

Detailed information about proposal and DA submission material

1 Overview

- 1.1 Benefit Property Corporation is proposing:
- the demolition of the existing dwelling and outbuildings
 - Torrens title subdivision to create 3 superlots and the construction of half width public roads on the north, south and eastern sides of these lots
 - the construction, on proposed Lot 1, of 2 shop top housing buildings containing a total of 117 units and 8 commercial tenancies, with 127 residential car parking spaces, 24 commercial car parking spaces and 24 visitor parking spaces over 2 basement levels
 - associated bulk earthworks, stormwater drainage works and landscaping.
- 1.2 The Applicant has submitted a further 2 Development Applications to accompany this one on proposed Lots 2 and 3 in the subdivision created by this DA, both seeking consent for 2 residential flat buildings.
- 1.3 Proposed Lot 1 (the subject site) will have a road to the north and a road to the south, with Tallawong Road existing to the west. The Applicant will be required to complete the subdivision including the half width roads and dedication of these to Council prior to the release of the Construction Certificates for the buildings.
- 1.4 Each apartment building is provided with a separate rooftop communal open space area, which receives unfettered solar access at all times of the year. Each building contains 2 lift cores with around 8 apartments accessed from each core. Four separate commercial tenancies are proposed in each of the 2 buildings within Lot 1, with all commercial tenancies to front Tallawong Road.
- 1.5 The majority of the apartments have solar access through either northern, eastern or western orientations, with cross-through apartments located within the centre of each building to minimise the number of dwellings with a single orientation to the south.
- 1.6 The architectural style and materials and finishes have been chosen to enable a modern and contemporary streetscape to be introduced into Tallawong Road. The buildings proposed have a contemporary architectural style with flat roofs and several features of articulation, including a variety of recessed balconies and window types. Visual interest is provided through a variety of materials and finishes, including Equitone panelling and off-form concrete (see designs below).
- 1.7 The development is classified as 'Integrated Development' as the site has been mapped as bushfire prone land. The Applicant's bush fire report was referred to the Rural Fire Service (RFS) for its concurrence, which has been obtained.



2 Landscaping and tree removal

The proposal seeks to remove 42 existing trees on the development site and on the neighbouring sites, in order to facilitate the proposed redevelopment of the land. A proposed landscaping scheme has been prepared by Site Image Landscape Architects which proposes to increase the amount of significant vegetation that is currently provided on the site.

Key elements of the landscape scheme include:

- the planting of perimeter trees on the site
- new street trees to each of the street frontages
- significant additional shrubs and groundcover
- canopy tree cover in the central communal open space corridor
- smaller plantings to the rooftop
- deep soil areas and a boundary landscaping strip across the full length of the setbacks of the development which have widths of approximately 6 m. Two separate deep soil areas are also provided to each basement to enable the central planting to reach their mature growth potential.

An Arboricultural Impact Assessment has been submitted with the application. The assessment shows that, of the 42 trees required to be removed:

- 37 require removal to facilitate construction of the new public road network in line with the designated precinct road pattern
- 5 require removal as they are located in the proposed building footprints and associated hardstand areas.

This assessment was referred to our Civil and Open Space Infrastructure section which has no issue with the proposed removal of trees within the boundary of the development as they will be impacted by road construction or the building footprint. However, they do not approve any tree removal outside the boundary of the development site, and so 29 of the 42 trees proposed for removal can be retained. This will be conditioned in any consent granted. Therefore only a total of 13 trees will be approved for removal.

3 Vehicular access, pedestrian access and parking

Two levels of basement parking are proposed underneath the site, with the basements also sitting partially underneath each ground floor communal open space area. The lot dealt with in this application, proposed Lot 1, is provided with access directly from the centre of Tallawong Road, with the driveway to the basement sitting at the western side of the communal open space.

4 Communal and private open space

Extensive communal open space is proposed for both buildings, with rooftop communal open space proposed for the majority of the roof area of both buildings and accessed from both lift cores.

The rooftop communal open space areas will be provided with unobstructed solar access throughout the year and cater for a variety of different uses such as a pool, play areas, fitness equipment, sun lounges, covered and uncovered seating with planting provided around the perimeter of each rooftop. A 1 m high glass balustrade will run along the entire perimeter of the rooftop.

The central ground level communal open space is also provided with play areas, barbecues, and a variety of seating.

Overall, the development provides communal open space to greater than half of the area of the proposed lot, with facilities and equipment to cater for a variety of different users and age groups.

The ground level communal open space area is situated in between the 2 buildings. It is accessible from footpaths and ramps which are located around the perimeter of the lot.

The ground floor apartments which are located adjacent to an existing or proposed street are provided with direct pedestrian access between the adjacent street and the courtyards of each apartment. The remainder of the apartments in the development are provided with balconies that are directly accessed via sliding doors from the living areas, and in some instances are also accessible from a secondary access point at a bedroom. The rectangular shape of the balconies creates highly useable areas that will be able to comfortably accommodate outdoor cooking facilities and a large outdoor dining table with chairs.

5 Waste generation, storage and collection arrangements

This site will be provided with a waste storage area within the upper basement level. Separate storage facilities will be provided for residential and non-residential waste, with residential waste to be stored in 13 x 1100 litre mobile bins and 20 x 240 litre mobile recycling bins. Space is also available within the basements for bulky waste, with a separate room provided for commercial waste. Adjacent to each of the garbage rooms is a loading dock within the basement. On each collection day, all waste bins will be removed from the waste storage area, and placed into a collection area at the rear of the loading dock, with the bins to be serviced from this location.

6 Height variation

The development proposes a building height non-compliance above the 12 m maximum. A Clause 4.6 variation request has been submitted to justify the non-compliance. The parts of the building causing the non-compliance are the lift overruns (greatest non-compliance of 3.7 m), rooftop communal features and small portions of the roof parapets in the north-western corner of each building based on the topography of the property. The tallest rooftop elements have minimal bulk and are located in the centre of the buildings, which will assist in them being blocked from view from public places. No portion of any apartment is situated above the height limit and so the minor roof only non-compliance is considered to be acceptable. 73 cm of the roof parapet will be above the height plane, while a greater portion of 110 cm will be below the height plane.

7 Proposed shops

The Applicant proposes the 8 commercial / retail units a distance of 350 m from the future Town Centre to the south of the site. The Applicant has prepared adaptive reuse plans (see attachment 9) to demonstrate that the commercial / retail units can be converted into residential units in the event that the commercial / retail units become unviable in the future.

The Applicant has also prepared an Economic Impact Assessment (EIA) in order to justify the long term viability of the commercial units. This Assessment, at attachment 10, included:

- Case studies from the surrounding area of comparable existing shop top housing developments located in a 600 - 800 m vicinity of retail / commercial neighbourhood centres. The case studies found that the shops have been consistently occupied by tenants. They are generally occupied by low order shops and services such as hairdressers, convenience stores and bakeries, which require smaller population catchments for their successful operation.

- A population growth forecast and demographic change analysis for the Riverstone East and Area 20 Precincts. It shows that the rate of car ownership will drop and that smaller commercial premises located away from places with constrained parking areas are likely to hold greater appeal for apartment residents without cars. The future rental tenants would predominantly be lone person households or couples without dependents, and with a greater proportion of income available for discretionary spending. Demand would be greater for short walking distances from places of residence to low order retail shops such as convenience stores and hairdressers.
- A finding that the presence of a future park to the west of the site will create further demand for retail / commercial space, particularly for food and drink premises and convenience stores with many visitors passing the site.
- Recommendations, including that inter-tenancy walls of the commercial / retail units would be able to be constructed so as to be easily adaptable into the residential units as illustrated in the adaptive reuse plans.

The Economic Impact Assessment was referred to our Economic Analyst who found the contents to be satisfactory in terms of the long-term viability of the 8 commercial / retail units.