

November 8, 2024

NORTHERN BEACHES COUNCIL
Att. Stephanie Gelder [planner]

LETTER OF RESPONSE – 618 BARRENJOEY ROAD, AVALON BEACH [DA2024/1194]

Dear Stephanie,

Please find enclosed the following list of documents in response to the Northern Beaches Council's letter of the 10th of October 2024.

LIST OF DOCUMENTS:

- **Letter of response** prepared by the Applicant
- **Letter of response** prepared by Dave Moody [planner]
- **Emended Stormwater management plans** by MESH GROUP, as listed:
STW-01- REV B – Hydraulic Services | Proposed Plan
- **Emended BASIX report** prepared by Credwell [achieving 7 stars]
- **Emended Architectural Drawings [revision B dated 11.11.2024]** as listed:

DA 0.01[B] Site Plan
DA 0.02[B] Site Photos
DA 0.03[B] Site Analysis
DA 0.04[B] Demolition Plan
DA 1.00[B] Ground Floor Plan
DA 1.01[B] Level 1 Floor Plan
DA 1.02[B] Roof Plan
DA 2.00[B] Section A
DA 2.01[B] Section B
DA 3.00[B] Front Elevation – West [Barrenjoey Road]
DA 3.01[B] Rear Elevation – East
DA 3.02[B] Side Elevation – SW
DA 3.03[B] Side Elevation – NE
DA 4.00[B] RENDER 1
DA 4.01[B] RENDER 2

DA 4.02[B] Photomontage
DA 5.00[B] Material Board
DA 6.00[B] Landscape Diagram
DA 6.01[B] Setbacks Diagram
DA 6.02[B] Building Envelope Diagram
DA 6.03[B] Parking Diagram
DA 7.00[B] Shadow Diagram – 9am proposed
DA 7.01[B] Shadow Diagram – 12pm proposed
DA 7.02[B] Shadow Diagram – 3pm proposed
DA 7.03[B] Shadow Diagram – Elevations
DA 7.04[B] Shadow Diagram – 9am existing
DA 7.05[B] Shadow Diagram – 12pm existing
DA 7.06[B] Shadow Diagram – 3pm existing

All documents above have been submitted in a PDF format via the NSW Planning Portal

Please see below our response to the issues raised:

1. COUNCIL'S DEVELOPMENT ENGINEER

ACCESS

Please refer to drawing 6.03 showing the swept paths to both cars [B85], demonstrating that each car can manoeuvre independently.

STORMWATER

We note the comments regarding approval required from the TfNSW. As discussed with Stephanie [planner], approval is to be noted as a DA condition and dealt with at CC stage.

Stormwater plans by Mesh Group were amended and resubmitted to show additional level information and OSD calculations.

2. VISUAL PRIVACY – concerns raised regarding the rear upper balcony

Proposed change:

We have reduced the balcony depth to 1.4m.

Please note the balcony has a rear setback of 18.81m which offers a very comfortable distance to the rear neighbour. The rear setback required is only 6.5m.

The balcony is also fully screened on both sides providing no overlooking to both side neighbours.

3. FRONT BUILDING LINE – concerns were raised regarding the front setback proposed and the location of the carport

Proposed change:

We have significantly increased the amount of landscape to the front of building line by reducing the driveway to the minimum necessary width and reducing the carport paved area.

The site has a very large front setback of 10m due to its location on a classified road. The overall length of the site is just over 40m which made it unreasonable to comply with a 10m front setback.

The carport proposed in front of the building line is in line with both neighbours presenting parking at the front of the building line. It seems a common typology repeated along Barrenjoey road.

The location of the carport on the northern side meant that it could be mostly screened by the existing mature trees and therefore less visible from the street.

The preservation of the front trees was important for the design overall as it is used as an effective screen for privacy and sound protection from the main road.

We note the proposed carport location was supported by the Landscape referral response by the team in council, due to its intent of keeping the mature trees on the site.

4. **SIDE AND REAR BUILDING LINE** – concerns raised regarding the proposed side setbacks and building envelope non compliance.

Proposed change:

We have increased the upper level northern side setback from 1.685m to 2.3m. We are proposing a significant increase to the upper level side setback, marginally smaller than the 2.5m required by the DCP.

However, on the southern side, the side setback is already compliant at 1m at the ground level and 1.685m at the upper level, exceeding the minimum setback required of 1m by the DCP.

We also note the rear setback is in excess of the required 6.5m, showing a **generous 18.81m proposed rear setback**.

5. **BUILDING ENVELOPE** – concerns were raised regarding the proposed building envelope non-compliance.

Proposed change:

We have increased the upper-level northern side setback from 1.685m to 2.3m. We are proposing a significant increase to the upper-level side setback, marginally smaller than the 2.5m required by the DCP. The increased side setback has reduced significantly the encroachment with the building envelope. We have also proposed a green roof and vegetation to the side setbacks of the building in both sides [green roof]. The intent is to reduce the appearance, bulk and scale of the building as viewed from the side neighbours.

The building envelope non-compliance is caused by the small width of the site [only 12.1m wide]. Full compliance with the building envelope would mean an upper-level width of only 4.7m could be utilized.

The proposed upper level was carefully designed to be contained to a small extent of the site [only 12.4m] while providing adequate amenities to the residents and not underutilising land suitable for residential purposes.

The design balances a clever response to what the site can provide as high-quality accommodation to future residents, while maintaining appropriate amenities to neighbours [refer to shadow diagrams].

We have also provided a 3D diagram of the building envelope [refer to drawing 6.02] and its impact on a site of reduced scale such as this.

It is important to the community that council play its responsible role in allowing appropriate residential development to occur specially in Sydney with the intense housing crises.

The location of this site is adjoining a main road and perfectly suitable to **higher density** due to its connection to transport and a main road connection to the city and the northern peninsula and central coast.

It is suitable to assess the area as one of future growth instead of insisting in keeping it to single level houses, which are more suitable to calmer secondary roads.

The dense location and reduced size of the site, both justify the minor encroachment with the building envelope proposed.

We underline that the proposed is **fully compliant with the height limit of 8.5m** with a proposed building height of 7.2m [average].

6. LANDSCAPED AREA – concerns raised regarding the total landscape area proposed

Proposed changes:

- a. Increased landscaped area in front of the building by reducing the paved area allocated to the carport and driveway and adding substantial landscape to the front of the building line.
- b. Landscape to the backyard was increased by reducing the proposed deck depth from 2.0m to 1.6m.
- c. Increased landscape area beside the existing granny flat
- d. Proposed green roof to both side setbacks [lower roof]

The total landscaped area improved to **203.367 sqm or 41.5%** of the site. In addition to the improved landscaped area, we are proposing to remove the existing concrete driveway and replace with permeable material, adding 34.2 sqm of pervious area to the site.

Please note that only one small tree is proposed to be removed. The **existing vegetation is substantially retained**.

7. LANDSCAPE IN FRONT OF THE BUILDING LINE – concerns raised regarding the total landscape area proposed

As explained above on item 6.

8. BUILDING COLOURS AND MATERIALS

Proposed change:

We have emended the material selection to show the **walls colour** to be changed from off white [Dulux White Beach] to a **midgrey** [Dulux Endless Dusk]. Please refer to the updated material board.

I hope this information is sufficient to respond to the concerns raised. If you need any further information, please don't hesitate to be in contact.

Best Regards,



Cristina Gomes

Registered Architect NSW# 9016 | Applicant