

Detailed information about proposal and DA submission material

1 Overview

- 1.1 This Development Application was lodged by Taveceen Pty Ltd for the development of Lot 4 DP 262886 Glengarrie Road, Marsden Park.

2 Residential Torrens title lots

- 2.1 Subdivision into 114 residential Torrens title lots on Lots 1, 2, 3, 4 and 8.
- 2.2 Lots 3, 4 and 8 will all have a street address to their new public roads.
- 2.3 Lots 1 and 2 will have public laneways to service the driveways of each of the proposed lots.
- 2.4 Building Envelope Plans (BEPs) are proposed for each lot smaller than 300 m² and which will demonstrate that the dwelling setbacks, private open space areas and garages are capable of satisfying the minimum requirements of the Growth Centres DCP.

3 Multi dwelling development

- 3.1 The initial plans referred to the multi dwelling component as 'townhouses', which is incorrect. Amended plans have now been submitted which mostly omit the 'townhouse' references.
- 3.2 Lot 6 is proposed to include:
- 44 x 2 storey, 4 bedroom multi dwelling houses fronting the new public roads
 - a single garage plus 1 space for a car to park on the driveway for the majority of the multi dwelling houses
 - a double garage plus 1 space for a car to park on the driveway for corner houses 3, 21 and 44
 - a 2,054 m² internal private communal open space area with 12 adjoining visitor car parking spaces
 - a private pedestrian pathway that bisects the site to provide access
 - the principal private open space area of houses 4 to 20 being provided on the first level and designed as an extension of a first floor living area due to the orientation of the lot (refer to dwelling design types A, B, B2 and D at attachment 5)
 - 5 (11%) of the multi dwelling houses are designed to be adaptable, being houses 1, 2, 18, 19 and 24. These houses will be fitted with a lift to allow access to the bedrooms and principal private open space areas on the upper level. Refer to dwelling design types B, B2 and E3 at attachment 5.
 - subdivision into 44 lots for the individual multi dwelling houses (as shown on the current subdivision plans).
- 3.3 Lot 7 is proposed to include:
- 14 x 2 storey, 4 bedroom multi dwelling houses fronting the new public roads
 - a single garage plus 1 space for a car to park on the driveway for each house

- a 1,096 m² internal private communal open space area containing 3 visitor car parking spaces that is accessed via proposed Road No. 1 along the northern boundary of the lot
 - 2 (14%) of the multi dwelling houses designed to be accessible and adaptable, being houses 11 and 12. These multi dwelling houses are fitted with an internal lift to allow access to the bedrooms and principal private open space areas on the upper level. Refer to dwelling design type B at attachment 5
 - subdivision into 14 Torrens title lots, with each containing a multi dwelling house (as shown on the current subdivision plans).
- 3.4 On-street car parking is also available as some of the driveways are paired to allow sufficient space for cars to park between driveways.
- 3.5 The proposed dwellings are designed with a mix of white, grey and wooden tones, with vertical and horizontal modular features to break up the streetscape and built form. There is also substantial use of glazing to the windows and balcony balustrades that creates a sense of connection and casual surveillance to the surrounding public domain.
- 3.6 The design types/layouts of the dwellings are provided at Drawing Nos. 900 to 913 at attachment 5.
- 3.7 The applicant indicates that it intends to strata subdivide Lots 6 and 7 in a separate application.
- 3.8 In regard to the adaptable dwellings in the multi dwelling housing packs, the applicant has indicated previous experience with the 2-storey concept for adaptability where it allows the resident to gain access to the main bedroom, main bathroom and balcony on the 1st floor level. The first floor balcony also offers additional solar access.
- 3.9 These dwellings will be constructed with a removable floor panel on the 1st floor level, which can then accommodate a lift. The lift is a simple domestic lift which does not require a significant lift overrun and the height required will be able to be provided within the roof space. There is also no need for a lift pit. These dwellings will have the capability to install a domestic lift with only minor internal alterations, and the site management plan would allow for this work to occur without any additional consent from the site manager/building corporation.

4 Residential flat buildings

- 4.1 Lots 5 and 10 are together proposed to accommodate 5 x 4 storey residential flat buildings, being Blocks A to E comprising a total of 172 apartments. Lot 10 is required for a temporary on-site detention basin though.
- 4.2 The initial plans referred to the zoning of Lots 5 and 10 as R4 High Density Residential which is incorrect. Amended plans have now been submitted which omit references to 'R4'.
- 4.3 The design of the buildings will offer a strong presence to the surrounding streets with suitable breaks/links between the buildings that create a sense of openness. The design of the buildings incorporates a mix of architectural features that break-up the vertical and horizontal massing of the built form and create visual interest.
- 4.4 The proposed apartment mix is:
- 17 x 1 bedroom apartments (10%)
 - 137 x 2 bedroom apartments (80%)
 - 18 x 3 bedroom apartments (10%).
- 4.5 Of the 172 apartments, 17 (10%) are designed to be adaptable.

- 4.6 The proposal includes 220 basement car parking spaces comprising 184 resident parking spaces and 36 visitor parking spaces.
- 4.7 In addition, 39 bicycle parking spaces are proposed in the internal courtyard areas and in the basement levels, and 7 motorcycle parking spaces are proposed in the basement levels.
- 4.8 There will be 1 vehicular access point provided via new public Road No. 3 along the northern side of the development. A covered at-grade loading area is provided at the northern part of the site comprising 1 loading bay for service waste collection and 1 loading bay for other purposes (e.g. furniture removalist and delivery vehicles). The access driveway provides a manoeuvring area that ensures vehicles enter and exit in a forward direction.
- 4.9 The proposed buildings front each of the street setbacks of proposed Lots 5 and 10 and will have a building setback of at least 6 m.
- 4.10 The proposal provides pockets of communal open space areas in the form of courtyards and landscaped links between the buildings. This includes:
 - a courtyard at the northern portion of the site which overlooks the RE1 Public Recreation space to the north. This courtyard will contain 5 existing trees that are to be retained plus new tree plantings, an open turfed area and seating
 - a centrally located courtyard with several seating areas, BBQs, timber decking and turfed areas which are embellished with landscaping. The turfed area is lowered and creates an interesting delineation of social areas. The landscaping is also a mix of shrubs and medium and large trees
 - an access pathway between Blocks B and C on the western side of the site that is co-located with a deep soil planting area
 - an access pathway between Blocks A and B on the south-western side of the site that is provided with a water feature and seating
 - an access pathway between Blocks A and E on the south-eastern side of the site that is co-located with a deep soil planting area.
- 4.11 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 space.
- 4.12 Landscaping includes a selection of trees, shrubs and groundcovers, including Australian native plants. There are 98 new trees proposed to be planted in the development site and 50 new street trees are proposed to be planted around the perimeter of the site.
- 4.13 Deep soil landscaping areas will be located on 21% of the site, suitably located between buildings and in the communal open space areas, to allow for the planting of several medium and large trees.
- 4.14 The application is accompanied by an Acoustic Assessment prepared by Acouras Consulting that considers the design of the covered at-grade waste loading bay. Acouras Consulting recommends that the loading bay's 'green roof' is solid and that the underside is lined with sound absorption material. It recognises that the development will be serviced by Council's waste collection services. It is submitted in the report that Council's waste collection operations should be constrained as follows:
 - using up-to-date equipment that uses 'quieter' technology such as low-noise bin lifters
 - use of alternatives to 'beeper' style reversing alarms, for example a broadband style alarm which is sometimes referred to as a 'quacker' alarm
 - maintaining rubbish trucks and braking materials to minimise or eliminate noise such as squeaky brakes
 - educating drivers and collectors to be careful and to implement quiet work practices

- setting more appropriate times for rubbish collection
 - time restrictions for waste collection permitted to occur between 8 am and 8 pm on any Saturday, Sunday of public holiday, and 7 am to 8 am on any other day.
- 4.15 A maximum of 1 waste collection per day and only 1 vehicle accessing the site at any one time.
- 4.16 Acouras Consulting concludes that, with the implementation of the above recommendations, such as acoustic absorption and restricted times, the predicted noise impact from the operation of waste collection activities would comply with the World Health Organisation 'Guidelines for Community Noise' and may only cause a moderate annoyance during the daytime.
- 4.17 Whether such constraints are possible in terms of dictating the way Council's waste service operates is unclear at this point and the applicant will need to negotiate with Council separately.
- 4.18 The applicant intends to strata subdivide the RFB development in a separate application.
- 4.19 A Design Verification Statement prepared by registered architect Robert Del Pizzo of Architex has been prepared for the residential flat building component of the development, in line with the requirements of SEPP 65.

5 Tree clearing

- 5.1 A total of 446 trees were surveyed by Anderson Environmental Pty Ltd in its report dated 3 July 2019 and deemed unsuitable for retention based on structural defects, internal weaknesses, overcrowding by nearby larger trees, poor structure and regrowth after clearing.
- 5.2 The SEE acknowledges that the site is biodiversity certified.

6 Dam dewatering

- 6.1 The existing dam on the site will be de-watered to facilitate the proposed development. A dam dewatering assessment has been prepared by Anderson Environmental Pty Ltd dated 15 July 2019 which concluded that there is no soil and groundwater contamination risk. Water from the existing dam will be pumped onto the existing paddock and runoff is unlikely. Sediment from the dam is also not contaminated and is recommended to stay in situ.
- 6.2 The report also mentions that there is unlikely to be any fauna present as the dam is overgrown with water weeds with only a 20 cm deep pool of water left at 40 cm diameter. It recommends that an ecologist be present during the dam dewatering process and this requirement is imposed in the consent conditions.

7 Subdivision

- 7.1 The applicant proposes to subdivide the land as follows:
- Lots 1 - 4 and 8 to create 114 Torrens title lots
 - Lots 6 - 7 will be developed for 58 multi dwelling houses
 - Lot 5 will be developed for 172 apartments across 5 residential flat buildings. The SEE does not include Lot 10 as part of the RFB development site, but the submitted plans clearly show that the RFBs will also be over this lot as well.

8 Bushfire management matters

- 8.1 The application is accompanied by a Bush Fire Assessment Report prepared by Control Line Consulting which considered the vegetation on the adjoining land to the north that is zoned RE1 Public Recreation and contains Shale Gravel Transition Forest.
- 8.2 Control Line Consulting concludes that the minimum Asset Protection Zone from the north is to be 17.2 m. The proposal comprises a new public road along the northern boundary of the site, with a width of 17.9 m. The minimum Asset Protection Zone is provided by this new public road and the proposed development can meet the requirements of Planning for Bushfire Protection 2006.
- 8.3 Control Line Consulting also provides recommendations, including requirements for the construction of the residential flat building development on Lot 5 and the multi dwelling developments on Lots 6 and 7, to ensure that the bushfire attack level (BAL) for residential development is appropriately incorporated into the development.
- 8.4 Control Line Consulting concludes that the proposed development is capable of achieving compliance with Planning for Bushfire Protection 2006 as required under section 100B of the Rural Fires Act 1997.

9 Access, traffic and parking matters

- 9.1 The proposed construction and dedication of new public roads is consistent with the Indicative Layout Plan and the Precinct Road Hierarchy Plan in the Marsden Park Precinct.
- 9.2 The proposal is also consistent with the requirements of Transport for NSW's 'Guidelines for Public Transport Capable Infrastructure in Greenfield Sites' dated July 2018, to provide sufficient road width to accommodate bus services along east-west new Road No. 1. This ensures that public transport is capable of being delivered between future sub-arterial road Glengarrie Road to the west of the site to the future Marsden Park Town Centre to the east of the site.
- 9.3 The application is accompanied by a Traffic and Parking Assessment report prepared by Varga Traffic Planning that confirms that the roads proposed in this application are consistent with the new/upgraded major roads to be provided in the locality. This includes Richmond Road (State Road), Garfield Road West extension to connect Richmond Road to Stoney Creek Road (sub-arterial road) and Glengarrie Road (sub-arterial road). This ensures that the future residents of this site and the general public are afforded appropriate access and connectivity.
- 9.4 The traffic generation from the proposal comprises:
 - 36 vehicles per hour IN and 143 vehicles per hour OUT during the morning peak period
 - 142 vehicles per hour IN and 35 vehicles per hour OUT during the afternoon peak period.
- 9.5 Varga Traffic Planning states that the projected increase in traffic activity as a consequence of this proposal is consistent with the planning controls which apply to the site and will not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects.

10 Aboriginal archaeological matters

- 10.1 The application is supported by an Aboriginal Archaeological Due Diligence Assessment prepared by Dominic Steele Consulting Archaeology.
- 10.2 Dominic Steele Consulting Archaeology determines that the study area has limited archaeological potential on the basis of standard archaeological site prediction criteria,

from a geoarchaeological perspective and from visual inspection. However, the current ground cover is extensive and there is a possibility that soil profiles with greater archaeological integrity could occur below the prevalent grass cover.

10.3 Dominic Steele Consulting Archaeology provides the following recommendations in recognition of the legal requirements and automatic statutory protection provided to Aboriginal objects and places under the National Parks and Wildlife Act 1974:

- A program of low-impact hand-auger soil and sediment mapping should be undertaken in partnership with the Deerubbin Local Aboriginal Land Council in order to:
 - establish with certainty whether or not topsoil deposits with potential to contain Aboriginal objects occur on the land
 - whether subsurface test excavation at the site is warranted if deep and intact subsurface soil profiles are found to survive.
- If extensive areas of intact soil are recorded to be present by the soil mapping program, the extent and integrity and archaeological expectations of the deposits should be assessed in consultation with the Deerubbin Local Aboriginal Land Council in order to determine whether an archaeological testing program should take place.
- If no intact subsurface profiles or only limited areas of soil are recorded by the soils mapping program, it can be reasonably concluded that the subdivision and redevelopment proposal is not going to have an adverse impact upon the Aboriginal archaeological value of the place and no Aboriginal archaeological heritage constraints are apparent for the proposal proceeding as planned.

10.4 The above recommendations are to be implemented during subdivision works, prior to the issue of any Subdivision Certificate, and prior to the issue of any Building Construction Certificate.