

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments Received in Support:	Officer Technical Comment:
<p><u>Building Size</u></p> <p>Concerns raised in regards to the building size impacting on lot boundary setbacks, street setbacks, open space and landscaping.</p>	<p>Regarding concerns relating to building size, the following responses are provided:</p> <ul style="list-style-type: none">• In accordance with the City's Built Form Policy, the maximum building height permitted for the site is three storeys. The development proposes a maximum building height of two storeys which will minimise building bulk on the adjoining properties and is consistent with the existing scale and context of development within the immediate locality;• The primary street setback to Loftus Street complies with the R Codes requirement allowing for adequate landscaping and tree canopy cover to be provided which has contributed to a desired streetscape;• The proposed lot boundary setbacks to the development comply with the deemed-to-comply requirements of the R Codes with the exception of the upper storey setbacks to the secondary street and rear lot boundary which pose minor variations. The development has been designed to respect and reduce the visual impact of building bulk on the surrounding properties;• The applicant has provided landscaping around the perimeter of the building particularly to the primary and secondary street and the rear laneway. The significant landscaping is proposed to soften the appearance of the built form and contribute to green canopy for a desired streetscape; and• The development has been designed to provide open space surrounding the development allowing for deep soil zones between the street boundary and the building and mitigating the impact of building bulk to the street.

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<p><u>Street Setback</u></p> <p>Concerns raised in regards to the impact of the street setback to Austen Lane which will create a tunnelling effect and have a negative impact on the current and evolving streetscape. The street setback provide adequate depth for vehicle parking of residents and visitors</p>	<p>Regarding concerns relating to street setback, the following responses are provided:</p> <ul style="list-style-type: none"> • The upper storey secondary street setback proposes minor departures as the support wall structures protrude into the setback area. It is noted that the main building line of the development is setback greater than required • The design of the proposal has incorporated balconies to the secondary street and significant major openings together with an articulated façade to the street which is considered to minimise the impact of building bulk on the adjoining properties from Austen Lane; and • The area of the street setback proposed has allowed for deep soil zones to be provided and the applicant has included a total of 13 trees fronting Austen Lane. The broad landscaping proposed is considered to provide a sense of open space between the development and the street and mitigate any perceived tunnel effect as a result of the development.
<p><u>Lot Boundary Setback</u></p> <p>Concerns raised in regards to providing greater visual truncations at the corner of Loftus Street and the ROW</p>	<p>The development plans have been amended to provide a 2 metre by 2 metre visual truncation at the intersection of Austen Lane and the ROW. The visual truncation will ensure appropriate line of sight for vehicles entering and exiting the ROW to Austen Lane.</p>
<p><u>Open Space</u></p> <p>Concerns raised in regards to the lack of open space provided by the development which has impacted on meaningful deep soil zones and landscaping and providing an overdevelopment of the site</p>	<p>Following community consultation, the applicant submitted amended plans to increase the open space from 32.68 percent to 34.17 percent. The amendment included the deletion of the visitor car parking bay. As a result, the deep soil zone and tree canopy cover onsite increased as well as improving the overall amenity of Unit 3. The proposal has been designed to allow for considerable open space surrounding the development which has allowed for deep soil vegetation. 13 trees have been proposed to address Austen Lane, three trees are proposed to address Loftus Street and four tress have been proposed to address the ROW.</p>

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Comments Received in Support:	Officer Technical Comment:
<p><u>Landscaping</u></p> <p>Concerns raised regarding a lack of canopy coverage proposed for the site which contributes to heat island effect.</p>	<p>The applicant provided amended plans in response to the concerns received regarding landscaping. The deep soil zone has increased to 15.70 percent and the tree canopy cover is 30.1 percent which exceed the requirements of the City's Built Form Policy. These have been distributed evenly around the primary and secondary streets and the rear of the subject site which will reduce the impact of the overall development as viewed from the public realm. The landscaping proposed is considered to make an effective and demonstrated contribution to the City's green canopy and reduce the impact of the urban heat island effect.</p>
<p><u>Car Parking</u></p> <p>Concerns raised in regards to the impact of car parking on Austen Lane.</p>	<p>The car parking provided is considered to meet the demand of the occupants and visitors of the site for the following reasons:</p> <ul style="list-style-type: none"> • The overall car parking provided onsite exceeds the requirements in accordance with Clause 6.3.3 of the R Codes; • In response to the visitor car parking shortfall provided, the applicant increased the bicycle facilities onsite from three bicycle facilities to a total of four bicycle facilities. The bicycle facilities provided onsite exceed the requirement of the R Codes; and • The property is located on a high frequency bus route and is directly adjacent a bus stop on Loftus Street. The property is located in an area that provides alternate transport options given its location on a major bus route. <p>Should vehicle movement be impeded on Austen lane, the matter may be referred to the City's Ranger Services for investigation by contacting the City's Administration.</p>
<p><u>General Comments</u></p> <p>Concerns raised in regards to the rear laneway being narrow for vehicle access of Unit 4 and the potential to damage the adjoining property of No. 3 Austen Lane. Vehicle access can be proposed to Austen Lane.</p>	<p>In regards to the ROW width, this will be widened by one metre to equate to a total width of 5 metres. The Car parking provided for Unit 4 is setback 4 metres from the ROW lot boundary allowing a total manoeuvring space of nine metres. The manoeuvring space proposed onsite exceeds the requirement in accordance with Clause 6.3.4 of the R Codes which requires six metres.</p> <p>In regards to vehicle access, this is proposed for Unit 4 via the ROW as it is available for lawful use and is in accordance with Clause 6.3.5 of the R Codes with regard to vehicle access to a lot.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.