

Urban Design Referral Response

Application Number:	DA2020/0744
Date:	17/08/2020
To:	Lashta Haidari
Land to be developed (Address):	Lot 1 DP 28219 , 635 Warringah Road FORESTVILLE NSW 2087

Officer comments

The proposal was subject to a pre-lodgement which advised of concerns regarding the character, bulk and scale as viewed from a public place and several amenity concerns, all raised in the meeting and provided in the pre-lodgement notes back to the applicant.

The proposal at 635 (and by virtue of seeking to take the benefit of a consolidated parking arrangement with the adjacent lot 633) and 633 Warringah Road Forestville is assessed as a development across both sites, given there is no boundary fences between the ground level circulation to both applications, nor setback that would indicate the developments are separate.

The legal matter of the consolidation of the parking across both sites for the purposes of optimising parking arrangements to offset the constraints of the two sites' setback requirements will be dealt with by the planners. Additionally the legal matter with regards limit of boarding room numbers will be dealt with by the planners.

Of significant concern is compliance with Cl.30A Character of local area of SEPP ARH2009. The development demonstrates no consideration of local character in bulk, scale, form or sense of design intent to fit with the local character and is seen as an overdevelopment of the site(s).

The proposed development application(s) are substantially the same as (if not identical to) the proposed development tabled at the pre-lodgement meeting 31 March 2020, with the exception of small outdoor private balconies to the units on the north.

As such, for the purposes of brevity the comments remain unchanged. The proposed development cannot be supported.

Pre-lodgement Advice-Urban Design Commentary

The proposed development seeks to utilise the consolidation of lots 633 and 635 Warringah Road Forestville to minimise parking, through the provision of access and car parking for both lots from the one access driveway, each containing 12 boarding rooms.

Urban Design comments focus on the built form, plan arrangement, bulk and scale, amenity, environmental conditions and street interface.

4.3 Height of Buildings

The proposed development meets the Height of Buildings control, being 8.5m.

R2 Low Density Residential

The proposed development suggests two buildings of 12 boarding rooms each staggered across the two sites, which have a rhomboid shape. By virtue of the geometries of the block(s) the staggering in plan of the built form toward the back of the site has the effect of a perceived mass and built form stretching across the whole site frontage.

The perception of the built form, bulk and scale to the frontage could be further broken down by demonstrating clear breaks in the built form between the two buildings.

It could be suggested if the alternative intent to present the development as two separate titles with 12

boarding rooms on each there would be significant constraints in terms of required setbacks and articulation, building separation and the associated amenity issues with neighbouring buildings, along with parking requirements, landscape open space requirements and private open space, which suggests the intensity of the development would be significantly reduced on each site to a maximum of 6 rooms if on grade parking was to remain on grade.

Similarly, the perceived bulk and scale from the neighbouring side boundaries in the current scheme presents as a long residential flat building. Potential to break this down further by way of deletion of the two (x2) upper level units adjacent the common rooms would also allow for possible indoor-outdoor areas. Breaking down of the form into pavilion style built form on the long axis of each building would address issues of mass, bulk and scale, privacy and better amenity for residents.

The difficulty in addressing this scheme is that we have a scheme proposing consolidation, through common driveway and car parking access, whilst looking to maximise each lot to the maximum limit of 12 boarding rooms thus resulting in 24 boarding rooms.

Further testing of options looking to address some of the bulk and scale issues as a massing exercise in the first instance, and detailed articulation of the design outcomes will need to address the required controls, whether a consolidated lot or on separate titles.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Heritage Advisor Conditions:

Nil.