

20 August 2015

The General Manager
Lake Macquarie City Council
Box 1906
Hunter Region Mail Centre 2310

Attention: Elizabeth Lambert

SUPPORTING INFORMATION, DA/1774/2013, MIXED USE AND RESIDENTIAL DEVELOPMENT, KOPA STREET AND DUDLEY ROAD, WHITEBRIDGE

Further to our recent submission of additional plans relating to the abovementioned development application this letter provides further discussion on the reasoning and merit of the proposed changes.

Lot 4 dwellings

The development is amended to provide a 1.5m setback for the height of dwellings 401 and 410. The increased setback will allow for landscape screening using *Syzygium 'Resilience'*.

This species has a mature height of approximately 4m which will extend above the proposed fence. The revised elevation plan (DA-A-209) depicts this northwest elevation showing the retained trees and garage on the adjoining land. Allowing for the establishment of the vegetative screen that will grow above the fence and create a horizontal break between the fence and the built form, it is considered that appropriate separation and landscaping is provided.



As detailed in our previous letter, these two dwellings are retained for the following reasons.

- Deletion of these two dwellings will increase the side setback to in excess of 7.5m. This is an inefficient use of the site and inconsistent with the zone objectives and strategic framework for the City. If such a setback was replicated on adjoining land, it would potentially sterilise development creating a negative, cumulative impact on the growth of the City, hindering the delivery of increased housing density in appropriate locations.
- The absence of openings or windows on the northwest (side) elevation of these dwellings protects privacy both to and from adjoining land. This mitigates the need for greater setbacks or any extensive landscaping outcome to ensure privacy.
- The existing setback and height of the buildings does not result in any significant or adverse overshadowing of the adjoining land. It is also noted there is an existing garage immediately adjacent to the boundary fronting Kopa St that provides separation, visual screening, and is not affected by the proposed built form.
- The setbacks and height at this side boundary are considered to provide appropriate streetscape and amenity for Kopa Street. It is consistent with relevant controls and establishes a suitable rhythm and future pattern for development.

- The building elevations at this interface:
 - are within the specified 10m height control,
 - have material variation,
 - are appropriately separated by distance, and
 - provide differences in finished elevation,
 to provide visual relief and interest when viewed from adjoining properties and the street.
- The combination of:
 - the fall of the land,
 - low height plane of these two dwellings, and
 - the existence of side fencing, a garage, retained trees on adjacent land, and the proposed 4m high landscape screen,
 break the visual mass of the buildings and mitigate the need for an extensive setback that will result in the inefficient use of the land.

An urban design analysis was undertaken by the architect to investigate the potential form of development that could occur on the adjoining site (DA-A-SK003). Medium density housing on that site could adopt a similar 0.9m to 1.5m setback, with some dwellings oriented to Kopa Street creating dwellings and a streetscape that would afford a high level of amenity to residents and to street users. The built form follows the topography of the site down the slope of Kopa Street. With architectural variation and street plantings, the design would achieve a good outcome consistent with the rhythm and pattern to be established by this development. The width of the road reserve, height of development and the fact that there is open space on the southwest intersection with Lonus Avenue and the western end at the Fernleigh Track, combine to mitigate the potential for any adverse sense of enclosure in the public space. Alternatively, given that the amended setback and current design of dwellings 401 and 410 mitigate overshadowing or privacy issues, the land could be developed with spaces adjacent to the boundary incorporated into open space or other functions that incorporate a greater setback.

The design protects the amenity of adjacent land and facilitates a range of options for ongoing use or development that will not be significantly impacted by the form and location of dwellings 401 and 410.

Deletion of 4th storey dwellings on Lot 1

Dwellings A301 and A302 are deleted, being the 4th storey element within Building A.

Dwelling B201, however, has been retained as part of a reconfiguration of Building B. Finished floor levels have been reduced and so to the overall height of the building by approximately 1.1m. This adjustment involved minor amendment to the floor plan for dwelling C01 and that adjacent storage areas to accommodate the reduction in height of the building. The enclosed sketch (Comparison Elevations) depicts the previous Dudley Road elevation, the elevation if amendments requested by the JRPP were made and dwelling B201 removed, and the elevation based on the current modified design that is presented for determination.

From Dudley Road Building B generally presents as three storeys to the street. The lower level dwellings on the east and north are at lower finished floor levels than the ground levels at Dudley Road. The highest point of the Building B (109.725AHD) is governed by the lift overrun. The retention of dwelling B201 softens the appearance of the lift overrun by providing the roof transition to the Dudley Road height plane at the eastern edge of the building. Removing B201 does not remove the requirement for the lift overrun and as can be seen in the Comparison Elevations, if dwelling B201 is removed, the roof form would be dominated by the isolated height and the sharp edges of the lift overrun. This is considered to be an inappropriate design outcome. It would also be inconsistent with the Panels request to retain the roofscape of the design. Retention of dwelling B201 does not have any significant adverse impact. Building B, as depicted in the Visual Impact Assessment (Envisage), will sit below the established tree line adjoining the site. It will be screened further in the future when the planted trees reach maturity. The design of this unit incorporates balconies that recess the upper

storey from the parapet line of the building and reduces its bulk when viewed from the street. It allows for a consistent height plane that maintains the rhythm and scale of the Dudley Road frontage. The adjoining cycleway corridor and Station Street create a well-defined break in the built form that removes the need for any transition in height at this eastern elevation.

Non-compliance with the 10m DCP height provisions along Dudley Road are now limited to the roof form. These minor variations to the 10m height plane have no significant environmental impacts in terms of overshadowing, visual amenity etc. The height variation is a response in part to the need to:

- provide an appropriate roof form that provides variety and interest to the building while maintaining an appropriate rhythm and scale;
- accommodate level changes, with falls east along and north away from, Dudley Road; and
- provide a lift overrun and ensure a design response that softens the sharp edges created by this protrusion from the building while maintaining the current roofscape as requested by the JRPP.

Shadow diagrams have been provided that address the shadows cast to Dudley Road. These are shown in both perspective and plan view. It is demonstrated that the areas of non-compliance from the height of the roof do not affect the amenity of the street during the Winter Solstice. Any additional shadow impacts are contained within the road reserve while the streetscape benefits provided by the consistent height of the building and interesting roof form outweigh the minor loss of sunlight.

Redesign of apartments A101, A102, A201 and A202 to provide setback of 7m

A review of these four apartments confirmed our belief that they all have a good level of amenity and are consistent with the Residential Flat Design Code against which they were designed and assessed. The eastern apartments receive 3 hours of solar access to living spaces and the western apartments receive 4 hours of solar access. All apartments, because of the orientation and floorplan, have good cross ventilation. These level 1 and level 2 apartments look over the top of the maisonette apartments. This provides them with good outlook and amenity to this northeast elevation. The maisonettes, at a lower level, are also orientated to the northeast with open space fronting the internal street. They do not rely on any outlook to the apartment building and have no privacy issues with the proposed configuration of the adjacent, upper level apartments.

The configuration of the Building A provides built form definition to the pedestrian laneway through the site and results in a more private, central courtyard space defined by the apartments and maisonettes. Appropriate landscaping is provided to this edge space, and where necessary plant selections can to be adjusted to meet the planting conditions.

As previously discussed, in reviewing these apartments, it was identified that the amenity of the ground level dwelling (A001) could be improved. It was previously located close to the pedestrian link and solar access was not ideal due to the overhang of the upper elements. Amendments to the layout have been made that result in improved solar access (4 hours) to the living room and the private open space.

Lot 1 roof design

As requested the roof design has been retained, but despite the removal of two dwellings and adjustment to Building B, it does still result in partial non-compliance with the height limit. As detailed above, this is in part due to the lift overruns. The interesting roof form is considered to provide greater benefit to the streetscape and urban character than strict compliance with the height limit, and the major non-compliance with height provisions has been removed with the deletion of dwellings A301 and A302. The additional shadow impacts of the variation are detailed in the enclosed sketch plans. The increase in shadowing is minimal and impacts only the road reserve on the Dudley Rd frontage and the curtilage of Building B. It has no adverse

impact on and significant areas of private or communal space. The revised design, incorporating these height variations, is considered appropriate.

Conclusion

The revised documentation, while not strictly adhering to, provides an appropriate design response to matters raised by the JRPP. Given the extensive design and assessment that has resulted in support for the proposal from our design team, from Council staff and from the independent SEPP65 Urban Design Review Panel, we believe this modified proposal is entirely consistent with the planning framework for the site and is worthy of favourable consideration. Given we have now responded formally to the outcomes of the previous JRPP meeting we now seek determination of the application.

Should you wish to further discuss the revised documentation or require additional information please contact me directly on (02) 4954 8866.

Kind regards,



Wade Morris

Approvals Coordinator

SNL Building Constructions Pty Ltd

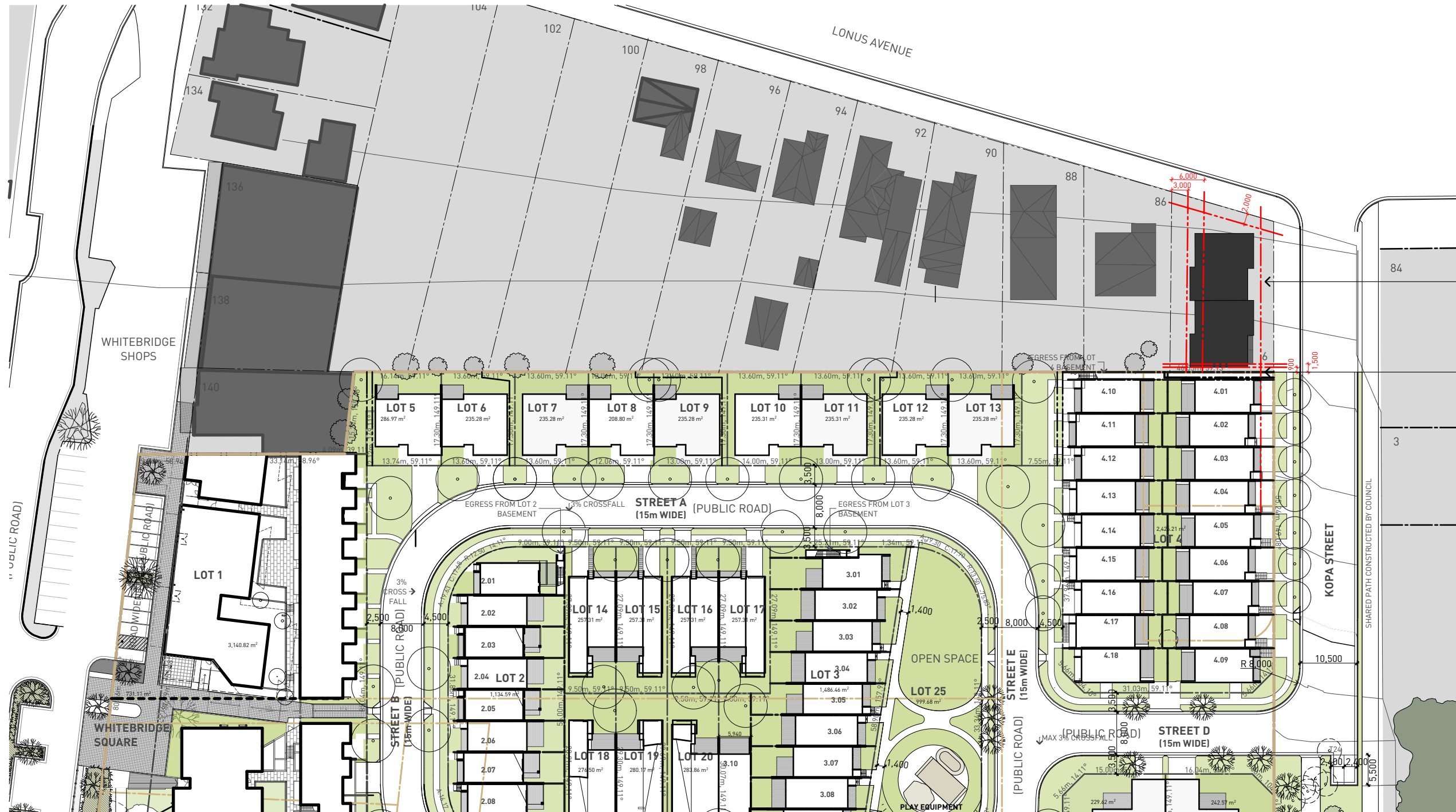
E: wade@snlbuilding.com.au

Enclosures:

DA-A-SK003 Future Built Form (Smith & Tzannes)
DA-A-SK004 Shadow Diagrams (Smith & Tzannes)
DA-A-SK005 Shadow Diagrams (Smith & Tzannes)
DA-A-SK006 Apartment Amenity Levels 1-2 (Smith & Tzannes)
DA-A-SK006 Apartment Amenity Levels 1-2 (Smith & Tzannes)
DA-A-SK006 Apartment Amenity Unit A001 (Smith & Tzannes)
DA-A-SK008 Height Plane (Smith & Tzannes)
DA-A-202 Comparison Elevations (Smith & Tzannes)



EXTENSION OF TERRACE HOUSE FORM (DUAL OCCUPANCY) TO KOPA STREET CORNER ALLOTMENT.



EXTENSION OF TERRACE HOUSE FORM (DUAL OCCUPANCY) TO KOPA STREET CORNER ALLOTMENT.

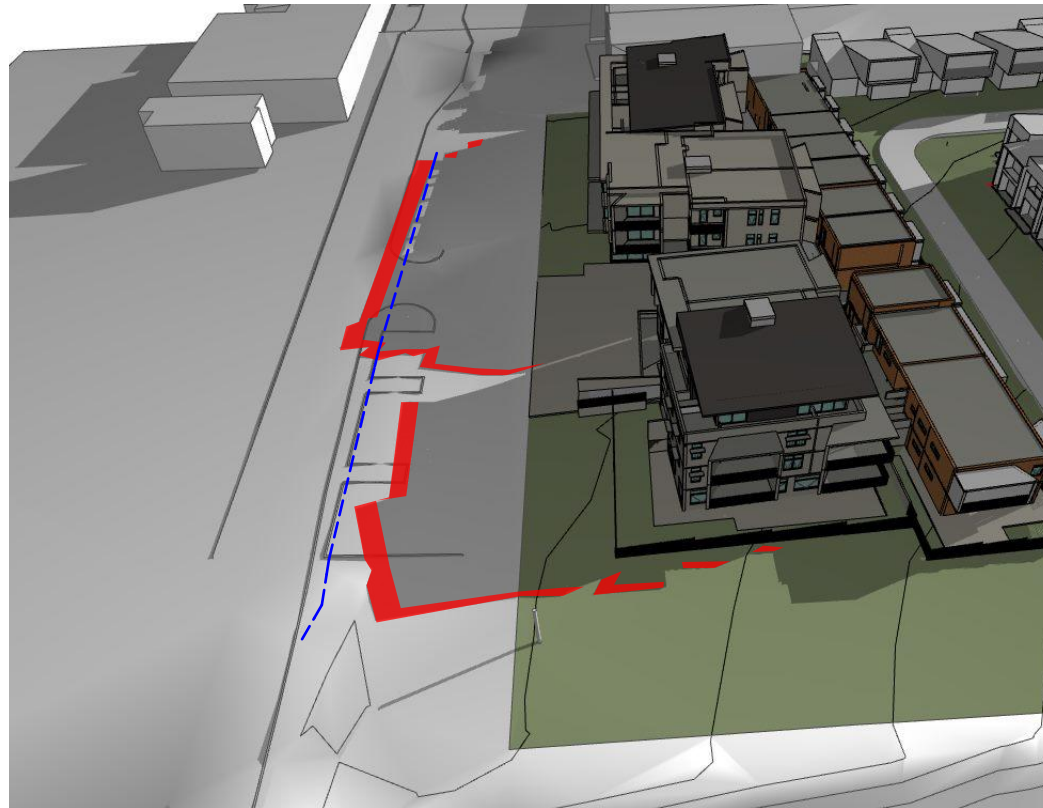
MINIMAL SETBACK PROVIDES DWELLINGS ORIENTATED TOWARDS THE STREET AND INTERNAL COURTYARDS - NOT INTO EACH OTHER

FUTURE BUILT FORM

DUDLEY ROAD WHITEBRIDGE
14_026

REV A 4/08/2015

DA-A-SK003



1 JUNE 21 9AM
1:250



2 JUNE 21 12PM
1:250

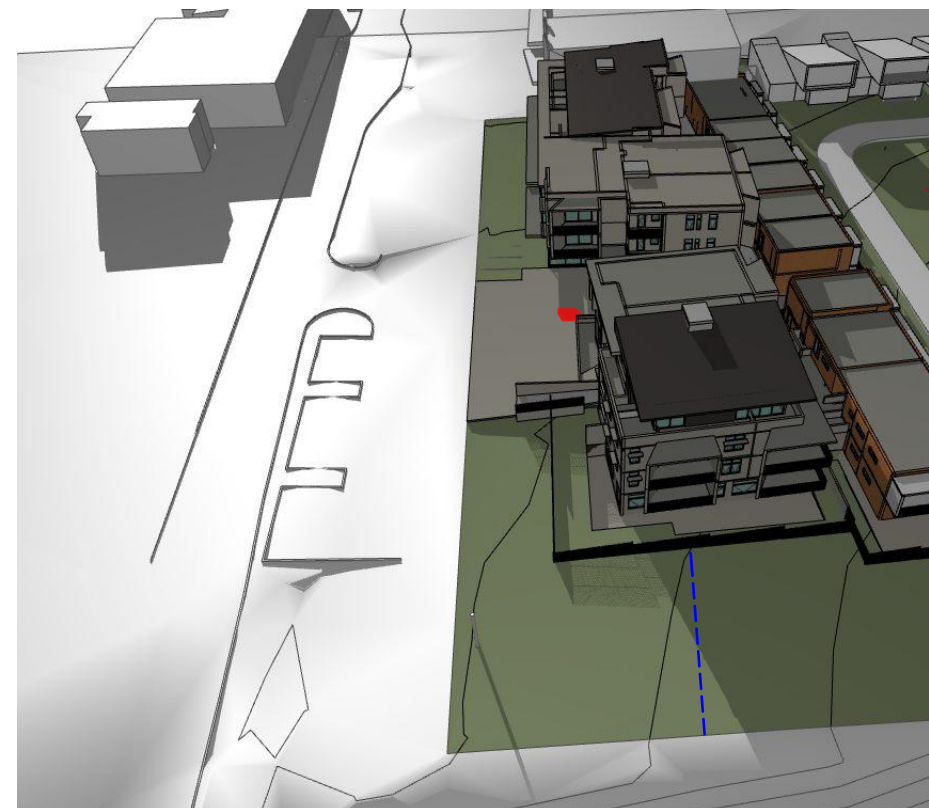
■ ADDITIONAL SHADOW
CREATED FROM BUILDING
OVER HEIGHT PLANE

--- MAXIMUM SHADOW CREATED
FROM 10M BUILDING
ENVELOPE (SETBACK WITH
ADJACENT RETAIL)

SHADOW DIAGRAMS

DUDLEY ROAD WHITEBRIDGE
14_026

REV A 4/08/2015



3 JUNE 21 3PM
1:250

DUDLEY ROAD WHITEBRIDGE
14_026
REV



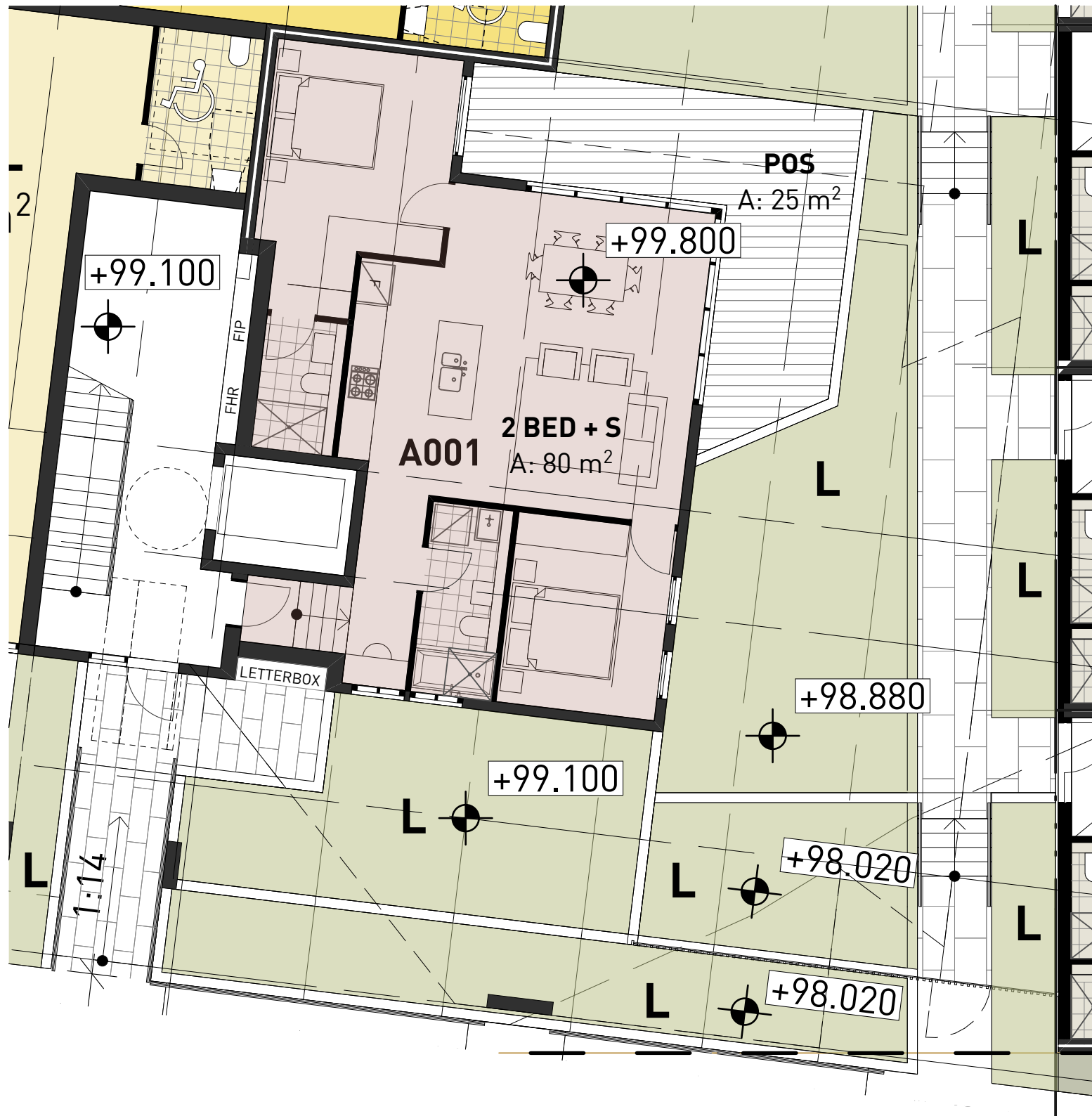


APARTMENT AMENITY - LEVELS 1-2

MIXED USE DEVELOPMENT
14_026

REV A 4/08/2015

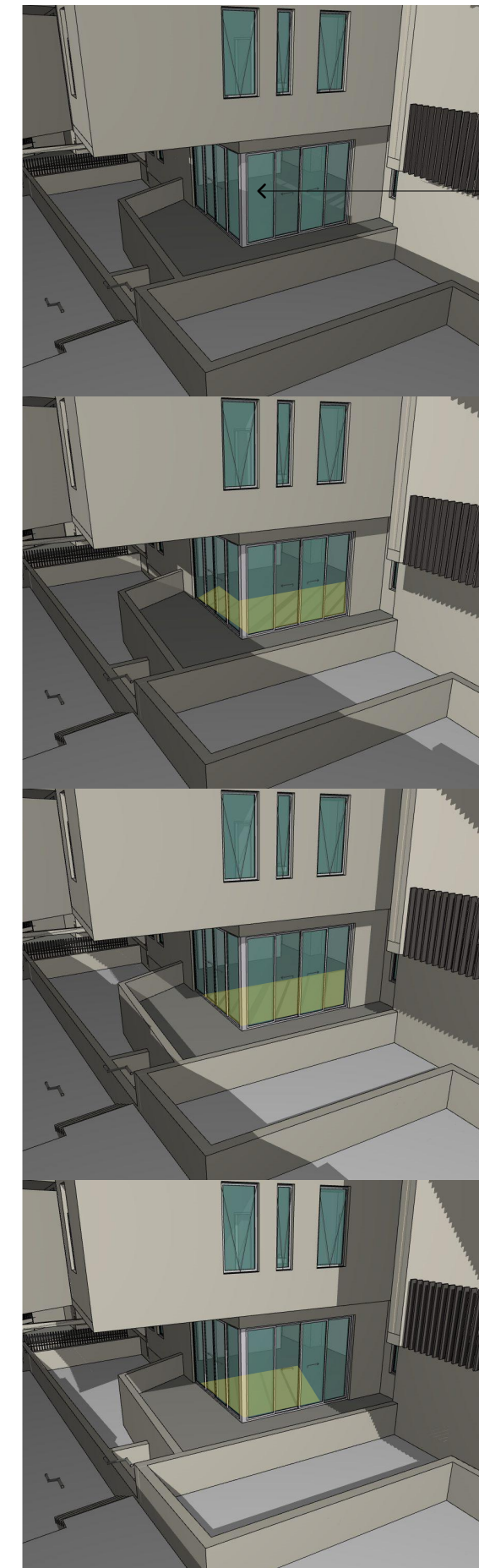
DA-A-SK006



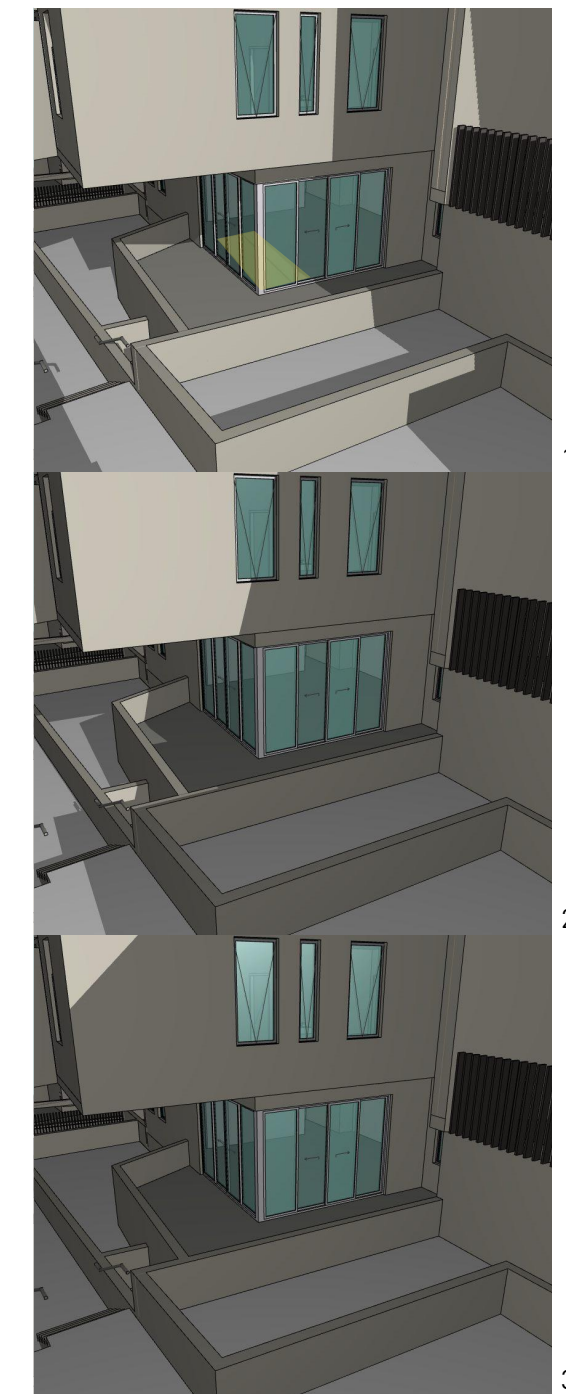
APARTMENT AMENITY - UNIT A001

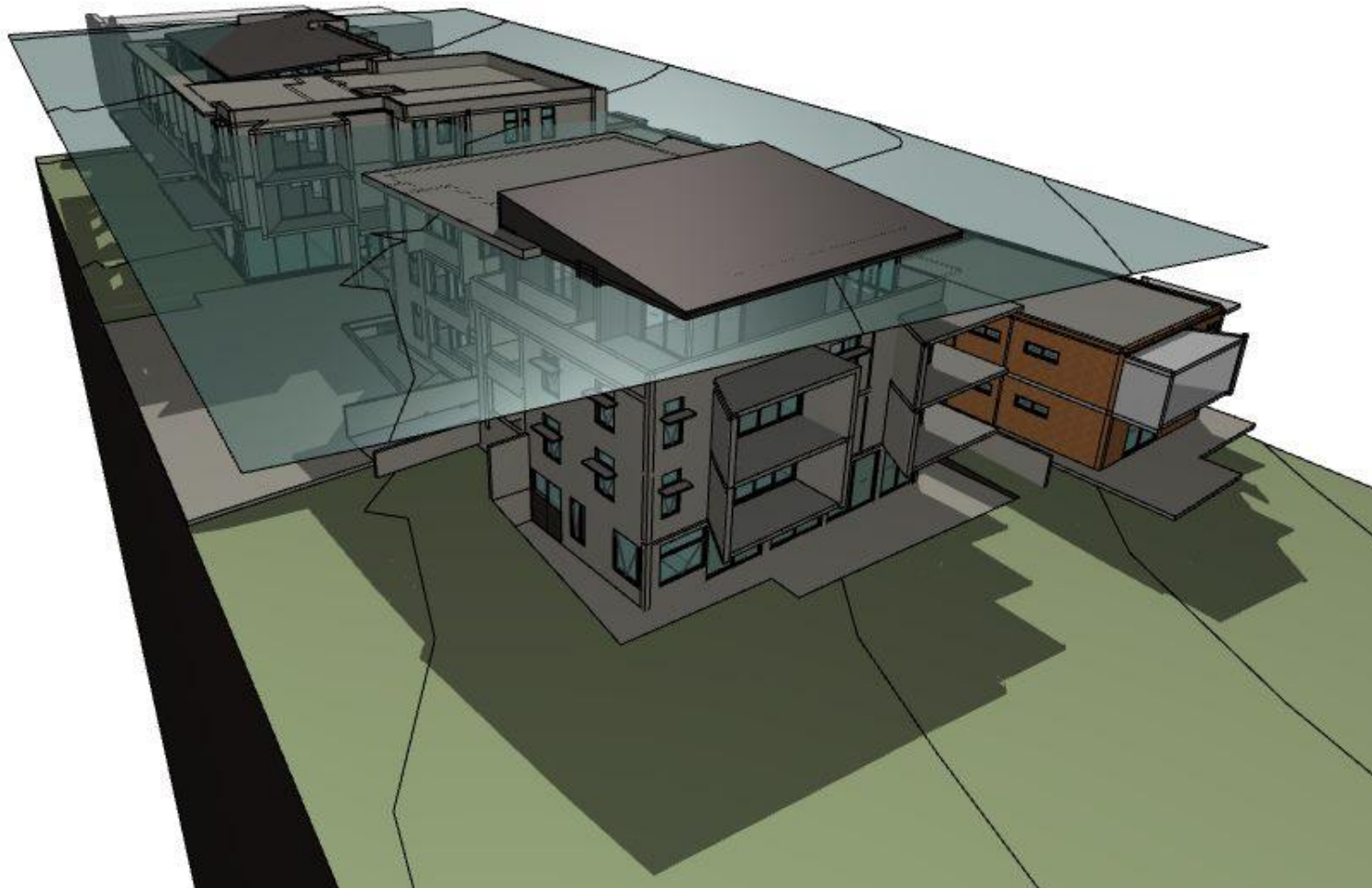
MIXED USE DEVELOPMENT
14_026

REV - 4/08/2015

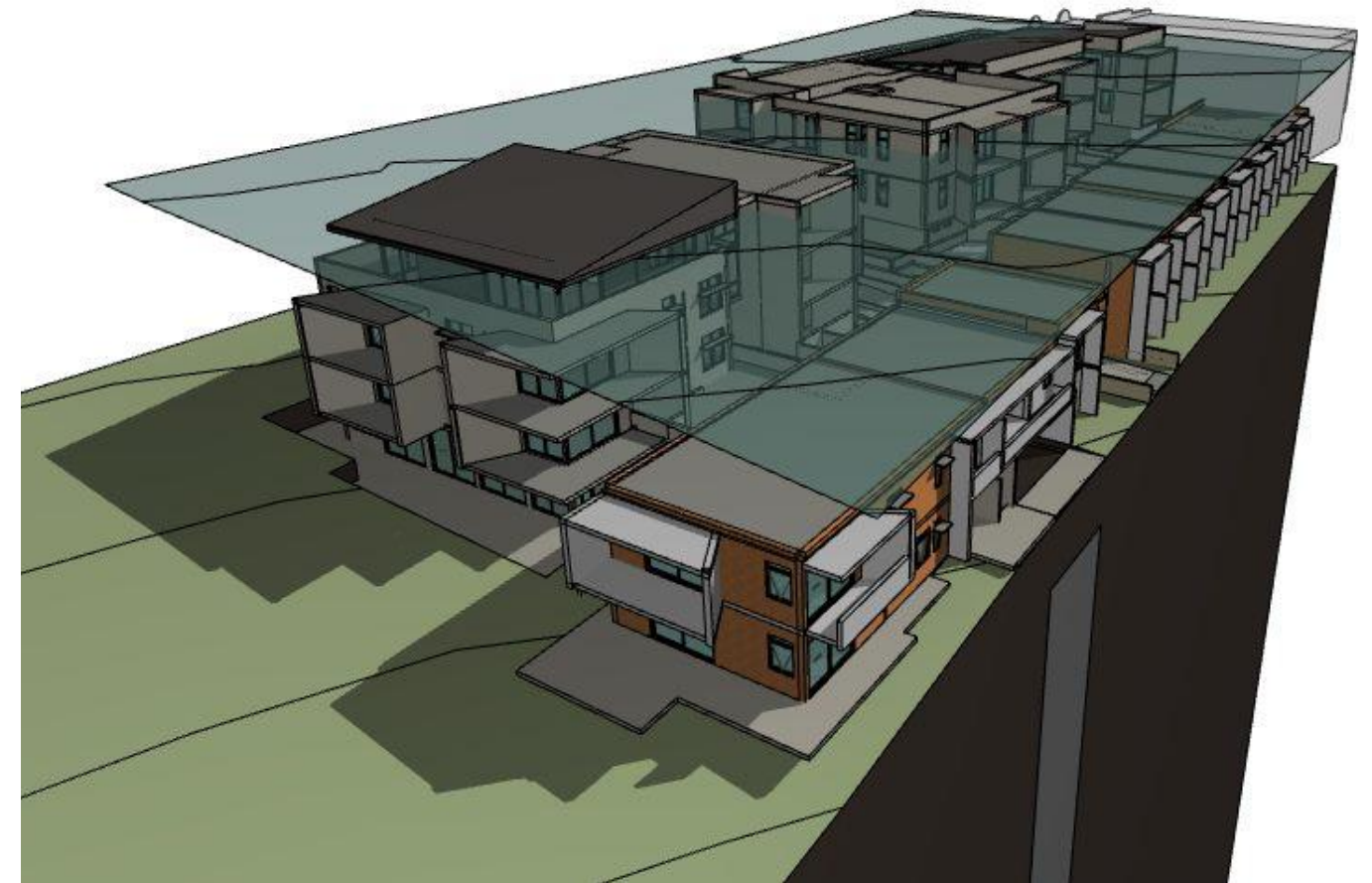


SOLAR ACCESS 10AM-1PM - WINTER SOLSTICE UNIT A001





DUDLEY ROAD BUILDING ENVELOPE



PERSPECTIVE - DUDLEY ROAD

HEIGHT PLANE

MIXED USE DEVELOPMENT

14_026

REV A 4/08/2015

DA-A-SK008

ORIGINAL ELEVATION



RECOMMENDED AMENDMENTS BY JRPP



PROPOSED ELEVATION



- General Notes**
1. NEVER scale off drawings, use figured dimensions only.
 2. All drawings are to be submitted for comment and report to the relevant authority for commencement & report.
 3. Drawings describe scope of works and general set out. These drawings are not shop drawings. Set out to be undertaken by surveyor on site. Shop drawings to be prepared by contractor and approved by architect.
 4. All work to be undertaken in accordance with the Building Code of Australia.
 5. Architects work is subject to Copyright. Documents should not be used contrary to the purpose of the issue without written permission from Smith & Tzannes.

DOCUMENT
COMPARISON ELEVATIONS

STATUS
FOR DA

REVISION **B** 12-06-2015

STAGE
DEVELOPMENT APPLICATION

10m
10m HEIGHT PLANE

PROJECT
MIXED USE DEVELOPMENT
142-146 DUDLEY ROAD & 2-4 KOPA
STREET WHITEBRIDGE

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building constructions

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places people spaces
landscape architecture urban planning

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Nominated Architect: Peter Smith (Reg 7024)