Detailed information about proposal and DA submission material

1 Overview

1.1 The Development Application seeks approval for:

- demolition of all existing buildings and structures on site, including a dwelling house and shed
- removal of most existing trees, with retention of some trees on the perimeter of the site, mostly within lots 2 and 3
- subdivision of the site into 3 superlots and 3 new local roads
- construction of 7 x 5 storey residential flat buildings, comprising 315 apartments above basements that provide for 495 car parking spaces, bike parking, storage and waste services areas
- associated works, including construction of local roads, civil engineering and stormwater works, and site landscaping.

2 Consultant reports

2.1 The Development Application, architectural and landscape plans are accompanied by a Statement of Environmental Effects and consultant reports relating to traffic and parking assessment, contamination site investigation, salinity and geotechnical assessment, noise impact assessment, access report, BCA compliance report, arborist report, Aboriginal due diligence assessment, bushfire assessment and Waste Management Plan.

2.2 A Clause 4.6 justification for the height of buildings variation has been submitted (refer attachment 8) as the proposed lift overruns, exit stairs and rooftop shade structures are higher than the maximum allowable height of 16 m.

2.3 A BASIX Certificate for the proposal states that it meets the NSW Government requirements for sustainability.

2.4 The State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development Verification Statement was prepared by Simon Ochudzawa of JS Architects, Registered Architect, Registration Number 6865.

3 Height and scale of buildings

3.1 The development proposes heights of 16.15 m to 19.25 m. The maximum height of buildings development standard is 16 m. The rooftop lifts and small areas of roof structures exceed the height limit by up to 3.25 m to enable the provision of, and access to, rooftop common open space areas and amenities. A Clause 4.6 variation submission has been made by the applicant that addresses the requirements of subclauses 4.6(3) and (4).

3.2 A small portion of the roof on some buildings has a small additional increase in height of up to 0.15 m due to site topography. The design provides for all apartments on the ground level to be at or above street level.

3.3 All 7 buildings are similar in footprint, layout and design, and are placed in a row across the site with narrow open space areas in between. This width between buildings reflects the minimum required building separation distance under the Apartment Design Guide.

4 Subdivision proposal and road design

4.1 As the plans at attachment 5 indicate, the site is rectangular in shape, running longways from the western Tallawong Road frontage of the site towards the east. The 3 proposed lots divide the site, with proposed lot 1 located on the western frontage of Tallawong Road, proposed lot 2 in the middle and proposed lot 3 on the eastern frontage. The proposed lots have areas of 4,509 m^2 (lot 1), 6,154 m^2 (lot 2) and 4,658 m^2 (lot 3).

4.2 The new public local roads are proposed on the southern (Road 1), northern (Road 2) and eastern (Road 3) site boundaries. The driveway basement access for each lot is located off the proposed local road on the northern site boundary.

4.3 The proposed new local public road widths to be constructed and dedicated to Council are half road 9 m consisting of a 5.5 m pavement and 3.5 m nature strip/pedestrian pathway.

4.4 Tallawong Road is proposed to be 5.5 m half road pavement and 4.8 m nature strip pathway to allow for the shared pathway in Schedule 8 of the Growth Centre DCP. The proposed new road locations are consistent with the Indicative Layout Plan in the Schedule 8 Riverstone East Precinct DCP.

5 Residential design

5.1 The residential component of the proposal consists of 7 rectangular-shaped, 5 storey residential flat buildings aligned north/south and placed parallel across the site from east to west, with landscaping on the site perimeters and between each building.

- Two buildings are proposed on Lot 1, with 50 apartments in Building A and 43 apartments in Building B and a total of 144 car parking spaces provided in 2 basement levels that serve both buildings.
- Three buildings are proposed on Lot 2, with 43 apartments in each of Buildings C, D and E and a total of 209 car parking spaces provided in 2 basement levels that serve all 3 buildings.
- Two buildings are proposed on Lot 3, with 43 apartments in Building F and 50 apartments in Building G and a total of 142 car parking spaces provided in 2 basement levels that serve both buildings.

5.2 The internal layout of Buildings B to F are all very similar and Buildings A and G are similar but reversed. With the same building forms across the site, façade treatments are required by us to differentiate each building, and a condition of consent is recommended to ensure this.

5.3 Due to the site's topography generally falling from north-east to south-west, the ground level of the southern end of each building is below ground and utilised for residents' storage space.

5.4 A residents' communal room is provided on the ground level of each building.

5.5 Pedestrian access is provided directly from the street into each building lobby, however ground level units do not have direct access from the street or communal open space areas through their private open space balconies.

5.6 The dwelling mix consists of 20 studio (6.3%), 68 x 1-bedroom (21.6%), 161 x 2-bedroom (51.1%) and 66 x 3-bedroom (30%) apartments. Plans indicate that 77 of the 315 (24.4%) apartments are provided as adaptable (Lot 1 – 21, Lot 2 – 36, Lot 3 – 20). Adequate resident disabled parking spaces are provided in the basements. This is an acceptable dwelling mix to support a range of households into the future.

6 Noise control measures

6.1 The application was accompanied by an Acoustic Report prepared by Rodney Stevens Acoustics dated 7 February 2018. Following plan amendments and comments from

Sydney Metro, an amended acoustic report was submitted dated 25 June 2020 which provided recommended noise control treatment measures, including glazing and window frames and mechanical ventilation, and recommended a further noise survey once a mechanical plant schedule has been finalised.

6.2 Sydney Metro reviewed both reports and has provided further conditions. We note no concurrence role is triggered because the proposal will have a minor impact on the rail corridor.

6.3 The rail facility opposite the site is required to comply with the EPA's industrial pollution and noise goals at all times.

7 Traffic and parking matters

7.1 The application was supported by a Traffic and Parking Impact Report prepared by EB Traffic Solutions Pty Ltd dated 27 June 2017. It concluded that the increase in the number of vehicle movements on Tallawong Road, being a local collector road, will be accommodated within the current street network with no adverse impacts on amenity.

7.2 The report conclusion is based on the generation of an average of 5 vehicle trips per dwelling per day and up to 0.5 vehicle trips per dwelling during the weekday peak hours. It is expected the residential development will generate around 58 vehicle movements (Blocks A/B), 75 vehicle movements (Blocks C/D/E) and 55 vehicle movements (Blocks F/G) during the am and pm peak hours. This traffic generation can be accommodated and does not represent any adverse impact upon the safety or operation of the surrounding road network.

7.3 A total of 495 parking spaces are provided. In each of the basements serving the 3 proposed lots the total spaces required is significantly in excess of the minimum parking requirements that apply to residential flat building developments within 800 m of a railway station (in this case being the Tallawong Metro Station). These requirements are enabled through the RMS rates that have legal force from SEPP 65 and the ADG. The RMS rate provides a concession for developments close to railway stations so as to discourage car usage and encourage the use of public transport. The number of bicycle spaces in the Growth Centre DCP is also exceeded, but this is supported.

7.4 There is a small shortfall of visitor spaces due to the proposed sharing of visitor spaces with carwash bays, which is not acceptable, and there are no accessible visitor spaces. A condition is proposed to ensure that adequate visitor spaces are provided, that 10% of visitor spaces are accessible, and for all visitor spaces to be located on the level 1 basement of each lot, separated from the residents' parking and storage areas with security measures. At present the visitor spaces are located in separate blocks of spaces across the basement and as a result are interspersed with the residential parking.

7.5 The traffic report concluded that the car parking areas and driveways for each building are compliant with Australian Standard 2890.1:2004.

7.6 In the basements, plans state there are a total of 124 bicycle parking spaces, storage areas, waste services storage and loading bays. Lift access is provided from the basements to all building levels.

8 Building elements

8.1 The proposed front facades consist of a range of building materials and features with some articulation and modulation. Grey and brown tones are proposed with brighter coloured highlights. Building materials proposed are face brick, timber laminated aluminium panels and yellow, red, blue and green painted concrete panel surfaces.

8.2 While retention of existing trees and new planting will assist to soften the streetscape impact of the 7 similar parallel buildings across the site, Council's City Architect's Office has advised that the development, as it stands, represents a monoculture effect with

insufficient differentiation between each building and does not provide sufficient articulation or modulation, and lacks variety and interest.

8.3 A deferred commencement condition is proposed as required by the City Architect's Office, for amended plans to be submitted to improve the streetscape presentation, and provide greater differentiation between the proposed with respect to the external material and colour palettes between the separate buildings across the 3 lots, to avoid repetition and monoculture across the precinct.

9 Tree removal and retention and fauna

9.1 An Arborist Report and Tree Survey were submitted with the application, which was reviewed by Council's Civil and Open Space Infrastructure section and by Council's Natural Areas Team.

9.2 The original architectural plans proposed to remove all 364 existing trees on site, which was not an acceptable environmental outcome. Architectural and landscape plans were amended to provide for 37 existing trees to be retained on the perimeter of the site, mostly on proposed lots 2 and 3. The 44 trees on adjoining sites that are examined in the tree survey are to be protected. This includes the trees that are located on the RE1 zoned land that adjoins the site, and which will be a future park, separated from the site by a public road.

9.3 Conditions have also been imposed re the protection and relocation of fauna which will be impacted by the removal of trees within the footprint of the buildings. Landscaping species will include natives that allow for movement, cover, foraging and other opportunities for species known or likely to occur in or on the subject site and the adjacent Reserve.

10 Landscaping and deep soil

10.1 Deep soil areas are located on the street front perimeters as well as between each lot (between each basement carpark), providing areas for large tree planting through the site and the retention of 37 perimeter trees on lots 2 and 3.

10.2 Landscaped communal open space areas are provided on the ground level between buildings and on the rooftops of all buildings. These areas are readily accessible to residents, with the use of stairs, ramps and lifts. The ground level communal open spaces are all similar in size and dimensions with a central pathway.

10.3 Facilities provided are limited: bench seating and turfed areas are provided on the ground level, small and uncovered rooftop communal open space areas with perimeter planting contain a BBQ area with table and bench seating and a toilet. A condition is proposed for a proportion of the rooftop communal areas to have shade.

10.4 The proposed perimeter and internal site planting provided will help to reduce the visual impact of the proposed row of 7 x 5-storey building facades on the streetscape and will provide pedestrian amenity.

10.5 Tree species proposed include Turpentine, Brush Box, Kurrajong, Forest Oak, Melaleuca Snow in Summer, and the exotic feature trees Cimmazam Cimmaron Green Ash, Yellow Locust and Judas Tree. Six shrub species, 2 ground covers, and 2 grasses are proposed for both perimeter and internal site planting.

10.6 The Senior Architect has also provided a deferred commencement condition relating to the landscape interface on its Tallawong Road frontage, which faces the Sydney Metro Trains facility opposite. This is to enable a suitable screen effect to be provided for residents between the development and Tallawong Road and the Sydney Metro Trains facility.

11 Waste

11.1 The proposal allows for on-site waste collection at the basement level, with vehicular access into the site from the 3 new local roads created within the site.

11.2 The waste collection service will use a heavy rigid vehicle (HRV) which is 11 m long. The building's headroom allowance is 4.5 m and provides access for a heavy rigid vehicle.

11.3 Waste services storage and loading bays are located in the basement of each building.

11.4 The proposed development can use Council's Waste Service in line with Council's Resource Waste Management Services Charter.

12 Storage

12.1 The storage requirements under SEPP No. 65 have been provided within each unit and at the 2 basement levels, which has a requirement of 6 m^3 for 1 bedroom units, 8 m^3 for 2 bedroom units and 10 m^3 for 3 bedroom units.