



20 July 2012,

Attention: Rajiv Shankar
Manager, development assessment
Lane Cove Council
PO Box 20 Lane Cove
NSW 1595

Your ref: DA90/12

Dear Rajiv,

**RE: Development Proposal 1 -5 Little Lane Lane Cove
SEPP 65 COMMENTS AND RECOMMENDATIONS**

I refer to your letter of the 6 June 2012 requesting my comment on the matter.

The following comments have been prepared based on the drawings and documents supplied by Council including:

- Drawings by KE architects including DA 01–DA 30 dated 22nd of May 2012
- statement of environmental effects by planning ingenuity dated 22nd of May 2012
- SEPP 65 report and RFDC compliance table
- Shadow diagrams
- Visual assessment report
- Survey plans
- Environmental site assessment
- Geotechnical report
- Advice from NSW land and property information approving the proposed stratum road closure under the lane
- Heritage impact report
- Arboriculture impact report
- Acoustic impact assessment
- BCA capability statement
- Section J assessment
- Basix assessment
- Wind statement
- Traffic report
- Crime prevention report
- Mechanical and electrical report
- Stormwater assessment report
- Construction management plan
- Accessibility report
- Security and access report
- Public art statement



- Landscaping report
- Materials palette
- Structural report
- Plans and images at A3

We take on face value the accuracy of all the documents given to us and rely on them to form our assessment.

We have visited the site .

DESIGN QUALITY PRINCIPLES

Part 2 of SEPP 65 sets out the following design quality principles as a guide to assess a residential flat development. The 'Residential Flat Design Code' (The Code) is referred to as an accepted guide as to how the principles are to be achieved.

1. Context

Good design responds to and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location's character or, in the case of precincts undergoing a transition, the desired future character as stated in Planning and design policies. New buildings will thereby contribute to the quality and identity of an area. (SEPP65)

The site is located in the Lane Cove Village Centre at the junction of Little Lane and Little Street. The site is currently being used as a car park and is used by patrons of the aquatics centre, visitors to the council offices and shoppers for the Longueville Road shopping centre. The site is roughly triangular in shape the most northerly point of which is at the corner of Little Lane and Little Street. The southern boundary adjoins an existing residential flat building site with a three-storey brick residential flat building from the 1960s (approximately)

Being centrally located between public services and a busy shopping centre, the car park is an underutilisation of the site. Additional community services, retail and dwellings are appropriate in this area.

Longueville Road runs along a ridge-line roughly from North to South. The land falls away relatively steeply to both the East and the West from Longueville Road. The site is on the eastern side of Longueville Road in an area which is considerably lower than Longueville Road. The change in level is equivalent to about 2 storeys.

A recently constructed building at number 102/104 Longueville Road is 5 stories high adjacent to little Lane. It is important to note that the properties that front onto Longueville Road are serviced from the rear along Little Lane. This lane is therefore lined with service courtyards and Garage doors with some shop-top housing in certain areas.



The site is also adjacent to a large public green space known as Pottery Green.

The site is well located for high-density residential accommodation, as it is close to transport, services and facilities as well as shops and commercial space.

The proposed development is appropriate in this context

The proposal meets the objectives of this principle.

2. Scale

Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.

Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.

The proposal is for a 9 storey building at the Northern tip of the site, stepping down progressively to the southern boundary.

Whilst there are no buildings of this scale in the immediate vicinity the apparent height of the building is mitigated by the topography and the surrounding buildings and trees.

The consistent scale of the Longueville Road streetscape will not be impacted by this development. The applicant has provided a section that includes Longueville Road and the proposed development. It clearly shows that the building will not be visible from Longueville Road, even from the Western side off the street.

The building will, of course, transform the landscape in the immediate vicinity. The building will be clearly visible from Pottery Green and the corner of Little Street and Little Lane will become a landmark.

The proposed development is not out of scale in this context due to the topography, the land uses around the site and the proximity to a major civic and retail centre.

The proposal meets the objectives of this principle.

3. Built form

Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of the building elements.



Appropriate built form defines the public domain, contributes to the character of streetscape and parks, including their views and vistas, and provides internal amenity and outlook.

The building is on a corner site. The tallest part of the building has been placed the furthest away from the neighbouring building to the south and the building steps back progressively towards the southern boundary.

Pedestrian access to the building is from the northern end of the site where the site is at its highest point. This creates a Belvedere or terrace level which will overlook the Park to the east. This also allows the communal areas and entries to the building to be accessible.

The buildings footprint is at its largest on the ground floor where the retail and community spaces have been located. The slope of the land has also been exploited to separate the residential car parking entrance from the public car parking entrance. This provides a clear separation between car park areas and avoids potential conflict between garbage and delivery is related to the retail areas and public car parking.

The triangular shape of the site is expressed in the form of the building. The relatively narrow, northerly end of the site affords good sun access and cross ventilation. The progressive diminution of the floor plate maximises the number of corner apartments available which also increases the general level of amenity.

The orientation of the site has informed the stepping form of the building. The overshadowing impact to the south are mitigated somewhat by this building form. The site at 7/9 Little Street, which is a three-storey residential brick building is impacted by the loss of some winter sun due to the development. This site will, however still receive some sun from the North in midwinter and will continue to have sun access from the east and from the West.

The building's stepped form is emphasised by the use of curved architectural features, especially on the balconies, which gives the building a sculptural and distinctive form.

The proposal meets the objectives of the principle.

4. Density

Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents)

Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality. (SEPP 65)



The density proposed on this site is appropriate to the area. The site is close to shops, services and transport and is in an ideal location for higher residential densities.

The proposal meets with the objectives of this principle.

5. Resource, energy and water efficiency

Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and re-use of water. (SEPP65)

The building of higher density residential developments close to services and transport is an extremely efficient use of energy and resources. This very act reduces carbon emissions significantly.

In addition, the applicant has proposed solar hot water and photovoltaic panels on the roof, which will benefit from uninterrupted northerly aspect. No doubt, life cycle costing and recurrent energy costs have been taken into account in this proposal.

A 290 kL rainwater retention tank has been included in the basement car park

The building optimises its northerly orientation by providing the north facing balconies and living spaces where possible. Solid overhangs and balustrades will protect the glazed facades from summer sun. The orientation and relatively good cross ventilation for this kind of building will reduce the need for air conditioning.

The proposal meets the objectives of this principle.

6. Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

Landscape design builds on the site's natural and cultural features in responsible and creative ways. It enhances the development's natural environment performance by coordinating water and soil management, solar access, microclimate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character.



Landscape design should optimise usability, privacy and social opportunity, equitable access and respect for neighbours' amenity and provide for practical establishment and long-term management. (SEPP65)

The building covers the entire site and so there is no deep soil planting. Planting is proposed on the lower level terraces and communal outdoor areas, which will soften building at lower levels.

Planter boxes and green roofs have been employed where possible to add greenery to the building.

Street trees have been incorporated into the public footpath and landscaped ground cover areas have been included in a well-designed public domain area on the north-western side of the building.

It is not uncommon for a building in a retail core such as this one, to have 100% site coverage. This particular site will benefit from existing street trees and from the tree that will be retained on site on the western side. It will also benefit from being adjacent to a very large Park which is surrounded by mature native trees.

The proposal meets the objectives of this principle.

7. Amenity

Good design provides amenity through the physical, spatial and environmental quality of a development.

Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility. (SEPP65)

The building achieves good cross ventilation and sun access.

We have calculated that approximately 85% of the units receive between 2 and 3 hours sun as a minimum, which is well above the minimum 70% considered the rule of thumb in the RFDC.

The building also achieves more than the required rule of thumb for cross ventilation at approximately 75%, 15% more than the minimum 60% identified in the RFDC.

The apartments are well designed and have appropriately sized kitchens that relate well to the living and dining areas. Storage cupboards have been identified and located near the entries and in the hall areas, which is good to see.



There does not appear to be any significant privacy issues either within the development or as a consequence of overlooking into adjacent properties.

One area of potential overlooking is adjacent to the southern boundary. The architects have considered the possibility of overlooking into the property to the south and have increased the amount of terraced landscaping and inaccessible zones on the southern part of the building. They have also stepped back the building significantly so that it easily achieves the separation as recommended in the RFDC.

Should further measures be necessary to reduce the potential of overlooking, screens and other devices could easily be retrofitted to eliminate this potential.

Overshadowing.

As mentioned above, the building is to the north of an existing residential flat building and has some overshadowing impact. The shadow diagrams show that the proposed building begins to have an impact on the communal open space at the North of the residential building from about 10:30 AM. Whilst the northern facade of that building remains largely unaffected until about 11 AM, the communal open space remains in shadow. After 1:30 PM the communal open space and the facade of the building is progressively lit by direct sun.

The shadow diagrams provided are three-dimensional perspective views which do not clearly show the full impact in the plan form, however, I am satisfied that the property to the south achieves at least 2 hours of sun on 21 June between 9 AM and 3 PM.

Similar shadow diagrams produced for the mid-season of March show that the site to the south is largely unaffected by the proposed development.

I consider that the architects have gone to considerable lengths to reduce the impacts on the building to the south. There is, of course, no escaping the fact that it will be impacted in winter during the period between approximately 11:30 AM to 2 PM. This is considered to be an acceptable impact.

The proposal meets the objectives of this principle.

8. Safety and security

Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces. (SEPP65)



Safety and security appear to be adequately handled. The substantial increase in the number of residents in this area and the provision of active users at street level will improve the level of security in the general vicinity. Passive surveillance of the area from the building will be of benefit to the area in general.

The proposal meets with the objectives of the principle

9. Social dimensions

Good design responds to the social context and needs of the local community in terms of lifestyles, affordability and access to social facilities. New developments should optimise the provision of housing to suit the social mix and needs of the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community. (SEPP65)

The proposed mix of dwellings is appropriate to the area and should accommodate a range of occupants.

A large proportion of the development is dedicated to community uses. This building is likely to become a hub of activity and the community facilities will be very popular, I am sure.

The existing at-grade car park has been replaced by an underground car park, which will more than adequately replace the existing car parks.

The general level of activity that the building will generate in the area will enhance the civic precinct around the council offices.

The proposal meets the objectives of this principle.

10. Aesthetics

Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area. (SEPP65)

It is pleasing to see a building proposal that has an aesthetic idea and theme. The rounded balconies and corners of the building are reminiscent of the art deco or ocean liner style that was popular in the 20s and 30s and which had a revival in the 1950s. The proposed building has a strong sense of identity and character and will be very distinctive.



The materials selected include bricks and warm tones at the lower levels and light tones at the top of the building. The building therefore relates to the material quality of other buildings in the immediate vicinity as well as expressing a contemporary level of finish and technology with the glazed elements.

The proposal meets the objectives of this principle.

Conclusion

This proposal meets the objectives of all the Principles of Good Design and should and enhance the usage, character and safety of the surrounding area.

Tim Williams
Architect AIA

Your Reference:
Our Reference:
Contact:
Telephone

DA90/2012
SYD12/00702
Dianne Rees
8849 2237

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

SRDAC

The General Manager
Lane Cove Council
PO Box 20
LANE COVE NSW 1595

Attention: Rajiv Shankar

**MIXED USE DEVELOPMENT OF 50 RESIDENTIAL DWELLINGS
AT 1-5 LITTLE STREET, LANE COVE**

Dear Sir/Madam

I refer to your letter of 7 June 2012 (Council Ref: DA90/2012), concerning the abovementioned development application which was referred to Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure)*. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 4 July 2012.

RMS and the Committee provides the following advisory comments to Council for consideration in its determination of the development application:

1. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.
2. Council should ensure that pedestrian access is provided for the elderly, disabled and parents with children to the community areas of the building.
3. Council should ensure that the entrance to the residential car park is channelised to restrict right turn movements into the site from Little Street. The applicant is to submit amended plans showing the channelised entry/exit and the swept paths of vehicles entering and leaving the residential car park.
4. Council should ensure that the public car park is implemented in accordance with RMS's guidelines "Pay Parking", Version 4.
5. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of the Construction Certificate.

Roads and Maritime Services of New South Wales

LEVEL 11 27-31 ARGYLE STREET PARRAMATTA NSW 2150
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www.rmsservices.nsw.gov.au | 13 22 13

6. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.
7. The swept path of the longest vehicle (including garbage trucks and removalist vans) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
8. Consideration should also be given to providing bicycle parking facilities either within the development or close to it, as well as end trip facilities such as showers, changing rooms, etc. to encourage travelling to and from the development by bicyclists.
9. All vehicles are to enter and leave the site in a forward direction.
10. Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclists travelling along the footpath of Little Lane and Little Street.
11. Provision for building maintenance vehicles and removalists needs to be provided on-site.
12. Council should ensure that any redundant driveways are removed with kerb and gutter being reinstated.

Council should ensure that the traffic generated from the development is taken into account in any traffic planning undertaken for the surrounding local street network. Council is to consult with RMS's Traffic Engineering Services for all traffic planning proposals.

Any inquiries can be directed to Dianne Rees by telephone on 8849 2237.

Yours sincerely



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

4 July 2012

