

Detailed information about proposal and DA submission material

1 The proposal

- 1.1 A development application (DA) has been lodged by Urban Link Pty Ltd on behalf of Civic Properties Group P/L for the demolition of the existing dwellings and structures, and construction of a part 6 storey and part 7 storey residential flat building.
- 1.2 The original design included 98 units. Since lodgement of the DA, however, the proposed development has been amended to 97 units. The unit mix includes 10 x 1 bedroom units, 77 x 2 bedroom units and 10 x 3 bedroom units. A minimum of 10 of the units will be adaptable.
- 1.3 The plans were amended to address concerns with the building separation at the 5th storey and with other encroachments into the side and rear setback areas. The original proposal provided a 6 m side setback at the 5th storey, instead of the required 9 m side setback. The provision of an increased setback has resulted in the deletion of 1 unit.
- 1.4 The revised development generally complies with the setback requirements, except for some minor point encroachments and a large balcony on the front corner of the building. Subject to suitable screen planting being provided within the balcony planter box, it is considered that the encroaching balcony is unlikely to impact on the privacy of the existing or any future neighbours. This issue is discussed in detail in section 8 of the report.
- 1.5 A single, large access foyer has been provided from the George Street frontage. Access to the other 2 lift lobbies is provided via this centralised access point. The development also includes a 7 storey element (being 3 units at the lower ground level) at the rear of the site. The 3 lower ground units have direct access to a level outdoor courtyard area, have a north orientation and will be provided with a high level of amenity.
- 1.6 The ground floor apartments fronting George Street are elevated approximately 1 m to 1.5 m above the adjacent ground level. A change in level from the footpath to a ground floor apartment is promoted by the Apartment Design Guide (ADG), as it enhances privacy while allowing surveillance of the public domain. Appropriate landscaping and building materials, however, are required to soften the building edge. The schedule of finishes and photomontage indicate that the elevated section will be constructed from face brick. The front setback will also be extensively landscaped. These matters will be addressed as conditions of consent.
- 1.7 The development provides 1,000 sqm of common open space at the ground level and 1,097 sqm at the rooftop level. The open space areas will be embellished with seating, pergolas, BBQ facilities, planter boxes and the like. Landscaped areas with deep soil tree planting will also be located at the ground level. The landscape concept plans are included at **Attachment 5**.
- 1.8 The development proposes the removal of 11 trees, including 1 from within the road reserve. Replacement street trees will be required as a condition of consent. The 3 Grey Box Eucalyptus trees located adjacent to the rear boundary will not be impacted by the development footprint and have been recommended for retention. A tree management plan will be prepared for these 3 trees and the 3 street trees which will also be retained. Suitable conditions will be imposed on the consent to address these matters.
- 1.9 The building has been architecturally designed by a registered architect and is supported by a design verification statement in accordance with the requirements of State Environmental Planning Policy (SEPP) No. 65. The external building materials include a mix of brick, alucobond and timber-like panelling, rendered and painted finishes, and glass balustrades.

The varied finishes will break up the built form and provide visual interest and variety to the façade of the building. A copy of the development plans, including a photomontage, is included at **Attachment 5**.

2 Parking

2.1 Following is a summary of the car parking requirements that apply to the development.

	Residential (10 x 1 bed, 77 x 2 bed and 10 x 3 bed)	Visitor parking (for 97 units)	TOTAL Required
Requirement under Council's DCP	1 space per 1 or 2 bed unit 2 spaces per 3 bed unit = 107 spaces	1 space per 2.5 units = 39 spaces	146
Requirement under the RMS Guide	0.6 spaces per 1 bed 0.9 spaces per 2 bed 1.4 spaces per 3 bed = 90 spaces	1 space per 5 units = 20 spaces	110

2.2 A total of 127 basement car parking spaces, including 104 resident spaces and 23 visitor spaces, are proposed across 2 levels. This is a surplus of 17 spaces under the RMS Guide. A minimum of 11 of the car spaces will be designated as accessible. In addition to the car parking spaces, the development also provides 7 motorbike spaces and 25 bicycle spaces. Vehicular access to the site is proposed from a single driveway off George Street.

3 Traffic

- 3.1 A Traffic Report, prepared by Thompson Stanbury Associates, has been submitted as part of the DA. The traffic assessment has calculated the likely traffic generation from the proposed development and has assessed the ability of the surrounding road network to accommodate this additional traffic.
- 3.2 Based on the Roads and Maritime Services (RMS), in their *Guide to Traffic Generating Developments* (2002) traffic generation rates, the proposed development is expected to generate approximately 148 daily vehicle trips, with approximately 19 vehicle trips in the AM peak and approximately 15 vehicle trips in the PM peak.
- 3.3 Observations made by the traffic consultants have indicated that there are frequent gaps within the traffic to allow motorists to undertake right-turn movements exiting the site in a safe and efficient manner with minimal or no delay. The additional traffic, being approximately 1 vehicle every 6 minutes, is also not likely to exacerbate the traffic conditions currently experienced at the Prospect Highway/Olive Street intersection.
- 3.4 The traffic report concludes that the additional traffic from the proposed development is highly unlikely to impose any adverse impacts to the operational efficiency of the road network, undermine existing traffic safety, or noticeably affect residential amenity.

4 Waste

- 4.1 The upper basement level has been designed to accommodate the on-site waste and recycling collection needs of the development. A 4.5 m ceiling clearance height has been provided for the waste collection vehicles' (i.e. 8.8 m long, medium rigid trucks) path of travel.
- 4.2 Council's trucks (i.e. 11 m long, heavy rigid vehicles) cannot be accommodated on site. All waste collection must therefore be undertaken by a private contractor, and residents will not be entitled to access Council's household clean up service.