

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



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

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### CKDS ARCHITECTURE

#### Control

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Issue	Description	Date	Check	Authorised
A	For Client Pre DA Review	25.10.2010	SC	CK
B	For Review	01.11.2010	SC	CK
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## 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, Cairne 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: 7645

### 3 SEPP 65 Analysis

#### SEPP 65 Design Quality Principles

##### 3.1 Executive Summary

CKOS 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.

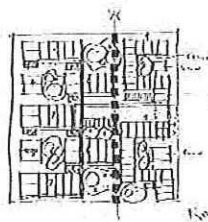
The subject site for the proposed residential flat component of the development is located at 121-123 Union Street, Cooks Hill and is 7,435.6m<sup>2</sup> for the Residential Flat Building component and 2,895.5 m<sup>2</sup> for the boarding house component.

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.

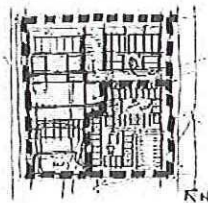
As a planning response to the diversity of surrounding development, an investigation was carried out into the existing lot grain, in particular the smaller lot grain to the north of the site to determine a building planning and massing strategy that responds to the surrounding context. We looked at a 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:

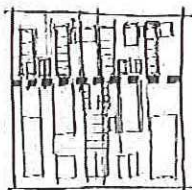
1. Strategy: Running the buildings in an east-west direction with the boarding house on the southern portion of the site.  
Outcome: This created long walls to the northern and southern boundaries that were incongruous with the surrounding lot grain (particularly to the north). This site strategy also 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.



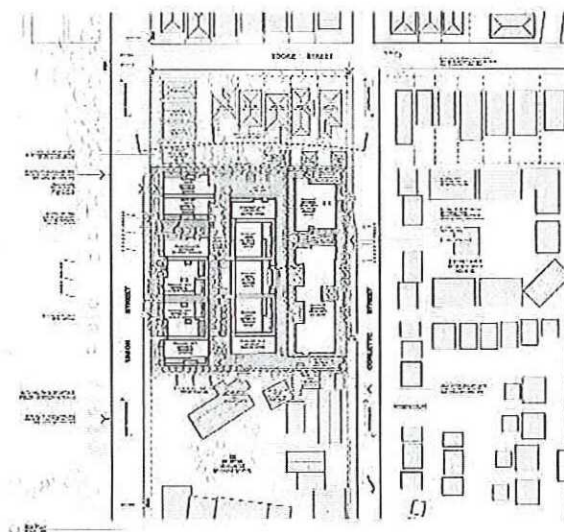
2. Strategy: Splitting the site into an inverted L shape so all units could get direct northern light and related to the residential development to the north and the boarding house component was more related to the school and existing boarding house and social housing development to the south.  
Outcome: 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 its 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 council's 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 whilst 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-booster 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 Corbello 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; Type 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 useable 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 Birnie 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 165 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 - 5.6m.*

*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 10,331m<sup>2</sup> with site coverage of approximately 59%. The site has been split into two lots; a residential flat development lot of 7,145.5 m<sup>2</sup> and a Boarding House lot of 3,185.5 m<sup>2</sup>.*

*Floor Space Ratio (FSR) for the units will be 0.95:1. This is marginally in excess of Council's 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.*

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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.



## 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)  
Phillip Pollard  
Bruce Yaxley  
Mark Lawler  
Colin Brady  
**Apologies:** None  
**Declaration of Interest:** None

#### Item 1

Minutes of the meeting of the meeting of January 19<sup>th</sup> 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





## URBAN DESIGN CONSULTATIVE GROUP

### ITEM No. 2

Date of Panel Assessment:	16 <sup>th</sup> 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 Masla (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.



### 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.