APPENDIX B – Plans and Elevations

MILLER UNION DEVELOPMENT

UNION ST, COOKS HILL. NEWCASTLE

LOCATION MAP- UNION STREET, COOKS HILL

UNION STREET ENTRY PERSPECTIVE

Drawing Register

A1 Drawings

ARCHITECTURAL

[illegible]	COVER SHEET	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	[illegible]	
[illegible]	BASEMENT FLOOR PLAN	
[illegible]	GROUND FLOOR PLAN	
[illegible]	[illegible]	
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[illegible]	[illegible]	
[illegible]	ROOF PLAN	
[illegible]	[illegible]	
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Thermal Performance Specification Block

[illegible]

DEVELOPMENT APPLICATION

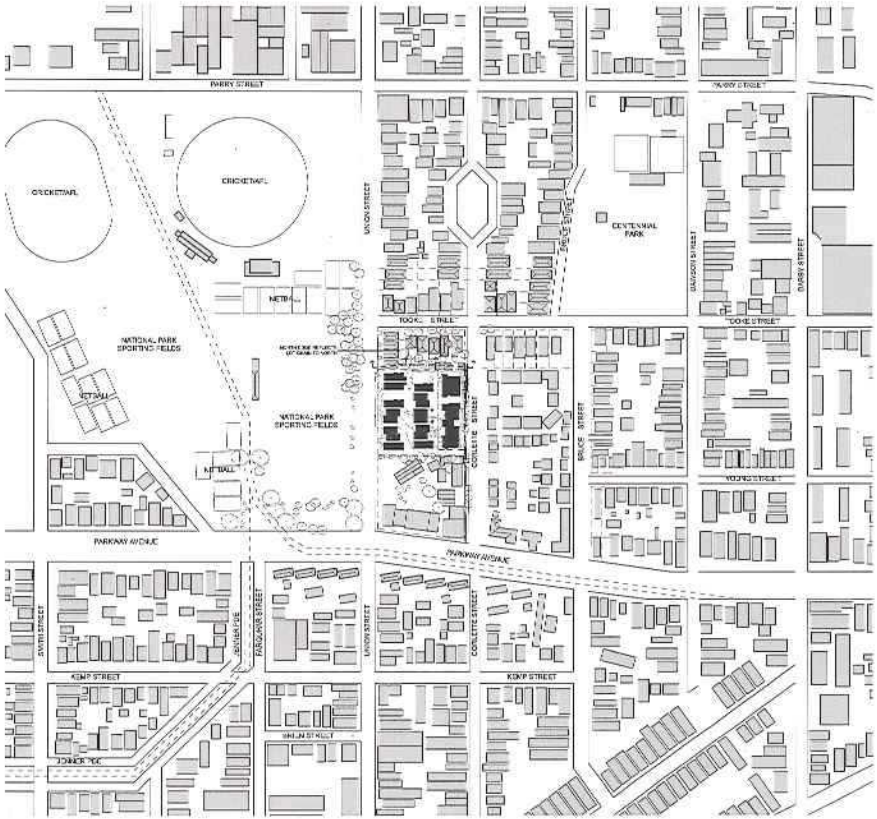
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Miller Union Development

Preliminary
Cover Sheet

10131 DA-101 AA



Lot Grain Plan
SCALE: 1:500


UNION STREET - LOOKING SOUTH


GRAMMAR SCHOOL FROM UNION STREET


PARKWAY AVENUE - LOOKING EAST FROM UNION STREET


EXISTING SOCIAL HOUSING - LOOKING SOUTH EAST FROM UNION STREET & PARKWAY AVENUE


COULETTE STREET - LOOKING SOUTH TO SITE

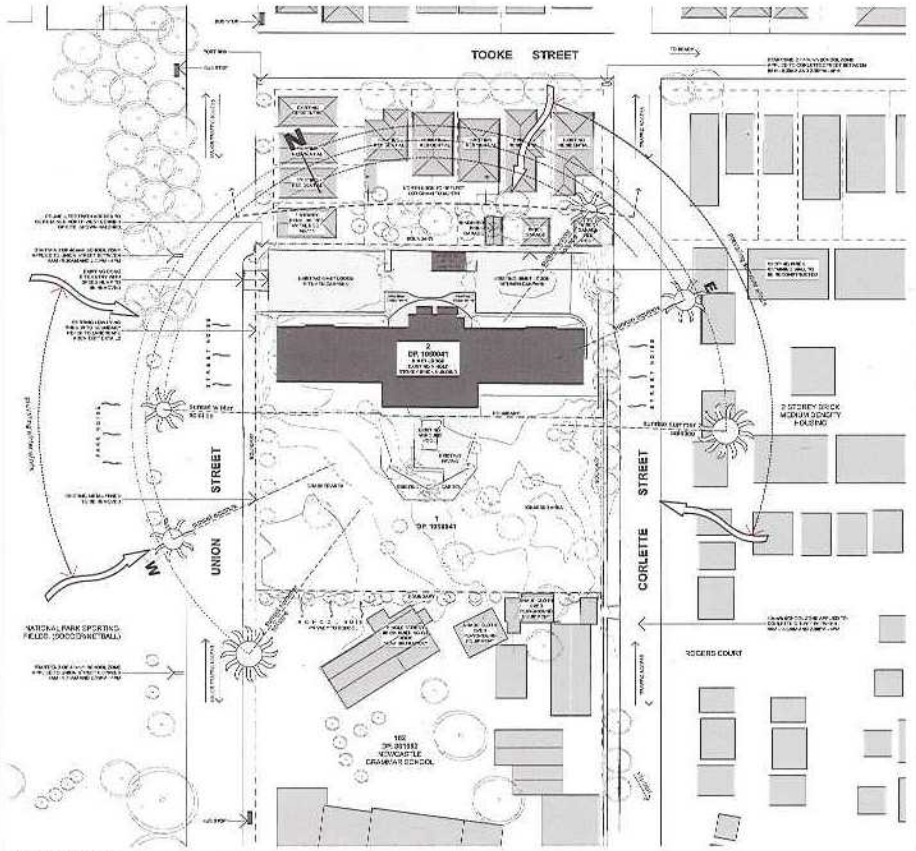
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Miller Union Development
Union Street
Cooks Hill Newcastle
NSW

Preliminary
Lot Grain Plan

1013	DA-102	AA	



Site Analysis Plan

SMCT LODGE FROM UNION STREET

SMCT LODGE FROM UNION STREET

SMCT LODGE FROM UNION STREET

NATIONAL PARK FIELDS FROM UNION STREET

VACANT SITE & SMCT LODGE FROM UNION STREET

LEGEND

TREES TO BE RETAINED

TREES TO BE REMOVED

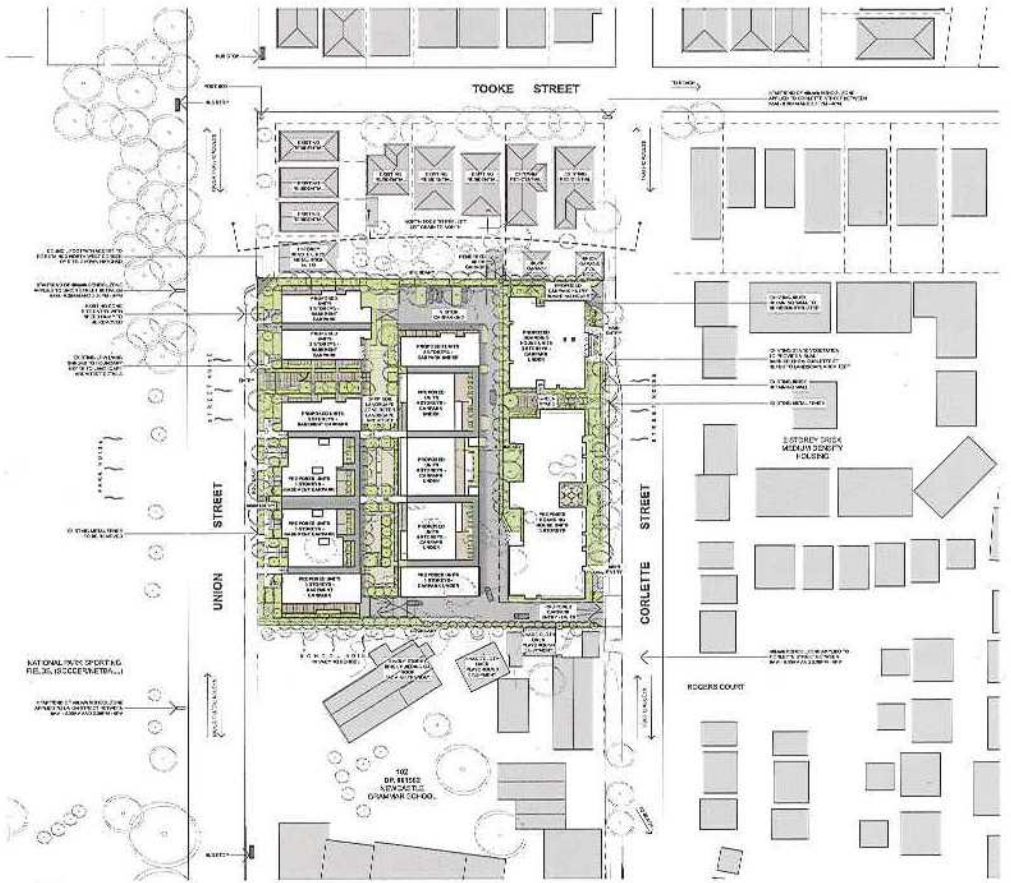
CKDS ARCHITECTURE

Resiway Accommodation PTY. LTD.

Miller Union Development

Preliminary
Site Analysis Plan

	DA-103		AA



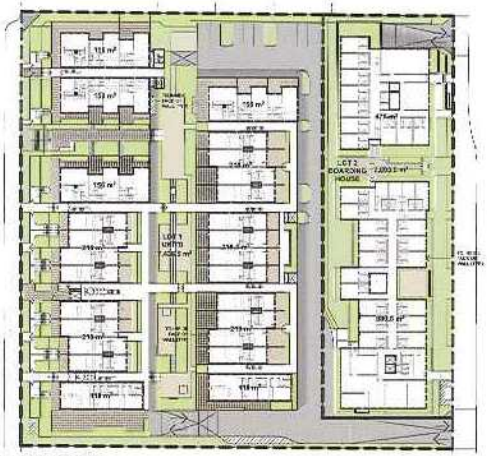
CKDS ARCHITECTURE

Parkedy Accommodation PTY LTD.

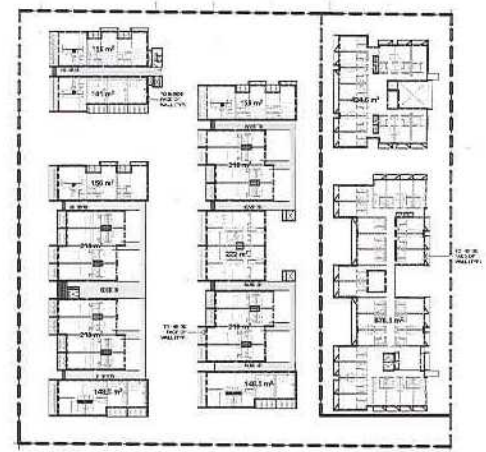
Miller Union Development

Preliminary
Site Plan

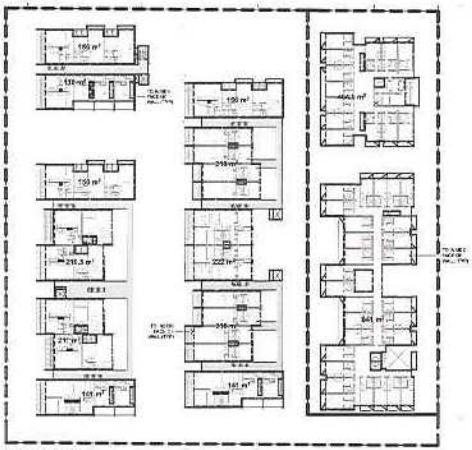
1313	DA-104		AB



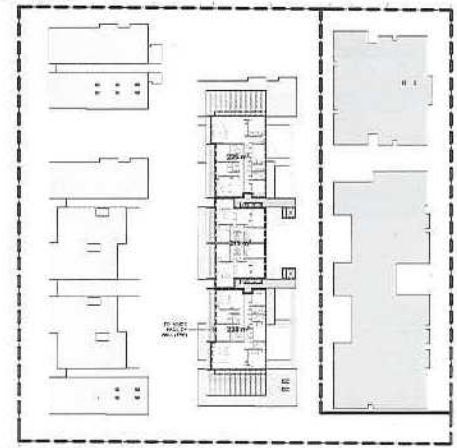
Ground Floor Plan



Level 01 Plan



Level 02 Plan



Level 03 Plan

FLOOR SPACE RATIO CALCULATIONS		
	UNITS	BOARDING HOUSE
TOTAL		

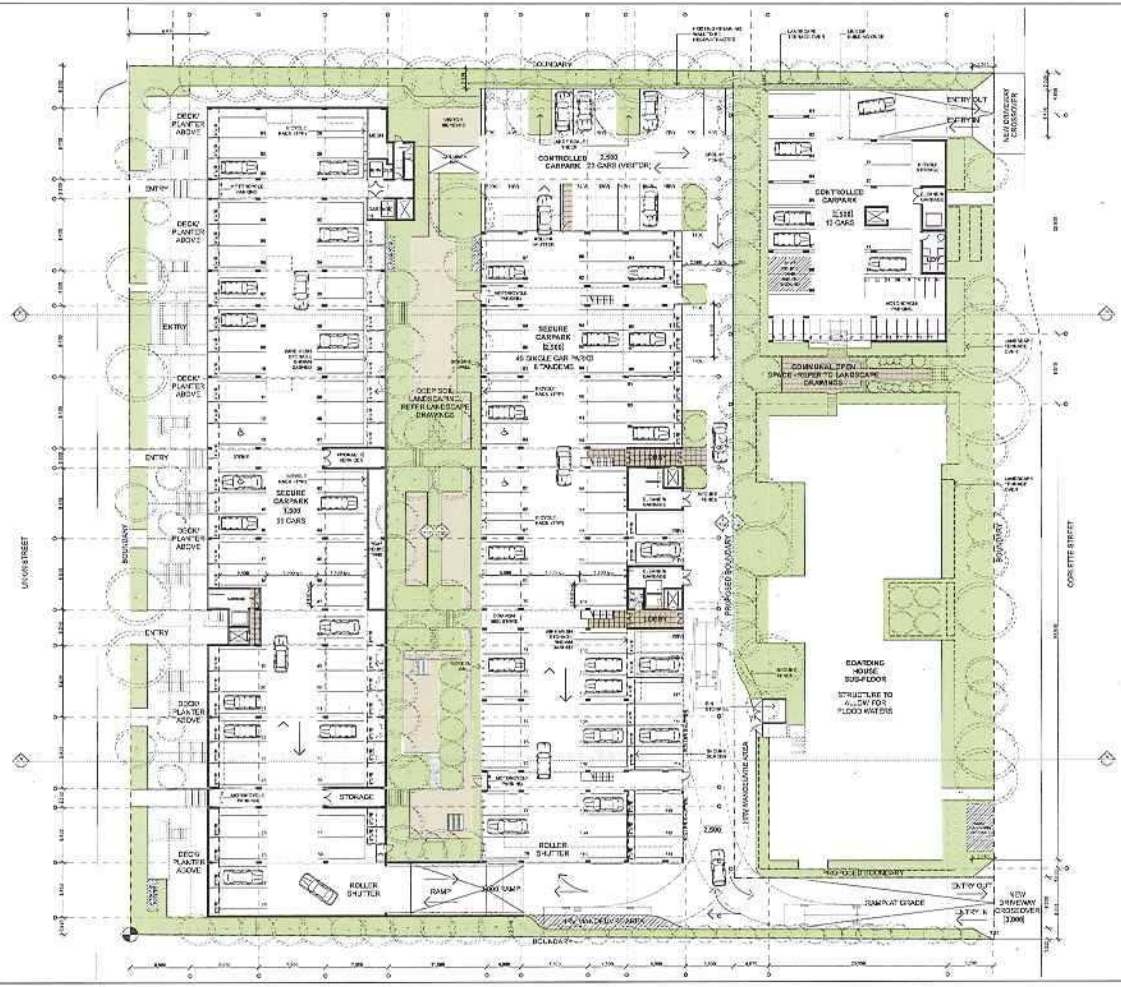
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Miller Union Development

Preliminary
FSR Calculations

1013: DA-105 AA



CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Miller Union Development

FLOOR PLANS
Basement Floor Plan

1013 DA-201 AF

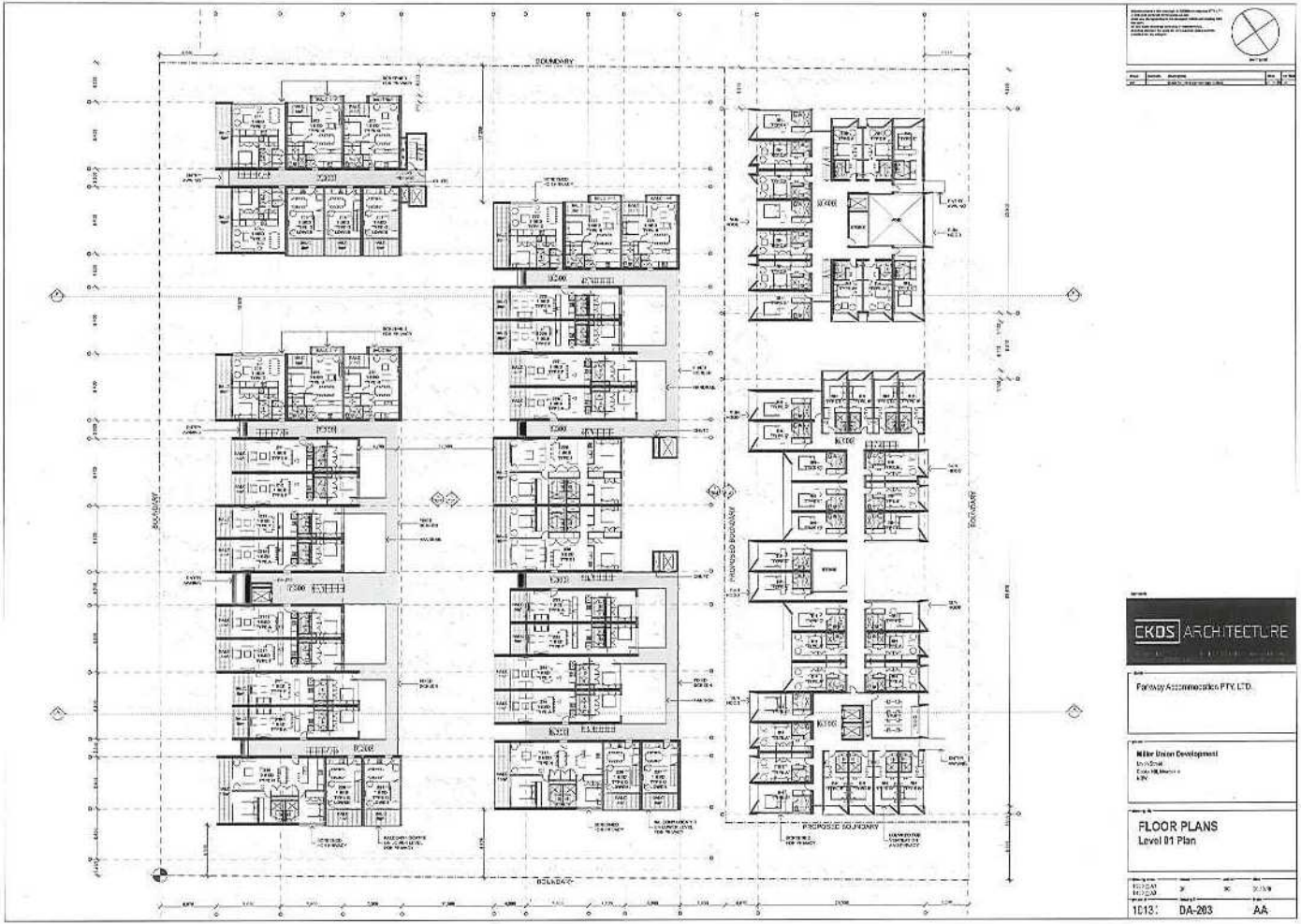
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Villiers Union Development

FLOOR PLANS
Ground Floor Plan

1013	DA-202		AB



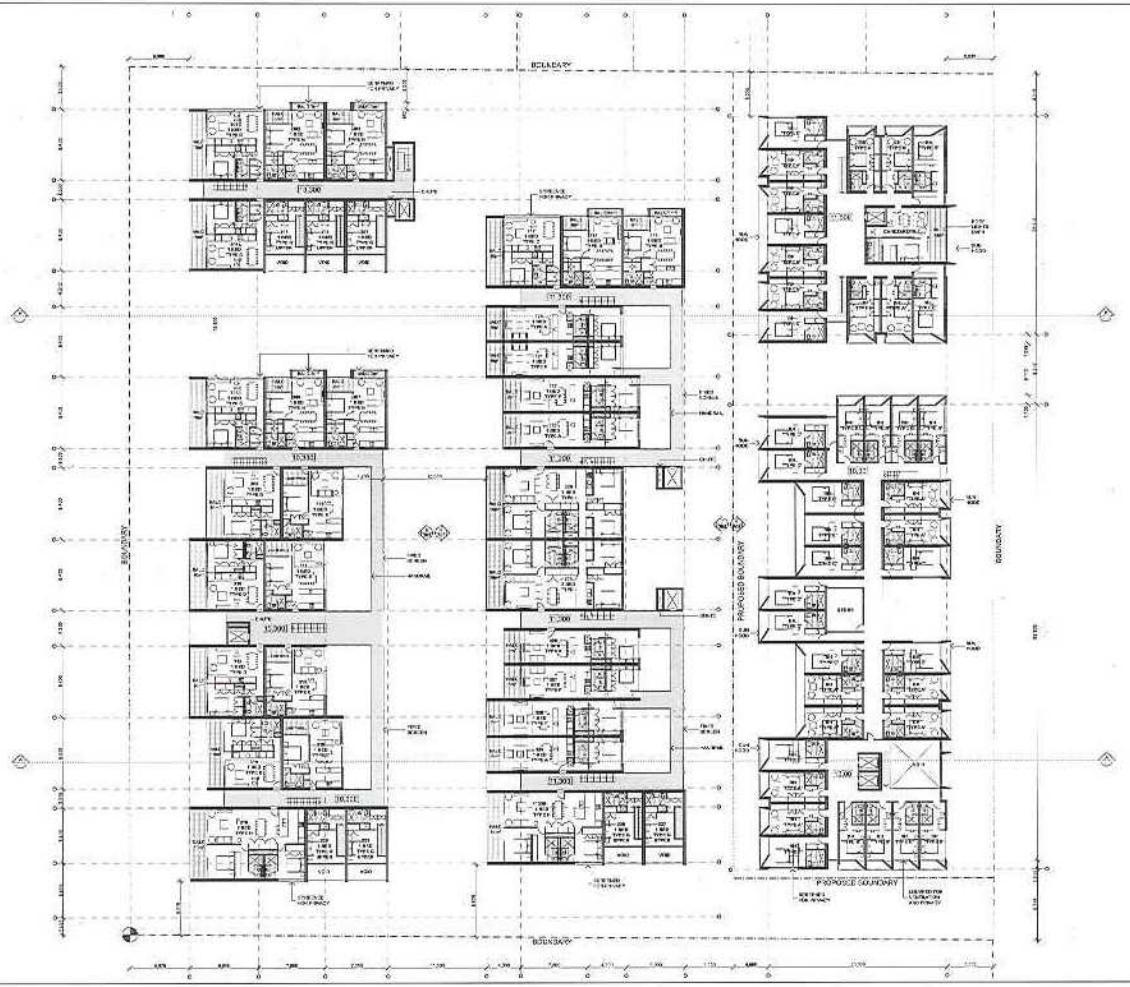
CKDS ARCHITECTURE

Fairway Accommodation PTY LTD.

Miller Union Development

FLOOR PLANS
Level 01 Plan

1013	DA-203		AA



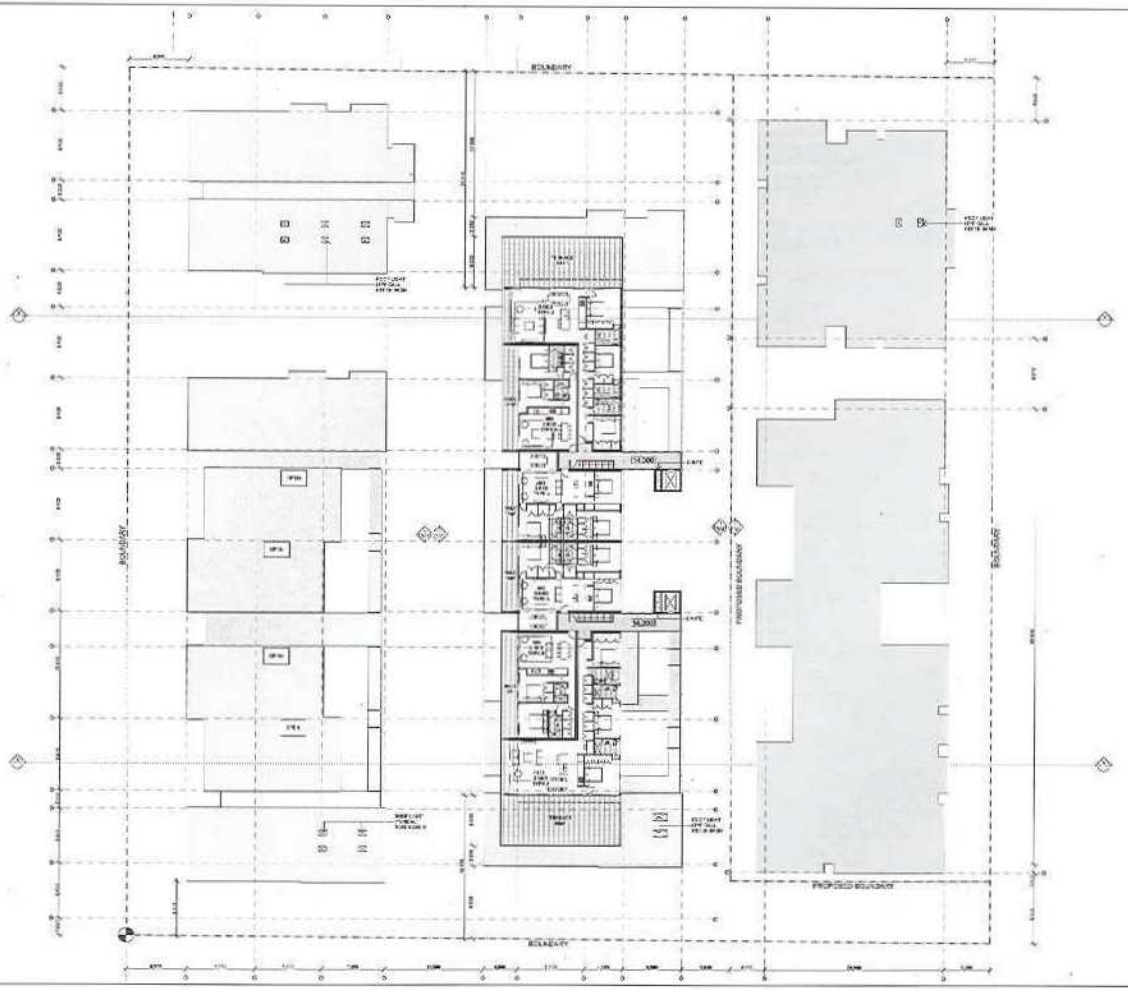
CKDS ARCHITECTURE

Parkway Accommodation PTY LTD.

Miller Union Development

FLOOR PLANS
Level 02 Plan

13132	DA-204		AA



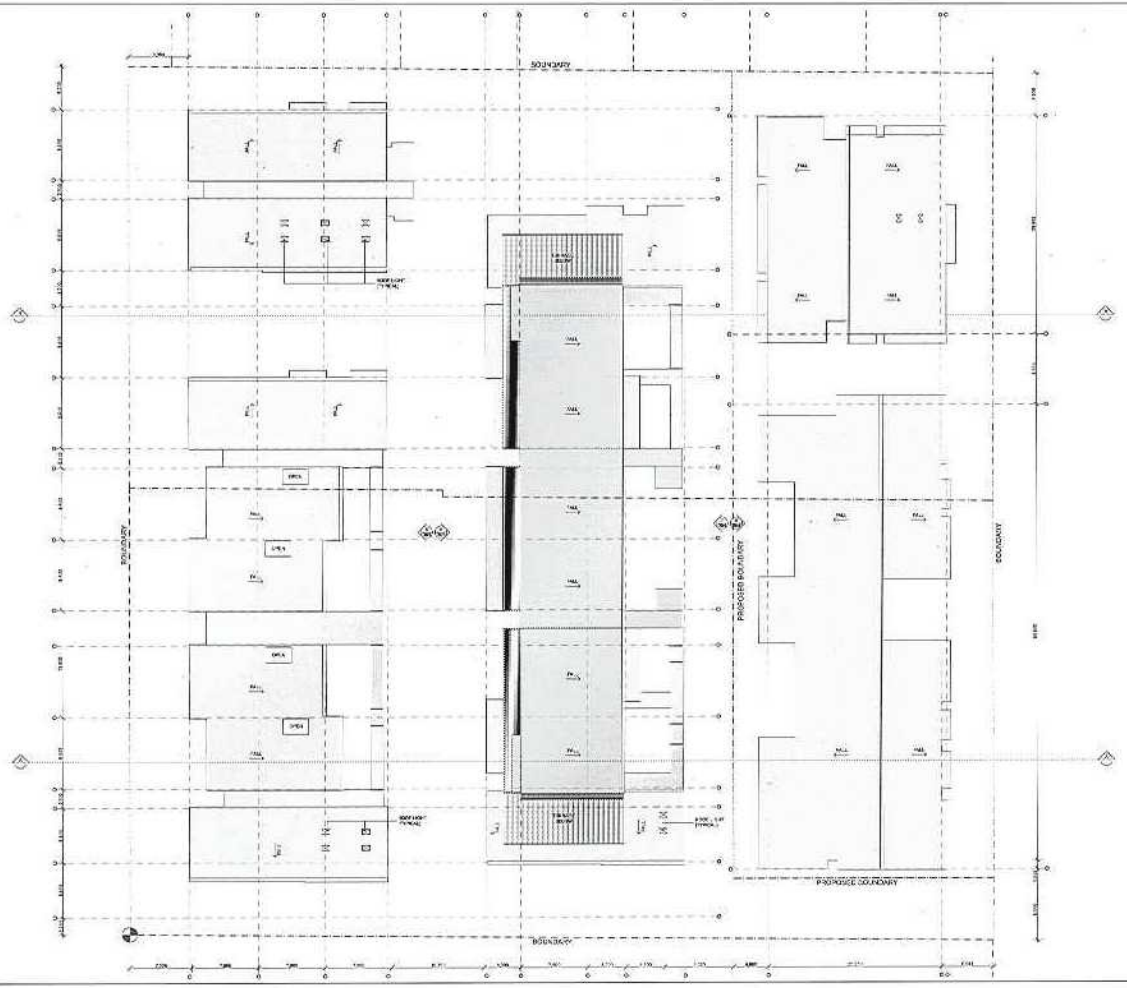
CKDS ARCHITECTURE

Fortway Accommodation PTY. LTD.

Miller Union Development

FLOOR PLANS
Level 03 Plan

1013	DA-205		AA



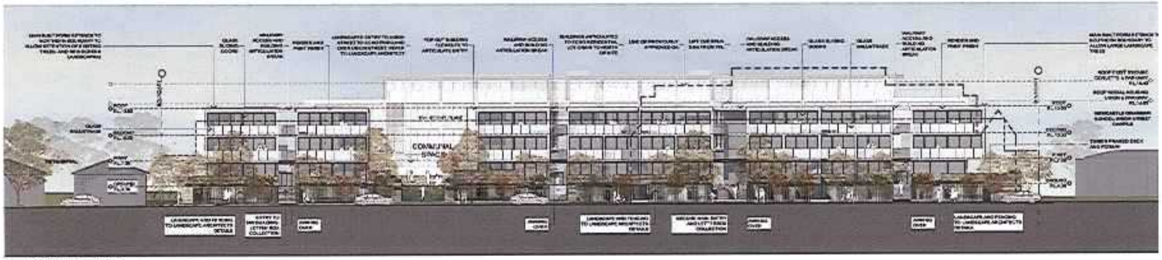
CKDS ARCHITECTURE

Pathway Accommodation PTY. LTD.

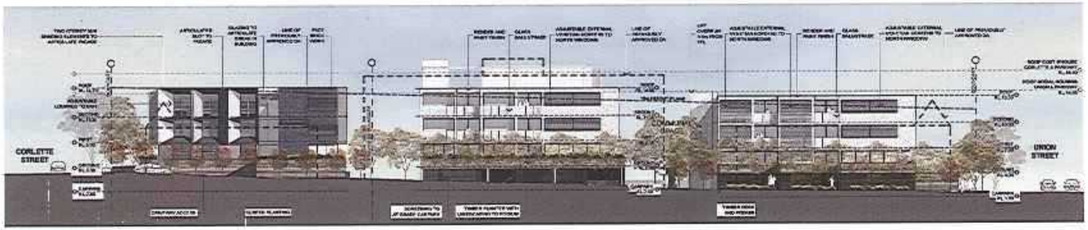
Miller Union Development

FLOOR PLANS
Roof Plan

1813	DA-205		AA



Union Street Elevation



North East Elevation

CKDS ARCHITECTURE

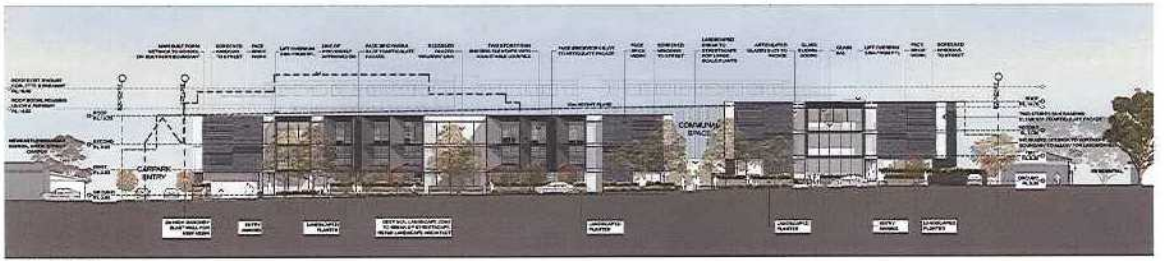
Parkway Accommodation PTY LTD.

Miller Union Development

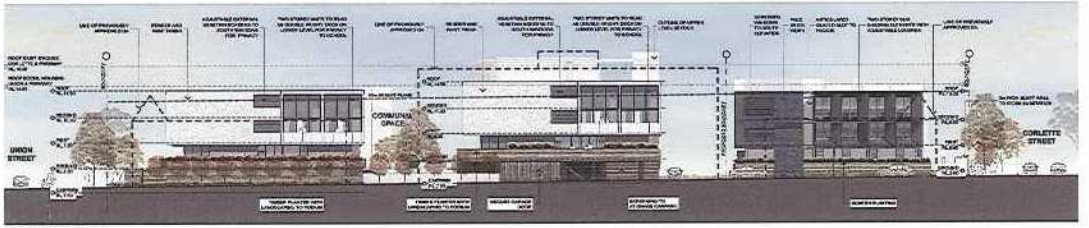
ELEVATIONS
North West & North East

DA-301

AA



Corlette Street Elevation
SCALE 1:100



South West Elevation
SCALE 1:100

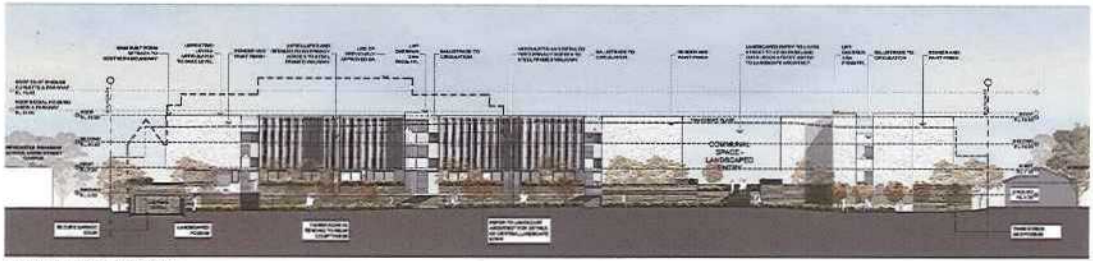
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

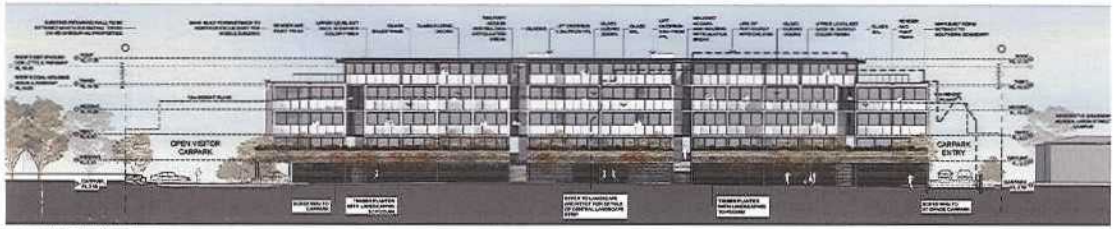
Miller Union Development

ELEVATIONS
South East & South West

1013 | DA-302 | AA



Union Street Units - Rear Elevation



Central Units North West Elevation

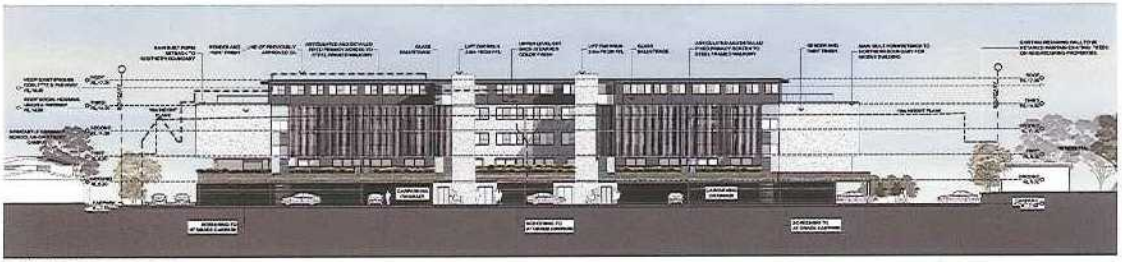
EKOS ARCHITECTURE

Fairway Accommodation PTY. LTD.

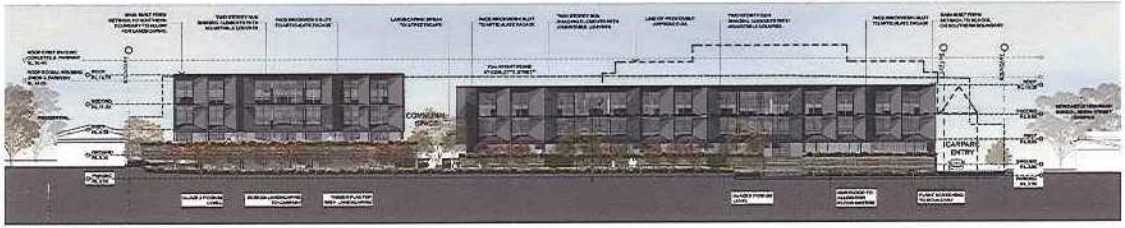
Miller Union Development

ELEVATIONS
Units Internal Park Elevations

1013	DA-303		AA



Central Units - South East Elevation



Boarding House - North West Elevation

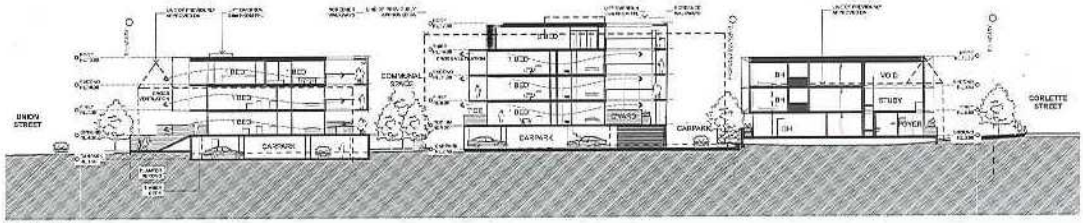
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

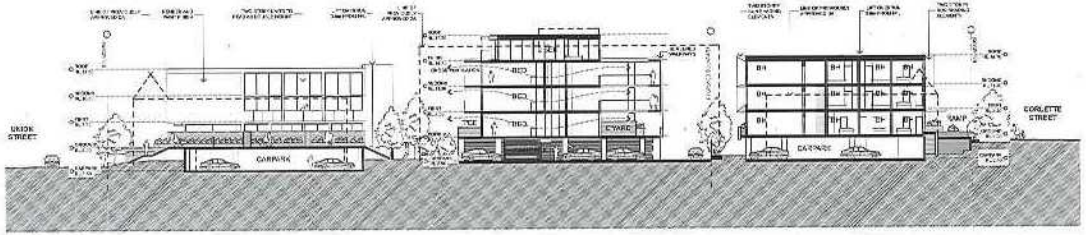
Milton Units Development

ELEVATIONS
Boarding House Internal Elevations

1013	DA-304		AA



Section A



Section B

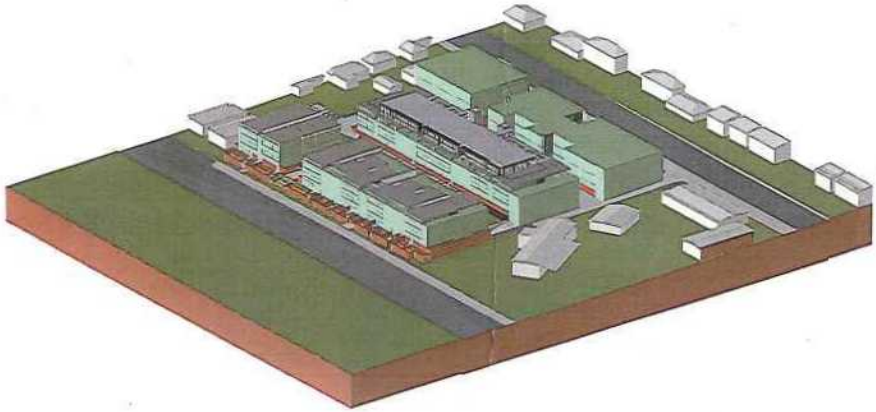
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Miller Union Development

SECTIONS
Sections A & B

10131 DA-401 AA



Building Mass with Complying Mass in Green

NOT TO SCALE

NOTE: BUILDING MASS TAKEN TO 4m OFF SOUTHERN BOUNDARY.
MAX HEIGHT OF BUILDING MASS SHOWN IN GREEN IS 10m ABOVE NATURAL GROUND

DEVELOPMENT APPLICATION

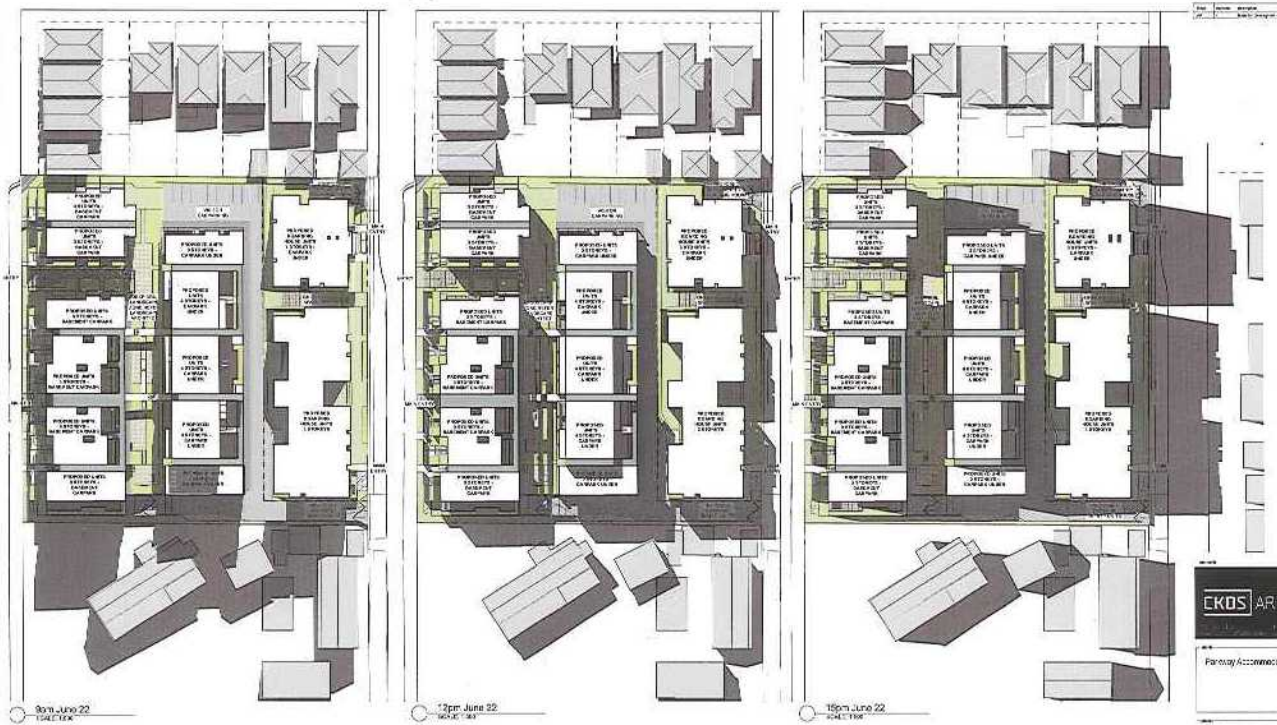
Parkway Accommodation PTY. LTD.

CKDS ARCHITECTURE

SHADOW DIAGRAMS
Building Mass Envelope

1013: DA-523 A

APPENDIX C – Overshadow Diagrams



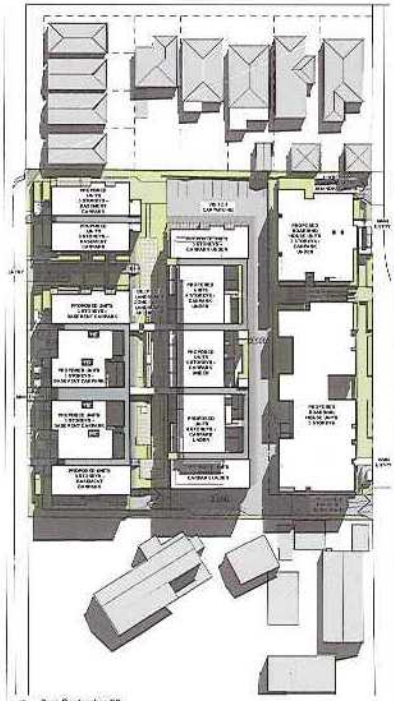
CKDS ARCHITECTURE

Fairway Accommodation PTY. LTD.

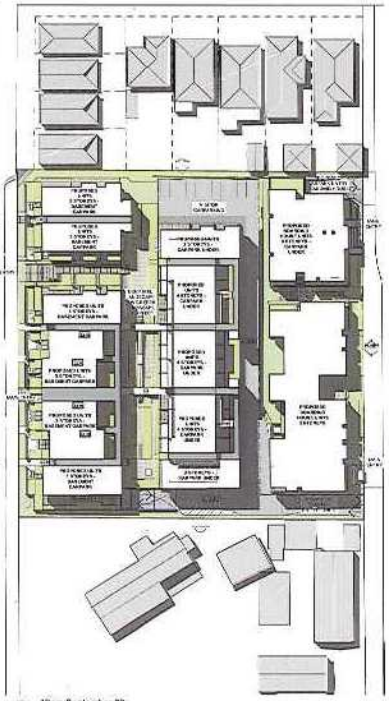
Miller Union Development

SHADOW DIAGRAMS
June 22

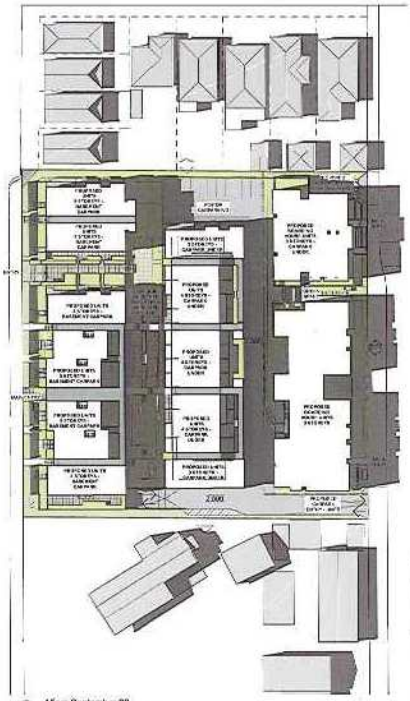
DA-501 AA



9am September 22



12pm September 22



15pm September 22

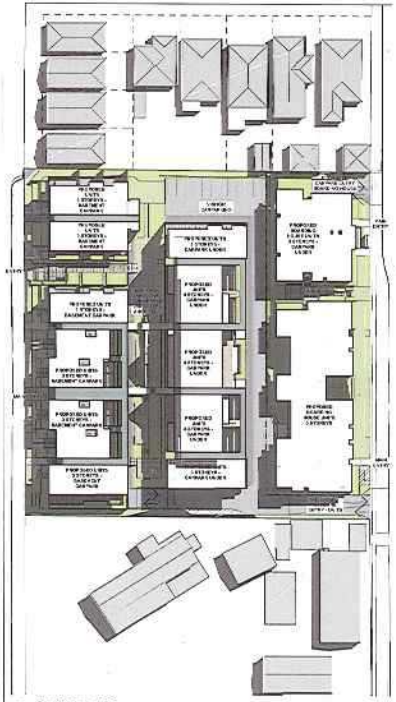
CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

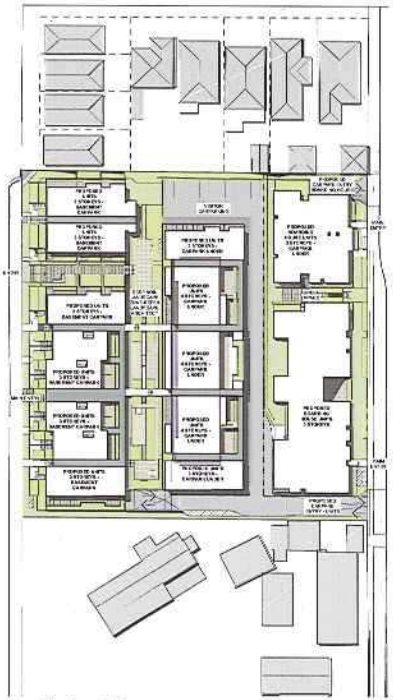
Villar Union Development

SHADOW DIAGRAMS
September 22

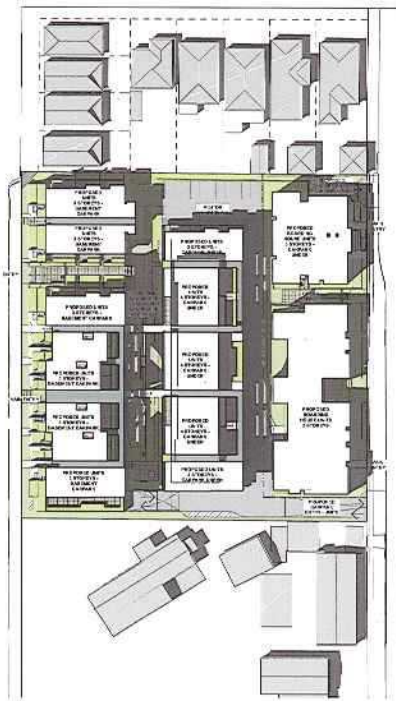
1313	DA-502		AA



9am December 22



12pm December 22



15pm December 22

CKDS ARCHITECTURE

Parkway Accommodation PTY. LTD.

Miller Union Development

SHADOW DIAGRAMS
December 22

1313	DA-503		AA

APPENDIX D – Landscaping Plan

01

april 2011

site plan | miller development - union st

Site Details:
Union Street, Cooks Hill, NSW
Client:
Parkway Accommodation Pty Ltd
Date:
15 April, 2011
Job Number:
5725.5
Scales:
1:200 @ A1
Revision:
E

terras
landscape architects

KEY

Abv	Botanic Name	Common Name
AP	*Acer palmatum*	Japanese Maple
AR	*Agathis robusta*	Kauri Pine
LC	*Lophostemon confertus*	Brush Box
LI	*Lagerstroemia indica*	Crepe Myrtle

Mosaic Wall - depicting elements relating to the sites former use as a teacher's college

1800mm high steel palisade fence

1800mm high timber batten screen

02

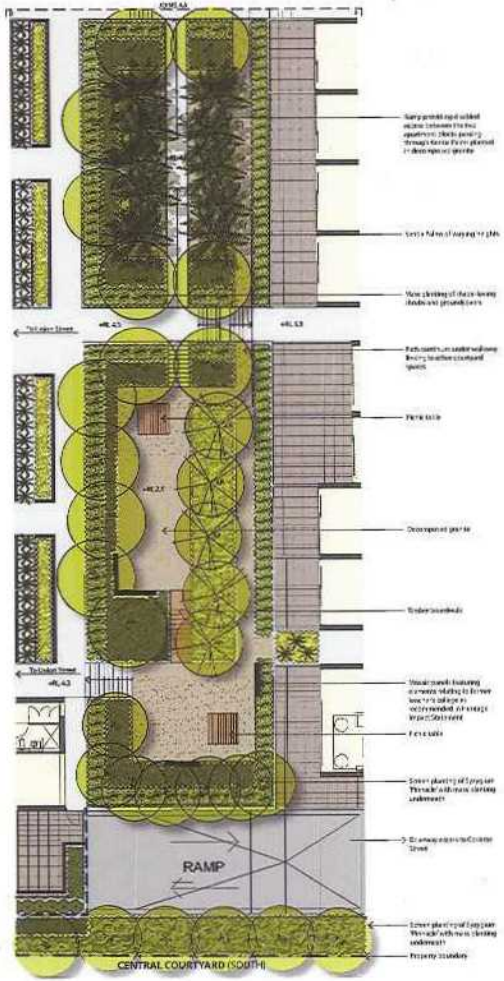
april 2011

union street link

miller development - union st

Site Details:
Union Street, Cooks Hill, NSW
Client:
Parkway Accommodation Pty Ltd
Date:
15 April 2011
Job Number:
9728.5
Scale:
1:50 @ A1
Revision:
E

terras
landscape architects



03

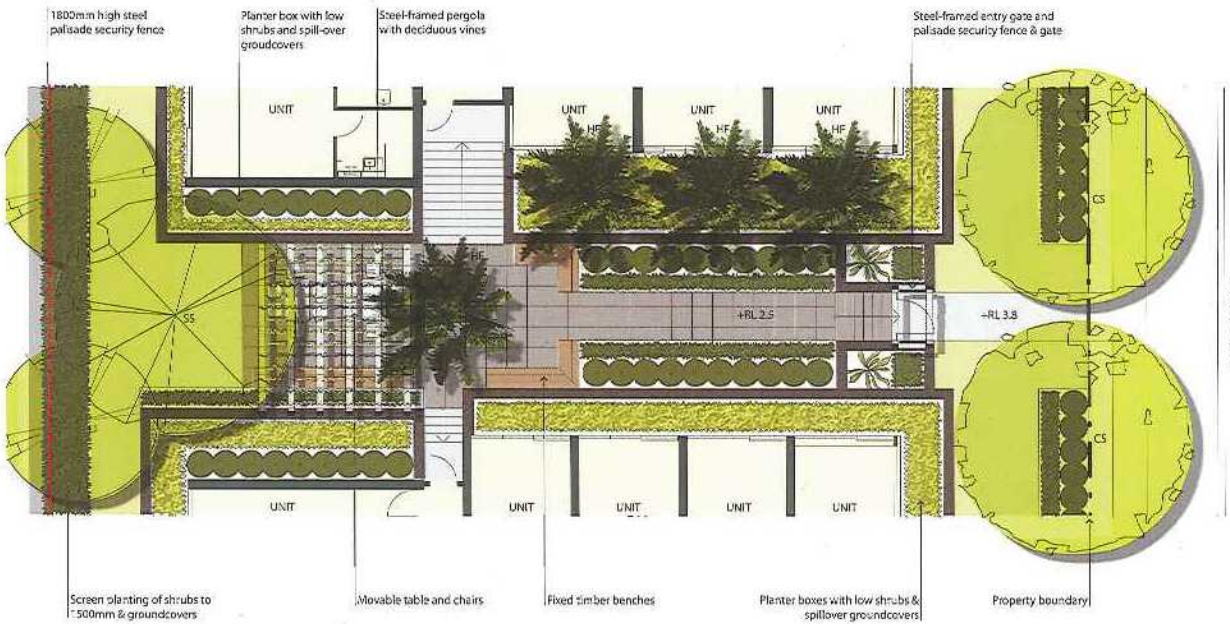
April 2011

central courtyard

miller development - union st

Site Details:
Union Street, Ocean Hill NSW
Client:
Parkway Accommodation Pty Ltd
Date:
15 April 2011
Job Number:
9728.E
Scale:
1:100 @ A1
Revision:
D

terras
landscape architects



KEY

Abv	Botanic Name	Common Name
CS	*Citharexylum spinosum*	Fiddlewood
HF	*Howrea forsteriana*	Kentia Palm
LI	*Lagerstroemia indica*	Crepe Myrtle
SS	*Sapium sebiferum*	Chinese Tallow

1800mm high steel palisade fence

04

April 2011

communal area

miller development - union st

Site Details:
Union Street, Cooks Hill, NSW
Client:
Parkway Accommodation Pty Ltd
Date:
15 April 2011
Job Number:
5728.6
Scale:
1:50 @ A1
Revision:
B

terras
landscape architects

typical sections
miller development - union st

SECTION A-A
UNION STREET LINK

Site Details:
Union Street, Cooks Hill, NSW
Client:
Parkway Accommodation Pty Ltd
Date:
15 April, 2011
Job Number:
5723.5
Scale:
1:50 @ A1
Revision:
3

terras
landscape architects

typical sections
miller development - union st

SECTION B-B
BOARDING HOUSES COMMUNAL AREA

Site Details:
Union Street, Cooks Hill NSW
Client:
Parkway Accommodation Pty Ltd
Date:
15 April 2011
Job Number:
8708.5
Scale:
1:50 @ A1
Revision:
B

terras
landscape architects

Acer palmatum - Japanese Maple

Agathis robusta - Kauri Pine

Cassalpinia ferrea - Leopard Tree

Eucalyptus 'Summer Red' - Summer Red Gum

Citharexylum spinosum - Fiddlewood

Callistemon viminalis - Bottle Brush

Howea forsteriana - Kentia Palm

Lagerstroemia indica - Crepe Myrtle

Lophostemon confertus - Brush Box

Pyrus calleryana 'Chanticleer'

Syzygium ova + spp - Lilly Pilly

Sapium sebiferum - Chinese Tallowood

SUGGESTED STRUCTURAL PLANTINGS

Ac	Acer palmatum — Japanese Maple
Ar	Agathis robusta — Kauri pine
Cf	Cassalpinia ferrea — Leopard Tree
Cr	Corymbia 'Summer Red' — Summer Red Gum
Ca	Citharexylum spinosum — Fiddlewood
Cv	Callistemon viminalis — Bottle Brush
Hf	Howea forsteriana — Kentia Palm
Li	Lagerstroemia indica — Crepe Myrtle
Lc	Lophostemon confertus — Brush Box
Pc	Pyrus calleryana 'Chanticleer' — Ornamental Pear
Sp	Syzygium paniculatum ova — Lilly Pilly
Se	Sapium sebiferum — Chinese Tallowood

SUGGESTED COURTYARD PLANTINGS - SHADE TOLERANT

Acanthus mollis	Oyster Plant
Acmena spp + cvs	Lilly Pilly
Asplenium australasicum	Birds Nest Fern
Clivia miniata	Kaffir Lily
Dicksonia antarctica	Soft Tree Fern
Liriope 'Evergreen Giant'	Large Liriope
Philodendron selloum	Philodendron
Philodendron 'Xanadu'	Philodendron
Syzygium spp + cvs	Lilly Pilly
Vinca major	Periwinkle
Viola hederacea	Native Violet
Zamia furfuracea	Cycad
Zantedeschia aethiopica	Arum Lily

SUGGESTED GENERAL PLANTINGS

Acmena spp + cvs	Lilly Pilly
Camellia sasanqua cvs	Camellia
Convolvulus sabatius	Convolvulus
Crinum pendunculatum	Swamp Lily
Doryanthes excelsa	Gymea Lily
Festuca glauca	Blue Grass
Grevillea spp + cvs	Grevillea
Lomandra spp + cvs	Spiny Mat- Rush
Myoporum parvifolium	Creeping Boobialla
Westringia fruticosa	Coastal Rosemary

07

April 2011

planting palette

miller development - union st

site details:
Union Street, Cooks Hill, NSW
client:
Parkway Accommodation Pty Ltd
date:
15 April, 2011
job number:
8728.5
scale:
nts
rev. number:
C

terras
landscape architects

08

April 2011

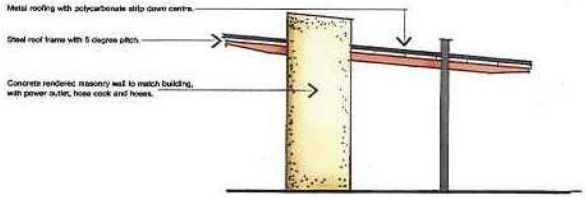
materials palette

miller development - union st

Pavement / Decking

1800mm High Steel Palisade Security Fence

Vertical Timber Slat Fence



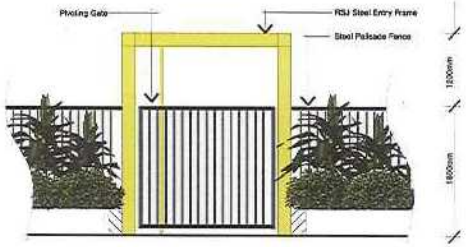
Car Wash Shelter

Fencing

Honed Segmental Pavers

Decomposed Granite

Hardwood Timber Decking and Boardwalk



Union St Link - Sectional Elevation

Mosaic Signage Panel

Interpretive Signage

site details:
Union Street, Cooks Hill, NSW
client:
Parkway Accommodation Pty Ltd
date:
15 April, 2011
job number:
8728.5
scale:
nts
rev. number:
C

terras
landscape architects

APPENDIX E – Referral Comments

Comments from Internal and external Agencies

Internal Memo

TO: David Paine

FROM: Alastair Peddie

DATE: 28 June 2011

SUBJECT: 121 Union Street, Cooks Hill (DA 10/1511)

Flood and Stormwater Management Assessment

David

Reference Documents

- Flood Information Certificate issued by Council to Northrop Engineers on 27 July 2010.
- Concept Stormwater Management Strategy and Flooding Report, Revision B, dated Sept. 2010, prepared by Northrop.
- Supplementary letter report from Northrop to CKDS Architecture dated 7/04/2011.
- Proposed Stormwater and Levels Plan prepared by Northrop, Drawing No. C02DA, Rev. D, dated 07/04/11.

Flood Management

The site has been identified by Council as in a flood prone area and a flood information certificate was issued to the developer's engineers in July 2007 (copy attached).

The calculated 1 in 100 annual chance (1% AEP) flood level for the site is 2.7 m AHD with an estimated Probable Maximum Flood level of 4.9 m AHD. The site has also been identified as a flood storage area. During the June 2007 flood event floodwater was recorded as reaching a peak level of 3.5 m AHD in this part of the catchment.

To address the local flooding issues and the development requirements of the Flood Management element of the Newcastle DCP 2005 Northrop Engineers prepared a flood report for the applicant.

The proposed minimum floor level for occupiable rooms in the development is 3.8 m AHD. To address local flood impacts the development has been designed to fill no more than 20 percent of the site area as required in the DCP.

The basement carpark under the western unit block has been designed to keep floodwaters out up to RL 3.0 m AHD and provide safe evacuation to upper floor levels for larger flood events. Parking under the middle unit block has been set at RL 2.5 m AHD as a low hazard area for the design 1% AEP flood event while providing flood storage areas for larger flood events.

The site will have access to flood free land on Corlette Street and incorporate onsite flood refuge areas. It is recommended that a flood emergency response plan be prepared and instigated for the site to ensure residents are aware of the flood risk and appropriate response measure are provided.

Stormwater Management

The designers have proposed a number of roofwater collection tanks with onsite reuse for toilet flushing, laundry usage and external irrigation. Overflow from the tanks and surface drainage will be collected and directed into gravel retention trenches located in the landscaped areas. Excess stormwater will be piped to the existing stormwater system in Union Street.

The proposed site stormwater system has been designed to comply with the requirements of the water management element of Councils current DCP.

Proposed Consent Conditions

- The development being designed to satisfy the requirements of the flood management element of the Newcastle DCP 2005 as outlined in the Concept Stormwater Management Strategy and Flooding Report, Revision B, dated Sept. 2010, prepared by Northrop Engineers. Full details to be included in documentation for a Construction Certificate application.

  Reason: To minimise the extent of property damage and the risk of injury in the event of future flooding of the site.

- All stormwater runoff from the proposed development being managed in accordance with the requirements of the *Water Management* Element 4.5 of the Newcastle Development Control Plan 2005 and the associated Technical Manual as indicated on the Proposed Stormwater and Levels Plan prepared by Northrop Engineers, (Drawing No. C02DA, Rev. D, dated 07/04/11). Full details to be included in documentation for a Construction Certificate application.

  Reason: To ensure that site stormwater runoff is properly managed in a safe and sustainable manner.

- A copy of the stormwater drainage design plans approved with the Construction Certificate with "work as executed" levels indicated, shall be submitted to the Principal Certifying Authority and Newcastle City Council prior to occupation of the building. The plans shall be prepared by a Practising Professional Engineer or Registered Surveyor experienced in the design of stormwater drainage systems.

  Reason: To ensure the stormwater system is constructed in such a manner that achieves the design's objectives.

- Any alteration to natural surface levels on the site being undertaken in such a manner as to ensure that there is no increase in surface water runoff to adjoining properties or that runoff is impounded on adjoining properties as a result of the development. Full details are to be included in documentation for a Construction Certificate application.

  Reason: To ensure that any such proposed works do not disrupt existing natural stormwater flows in the vicinity.

- An easement to drain water, 3 m wide, from proposed lot 12 (boarding house units site) through proposed lot 11 (proposed units site) being created and piped prior to issue of an Occupation Certificate.

Note: All associated survey and legal expenses in this regard are to be borne by the Developer.

Reason: To ensure that stormwater from the site can be adequately drained and to minimise the risk of future flooding of the subject property and adjacent property.

- A flood emergency response plan being prepared by independent consultants experienced in flood management and put in place by the applicant prior to occupation of the site for its intended use. The plan to be updated and maintained by the occupiers; to include an education and awareness component for the residents and detailed evacuation procedures where required; to interface with the local State Emergency Services plan (where appropriate) and to include provisions for any third parties likely to be involved.

  The flood emergency response plan should address the following components:

  a) likely flood behaviour
  b) potential flood warning
  c) education awareness program
  d) evacuation and evasion procedures
  e) evacuation routes and flood refuges
  f) flood preparedness and awareness procedures for residents and visitors

  Considerations should include the full range of flood risks, the proposed use of the site, site access constraints and local area evacuation routes to high ground. As much as possible, the plan should be aimed at self-directed evacuation or evasion to minimise the draw on limited State Emergency Services resources. Full details to be included in documentation for a Construction Certificate application

  Reason: To adequately manage the risk of life, property and all potential adverse flood impacts within the flood environment.

Alastair Peddie
Senior Development Officer (Engineering)

NEWCASTLE CITY COUNCIL

DEVELOPMENT & BUILDING GROUP

MEMO TO: DAVID PAINE

FROM: JEFF GARRY

DATE: 2nd MAY 2011

SUBJECT: DA 10/1511 - TRAFFIC ASSESSMENT – 121 UNION STREET, COOKS HILL – RESIDENTIAL FLAT BUILDING & BOARDING HOUSE

David,

A review of the additional advice submitted for this application has been completed and the following advice is provided for your attention.

Proposal

The proposal involves the demolition of the existing Bimet Lodge on the site and construction of multi-storey residential flat buildings, boarding houses and associated car parking. A total of 107 residential flats (91 one bedroom, 12 two bedroom & 4 three bedroom), 112 boarding house bedrooms plus a managers residence and 159 on-site car parking spaces are proposed.

Assessment Scope

- *Correspondence from ADW Johnson dated 20 April 2011.*
- *Amended Traffic Assessment by TPK & Associates dated April 2011.*

Comment

In my previous referral of 2nd March 2011 the following recommendation was made;

The proposal in its current state can not be supported as the traffic assessment submitted with the application does not provide sufficient information for assessment. The additional matters required to be addressed are as follows;

1. *The traffic assessment should be amended such that a traffic generation rate of 0.4 vtph be used for boarding house bedrooms.*
2. *Sidra analysis of the Parkway Avenue / Union Street intersection is to be included in the report.*
3. *Sidra modelling should include modelling of future traffic volumes for a 10 year horizon period up to 2020/2021.*

4. *The Sidra modelling results provided show long delays and some queuing in Tooke Street at the Tooke Street / Union Street intersection indicating that a higher level of control may to be provided at the intersection. However the argument of traffic spreading across alternate routes to other intersections is considered an appropriate argument particularly with traffic signals proposed for the corner of Parry Street and Union Street. This argument needs to be expanded further within the report however, with possible alternate travel routes more specifically detailed and an assessment of spare capacity within these travel routes. A traffic accident analysis of the Tooke Street / Union Street intersection also needs to be provided to justify the argument that no upgrading of this intersection is required.*
5. *The proposal seeks to justify on site parking in terms of the SEPP (Affordable Rental Housing) for the boarding house component of the development. This SEPP provides concessions in on site parking on the basis that significant higher alternate transport mode trips i.e. public transport, walking and cycling, will occur as the boarding house will be more attractive to low income earners who don't own a car. It would therefore seem reasonable that the TIA should provide some discussion on the availability and convenience of public transport and pedestrian and cycle facilities to shopping and service areas.*
6. *Based on the findings of the assessment required in Point 5 the TIA needs to address the additional demand placed on alternate transport modes from the development and what additional facilities both internal and external are required to cater for the increased demand.*
7. *An assessment against environmental capacity thresholds for Corlette Street and other likely travel routes as identified in point 4 should be included in the traffic assessment.*
8. *Council supports the proposal to access the site via Corlette Street however does not support the provision of two accesses to the Street. The southern access is to be removed from the plans with all access to Corlette Street being via the proposed boarding house access. Council would consider a secondary access to Union Street at the existing Bimet Lodge access provided it did not result in a loss of on street car parking in Union Street.*
9. *The proposal includes 13 tandem (stacked) parking spaces. Council's DCP states that stacked parking spaces are generally not supported unless it can be demonstrated that such parking would not obstruct or impeded any vehicle. The TIA should demonstrate that this will be the case if Council is to support the tandem (stacked parking).*
10. *The TIA should provide a brief assessment of the car park layout in regard to compliance with AS2890.1-2004 and in particular manoeuvrability and circulation. It is noted the car parks have been designed as long blind aisles which does not aid circulation of vehicles looking for a park when the car park is nearing or at capacity. As a result I believe a number of car parks will be lost so that turning bays can be provided at the end of the long blind aisles.*
11. *The TIA has not addressed motor cycle and bicycle storage facilities other than to say adequate facilities will be provided on site. Similar to cars this assessment needs to show compliance with the DCP and SEPP requirements and be reflected in the architectural plans.*
12. *The scale of the development is such that it is expected waste removal will be via a private contractor. The TIA should identify how these waste collection*

vehicles will enter and exit in a forward direction and should nominate the size of collection vehicle to be used and the frequency of collection.

The additional information has attempted to address these deficiencies as follows;

1. The traffic generation rate has been satisfactorily amended.
2. The argument that the additional traffic on the Parkway Avenue / Union Street intersection will represent less than 10 % of traffic flows through the intersection and thus the impacts will be negligible is accepted. No further modelling is required. The submitted report however is not clear on the traffic distribution to Parkway Avenue. On a worst case scenario assuming a 70:30 trip split from the driveways and then further distributions at the parkway Avenue Corlette Street intersection the maximum no. of trips through the intersection is only likely to be of the order 40 to 45 vph while total traffic volume through the signals is in the order of 1300 to 1500 vph.
3. The Sidra modelling has shown that traffic movements out of Tooke Street will become difficult over the next 10 years due to back ground traffic growth rather than traffic generated by this development. Suitable intersection performance will occur post development. It is acknowledged however that should traffic movements become difficult at this intersection motorists will tend to amend their travel routes to enter the collector / sub-arterial road network at intersections with higher levels of control and thus easier to use i.e. Parkway Avenue. The modelling has shown a roundabout at Tooke Street would operate satisfactorily however discussions with Council's traffic section indicates they would not support any work at this intersection due to the future installation of lights at the Parry Street / Union Street intersection. Therefore no upgrading of the Tooke Street intersection will be required.
4. The traffic accident analysis has been undertaken and considered satisfactory. No clear trend in accident history at the site.
5. The response from the applicant on this point is somewhat disappointing and I am of the mind to not support the proposal on the basis they have not addressed alternate transport mode issues in the report. With some 107 units and 112 boarding rooms it is not unreasonable to expect that the proposal will increase the demand for cycling, walking and public transport. An assessment would have identified that there are existing public transport services along Union Street that could be utilised by residents so no extension of the service is required. Similarly an assessment would determine that there are no dedicated existing cycle paths in the area that could be linked to therefore aside from providing suitable on site storage areas no additional cycle infrastructure is required. The assessment of pedestrian facilities in the amended report is satisfactory.
6. My assessment (in lieu of an assessment within the traffic report) is that the nearby bus stops (Union Street & Kemp Street) do not have shelters and seats and given the increased demand a nexus exists to require provision of shelters at the nearby bus stops.
7. Environmental capacity assessment has been carried out and is OK.
8. I am of the opinion that as the development is on two existing lots Council should support the provision of 2 accesses to the site as should this development not go ahead future development of the lots may have the same result. The removal of the Union Street access will also improve road safety.

Therefore overall the provision of 2 accesses on Corlette Street is considered reasonable.

9. The tandem parking is located within the controlled secure area of the car park to be used by tenants only. Therefore the argument that by allocating these to tenancies the internal manoeuvring's can be managed such that nobody is blocked or impeded unless parking in the wrong spot is accepted.
10. Having reviewed the layout and accepting that long blind aisles are acceptable in the secure controlled parking areas I believe the proposal can meet the requirements of AS2890.1-2004 ensuring forward entry and exit from the site.
11. A suitable assessment has now been carried out.
12. Turning templates have been provided and I am satisfied the waste vehicle will enter and exit the site in a forward direction.

Having reinspected the site and read the arguments presented in the traffic report about the traffic conditions during school periods I am willing to support the proposal for the following reasons;

- The AM peak for the school lasts approximately 30 minutes only but will coincide with the development peak. However provided suitable sight lines in accordance with AS2890.1-2004 are provided there is no reason that a suitable road safety environment would exist at the site.
- The PM peak for the school will not coincide with PM development peak and provided suitable sight lines in accordance with AS2890.1-2004 are provided there is no reason that a suitable road safety environment would exist at the site.

I am also of the opinion that the narrow section of Corlette Street has some traffic management advantages in that it will slow traffic in the vicinity of the school and will discourage development traffic from heading south past the school particularly during the school peaks. Therefore despite my initial opinions I am now of the opinion that at least the section of Corlette Street along the school frontage should not be widened. However widening of the section of Corlette Street along the frontage of the development may encourage vehicles to access the site from the north as well as improve driver visibility in the region of the proposed accesses and is recommended.

Recommendation

Despite my initial reservations I am now of the opinion that the proposed development can be supported with two accesses to Corlette Street but with the following conditions of consent;

2 CONDITIONS REQUIRING PAYMENT OF A MONETARY CONTRIBUTION / DEDICATION OF LAND / CARRYING OUT OF OFF SITE WORKS

2.7 Dwelling type vehicular crossings being constructed across the public footway at the proposed driveway entrance/exits at no cost to Council and in accordance

with Council's A017 Series (Concrete Vehicular Crossings) design specifications and such crossing being properly maintained.

Reason: To ensure the provision of adequate clearly defined and properly constructed means of all-weather vehicular access to the site in order to encourage the use of on-site parking facilities and in the interest of maximising vehicular and pedestrian safety and convenience.

2.9 Any redundant existing vehicular crossings being removed at no cost to Council and the public footway and kerb being restored to match the existing infrastructure.

Reason: To clarify site access arrangements in the interest of traffic and pedestrian safety, as well as road efficiency, to maximise kerbside parking opportunity and to ensure that reinstatement work is undertaken to an appropriate standard.

2.14 Any necessary alterations to public utility installations being at the Developer/Demolisher's expense and to the requirements of both Council and the appropriate authorities.

Reason: To ensure that any required alterations to public utility infrastructure are undertaken to acceptable standards and without demands on public sector resources.

2.17 A temporary protective crossing being provided over the footway for vehicular traffic before building operations are commenced. This approval does not permit access to the property over any adjacent private or public land.

Reason: To ensure public safety and protection of public assets.

2.22 The developer designing and constructing the widening of Corlette Street to match the existing kerb alignment at the Tooke Street intersection along the frontage of the site at no cost to Council and in accordance with Council's current construction requirements. Such works are to be implemented prior to occupation of the premises.

Reason: To ensure that public road facilities are upgraded to an appropriate standard having regard to the additional traffic movements likely to be generated by the proposed development.

Note: The Developer is advised to confer with Council's Development & Building Services Section in order to confirm Council's design requirements and construction standards prior to the commencement of the civil works within the public road.

3 CONDITIONS REQUIRING INCLUSION OF DETAILS IN DOCUMENTATION FOR A CONSTRUCTION CERTIFICATE APPLICATION / MATTERS TO BE RESOLVED PRIOR TO CERTIFICATION OF SURVEY PLANS / MATTERS TO BE RESOLVED PRIOR TO OCCUPATION OF THE PREMISES

Vehicular Access, Driveway, Parking and Loading Arrangements

3.50 On-site parking accommodation being provided for a minimum of 150 cars, as well as 141 bicycle spaces and 29 motor cycle spaces. Such facilities being set out generally in accordance with the minimum parking layout standards indicated in **Australian Standard AS 2890.1-2004 "Parking facilities – off street car parking", Australian Standard AS 2890.6-2009 "Parking facilities – off street car parking for persons with a disability" and Element 4.1 of Council's Newcastle DCP 2005.** Full details are to be included in documentation for a Construction Certificate application.

Reason: To ensure the provision of adequate on-site parking facilities commensurate with the demand likely to be generated by the proposed development.

3.59 All proposed driveways, parking bays and vehicular turning areas being constructed with a basecourse of adequate depth to suit design traffic, being sealed with either bitumen seal, asphaltic concrete, concrete or interlocking pavers and being properly maintained. **All driveways and manoeuvring areas are to be designed in accordance with Australian Standards AS 2890.1 – 2004 "Parking facilities – Off-street car parking" Full** details are to be included in documentation for a Construction Certificate application.

Reason: To facilitate the use of vehicular access and parking facilities and to minimise any associated noise and dust nuisance.

3.64 Landscaping and any other obstructions to visibility should be kept clear of or limited in height to **0.6** m in the **2.5** metre by 2 metre splay within the property boundary each side of the driveway entrance. Full details are to be included in documentation for a Construction Certificate application.

Reason: To ensure adequate sight distance to traffic on the frontage road and sight distance to pedestrians on the frontage road footway.

GENERAL CONDITIONS

Vehicular Access Driveway Parking and Loading Arrangements

5.56 The proposed parking bays being clearly indicated by means of signs and/or pavement markings.

Reason: To encourage the use of the proposed on-site car parking facilities and thereby minimise kerbside parking in the adjacent public road as a result of the proposed development.

5.59 The vehicular entrance and exit driveways and the direction of traffic movement within the site being clearly indicated by means of reflectorised signs and pavement markings.

Reason: To ensure that clear direction is provided to the drivers of vehicles entering and leaving the premises in order to facilitate the orderly and efficient use of on-site parking spaces **/ facilities** and driveway access and in the interest of traffic safety and convenience.

5.65 All vehicular movement to and from the site being in a forward direction.

Reason: To ensure that the proposed development does not give rise to vehicle reversing movements on or off the public road with consequent traffic accident potential and reduction in road efficiency.

Stormwater and Flood Control

3.98 The Developer instituting appropriate erosion protection and soil stabilisation measures in association with the proposed site works. Such measures are to be designed in accordance with the requirement of the Department of Water and Energy. Full details are to be included in the documentation for a Construction Certificate application.

Reason: To control soil erosion and prevent sedimentation of surrounding lands both private and public.

Utility Services

5.190 All public footways, footpaving, kerbs, gutters and road pavement damaged during the works being immediately repaired following the damage, to a satisfactory state that provides for safe use by pedestrians and vehicles. Full

restoration of the damage is to be carried out to Council's satisfaction prior to the issue of any occupation certificate in respect of the development.

Reason: To ensure that safe conditions are maintained on the site during construction and that the required restoration is undertaken to acceptable standards, without demand on public sector resources.

General

5.191 Where the proposed development involves the destruction or disturbance of any existing survey monuments, those monuments affected being relocated at no cost to Council by a surveyor registered under the Surveyor's Act.

Reason: To ensure that existing permanent survey marks which may be affected by the development are appropriately reinstated.

ADVISORY CONDITIONS

NON STANDARD CONDITIONS

A1. Appropriate lighting being provided for the car park and pedestrian pathways in accordance with AS 1158 - Lighting and AS 4282 - Control of the Obtrusive Effects of Outdoor Lighting, such being installed prior to the occupation of the portion of the premise the subject of this application.

Reason: To ensure that adequate and appropriate lighting facilities are provided for the proposed development.

A2. Appropriate arrangements being made for the collection of waste (recyclable and non-recyclable) from the development and such arrangements being in place prior to the occupation of the premises the subject of this development application.

Reason: To ensure suitable garbage removal arrangements are provided in association with the proposed development in the interest of public safety.

A3. Separate bins being provided within the proposed development to enable the on-site separation of recyclable and non-recyclable garbage, such arrangements being in place prior to the occupation of the premises the subject of this development application.

Reason: To ensure suitable garbage arrangements are provided in association with the proposed development in accordance with Council's Waste Minimisation Policy.

A4. Prior to commencement of site works the developer submitting to Council for approval a Construction Traffic Management Plan addressing traffic control measures to be utilised in the public road reserve during the construction phase.

Note: The required plan is to ensure the provision for safe, continuous movement of traffic and pedestrians within the road reserve. The plan is to be prepared in accordance with Australian Standard 1742.3 – 2002.

Reason: To control vehicular and pedestrian traffic movements in the public road reserve during the construction phase

A5 The maximum size vehicle that shall access the development is to be a heavy rigid vehicle (HRV) 12 metres in length as defined in **Australian Standard AS 2890.2 – 2002 – "Parking facilities – Off-street commercial vehicle facilities**. Under no circumstances should any vehicle larger than this enter the site.

Reason: To control vehicular activity associated with this development in the interest of public safety and amenity.

A6. The developer being responsible for the provision of additional regulatory signage and all adjustments to and/or relocation of existing regulatory signage as part of this development at no cost to Council and in accordance with Council requirements, such works to be implemented prior to the occupation of the premises.

Note: Alterations to regulatory signage will need to be referred to the Newcastle City Traffic Committee for approval.

Reason: To ensure that public road facilities are upgraded to an appropriate standard having regard to the additional traffic movement and pedestrian activity likely to be generated by the proposed development.

A7. All external ramps and pathways within the site required to be accessible for persons with disabilities being designed and constructed in accordance with AS.1428 – Design for Access and Mobility. Kerb ramps are to be provided adjacent to disabled parking bays. Full details are to be included in documentation for a Construction Certificate application.

Reason: To ensure appropriate disabled persons access is provided for this development in accordance with the appropriate standards.

A8. Proposed parking areas, driveways, vehicular ramps and turning areas being maintained clear of obstruction and being used exclusively for purposes of car parking and vehicle access, respectively. Under no circumstances are such areas to be used for the storage of goods or waste materials.

Reason: To ensure the proposed/required parking, facilities and associated driveways are able to function efficiently for their intended purpose and are not otherwise used in a manner which detracts from the overall appearance of the development.

A9. No work within the public road being commenced until Council's separate written approval has been obtained.

Note:
1) A separate road works application is required for the works to be undertaken in the public road.
2) Engineering design plans and specifications for the works being undertaken in the public road reserve are required to be submitted to Council for approval with the Road Works application.
3) An additional fee will be required by Council for the assessment of engineering plans submitted for the public road works. In this regard the developer is advised to confer with Council's Development & Environment Section in order to confirm this fee.

Reason: To ensure that any work within the public road is carried out in accordance with Council's and the Roads & Traffic Authority's requirements and under Council supervision.

A10. Wheel stops being provided along the front of parking spaces in accordance with AS 2890.1 Parking. Full details are to be included in documentation for a Construction Certificate application.

Reason: To ensure safe and convenient use of on-site parking and to minimise vehicular and pedestrian conflict.

A11. The development is to be provided with appropriate secured bicycle parking facilities in the car park area. Full details are to be included in documentation for a Construction Certificate application.

Reason: To ensure appropriate facilities are provided for cyclists within the development.

A12. A pavement design report for the construction of the internal access driveway and carpark is to be prepared and certified by a practising geotechnical engineer, and such being included in documentation for a Construction Certificate application.

Reason: To ensure the future integrity of the internal road network and carpark of the development.

A13. Written certification from a Practicing Geotechnical Engineer that the internal access driveway and carpark has been constructed in accordance with the geotechnical requirements is to be submitted to the Principal Certifying Authority prior to the occupation of the premise.

Reason: To ensure the future integrity of the internal access driveway and carpark of the development.

A14. Appropriate bus shelters in accordance with Council requirements being provided at no cost to Council at the bus stops designated as servicing the subject development.

Reason: To ensure that adequate and appropriate facilities are provided for residents utilising public transport.

Regards

Jeff Garry
CONSULTANT ENGINEER

Future City

Positioning for a sustainable future

The City of Newcastle

Internal Memo

TO: David Paine

FROM: Heritage Officer

DATE: Thursday 12 May 2011

SUBJECT: **121 UNION STREET COOKS HILL - DA10/1151**

References

1. Development Application Drawings, CKDS Architecture,
2. Planning report Development Application 10/1151 Proposed Residential Flat Building & Boarding House Lots 1&2 DP 1050041 121-123 Union Street Cooks Hill, ADW Johnson, 5 May 2011
3. Heritage Impact Statement, Heritas, Issue G, 2 May 2011
4. Miller Union Development Union Street Cooks Hill, Newcastle, Urban Design Assessment of Building Heights, HBO + EMTB Urban and Landscape Design, 5 May 2011.

Heritage Status

Cooks Hill Heritage Conservation Area.

Heads of Consideration – Environmental Heritage Conservation

Under Part 4, Cl. 27 (b) *Environmental Heritage Conservation – Heritage Assessment* NLEP 2003, Council must have regard to the extent to which a development application to carry out work within a heritage conservation area would affect the heritage significance of the heritage conservation area. The assessment shall include consideration of a heritage impact statement that addresses at least the following issues:

(i) the heritage significance of the heritage conservation area and the contribution which any building, work, relic, tree, or place affected by the proposed development makes to the heritage significance of the area, and,

(ii) the impact the proposed development would have on the heritage significance of the heritage conservation area; and

(iii) the compatibility of any proposed development with the nearby original buildings and the character of the heritage conservation area, taking into account the scale, form, orientation, setbacks, materials and detailing of the proposed development, and

(iv) the measures proposed to protect the significance of the heritage conservation area and its setting, and

(v) whether any landscape or horticultural features which contribute to the heritage significance of the area would be affected by the proposed development.

Cl. 27 (b) (i) **Heritage significance of the heritage conservation area & the contribution which any building makes to the heritage significance of the area**

The existing buildings currently operate as Bimet Lodge, and are not contributory to the Heritage Conservation Area. The property contains vacant land which is not contributory to the heritage conservation area.

The streetscape of Corlette Street is a mix of traditional forms of housing typical of Cooks Hill including several well cared for California bungalows and a transition to the south with two storey attached housing and the Grammar school buildings at the west side of the street.

Cl. 27 (b) (ii) **The impact the proposed development would have on the heritage significance of the heritage conservation area**

The development proposes a residential development comprising 107 units including 91x1 bedroom units; 12x2 bedroom units; and 4x3bedroom, along with a boarding house containing 112 bedrooms and a manager's residence. In addition, at-grade and basement car parking for 159 vehicles will be provided.

The development is arranged into 3 separate blocks, with the highest block – a five storey component located towards the centre of the site, flanked by buildings of three and four storeys. The greatest setback to any single boundary is the north boundary.

A Heritage Impact Statement as amended supports the proposal for a number of reasons as set out in Chapter 7 of that report. The HIS notes that the "breakdown of forms along both street frontages results in amassing that respects the context of smaller residential blocks in the area," (Heritas: 18). The HIS is supportive of the setbacks to boundaries, and the revised landscape treatment which now includes additional vegetation screening between the Boarding houses on Bruce Street and the rear yards of the housing in Tooke Street . An aspect of the development that was previously identified as a potential detrimental impact on the HCA – that is the contrast in the height of the building proposed with the lower scale of housing stock in the HCA. To this extent, additional vegetation and landscape design treatments have been proposed which will ameliorate this impact. The HIS notes "The proposal of two large mature trees in the visitors car park will contribute to the visual buffering of car-parking along the northern boundary of the site," (Heritas:18). I support the additional landscape treatment on the basis that it will minimise the obtrusiveness of the development when it is viewed from the houses on Tooke Street, a concern I raised in my assessment of the original proposal.

My concern, similar to concerns raised by the Cooks Hill Resident's Group, regarding the dramatic scale departure of the proposal, especially to Union Street and Corlette Streets, has been attenuated by the revised landscaping design and amended colour scheme for the Union Street apartments. Additional photo montages illustrate that the height variation, when seen in the context of the total streetscape, are not of major concern and are acceptable given the mitigation measures now proposed by the applicant. It is noted that the revised landscaping to Union Street will merge the development into the context in a more sympathetic manner than previously proposed. The HIS notes "The inclusion of large trees...will soften the development within the streetscape," (Heritas: 18). Again, "the positioning of four large trees at the pedestrian site access entrance on Union Street serves to minimise the built from to the north from that access point, reducing the bulk at that end of Union Street to a scale more in keeping with the existing residential pattern in the southern end of the Heritage Conservation Area." This effect can be seen in the photo montages presented in the Urban Design report and in the documentation submitted by CDKS.

Cl. 27 (b) (iii) **the compatibility of any proposed development with the nearby original buildings and the character of the heritage conservation area, taking into account the scale, form, orientation, setbacks, materials and detailing of the proposed development**

Owing to the amendments made to the landscaping design and the colour scheme I am generally comfortable with the proposal in terms of the scale, form, orientation, setbacks, materials and

detailing of the proposed development. I am of the view that the development now before council has merit on urban design grounds and as is generally compatible with the edge of the Cooks Hill Heritage Conservation Area.

Cl. 27 (b) (iv) **The measures proposed to protect the significance of the heritage conservation area and its setting**

See above.

Cl. 27 (b) (v) **Whether any landscape or horticultural features which contribute to the heritage significance of the area would be affected by the proposed development**

Not applicable to this application.

Recommendation

The proposed development has been amended to address heritage concerns and I am generally now comfortable with the scale and bulk of the development and its relationship with the edge of the adjacent Cooks Hill Heritage Conservation Area.

HERITAGE OFFICER
Sarah Cameron

In reply please send to:	Head Office Newcastle
Our reference:	FN02-00345N0
Your reference:	
Contact:	Temporary PA to CEO (02) 4908 4395

Northrop Engineers
323 Charlestown Road
CHARLESTOWN NSW 2290

26 October 2010

Dear Sir

BUILDING/ DEVELOPMENT APPLICATION NO. TBA10-15395N1
LOT 2 DP 1050041 NO 121 UNION ST COOKS HILL

In September 2010 the Members of the Mine Subsidence Board approved this application subject to:

1. Additional sensitivity analysis of pillars and consideration of a subsidence profile being provided.
2. The final drawings to be submitted prior to commencement of construction, contain a certification by a qualified structural engineer, to the effect that any improvement constructed to meet the specifications of such final drawings will be safe, serviceable and repairable taking into account the geotechnical conditions on the site.

In response to Approval Condition 1 above, the applicant has submitted a Desktop Mine Subsidence Assessment – Addendum (Job No. NL100154) from Northrop Engineers, which includes a report from Coffey Geotechnics (GEOTWARA21375AA-AE) dated 17 September 2010. The Coffey Geotechnics Report advises the mine workings are long term stable and includes the following estimates for subsidence parameters;

- Maximum vertical subsidence 540mm
- Maximum tensile strain 3.6mm/m
- Maximum compressive stress 5.4mm/m
- Maximum tilt 16mm/m
- Compressive curvature radius 2km

The maximum tilt level would not normally be acceptable to the Board. However, based on the advice this would only occur in a very localised area (4m x 4m) and the structure would still remain structurally adequate the Board will accept the engineering advice. The ability to repair this section of the building needs to be considered in the engineering detail. Approval is granted in the knowledge the Mine Subsidence Board would not consider relevelling where tilts are less than 7mm/m.

Standard (Auto) BAs

MINE SUBSIDENCE BOARD

NEWCASTLE
Ground Floor
NSW Government Offices
117 Bull Street
Newcastle West 2302
PO Box 488G Newcastle 2300
Telephone: (02) 4908 4300
Facsimile: (02) 4929 1032
DX 4322 Newcastle West

PICTON
100 Argyle Street
Picton 2571
PO Box 40 Picton 2571
Telephone: (02) 4677 1967
Facsimile: (02) 4677 2040
DX 26053 Picton

SINGLETON
The Central Business Centre
Unit 6, 1 Pitt Street
Singleton 2330
PO Box 524 Singleton 2330
Telephone: (02) 6572 4344
Facsimile: (02) 6572 4504

WYONG
Suite 3 Feldwin Court
30 Hely Street
Wyong 2259
PO Box 157 Wyong 2259
Telephone: (02) 4352 1646
Facsimile: (02) 4352 1757
DX 7317 Wyong

HEAD OFFICE
PO Box 488G
Newcastle 2300
Telephone: (02) 4908 4395
Facsimile: (02) 4929 1032

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mail@minesub.nsw.gov.au

Web
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24 Hour
Emergency Service
Free Call 1800 248 083

Based on the advice submitted, Approval Condition 1 is satisfied, subject to the applicant designing the structure such that it will remain safe, serviceable and repairable in the event that the above mine subsidence parameters occur.

Approval Condition 2 is still to be met by the applicant.

Please do not hesitate to contact me if I can be of further assistance.

Yours faithfully

G J Cole-Clark
Chief Executive Officer

APPENDIX F – Urban Design Consultative Group Minutes (UDCG) and the applicant SEPP 65 Design Report

CKDS ARCHITECTURE

1013 Miller Union Development

121-123 Union Street, Cooks Hill

SEPP 65 Design Report

Date 27.10.10
Project No 1013- Miller Union Development
Issue C

Table of Contents

CKDS ARCHITECTURE

Control

Form	Issue C
File	1013 Miller SEPP 65 Design Report_A.doc

Issue	Description	Date	Check	Authorised
A	For Client Pre DA Review	25.10.2010	SC	CK
B	For Review	01.11.2010	SC	CK
C	Issued for DA	02.11.2010	SC	CK

Index

1 Introduction

This report should be read in conjunction with the architectural design drawings provided in the project application. It responds to each of the ten SEPP 65 Design Quality Principles in the Residential Flat Design Code (RFDC), and includes a compliance table that responds to each of the relevant numerical 'Rules of Thumb' contained within the Residential Flat Design Code.

2 Design Verification

I, Caine King, of CKDS Architecture, verify that I contributed to the design of this residential flat development, and that the design quality principles set out in Part 2 of SEPP No. 65 – Design Quality of Residential Flat Development are achieved for the development 121-123 Union Street, Cooks Hill.

Name:

Registration No: 7974

I, Stuart Campbell, of CKDS Architecture, verify that I contributed to the design of this residential flat development, and that the design quality principles set out in Part 2 of SEPP No. 65 – Design Quality of Residential Flat Development are achieved for the development 121-123 Union Street, Cooks Hill.

Name:

Registration No: 7545

3 SEPP 65 Analysis

SEPP 65 Design Quality Principles

3.1 Executive Summary

CKDS Architecture is engaged to provide the architectural design and documentation for the Miller Union Development, 121-123 Union Street, Cooks Hill. As architects leading the design process, we have worked closely with the 'project development team' consisting of planners, arborists, heritage architect, traffic engineer, civil/structural engineer, building contractor, acoustic engineer and landscape designers. As part of the design process, we have applied the relevant planning guides including local council DCPs and the Residential Flat Design Code SEPP 65. Pursuant to the relevant controls and guidelines, the proposal has been designed to integrate environmental and social responsibilities.

SEPP 65 stipulates that a "quality design contributes to enjoyable places". We have considered the relevant design principles and incorporated them. Consideration is given for the end users to have a well-designed development that covers open spaces and places, building elements and materials, landscaping and pathways.

The development anticipates to exceed the minimal benchmark of the SEPP 65 Design Code for environmental sustainability elements such as natural ventilation, daylight access and thermal mass. Residential amenities have been improved by increasing the ceiling heights, enhanced and varied unit layouts and quality outdoor living and socialising spaces.

3.2 Principle 1: Context

Context is defined by the key natural and built features of the local area.

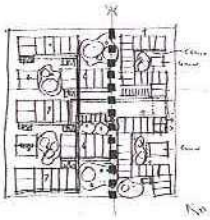
The subject site for the proposed residential flat component of the development is located at 121-123 Union Street, Cooks Hill and is 7,435.5m² for the Residential Flat Building component and 2,895.5 m² for the boarding house component.

The surrounding area is quite diverse and comprises a mix of residential development (including single dwellings, terraces, flats and apartments) and a heritage conservation zone to the north and east; recreational facilities (National Park netball courts and sporting ovals) to the west; Newcastle Grammar School and social housing to the south and commercial premises further north and south. The Junction Village is less than 500m from the site and contains a number of boutiques and mixed businesses as well as a large supermarket, post office, banks, restaurants, cafes and The Junction Hotel.

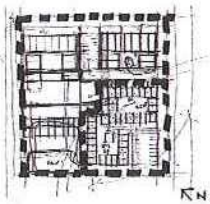
As a planning response to the diversity of surrounding development, an investigation was carried out into the existing lot grain, in particular the smaller lot grain to the north of the site to determine a building planning and massing strategy that responds to the surrounding context. We looked at a series of site planning strategies to maximize light and general amenity for the units and ease the impact on the northern lot line to arrive at the current planning diagram.

Previous site concepts:

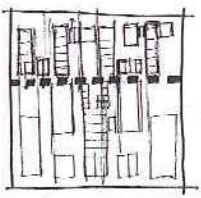
1. Strategy: Running the buildings in an east-west direction with the boarding house on the southern portion of the site
   Outcome: This created long walls to the northern and southern boundaries that were incongruous with the surrounding lot grain (particularly to the north). This site strategy also created some undesirable privacy and circulation issues. The idea of a clear and separate street address for the boarding house and unit building was seen as a positive.



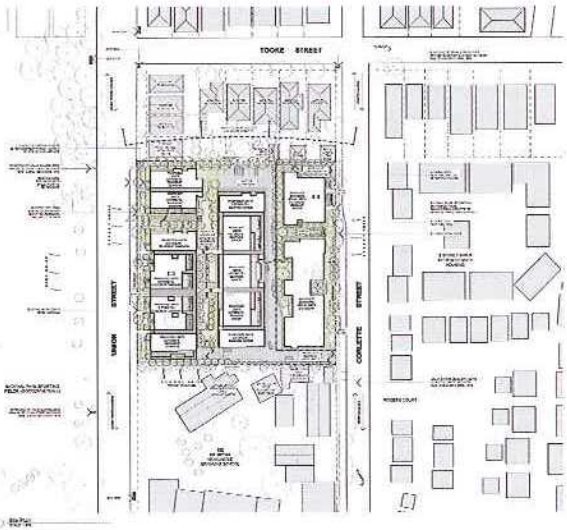
2. Strategy: Splitting the site into an inverted L shape so all units could get direct northern light and related to the residential development to the north and the boarding house component was more related to the school and existing boarding house and social housing development to the south.
   Outcome: This strategy created privacy issues between the units and did not provide for clear and separate street addresses. As with the figure above long walls would have potentially been created to the northern lot line. Traffic and car parking was also problematic and inefficient.



3. Strategy: Splitting the site in an east-west direction and running the buildings north-south
   Outcome: This worked well from a massing point of view and was the impetus for the resulting unit building layout. However this approach was problematic for access and circulation mixing between the boarding house and unit. This site plan also created an ambiguous street address for the two site uses.



The resulting site plan shows a series of buildings in a north-south orientation with the shorter building side to the northern lot line. The plan echoes residential development to the north by articulating and stepping the building line to Union Street. For example, the building line steps at similar widths to a single dwelling with the spaces used for entries and light slots between the steps reflecting the building separation and driveway access points to the northern lots. When read as a figure ground plan, the slots between the buildings become critical in eroding the scale to make it a more cohesive development strategy that transitions between a variety of building scales.



The development presents as two separate buildings to Union Street; to the south is the larger building responding to the larger school development and social housing; and to the north is a smaller singular building, which has been designed to reduce the scale between the development and the dwellings to the north. The break between the two buildings on Union Street has been enhanced by the use of a landscaped entry corridor leading to a large landscaped central park, echoing the existing parklands over Union Street.

The boarding house buildings, addressing Corlette Street, have utilized face brick and two storey raised elements to relate to the surrounding development. A series of landscaped breaks have been introduced to the streetfront to provide for larger deep soil planting and visual relief in the streetscape.

We believe the proposal is consistent with the likely future context of an area that is nominated as a 'substantial growth precinct' in the Newcastle Urban Strategy.

3.3 Principle 2: Scale

As discussed above, the building is generally divided up into three separate blocks with the central building footprint reduced to create larger set backs to the northern boundary. All boundaries allow for significant landscaping which is further developed in the landscape plans accompanying this DA.

Council's guidelines indicate that a floor space ratio of 0.9:1 applies to the site. This FSR, along with the flood planning and car parking requirements has driven the location and massing of the building elements. A basement car park, filling approximately 19% of the site, has been located under the Union Street buildings to reduce the height of the buildings in this location. The building scale at Union Street has been further developed to relate to pedestrians by the introduction of a stepped series of planters to the street boundary.

Car parking 'at grade', with three full floor of residential as well as a reduced upper level is located at the centre of the site. An increased setback in the order of 17m has been provided to the northern boundary for the central building element. The rear walkways have been removed to the upper level through the provision of a centralised lift access. Through rigorous design investigation including sun shade analysis and streetscape perspectives, an informed decision was made to increase the height of the development at the centre of the site. This was done in a location where it is not visually prominent and is considered to have no significant adverse impacts on surrounding neighbours. The proposed height is slightly lower than the development approved previously on the site proposed by Kingston projects and approved by council on 20th December 2004. As evidenced in the 3D renders, the upper level of the central building has been designed to be set back from the levels below and has been treated with a different material to further articulate the building. We believe the variation of a set back, centralised upper level creates an appropriate overall building composition when the development is read as one.

The design intention with the boarding house buildings on Corlette Street was to create an architectural response to the neighbouring residential single and double storey buildings. In the pursuit of this, the buildings have been set well back from the street boundary and designed to present as a series of double-storey building elements on a single storey landscaped plinth. The buildings address Corlette Street in three building 'packages' with landscape breaks and entry spaces clearly defined. The material palette proposed for the boarding house draws upon the neighbouring residential buildings with the use of face brick 'corner' elements that ground the building at its extremities.

Through design development, and as a response to comments made by the Urban Design Consultative Group, the provision of car parking to the boarding house buildings was investigated. The initial design response was to provide an 'at grade' car park at the centre of the boarding house site and raise the southern building up at it's centre. The resulting building mass was critiqued internally and deemed inappropriate. Due to the restrictions placed on the site from a flood planning perspective a basement was not a viable option. The resolution was to provide car parking under the northern boarding house building where the site topography allows for car parking at an acceptable flood planning level of RL 2.5. This approach also eliminated the need to raise the building ground level above the street footpath and therefore keep the building generally at council's required height guideline. The provision of a driveway to the northern end of the site allows the boarding house section of the development to operate independently from the residential unit component.

3.4 Principle 3: Built Form

The use of 3D modelling as well as white card models allowed a thorough investigation of the built form. All units have been designed to take advantage of good orientation, views and maximise cross ventilation. The building has been designed to set back from all boundaries to allow for a generous amount of landscaping and reduce overshadowing impacts on neighbouring properties.

Deep balcony recesses with full height openings where appropriate have been combined with louvred sun shades and landscaped screening to create an intricately balanced building composition. As a further development and design investigation of the 'expressed unit module', the upper level units have an alternate floor plan arrangement that combine with a mix of one, two and three bedroom units to provide a double width relief in the façade treatment.

A central deep soil landscaped corridor has been designed to contain a series of smaller communal spaces and provide a purposeful building separation element between the Union Street unit building and the central unit building. The expressed upper level 2 storey forms are devised as an aperture to reduce the amount of glazing to the façade (a BCA Section J requirement) and create a high level of privacy to the individual unit.

As discussed above, the boarding house building has been designed to create a highly articulated façade presenting as a series of raised two storey building elements above a single storey podium grounded at each building corner. Louvred windows have been provided to the boarding house rooms to provide natural ventilation to the occupants and create a liveliness to the building façade that will respond to the various climatic conditions.

3.5 Principle 4: Density

Density for this site and its context is derived from council's DCP, the Affordable Rental Housing SEPP as well as the SEPP 65 setbacks.

The proposed development in terms of floor space yields is slightly under the maximum allowable under councils LEP and DCP and the Affordable Rental Housing SEPP. This is a conscious decision made by the design team to create a

positive mix of active and passive landscape / social areas in sync with council's density vision whist still allowing a viable economic solution.

The controls outlined above provide densities that will be sustainable and consistent with the site that is identified as a 'Substantial Growth Precinct'. The development provides for sustainable densities that respond to the regional context including the availability of infrastructure, public transport and community facilities.

We believe the proposed density is appropriate when viewed in the context and intent of the Affordable Rental Housing SEPP and council's objectives.

3.6 Principle 5: Resource, Energy and Water Efficiency

The proposal promotes a high standard of environmental performance and management through the incorporation of ESD (Ecologically Sustainable Development) principles including.

- Orientation and layout of apartments to optimise the natural light and natural ventilation
- Thermal mass construction in association with passive and active sun control systems
- Installation of energy saving appliances throughout the project
- Installation of low energy light fittings
- Energy efficient instantaneous gas hot water systems as well as gas-boosted solar hot water systems incorporated
- Water collection storage from all roofs in the development
- Selective landscape elements / planting to minimise water usage

As discussed the provision of cross ventilation and well oriented units was paramount in the design approach. A BASIX assessment has been included as part of the DA documentation.

3.7 Principle 6: Landscape

The landscape design responds to the architectural concept by echoing the parklands of Union Street through the introduction of a landscaped corridor leading to a deep soil landscaped central parkland.

The landscaped natural environmental performance is enhanced by coordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of the development through the introduction landscaped setback zones and enhanced streetscape plantings. The overall landscaping results in a greater aesthetic quality to the site and surrounding residents.

Specific attention has been paid to the following landscaping issues:

- the provision of a series of smaller communal spaces at the central landscaped buffer zone
- timber and landscaped screening to the 'at grade' car park
- a secure fence to both the Union Street and Corlette Street frontages
- a large setback with secure fence, soft planting and deep soil planting to the boundary between the boarding house and units
- provision of landscaping to the common spaces at podium level
- A secure and private communal landscaped area between the boarding house rooms

Refer to Landscape Design Report in the Statement of Environmental Effects.

3.8 Principal 7: Amenity

The detail design of the apartments, the strategic location of the buildings and their landscape ensures the enjoyable amenity of this proposal. A majority of apartments take advantage of the North orientation and parkland views, along with utilising open plan principles to allow natural cross-ventilation. External link walkways allow for privacy and cross ventilation to the units.

All units have verandas or light wells that connect to living spaces and the main bedroom where possible. Unit modules Type B and E propose an alternate arrangement to the decks; Typo B units provide a main deck off the living room and bedroom that is set into the building as well as a smaller screened deck off the living room space that is designed to work as a Juliet balcony or bay window; Type E units on the top level of the Union Street buildings propose an internal light well courtyard oriented in the northern corner of the to allow northern light into the unit space. These private spaces have been supplemented by the external common spaces that offer occupants a high level of usable outdoor space.

The Type G units provide a unique approach to 1 bedroom apartment living with the introduction of a double storey unit module. In the Type G apartments, the living room and deck have been located on the ground floor to mitigate any privacy issues that may arise due to balconies on an upper level and the bedrooms have been located and set back behind the principal building line at the upper level. The introduction of the double storey 1 bedders allows the elevation some relief by creating double height elements to the building façade.

The proposed ceiling height to the living areas (2,700mm min) will ensure the apartments have a spacious open feel, while the design of the building form ensures privacy for all apartments. Walls between apartments, service shafts and corridors will be constructed in accordance with the BCA in relation to acoustic and impact privacy.

Each independently occupied boarding house room has a ceiling height of 2,700mm and a full height bank of glass louvres for natural ventilation. All ground level rooms have a landscaped planter directly outside the bedroom for privacy and amenity. A large landscaped buffer has been provided between the building and the street and the rear boundary. A secure communal space has been located between the two boarding house buildings to provide a passive space for residents to enjoy the external spaces. A landscaped break is provided to the streetfront elevation of the southern boarding house building to provide relief to the circulation corridor and allow light and ventilation into the common spaces. At the rear of the boarding house and between the unit/boarding house lot line a secure fence and screen landscaping has been introduced.

3.9 Principle 8: Safety and Security

The built environment has a direct impact on safety and security outcomes. The objective of this design proposal is to ensure that the development is safe and secure for all residents and visitors, as well as contributing to the safety of the public domain.

The development has taken into consideration safety and security by integrating the public and private areas without sacrificing privacy to each unit. The project provides attractive communal and private open spaces within the development for passive recreation. These recreational open spaces are available to all residents with passive surveillance from apartments above.

A secure fencing line is created to all boundaries and access paths into the development are designed and located with attention given to the provision of adequate lighting- refer to landscape plan.

All external areas will be suitably illuminated at night with appropriate lighting along paths and landscaping areas. Automatically control landscaped lights and sensors will provide an energy efficient and controlled environment for residents.

A security garage door allows safe access into the site and parking is within close proximity of stairs and lifts to the appropriate level needed.

3.10 Principle 9: Social Dimensions

The diverse range of residential types will ensure all measures of social planning are addressed. The proposal will provide an active street frontage to areas currently under-utilised.

The diversity of sizes and designs for the apartments combined with their location within the development will allow the opportunity for apartments to be sold and/or rented for a variety of prices. This opportunity will provide a diverse range of social demographics to the development.

The layout of the one-bedroom apartments provided a design challenge when accommodating storage while striving to achieve an open plan feel that maximises light and space. Storage has been included in the apartment design and supplemented by added storage in the car parking.

Refer to the Social-Economic Impact Assessment.

3.11 Principle 10: Aesthetics

The building has been designed to present as a simple, elegant building form. Each unit is expressed and articulated on the building façade to reflect the unit module width contained within. This design approach creates an honesty to the architecture and has driven the unit module break up- in particular, the design decision to create alternate unit modules to the upper levels as well as double storey units. The main buildings read as two storey floating box elements on a glazed podium level. The middle building strip maintains this design treatment with the addition of a set back upper level in an alternate material.

The design will utilise a simple palette of materials including rendered masonry, lightweight panel to the upper floor and an expressed glazing system with expressed sun control louvres. Screened walkways have been set off the rear of the building to allow cross ventilation and privacy to a majority of units which offer a high level of privacy while still allowing for air flow and ventilation. The intention of the design is to combine both landscape and architecture with a simple and elegant building presentation.

As discussed above, the boarding house building uses materials and two storey expressed elements to relate the surrounding context on Corlette Street with face brick corners to ground the building.

The design is intended to suit its natural surroundings not provide extravagant materials and colour. The design and colour scheme provides its own modern identity worthy of its social and environmental potential. With the careful consideration to both the built and landscape environment the overall development provides a greater aesthetic quality for the future development of Cooks Hill.

4 Urban Design Consultative Group- 10.08.10

4.1 Description of the Proposal as Tabled 10.08.10

The accompanying planning report lodged with the Urban Design Consultative Group Described the development as follows:

"The proposal is for the demolition the existing Bimet Executive Lodge accommodation and associated structures and the construction of a residential flat development containing a total of 125 one bedroom units and a boarding house containing 120 bedrooms.

The site is affected by flooding and requires that generally a maximum of 20% can be fill. This requirement has directed the location of the basement car park to Union Street (20% of the site) thus getting the building heights down in this location. An 'at grade' car park in the centre of the site allows for flood waters.

The development has been broken down into a number of three, four and five storey buildings across the site with the boarding houses located closer to Corlette Street and the units facing Union Street. The five storey component of the proposal has been located at the centre of site. Vehicular access into the site will be from one entry/exit on Corlette Street leading to a car park at grade and a basement car park containing 155 parking spaces.

The height of the buildings range from 10-15m above natural ground level. Setbacks on Union Street and Corlette Street have been aligned to match neighbouring properties. Setbacks to the side and rear boundaries are generally 4 - 5.5m.

To maximise the development outcome in this strategically important location, and to maintain open space and landscaped areas around the proposed buildings, the height of the development has been increased at the centre of the site and in this location it is not visually prominent and is considered to have no significant adverse impacts on surrounding neighbours. The proposed height is slightly lower than that approved previously on the site by a proposal by Kingston projects consented to by Council on 20th December 2004.

The site has a total area of 10,331m² with site coverage of approximately 59%. The site has been split into two lots; a residential flat development lot of 7,145.5 m² and a Boarding House lot of 3,185.5 m².

Floor Space Ratio (FSR) for the units will be 0.95:1. This is marginally in excess of Councils DCP allowance of 0.9. The FSR for the boarding house will be 1.32:1. This is marginally less than the 1.4:1 allowed under the SEPP Affordable Housing.

Approximately 30% of the site will be landscaped with the majority consisting of deep soil plantings.

Key features of the design include:

- *An analysis of the figure ground and lot grain to the north of the site has driven a break-down of the building mass to the north boundary.*
- *The unit component of the scheme has been located to address Union Street where there is better access to northern sunlight and views over the park.*
- *All boarding house units address Corlette Street where social housing and boarding house facilities currently exist.*
- *Boarding house accommodation has been split into short term accommodation to the north (smaller building) and long term accommodation to the south.*
- *All residential units have the ability to have natural cross ventilation and a minimum of three hours of sunlight in mid winter.*
- *The Union Street parklands have been echoed through a park entry off Union Street leading to a central deep soil landscape strip at the centre of the unit development.*
- *Raised screened walkways set off the rear of the residential buildings allow for privacy to be maintained to all units.*
- *Slots and recessed building elements to Union Street introduce a building rhythm that reflects the residential lot grain to the north of the site.*
- *The boarding house buildings provide for communal dining, lounge and kitchen spaces that will be of a more transparent building material."*

4.2 Comments by Urban Design Consultative Group

Concluding Recommendation in Minutes Received:

"The group commended the architects for their approach to this large pair of projects, and acknowledged the useful illustrations and model provided which assisted their consideration of the pre-DA concept.

While there was broad support for the design direction undertaken, there are a number of important planning issues to be addressed prior to submitting this proposal in DA form. In particular the provision of car parking and vehicular access - without unduly compromising the quality of the open space between the central residential flat block and the Boarding House - needs substantial resolution. Careful consideration needs to be given to how and where the two complexes will be secured, and the impacts that this has on pedestrian access to the buildings. Public and private open space require further design and landscape development, as does the interface with surrounding lower scaled development."

Other recommendations and comments made during the meeting:

- Provision of a series of smaller landscaping spaces as part to the central landscaped zone between the two unit buildings
- Reduce the perceived height of the rear of the middle strip building (taller building) at the interface between the units and boarding house as well as the northern and southern boundaries- two level apartments to the top storey were suggested to reduce walkways
- Scale of the boarding house building to Corlette Street
- Provision of car parking for visitors and deliveries to the Boarding House component

A full set of minutes from the Urban Design Consultative Group have been included in the Statement of Environmental Effects in Appendix 7.

4.3 Specific Planning Changes in Response to Comments

The design has continued to evolve beyond that presented to the Urban Design Consultative Group and it is worth noting some specific design changes that directly reflect the comments made by the panel. These include:

- the central unit building footprint has been significantly reduced to allow for a set back to the northern boundary in the order of more than 17m,
- in consultation with the landscape architect and arborist retained on the project, the landscape areas to the northern and southern boundaries have been further developed to provide for large scale planting as well as the retention of trees on neighbouring boundaries,
- in consultation with the landscape architect retained on the project, the central landscape buffer zone has been developed to include a series of smaller communal spaces and the boundary between the boarding house and the units has been reviewed to provide larger landscaped setbacks,
- the central unit building has been rationalised to create a more direct lift access at the upper level meaning that no external walkways are required to the rear of this level, thus reducing the building mass between the boarding house and units,
- car parking for visitors and deliveries has been added to the boarding house building to ease car park pressure on Corlette Street,
- A sensitively designed secure fence with landscaped screening has been added to the Union Street and Corlette Street entries as well as the lot line between the boarding house and the units,
- The boarding house building mass and materiality has been further developed to present appropriately to Corlette Street and the project team has worked intently to provide relief in the streetscape through the introduction of landscape corridors and breaks

Each planning change listed above has been carefully considered to provide what we believe to be the most positive outcome for the development. This list is by no means exhaustive and many other subtle planning and aesthetic changes have taken place as the design has evolved.

The City of Newcastle

URBAN DESIGN CONSULTATIVE GROUP

MINUTES

Meeting Date:	16 February 2011
Time:	10:00 am to 12.30 pm
Venue:	CAC, Sixth Floor Conference Rooms
Attendance:	Professor Peter Webber (Chair) Philip Pollard Bruce Yaxley Mark Lawler Colin Brady
Apologies:	None
Declaration of Interest:	None

Item 1
Minutes of the meeting of the meeting of January 19th were confirmed

Item 2
DA No: 10/1511
PROPERTY: 121-123 Union Street, Cooks Hill
DESCRIPTION: Ninety-one, one bedroom units: twelve, two bedroom units and four, three bedroom units; together with a boarding house containing 112 bedrooms and a Managers Residence.
Please see report attached.

Item 3
DA No: 08/X003
PROPERTY: Lot 25, DP 1096520, Honeysuckle Drive, Newcastle
DESCRIPTION: Mixed use retail and commercial development.
Please see report attached

General Business
None

The meeting closed at 12.30pm

The City of Newcastle

URBAN DESIGN CONSULTATIVE GROUP

ITEM No. 2

Date of Panel Assessment:	16th February 2011
Address of Project:	121-123 Union St Cooks Hill
Name of Project (if applicable):	-
DA Number or Pre-DA?	DA10/1511
No. of Buildings:	Three
No. of Units:	91 one bedroom units, 12 two bedroom units and 4 three bedroom units; together with a boarding house containing 112 bedrooms and a managers residence.
Declaration of Conflict of Interest:	Nil
Attendees:	Stuart Campbell, Warwick Miller, Shannon Sullivan and Caine King. Steve Masia (NCC)

This report is based on the ten Design Quality Principles set out in State Environmental Planning Policy No.65 which must be addressed in considering residential flat development in NSW. It is also an appropriate format for applications which do not include residential flats.

Generally

A previous (pre-lodgement) presentation of this proposal has been considered by the group. The applicant has responded in detail to issues previously raised by the group.

1. Context

The site faces Union Street opposite the eastern side of National Park. The site sits between low scale residential construction to the north and along Corlette Street to the east and the larger structures of Newcastle Grammar School to the south. Outlook is principally to the west over the parklands.

2. Scale

The height and scale of the buildings have been modulated both horizontally and vertically with maximum height located at the centre of the site. The group considered the management of scale to be acceptable to the location.

The City of Newcastle

3. Built Form

The group were generally supportive of the amended, segmented design with smaller 'blocks' located to the northern end in the proximity of low scale housing. Limitation of walkways resulting from the segmented arrangement is considered to improve the overall appearance.

4. Density

Despite the substantial number of dwelling units, the built form, set out and graduated scale are considered to successfully integrate the accommodation within the site and setting.

5. Resource, Energy and Water Efficiency

The alignment, setout and floor plans of the residential buildings are considered to facilitate effective natural lighting and cross ventilation. Fixtures proposed in the applicant's submission are considered to assist in minimizing energy consumption. The group recommended relocation of vehicle access to the visitor's car park as a means of improving the landscape quality of the interstitial space between the central block and the boarding house. Improved quality of this space is considered a means of enhancing use of the zone for natural ventilation and shade by the flanking buildings.

6. Landscape

The landscape plan for the complex is generally well considered and within the context of available areas for landscaping the spatial arrangements, plant selection and finishes are considered to be quite appropriate to the proposed development. The need to elevate residential floor levels above predicted flood levels, and the limitation on the extent of fill permissible upon the site, are both constraints which impact the landscape design.

The Group noted that the area between the central residential block and the Corlette street boarding house development is currently proposed to accommodate a relatively wide two-way road serving the visitor parking to the central and Union Street residential blocks. It was considered desirable to either remove this roadway in favour of an access via the internal roadway serving the central block, or if this option is not adopted, then to create a much narrower roadway which would impose 'traffic calming' on the use of this driveway. In either case, the area of land won should be densely landscaped to provide additional screening between the boarding house and the central residential block. The former option was considered to be the preferable of the two, as this also helps resolve issues of acoustic imposition of vehicles using this roadway, and allows the visitor parking to be secured and managed by the residents of the residential blocks, rather than leaving it open.

The visitor car park was also noted to be capable of accommodating additional shade landscaping, which was considered to be highly desirable. In addition to this, the northern wall of the car park (excepting any opening for the access of vehicles) should be softened by a strip of landscaping between the car park pavement and the blank northern ground floor of the car park.

It was noted that a moderately large area between the western and central residential blocks which was capable of deep soil planting was finished with decomposed granite trafficable material. While some area is desirable for recreation spaces and

access, given the extent of hard surfaces because of the podiums above car parking, it was suggested that greater opportunity might be taken for quality deep soil planting in these areas of natural ground.

7. Amenity

The use of 'bookend' apartments is considered beneficial, limiting walkways and oversight of sites to the north and south. Limitation of raised walkways and provision of privacy screening to walkways is also considered to improve the privacy of rooms facing the walkways.

Relocation of the access drive to the visitor's car park would substantially improve the amenity of units and boarding rooms facing the space between the central building and the boarding house.
Ramped access to ground floor lobbies appears to satisfy disability access requirements.

It is recommended that a clear delineation between the central apartment building and the boarding house be provided within the space separating these structures.
The extent of clear glass balcony balustrades was of concern. Refinement of the design should allow for some level of privacy, clothes drying etc.

8. Safety and Security

Palisade fencing and the associated security entries to Union Street are considered to provide ground floor security with limited visual impact.
Relocation of vehicle access to the visitor's car park would reduce impact and safety issues within the central landscaped area. Management of vehicle movement within linear basement car parks requires consideration of pinch points or other speed reduction devices.

9. Social Dimensions

The group is supportive of the proposed mix of accommodation.
The introduction of social interface opportunities e.g. car wash areas, mail collection points etc within the public areas of the complex is encouraged.

10. Aesthetics

The design development of the initial scheme has provided aesthetic outcomes more responsive to the setting. The segmentation of long buildings and the physical separation of northern sections of the outer buildings have improved the perceived bulk and scale of the overall complex.

The group considered the extent of glazed balustrading remained an issue. Likely use and furnishing of balcony areas is considered to favour a greater sense of enclosure through the use of more obscure screening. Subtle recess of such balustrades would maintain the expression of large framed openings inherent to the design.

The group noted the general softening of external colours an aspect serving to reduce the stark white expression of the initial scheme.

Recommendation:
The group generally considered the proposal to have addressed previous issues. It is recommended that vehicle access to the visitor carpark be reconsidered with preference given to access through the central basement carpark. Further development of landscaping between buildings is also recommended, particularly in association with relocation of vehicle access to the visitor's carpark. Modification of glazed balustrades is also considered a benefit to the appearance of the complex when occupied. These aspects of the proposal are able to be accommodated within localized design amendment.