

Our Ref: BNE170509

22 December 2017

The Chief Executive Officer
City Planning & Sustainability Development Services
Brisbane Square, 266 George Street,
Brisbane Qld 4000

Attention: Planning Services City West – Matthew Pinese

Dear Matthew,

Development Application No.:	A004770180
Property Location:	35-39 Lambert Road, Indooroopilly
Property Description:	Lot 9 on RP223376 and Lot 11 on RP23462
Development:	Development Permit for Multiple dwellings (28 units)
Client:	GK Apartments Pty Ltd

We refer to Council's Information Request dated 29th November 2017 made under Part 3 of the Development Assessment Rules of the *Planning Act 2016* and, on behalf of our client, forward the following as a response to all requested items:

- Appendix A – Architectural Plans
- Appendix B – Civil Engineering Response
- Appendix C – Traffic Engineering Response
- Appendix D – Landscape Concept Plan

Driveway Design

1. *It is understood that a performance-based solution is being sought against PO6 of the Infrastructure design code.*
 - a) *The proposed driveway is over an existing storm water gully. Although alternative design for relocation of the gully has been proposed, the design does not remove structures from the access driveway.*
 - b) *Submit revised drawings to demonstrate how all existing/proposed stormwater infrastructure will be relocated clear from the driveway or alternatively revise location of driveway as to not impact existing infrastructure.*
 - c) *The edge of proposed driveway is required to be located with a minimum 1.2m horizontal clearance from existing power pole/ street light in accordance with PO6 of the Infrastructure design code and Infrastructure design planning scheme policy Chapter 9.3 Street lighting. The revised drawings are to show the minimum dimension between the driveway and street light.*

Response:

Please refer to Engineering Response prepared by Westera Partners included under Appendix B and Traffic Response prepared by Lambert and Rehbein included under Appendix C.

Carpark Layout

It is acknowledged that a performance-based solution against PO15 of the Transport, access, parking and servicing code is being sought for the proposed carpark layout. The carpark layout is to be redesigned in accordance to meet Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy.

- d) The proposed one-way aisle is supported in principle; however, further detail is required to demonstrate how manoeuvring through one-way aisle is to be achieved, i.e. signalling, warning lights, line of sight for on coming vehicles. Swept paths are to be provided and signed and certified by an RPEQ Engineer.*
- e) Access doors to the visitor bike park area in the lobby is to be redesigned. The sliding doors are to have a minimum doorway width of 1.0m or alternatively, the visitor bike area is to be relocated towards the front of the building for ease of access.*
- f) The proposed Service Vehicle bay length is to be amended to the minimum 11.0m, to meet the requirement for a LRV vehicle in accordance with Transport, access, parking and servicing planning scheme policy Chapter 5.*
- g) All Revised drawings are to be signed and certified by an RPEQ Engineer.*

Response:

Please refer to Traffic Response prepared by Lambert and Rehbein, included under Appendix C and revisions to the Architectural Plans under Appendix A in response to this item.

Site Cover

- 2. The proposed site cover is 60.4%, this is considered not to comply with PO14 of the Multiple dwelling code. The proposed site cover coupled with the modulation of the built form is considered large and dominating within the context of the surrounding street context.*
 - a) The applicant is requested to break down the scale of the building and introduce more lightweight elements to reduce the potential amenity impacts to both the street and the adjoining properties.*
 - b) The screening and framing elements should be reduced in height and broken down to a more domestic scale. A break should be apparent at each floor level. It is considered that the current screen treatments over 3 levels accentuate the height of the proposal.*
 - c) Increasing side boundary setbacks to the upper levels will also help to ameliorate this concern.*

Bulk and Scale

- 3. The proposed built form is quite large and has the ability to dominate the streetscape. This is further emphasised by the use of heavyweight building materials, coupled with the solid and square nature of the built form and thick set appearance of the roof.*
 - a) The proposed scale and form is not considered to comply with PO1 of the Indooroopilly*
 - i. A less bulky form and the use of lighter weight materials is required to address this concern.*
- 4. The built form is not considered to comply with PO17, with inadequate variation in building form and insufficient elements at a finer scale detailing.*
 - a) The applicant is requested to reduce the scale of building bulk by incorporating finer scale detailing elements. The screens should be more lightweight and smaller in scale.*
 - b) The basement wall fronting the street creates a poor pedestrian interface, resulting in a solid and unarticulated presentation to the street. Whilst the landscaping adds a buffer, the wall itself should include articulation with varied materials and texturing to provide some level of permeability into the carpark.*

Response:

Items 2-4 are addressed herein.

The applicant has critically reviewed the interface with the streetscape, including materials and form, to ensure that the development presents as a development with finer grain building treatments to ensure a high quality architectural outcome. The proposed plans identify the considerable finer grain details which have been included to the sites interface to the street, reducing bulk and scale.

The amendments couple material changes with design alterations to ensure that the development's bulk and scale are in accordance with PO14 and the expectations for development in the area. The amendment to the plans includes:

- Increase to the front setback to upper level balconies;
- Increase to the rear setback to wall from 6m to 6.5m;
- Increase to the rear setback to balcony from 4.5m to 5m;
- Amendment to the building façade to improve relationship with human scale of the development. This is illustrated by the comparison between Figure 1 and Figure 2 and include:
 - Change to front screen locations, now provided for levels 2-3 only, to avoid long building treatments. These screens present as fine and lightweight, with the width of the screen blade reduced, rather than deep and wide screens;
 - Variation in the balustrading to include solid balustrades on level 3 to break the height of the buildings appearance to the street;
 - Change to cladding types around balcony doors to facilitate variation in materials palette;
 - Review of the upper level roof design, reducing eave depths, further reducing the bulk of the building to the street;
- Reduction to the overall site cover to be below 60% of site area;
- Improvement to finer grain elements to greater express the articulation and modulation of building form;
- Establishing deep planting areas along the sites frontage to provide a sub-tropical interface with the street.

It is noted that the applicant has provided reasonable response to PO14 of the Multiple dwelling code, as part of the town planning report provided at lodgement.



Figure 1 Streetscape design perspective provided at lodgement



Figure 2 Amended streetscape design perspective

The applicant has reviewed the proposal relative to AO17.1 and AO17.2 and confirms that the development is in accordance with the Acceptable Outcomes. No Performance Solution is required. The following extracts are taken from Council's code and addressed for Council's reference:

"AO17.1 Development has a number of the following design elements:

- (a) balconies, verandahs, terraces or recesses;*
- (b) variation in the treatment and patterning of windows, sun shading devices or other facade features;*
- (c) variation in materials, colours, and textures and finishes, including between levels;*
- (d) recessions and projections in the roof and wall plane, such as steps, slopes or splays;*

(e) variations in building form, including elements at a finer scale than the main structural framing.

Refer to Figure j, Figure k and Figure l.”

The proposed design incorporates a number of the design elements nominated, including:

- Balconies and recesses;
- Variation in the treatment and patterning of windows, sun shading devices or other facade features;
- Recessions and projections in the roof and wall plane, such as steps, slopes or splays;
- Variations in building form, including elements at a finer scale than the main structural framing. This includes finer scale screening elements and variation in the type of balustrade to mid level units.

“AO17.2 Development of the first 3 storeys of the building includes:

(a) balconies and outdoor living areas orientated to the street or public realm;

(b) expression of entries, different uses or elements of the building in plan and elevation;

(c) elements of a finer scale than the building's main structural framing that provide detail and modulate the elevation including awnings, sun shading, screening, variation in materials and finishes.

Refer to Figure j and Figure k.”

The proposed design incorporates the following to the first 3 storeys:

- Balconies and outdoor living areas;
- Expression of entries and different elements of the building (See Figure 3);
- Elements of a finer scale than the building's main structural framing that provide detail and modulate the elevation including awnings, sun shading, screening, variation in materials and finishes

For illustration of the above listed response, please see the proposal plans included under Appendix A.



Figure 3

Pedestrian entry

Sections

5. *It is noted that the submitted proposal plans include a single section (i.e. Section A), which suggests that the development is no greater than 4 storeys in overall height.*
 - a) *Provide additional sections through the building to confirm that the building is no greater than 4 storeys at any given point*

Response:

Please refer to Appendix A which includes additional sections to demonstrate that the development does not exceed 4 storeys.

Deep Planting

6. *It is unclear whether the site achieves the required 10% minimum for Deep Planting as the presented Deep Planting calculations include clearly non-compliant perimeter areas that do not satisfy the accepted performance outcome of being able to accommodate large subtropical shade trees.*
 - a) *Deep planting is required to be equally dispersed across the site in order to accommodate large sub-tropical shade trees, particularly to site frontages.*
 - b) *Furthermore, all proposed deep-planting must be capable of establishing large subtropical shade trees that are open to the sky with access to light and rainfall and are planted into the natural ground with no underground development (including retaining structures) or infrastructure.*

Response:

Deep planting is maintained in key area within the development to ensure screening and shade opportunities to the rear, west side and in key locations along the road frontage. The deep planting strategy includes key deep planting zones to the street frontage to allow for shade feature trees to the road frontage, with shrubs and plants softening the lobby entry from the road. The planting strategy also includes provision of planters to the east boundary interface, with deep planting zones provided to the rear, and along the west side boundary. The amended design of the rear deep planting area also includes a raised planting area (in natural ground), ensuring a sensitive interface with dwellings to the rear of the site.

Please refer to the 'Development Data' plan included under Appendix A, which identifies deep planting to a total of 10.5% site area.

Stormwater Management

7. *It is noted that a performance-based solution is being sought against PO3 of the Stormwater code. A lawful point of discharge can be achieved, however revised design is to be submitted to demonstrate LPD including the relocation of all structures from proposed driveway.*

Response:

Please refer to Engineering Response prepared by Westera Partners included under Appendix B.

Crime Prevention Through Environmental Design

8. *The entry ramp and lobby appear to have significant CPTED issues with limited connectivity and visibility into the car park or lobby area. The proposal is not considered to comply with PO45 of the Multiple dwelling code.*
 - a) *The applicant is requested to review the lobby and entry area and provide greater connectivity and visibility to and from this space both to the street and the adjacent car parking.*

- b) *Consideration should be given to reconfiguring the units above so the lobby can be pushed closer to the front and have a better relationship with the street. A stronger interface and safer designed entry is required.*

Response:

The applicant has made prepared a series of illustrations to demonstrate the relationship between the entry and carpark. The development provides a compliant secured pedestrian access to the street. To enable overlooking opportunities the adjoining dwelling units, in particular Units 101 and 108 provide direct overlooking opportunities, without any side facing screening to the entry and ramping areas. Light weight fencing has also been provided to the street for security and visibility. The width of the lobby entrance has also been increased to reduce the appearance of a long narrow walkway with the addition of planting and seating. Please refer to 'Pedestrian Entry Sequence' included under Appendix A.

Infrastructure charges/credits

9. *The details of any existing lawful uses have been provided as part of this application. Should credits for each lawful uses be sought, for anything other than a Dwelling house or lot, provide proof of each lawful use/s in the form of approved plans, which show GFA and impervious areas. Council records appear to indicate 39 Lambert St was historically approved as a real estate agency under A001596686, but appears to have subsequently returned to a Dwelling house use some time thereafter.*

Response:

It is acknowledged that credits based on a per lot rate are applicable.

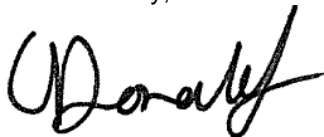
It is noted that adjoining owners have made submissions to Council, with the applicant engaging with submitters to inform design changes and outcomes as demonstrated on the submitted plans and documents.

We advise that this response to Council's Information Request constitutes a **full response** containing "all of the information requested" as outlined in Section 13(a) of the DA Rules and we hereby request Council please proceed with the assessment of the application.

We trust that this application will be given the utmost attention and consideration.

Should you require any further information, we would be pleased to assist.

Yours sincerely,



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Appendix A – Architectural Plans

Appendix B – Civil Engineering Response

Appendix C – Traffic Engineering Response

Appendix D – Landscape Concept Plan