

Response to Issues – Department of Planning and Environment

21 Honeysuckle Drive, Newcastle – SSD 8019

Particulars of Issues	Response	Attachment
Public Domain		
<p><i>Further consideration should be given to the level of activation provided to the foreshore, through-site links, and pedestrian access to the foreshore along the western boundary of the site. This should include:</i></p> <ul style="list-style-type: none"> · <i>Exploring opportunities for additional non-residential uses fronting the foreshore in response to Newcastle Council's Urban Design Consultative Group (UDGC) concerns about the activation of the foreshore;</i> · <i>Consideration of enhancing activation along the western boundary of the site; and</i> · <i>Consideration of CPTED principles.</i> <p><i>Further details should be provided for the private open spaces along the foreshore, demonstrating an appropriate level of activation, passive surveillance and residential amenity.</i></p>	<p>The proposed development will positively address all street frontages by way of integrated landscaping, glazed commercial elevations, and direct entry to residential terraces fronting Worth Place Park. It is noted that the amended scheme features additional openings to the western elevation, providing further passive surveillance to the street in accordance with CPTED principles, whilst providing visual articulation.</p> <p>Additional details of the proposed building - public domain interface are provided in the revised built form analysis prepared by SJB Architecture.</p> <p>It is noted that in September 2018, HDC released the adjoining site to the west known as 35 Honeysuckle Drive. The tender package included mandated requirements to comply with key design criteria and objectives prepared by Chrofi Architects, including the provision of the following:</p> <ul style="list-style-type: none"> · A more generous and active promenade · Provide active frontages to the street and public spaces · Mix and product to design ground floor residential for flexible use and future conversation to commercial or retail. <p>As such, HDC intend to provide a key retail node to the adjoining site as they continue to release development sites and increase mixed use density towards Throsby Creek to the west. Given the establishment of the Lee Wharf retail precinct to the east, it is considered that the proposed development, featuring both commercial and residential at ground floor level with direct access to the foreshore, provides the right balance relative to the existing and future character of the locality.</p> <p>The development of the site subject and 35 Honeysuckle Drive to the west will increase patronage of Worth Place Park. It is anticipated that 35 Honeysuckle Drive will deliver approximately 1500m² of retail/dining, that will support the viability of the precinct and wider Newcastle City Centre.</p>	<p>Refer to:</p> <ul style="list-style-type: none"> · Attachment 1: Revised Architectural Drawing Package; · Attachment 2: Built Form Analysis; and · Attachment 9: HDC - Request for detailed proposal for 35 Honeysuckle.

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	In light of the above, it is considered that the proposed development featuring commercial/retail tenancies, and site through links, in combination with ground floor residential within an existing mixed use locality will add to the vitality of the area. As such, the proposed development will activate the foreshore setting relative to existing and future uses.	
Building Form and View Impacts		
<i>Further analysis is required to support the proposed departure from the 14m height control, including visual analysis from the waterway.</i>	Further analysis of the proposed building massing, including views from the Hunter River foreshore, is provided in the revised Built Form Analysis prepared by SJB Architecture. The new photomontages indicate that the proposed massing is consistent with both the existing built form within Honeysuckle to the east, and also with that of the compliant development to the west at 35 Honeysuckle Drive. The proposed building contains two (2) visual breaks, which result in a built form interspersed by three (3) tower buildings. The two (2) breaks enable to inclusion of two (2) through-site links, which ensures that the site and neighbouring buildings to the south of Honeysuckle Drive will achieve visual connection to the foreshore.	Refer to: <ul style="list-style-type: none"> Attachment 2: Built Form Analysis; and Attachment 3: Clause 4.6 Variation.
<i>Further justification is required for providing two (2) breaks in the building form, in comparison to a larger, single break. This should include an assessment of visual impact from the north and south as a result of narrower breaks in the building.</i>	<p>It is noted that neither NLEP 2012 nor NDCP 2012 require building breaks within the subject site. As such, the modelling of a compliant built form containing one (1) single building break within the site was an interpretation of designing a compliant scheme with regard to the maximum FSR and corresponding building heights.</p> <p>Notwithstanding, as demonstrated in the updated Built Form Analysis, the proposal is consistent with the height, bulk, and scale of the existing and future development (relative to LEP controls) within the precinct. Views to the foreshore from buildings to the south will be maintained between the proposed building gaps, as well as along the existing view corridors to the eastern and western site boundaries.</p>	Refer to: <ul style="list-style-type: none"> Attachment 2: Built Form Analysis; and Attachment 3: Clause 4.6 Variation.
<i>In addition, the view loss to the commercial component of 18 Honeysuckle Drive should be considered, addressing any additional impacts resulting from the two (2) proposed narrow breaks in the building compared to a single, larger break.</i>	<p>The revised Built form analysis prepared by SJB Architects provides an updated view study, which includes a comparison of a compliant built form against both the original and revised proposal, which includes communal open space at main roof level. Given a detailed 'Tenacity' assessment of the original proposal was previously undertaken (see Section 5.4 of the EIS) this assessment focuses on the degree of change between the original versus the revised proposal.</p> <p>18 Honeysuckle Drive is located approximately 30m to the south of the development site, and the view to be impacted is obtained from north facing balconies. A comparison of a compliant versus proposed built form relative to Apartment L6-57 on Level 6 identifies that the existing view corridor along Worth Place to the Hunter River foreshore and views to the east will be maintained. Direct</p>	Refer to: <ul style="list-style-type: none"> Attachment 2: Built Form Analysis; and Attachment 3: Clause 4.6 Variation.

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	<p>views over the development site will be obstructed by both the compliant and proposed built forms. The revised proposal includes lift overruns and associated structures to provide access to communal open space area at main roof level. The additional structures have been positioned to ensure that views of the Hunter River are consistent to that of both a compliant scheme and the original proposal. As such it is considered that the view impact resultant from revised scheme is 'negligible'.</p> <p>A comparison of a compliant versus original proposed built form relative to Apartment L9-55 identifies views of the land water interface (including boat moorings) to the north west and part of the Hunter River will be partially impacted by the compliant, original, and revised proposals. However, it is noted that views of the confluence of the Hunter River and Thorsby Creek will be retained by way of both the originally proposed and revised development. As such, on balance it is considered that the view impact relating to the revised proposal from L6-55 is 'moderate' relative to both a compliant built form and originally submitted proposal.</p> <p>A comparison of a compliant versus original proposed built form relative to the commercial tenancy at 18 Honeysuckle Drive identifies views of the Hunter River foreshore will be partially impacted by the proposal.</p> <p>It is noted that both the original submission and revised proposal features two (2) through-site links, however the increase in height relative to providing access to main roof level identified in the revised proposal is consistent to that of the compliant scheme. As such although views to the Hunter River will be impacted through a narrower eastern through-site link for both the original and revised proposals, views of Thorsby Creek and the Hunter River will be greater than that of the compliant scheme. In light of the above, it is considered that the view impact from L6-55 is 'moderate' relative to both a compliant built form and originally submitted proposal.</p> <p>Given the site contains an existing at-grade carpark, it is not reasonable to expect the existing views to be fully maintained. Given the statutory and strategic planning framework envisage high rise development for the site, and the existing views are the result of the underdevelopment of the site. On balance, the impact upon views resultant from the revised development in comparison to both a compliant scheme and the original proposal is within the level that should be expected from the development controls applying to the site.</p>	

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Residential Amenity		
<i>While the Department acknowledges the site is located adjacent to Worth Place Park West, private communal open space is an important component of any medium to high density development. Although three (3) areas of communal open space are provided on ground level, these areas are both small in size and disconnected. The communal open space should be reconsidered, including options to increase the overall amount of space, improve access to residents and the potential co-location of facilities to encourage use of these spaces.</i>	Following further discussion with DP&E, a comprehensive review of the communal open space of the proposed development was undertaken. In order to improve the amenity for future residents, communal open space areas totalling 603m ² are proposed at main roof level to each building. In conjunction with the originally proposed ground floor communal areas, the revised scheme provides a total of 923m ² of communal open space, which is equivalent to 12.5% of the site area.	Refer to: <ul style="list-style-type: none"> Attachment 1: Revised Architectural Drawing Package; Attachment 2: Built Form Analysis; and Attachment 3: Clause 4.6 Variation.
<i>Further consideration should be given to the depth of balconies for one (1) bedroom apartments to provide a usable/functional space for all apartments.</i>	It is noted that balconies for the one (1) bedroom apartments range from 10m ² to 20m ² , with depths ranging from 600mm (minimum) to 2400mm (maximum). The variation to the minimum balcony depth of 2m relates to the one (1) bedroom apartments facing Honeysuckle Drive. It is considered that given the abovementioned apartments exceed the minimum requirement of 50m ² , and the revised scheme now incorporates communal open space at main roof level, the variation is acceptable in this instance.	N/A
<i>Further consideration should be given to additional storage space, which should be provided for one (1) bedroom apartments, either within the apartment or in the basement.</i>	Additional storage for one (1) bedroom apartments can be provided in the dedicated basement storage area.	N/A
<i>Consideration should be given to the provision of drying rooms to enable residents to be able to dry items without relying on the balconies and/or use of the dryers.</i>	It is considered that due to the orientation of the site, coupled with the size and range of apartment types, that drying rooms are not required in this instance.	N/A
<i>Consideration should be given to the incorporation of moveable screens on the northern and southern elevations to provide a high level of amenity for residents, while not compromising the design quality of the building.</i>	Balustrade details are provided in the revised Built form analysis prepared by SJB Architects. It is considered that the balustrade detail consisting of a perforated metal upstand, rods and 1.1m high railing will provide suitable amenity for future residents whilst complementing the design quality of the building.	Refer to: <ul style="list-style-type: none"> Attachment 2: Built Form Analysis.

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<i>The overshadowing impacts of the proposal should be reviewed, including confirmation of overshadowing to the south between 1:00pm and 3:00pm, and that the apartments achieve a minimum of two (2) hours solar access in midwinter. In particular, assessment should detail solar access to apartments at Level 1, having regard to all structures in their proximity, including balcony overhangs, and the location of the terraces to the north.</i>	Updated view from sun and shadow diagrams in have been prepared by SJB Architecture, confirming that 75.3% of apartments receive a minimum of two (2) hours solar access.	Refer to: <ul style="list-style-type: none"> Attachment 1: Revised Architectural Drawing Package; and Attachment 2: Built Form Analysis.
Noise		
<p><i>A supplementary acoustic assessment should be provided addressing:</i></p> <ul style="list-style-type: none"> <i>The potential design options to achieve nominated noise criteria should be provided, including façade design, opening sizes, room volumes and finishes;</i> <i>Potential treatments to mitigate noise impacts from mechanical plant and equipment;</i> <i>Potential mitigation measures for construction noise and vibration impacts to be incorporated into the construction program</i> <i>The impact of noise from Port activities on the proposed residential development, and any mitigation measures required to ensure satisfactory acoustic amenity for future residents.</i> 	An updated Acoustic Assessment undertaken by Renzo Tonin & Associates forms part of this resubmission. If required, additional acoustic information can be provided by way of condition.	Refer to: <ul style="list-style-type: none"> Attachment 6: Acoustic Report.

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Community Consultation		
<i>Provide details of any information session held during exhibition, including any issues raised by the community or interested stakeholders, and how any issues have been responded to.</i>	<p>A community consultation session was undertaken on between 3:30pm and 6:30pm on 16 June 2017 at Colliers International Office at 18 Honeysuckle Drive (opposite the subject site).</p> <p>Representatives from Doma, SJB Planning, SJB Architecture, and Seca were in attendance. Invitations were sent directly to the occupiers of 2-4, 5-7, 14, and 18 Honeysuckle Drive in consultation with the respective strata managers. A total of two (2) local residents (Brian and Bev Oakley) attended the session, in support of the proposed development.</p>	<p>Refer to:</p> <ul style="list-style-type: none"> Attachment4: Community Consultation Flyer & Photos.
Other		
<i>Reconsider the proposed driveway crossover width at the property boundary, and ensure appropriate sightlines for vehicles entering and exiting the site.</i>	It is requested alteration to the proposed driveway width is provided by way of conditions.	N/A
<i>Confirmation on waste collection arrangements, including further justification for and any agreement with relevant stakeholders for offsite collection areas.</i>	It is requested that confirmation of waste collection arrangements for the site are provided by way of condition.	N/A
<i>Consider the need for any turning areas at the ends of the aisles in the basement and ground floor carpark.</i>	Seca have reviewed the turning areas within the basement aisles and confirm that turning areas at the end of aisles are required.	N/A
<i>Review the dimensions of the basement carpark entry ramp, parking allocation and manoeuvrability, and compliance with relevant standards.</i>	Seca have reviewed the basement carpark entry ramps and associated car parking areas and confirm that design layout complies with AS2890.	N/A
<i>Confirmation on construction impacts, including the need to relocate the existing bus stop in consultation with relevant stakeholders.</i>	It is requested that this issue is resolved by way of condition.	N/A



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<i>Additional information to address Council's concerns about flooding and stormwater</i>	<p>Northrop have reviewed Council's concerns, and confirm that as per the attached drawing obtained from Council's Assets team, a 450mm stormwater line runs through the subject site. However, CCTV investigation undertaken for 18 Honeysuckle Drive shows the abovementioned stormwater line upstream of the subject site does not exist. A walk-over of the site, and on-site analysis of existing street drainage in Honeysuckle Drive does indicate that the pipeline in question exists.</p> <p>With regard to flooding, refuge areas can be provided on-site above the PMF level on Levels 1 to 6. Details including the refuge areas are requested to be provided by way of condition.</p>	<p>Refer to:</p> <ul style="list-style-type: none"> Attachment 7: Stormwater survey for 18 Honeysuckle Drive.
<i>Further details on dewatering requirements and groundwater impacts should be provided to address Department of Primary Industry's concerns.</i>	It is noted that Northrop have been liaising directly with the Office of Water to clarify ground water requirements. To date, no advice has yet been obtained from the Office of Water. Given the ongoing nature of this consultation it is requested that details can be required by way of condition.	N/A