

Monday, 4 July 2016

The General Manager
Newcastle City Council
PO BOX 489
NEWCASTLE NSW 2300

Attention: Murray Blackburn-Smith

DA-2015-0701 - 83 UNIVERSITY DRIVE NORTH LAMBTON

This letter is provided in response to the outcomes of the Joint Regional Planning Panel ('the Panel') meeting of 23 June 2016 that resulted in deferral of a determination of the abovementioned DA. While formal minutes have not been received the matter was deferred for the following matters to be considered and a response provided for further consideration of the Panel:

1. Update clause 4.6 request to vary a development standard to reflect the changes in height variation.
2. Building A is to be setback a minimum 4.6m from the kerb to be constructed on the unnamed laneway off Stannett St.
3. The unnamed lane off Stannett St is to be surveyed to confirm that draft conditions B11 and C3 requiring construction of pavement width to 5.5m can be complied with.
4. Where possible the design levels and drainage should be integrated with the development of adjoining land at 31A Stannett St.
5. Consider the provision of an area for vehicles to turn around if traffic is queued within the unnamed laneway.

These matters are responded to as follows:

1. An updated clause 4.6 request is enclosed with this letter that addresses the amended height variations sought for the development.
2. Amended plans by Smith & Tzannes are enclosed with this letter that demonstrate compliance with the requested 4.6m setback from the proposed finished construction width of the unnamed lane. The increased setback resulted in minor amendment to Building A being that dwelling 15 has been reduced in size and now comprises two instead of three bedroom configuration.
3. A copy of the deposited plan and detail survey of the unnamed lane off Stannett St are enclosed. These confirm that the reserve is free of any encroachment, and is wide enough to enable construction of a 5.5m carriageway as proposed under draft conditions B11 and C3. While not required for servicing of this development a turning path plan is enclosed to demonstrate the laneway can accommodate the movement of service vehicles.
4. Civil plans for the proposed development at 31A Stannett St have not been made available to us for coordination and from our enquiries no formal

construction plans have been lodged for the public laneway. Having regard to the fact this is a public road that will require approval by Council as the local roads authority, it is considered this matter can be dealt with through detailed design at the construction stage. It is further considered the civil plans for this DA provide acceptable design outcomes should the adjoining development not proceed and this matter can be suitably determined with any conditions imposed as may be considered necessary for this matter.

5. The provision of a dedicated turning area within the public lane is not considered practical or safe having regard to the width of the lane and the limited sight distances. Should a driver wish to undertake a change of direction with the lane then they can do so legally by utilising the drive access to Buildings A or F, or by making the manoeuvre within the loading bay area adjacent to building F. Alternatively, vehicles could turn at the intersection of streets B and C, also using the drive access to 31A Stannett St.

Further to these matters, the design team completed a review of the servicing strategy. A turning plan is enclosed that demonstrates a service vehicle can complete a three-point turn within the loading bay adjoining Building F. Servicing of the development can therefore occur with exclusive access from University Dr, mitigating the need for waste or other medium rigid service vehicles (removalists, delivery vehicles etc.) to access via the unnamed laneway off Stannett St. Restrictions on access can be applied through appropriate by-laws and contractual arrangements for waste collection. Noting the laneway is a public road and we are not aware of servicing arrangements approved for the adjacent development, any restrictions on access to the laneway are at Council's discretion, but will not affect the operation and servicing of the proposed development.

Conclusion

The enclosed updated documents and information contained within this letter comprise our response to the matters raised by the Panel and we look forward to Council's assessment and reporting of this matter to the Panel for further consideration and determination.

Should you have any further requirements please contact me directly.

Kind regards



Wade Morris

Approvals Coordinator

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Enclosures:

1. Clause 4.5 Variation Request (SNL Building)
2. Amended Architectural Plans for Building A (Smith & Tzannes)
3. Amended Site Plan (Smith & Tzannes)
4. Amended Design Report (Smith & Tzannes)
5. Deposited Plan and Detail Survey (Delf Lascelles)
6. Service Vehicle Turn Path Plans x 3 (Northrop Consulting Engineers)
7. Amended Landscape Plans x 2 (Mansfield Urban)