Detailed information about proposal and DA submission material

1 Overview

1.1 UPG 40 Pty Ltd is proposing a multi-dwelling housing development for the construction of 235 dwellings over 5 approved superlots, de-watering of existing dams, tree removal, private road construction, stormwater drainage works and associated landscaping, and provision of open space.

2 Residential component

2.1 The applicant is seeking approval for the construction of 58 dwellings on proposed Lot 1, 28 dwellings on proposed Lot 2, 71 dwellings on proposed Lot 3, 32 dwellings on proposed Lot 4 and 46 dwellings on proposed, Lot 5. All of these dwellings will be 2 storeys in height.

2.2 A mix of 2 bedroom, 3 bedroom, 4 bedroom and 5 bedroom types is proposed. The dwellings are grouped in attached and detached forms that have been mirror reversed. A variation of skillion, gable and “dutch” gable roof form combinations are proposed for the dwellings. A variation in finishes is proposed, being brick and flat finish combinations.

2.3 A variety of colours and finishes are proposed for the dwellings as illustrated on the Colour Schedule submitted with the application. The finishes and materials proposed are outlined below:

- roofs are proposed to be tiled and have 4 different colours ranging from light brown to grey. Darker colours have been avoided to reduce urban heat generation.
- fascias and gutters are proposed to be Colorbond and range from white to grey.
- walls are proposed to be a combination of masonry and painted finishes. Brick colours will range from beige to dark brown. Paints will range in colour from white, beige to grey.
- garage doors are proposed to be Colorbond and range from light to grey in colour.
- aluminium powder coated windows are proposed and range from light to dark grey in colour.

2.4 The number of different finishes and materials proposed will provide a considerable variety of dwelling types and designs to address the development’s streetscape appearance. There is a high level of variation to the width of dwellings and the articulation in the depth of dwellings in relation to the setback of elements to the site boundaries. The proposal includes a built form variety of 8 attached and detached dwelling types, 4 colour schemes and 3 main alternatives for finishes and materials, providing in excess of 66 dwelling types that can be formed across the 235 dwellings that are proposed.

2.5 Direct overlooking of main habitable areas and the private open spaces of adjoining dwellings has been minimised through building layout, window placement and balcony location and design. Highlight windows and obscure glass have been proposed on first floors of those units having privacy issues.

2.6 The following dwellings are nominated to have adaptable floor plans:

- Lot 1: dwellings 17, 26, 27, 28, 29 and 35
- Lot 2: dwellings 36, 37, 42 and 51

- Lot 3: dwellings 1, 6, 37, 38, 60, 61 and 64
- Lot 4: dwellings 2, 3 and 21
- Lot 5: dwellings 10, 18, 19, 27 and 45.

3 Access and parking

3.1 A traffic report has been prepared for the proposed development.

3.2 Off-street parking is proposed for 423 cars, comprising 370 residential spaces and 53 visitor spaces.

3.3 Each dwelling will have its own single car garage, with half of the dwellings also having a second outdoor car space either adjacent to the respective dwelling or directly outside the garage. The visitor parking spaces are located adjacent to the dwellings and accessed from the private roads.

3.4 Vehicular access to the dwellings will ultimately be provided via Glengarrie Road and the proposed public roads already approved under JRPP-16-03321 and a number of new private internal roadways proposed in this DA. Temporary access will be off South Street until the roads in the adjoining subdivision of Lot 4 DP 262886 are fully constructed and dedicated to Council.

3.5 The proposed private road widths will range from 8 m to 12.5 m wide.

3.6 The proposed development is expected to be serviced by a variety of vehicles up to and including Council's 11 m long garbage trucks. The new private roads have been designed to accommodate the swept turning path requirements of these 11 m long rigid trucks, allowing them to enter and leave the site in a forward direction at all times.

4 Tree removal and landscaping

4.1 It is proposed that all the existing trees on the superlots will be removed. Trees will be planted along all public roads previously approved under the JRPP approval and adjacent to the easement. Landscaping will be planted along private roads and between dwellings as illustrated on the landscape plans submitted with the application.

4.2 A total of 51 trees are proposed to be removed as part of this application, with a total of 244 street trees proposed to be planted. The removal of existing trees is offset by the number of new trees to be planted, which far exceeds the number of existing trees on site.

5 Waste management plan

5.1 A waste management plan (prepared by Universal Property Group) was submitted with the application and details how waste generated will be managed during construction and operation of the proposed development.

6 BASIX certification

6.1 BASIX certificates have been provided for the dwellings on each lot.

7 Aboriginal archaeology

7.1 Whilst the Aboriginal archaeological due diligence assessment for JRPP-16-03321 found that the site contains no documented Aboriginal sites or objects or any specific areas of potential Aboriginal archaeological sensitivity, it recommends that a procedure be followed in the unexpected event of unearthing any Aboriginal objects during the course of works related to this DA, and this has been conditioned accordingly.

8 Traffic assessment

8.1 A Traffic and Parking Assessment Report (prepared by Varga Traffic Planning) was submitted with the application to assess the traffic and parking implications of the development on the existing road network.

8.2 The report estimates the traffic generation potential of the development proposal, reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards, and assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.

8.3 The report concludes that the projected increase in traffic activity as a consequence of the development proposal is consistent with the new zoning objectives of the site and will not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects.

9 Stormwater management

9.1 A stormwater management report (prepared by Barker Ryan Stewart) was submitted with the application to detail the results of the concept design for the stormwater management of the proposed development.

9.2 The investigation considers:

- existing site conditions and stormwater quantity and quality
- temporary on-site detention basins to assist in retarding peak flows to their pre-development levels until Council's regional basins have been constructed
- water quality measures to assist in reducing the required pollutant loads back to Council's stated requirements
- Council's stormwater management requirements for water quantity and water quality.

9.3 The results of the report show that there is a significant improvement in the water quality discharging from the site in the post development case and that permanent water quality and temporary water quantity measures comply with Council's requirements.

10 Site contamination

10.1 A preliminary site investigation (prepared by Martens & Associates) was submitted with the application. The investigation identified historic and current potentially contaminating site activities, evaluated potential areas of environmental concern and associated contaminants of primary concern. It provided comments on the suitability of the site for future development use and recommendations for a detailed site investigation, including possible intrusive soil investigations.

10.2 A subsurface detailed site investigation was undertaken by Martens & Associates. The soil samples tested for a range of contaminants including heavy metals, OCP/OPP, BTEX, TRH, PAH and asbestos. All techniques used for soil sampling and collection were based on methods specified by the National Environment Protection Measure Guidelines 2013. Soil samples were collected across the site and included samples from 3 boreholes, 5 composite samples and 2 stockpile samples.

10.3 The concentrations of all the analytes from the samples were below adopted 'site assessment criteria'. An additional sampling was recommended after demolition of dwellings and sheds, to address the data gaps due to limited access inside/beneath existing dwellings and sheds during the detailed study.

10.4 As per the above recommendations, a data gap assessment was undertaken by Geotesta Pty Ltd to address the data gaps where additional soil samplings were carried out beneath the dwellings and sheds after they were demolished. The assessment concluded that the overall contamination of the soils is less than the threshold levels and the site is

considered suitable for the proposed land use for residential development and that no further contamination investigation is required.

10.5 Once again, if there is any unexpected contamination found, the applicant will be required to stop work and get a geoscientist to prepare a Remediation Action Plan to remove the contamination and to validate the site to the National Environment Measure 2013 Guidelines.

11 Salinity and geotechnical assessment

11.1 A preliminary salinity and geotechnical assessment (prepared by Martens & Associates) documents the findings of a preliminary salinity and geotechnical assessment, including pavement thickness design.

11.2 The salinity assessment considered local prevailing salinity conditions and the impacts of, and on, the proposed development in line with the relevant guidelines. It recommends saline soil management strategies be included in the design and construction of the proposed development.

11.3 The geotechnical assessment considered conditions for the management of geotechnical risks that may affect the proposed development, the site and surrounding land and infrastructure. It also provides preliminary recommendations and advice for initial design and construction of the proposed development.