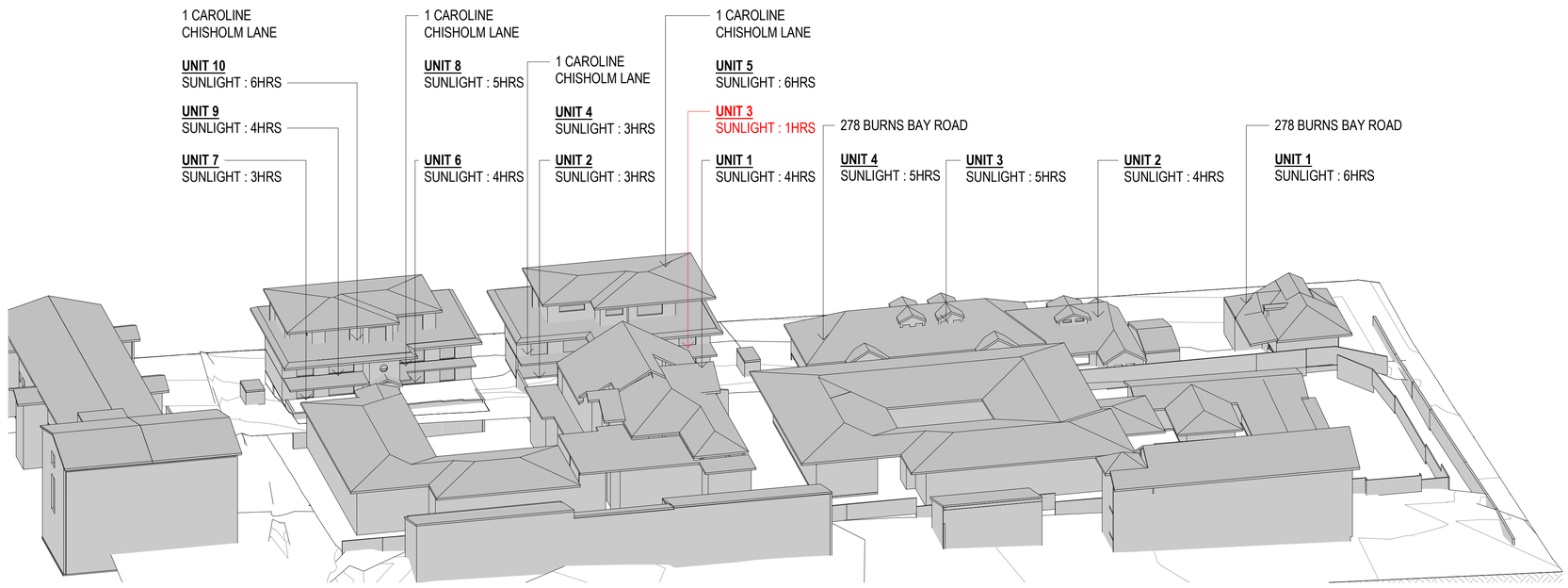


1 SOLAR ANALYSIS OF EXISTING DEVELOPMENT

SOLAR ANALYSIS OF NEIGHBOURING PROPERTIES FOR EXISTING DEVELOPMENT

278 Burns Bay Rd, Lane Cove

	09:00	10:00	11:00	12:00	13:00	14:00	15:00	TOTAL HRS
Unit 1	1	1	1	1	1	1	1	6
Unit 2		1	1	1	1	1		4
Unit 3		1	1	1	1	1	1	5
Unit 4		1	1	1	1	1	1	5

1 Caroline Chisholm Lane, Lane Cove

	09:00	10:00	11:00	12:00	13:00	14:00	15:00	TOTAL HRS
Unit 1	1		1	1	1	1	1	4
Unit 2	1	1		1	1			3
Unit 3			1					1
Unit 4	1	1	1	1				3
Unit 5	1	1	1	1	1	1	1	6
Unit 6		1	1	1	1		1	4
Unit 7		1	1	1	1			3
Unit 8	1	1	1	1	1		1	5
Unit 9	1	1	1	1		1		4
Unit 10	1	1	1	1	1	1	1	6

SOLAR ANALYSIS OF NEIGHBOURING PROPERTIES FOR PROPOSED DEVELOPMENT

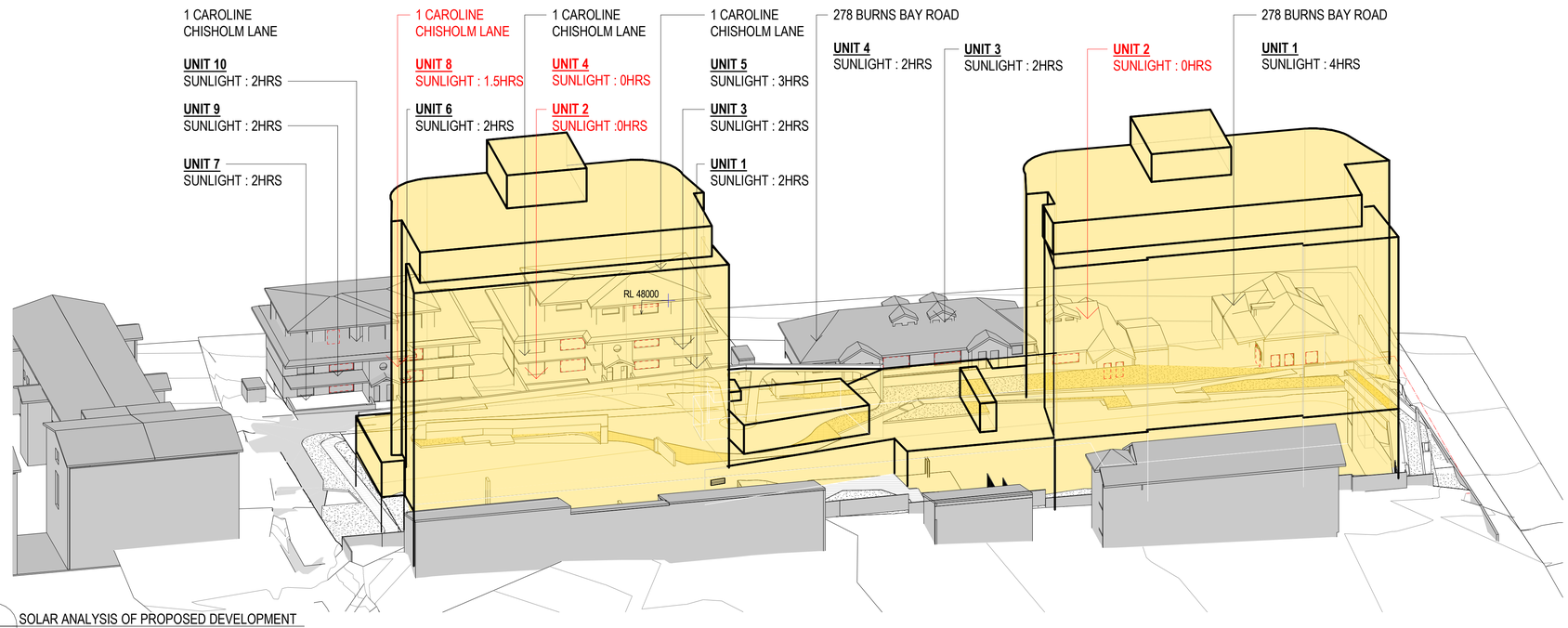
278 Burns Bay Rd, Lane Cove

	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	TOTAL HRS	DIFFERENCE
Unit 1						0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	3.5	-2.5
Unit 2														-0.5	-4.5
Unit 3	0.5	0.5	0.5	0.5	0.5	0.5								2.5	-2.5
Unit 4		0.5	0.5	0.5	0.5	0.5	0.5							2.5	-2.5

1 Caroline Chisholm Lane, Lane Cove

	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	TOTAL HRS	DIFFERENCE
Unit 1						0.5	0.5	0.5	0.5	0.5				2	-2
Unit 2									0.5					0	-3
Unit 3						0.5	0.5							0.5	-0.5
Unit 4							0.5	0.5						0.5	-2.5
Unit 5						0.5	0.5	0.5	0.5	0.5	0.5			2.5	-3.5
Unit 6	0.5	0.5	0.5									0.5	0.5	2	-2
Unit 7	0.5	0.5	0.5	0.5	0.5	0.5								2.5	-0.5
Unit 8	0.5	0.5	0.5									0.5	0.5	2	-3
Unit 9	0.5	0.5	0.5	0.5	0.5									2	-2
Unit 10	0.5	0.5	0.5	0.5	0.5									2	-4

TOTAL UNITS	14	UNITS WITH MIN. 2HR SOLAR ACCESS	10	PERCENTAGE OF UNITS WITH MIN. 2HR SOLAR	**71.4%**



2 SOLAR ANALYSIS OF PROPOSED DEVELOPMENT

AMENDMENTS

ISSUE	DESCRIPTION	APPROVED	DATE
P1	FOR INFORMATION	PL/MN	07/02/18
P2	PRE-DA	SC	08/02/18
P3	PRE-DA	SC	20/02/18
P4	FOR INFORMATION		07/06/18
P5	FOR INFORMATION	SC	29/06/18
P6	FOR COUNCIL MEETING	SC	30/07/18
P7	FOR INFORMATION	BP	24/01/19

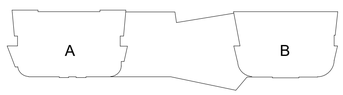
THIS DRAWING ISSUE HAS BEEN REVIEWED FOR

PRELIMINARY

CHECKED BY: SC APPROVED BY: GA SIGNATURE:

Date generated: 1/24/2019 10:57:17 AM C:\Users\bporahrab\Documents\2017048-JT-AR-SHT_18_bporahrab.rvt

KEY PLAN



retire australia

CLIENT

RETIRE AUSTRALIA
167 Central Coast Highway, Erina NSW 2250

IMPACT ON SOLAR ACCESS TO NEIGHBOURING PROPERTIES

DATE	SCALE @ A1	DRAWN
02/01/18	1 : 1	PL/MN

PROJECT NUMBER	DISCP.	DRAWING NUMBER	ISSUE
2017048	A	DA-603	P7

PROJECT

40 COPE ST
LANE COVE

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Walsh Bay New South Wales 2000 Australia
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E sydney@jacksonteece.com
Jackson Teece Chesterman Willis Pty Ltd
Trading as Jackson Teece
ABN 15 083 837 290
Nominated Architect Ian Brodie (4275)

JACKSON TEECE

URBANAC

23 May 2019

Bill Clydesdale
RetireRustralia
Suite 3, 167 Central Coast Highway,
ERINA NSW 2250

By email: Bill.Clydesdale@retireaustralia.com.au

Dear Bill,

40 Cope Street Lane Cove Urban Design Review

Please find attached our Urban Design Review of the 40 Cope Street Lane Cove design, issued today, to be available as supporting information for the project's application for a Site Compatibility Certificate.

The report has been issued with Sections 3 and 4 still in draft form, reflecting the status of the architectural design, which is yet to be finalised following the outcome of that application process. It is anticipated that these sections will be completed and the report updated accordingly when the development application design is completed.

Please feel free to contact me should you have any questions in relation to the report or Urbanac's work. I look forward to working together on the next phase of the project.

Yours sincerely

Alan Cadogan, Director

URBANAC
Urbanac Pty Ltd, m: +61 400 906 383, e: alan@urbanac.com.au

40 Cope Street Lane Cove

Urban Design Review - Updated Draft Report for Site Compatibility Certificate Application

May 2019

Prepared by Urbanac Pty Ltd for RetireAustralia, in association with Jackson Teece

URBANAC

Source: Cover base image source NSW Government Spatial Service sixmaps.nsw.gov.au

"the number and proportion of Lane Cove residents aged 85 years and over has increased by 17.5%, to number 753 residents in 2006. This age group comprises 2.5% of the Lane Cove population, higher than Sydney (1.6%)"

Lane Cove Council, Lane Cove Social Plan 2010–2014

Disclaimer

Document Control. File Location: Macintosh HD:Users:alan:Documents:Urbanac:Clients:Jackson Teece:40A Cope St, Lane Cove - Peer Review :Urban Design Report - 40A Cope Street Lane Cove 04.docx				
Revision	**Date**	**Details**	**Name, Position**	**Signoff**
01	4/6/2018	Client Review Draft - Parts 1-2	AC, Director	AC
02	16/7/2018	Client Review Draft - Complete Draft	AC, Director	AC
03	23/05/2019	Client Review - Site Compatibility Certificate Application	AC, Director	AC
04	30/05/2019	Issued for Site Compatibility Certificate Application	AC, Director	AC

Contents

Abbreviations

ADG	NSW Apartment Design Guide
Council	Lane Cove Council
DCP	Lane Cove Development Control Plan 2011
EP&A Act	Environmental Planning and Assessment Act 1979
LEP	Lane Cove Local Environmental Plan 2009

"the District is expected to see an 85% per cent proportional increase in people aged 85 and over ...20% of the District's population will be aged 65 or over in 2036"

Greater Sydney Planning Commission, North District Plan

Executive Summary

Urbanac has been engaged by RetireAustralia in association with Jackson Teece to undertake an urban design review of their proposed redevelopment of 40A Cope Street Lane Cove to provide housing for older Australian's in the form of independent living units.

Founded in Brisbane in 2005, RetireAustralia is the leading private owner, operator and developer of retirement villages in Australia. The organisation currently manages 27 retirement villages with more than 5,100 residents across New South Wales, Queensland and South Australia.

In order to support a proposed development application Jackson Teece have sought an urban design review of the proposal to support a merit based assessment to help understand what urban form would be appropriate for the subject land and the proposed use.

The report is structured in four parts:

- Part 1 Context deals with the physical and statutory planning context of the subject land, and with the planning approach to comparable sites in the 'inner north'
- Part 2 provides site specific recommendations for the subject land based on the analysis of the context. It will also provide urban design principles for the Precinct addressing the scale of development, access to and around the Precinct, landscaping and open space.
- Part 3 is a brief description of the proposal on which the subsequent Urban Design assessment is based
- Part 4 is an Urban Design assessment of the proposed design structured around nine design principles.

Part 1 has found that the land is not within a town centre or near a recognised major transportation hub or interchange but is nevertheless well located in terms of proximity to the local Figtree centre, to Lane Cove town centre and to public transport including more than 3 bus routes providing connectivity to the surrounding suburbs, city and north shore. .

A key part of this review has examined commonalities between comparable recent development in the 'inner north' in order to clarify recent approvals in the broader area as well as a guide to community expectations for new development. Key observations arising out of that analysis include:

- Heights of 7-9 storeys, with the upper levels set back
- Relatively abrupt transitions to lower scale development (i.e. interfaces not buffered by podiums or smaller scale development)
- Contemporary design of new development contrasting existing
- Higher forms not constrained to main roads
- Higher forms not linked with topography (ie on ridges and valleys)

In keeping with similar sites in the inner northern suburbs of Sydney this means that merit based expectations for maximum height should be in the order or 7-8 storeys with the levels above level 7 set back.

The report notes that a ninth storey could be considered dependent on the development demonstrating community benefits such as:

- delivering needed infrastructure identified in strategic planning, specifically housing choice for older people to age 'in area'
- reduced impacts on community infrastructure compared to typical residential flat buildings development – such as through improved sustainability (above BASIX), or reduced reliance on road infrastructure through reduced private vehicular travel and lower carparking attributable to the use

Part 2 builds on the strategic review to provide an analysis of the site's urban design constraints and opportunities and develops clear urban design guidelines for the proposed development on the land.

In particular, these urban design guidelines are intended to ensure that development aspirations of RetireAustralia to provide an increased level of housing for older Sydneysiders can occur in a way that is sympathetic to the remainder of the Precinct and without significant adverse effects on the amenity of the surrounding area.

It should be noted that Parts 1 and 2 of the report were provided in draft form to the project's design team on 28 May 2018 in order to inform the design thinking for the project. The remaining parts were completed after a period of design development by the team. Part 3 was completed on 9 May 2019 and Part 4 is not yet completed, awaiting the final design development drawings in order to carry out the assessment.

Part 3 of the report is a short summary of the proposed development and its developed design for reference, and a discussion around the key assessment issues

Part 4 provides an urban design assessment of the conceptual design as it stands in May 2019. The assessment is structured around the nine design principles embodied in SEPP 65. Although the SEPP does not apply to the proposed development, nevertheless the nine design principles form a framework for the consideration of any development, and are familiar to developers, architects and Council's planners. Accordingly they have been used for urban design assessment purposes.

Part 4 should be updated and finalised once the development application design is completed, and is accordingly marked as “DRAFT”.

In broad terms the proposal presents a key opportunity to improve housing choice within the area and to contribute to a liveable and sustainable community that is well connected to the surrounding area, directly responding to State Government’s priorities to increase residential densities, and housing choice in established locations that are close to public transport. It is considered that the resulting development:

- will help to deliver housing choice for aging and older Australians consistent with the growing need identified in the Greater Sydney Commission's *North District Plan* and Council's *Meeting the Needs of Our Community – Lane Cove Social Plan*
- provides high quality independent living unit style housing with good accessibility to the Figtree local centre and to bus transport connecting to inner northern Sydney and the City
- responds favourably to both the existing context and the likely future character of the R4 zone
- is consistent with approaches to similar scale development in the immediate vicinity and elsewhere in Land Cove and surrounding suburbs
- will provide aged housing choice in an area where its need has been identified in strategic planning
- competently manages the nine design principles embodied in State Environmental Planning Policy 65
- is capable of demonstrating a high quality urban design
- has the potential to demonstrate substantial urban design merit.

The proposal at this stage of the design process is accordingly recommended to the Department and to Council for favourable consideration.

Part 1 Context

1.1 The Subject Land

The subject land numbered 276 Burns Bay Rd and 40A Cope Street is located in Lane Cove with a frontage to Burns Bay Road and a partial frontage to Caroline Chisholm Lane occupying the full width of the block between both streets.

Legally the land includes two sites:

- Lot 120 of DP613223
- Lot 51 of DP862728

Together the land amounts to approximately 4,500 square metres and is essentially rectangular, approximately 122m by 37m, with the long side facing north.

There is existing development on the site which is proposed to be demolished and redeveloped. This includes four separate buildings two stories in height with pitched roofs, and includes part of the Caroline Chisholm Retirement Village.

The land is not within a town centre location or local centre and while located in close proximity to public transport including more than 3 bus routes providing connectivity to the surrounding suburbs, city and north shore, the land is a significant distance from a recognised major transportation hub or interchange.

Figure 1 the Subject Land – Location Plan
Source: NSW Government Spatial Service sixmaps.nsw.gov.au

Figure 2 The Subject Land – Aerial Photo
Source: NSW Government Spatial Service sixmaps.nsw.gov.au

a b c

Figure 3 The subject site - Views along Burns Bay Road *(a: looking southeast, b: from the site looking down to Burns Bay Rd, c: existing buildings on the site looking east)*

d e f g ***h***

Figure 4 Adjacent development to the south *(d: 1 Caroline Chisholm Lane, e: 280 Burns Bay Rd between 1 Caroline Chisholm Lane, f-h: 278 Burns Bay Rd)*

i j k l m

Figure 5 Views along Caroline Chisholm Lane *(i: from Cope Street, j-k: looking south with the subject site to the right),* ***along Cope Street*** *(l looking west)* ***and Figtree local centre*** *(m)*

n o q r

Figure 6 Surrounding Development including nearby RFBs on Burns Bay Road *(n: 280 Burns Bay Rd, o: 290 Burns Bay Rd, p: Riverview Apartments, q-r: older and recent apartments in and around 316 Burns Bay Rd)*

1.2 Surrounding Land

Site context

The site is located in the south of the suburb of Lane Cove, characterised by a mixture of single detached housing, residential flat buildings, retirement and aged care housing, and a parklands and open space associated with the Lane Cove River foreshore.

Surrounding Development

Surrounding development comprises three major types:

- Aged care facilities including nursing homes and retirement living in the immediate vicinity generally 1-3 storeys, mostly brick and tile construction dating from the mid-late twentieth century
- Single dwelling houses, generally 1-2 storeys and in generally good condition, mostly brick and tile construction dating from the mid twentieth century
- Residential flat buildings
  - Older RFBs of 2-3 storeys, mostly brick and tile construction dating from the mid-late twentieth century with some nearby RFBs to the south east of up to 8 storeys plus lifts and plant
  - Newer RFBs of 7-8 storeys, with flat roofs and a range of finishes, recently completed

Figure 7 Nearby recent RFBs (280 Burns Bay Road)
Source: NSW Government Spatial Service sixmaps.nsw.gov.au

Nearby Centres

Figtree Local Centre

The Figtree Local Centre is approximately 250m north of the site, an easy walk of less than 10 minutes walk across relatively level terrain. Figtree provides a range of facilities including a Coles Express, petrol stations, banking ATMs, and local shopping including a greengrocer, patisserie, café, restaurant, bottle shop and hairdresser.

Lane Cove Town Centre

Lane Cove Town Centre is approximately 2km north east of the subject land and provides a broad range of retail, dining and administrative services including two major supermarkets, banking, a range of restaurants and cafés, pharmacies, gymnasia, Council offices, and the Lane Cove Aquatic Leisure Centre.

Hunters Hill Local Centre

Hunters Hill Local Centre is approximately 2.2km south of the subject land and provides a range of facilities including retail, dining and services including the Hunters Hill Hotel, Commonwealth Bank, IGA supermarket, bakery, pharmacy, hairdresser, and cafés and restaurants. Several schools are in the vicinity of the centre including Hunters Hill High School and St Joseph's College.

Road Network

Burns Bay Road

Burns Bay Road is a classified road and a major arterial connecting the north shore and inner west via the Fig Tree Bridge and Gladesville Bridge. It provides two lanes of traffic in each direction, with parking restrictions corresponding peak hour traffic times.

Burns Bay Road provides a generally 21m wide carriageway, providing two through lanes of traffic in each direction and footpaths with paving on both sides. Parallel parking along both kerb alignments is time restricted corresponding to peak traffic times in the morning and evening.

Traffic flow has a sign posted speed limit of 60km/h in the vicinity of the site. The intersections with Penrose Street (approximately 250m north) and Waterview Drive (approximately 100m south) are signalised.

Caroline Chisholm Lane

Caroline Chisholm Lane is a narrow accessway connecting the subject land and a number of surrounding properties through to Cope Street. It is approximately two lanes with unformed footpaths and an inconsistent width. The intersection between Cope Street and Burns Bay Road is restricted to allow left turn only from Burns Bay Road.

Public Transport

The site is well serviced by public transport with a the 252, 530 and 536 buses operating along Burns Bay Road and connecting to the site with the City via Lane Cove, St Leonards and North Sydney, Burwood via Drummoyne, Chatswood, Gladesville, and Hunters Hill.

Figure 8 Master Plan Precinct – Context Map
Source: NSW Government Spatial Service sixmaps.nsw.gov.au

1.3 Strategic and Policy Context

A Metropolis of Three Cities

A Metropolis of Three Cities – the Greater Sydney Region Plan together with *Towards our Greater Sydney 2056*, its first amendment, is a future plan for a growing Greater Sydney. It supports the vision for a metropolis of three cities that will rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. The Plan is a 40 year plan built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

This vision involves a major shift in strategic planning for Greater Sydney which focuses on the regional significance of central and western Sydney. *A Metropolis of Three Cities - Greater Sydney Region Plan* with its strategy for a metropolis of three cities is set to provide a framework than can better underpin strategic planning for a more productive, liveable and sustainable city.

North District Plan

The North District Plan provides a 20-year plan to manage growth and achieve the 40-year vision, while enhancing Greater Sydney's liveability, productivity and sustainability into the future. It is a guide for implementing *A Metropolis of Three Cities* - the Greater Sydney Region Plan at a District level and is a bridge between regional and local planning.

The plan identifies that the District is expected to see an 85 per cent proportional increase in people aged 85 and over, and a 47 per cent increase in the 65–84 age group is expected by 2036. This means 20 per cent of the District's population will be aged 65 or over in 2036, up from 16 per cent in 2016.

Lane Cove is identified in the plan for its significant and thriving commercial core, and for its significant bushland including the Lane Cove National Park and the Lane Cove River Foreshore and their contribution to the area's liveability

A Plan for Growing Sydney

A Plan for Growing Sydney, published 2014, is the NSW Government's main plan for guiding land use and planning decisions across the metropolitan region over the next 20 years. It sets a vision for Sydney to be a strong global city, a great place to live. Supporting this vision are four goals:

- A competitive economy with world-class services and transport
- A city of housing choice with homes that meet our needs and lifestyles
- A great place to live with communities that are strong, healthy and well connected
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

Sydney's future growth is guided by the following planning principles:

- Increasing housing choice around all centres through urban renewal in established areas
- Stronger economic development in strategic centres and transport gateways
- Connecting centres with a networked transport system.

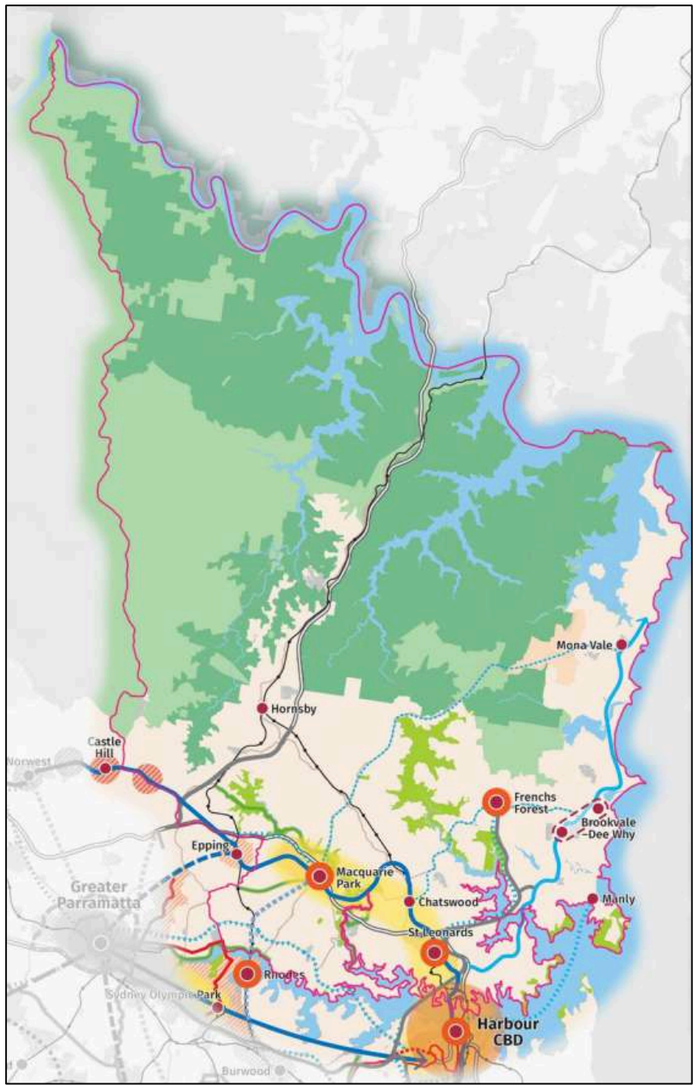


Figure 9 North District Plan – Structure Plan
Source: Greater Sydney Commission

Meeting the Needs of Our Community

Lane Cove Social Plan 2010–2014

The Lane Cove Social Plan take account of its community's existing and future social needs. The plan identifies that the number and proportion of Lane Cove residents aged 85 years and over has increased by 17.5%, to number 753 residents in 2006. This age group comprises 2.5% of the Lane Cove population, higher than Sydney (1.6%).

The plan also identifies Council's priorities for seniors including to:

- Promote options for affordable and accessible supporting independent living.
- Ensure support is available for those who can no longer live independently.

1.4 Local Statutory Planning Context

Although the planning controls related to Seniors Housing controls are provided in State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, the local statutory planning context provides guidance in relation to the desired future character for the site and its surrounds and the scale and type of likely adjacent development.

Lane Cove Local Environment Plan 2009

Land Use

The principal planning instrument applying to the Precinct and providing the planning controls and key development standards is the Lane Cove LEP 2009 ("the LEP").

The subject land zoned R4 – High Density Residential.

Figure 10 Extract LEP Zoning Map
Source: legislation.nsw.gov.au

Surrounding land uses include:

- R4 High Density Residential extending north, south and east
- R2 Low Density Residential opposite on Burns Bay Road and further north
- SP2 Infrastructure for Burns Bay Road
- R3 Medium Density Residential further to the north east
- RE1 Public Recreation to the south along the foreshore

The zone objectives are:

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide for a high concentration of housing with good access to transport, services and facilities.
- To ensure that the existing amenity of residences in the neighbourhood is respected.
- To avoid the isolation of sites resulting from site amalgamation.
- To ensure that landscaping is maintained and enhanced as a major element in the residential environment.

Key Development Standards

The LEP key development standards for height and floor space ratio are given in the LEP maps for Height of Buildings and Floor space Ratio (see Figure 12 and Figure 11).

Permissible floor space ratios for the site the adjacent land include:

- S3 (1.7:1) in the western part of the site
- J (0.8:1) in the eastern part of the site
- T1 (2.0:1) south of the site
- D (0.5:1) and F (0.6:1) opposite on Burns Bay Road and north of Cope Street.

Figure 11 Extract LEP FSR Map
Source: legislation.nsw.gov.au

Permissible heights for the site and the adjacent land include:

- P2 (18m) in the western part of the site
- M (18m) in the eastern part of the site
- R (21m) south of the site
- T (25m) further south of the site
- J (9.5m) opposite on Burns Bay Road and north of Cope Street.

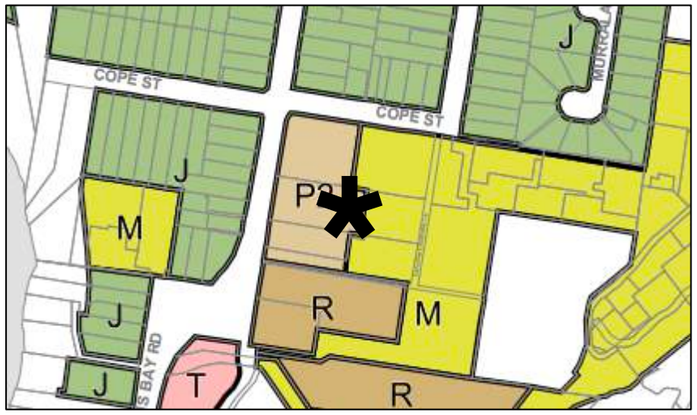


Figure 12 Extract LEP Height of Buildings Map
Source: legislation.nsw.gov.au

While these standards may not be directly applicable to seniors housing they nevertheless provide guidance in relation to likely future character for the areas in the vicinity of the site.

Heritage

The subject land and adjacent sites north and south include a landscape element listed as a heritage item:

- Item #I158 - Stone walls to road frontages - 274 and 278 Burns Bay Road and 40A Cope Street – Local significance

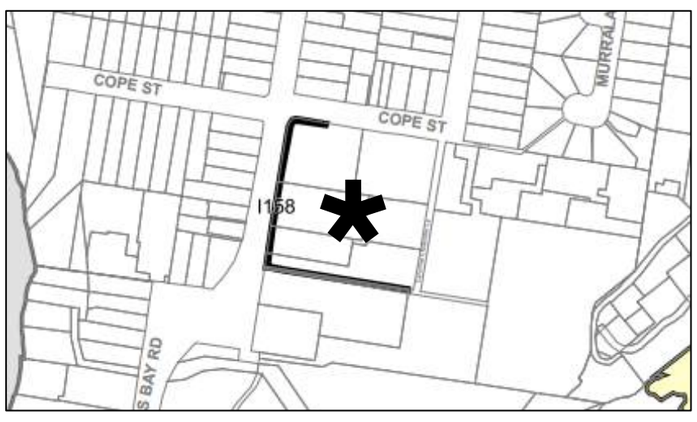


Figure 13 Extract LEP Zoning Map
Source: legislation.nsw.gov.au

Lane Cove Development Control Plan 2010

Lane Cove Development Control Plan 2010 ("the DCP") provides detailed guidance for the use of land and design and assessment of new development.

Residential Localities

Part C of the DCP provides controls for special residential areas.

While the subject site is not within these areas, Locality 1 – Burns Bay Road Block 1 296-314 Burns Bay Road provides guidance regarding Council's recent approach to new residential flat building developments in the immediate vicinity of the subject land.

Extract DCP Part C

Locality 1 – Burns Bay Road - Objectives:

1 To provide new development that achieves design excellence, including for streetscape.

2 To provide amenity for the sites' residential development.

3 To minimise visual impact on nearby residences, reserve, bay and other public domain areas.

4 To provide for public and private views to Burns Bay and Riverview College.

5 To improve amenity and surveillance along Burns Bay Road.

6 To mitigate the impact of Burns Bay Road traffic and noise.

7 To preserve and enhance the existing vegetation and landscape character.

8 To provide vehicular, bicycle and pedestrian access through the site.

9 To improve pedestrian connectivity to the foreshore.

10 Carisbrook House's significance as an item of State and local heritage is to be supported by development adjacent being sympathetic and appropriate to Carisbrook's curtilage and facilitating access to and enjoyment of Carisbrook by the public.

11 To establish a central vista along the proposed access road, to Carisbrook House and its curtilage, which is not impeded by buildings or inappropriate landscaping.

12 To provide access and improved parking to Carisbrook House.

This section of the DCP also included further controls for the nearest block on Burns Bay Road to the subject site: Block 1 296-314 Burns Bay Road. Among the controls are:

- Building separations according to the RFDC
- 6m minimum setback from Burns Bay Road
- Pedestrian entry from Burns Bay Road
- No vehicular entry from Burns Bay Road
- Maximum 40m façade to Burns Bay Road
- Underground carparking

1.5 Strategic Planning Observations

While A Plan for Growing Sydney and *Towards Our Greater Sydney 2056* both provide for increased housing choice and renewal around transport corridors, strategic planning approaches to increasing density outside of major centres is less clear.

Within 400m of existing or proposed transport infrastructure, current strategic planning (such as the Sydenham to Bankstown Urban Renewal Corridor Strategy, Parramatta Road Urban Transformation Strategy and structure planning around the north-west metro stations) suggest that heights of 8 storeys (28m) can be expected as a minimum, with higher buildings at significant stations/town centres up to 25 storeys (76m).

The subject site, though well connected to existing transport infrastructure (Bus Routes on Burns Bay Road) and in close proximity to the existing Figtree local centre, however is not located within 400m of major transport infrastructure (or proposed upgrades) or within a major centre. As a result, reasonable expectations for height and density increases should be towards the lower end of what is suggested by these current strategic planning initiatives.

1.6 Comparable Development

A review of recent and proposed developments in the inner north/north-west that are near existing local centres and transportation, but not located within existing major centres or on major transport infrastructure has revealed a broad consistency to their urban design in terms of scale, height, and built form generally.

Eight locations that are the subject of recent developments or site specific planning controls have been identified as being highly comparable to the subject location. These are summarised in the adjacent table and in the diagram on the next page.

Key observations arising out of an examination of comparable development include:

- Heights typically 7-8 storeys, with the upper levels set back
- Relatively abrupt transitions to lower scale development (i.e. interfaces not buffered by podiums or smaller scale development)
- Contemporary design of new development contrasting existing
- Higher forms not constrained to main roads
- Higher forms not linked with topography (ie on ridges and valleys)

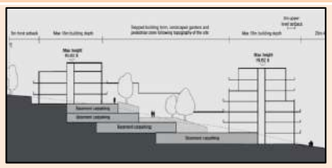
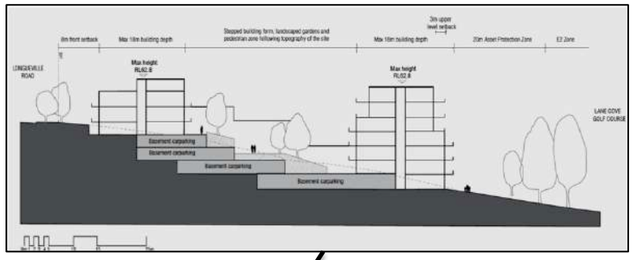
Image	Address	LGA	Height in storeys	Podium or Transition	Major Road Frontage	Major Centre	Nearby transport	Notes
	280 Burns Bay Road	Lane Cove	7-8	Upper floors set back	Yes	No	Burns Bay Rd buses	Multiple Buildings
	294-316 Burns Bay Road	Lane Cove	7-8	Upper floors set back	Yes	No	Burns Bay Rd buses	Multiple Buildings
	316-322 Burns Bay Road	Lane Cove	7-8	Upper floors set back	Yes	No	Burns Bay Rd buses	Multiple Buildings
	Monash Road and Victoria Road, Gladesville	Ryde	6	No		No	Victoria Rd buses	
 	1-13 Centennial Avenue, & 92-94 Gordon Crescent, Lane Cove North	Lane Cove	5 (Cent' Av) 8 (Gordon Cr)	No Upper floors setback (Gordon Cr only)	Yes	No	Mowbray Rd buses	Multiple Buildings and street frontages
	266 Longueville Road, Lane Cove	Lane Cove	7	Upper floors set back	Yes	No	Longueville Rd and River Rd buses	DCP Controls
	Meriton Street and Victoria Road, Gladesville	Ryde	7	No Northern building only upper floors set back	Yes	No	Victoria Rd buses	Three individual buildings

Table 1 Comparable Development Table- Recent Nearby Development

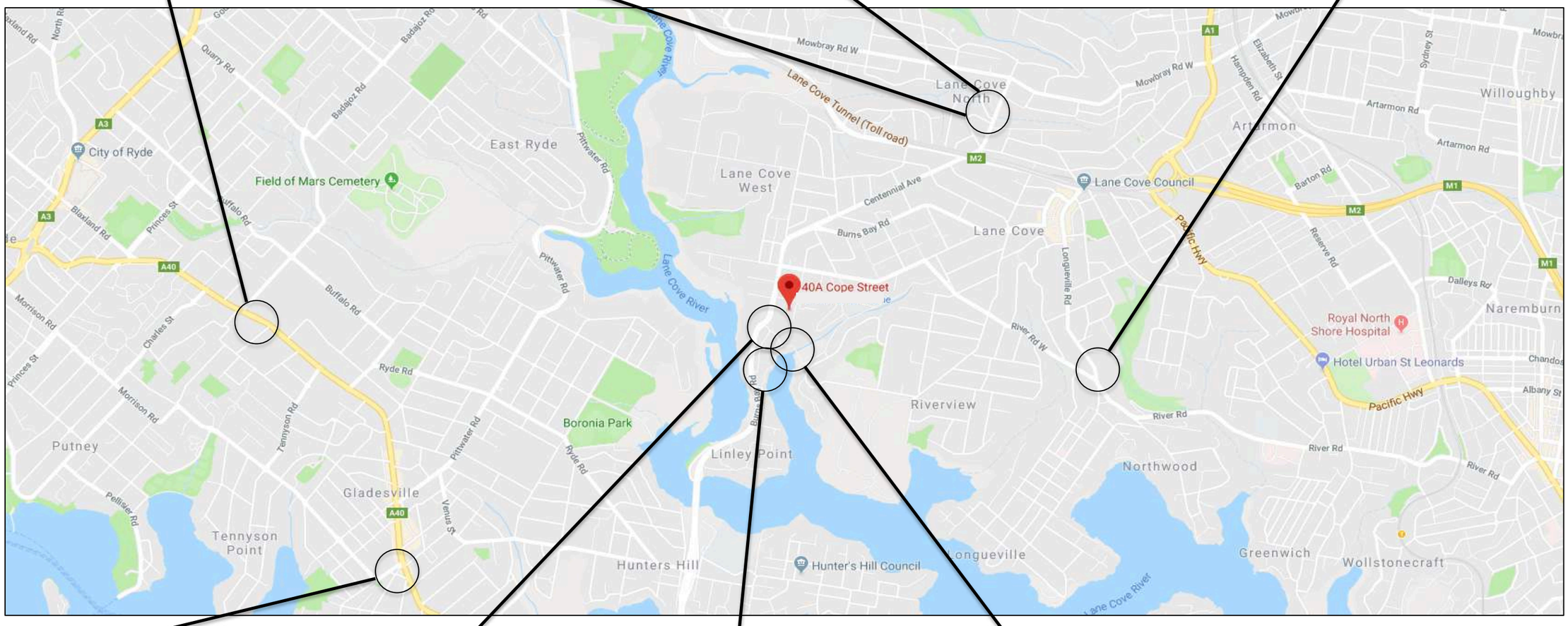
a

b

c



d



e

f

g

h

Key
a *Monash Road and Victoria Road, Gladesville*
b *1-13 Centennial Avenue, Lane Cove North*
c *92-94 Gordon Crescent (Rear of 1-13 Centennial Avenue)*
d *266 Longueville Road, Lane Cove DCP Controls*
e *Meriton Street and Victoria Road, Gladesville*
f *280 and 290 Burns Bay Road*
g *294-322 Burns Bay Road*
h *Waterview Apartments*

Figure 14 Comparable Development Diagram - Recent Nearby Development
Source: Base map GoogleMaps

Part 2 Urban Design Analysis

2.1 Constraints and Opportunities

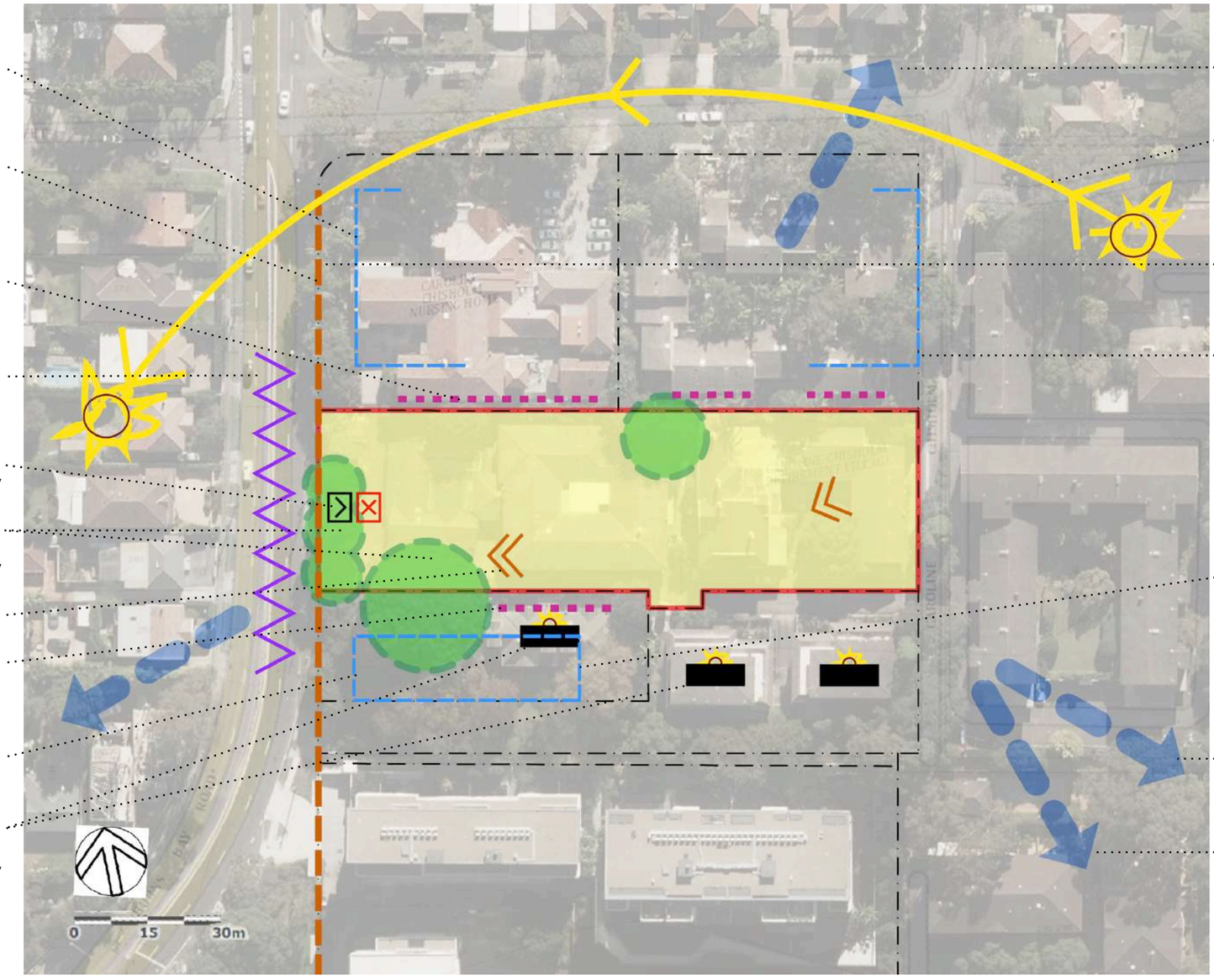


Figure 15 Comparable Development Diagram - Recent Nearby Development

Source: Base map GoogleMaps

2.2 Urban Design Guidelines

Solar Access

A. Tower forms should be located in order to minimise impacts on existing solar access to the adjacent residential uses to the south (1-4/278 Burns Bay Rd and 1-10/1 Caroline Chisholm Lane).

B. In anticipation these two sites will be redeveloped, ensure existing solar access to dwellings on the sites is maintained where possible using existing permissible LEP heights for guidance regarding acceptable overshadowing*

Adjacent Redevelopment

C. Anticipate future redevelopment of 1-4/278 Burns Bay Rd and 1-10/1 Caroline Chisholm Lane each with a 7-9 storey tower

D. Anticipate future redevelopment of existing nursing home uses to the north with a 7-9 storey towers

Setbacks

E. Front setback to match 280 Burns Bay Rd (7.5m)

F. Balance side setbacks and tower widths to improve outlook, separations and solar access for adjacent development):
Ground to L4 – 6m minimum setback
L5 and above – North 9m (to building wall/glass line) and 6m (to balconies), South 9m (balconies and building walls)

Height

G. Towers to 9 storeys maximum plus lift overrun/plant

H. Articulate/differentiate architecture above 7 storeys)

Tower Design

I. Above level 7 setbacks and/or change of materiality to scale buildings and establish a top middle and base

J. Maximum tower length 40m

K. Maximum tower depth 23m max (18m average glass to glass)*

L. Minimum separation between towers on the site 18m, however greater separations preferred (to improve outlook and solar access for adjacent sites)

Podium Design

M. 3 storeys maximum, 1 storey preferred (to improve outlook and solar access for adjacent sites)

N. Podium design to be appropriately scaled to achieve compatible interface to existing adjacent development

Heritage

O. Retain heritage fence within front setback zone setback to match 280 Burns Bay Rd, but allow new openings/gates to facilitate pedestrian access from Burns Bay Road

Access

P. Accessible pedestrian entry from Caroline Chisholm Ln

Q. Secondary pedestrian entry from Burns Bay Rd (accessible if possible noting grade separation) for public transport access

R. Primary vehicle access from Caroline Chisholm Ln. Continue shared access with adjacent development (east and south)

S. Manage driveway impacts on adjacent development, and facilitate turning of vehicles

**ADG compliant*

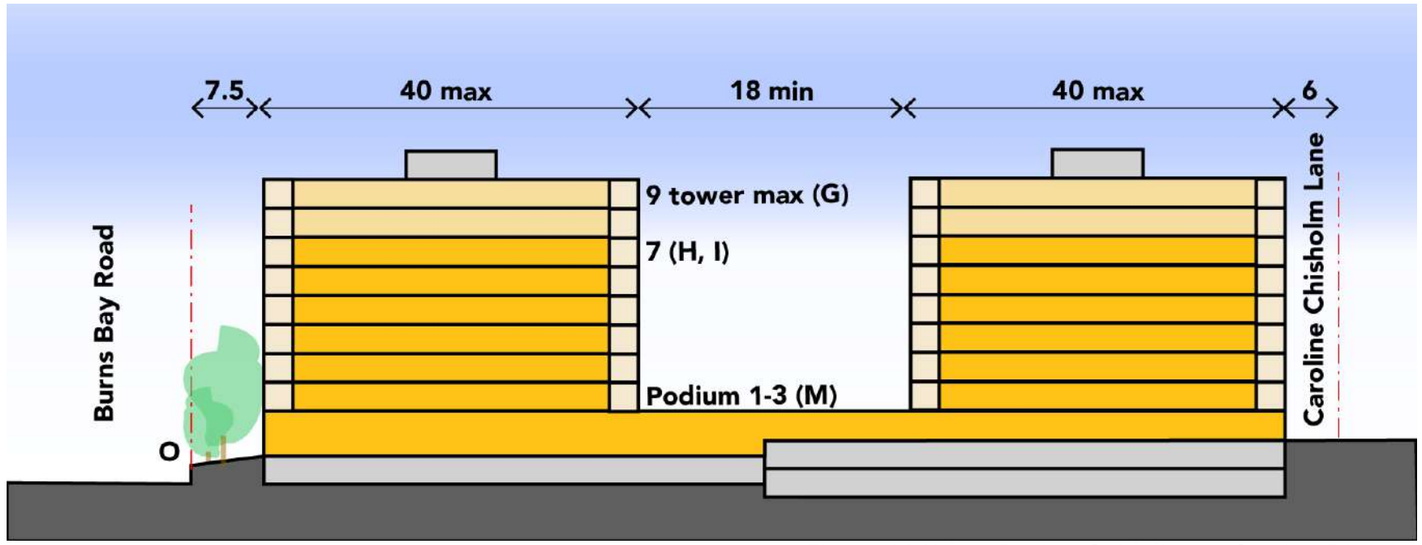


Figure 16 Urban Design Guidelines – Section Diagram

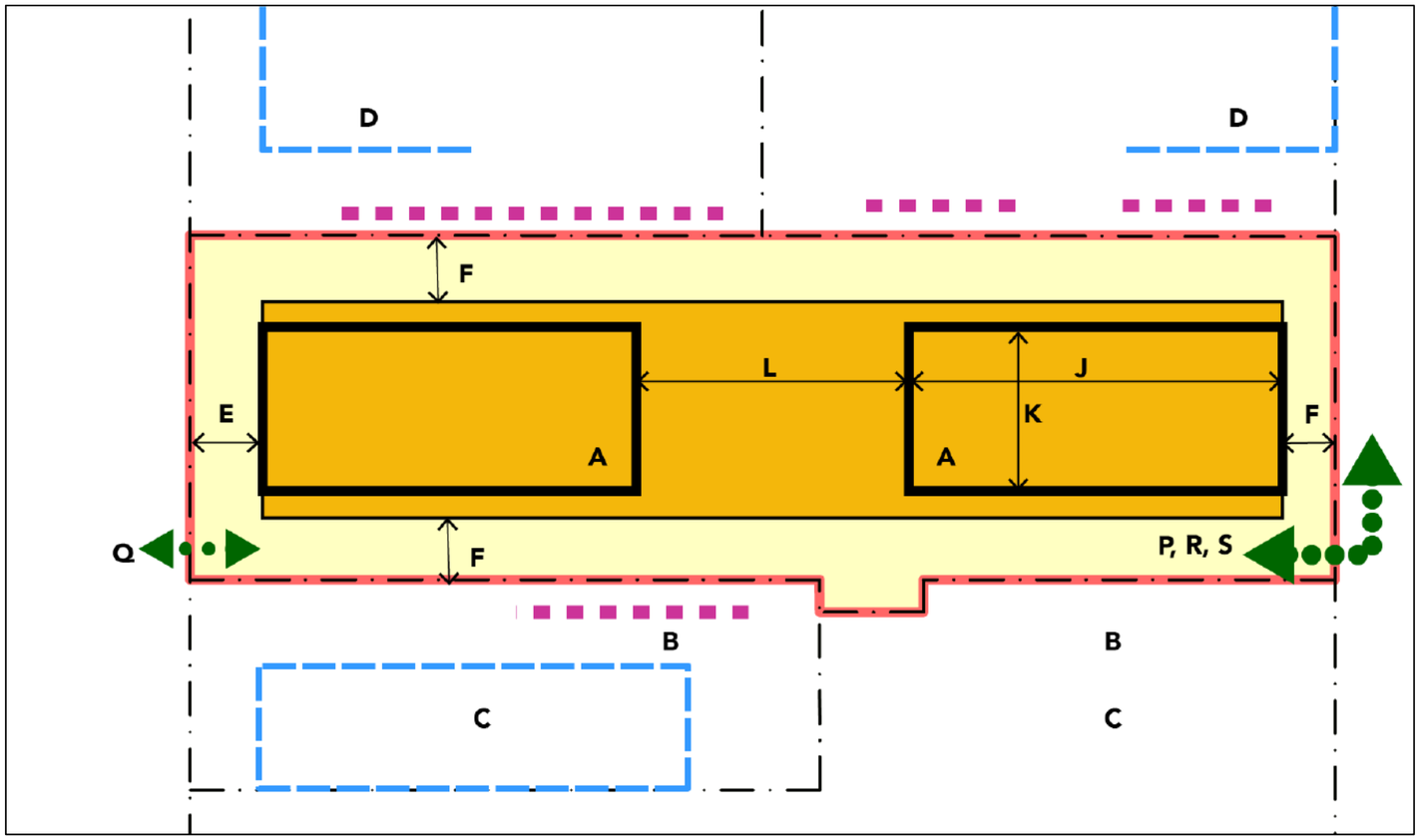


Figure 17 Urban Design Guidelines – Plan Diagram

Part 3 Proposed Development

Parts 1 and 2 of the report were provided in draft form to the project's design team on 29 May 2018 in order to inform the design thinking for the project. The resulting design is summarised on this page.

3.1 Key Features

Key features of the proposed development at this conceptual stage of the design process are:

Key Features	
Use	Housing for older people including independent living units and residential aged care facilities
Height	8 storeys
Front Setback (Burns Bay Road)	7.5m
Side Setbacks	6m (north), 9m (south)
Number of dwellings	64 Aged Care Suites 29 Independent living units
Carparking	24

Table 2 Proposed Development Key Features Summary

3.2 Key Issues

The three key urban design issues inherent in the merit assessment of the proposed development and the subject land are considered to be:

- Height
- Setbacks
- Solar access to adjoining sites

Height

Height is often a contentious issue for development, however except in the case where a particular view is affected or a particular place is overshadowed, it is rarely objective. There are no such hard, objective height constraints in this instance – the consideration of merit in relation to height is in this case subjective.

The LEP already permits up to 6 storeys (18m) for the subject land. Further south the permissible height is 7 storeys (21m) and 8 storeys (25m) with the interface unrelated to any identifiable feature or urban design consideration. While there may have been an intent to gradually reduce height in the R4 zone from south to north, in urban design terms this is not clear on the ground, and is considered to be of little real value even if it was the intent. The experience of 6 versus 8 storeys is at best subtle particularly where there are significant levels changes in the streetscape and where frontages include retaining walls and other significant landscape elements. It is more likely that the typical person, whether driving or walking through the area, would experience the resulting urban form simply as a medium/high rise precinct on the eastern side of the road, and lower 1-2 storey precinct to the west.

For the subject site, based on comparable development in the surrounding area, heights of up to 8 storeys, potentially with the upper level architecturally articulated to differentiate it from lower levels would be an appropriate outcome with no significant impacts beyond the height already permissible under the LEP, and in keeping with the feel of a mid/high-rise precinct of residential flat building forms.

For the proposed use there is also an argument to be made that the nature of the use is different to a more traditional residential flat building. In particular is has fewer impacts in some key areas resulting from reduced private vehicle usage and the potential for improved sustainability performance from the greater use of shared services and facilities. With corresponding reduced impacts on road and service infrastructure it could be argued that an additional level would be appropriate if the 9th level can be provided in a manner that does not give rise to any significant offsite impacts for the proposed use.

Accordingly an 8 storey maximum height is recommended with the potential for a 'pop-up' 9th storey subject to sustainability performance criteria yet to be formally established.

Side Boundary Setbacks

Locating towers on the subject site requires a careful balancing of amenity impacts on the subject site as well as expected future development for the immediately adjacent sites. While the ADG provides some guidance for appropriate setbacks and building separations in NSW, these always need to be balanced against the specific circumstances of the site.

Section 2 F of the ADG provides guidance relating to appropriate building separations for use in the design of setback controls in planning instruments. It suggests separations of 18m between habitable spaces of buildings up to 8 storeys in height. This separation, shared equitably between adjacent sites (ie 9m side boundary setbacks) has been applied to recent sites along Burns Bay Road. On these sites however, the separation between towers on the same site has been far less – 9m or less for the towers at 290 Burns Bay Road. This results in deep overshadowing south of 290 Burns Bay Road towers for a significant length (80m or more)

For the subject site a balanced approach is recommended that takes into account the layout of adjacent sites and their boundary constraints, and the opportunity to achieve an outcome that allows improved tower separations within the site (providing significant midwinter solar access improvements as well as better outlook, light and air between towers) by allowing a northern side boundary setback that is smaller than recommended by the ADG (6m rather than 9m).

The smaller size of the site to the south means that maintaining a 9m side setback to the south is supported and will allow its future redevelopment without compromising on its amenity under the applicable ADG guidelines.

In order to provide an effective yield, maintaining a north side boundary setback of 9m would result in tower forms that were far wider, and result in a significantly reduced tower separation within the site. This greater separation would have significant benefits to adjoining sites particularly in terms of outlook, solar access.

The opportunity to significantly open up tower separations within the subject site by slightly relaxing the side boundary requirement to the north is considered to be a better urban design outcome than would be achieved by requiring strict ADG separation adherence, and is considered to better meet the aims of the ADF 2F controls. It is noted that the visual privacy controls under ADG Section 3F would still be achieved.

It is further noted that any future redevelopment of the site to the north has a far greater width and a good opportunity to manage visual privacy and building separations not only due to its size, but because it will be unlikely to have a significant exposure of habitable room outlook towards this boundary interface as its apartments would necessarily be oriented north to meet ADG solar access requirements.

The main building form should aim achieve 6m minimum setback from the northern boundary. At level 5 and above the building should aim to achieve a 9m setback from the northern boundary if possible but it is considered that balconies and other lighter and more open parts of the building can project into the setback without compromising the necessary separations so long as a 6m minimum setback is maintained even for these elements. The nature of the use and the users of these spaces by older persons also means that they are unlikely to generate the same range of visual and acoustic privacy impacts as might be generated by a typical residential flat building with a range of different aged occupants.

For these reasons a 6m minimum side boundary setback to the north is recommended, increasing to 9m above level 5 where possible for the more solid and heavier parts of the building.

Solar access to adjoining sites

The slope of the land and the low rise of the current development of the site to the south creates substantial solar access and amenity challenges for any development on the subject site.

Because they are effectively built one level below the natural ground level of the subject site, any new development on the subject site, even one far below the LEP permissible height, will inevitably overshadow development to the south during midwinter. With higher heights and FSRs permissible under the current LEP, the planning controls envisage that the overall area should be developed with a greater density and higher building forms It is almost inconceivable that a development on the site that sought to achieve the permissible FSR or height under the LEP could maintain existing levels of solar access. Accordingly, on

balance, it is considered unreasonable to expect to maintain significant full existing solar access to a low-rise development in this situation.

For the proposed development this creates a challenge – whether to respond to the existing situation, which could exist for some time – or to design for a future building form the timing of which is unknown.

The design response of the proposed development opens up the centre of the site with a significant increased tower separation in order to maximises the opportunities for maintaining reasonable solar access and provide a improved outlook opportunities compared to a development that had building forms similar to the recently approved 290 Burns Bay Road.

This design response is supported in urban design terms as a reasonable balance between providing a reasonable level of development on the subject site and maintaining a reasonable level of midwinter solar access to dwellings to the south. In particular it is noted that the southern boundary setback of 9m is greater than ADG compliant (6m up to level 4 and 9m above), and that the overshadowing primarily arises as a function of the azimuth of the sun rather than the building height. In other words, given the relationship of the sites, overshadowing does not result from the parts of the building with a height greater than the LEP (a 2 storey building with the same footprint as the concept design's towers would start to overshadow these dwellings).

It is also noted that if the existing development to the south were considered as a new development it would be capable of achieving compliance with the ADG's Solar Access Guidelines (4A) – ie 70% of its dwellings would achieve 2 hours midwinter solar access (to existing windows). This is a major design achievement for the building envelopes of the subject site given the inherent difficulties arising from the fall of the land, the low rise height of the adjacent development, and its problematic reliance on sunlight across a side boundary. It is considered that by maintaining this level of solar access, the existing development to the south will perform as well as most new apartment developments in Sydney and consistent with the policy position for appropriate solar access established by the ADG.

As a result, and noting that it is considered impossible to develop the subject site in a substantial way without overshadowing at least some the development to the south, the level of overshadowing resulting from the current design is considered to be, on balance, acceptable.

Part 4 Urban Design Assessment

This part provides an urban design assessment of the proposal structured around the nine Design Quality Principles listed in State Environmental Planning Policy no. 65 – Design Quality of Residential Apartment Development. These are used as an established set of principles against which to evaluate the design quality of a proposal, irrespective of whether the Policy itself strictly applies. Some parts of the assessment are yet to be completed because they depend on the details of the final design.

4.1 Context and neighbourhood character

Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.
Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.
Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.

It is considered that the proposal this stage of the design process responds well to its context and neighbourhood character.

The R4 zone around and south of the subject site undergoing significant change with several new medium rise developments of 7-9 storeys recently constructed and more under construction. It is expected that the immediate vicinity of the subject site will similarly undergo similar change in the near future.

Surrounding sites to the east, north and south have LEP heights along Burns bay Road of 7 storeys (21m) and 6 storeys (18m). Over time this is expected to be redeveloped consolidating the precinct as a mid rise neighbourhood. Part of the site north of the proposed development is likely to be capable of redevelopment higher than the LEP would typically permit based on merit. In this context, adjacent sites may be able to successfully argue for flexibility in the height of buildings development standard.

Importantly the R4 zone is well separated from adjacent low-rise precincts west on Burns Bay Road and north on Cope Street by the existing street pattern. This ensures that larger building forms than currently exist will be will buffered from these adjacent lower rise uses providing a highly effective interface. The street alignment also importantly contains and corrals these higher building forms responding to the streetscape character.

The proposed development is also considered to respond well to its social and economic context. In particular it:

- Continues an existing use but at a larger scale which is broadly consistent with the R4 zone and emerging desired future character
- provides additional key housing for an aging population, addressing a need identified by several strategic plans
- will allow aging north shore residents to 'age in area'
- provides the above in close proximity to the Figtree local centre and on significant bus routes connecting to inner Northern Sydney and the City

The proposal contributes to the improving design quality of the area with a high quality, visually appealing contemporary design, which is a good fit with the new development in the area.

The proposal's response to context and neighbourhood character at this stage of the design process is supported.

4.2 Built form and scale

Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.
Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.
Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.

It is considered that the proposal is of an appropriate bulk and scale.

A key measure of the appropriate bulk and scale of a development is its impacts on neighbours, particularly in terms of solar access and visual privacy. The proposed development does not appear to result in significant adverse impacts on any neighbouring sites.

Additionally, in our assessment, the development:

- Provides appropriate transition in height from higher density development and lower density development consistent with recent approaches nearby in Lane Cove and adjacent areas
- Has been well considered in terms of massing and volume, a careful application of building separations to manage its presence in the streetscape while at the same time ensuring a reasonable approach to solar access for sites to the south and for outlook, air and space for all adjacent sites
- Further addresses its streetscape presence with appropriate landscape treatment, retention of the heritage fence and retention of significant trees on the north of the site and providing space for the tree to the south of the site ensuring that the building will sit in a landscaped setting.
- With the future character of the R4 area in mind, it is considered that the proposal is of an appropriate bulk, scale and design to provide adequate transition between neighbouring developments following similar principles established for 280-316 Burns Bay Road immediately south.

The proposal's response to built form and scale at this stage of the design process is supported.

4.3 Density

Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.
Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.

Editing note: This section to be completed when the development application design is finalised.

The proposal at this stage of the design:

- does not result in any significant adverse impacts on the amenity of neighbouring developments compared to development that would be permitted by the LEP, and has been carefully designed to minimise impacts
- responds to a need for increasing housing provision of differing sizes, in proximity to local centres and with good public transport access
- provides a use with lower carparking demand compared to non-aged residential development, with resulting reduced impacts of private vehicles on the existing road network from an equivalent sized residential flat building
- provides additional key housing for an aging population, addressing a need identified by several strategic plans in close proximity to the Figtree local centre and on significant bus routes connecting to inner Northern Sydney and the City
- has internal site facilities including access to communal open space, rooftop gardening areas, recreational facilities (including a pool) that will be well utilised by the proposal's residents
- the nature of the use, which includes a range of different levels of support for residents and communal kitchen and other facilities in addition to apartments, addressing daily living needs of residents compared to a traditional residential flat building

The proposal's response to density at this stage of the design process is supported.

4.4 Sustainability

Good design combines positive environmental, social and economic outcomes.
Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation.

Editing note: This section to be completed when the development application design is finalised.

It is considered that the proposal at this stage of the design is likely to provide positive environmental, social and economic outcomes.

In particular:

- The proposed development is subject to the provisions of BASIX, and will be accompanied by a certificate outlining its compliance with the environmental sustainability measures required.
- The proposal provides for aged housing in close proximity to local services and with reasonable connection to public transport
- A range of other sustainability measures can be incorporated into the more detailed design stages of the proposed development.

The proposal's approach to sustainability at this stage of the design process is supportable.

4.5 Landscape

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.
Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.
Good landscape design optimises useability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management.

Editing note: This section to be completed when the development application design including the landscape design is finalised.

The proposal this stage of the design process has the ability to deliver:

- retention of key significant canopy trees on the north and south boundaries
- an increased number of street trees
- landscape zones to all street frontages and boundaries
- screen plantings for visual privacy
- substantial shade / canopy trees as well as lower scale plantings
- a number of native species
- advanced street tree planting in accordance with Council's requirements

4.6 Amenity

Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being.
Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.

Editing note: This section to be completed when the development application design is finalised.

It is considered that the proposal at this stage of the design achieves appropriately good amenity outcomes for future residents. In particular, the development responds positively to a number of factors affecting amenity including:

- apartment size and layout, with all apartments reach the ADG minimum sizes and provide rational and useable layouts
- visual and acoustic privacy provided through the use of two separate tower elements (which do not have the inherent issues of larger floorplates with overlooking at internal corners)
- outlook to the significant regional views is maximised
- minimised exposure to the noise source of Burns Bay Road through the orientation of the built form on the site
- provision of communal terraces to maximise the access to landscaped areas,
- Communal area at ground floor for enhancing sense of community

For an area which is in transition, there are inherent challenges in maintaining adequate amenity for neighbouring sites with older building typologies. It is noted that the design includes several initiatives to help address these challenges. These include:

- additional separation between the two proposed towers in the centre of the site in order to allow increased solar access to the sites to the south compared to wider building forms
- careful shaping of the tower floorplates and puling back tower corners to further enhance and extend midwinter solar access beyond the site
- fixed screening, planting and operable screens to ameliorate potential overlooking impacts
- a more solid southern elevational design that responds to the existing residential dwellings to the south, reducing the perception of overlooking, and allowing a future redevelopment of these sites to the LEP permissible maximum height or higher to have a northerly aspect and good solar access without impacting on the residential amenity of the subject site

The proposal's response to amenity at this stage of the design process is supportable.

4.7 Safety

Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.
A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.

Editing note: This section to be completed when the development application design is finalised.

It is considered that the proposal at this stage of the design achieves good outcomes for the safety of residents and street users.

In particular, the development:

- includes a clearly defined and articulated building entry which is critically important for aging residents
- provides improved casual surveillance to and from the street, and very good surveillance to the communal open space areas through orientation of apartments, façade treatment and appropriately sized landscaping
- provides appropriate technological access control to building lobbies, carparking and egress paths
- clearly defines the edge of the development through low fencing and landscape
- encourages a sense of ownership through high quality finishes and contemporary aesthetic design
- provides clear turning space for vehicles entering but not parking on the site that can be usefully shared by vehicles accessing the sites to the south
- location of car park access in proximity of the boundary to minimise the risk of car accidents and noise

The proposal's response to safety at this stage of the design process is supportable.

4.8 Housing diversity and social interaction

Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.
Well designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix.
Good design involves practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction among residents.

Editing note: This section to be completed when the development application design is finalised.

It is considered that the proposal at this stage of the design achieves an appropriate level of housing diversity and social interaction.

As previously discussed, the proposed development provides additional housing for the aged in an area where additional need has been identified and in close proximity to a variety of services. The proposed development includes options for a range of levels of aging support within the facility and a range of different dwelling sizes including one, two and three bedroom dwellings all with high levels of accessibility.

The proposed also development includes a range of high quality dedicated features to encourage the interaction of residents. These include:

- a double height lobby space design to facilitate guest and visitor interaction designed to function like a resort/hotel lobby space
- functional spaces for resident activities including cinema room, gym, arts and crafts room, men's shed
- communal open space on the lobby roof at the first floor including a pool area and a recreation area with outdoor hard and soft landscaped space
- outdoor communal open space on the tower rooftops with extensive regional views
- communal room, both capable of accommodating a range of activities. Together these spaces will ensure the development has the potential to provide an opportunity for residents and their guests to socialise on a daily basis, and to hold a range of social events.

The proposal's response to housing diversity and social interaction at this stage of the design process is supportable.

4.9 Aesthetics

Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.
The visual appearance of a well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.

Editing note: This section to be completed when the development application design is finalised.

- design based on two towers on top of a podium to address the different urban relations:
- podium gives a sense of continuity of the development and provides a human scale experience
- slender towers to create a contrast with the horizontal podium and avoid a urban wall effect
- each tower is visually broken in two elements that address orientation: a North component, where glazing and screen elements define the aesthetics, while concrete panels interrupted by the windows create a more solid pattern towards South.
- the composition intent is highlighted by the use of different colours: white for the podium, shades of grey for the towers to have a visual effect that increase the recessive relation to the podium. In the top two storeys the concrete panels have an earthy tint to further break the form
- sculptural stair/lift enclosure define the top of the buildings giving a sense of refined articulation

The proposal's response to aesthetics at this stage of the design process is supportable

Part 5 Conclusion

This report has assessed the proposal in terms of its context, planning environment and against the nine design principles embodies in State Environmental Planning Policy 65.

The assessment has found that the proposed building can result in a development that:

- will help to deliver housing choice for aging and older Australians consistent with the growing need identified in the Greater Sydney Commission's *North District Plan* and Council's *Meeting the Needs of Our Community – Lane Cove Social Plan*
- provides high quality independent living unit style housing with good accessibility to the Figtree local centre and to bus transport connecting to inner northern Sydney and the City
- responds favourably to both the existing context and the likely future character of the R4 zone
- is consistent with approaches to similar scale development in the immediate vicinity and elsewhere in Land Cove and surrounding suburbs
- will provide aged housing choice in an area where its need has been identified in strategic planning
- competently manages the nine design principles embodied in State Environmental Planning Policy 65
- has a high quality urban design
- has substantial urban design merit.

The proposal at this stage of the design, in our assessment, generally demonstrates a high level of urban design quality and demonstrates:

- a well designed response to the site conditions
- a high level of amenity for future residents
- an attractive and well considered streetscape
- a high quality aesthetic design, including strong contemporary materiality
- appropriate bulk and scale, with regard to the existing character of the locality and the desired future character
- few adverse amenity impacts on neighbouring development
- appropriate consideration of potential impacts on future neighbouring development

The Proposal is accordingly recommended to the Department and Council for favourable review.

It should be noted that this report should be updated and finalised once the development application design is completed for submission as part of the development application documentation.

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December 2014

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