

INTRODUCTION

To assist Council in assessing your development application, in accordance with relevant legislative requirements, it is necessary for you to answer the following questions and provide justification of your responses. These questions relate to common matters that need to be addressed in order to mitigate potential impacts resulting from your development.

Please note: Incomplete or insufficient information may lead to your application be delayed or rejected.

PERMISSIBILITY

- | | | |
|--|---|-----------------------------|
| • Is your proposal permissible in the zone? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Is your proposal consistent with the zone objectives? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Is your proposal in accordance with the relevant development control plan? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

If you answered "No" to any of the above, you should make an appointment to discuss your proposal with a member of the Health & Planning Division before lodging a development application.

Please justify your answers below:

The land is zoned RU5-Village.
A Manufactured Home Estate is a 'Permitted with Consent' use.
The proposal meets the zone objectives by way of the following:
- providing a different type of residential living.
- the use is compatible with the surrounding urban development existing and being developed.
- all services are available to the site.
- the proposal provides new residential growth in Buronga.

DESCRIPTION OF DEVELOPMENT

This needs to include where applicable a description of matters such as proposed buildings, proposed building materials, nominated colour scheme, nature of use, staging of the development details of any demolition and other works etc.

The proposal is a Manufactured Home Estate.
The proposal is to provide small lots (not subdivided) for persons to locate a manufactured home on each lot.
This application is to develop stage 1, being 32 lots of the overall development.

DESCRIPTION OF SITE

1. Describe the site including any physical features of the site such as shape, slope, vegetation, any waterways. Also describe the current use/s on the site.

The site is vacant and is 9.819 hectares in area.
The site is irregular in shape, with the land sloping towards the south-western corner of the site.

2. What is the present use and previous uses of the site?

Present use of the land is vacant.
Previous use of the land was agriculture.

3. Is the development site subject to any of the following natural hazards: (e.g. bushfire prone, salinity, flooding or stormwater inundation etc.)

No

4. What other constraints exist on the site? (e.g. vegetation, easements, sloping land, drainage lines contamination, etc.)

No constraints

5. What types of land use and development exist on surrounding land?

Residential housing exists to the south of the site.
To the north is vacant industrial land.
Land to the west is being developed into a residential estate.
Land to the west is vacant, with development approval existing for a residential subdivision.

CONTEXT AND SETTING

- Will the development be:
 - Visually prominent in the surrounding area? Yes No
 - Inconsistent with the existing streetscape? Yes No
 - Out of character with the surrounding area? Yes No
 - Inconsistent with surrounding land uses? Yes No

Please justify your answers below:

The land is not located fronting any major road network.
The land is located in the middle of surrounding properties to be developed into residential and industrial estates.
Therefore, the site is not visibly prominent and is not inconsistent with nearby streetscapes.
The proposed manufactured home estate is consistent with the existing residential estate to the south and future urban development to be undertaken upon the abutting properties.

PRIVACY, VIEWS AND OVERSHADOWING

- Will the development result in any privacy issues between adjoining properties as a result of the placement of windows, decks, pergolas, private open space, etc.? Yes No
- Will the development result in the overshadowing of adjoining properties resulting in an adverse impact on solar access? Yes No
- Will the development result in any acoustic issues between adjoining properties as a result of the placement of active use outdoor areas, vehicular movement areas, air conditioners and pumps, bedroom and living room windows, etc.? Yes No
- Will the development impact on views enjoyed from adjoining or nearby properties and public places such as parks roads and footpaths? Yes No

Please justify your answers below:

The proposal will provide lots for manufactured homes to be located upon in a residential lifestyle setting.
The homes will be small in size and single storey in height.
Therefore, no overlooking or overshadowing will occur; and no other adverse effects will be caused by this development.

ACCESS, TRAFFIC AND UTILITIES

- Is legal and practical access available to the development? Yes No
- Will the development increase local traffic movements / volumes?
If yes, by how much? Yes No
- Are additional access points to a road network required? Yes No
- Has vehicle manoeuvring and onsite parking been addressed in the design? Yes No
- Are power, water, sewer and telecommunication services readily available to the site? Yes No

Please justify your answers below:

Legal access to the site is available via Friel Street.
Increase in traffic movements will be standard with traffic movements in new residential housing estates.
No traffic issues will be created by this development.
Each home will have their own car park, together with visitor car parking to be provided in the development.
The development has been designed so that all vehicles will be able to enter and leave the site in a forward direction.
All services are available to the site.

ENVIRONMENTAL IMPACTS

- Is the development likely to result in any form of air pollution (smoke, dust, odour etc.)? Yes No
- Does the development have the potential to result in any form of water pollution (eg. sediment run-off)? Yes No
- Will the development have any noise impacts above background noise levels (eg. swimming pool pumps)? Yes No
- Does the development involve any significant excavation or filling? Yes No
- Could the development cause erosion or sediment run-off (including during the construction period)? Yes No
- Is there any likelihood in the development resulting in soil contamination? Yes No
- Is the development considered to be environmentally sustainable (including provision of BASIX certificate where required)? Yes No
- Is the development situated in a heritage area or likely to have an impact on any heritage item or item of cultural significance? Yes No
- Is the development likely to disturb any aboriginal artefacts or relics? Yes No

Please justify your answers below:

The land is zoned RU5-Village.
Urban development is promoted in this zone.
The establishment of this manufactured home estate will enable homes to be transferred and located on the lots (not subdivided) in this estate.
No pollution will be caused by this development.

FLORA AND FAUNA IMPACTS

- Will the development result in the removal of any native vegetation from the site? Yes No
- Is the development likely to have any impact on threatened species or native habitat? Yes No

For further information on threatened species, visit www.threatenedspecies.environment.nsw.gov.au

Please justify your answers below:

The site is vacant.
No native vegetation of native habitat exists upon the site.

WASTE AND STORMWATER DISPOSAL

- How will effluent be disposed of?
 To Sewer Onsite
- How will stormwater (from roof and hard standing) be disposed of:
 Council Drainage System Other (please provide details)
- Will liquid trade waste be discharged to Council's sewer? Yes No
- Will the development result in any hazardous waste or other waste disposal issue? Yes No
- Does the development propose to have rainwater tanks? Yes No
- Have all potential overland stormwater risks been considered in the design of the development? Yes No

Please justify your answers below:

All services are available to the site.
Effluent and stormwater will be designed to the satisfaction of Wentworth Shire Council.

SOCIAL AND ECONOMIC IMPACTS

- Will the proposal have any economic or social consequences in the area? Yes No
- Has the development addressed any safety, security or crime prevention issues? Yes No

Please justify your answers below:

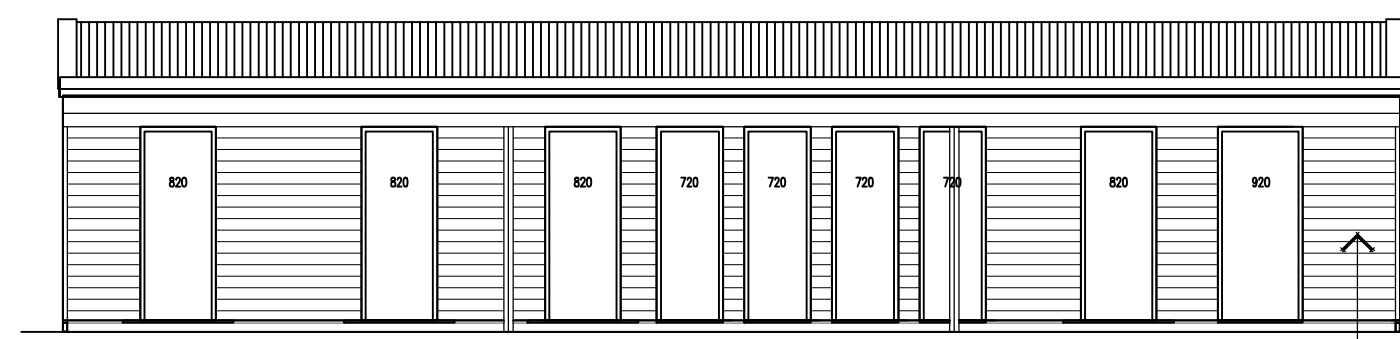
The development will have only positive economic and social effects.
Over 1.5 million dollars to be invested in Buronga, and creation of jobs will boost the economy of the Buronga Township.
The establishment of a lifestyle village estate will create social interaction for future residents of the facility.

CONCLUSION

Cumulative effects of all factors.

In conclusion, based on all the above information it is clear that this proposed manufactured home estate will be a benefit to the Buronga Township and Wentworth municipality in terms of economic and social benefits.

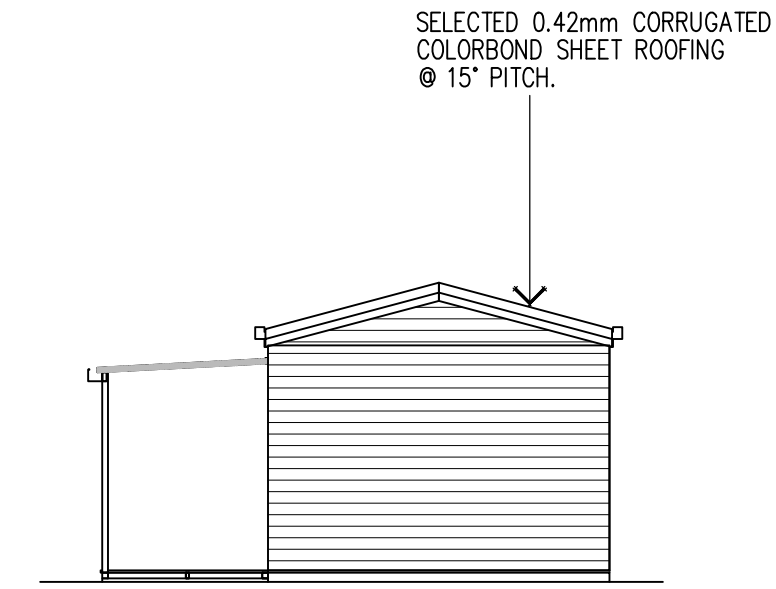
CEILING LEVEL
2700
FLOOR LEVEL



PREFABRICATED AMENITIES BLOCK
OVER TO MANUFACTURER'S SPECIFICATIONS.

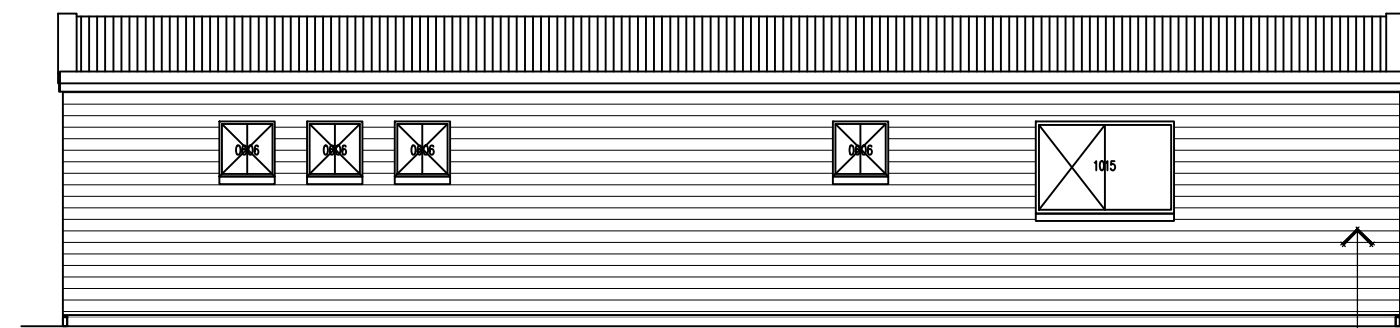
ELEVATION #1 1:100

CEILING LEVEL
2700
FLOOR LEVEL



ELEVATION #2 1:100

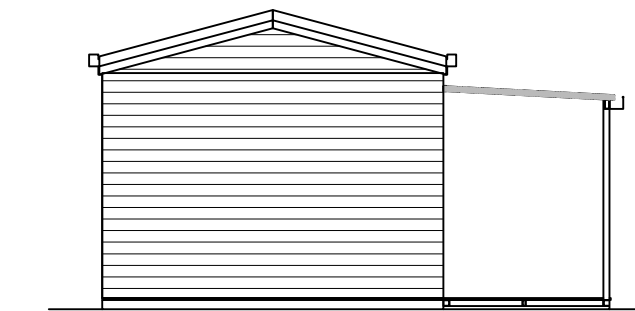
CEILING LEVEL
2700
FLOOR LEVEL



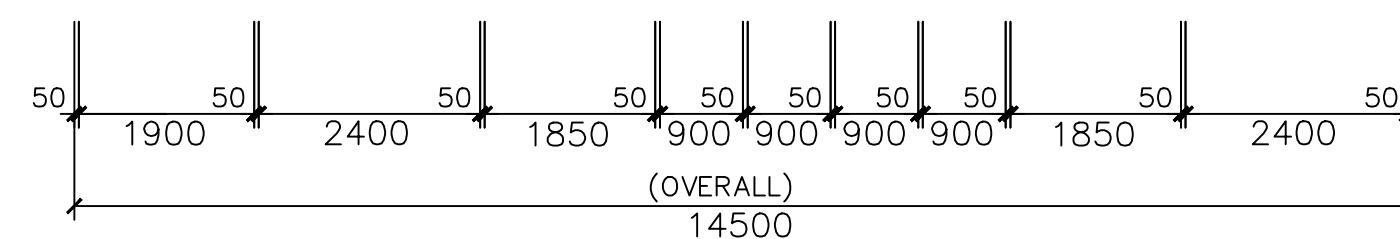
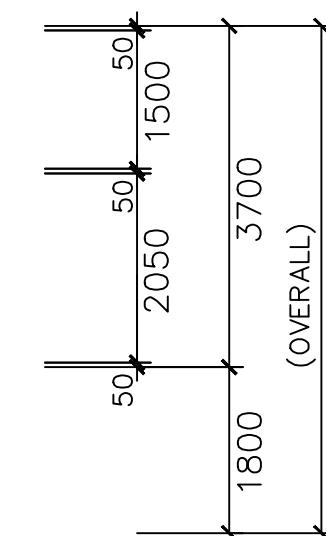
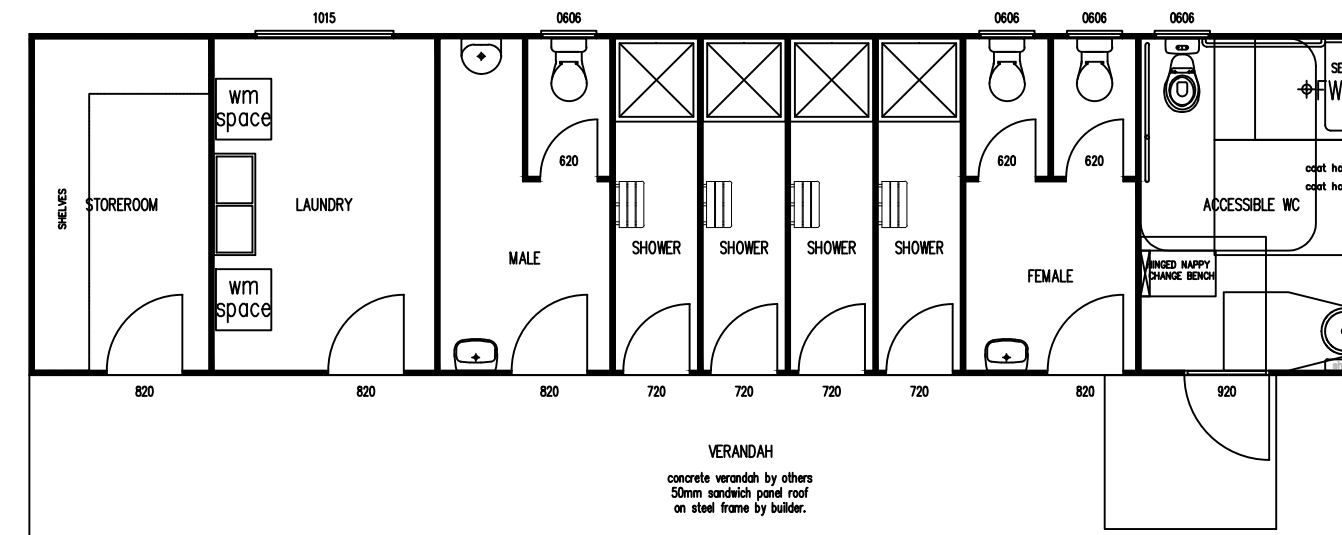
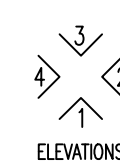
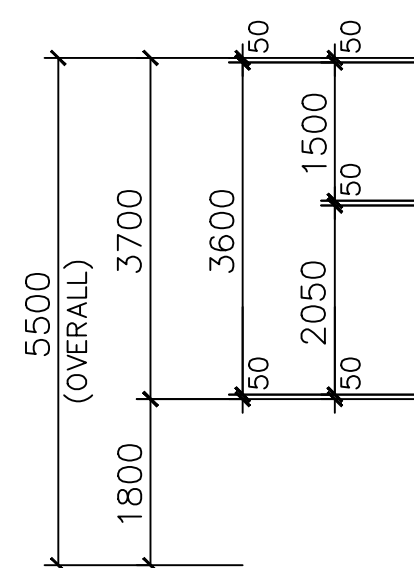
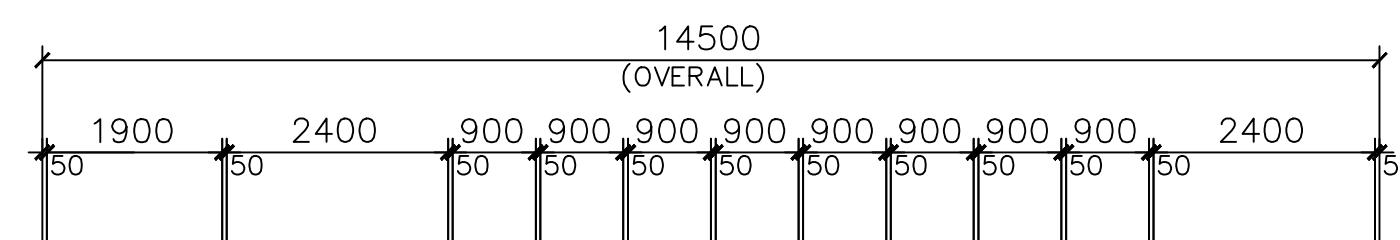
PREFABRICATED AMENITIES BLOCK
OVER TO MANUFACTURER'S SPECIFICATIONS.

ELEVATION #3 1:100

CEILING LEVEL
2700
FLOOR LEVEL



ELEVATION #4 1:100



TYPICAL AMENITIES BUILDING 1:100

(D.A. APPROVAL ONLY)

SHEET NO: 3 OF 5 **DRG NO:** MH2 2024-XXX

PROJECT:
PROPOSED TYPICAL CABIN & AMENITIES BUILDINGS

CLIENT:
2UP DEVELOPMENTS PTY LTD

ADDRESS:
LOT 2, (DP1300239), CORBETT AVENUE, BURONGA, NSW.

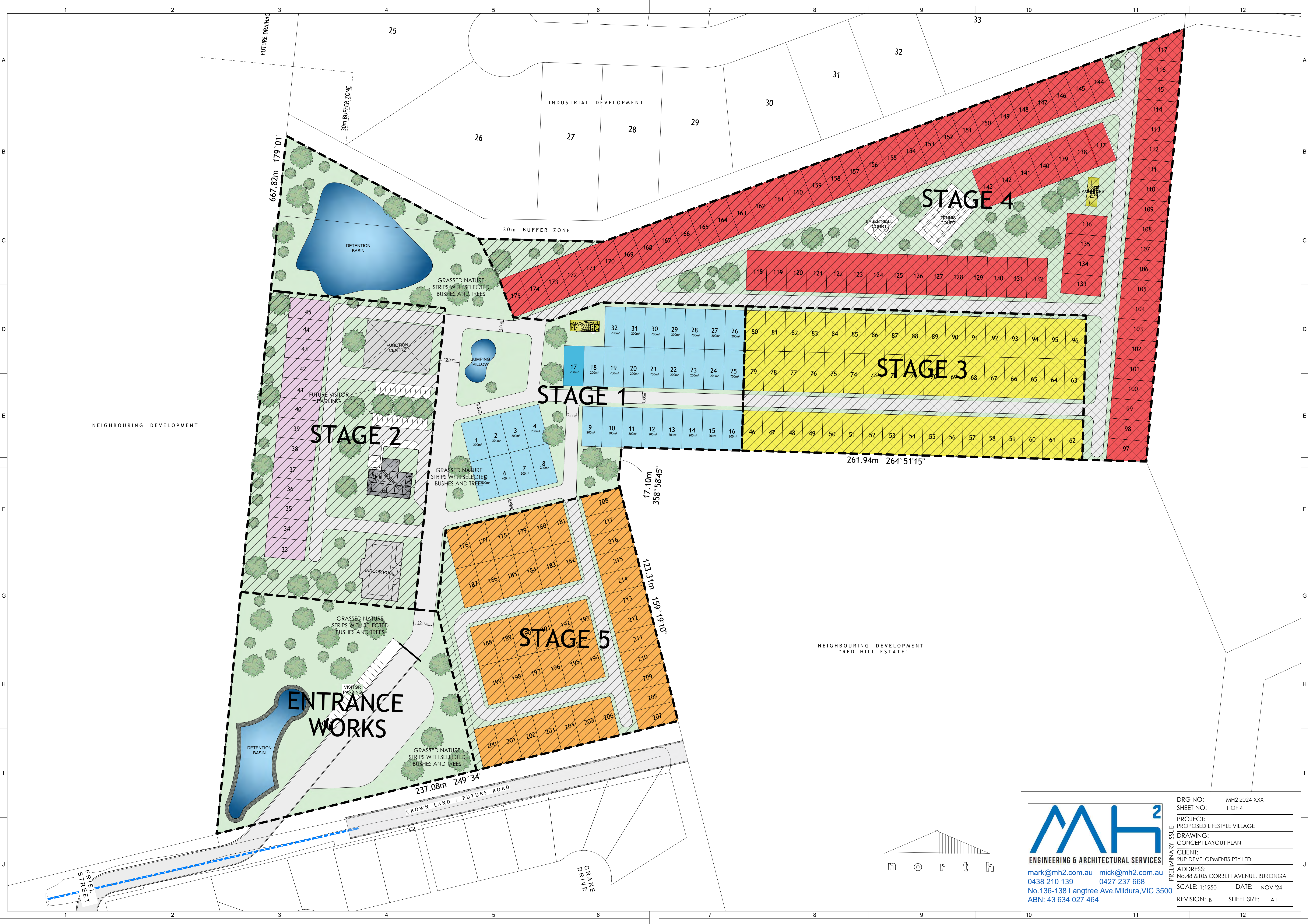
SCALE: AS SHOWN **DATE:** AUG '24


B2



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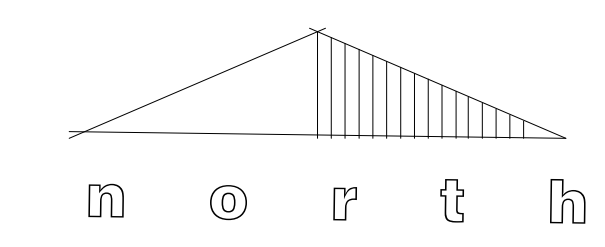
DRG NO: MH2 2024-XXX
SHEET NO: 1 OF 4

PROJECT: PROPOSED LIFESTYLE VILLAGE
DRAWING: CONCEPT LAYOUT PLAN

CLIENT: ZUP DEVELOPMENTS PTY LTD

ADDRESS: No.48 & 105 CORBETT AVENUE, BURONGA
SCALE: 1:1250 **DATE:** NOV '24

ABN: 43 634 027 464 **REVISION:** B **SHEET SIZE:** A1





LIFESTYLE VILLAGE

NO. 48 & 105 CORBETT AVENUE, BURONGA

TRAFFIC IMPACT ASSESSMENT REPORT

LIFESTYLE VILLAGE – NO. 48 & 105 CORBETT AVENUE, BURONGA

Client: MH2

Report Reference: 24768TREP01F01

File Path: \\sts.local\data\Projects\2024\24768 - 48 & 105 Corbett Avenue, Buronga\08 Reports\24768TREP01F01.docx

Friday, December 13, 2024

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
F01	Lewis Collins	Traffic Engineer	13/12/2024	Tony Togany	Senior Associate	13/12/2024	Tony Togany	Senior Associate	13/12/2024

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1 INTRODUCTION

SALT has been engaged by MH2 to undertake a traffic engineering assessment of the proposed lifestyle village located at 48 & 105 Corbett Avenue, Buronga.

In the course of preparing this report, the following tasks have been undertaken:

- The development plans and background information has been reviewed;
- A desktop inspection of the subject site has been undertaken;
- Swept path analysis has been conducted; and
- The traffic and parking implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering aspects of the proposal.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the southern side of Corbett Avenue in Buronga, as shown in the aerial photograph in Figure 1.

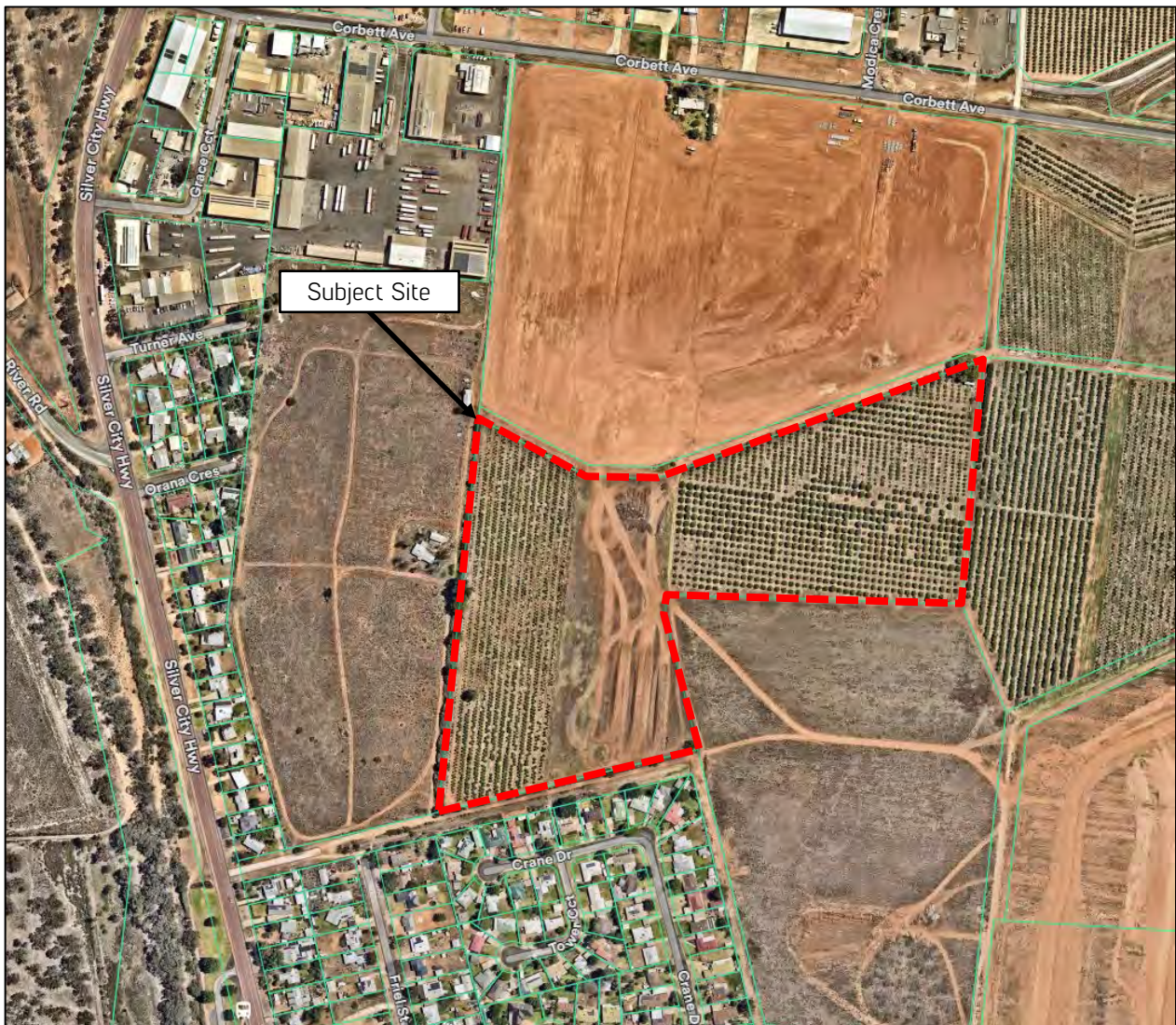


Figure 1 Aerial view of site (source: Nearmap)

Land use surrounding the site is a mixture of residential, industrial and farming land.

2.2 ZONING AND POLICY

The site is within the Shire of Wentworth and is located in a RU5, Village Zone, as illustrated in Figure 2.

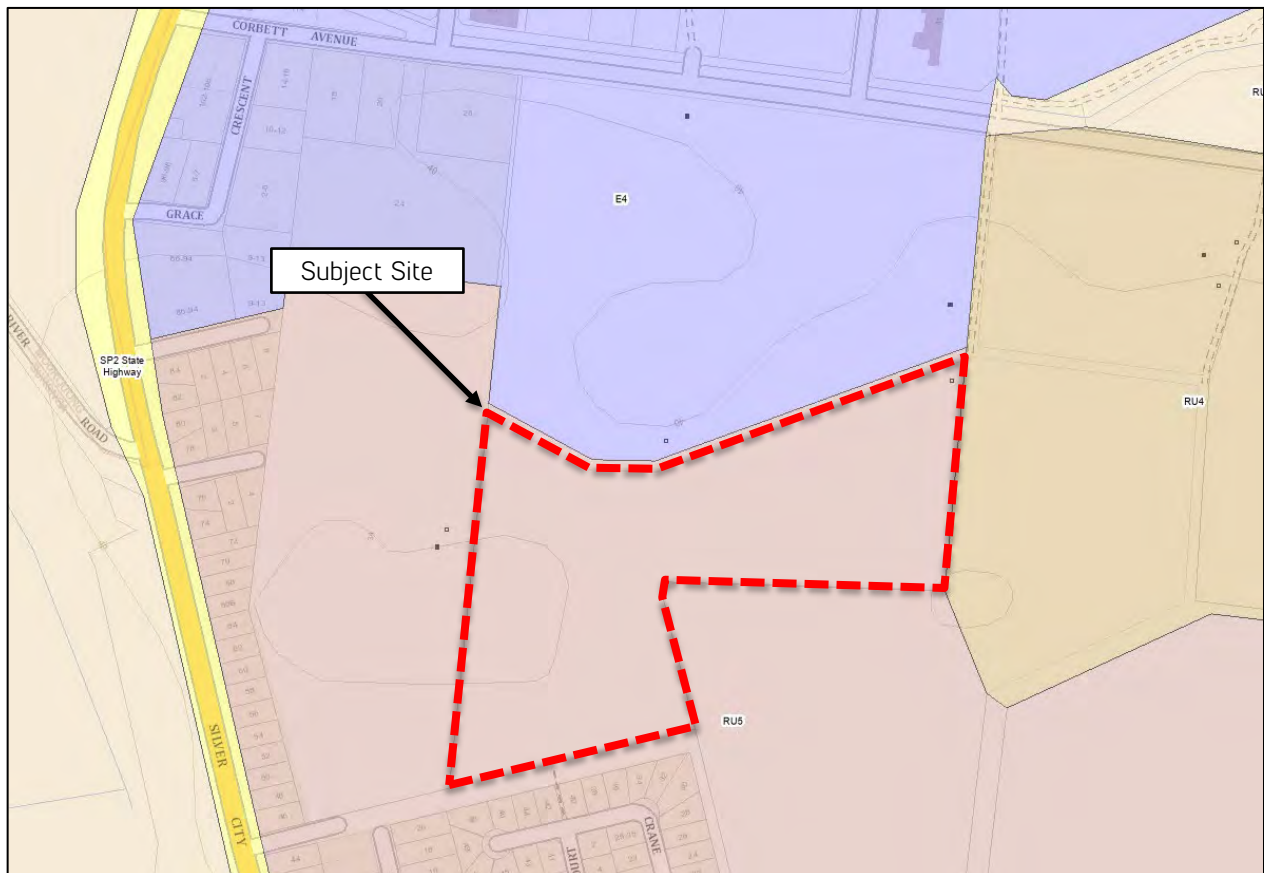


Figure 2 Land use zoning map (source: NSW Planning Portal)

2.3 ROAD NETWORK

2.3.1 CORBETT AVENUE

Corbett Avenue is a local road which has an east-west orientation. The carriageway is approximately 12m wide and accommodates a single traffic lane in each direction, with parallel on-street parking permitted on both sides. The speed limit is 50km/h.

2.3.2 FRIEL STREET

Friel is a local road which has a general north-south orientation. The carriageway is approximately 10m wide and accommodates a single traffic lane in each direction, with parallel on-street parking permitted on both sides. There is no posted speed limit, hence the default of 50km/h applies.

2.4 PUBLIC TRANSPORT

The site has access to public transport, with the Route 950 bus operating along Silver City Highway. The closest stop is approximately 350m (4-minute walk) south-west of the site. This route provides a service between Mildura and Wentworth.

3 PROPOSAL

It is proposed to construct a lifestyle village featuring 218 lots, to be constructed over five (5) stages. The site will also provide a reception building, function centre, indoor pool, tennis court, basketball court and jumping pillow.

There are 38 visitor parking spaces across the site. We understand that each lot will be provided with on-site parking once these are developed.

Vehicular access will be provided at the south-western corner of the site via a connection to Friel Street. A plan of the proposed development is attached at Appendix 1.

4 CAR PARKING REQUIREMENTS

Car parking requirements for various land uses are outlined in Section 5.2 of the Wentworth Shire Development Control Plan (DCP). The DCP does not specify parking rates for a lifestyle village, hence on-site parking will be provided in accordance with the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*.

This document states the following regarding visitor parking:

A manufactured home estate must contain no fewer visitor parking spaces than 20 spaces for a manufactured home estate containing more than 105 sites, plus one additional space for each additional 7 sites (or part of a site) over 140.

Applying this to the proposed 218 lot site equates to a requirement to provide 36 visitor parking spaces. This is exceeded by the proposed 38 visitor spaces on the site.

Resident spaces will be provided on the individual lots when these are developed.

Based on the foregoing, we are of the opinion that the proposed parking provision is appropriate to support the needs of the development.

5 DESIGN ASSESSMENT

5.1 CAR PARKING LAYOUT

The proposed car parking layout and vehicle access arrangements have been checked against the relevant requirements of the DCP and Australian Standards and are found to be acceptable. The following is noted:

- Visitor parking spaces are to be at least 6.0m long x 2.5m wide, with access from a minimum 6.0m wide aisle. This meets/exceeds the requirements of AS2890.1 (2004) for User Class 2 (long-term) parking.
- The DDA car space and shared area are measured to be 6.0m long x 2.5m wide, satisfying the requirements of AS2890.6 (2009).
- The site is relatively flat and suitable grades will be provided throughout. This can also be ensured as a permit condition if required.
- There are no overhead obstructions in the car parking areas.

5.2 SITE ACCESS

The proposed site access is proposed as an extension of Friel Street and will maintain the 10m width of the existing carriageway. A boom gate is proposed to control vehicle access to the development.

5.3 INTERNAL CIRCULATION

The proposed internal roads range in widths between 6.0m – 10.0m. This is in accordance with the requirements of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*, which states that the width of the road reserve must be:

- At least 8.5 metres for a major access road; and
- At least 6 metres for a minor access road.

5.4 WASTE COLLECTION

Waste will be collected from the bin storage area near the site entrance. Swept path diagrams (refer Appendix 1) demonstrate an 8.8m waste collection vehicle stopping at the bin storage area and circulating within the site to exit.

We are therefore satisfied that suitable waste collection arrangements can be readily achieved by the proposed development.

6 TRAFFIC IMPACT ASSESSMENT

6.1 TRAFFIC GENERATION AND DISTRIBUTION

The RMS Technical Direction TDT 2013/04a provides updated traffic surveys for various land uses. The following traffic generation rates are provided for housing for seniors, which is considered applicable to the development:

- Weekday daily vehicle trips = 2.1 per dwelling
- Weekday peak hour vehicle trips = 0.4 per dwelling

Applying these rates to the proposed 218 lots equates to up to 458 daily vehicle trips and 87 peak hour vehicle trips.

All vehicles will be distributed to/from Friel Street.

6.2 TRAFFIC IMPACTS

The addition of 87 peak hour vehicle trips equates to on average one (1) additional vehicle every 41 seconds during the peak hour (two-way). This is relatively low in traffic engineering terms and can be readily accommodated by Friel Street and the surrounding road network. As access to the site will be constructed as an extension to Friel Street, therefore, no intersection treatment is necessary.

Friel Street has a width of 10m which allows two vehicles to pass simultaneously if vehicles are parked on both sides of the road. There are also currently only 20 lots that are accessed off Friel Street, hence existing traffic volumes are expected to be low and there is ample capacity to support the additional traffic generated by the proposal.

Accordingly, it is concluded that no external road works/mitigating treatments are necessary as a result of the proposed development, and that the level of traffic that is likely to be generated will be readily accommodated by the surrounding road network without any unreasonable detrimental impacts.

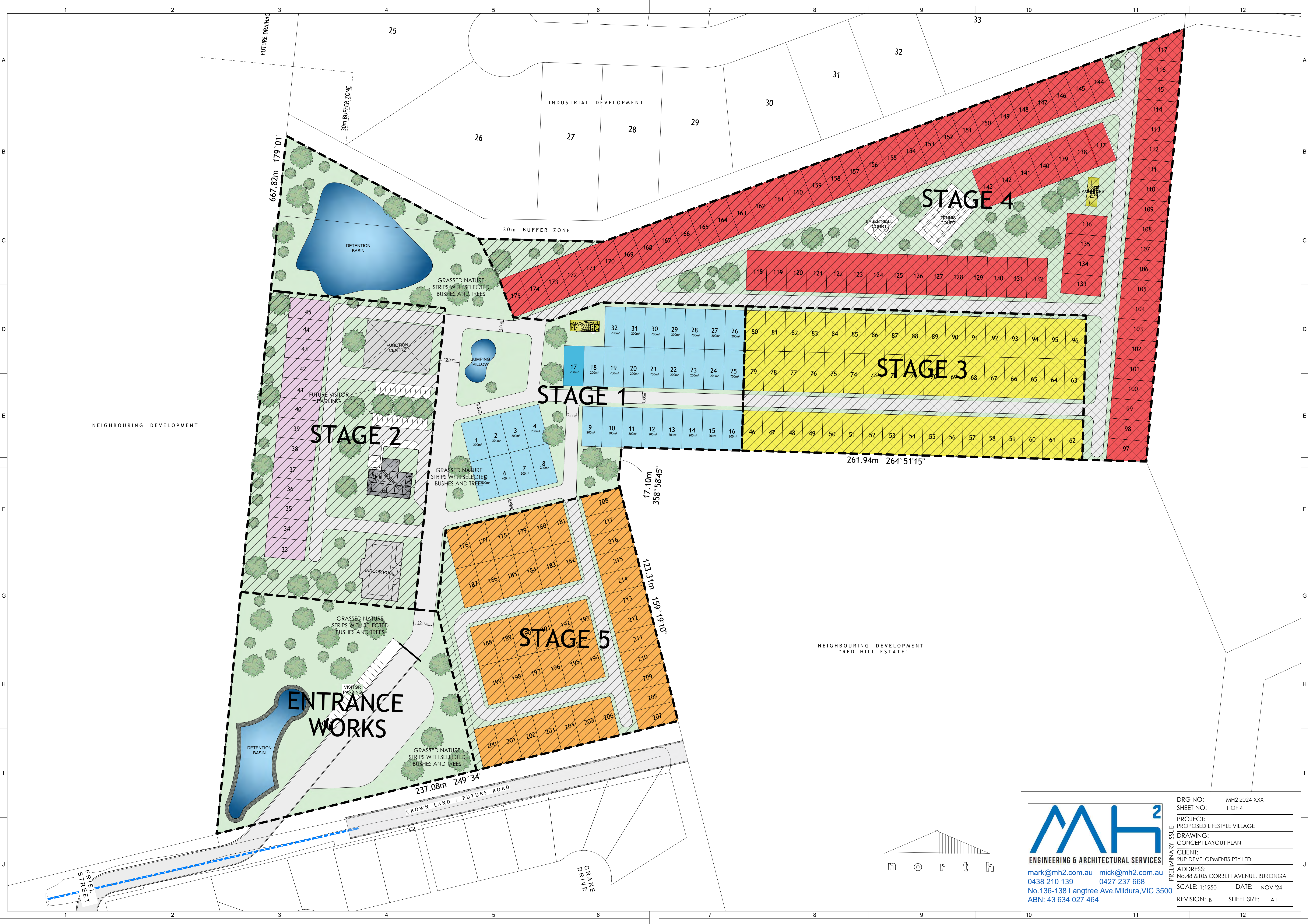
7 CONCLUSION

Having undertaken a detailed traffic engineering assessment of the proposed lifestyle village at 48 & 105 Corbett Avenue, Buronga, we are of the opinion that:

1. The provision of 38 visitor car parking spaces as well as parking at the individual sites is an appropriate supply to accommodate the needs of the development.
2. The proposed parking areas have been designed in accordance with AS2890.1-2004.
3. The internal road layout has been designed in accordance with the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005*.
4. Adequate provisions have been made for waste collection.
5. The level of traffic that is likely to be generated by the proposal is relatively low from a traffic engineering perspective and will be readily accommodated by Friel Street and the surrounding road network without the need for any mitigating treatments.
6. There is no traffic engineering reason why a Planning Permit should not be issued for the proposed development, subject to appropriate conditions.

APPENDIX 1 DEVELOPMENT PLAN





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DRG NO:	MH2 2024-XXX
SHEET NO:	1 OF 4
PROJECT:	PROPOSED LIFESTYLE VILLAGE
DRAWING:	CONCEPT LAYOUT PLAN
CLIENT:	ZUP DEVELOPMENTS PTY LTD
ADDRESS:	No.48 & 105 CORBETT AVENUE, BURONGA
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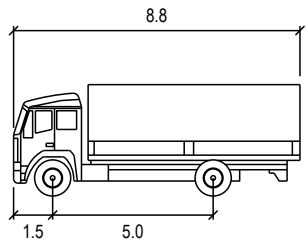
APPENDIX 2 SWEPT PATH DIAGRAMS

SUBJECT SITE:
48 & 105 CORBETT AVENUE

8.8m MRV SWEEP PATH
(0.5m CLEARANCE SHOWN)

WASTE
RECEIVABLE

DESIGN VEHICLE:



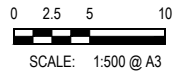
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Track	: 2.5
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

MH2
PROPOSED LIFESTYLE VILLAGE
48 & 105 CORBETT AVENUE
BURONGA NSW 2739
WASTE TRUCK SWEEP PATH



Service.
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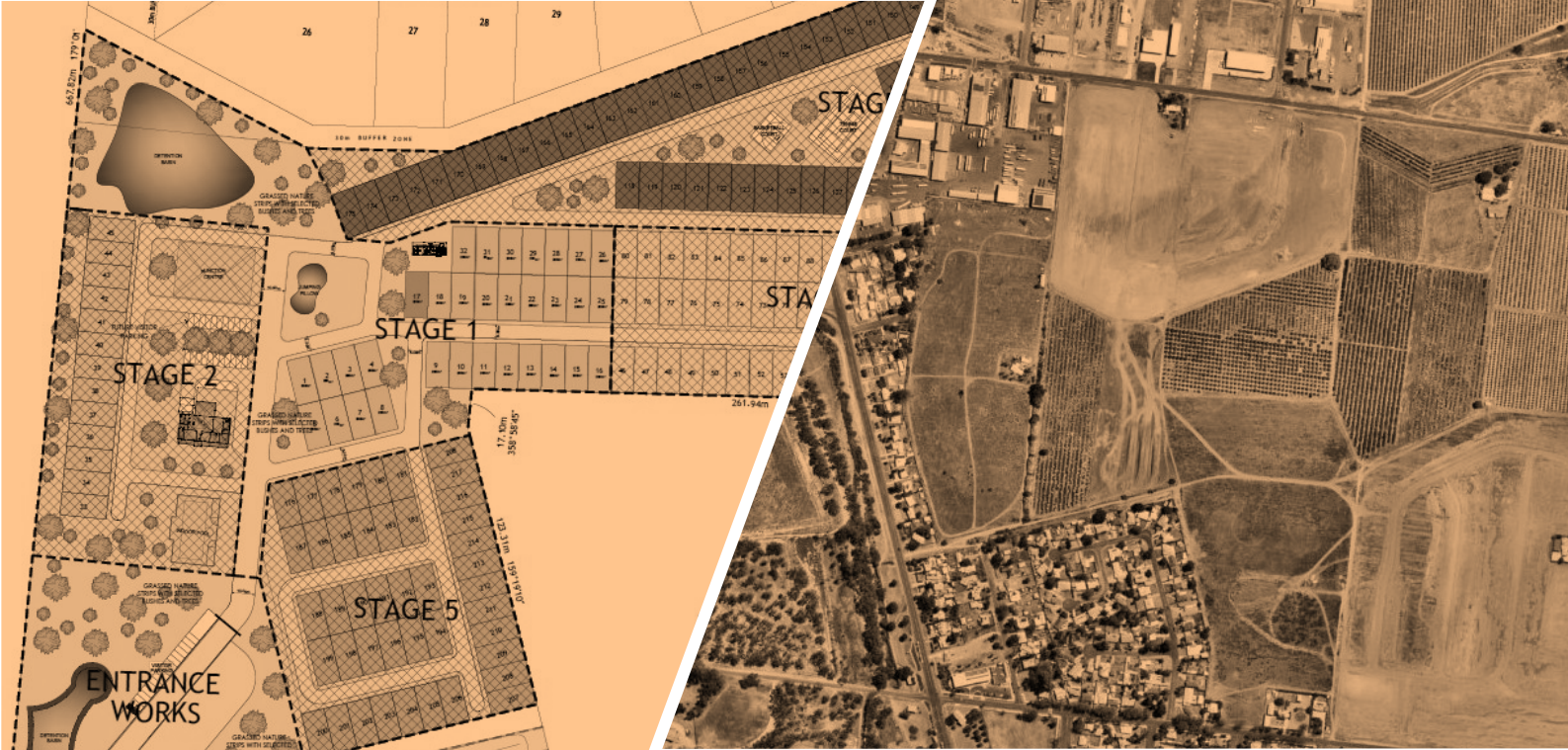
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LC / CS	13-12-2024	A3
DRAWING NUMBER	REVISION	
SALT-24768-SK-001	1	

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