

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 Objection:	Officer Technical Comment:
<p><u>Building Height</u></p> <ul style="list-style-type: none"> The structure appears very dominating within the traditional house lined narrow street; The building height will detract from the streetscape character and local community; The building height will change the streetscape of the street; The proposal is excessive compared to the adjoining single and double storey houses and is two storeys higher than the adjoining apartment building; The heritage dwelling and the adjoining house will be significantly impacted by the height of the development. 	<p>The development has been broken into a total of six buildings, varying in height from single-storey to five-storeys. The four buildings fronting Cowle Street propose heights of single-storey, two-storey and four-storeys. The single-storey building is a retained character dwelling, listed on the City's MHI List. The two buildings facing Dorrien Gardens Reserve are five-storeys. The building height of the proposal is consistent with the element objectives of the R Codes Volume 2 and local housing objectives of the Built Form Policy for the following reasons:</p> <ul style="list-style-type: none"> The fourth storey of the building fronting Cowle Street on Lot 60 is contained within the roof form, mitigating the perception of building height; The location of the two-storey building provides a sympathetic transition to the lower density residential development and mitigates the impact of development on the adjoining residential property; The height of the building responds to the slope of the land, with the basement car parking responding to the existing ground level of the subject site; The proposal incorporates various roof forms, extensive glazing, balconies along the façade fronting Cowle Street and Dorrien Gardens Reserve, landscaping within the front setback area and a variety of colours and materials, which contribute to mitigating the impact of building bulk and scale when viewed from the public realm and adjoining properties and contributes to the existing characteristics of Cowle Street.
<p><u>Overshadowing</u></p> <p>The five storeys will overshadow the southern adjoining lot</p>	<p>The adjoining southern subject site is zoned Residential R80 and is not subject to provisions relating to overshadowing onto adjoining residential properties. Notwithstanding, the extent of shadow cast from the development will fall primarily on the road reserve and footpath.</p>
<p><u>Character</u></p> <ul style="list-style-type: none"> The original approval required that the house that burnt down be rebuilt; The proposal should utilise materials and design characteristics to enhance the heritage and historical character of the street. 	<p>The original approval did not require reconstruction of the damaged dwelling. The design of the development incorporates characteristics from the existing streetscape and retained heritage property on the subject site, including natural brown materials, facebrick, render and timber-look cladding and pitched roofs throughout the street façade and adjoining lot boundary facades.</p>

Summary of Submissions:

Comments Received in Objection:	Officer Technical Comment:
<p><u>Lot Boundary Setbacks</u></p> <p>Greater setbacks will allow for more canopy cover to maintain a cooler environment, enhance wildlife and protect against sun damage</p>	<p>The applicant has provided a landscape plan which proposes eleven large size trees and seven medium size trees that can reach maturity within the deep soil areas provided and 16.8 percent (675.4 square metres) of deep soil area. The proposed landscape plan satisfies the Acceptable Outcomes and Element Objectives of Element 3.3 Tree Canopy and Deep Soil Areas of the R Codes Volume 2, and the local housing objectives of the Built Form Policy.</p>
<p><u>Parking</u></p> <ul style="list-style-type: none">• The amount of apartments will increase the number of cars and impact on parking facilities;• The increase in traffic will impact the wellbeing of people who use active transport and impact on the safety of pedestrians and cyclists;• There should be more parking for bicycles.	<p>The development proposes car parking facilities that satisfy the minimum required under Table 3.9 of the R Codes Volume 2. There is adequate provision of bicycle parking for residents, and an existing condition of approval would ensure there be an adequate provision of bicycle parking for visitors. This condition ensures that the proposal satisfies the element objectives relating to car and bicycle parking of R Codes Volume 2.</p>

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