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## Detailed information about proposal and DA submission material

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### 1 The proposal

- 1.1 The Development Application (DA) was lodged by Sutherland and Associates Planning Pty Ltd for the following works:
- Subdivision to create a development lot and a lot for the new public roads.
  - Construction of 9 residential flat buildings within a single new street block. Some buildings are adjoining and therefore appear as 7 separate building forms. The residential flat buildings are a mix of 4 and 5 storeys in height.
  - The total number of apartments is 332, comprising 1 x studio apartment, 38 x 1 bedroom apartments, 274 x 2 bedroom apartments, 18 x 3 bedroom apartments and 1 x 4 bedroom apartment. This includes 69 split level apartments at the lower ground level, ground level and Level 1.
  - Construction of a neighbourhood shop within Building D along the frontage to the new eastern road.
  - Construction of 2 basement levels with vehicular access via 2 driveways to the south of the site, waste service facilities, a total of 471 car parking spaces (comprising 401 resident spaces, 66 visitor spaces and 4 retail spaces) and bicycle and motorcycle car parking spaces.
  - New half-width public roads at the perimeter of the site, including a shared pedestrian and cycle path along the western boundary (Terry Road).
  - Stormwater works.
  - Site landscaping including public, communal and private open spaces and associated fencing.
- 1.2 The buildings are all setback 6 m from the street, with building articulation created by projecting balconies with a setback of 4.5 m on all levels. Separate pedestrian street access is provided to each of the residential flat buildings' ground floor lobbies.
- 1.3 A loading area is provided within the basement adjacent to the garbage bin room, for the use of waste services trucks and residents.
- 1.4 A total of 4 internal communal open space areas are provided on the site in the form of internal courtyards. These areas include a range of hard and soft landscaping features, BBQ facilities with tables and seating, pathways, turfed areas, tree shaded areas.
- 1.5 Suitably sized private open space areas are provided for the ground floor apartments, both around the perimeter of the site in the boundary setbacks and adjacent to the internal communal open spaces. 30 apartments have access to their rooftop which can also be utilised as a private open space area.
- 1.6 42 apartments have a split level design, with their lower level below the adjoining ground levels. This includes 27 apartments along the northern portion of the development which have lower levels and courtyards which are up to 3 m below the new public domain level, being 8 % of the total apartments. Direct access is provided from the public domain level via an access bridge to each apartment. 15 apartments within Buildings E and F which are located adjoining the internal courtyards also have lower levels and courtyards which are up

to 1.5 m below the new communal courtyard level, this being 5 % of the total apartments. All other apartments have courtyards or balconies above ground level, being 290 apartments. Detailed consideration of these lower apartments is provided in Section 8 of the Assessment Report and Attachments 7 and 8.

- 1.7 Landscaping plans indicate a selection of trees, shrubs and groundcovers, including Australian native plants. Deep soil areas for tree planting are provided on the site boundaries and in central locations on each development parcel. Trees are located both within the community open space areas and along the roads.
- 1.8 The applicant proposes that 33 (10%) apartments are adaptable.
- 1.9 The applicant has submitted a Traffic Impact Assessment Report prepared by Ason Group. The report provides a traffic impact assessment that includes a review of the surrounding road hierarchy, existing traffic controls, impacts of the projected traffic generation from the development on the capacity of the surrounding road network and the parking and loading arrangement. The assessment also considers the staggered intersections which occur as a result of the Indicative Layout Plan and concludes that the minimum distances for these staggered intersections are met and are considered to satisfy the accepted standard practice, and are therefore deemed appropriate.
- 1.10 The application includes a Due Diligence Aboriginal Heritage Assessment which concludes that the proposed works can proceed with caution, with no further Aboriginal archaeological investigation, assessment or mitigation measures being necessary.
- 1.11 The application includes an Acoustic Report prepared by Wood & Grieve Engineers, dated 5 December 2016 which considers noise intrusion from vehicle movements on Terry Road and Windsor Road, noise emissions from mechanical plant to the surrounding receivers, traffic generation noise for residents on Terry Road from the increased number of vehicles and construction noise. The report provides recommendations including construction treatment and design requirements to satisfy the relevant noise criteria.