
Cl. 4.4 Floor Space Ratio 0.5:1 (464.7sqm of floor space permitted)	0.6:1 (549.6sqm proposed) While this exceeds the LEP, the LEP is overridden by SEPP ARH 2009, which permits an additional FSR of 0.5:1 & effectively provides a FSR of 1:1.
5.6 Architectural roof features Development consent must not be granted to any such development unless the consent authority is satisfied that:	

Part 4 Principal development standards	Comments
<p>(a) the architectural roof feature:</p> <ul style="list-style-type: none"> (i) comprises a decorative element on the uppermost portion of a building, and (ii) is not an advertising structure, and (iii) does not include floor space area & is not reasonably capable of modification to include floor space area, and (iv) will cause minimal overshadowing, and 	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p>
<p>(b) any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs & the like) contained in or supported by the roof feature is fully integrated into the design of the roof feature.</p>	<p>Complies.</p>
<p>7.2 Earthworks</p> <p>Council must consider the following matters:</p> <ul style="list-style-type: none"> (a) the likely disruption of, or any detrimental effect on, existing drainage patterns & soil stability in the locality, (b) the effect of the proposed development on the likely future use or redevelopment of the land, (c) the quality of the fill or the soil to be excavated, or both, (d) the effect of the proposed development on the existing & likely amenity of adjoining properties, (e) the source of any fill material & the destination of any excavated material, (f) the likelihood of disturbing relics, (g) the proximity to & potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area, (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development. 	<p>The impact on drainage patterns will be minimal as on-site detention is proposed & this will avoid excessive discharge during major storm events.</p> <p>Any excavation material that cannot be reused on site will be disposed off-site.</p> <p>The local amenity is unlikely to be affected by the development.</p> <p>No relics have been found on the site.</p> <p>This site does not contain a watercourse.</p>

4.4 Draft Parramatta LEP 2020

Under the draft Parramatta LEP 2020 the proposed zoning remains R4 High-Density Residential & boarding houses are still a permissible use.

It is noted that it is proposed to include an additional zone objective for the R4 zone relating to maintaining the existing low-density residential character of the area. It is considered that the proposed development is consistent with this.

The R4 zone will remain generally unchanged.

4.5 State Environmental Planning Policy No 55—Remediation of Land

Comment

The subject site has been occupied by a dwelling for a significant time. There is no record of the site being occupied by a land use that likely causes any contamination. Nevertheless, special care will be taken during demolition in relation to the removal of asbestos.

4.6 State Environmental Planning Policy (Affordable Rental Housing) 2009

Amongst other matters, this policy permits a Boarding House on the subject site. It does this by permitting boarding houses in a range of zones under the Standard LEP (or their equivalent).

Provision	Comments
3 Aims of Policy	<p>The proposed development satisfies the aims of the policy by providing affordable rental housing close to a local business centre & transport to employment.</p> <p>Under the policy a boarding room means a room or suite of rooms within a boarding house occupied or so constructed or adapted as to be capable of being occupied by one or more lodgers.</p>
8 SEPP prevails over Parramatta (former The Hills) LEP 2012	It is noted that if there is an inconsistency between this Policy & the Parramatta (former The Hills) LEP 2012, the Policy prevails to the extent of the inconsistency.
26 Land to which Division applies	The land to which this division applies includes land in the R4 High Density zone, which is the zoning that applies to the subject site.
27 Development to which Division applies	The development to which this division applies are boarding houses.
28 Development may be carried out with consent	A boarding house may be carried on the land with consent.
29 Standards that cannot be used to refuse consent	

Provision	Comments
<p>Floor space ratio:</p> <p>As site is in a R4 High Density Residential zone, subclause (2) permits & additional FSR of 0.5:1. This overrides the maximum FSR in the Parramatta (former The Hills LEP) 2012. The applicable FSR is therefore 1:1.</p>	<p>The proposed floor space is 549.59 sqm, which equates to a FSR of 0.6:1 & which complies with the SEPP. The proposed floor space is substantially below the limit permitted by the SEPP.</p>
<p>Building height:</p> <p>Maximum height is 10m (specified in Parramatta (former The Hills) LEP 2012).</p>	<p>The proposal does not comply with the maximum height limit over a small portion of the building. A CI 4.6 Variation accompanies the application providing a justification for non-compliance with the standard.</p>
<p>Landscaped area:</p> <p>Front setback area is compatible with the streetscape in which the building is located.</p>	<p>The landscape treatment of the front setback area provides for significant plantings that will ensure that it will be compatible with the streetscape in which the building is located. A landscape plan accompanies the application.</p>
<p>Solar access:</p> <p>At least 1 communal living room receives a min of 3 hours direct sunlight between 9am & 3pm in midwinter.</p>	<p>Complies.</p>
<p>Private open space:</p> <p>20sqm for lodgers + 8sqm for manager.</p>	<p>Complies, both areas are separately provided.</p>
<p>Car parking:</p> <p>0.5 spaces per boarding room + 1 per manager's room – 10 spaces.</p>	<p>Complies, 10 spaces provided.</p>
<p>Minimum accommodation size:</p> <p>12sqm for a single person boarding room. 16sqm for a 2+ person boarding room.</p>	<p>Complies.</p>
30 Standards that must be complied with	
<p>Need for a communal living room if 5 or more boarding rooms are proposed.</p>	<p>Complies, the proposed development includes a communal living room.</p>
<p>Max boarding room size (excluding private kitchen or bathroom facilities): 25sqm</p>	<p>Complies.</p>
<p>Maximum boarders per room: 2 adult lodgers.</p>	<p>This will be a matter for Council's conditions.</p>
<p>Provision of adequate bathroom & kitchen facilities for each lodger.</p>	<p>Complies, each boarding room is provided with its own bathroom, laundry & kitchen facilities.</p>

Provision	Comments
Boarding room for a manager if capacity to accommodate 20 or more lodgers.	Complies, a manager's room is provided.
Boarding houses on land zoned primarily for commercial purposes.	Not applicable.
Min 1 parking space for a bicycle & 1 for a motorcycle, for every 5 boarding rooms. 4 bicycle & 4 motorcycle spaces required.	Complies, 4 bicycle & 4 motorcycle spaces provided.
30AA Boarding houses in R2 zone	Not applicable.
30A Character of local area Council must take into consideration whether the design of the development is compatible with the character of the local area.	The proposed building would be a similar scale to new residential flat buildings that are envisaged by the planning controls for locality. Appendix 1 provides an assessment of the relationship of the proposed development & the local character of Jenkins Road, Moseley Street & the surrounding area.
52 No subdivision of boarding houses No strata or community title subdivision.	No proposal for subdivision of the boarding house.

4.7 Draft SEPP (Housing) 2021

The NSW Government has recently exhibited the draft SEPP (Housing) 2021. It applies in a variety of situations to a variety of development types. The proposed development is consistent with the definition of the proposed new land use known as "Co-living housing".

Co-living housing means a building or place that—

- (a) has at least 6 private rooms, some or all of which may have private kitchen and bathroom facilities, and
- (b) provides occupants with a principal place of residence for at least 3 months, and
- (c) has shared facilities, such as a communal living room, bathroom, kitchen or laundry, maintained by a managing agent, who provides management services 24 hours a day, but does not include backpackers' accommodation, a boarding house, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

Comments on the relevant provisions in the draft SEPP are as follows:

Provision	Comments
<p>Co-living housing may be carried out on certain land with consent</p> <p>Permitted where co-living housing, residential flat buildings or shop top housing is permitted under another EPI.</p>	Permissible use.
<p>Non-discretionary development standards—the Act, s 4.15</p>	
<p>(a) Maximum FSR, which is non-heritage land in a zone in which residential flat buildings are permitted:</p> <p>(i) Max FSR for residential accommodation, (ii) + 10% of that FSR for co-living housing.</p> <p>Equates to FSR of 0.55:1</p>	The proposed floor space is 549.59sqm, which equates to a FSR of 0.6:1 & which marginally exceeds the FSR permitted by the draft SEPP.
<p>(b) Min 3 hours of direct solar access 9am - 3pm at mid-winter in at least 1 communal living area.</p>	Complies.
<p>(d) Where more than 6 private rooms:</p> <p>(i) Min 30sqm of communal living area + min 2sqm for each additional private room. (ii) Min dimensions of 3m for each communal living area.</p>	Complies.
<p>(e) Communal open spaces:</p> <p>(i) Min 20% of site area. (ii) Min dimensions of 3m.</p>	Complies.
<p>(f) Car parking in Greater Sydney region—the lesser of:</p> <p>(i) Max number of parking spaces permitted under a relevant PI (DCP), or (ii) 0.5 parking space per private room,</p>	Complies.
<p>(i) In R4 zone, min landscaping requirements for residential flat buildings under a relevant PI (DCP).</p>	Complies.
<p>(j) Min 1 bicycle space per private room: 19 spaces required</p>	Does not comply, 4 bicycle spaces provided.
<p>(k) Min 1 motorcycle space per 5 private rooms: 19 spaces required</p>	Does not comply, 4 motorcycle spaces provided.
<p>65 Standards for co-living housing</p>	

Provision	Comments
(a) Min floor area for each private room, excluding private kitchen or bathroom facilities: (i) 12 sqm: 1 person room (ii) 16 sqm: 2 person room	Complies.
(b) Min lot size is that for a residential flat building under a relevant PI (DCP). Required: 4,000sqm (in LEP)	Does not comply.
(c) Setbacks are not less than those for residential flat buildings in the R4 zone under a relevant PI (DCP).	Complies in relation to the front setbacks but is marginally less than the required rear and side setbacks, refer to comments on the DCP.
(d) Co-living housing exceeds 3 storeys.	Not applicable.
(e) Compatible with the character of the local area.	Complies, refer to Appendix 1.
(f) Land in Zone R2 zone.	Not applicable.
(g) Contain an appropriate workspace for the manager, either within the communal living room area or in a separate space.	Complies.
(h) Co-living housing on land zoned primarily for commercial purposes.	Not applicable.
(i) Adequate bathroom, laundry and kitchen facilities for each occupant.	Complies.
(j) Max 2 occupants per private room	Complies.
66 No subdivision	Complies.
Relevant planning instrument means an EPI or a DCP if any, that applies to the land on which the development concerned will be carried out.	

4.8 State Environmental Planning Policy 2004 – Building Sustainability Index (BASIX)

A BASIX Certificate has been issued for the proposed development. Refer to BASIX report & Assessor Certificate (Thermal Performance Specification) attached with the Development Application.

4.9 Sydney Regional Environmental Plan (Sydney Harbour Catchment)

This plan applies to land in the Sydney Harbour Catchment, which includes the subject site. However, while applies to various developments near the foreshores, in the situation of the subject site, it only applies to planning proposals. Accordingly, it has no impact on the proposed development.

4.10 State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

The aims of this Policy are:

- (a) to protect the biodiversity values of trees & other vegetation in non-rural areas of the State, and
- (b) to preserve the amenity of non-rural areas of the State through the preservation of trees & other vegetation.

The policy requires that a person must not clear vegetation in any non-rural area of NSW to which Part 3 applies without the authority conferred by a permit granted by Council. The policy provides for a DCP to identify species of vegetation that require a permit from Council for its removal

Comment

The proposed development proposes to remove non-native vegetation from the site.

4.11 Building Code of Australia

Complies.

4.12 The Hills Development Control Plan 2012

The site is subject to the Hills DCP 2012. The following provides an assessment of the relevant matters in the DCP.

The Hills DCP 2012	Comments
<p>3.3. Desired Future Character Statements</p> <p>3.3.2. Northern Precinct</p> <p>Northern end of the Precinct will comprise lower scale residential flat buildings interspersed with existing multi-unit developments.</p> <p>Built form of development will reflect a transition of scale between the larger residential flat buildings concentrated around the train station in the south of the Precinct & the smaller scale residential flat buildings proposed in the land north of Post Office Street.</p> <p>Street setbacks complement the proposed garden setting in contrast to the strong street edge, activated urban village character of development closer to the train station.</p> <p>Additional streets are proposed to complement this relationship of buildings to the public domain & establish a finer grained street hierarchy & built form. Private & communal open space within developments is encouraged to visually compliment the public realm & where feasible, allow some public access.</p>	<p>The proposed boarding house is at the very north western end of the northern precinct & has an interface with areas envisaged as & currently developed as low-density residential development.</p> <p>The proposed boarding house is mostly a 2-storey building & of a scale that, being on a corner, acts as an orderly transition from low density to higher density residential development in the R4 zone.</p>
<p>4.1.2. Development Controls</p> <p>(a) FSR not exceed that in the FSR Map of The Hills LEP 2012.</p>	<p>While the proposed development exceeds that in</p>

The Hills DCP 2012	Comments
	the LEP, the SEPP ARH 2009, permits the additional floor space.
4.2. Building Height (a) Max height specified in The Hills LEP 2012: 10 m	The proposal does not comply with the maximum height limit over a small portion of the building. A CI 4.6 Variation accompanies the application providing a justification for non-compliance with the standard.
(b) Building heights LEP equal to number of storeys: 2 storeys	While the DCP suggests a 2-storey building for a 10m height, a 3-storey building can be contained in a 10m height limit in normal circumstances. Much of the proposed building is 2 storeys, while a substantial proportion of the 3-storey portion can comply with the maximum height limit.
(c) Development on sloping sites to be stepped so that the ground floor does not exceed 1 m above natural ground level.	The proposed building exceeds this on the south western side of the site. It must be emphasised that the ground floor of the existing dwelling house substantially exceeds this requirement due to the fall of the land & the provision of a garage under the ground floor of the dwelling house.
4.3. Site Coverage (a) Site coverage shall not exceed of 35%.	Complies, 25.8%
4.4. Site requirements (a) Min site area consistent with potential site amalgamation plan.	The site is not amalgamated with any adjoining sites & it is noted that this provision is only a suggested amalgamation. It should be noted that had the site been amalgamated with the

The Hills DCP 2012	Comments
	adjoining site to the south that the issue of building height would still be an issue due to the land fall across the site as it would be difficult to have a basement car parking area on one level.
4.5. Deep soil zones (a) Min 25% of the unbuilt upon area (232sqm based on a site area of 929.4sqm or 15% of the site area, whichever is greater.	Complies, 35.6% based on 330.68sqm provided.
Residential Flat Building - Apartment Size (a) Single-aspect apartments limited to 8 m from a window. (b) Back of a kitchen no more than 8 m from a window. (c) – (d) Not applicable	Complies.
4.7. Setbacks Jenkins Street: 8m Moseley Street: 10m Building Side & Rear Setbacks Rear Setbacks (a) Side & rear setbacks comply with building separation, open space & deep soil zone controls in this Section of the DCP. (b) Min Rear setback: 8m (c) Min side setbacks: 4.5m to walls & 6m to windows from ground floor to fourth storey. (d) Primary & secondary setbacks must comply with building separation, open space & deep soil zone controls in DCP. (e) Where setbacks are limited by lot size & adjacent buildings, internal courtyards that limit the length of walls facing boundaries may be proposed. This approach must comply with building separation, open space & deep soil zone controls in this DCP. (f) In general, no part of a building or above ground structure may encroach into a setback zone. Exceptions are access to underground parking structures. (g) A 450mm articulation zone is permitted for non-floor space building elements such as fins louvers, shading devices & balconies.	Complies. Complies on average. The site, being on the corner of Jenkins Road & Moseley Street has significant front setback requirements, which in addition to the side & rear setbacks would only permit an area in which to design a building of approximately 28% of the site. The required setbacks from the front, side and rear boundaries forces a single design response in that the building is located well back from both street frontages. This imposes severe restrictions on flexibility of design. In addition, as the site being not rectangular & having a significant slope away from Moseley Street, imposes further limits on how to design & locate a multi-storey building.

The Hills DCP 2012	Comments
(h) Development located in accordance with setbacks in Figure 9.	<p>Such a limited site area in which to achieve an economic design tends to force a building higher in order to achieve a reasonable amount of floor space.</p> <p>The proposed design solution results in a building that on average complies with the front setbacks due to the stepped shape of the building.</p> <p>The rear setback is marginally below the minimum but when combined with the future side setback on the adjoining property in Moseley Street it would be more than the separation expected between buildings in Moseley Street.</p> <p>In both cases, there is sufficient space to provide perimeter landscaping to assist with maintaining privacy for the existing & future developments on the adjoining properties.</p> <p>Had the setback from Moseley Street been less, it would be possible achieve a greater side setback and compliance with the maximum building height.</p>
4.8. Building Separation & Treatment	Not applicable as only one building is proposed.
4.9. Building Depth (a) Building Depth: In general, a residential flat building depth of approximately 18m from glass line to glass line is appropriate. (b) The 18m from glass line to glass line guideline generally applies to street wall buildings, buildings with dual aspects & buildings with minimal side setbacks. (c) Freestanding buildings (the big house or tower building types) may have greater depth than 18m only if can be demonstrated that they achieve satisfactory daylight & natural ventilation.	<p>Complies.</p> <p>Not applicable.</p> <p>Not applicable.</p>

The Hills DCP 2012	Comments
<p>(d) Building depth is to be in combination with other controls to ensure adequate amenity for building occupants.</p> <p>(e) Building Length: In general, a residential flat building length of approximately 50m is appropriate.</p>	<p>Not applicable.</p> <p>Complies.</p>
<p>4.10. Landscape Design</p> <p>(a) landscaping in accordance with DCP Part C Section 3 - Landscaping.</p> <p>(b) Landscaping of the public domain in accordance with Carlingford Precinct Public Domain Plan.</p>	<p>Complies, refer to the landscape plan.</p>
<p>4.11. Open Space</p> <p>(a) Communal open space at least 30% of site area.</p> <p>(b) – (e) Not applicable.</p>	<p>Complies.</p>
<p>4.12. Balconies</p>	<p>Not applicable.</p>
<p>4.13. Solar Access</p> <p>(a) Ensure adjoining residential buildings, & the major part of their landscape receive at least 4 hours of sunlight between 9am & 3pm on 21 June.</p> <p>(b) Living room & private open spaces for at least 70% of apartments in a development receive a minimum of 4 hours direct sunlight between 9am & 3pm on 21 June.</p> <p>(c) Max 10% of single-aspect apartments with a southerly aspect. Developments which seek to vary from the minimum standards must demonstrate how site constraints & orientation prohibit the achievement of these standards & how energy efficiency is addressed (see Orientation & Energy Efficiency).</p> <p>(d) Main windows should have suitable shading or other solar control to avoid discomfort. (shutters/blinds/screens/retractable awnings).</p>	<p>Complies.</p> <p>63% of boarding rooms would receive direct sunlight during these periods.</p> <p>The dwelling house and the backyard to the south experiences overshadowing for some of the day on 21 June.</p> <p>As previously mentioned, the shape of the site, being a corner site and the setbacks from them streets, side and rear severely restrict the design scope for the building. Boarding rooms, by their nature are relatively small & likely to only have windows on one wall unless they located on a corner.</p> <p>Refer to the BASIX certificate on energy efficiency.</p>
<p>4.14. Car Parking Provision</p>	<p>Not applicable, refer to SEPP AFH 2009 requirements.</p>
<p>4.15. Vehicle Access</p> <p>(a) Access in accordance with DCP Part C Section 1 – Parking.</p> <p>(b) Vehicular ingress & egress in a forward direction.</p> <p>(c) Adequate provision for service vehicle access & service areas.</p>	<p>Complies, refer to plans & traffic report.</p>

The Hills DCP 2012	Comments
<p>(d) Driveways have a minimum width of 6m at property boundary for a distance of 6m within the development.</p> <p>(e) Not applicable.</p> <p>(f) Design & configuration of access ways & driveways in accordance with DCP Part C Section 1 - Parking.</p> <p>(g) Vehicle entries away from main pedestrian entries & on secondary frontages.</p> <p>(h) Car parking areas & spaces in accordance with DCP Part C Section 1 – Parking.</p> <p>(i) Car parking space dimensions & gradient design in accordance with relevant Australian Standard.</p>	
<p>4.16. Fences & Walls</p> <p>(a) Fencing materials protect acoustic amenity & privacy of courtyards. Courtyard fences constructed of masonry.</p> <p>(b) Where residential buildings are required to be set back 10m from the front boundary, fencing / walls fronting a street shall be setback a minimum of 2m.</p> <p>(c) Fencing or walls combined & integrated with site landscaping.</p> <p>(d) Following fencing materials or finishes are not acceptable:</p> <ul style="list-style-type: none"> • Pre-painted, profiled metal sheeting; & • Rendered finishes when the entire fence is rendered. <p>(e) Natural materials are encouraged.</p> <p>(f)– (h) Not applicable.</p>	<p>Complies, no fencing proposed.</p> <p>Complies.</p> <p>Complies.</p>
<p>4.17. Orientation</p> <p>(a) Maximise number of dwellings with direct sunlight where possible.</p> <p>(b) Face living spaces to the north wherever possible.</p> <p>(c) Max 10% of single aspect residential units to face due south.</p>	<p>63% of boarding rooms would receive direct sunlight during various times of the day.</p> <p>As previously mentioned, the shape of the site, being a corner site and the setbacks from them streets, side and rear severely restrict the design scope for the building. Boarding rooms, by their nature are relatively small & likely to only have windows on one wall unless they located on a corner.</p>
<p>4.18. Planting on Structures</p>	<p>It is not proposed to do major planting on any structures.</p>
<p>4.19. Stormwater Management</p>	

The Hills DCP 2012	Comments
<ul style="list-style-type: none"> (a) Drainage easements required if site doesn't drain to existing stormwater drainage system or a public road. (b) Comply with requirements of Sydney CMA. (c) OSD, water recycling, or water quality management may be required to counteract an increase in stormwater runoff. (d) Drainage system are to be designed & constructed in accordance with The Hills Shire Council "Design Guidelines for Subdivisions & Developments" & "Australian Rainfall & Runoff" (e) Discharge points controlled & treated to prevent soil erosion, & may require energy dissipating devices on steeper topography. (f) Where necessary, downstream amplification required. (g) Use WSUD principles in management of stormwater. (h) OSD tanks only in common areas. (i) Drainage designed & constructed in accordance with The Hills Shire Council "Design Guidelines for Subdivisions & Developments" &/or "Australian Rainfall & Runoff" &/or Sydney CMA. (j) OSD system, where required, in accordance with (a) above. 	<p>The application is accompanied by a Stormwater Management Plan, which addresses these issues.</p>
<p>4.20. Building Entry</p> <ul style="list-style-type: none"> (a) Direct physical & visual connection between street & entry. (b) Clear lines of transition between the public street, the shared private circulation spaces & individual apartments. (c) Provide safe & secure access. (d) Separate entries for pedestrians & cars. (e) Entries & associated circulation space an adequate size to allow movement of furniture between public & private spaces. 	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p>
<p>4.21. Ceiling Height</p> <ul style="list-style-type: none"> (a) Ceiling heights measured from finished floor level to finished ceiling level. (b) Not applicable (c) 2.7m min for habitable rooms, 2.4m preferred min for non-habitable room. (d) – (f) Not applicable. 	<p>Complies.</p>
<p>4.22. Flexibility</p> <ul style="list-style-type: none"> (a) Utilise multiple entries & circulation cores, in larger buildings over 15m long. (b) Utilise structural system, which support a degree of future change in building use or configuration. 	<p>Not applicable.</p> <p>Not applicable.</p>

The Hills DCP 2012	Comments
4.23. Ground Floor Apartments (a) Optimise ground floor apartments with separate entries. (b) Provide ground floor apartments with access to private open space, preferably as a terrace or garden.	Not proposed.
4.24. Internal Circulation (a) Where units are arranged off a double-loaded corridor, the number of units limited to 8.	Complies.
4.25. Mixed Use Developments	Not applicable
4.26. Storage (a) Provide accessible storage facilities at the following rates: Studio apartments – 6m ³	Complies. Storage provided in conjunction with the fixed table.
4.27. Natural Ventilation (a) 60% of units should be naturally cross ventilated. (b) 25% of kitchens should have access to natural ventilation. (c) Developments, which seek to vary the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable room.	Just over 60% of boarding rooms can be cross ventilated, being located on corners of the building.
4.28. Awnings	Not applicable.
Facades (a) Compose facades with an appropriate scale, materials & finishes, rhythm, & proportion, which response to the building use & the desired contextual character, including: <ul style="list-style-type: none"> defining a base, middle & top related to the overall proportion of the building; express variation in floor-to-floor height particularly at the lower levels; articulating building entries with awnings, porticos, recesses, blade walls & rejecting bays; selecting balcony types which respond to the street context, building orientation & amenity of the locality; & incorporating architectural features which give human scale to the design of the building at street level; These include entrance porches, awnings, colonnades, pergolas & fences. (b) Not applicable. (c) Design facades to reflect the orientation of the site using elements such as sun shading, bay windows, as environmental controls depending on the façade orientation.	The proposed building is stepped up the slope being a 2 & 3 storey building. It is an “L” shape in addressing the intersection of Jenkins Road & Moseley Street. The pedestrian entrance is clearly visible & the façades provide a variety of shapes & materials to the streets.

The Hills DCP 2012	Comments
(d) Express important corners by giving visual prominence to parts of the façade, for example, a change in building articulation, material or colour, roof expression or increased height.	
<p>4.30. Roof Design</p> <p>(a) Articulate to break down its mass on larger buildings, to minimise the apparent bulk or to relate to a context of smaller building form.</p> <p>(b) Relate to size & scale of the building, the building elevations & three-dimensional building form.</p> <p>(c) Respond to the orientation of the site, for example, by using eaves to respond to sun access.</p> <p>(d) Minimise the visual intrusiveness of service elements by integrating them into the design of the roof.</p> <p>(e) Facilitate the use or future use of the roof for sustainable functions, for example, water management & photovoltaic applications.</p> <p>(f) – (g) Not applicable.</p>	<p>The roof is spread over several levels including the 2 & 3 storey portions, the lift overrun & the stairwell feature.</p>
<p>4.31. Adaptable Housing</p> <p>(a) All apartments required under this Section of the DCP to be adaptable dwellings & those which cannot be directly accessed from ground level are to be served by a lift.</p> <p>(b) Units with a floor level within 1.5m of the natural ground must be accessible to the front door of each unit.</p> <p>(c) At least 1 unit with less than 20 units, must be either:</p> <ul style="list-style-type: none"> • An accessible unit to AS 1428 Part 2; or • Meet Class B adaptability provisions under AS 4299. <p>(d) have an accessible car parking bay complying with AS 2890 accessible to a pick-up & drop-off point.</p> <p>(e) Stairs shall comply with AS 1428 Part 1.</p> <p>(f) Not applicable.</p> <p>(g) At least one entry to any common facilities must be wheelchair accessible.</p> <p>(h) Not applicable.</p> <p>(i) Apartments are to be designed to permit adaptation of units so that they can change to meet future needs.</p> <p>(j) Address Council's "Making Access for All Guidelines" 2002.</p>	<p>Complies, an adaptable boarding room is provided on the ground floor.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies.</p> <p>Complies, several boarding rooms are of a size to allow changes to their layout.</p>
<p>4.32. Site Facilities</p> <p>Laundry Facilities</p> <p>(a) All apartments are to be provided with internal laundry facilities & internal drying facilities.</p>	<p>Each boarding room will have its own laundry facilities.</p>

The Hills DCP 2012	Comments
<p>(b) Not applicable.</p> <p>Waste & recycling bins</p> <p>Waste management requirements in accordance with Part B Section 5 – Residential Flat Buildings.</p> <p>Waste Management Planning</p> <p>Waste Management Plan</p> <p>Mail Boxes</p> <p>(a) Mail boxes incorporated into front fences, landscaped areas or integrated with individual building entry design.</p> <p>(b) Mail boxes close to pedestrian entrance.</p> <p>(c) Location of mail boxes confirmed with Australia Post.</p>	<p>Complies, refer to architectural plans.</p> <p>A WMP accompanies the application, which addresses these issues.</p> <p>Complies, refer to the plans.</p>
<p>4.33. Ecologically Sustainable Development</p> <p>(a) Summary of the action to achieve these objectives.</p> <p>(b) Not applicable.</p>	<p>The local community will be invited by Council to make submissions on the proposed development.</p> <p>A Stormwater Management Plan accompanies the application & provides information on managing the quality & quantity of stormwater discharge.</p> <p>The extent of landscaping on the site will be increased in conjunction with the development as well as the provision of street tree planting.</p> <p>The proposed building will be built in accordance with the requirements of BASIX.</p> <p>A Waste Management Plan accompanies the application & provides information on minimising waste.</p> <p>The proposed development is designed to maintain the local amenity by being a transition from low density to high density residential on the boundary between the R2 & R4 zone.</p>

The Hills DCP 2012	Comments
	<p>Spaces accessible to the public but without passive surveillance have been avoided.</p> <p>The site is located in an area with good public transport access.</p>
<p>4.34. BASIX</p> <p>Demonstrate meeting the BASIX targets.</p>	<p>A BASIX certificate accompanies the application.</p>
<p>4.35. Access, safety & security</p> <p>(a) Stairs & ramps. Refer to as 1428.1 – 1988 design for access & mobility & supplementary as 1428.2 – 1992.</p> <p>(b) Access to dwellings is direct & without unnecessary barriers.</p> <p>(c) Address council’s “safer by design guidelines” (2002).</p> <p>(d) Private areas in a development are to be clearly recognisable.</p>	<p>An Accessibility report accompanies the application.</p> <p>There will be a clear delineation between private & public area by fencing between the proposed building & the side fences.</p> <p>Access to the building will be via card-controlled access at the front & via the basement car parking area. The front access will be clearly defined.</p> <p>The proposed building addresses both street frontages provide observation of communal open space around the building.</p> <p>There will be a clear delineation between private & public area by fencing between the proposed building & the side fences.</p> <p>The southern side of the building will be restricted by a gate to avoid non-residents from entering the rear areas of the site.</p>
<p>4.36. Visual & Acoustic Privacy</p> <p>(a) Minimise direct overlooking of main internal living areas & private open space of dwellings both within & of adjoining</p>	<p>Landscaping avoids overlooking of adjoining properties.</p>

The Hills DCP 2012	Comments
<p>development through building design, window locations & sizes, landscaping & screening devices.</p> <p>(b) Consider location of potential noise sources & provide appropriate measures to protect acoustic privacy.</p> <p>(c) Location of the plant & equipment designed so that the noise does not exceed background noise level.</p> <p>(d) Not applicable.</p> <p>(e) Air conditioners located a minimum of 3m from any property boundary & not exceed 5dB(A) above background noise level.</p> <p>(f) Private areas are to be clearly recognisable.</p>	Air conditioning units are provided on the southern side of the building in a secure location.
<p>4.37. Geotechnical</p> <p>(a) Submit a geotechnical appraisal report.</p> <p>(b) Soil movement or slip will not affect the proposed development & outline recommendations to ameliorate any geotechnical impacts.</p>	A geotechnical appraisal report accompanies the application.
4.38. Undergrounding of Existing Power Lines	Not applicable.
4.39. Developer Contributions	A condition of consent.
4.40. Development Near Rail Corridors	Not applicable.

4.13 Potential Impacts – Section 4.15 (1) (b)

The following section will consider the likely impacts of the development that includes environmental impacts on both the natural & built environments & social & economic impacts in the locality.

Potential impact	Comments
Natural environment	It is considered that the proposal will not adversely impact on the natural environment.
Scenic quality of the area	The scenic quality of the locality would be protected & embellished by the development. The proposed building provides a transition from the future residential flat buildings & the low-density residential areas to the north of Moseley Street & west of Jenkins Road. The bulk, scale, height, materials, textures & colours of the proposal have been carefully designed so that when viewed from other parts of the area the development will not be a dominant feature. It is considered that any scenic quality of the area will not be adversely affected by this development proposal & is consistent with the existing & likely future character of the area.
Natural hazards	The site is not in an area recognised by Council as being subject to bush fire, flooding, subsidence or slip. In addition, it is considered that the proposal will not create a hazard or risk to adjoining properties.
Water & air quality	The proposed development due to its nature, scale & careful design is not likely to cause pollution or siltation of any nearby waterway, nor will it generate any liquid

Potential impact	Comments
	waste, odour or fumes. The proposal is therefore not likely to have an adverse impact in terms of air or water quality.
Flora & fauna	In view of the nature, scale & careful design of the development, it is considered that no adverse impact in terms of flora & fauna will result from the proposed development. It is considered that the proposed development will have a positive impact with regard to flora & fauna through the provision of landscaping & the use of native species.
Soil & water management	The proposed development will not adversely affect the quality of soil on the site & adjoining properties. Best management practices will be implemented to control runoff & soil erosion & to trap sediment in order to maintain satisfactory water quality in downstream areas. The discharge of water to adjoining lands is to be minimised. A qualified consultant has prepared drainage & soil erosion control details for the proposed development.
Compatibility with adjoining development	<p>The proposed building is consistent with expected scale of residential flat buildings on the adjoining properties. Being on a single existing corner allotment, the scale of the building will present as a transition from the low-density residential areas to the north & west of the R4 High-Density zone.</p> <p>The proposed design will complement the likely future character of the surrounding area in terms of its height, bulk, scale, building form, roof design, materials, textures & colours. The proposed development, due to its design will not adversely impact on the amenity of the area, nor will it imitate the architecture of nearby development. However, it will promote a design that is modern & contributes to the character of the surrounding area. Whilst the proposed development is of a high standard of architectural merit & design, it will provide a sympathetic treatment, which acknowledges likely future development in the area.</p>
Neighbourhood amenity	The impact of the proposal on the existing & likely future amenity of the area has been assessed under the headings of shadows, privacy, lighting, noise, dust & wind. A shadow diagram for 22 June accompanies this application.
Parking & traffic impact	Sufficient car parking is provided & will not have an adverse impact on traffic in the locality.
Technological hazards	It is unlikely that there will be any risks to people, property & to the biophysical environment from commercial, industrial, technological hazards & land contamination.
Public domain	The proposed development will provide a positive impact to the public domain. High quality design & finishes will be evident from the ground level through to the upper levels of the building. In addition, any street tree selection & paving to Council's specification will be provided along the street frontage of the site. All works associated with the development would be contained entirely within the site & will not impact on the public domain.
Cumulative impacts	It is considered unlikely that there will be any adverse cumulative impacts as a result of the proposed development, given that the proposal is consistent with the

Potential impact	Comments
	objectives of the R4 High Density Residential Zone in Parramatta (former The Hills) LEP 2012.
Impacts during construction	A qualified consultant has prepared environmental Site Management details & plans during the excavation & construction stages for the proposed development. Refer to details & plans attached with the DA. All necessary precautions will be taken during construction to ensure that works are carried out safely. The hours of construction work will be limited to normal working hours to avoid loss of amenity to surrounding properties.
Social & economic impacts in the locality	<p>It is considered that the proposed development will have a positive effect on the social & economic environment of the area. Recent social change that has had an impact on housing includes increased rates of female participation in the workforce, later marriage & childbearing & increasing divorce & separation rates. This relates to an increase in smaller, non-traditional, non-nuclear households including single persons & couples without children, single-parent families, the elderly & divorcees. This would translate into a demand for reductions in dwelling size & an increase in diversity of the housing stock, including more dense dwelling types that offer good security, lower maintenance & a compatible social environment.</p> <p>The increased use of multi-unit housing forms in established areas contributes to more efficient land use & servicing & potentially to lower housing costs. Also, the development would provide employment opportunities during & after the construction stage. The proposed development would add to the level of retail spending in the Carlingford Town Centre. The development would contribute to the wider choice of housing within the area. It would provide the opportunity for a person/s to live & work in the area & the development will create a high-quality living environment.</p>
<u>Social locality</u>	
Scale & nature	The proposed development is a relatively small project on a suburban block of land. It is within the permitted floor space ratio of the site. It does not require substantial augmentation of public infrastructure.
People impacted	The proposed development will not adversely impact on the social, cultural & demographic characteristics of the locality.
Impact on vulnerable or marginalised people	The proposed development will assist in providing accommodation for such people.
Built or natural features	The proposed development will have minimal on existing built & natural features of the locality. It will not have an adverse impact on the local character or sense of place.
Social, cultural & demographic trends	The proposed development will respond to rental affordability trends by providing affordable rental accommodation in an attractive residential environment.

Potential impact	Comments
History of the proposed project	The proposed development will be exhibited for public comment from people in the locality once it is lodged with Council.
<u>Social impacts</u>	
Way of life	<p>Due to its small scale, the proposed development will not impact on how nearby residents will live, get around, how they work, how they play & how they interact each day.</p> <p>Future occupants of the proposed development will have access to nearby public transport or use a car if they have one to access work, shopping & recreation. Its design will facilitate occupants to interact within the development.</p>
Community	<p>Due to its small scale, the proposed development will not adversely impact on how nearby residents experience cohesion, character & people's sense of place.</p> <p>The proposed development will facilitate occupants to experience a sense of cohesion within the development & possibly with surrounding residents.</p>
Accessibility	<p>Due to its small scale, the proposed development will not adversely impact on the accessibility of residents in the locality.</p> <p>Future occupants of the proposed development will have access to nearby public transport or use a car if they have one to access work, shopping & recreation.</p>
Culture	The proposed development will have minimal impact on the culture of the locality.
Health & wellbeing	<p>The proposed development is unlikely to impact on the physical & mental health of residents in the locality.</p> <p>Future occupants of the proposed development will have access to more affordable rental accommodation, which will help reduce social exclusion & psychological stress resulting from financial or other pressures.</p>
Surroundings	<p>The impact of the proposed development on ecosystem services such as shade, pollution control, & erosion control, public safety & security, access to & use of the natural & built environment, aesthetic value & amenity are addressed elsewhere in the Statement of Environmental Effects.</p> <p>Future occupants will enjoy the surroundings including communal open space within the development & communal internal areas.</p>
Livelihoods	<p>The proposed development is unlikely to have any impact on nearby residents to sustain themselves through employment or business or to experience adverse financial impact.</p> <p>Future occupants of the proposed development will have improved capacity to sustain themselves through employment by having access to more affordable rental housing.</p>
Decision-making systems	The proposed development will have a Plan of Management that will provide a complaint mechanism for nearby residents if they feel that they are experiencing any adverse impact from the proposed boarding house.

Potential impact	Comments
	Future occupants of the proposed development will also have access to a complaint mechanism if they feel that they are experiencing any adverse impact within the proposed boarding house.

4.14 Suitability of the Site for the Development – Section 4.15 (1) (c)

The R2 Low-Density Residential zoning of the subject site permits boarding houses. There are no significant reasons such as topography, configuration of the site, vegetation, flooding, contamination or the like, for which the site would be considered unsuitable for the proposed development. The site is of sufficient size & dimensions to accommodate the proposed boarding house. It is considered that the proposed development due to its high-quality design, bulk, scale, height will easily ‘fit’ within the existing & likely future character of the area.

The site is reasonably well served by public transport within easy walking distance & is located in reasonable proximity to various services such as shops. As the site is located within an established area, all utility services are available to the site & the proposed development will not adversely infringe on these services, it is considered that the proposed development is suitable for the site & will not adversely impact on the overall environment of the locality.

4.15 Submissions made in accordance with this Act or the Regulations – Section 4.15 (1) (d)

These can be considered by Council after notification of the development application has taken place.

4.16 The Public Interest - Section 4.15 (1) (e)

The public interest is well served by the proposed development. In view of the careful design, nature & scale of the development it is considered that the health & safety of the public will not be affected.

In addition, the proposed development is not inconsistent with any Federal, State or local plans or policies.

5. Conclusion

The proposed development has been assessed in accordance with Section 4.15 of the Environmental Planning & Assessment Act, 1979 (as amended) & relevant State & Council planning controls.

It is a permissible form of development within the R2 Low-Density Residential zone & satisfies Council's relevant planning standards & controls. The proposed development satisfies the Objectives of the Environmental Planning & Assessment Act, 1979, the Aims of the Parramatta (former The Hills) LEP 2012 & the Objectives of the R4 High Density Residential zone. The proposed development conforms to State Environmental Planning Policy (Affordable Rental Housing) 2009. It is considered that all relevant planning matters have been taken into consideration in the preparation of this proposal.

It will provide a high-quality modern design, which will ensure its positive impact on the streetscape of Jenkins Road & Moseley Street. The proposed development will assist with the improvement of the streetscape by providing a high-quality contemporary building that will contribute to improving the value of property on the street. All utility services are available to the site & the proposed development. Overall, the subject site is well serviced by existing infrastructure.

It is considered that the proposed development will have a positive effect on the social & economic environment of the area. The increased use of multi-unit housing forms through density infill in the right locations in established areas, contributes to more efficient land use & servicing & potentially to lower housing costs. The development would provide employment opportunities during & after the construction stage. Also, the proposal will generate an increase in residential population, which in turn will support the functions of the Carlingford Town Centre.

In view of the nature & location of the proposed development it is considered that the proposal will encourage economic growth & employment opportunities in the area. The proposed development will provide an appropriate mix of housing in the area & it will contribute to the wider choice of housing within the Parramatta Local Government Area. The development will provide the opportunity for a person/s to live & work in the area & the development will create a good living environment.

The proposed development will not adversely impact on the amenity of the surrounding area. It will provide a high-quality development reinforcing the functions of the streetscape & the proposed development will have a positive effect on the social & economic environment of the area.

Council is requested to consider the benefits of the proposed development & therefore should approve the Development Application.

6. Appendix 1 Character Assessment

Relationship of the proposed development to the character of Jenkins Road & Moseley Street, Carlingford

Elements of character	Comments
<p>Topography</p> <p>The land in the immediate locality rises east toward the ridge on which is located Pennant Hills Road through Carlingford Centre & generally rises north along Jenkins Road toward North Rocks Road. The land declines westward towards Hunts Creek & south toward Pennant Hills Road as it links to Parramatta to the southwest.</p> <p>The site itself rises along Moseley Street with the highest part of the site being the north eastern corner. The south west part of the site is the lowest part.</p> <p>The following photos show the hilly terrain of the area.</p>  <p>Looking south along Jenkins Road toward the future Carlingford Light Rail station</p>  <p>Looking north along Jenkins Road</p>	<p>The site generally drains to the south western corner fronting Jenkins Road & does not require any drainage easements over adjoining properties.</p> <p>Moseley Street drops in elevation as it approaches the traffic signals at Jenkins Road.</p> <p>The southbound departure from the traffic signals on Jenkins Road drops in elevation from Moseley Street.</p> <p>On the streets there are views in some directions for a considerable distance.</p>



Looking west along Moseley Street



Looking east along Moseley Street

Road network

The major road in the Carlingford area is Pennant Hills Road, which follows a ridge line from Parramatta to Hornsby. To the east of Carlingford there is Carlingford Road linking east directly to Epping & Marsden Road linking south to Ermington.

To the north of the locality, North Rocks Road links from Pennant Hills Road to North Rocks & Baulkham Hills.

While there are local links in the locality there are no major links to other suburbs.

The broader local street network involves long rectilinear streets with such as Jenkins Road & Moseley Street & which do not necessarily follow the topography, which results in the major local streets going up & down the topography. There are footpaths along Moseley Street & Jenkins Road, which assist pedestrians travelling to Carlingford Centre & the future Carlingford Light Rail Station.

The local streets are less rectilinear and less permeable for cars and pedestrians. They are also narrower.

The subject site is located at the intersection of Moseley Street and Jenkins Road. This would provide direct and easy access to find access to the surrounding area, including Carlingford Centre and the future light rail station.

The draft contributions plan for Parramatta envisages some traffic calming & access works such as roundabouts & pedestrian refuges in streets such as Moseley Street & on Jenkins Road that will help avoid speeding traffic on these straight roads.

Traffic signals are also proposed at Pennant Hills Road & Moseley Street, which will facilitate access to & from the subject site & assist with pedestrian access to Carlingford Court.

Street

Jenkins Road is paved with a carriageway of about 12 m & an overall width of 20 m boundary to boundary. There is a marked centre line on the street. There is a 1 m wide paved footpath on both sides of the street.

There is a no stopping zone on Jenkins Road immediately in front to the subject site as well as a no parking restriction further south along Jenkins Road past several dwelling houses.

There are electric light poles along both sides of Jenkins Road. The poles also carry electric transmission wires at a higher level.

Moseley Street is paved with a carriageway of about 9 m & an overall width of 20 m boundary to boundary with a speed limit of 50 km/h. There is a marked centre line on the street, west of Jenkins Road. There is a 1 m wide paved footpath on the northern (opposite) side of the street.

There is a no stopping zone on Moseley Street immediately in front to the subject site as well as a no parking restriction further east along Moseley Street.

There are electric light poles along the southern side of Moseley Street, with a pole located adjacent to the rear boundary of the subject site.

There is a 3-tonne load limit on Jenkins Road & Moseley Street, which minimises truck moving through these streets and their impact of noise at the traffic signals in front of the subject site.

There is usually a clear distinction between the public domain & private land.

The previous photos show the street character.

The draft contributions plan envisages both Jenkins Road & Moseley Street as part being of the Principal Pedestrian Network & for future cycleway links around the Carlingford Centre.

The footpath area will be developed in accordance with Council's Public Domain Guidelines. This will involve provision of street trees, footpath to match the nearby footpath, provision of grass & making good the existing kerb.

The proposed development will not compromise the proposed vision for these streets.

Buildings

The immediate area is generally characterised by dwelling houses. Closer to Carlingford there are a mixture of dwelling houses, older multi-dwelling housing developments & some new residential flat buildings.

Council's vision for the local area is outlined in the DCP as follows.

The northern end of the Precinct will comprise lower scale residential flat buildings interspersed with existing multi-unit developments.

The site is at the north western end of the northern precinct around the Carlingford Centre. On 3 sides it will face land zoned for & currently occupied by low density residential development. The proposed development will form a gateway to the precinct, which will over time be identified as a high-density precinct. It will form a transition from the lower density residential development to the north & west of the

The built form of development will reflect a transition of scale between the larger residential flat buildings concentrated around the train station in the south of the Precinct & the smaller scale residential flat buildings proposed in the land north of Post Office Street.

Street setbacks are to complement the proposed garden setting in contrast to the strong street edge, activated urban village character of development closer to the train station.

Additional streets are proposed to complement this relationship of buildings to the public domain & establish a finer grained street hierarchy & built form. Private & communal open space within developments is encouraged to visually compliment the public realm & where feasible, allow some public access.



Overview of vision for Carlingford

precinct to the higher density residential development around the Carlingford Centre.

Driveways

Each dwelling house in Jenkins Road & Moseley Street have a single driveway onto the street.

The proposed development will involve a new driveway access from Moseley Street, replacing the existing driveway on Jenkins Road. This will avoid locating the new driveway on the busier road being Jenkins Road.

Tree canopy & landscaping

Many individual dwelling houses have landscaping within their properties. Some include native trees. There is a general lack of street trees in the immediate area on the

Landscaping is proposed at the front of the site up to the front boundary to clearly distinguish the private land from

long streets such as Jenkins Road & Moseley Street. The side streets have more street vegetation.	the public domain. No front fence is proposed.
<p>Heritage & culture</p> <p>There are no heritage items or conservation areas in the immediate vicinity of the site. This reflects that the area was settled in more recent years.</p>	The proposed building will be consistent with the vision for the scale of buildings at the northern end of the precinct for the development around the Carlingford Centre. Being setback substantially from both frontages reduces the scale impact on the environment of Jenkins Road & Moseley Street.
<p>Safety</p> <p>Jenkins Road & Moseley Street are generally well-lit straight streets & have paved footpaths linking the site to Carlingford Court & the future Carlingford Light Rail Station. Wayfinding is generally easy. There is passive surveillance from the residential development in the street.</p> <p>There is a clear distinction between the public domain of the street with private residential development.</p>	The proposed development will provide passive surveillance of the street having windows from boarding house rooms facing the street & the rear common open space area. There will be a clear distinction between the public street & the site of the proposed boarding house.
<p>Public transport</p> <p>The bus stops in Jenkins Road are within 50m of a bus stop that links Epping to Parramatta via Carlingford Court & the future Carlingford Light Rail station. There are traffic signals that allow easy access across Jenkins Road to the north bound bus stop. Access to these bus stops is via paved footpaths.</p>	The proposed development will take advantage of the proximity of the site to the local bus stops. The site is also about 700m walking distance to the future Carlingford light rail station along a well-defined path.
<p>Leisure</p> <p>The nearest park is Harold West Reserve, which is 300m east of the subject site & has a playing field & an outdoor gym.</p> <p>There are number of smaller parks to the south east, which don't require crossing a busy road. There is a large passive park to the north west which follows Hunts Creek.</p> <p>There are indoor recreation centres in the nearby shopping centre. Higher order recreation facilities would be accessible by car or public transport.</p>	The occupants of the proposed development are likely to take advantage of these facilities.
<p>Public space</p> <p>The most immediate public space is the public streets that the site fronts. There footpaths but not much tree planting.</p>	These are significantly large parks that are within walking distance of the proposed development. They are

<p>The nearest public space is Harold West Reserve. As mentioned above there are a number of smaller parks to the south, which are evolving as high-density residential development takes place near the future Carlingford Light Rail station.</p>	<p>accessed along direct routes that are well lit at night & are paved.</p>
<p>Comfort</p> <p>The surrounding streets are well lit. However, the main pedestrian street links to Carlingford Court & to the future Carlingford Light Rail station do not have much tree cover.</p> <p>Urban heat island is not as significant in this location as other areas in Sydney. There are large backyards, which are substantial tree planting.</p>	<p>The proposed development will assist in maintaining the existing tree cover in the locality.</p> <p>Car parking will be provided in a basement, which free up a substantial area at the front & rear for landscaped open space.</p>
<p>Local economy</p> <p>The local area is largely a residential commuter area.</p>	<p>The proposed development is consistent with the residential environment of the local area. The occupants of the proposed development will contribute to the economy of the nearby centres.</p>