

Detailed information about proposal and DA submission material

1 Overview

- 1.1 This DA has been lodged by Terry 048 Service Pty Ltd c/ Mecone Pty Ltd for the following works on Lot 134 DP 208203, 51 Terry Road, Rouse Hill:
 - 1.1.1 Torrens title subdivision of 1 lot into 2 residential lots (proposed Lot 1, area 2.22 ha, and proposed Lot 2, area 2,839 m²). Lot 1 contains the proposed Blocks A – E and Lot 2 containing Block F.
 - 1.1.2 The following road construction is proposed:
 - Full width public local road which runs east-west along the southern boundary of the site, then north-south through the western end of the site. This road has a reserve width of 18 m with an 11 m carriageway and 3.5 m verge on either side.
 - 2 public local half-roads. One half-road runs east-west along the northern boundary. It includes a 5.5 m wide half carriageway and 4.5 m wide verge, based on a 20 m total reserve width in accordance with the collector road standards set out in Schedule 4 of the Growth Centres DCP. The other half-road runs north-south along the eastern boundary. It includes a 5.5 m wide half carriageway and 3.5 m verge, based on a total reserve width of 18 m.
 - 3 internal one-way private roads within proposed Lot 1. These roads run north-south through the site. They have a reserve width of 7 m with a 3 m carriageway and 2 m verges.
 - 1.1.3 Construction of a multi-dwelling housing development comprising 145 dwellings across 6 buildings (Blocks A to F), a communal area comprising a swimming pool and recreational space. Each dwelling has a direct ground level access and direct access to basement parking, with the exception of Block F, which has at-grade parking. All dwellings have frontage to a road (public or private) or communal open space. Block F has frontage to a proposed pedestrian path bordering the residue land to the west. Block F dwellings all have additional living space above a garage.
 - 1.1.4 Construction of 2 levels of basement parking containing 319 vehicle parking spaces (290 residential spaces including 2 adaptable spaces, and 29 visitor spaces), garbage rooms and plant and storage rooms.
 - 1.1.5 Strata subdivision into 145 residential lots and common property including the private access roads.
 - 1.1.6 Associated landscaping works, street planting and drainage works.
- 1.2 The dwelling mix consists of 46 x 3-bedroom and 99 x 4-bedroom dwellings, inclusive of 16 adaptable dwellings. The dwellings range in height from 2-3 storeys.
- 1.3 A lift is proposed to provide the 4 adaptable dwellings in Block E access from the basement parking area.
- 1.4 Suitable access and pedestrian permeability are provided throughout the development by the new public roads and thoroughfares created by the internal private roads.
- 1.5 The proposal is to be constructed in 5 stages in accordance with the staging plan incorporating the construction of the public roads in Stage 1, Blocks A and B in Stage 2, Block C in Stage 3, Blocks D and E in Stage 4, and Block F in Stage 5.

2 Traffic and parking matters

- 2.1 The application was accompanied by a Traffic and Parking Impact Assessment report. The report includes a review of the proposed development, local road network, public transport, pedestrian and cycling infrastructure, future transport network, traffic generation, and construction traffic impacts. The report identifies the following:
 - 2.1.1 The proposed development is expected to generate an additional 73-94 vehicle movements per peak hour during peak period.
 - 2.1.2 The proposed development is consistent with the intended vision and transport outcomes for the area and as such, the future road and infrastructure network is expected to provide sufficient capacity to facilitate the proposed development.
 - 2.1.3 New roads and infrastructure would be provided as part of the Tallawong Station Precinct including the proposed provision of a roundabout at the Rouse Road and Terry Road intersection.
 - 2.1.4 The proposal complies with the parking rates outlined in the Growth Centres Development Control Plan.
- 2.2 The proposal seeks variation to the Indicative Layout Plan (ILP) by deleting the proposed north – south local road running through the middle of the site and replacing this road with 3 one-way private roads and also realigning further west the other north – south local road running through the western part of the site.

3 Noise impacts

- 3.1 The application was accompanied by a Rail Noise Impact Assessment report. The report addresses the rail noise impacts from Sydney Metro trains on the amenity of the proposed multi dwelling housing development. The report has assessed the rail noise intrusion at the site and compared it with the noise criteria required by Council and other relevant standards.
- 3.2 The Applicant's acoustic report concludes that the proposed development is compliant with Council's and the Infrastructure SEPP's noise criteria subject to recommended conditions. These recommended conditions include:
 - 3.2.1 Noise insulation for each surface component such that the internal noise level is achieved whilst an equal contribution of rail noise energy is distributed across each component. Building envelope components with a greater surface area must therefore offer increased noise insulation performance.
 - 3.2.2 Rw rating for each window which will vary from room to room. The recommendations for windows also apply to any other item of glazing located on the external façade of the building in a habitable room unless otherwise stated in the report.
 - 3.2.3 The glazing will be required to achieve a minimum rating of Rw 30 along the southern façade overlooking the rail track.
 - 3.2.4 If mechanical ventilation is to be implemented it should be installed in accordance with the relevant regulations such as the National Construction Code (NCC Vol. 1, Part 4.5 Ventilation of rooms) and AS 1668.2-2002 relating to the use of ventilation and air conditioning.
- 3.3 As the site is located in proximity to the Sydney Metro Northwest, the application was referred to Sydney Metro for concurrence in accordance with clause 86 of the Infrastructure SEPP. Sydney Metro has granted concurrence subject to conditions.

4 Stormwater drainage works

- 4.1 A Stormwater Management Report prepared by Craig and Rhodes Revision C dated 4 March 2020 was submitted in support of the application.
- 4.2 The report concludes that the flows from the site, including the future public roads will be discharged by a connection to Council's drainage system downstream of the development and no temporary on-site detention is required under these works. The report also concludes that the proposed water quality stormwater treatment utilises a treatment train of rainwater tanks, pit inserts and stormfilter cartridges to meet Council's Development Control Plan and Engineering Guideline for Development.

5 Contamination

- 5.1 The proposal is supported by a Stage 1 Contamination and Salinity Assessment Report, prepared by Ground Technologies Pty Ltd. The conclusions of the Contamination Report are as follows:
 - 5.1.1 The site was used previously for a residential purpose.
 - 5.1.2 A review of aerial photography suggests that the majority of the neighbouring properties are rural/residential and not considered to have posed a risk for potential contamination to the site.
 - 5.1.3 A search of the NSW EPA Contaminated Land Management record of notices revealed that there were no notices issued to the site. No history of dangerous manufacturing utilising heavy chemicals or materials was documented.
 - 5.1.4 A search of the POEO public register of licensed and delicensed premises revealed that there were no licenses issued to the site. A s58 licence was issued to No. 105 Schofield Road. However, considering that this site is downhill from the subject site, the environmental risk is minimal.
 - 5.1.5 No industrial facilities undertaking heavy manufacturing are located within 500 m of the site. Therefore, the risk of contamination migration caused by surface run-off from adjoining sites, is minimal.
 - 5.1.6 The report concludes that the site is suitable for development for residential use and no remediation action plan is required

6 Aboriginal Cultural Assessment

- 6.1 An Aboriginal Heritage Due Diligence Assessment report was submitted in support of the application. The report provides the details and results of a desktop assessment and site inspection of subject area. The report concludes that the proposed development is considered to have low risk of harming Aboriginal objects, and as such, work may proceed with caution in accordance with the recommendations of the report.

7 Adaptable Housing

- 7.1 A Statement of Compliance Access for People with a Disability report was prepared in support of the proposal, where 10% of the dwellings are proposed to be adaptable housing. 15 adaptable dwellings are required to be provided. The development nominates 16 adaptable dwellings of the entire Block F being F1 – 12 and 4 dwellings in Block E being E14 – 17.
- 7.2 These dwellings provide living areas, including a bedroom, on the ground level, resulting in full single level accommodation at ground level. The proposal also provides access from the main pedestrian entry to the entry doors of all sole occupancy units on all levels by means of a lift.

7.3 The Statement of Compliance concludes that the units can comply with the spatial requirement of AS4299 for Adaptable Housing.

8 Waste Management

8.1 A Waste Management Plan was submitted in support of the proposal.

8.2 The Waste Management Plan states that each dwelling will have their own waste and recycling bins, stored within their property boundary. Residents will be required to place their bins out on the kerb for servicing. The development contains 3 one-way roads, and provision has been made to temporarily store waste bins from the properties on these roads on a bin pad for servicing from the left hand side of Council's waste collection vehicle. All other bins will be serviced from directly in front of each townhouse.