

Detailed information about proposal and DA submission material

1 The proposal

- 1.1 The Development Application (DA) has been lodged by Merhis Blacktown Pty Ltd for the following works at 26 Second Avenue, Blacktown:
- Construction of a 22 storey mixed use development
 - The ground level consists of a 55 square metres retail tenancy with direct frontage to the footpath, residential lobby, services, an access driveway and a loading bay towards the rear of the site with provision for a turntable for the use of residents and waste collection
 - Level 1 consists of a 98 square metres commercial tenancy, a recreation space/room and outdoor terrace for the use of residents
 - Levels 2 to 21 consist of 90 residential apartments
 - 5 basement car parking levels with access via Second Avenue along the northern boundary of the site. 103 car parking spaces are provided in the basement comprising 86 residential spaces, 13 resident visitor spaces, 2 retail car parking spaces and 2 commercial car parking spaces
 - Communal open space areas on Level 1 (indoor and outdoor) and the rooftop
 - Stormwater drainage works
 - Landscaping.
- 1.2 The proposal has an FSR of 8:1, which is compliant with the maximum FSR of 8.5:1 permissible on the site under BLEP 2015.
- 1.3 The majority of the roofline has a building height of 71.65 metres and satisfies the maximum building height of 72 metres under BLEP 2015. Due to the existing slope of the land towards the south of the site, the southern portion of the roofline has a building height of 72.35 metres, and exceeds the maximum building height under the BLEP 2015 by 350 mm.
- 1.4 The proposal also comprises a rooftop communal open space area with shading structures, a lift overrun and access stairs, which have a building height of up to 76 metres. These rooftop structures exceed the maximum building height of the development of 72 metres under the BLEP 2015 by 4 metres.
- 1.5 The ground level is generally a zero setback to the front (northern) boundary. The Level 1 front setback ranges from 6.5 metres to 9.5 metres. Levels 2 to 21 have a 1.5 metres front setback. These setbacks create a comfortable street scale and are in keeping with the desired future character of this CBD precinct. The setbacks and external steel structures provide articulation and an interesting appearance.
- 1.6 To the western (side) boundary the ground level has a zero setback, and the core of the building for Levels 1 to 21 and also the roof level have a zero setback. The northern and southern wings of Levels 1 to 21 have a 3 metres setback to the corridor and a 4.7 metres setback to the blank walls of the apartments.

- 1.7 To the eastern (side) setback, the ground level has a zero setback with a 300 mm to 500 mm setback for landscaping and the façade's external column structures. Level 1 has a 2 metres setback. The setback to Levels 2 to 21 gradually increases, and is 2.88 metres for Level 2, 3.6 metres for Level 3 and 4.5 metres for Levels 4 to 21.
- 1.8 To the south (rear), the ground level setback is at least 300 mm, and for Levels 1 to 21 the setback is 6 metres.
- 1.9 The apartment mix consists of 30 x 1 bedroom apartments (33 %) and 60 x 2 bedroom apartments (67 %).
- 1.10 The communal open space areas include an indoor recreation space on Level 1 and an outdoor terrace on Level 1 with seating and a playground area comprising a timber decked area for an open deck or sandpit. This area also comprises feature landscaping, including a green wall along the eastern side of the building. A communal open space area is also provided on the rooftop, with seating areas, lawn areas with raised perimeter seating and facilities. The rooftop area is broken up by planters, green walls and a trellis with vines growing over for shade. Lift and stair access is provided to the communal open space areas.
- 1.11 All apartments feature generously sized balconies with direct access from the living area and each bedroom. The balcony balustrades of the apartments on Levels 2 and 3 are solid and have planters for privacy.
- 1.12 Landscaping plans indicate a selection of trees, shrubs, groundcovers, vines and climbers and green walls, including Australian native plants. Deep soil areas for tree planting are provided at the south-eastern and south-western corners of the site.
- 1.13 9 adaptable dwellings are provided, being 10% of the apartments.
- 1.14 The proposal presents a contemporary architectural style with careful consideration of the constraints of the site and surrounding properties. The building is orientated to address the narrow street frontage, and incorporates steel structures painted in dark grey, white and yellow to create the appearance of an 'exo skeleton', to create an interesting and cohesive pattern on the façade of the building.
- 1.15 This design approach is effective in creating recessions and projections in the appearance of the development, and complements the other external building materials, including concrete balustrades painted in white, modular framed façade panels in grey and silver, glazing, metal screening for a landscaped wall trellis, and precast concrete panels in brown and grey.
- 1.16 The western side of the building has been designed to respond to the adjoining mixed use building which is currently under construction at 28 Second Avenue. This is achieved by siting the building and orientating the floorplan layout so as to avoid any direct lines of sight from the habitable rooms within this development to the adjoining development.
- 1.17 The design complements other development in the immediate area which are recently approved and/or currently under construction. The development assists with setting a high quality standard for the transitioning character of the Blacktown Central Business District, its locality and creates a desirable streetscape.
- 1.18 A Design Verification Statement prepared by registered architect Bruce Wolfe of Conrad Gargett Pty Ltd Architects has been prepared for the development, in accordance with the requirements of SEPP 65.

2 Traffic and parking

- 2.1 The application is accompanied by a Traffic and Parking Impact Assessment prepared by ML Traffic Engineers. The report provides a traffic impact assessment that includes a review of the surrounding road network, public parking opportunities, existing traffic controls, existing traffic volumes, intersection assessment and public transport. The assessment considers the proposal's parking requirements and concludes that the proposed provision of car parking is sufficient to minimise parking overspill into public areas, in particular given the ease of access to public transport.
- 2.2 The assessment identifies that the development is a moderate trip generator for the weekday morning and afternoon peak hours and concludes that the additional trips can be accommodated at the nearby intersections and road network without noticeably affecting intersection performance, delays or queues.

3 Noise

- 3.1 This DA is required to demonstrate the proposed development will satisfy the requirements of State Environmental Planning Policy (Infrastructure) 2007 and *Development near Railway Corridors and Busy Roads – Interim Guidelines*. The application is accompanied by a DA Stage Environmental Noise Assessment prepared by Koikas Acoustics Pty Ltd, which includes recommendations for the installation of acoustic treatments to protect against noise intrusion to future occupants of the building from road traffic, mechanical plant noise and inter-tenancy noise transmission between adjoining units.

4 Contamination

- 4.1 The application is accompanied by a Stage 2 Environmental Site Assessment prepared by Environmental Investigation Services. This assessment included soil samples due to fill material being identified on site, including asbestos. The assessment concludes that the site can be made suitable for the proposed development subject to the preparation of an Asbestos Management Plan for the site prior to excavation. The assessment also recommends that, following removal of the fill material, additional tests of the underlying natural soil / bedrock need to confirm that it is classified as virgin excavated natural material.

5 Stormwater and Flooding

- 5.1 The existing contours of the immediate area of the site have the potential to result in main stream flooding to the west of the site. In large storm events, stormwater flows could travel through the site from the street. This application is accompanied by a Flood Study prepared by Optimal Stormwater Pty Ltd, which considers the capacity of the underground stormwater pipe within Second Avenue, the overland flow on Second Avenue and the potential flooding impact on this site. The flood modelling completed within this study concludes that the estimated 100 year flood level adjacent to the site in Second Avenue is 52.66 Australian Height Datum (AHD). In accordance with the Blacktown City Council's Engineering Guide for Development 2005, the ridge level of the basement driveway is to be 300 mm above this flood level, being at least 52.96 AHD to protect the basement carpark from flooding. The proposed ridge level of the basement driveway is 52.96 AHD, which satisfies this minimum requirement.

6 Pipeline infrastructure

- 6.1 Pipeline infrastructure is located underneath Second Avenue. The owner and operator of this pipeline, Caltex Australia Petroleum Pty Ltd, has advised that the pipeline carries gasoline, diesel and jet fuel. Caltex has not raised any objection to this application and recommends that, prior to the commencement of works on site, a Safety Management Study (SMS) is to be carried out in consultation with Caltex and must be conducted to comply with AS 2885 'Pipelines – Gas and Liquid Petroleum' and the Pipelines Regulation. Any recommendations from this Study are to be incorporated into the design of this development.
- 6.2 The applicant was requested to provide the SMS at DA stage, however the applicant has objected to this as some of the information required to complete the SMS, especially that related to detailed construction methodology and detailed design, is not fully available at DA stage. Given Caltex has confirmed that the SMS can be completed in the Construction Certificate stage prior to construction commencing, the applicant has requested that a condition of consent is imposed to this effect.