

# Summary of Proposed Development

310 Ewingsdale Road,  
Byron Bay

The landowners of **No. 310 Ewingsdale Road, Byron Bay** are preparing to lodge a Development Application with Byron Shire Council to redevelop the site with up to 20x town houses. Please be advised that Planit Consulting is facilitating pre-lodgement community consultation to help inform the proposal and thus, we are seeking the community's input at this early phase of the project.

## 1.1 Proposal Details

The current concept proposal will see the demolition of the existing structures onsite, site preparation works (grading and vegetation removal), installation of services, construction of 20x townhouses, driveway access and basement garages. fencing and landscaping / offset planting.

## 1.2 Demolition

The proposal includes demolition of the existing dwelling and ancillary structures. A demolition plan will be prepared and provided as part of the construction certificate requirements. This Plan will confirm and ensure compliance with Clause 1.7.3 of Australian Standards 2601-2001.

## 1.3 Architectural Brief

Provided by Mazkenzie architects International Pty Ltd:

"The design Philosophy ingrained in the development proposal is a simplistic form with the use of locally integrated materials and vernacular built form language. This reflects the existing semi-industrial, residential and commercial precinct as well as the intending urban renewal housing within the West Bryon Precinct. As this precinct is yet to be formally established, our development will represent a blend of the existing and proposed"

"The proposed development also offers Byron Bay a unique Housing option within the new village area and provides both access as well as passivity for the intended users. We believe this variety of use and its location within the new precinct will blend seamlessly and enhance the local eco system"

## 1.4 Access & Parking

The dwellings will be accessed by a new crossover from Autumn Court, within the Harvest Estate.

This new driveway will enter into a new basement parking area located beneath the finished ground surface and channelling below the units above.

A minimum of 2x parking spaces are provided for each unit, and an additional 5x spaces designated for visitor parking space.

## 1.5 Vegetation Removal & Landscaping

The species and health of existing vegetation onsite has been reviewed under a Draft Arboricultural Impact Assessment Report. Similarly, the ecological significance of this vegetation, other vegetation within the site and surrounding it and its role for contributing to fauna habitat and movement has been considered under Initial Ecological Advices. Final Arboricultural Impact Assessment and Biodiversity Development Assessment Reports will be prepared for the Development Application.

Up to 10-15x mature trees are required to be removed to facilitate the new development. Preliminary ecological studies have indicated that this clearing does not constitute a key threatening activity and will not isolate potential habitat for occurring or potentially occurring threatened fauna.

Further, the proposal includes over 560m<sup>2</sup> of thick planting along the frontage to Ewingsdale Road as well as total landscaped area of approximately 1,600m<sup>2</sup> throughout the site that will be embellished with a wide range of native shrubs and trees.

The landscape plan indicates retention of the 2x small leaf fig trees (*Ficus obliqua*) in the site's centre / south as well as run of paperbarks (*Melaleuca quinquenervia*) trees in the site's west.

The landscape design seeks to provide a contemporary landscape complimenting the architectural style using a contextually appropriate softscape planting palette featuring a variety of native plants. The low maintenance sculptured landscape creates a strong visual connection between indoor and outdoor living areas, balancing functionality through the featured footpath and aesthetic appeal with lush textures. The design will encapsulate a thoughtful balance between natural form and built environment to overall enrich the streetscape and stay true to the coastal sub-tropical landscape.

### **1.6 Waste Management**

Space is provided inside each dwelling for the temporary storage of waste and recyclables.

A designated storage space for private waste collection bins for each unit is located within the basement area, that is accessible via the communal driveway and located off the street to not interfere with streetscape appearance.

A Site Waste Minimisation & Management Plan will form part of the proposal and confirm waste management strategies during construction and site operation.

### **1.7 Servicing**

The development will be sufficiently serviced by infrastructure surrounding the site, from within Harvest. Electrical testing is being undertaken, to confirm if the development would benefit from a new electrical transformer. This would need to be accommodated within the site's frontage and screened from public view (if required).

Detailed servicing and stormwater management plans will need to be prepared under the detailed development application and construction phases of the project.

### **1.8 Groundwater and Acid Sulfate Soils**

The site is mapped as within the Class 3 Acid Sulfate Soils layer. In light of the possibility for the development intercepting groundwater and Acid Sulfate Soils, detailed site modelling and testing is being undertaken by the same specialist consultant groups who modelled and continue to test soil characteristics and groundwater for the Harvest Estate. To-date, these consultant groups have not raised concern regarding the proposed concept in terms of risk to groundwater characteristics or exposing Acid Sulfate Soils.

Responding to site investigations, works will be managed in accordance with Groundwater and Acid Sulfate Soil Management Plans to ensure minimal potential to change characteristics in soil characteristics and groundwater

### **1.9 Acoustic Treatment**

An acoustic landscape berm and buffer to mitigate noise impacts generated from Ewingsdale Road is proposed along the length of the subject site, mitigating ambient noise levels for future occupants.

A Preliminary Noise Impact Assessment has been undertaken which details a combination of an acoustic land berm and landscape buffer treatments, will reduce the quantity of the site affected by road noise. This assessment also recommends construction standards / building shell treatments to windows and private open spaces for the new dwellings, to achieve acceptable noise criterion for both ground and aboveground floor levels.