Checklist of design principles and better practices

Guide notes:

This checklist is to be used for:

- all Part 5 applications, excluding group homes and boarding houses
- Part 4 applications, where required by the Housing SEPP.

It has been prepared to ensure that the Seniors Living Policy: Urban Design Guidelines for Infill Development are taken into account as required by the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP).

The checklist must be completed and the declaration at the end of the checklist signed by the consultant architect.

The checklist should be completed in conjunction with a review of the guideline document to ensure that a thorough understanding of the design issues, principles and better practices is achieved.

Please provide the appropriate response in the 'Addressed in Design' column. A written design response is required where the response is 'Yes' in relation to that design principle / better practice. A written comment justifying departure from the design principle / better practice is required where the response is 'No' or 'NA'.

PROPERTY DETAILS:

Lot(s) / Sec(s) / DP(s)	Lot 20 DP2077 & Lot 1 DP 121490
Street Address	**195 & 197 Dibbs St**
Suburb / Postcode	**East Lismore 2480**

PROPOSAL DETAILS:

Activity Type (tick box):

Single dwelling	☐	**Seniors housing**	☐
Dual occupancy	☐	**Demolition**	✓
Multi dwelling housing (villas/townhouses)	✓	**Tree removal**	✓
Multi dwelling housing (terraces)	☐	**Subdivision – Torrens title**	☐
Residential flat building	☐	**Subdivision – Strata title / Community title** [Delete whichever is not applicable]	☐
Manor houses	☐		

Activity Description (please provide summary description):

Demolition of existing structures and trees, the consolidation of 2 lots into 1 and the construction of a 6-unit multi-dwelling development comprised of 2 x 3 bedrooms and 4 x 2 bedrooms with 7 on-site car parking spaces, landscaping works, fencing and new footpath and road widening outside the property boundary.

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
1. Responding to Context		
Analysis of neighbourhood character The key elements that contribute to neighbourhood character and therefore should be considered in the planning and design of new development are:		
1.01 Street layout and hierarchy – has the surrounding pattern and hierarchy of the existing streets been taken into consideration? (e.g. scale and character of the built form, patterns of street planting, front setbacks, buildings heights)	Yes	The façade is designed to break down the scale of the two-storey development to be more compatible with the local context which is predominately single storey residential detached dwellings. Given the age of the surrounding dwellings, traditional forms like gable rooves are selected to complement the existing character.
1.02 Block and lots – does the analysis of the surrounding block and lot layout take into consideration local compatibility and development suitability? (e.g. lot size, shape, orientation)	Yes	A block analysis plan of the surrounding properties has been undertaken and consider in the design of the development. Façade is broken down into smaller components to break down scale of two storey building as the context is predominately single storey.
1.03 Built environment – has a compatibility check been undertaken to determine if the proposed development is consistent with the neighbourhoods built form? (e.g. scale, massing, should particular streetscapes or building types be further developed or discouraged?	Yes	Varying materials and building forms have been considered to break down the scale of the two-storey development to be more compatible with the local context which is predominately single storey residential detached dwellings.
1.04 Trees – do trees and planting in the proposed development reflect trees and landscapes in the neighbourhood or street?	Yes	Plant species have been selected to provide privacy and amenity to the development and surrounding residents. The trees and landscapes proposed are a mix of natives and exotics to reflect the existing landscape in the locality.
1.05 Policy environment – has Council's own LEP and DCP been considered to identify key elements that contribute to an areas character? Does the proposed development respond this?	Yes	The overall design has been established by understanding the constraints outlined in the local LEP, DCP & Housing SEPP.
Site analysis		

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
Does the site analysis include:		
1.06 Existing streetscape elements and the existing pattern of development as perceived from the street	Yes	Varying materials and building forms have been considered to break down the scale of the two-storey development to be more compatible with the local context which is predominately single storey residential detached dwellings.
1.07 Patterns of driveways and vehicular crossings	Yes	The driveway has been located between two separate proposed buildings to help break down the mass of the proposed development.
1.08 Existing vegetation and natural features on the site	Yes	Existing vegetation is noted in the documentation. An existing street tree has been maintained along the front street frontage.
1.09 Existing pattern of buildings and open space on adjoining lots	Yes	A block analysis plan of the surrounding properties has been undertaken and consider in the design of the development.
1.10 Potential impact on privacy for, or overshadowing of, existing adjacent dwellings.	Yes	Building mass has been designed to minimise overlooking impacts to western neighbour. All efforts have been made to locate privacy open spaces of away from the directly facing the western boundary where not possible, the use of privacy screens have been adopted. Overshadowing impacts to the western neighbour have been demonstrated as not being significant.
2. Site Planning and Design		
General Does the site planning and design:		
2.01 Optimise internal amenity and minimise impacts on neighbours?	Yes	The development is broken up into separate building forms to break down the mass of the development. Vehicular access is located between the separate buildings. This ensures that the carpark is towards the rear to minimise the impact on the streetscape.
2.02 Provide a mix of dwelling sizes and dwellings both with and without carparking?	Yes	There are 2 x 3 beds; and 4 x 2 beds proposed. On grade carparking spaces provided as per required parking rates which result in 7 spaces for 6 units.
2.03 Provide variety in massing and scale of build form within the development?	Yes	The building provides a variety in massing and scale to maximise cross ventilation, solar access, and balancing with privacy impacts to the neighbours. This avoids large bulky forms and unarticulated walls.

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
Built form Does the site planning and design:		
2.04 Locate the bulk of development towards the front of the site to maximise the number of dwellings with frontage the public street?	Yes	The bulk of development is located at front of site with carparking at rear.
2.05 Have developments more modest in scale towards the rear of the site to limit impacts on adjoining neighbours?	Yes	The development steps down in height to the north of the site to limit impacts on the adjoining northern neighbour.
2.06 Orientate dwellings to maximise solar access to living areas and private open space, and locate dwellings to buffer quiet areas within the development from noise?	Yes	All efforts have been made to maximise solar compliance of all the dwellings on the site.
Trees, landscaping and deep soil zones Does the site planning and design:		
2.07 Retain trees and planting on the street and in front setbacks to minimise the impact of new development on the streetscape?	Yes	An existing street tree has been maintained on the street frontage.
2.08 Retain trees and planting at the rear of the lot to minimise the impact of new development on neighbours and maintain the pattern of mid block deep-soil planting?	No	All existing trees are proposed to be removed from the site due to the impact the existing landscaping has on the development.
2.09 Retain large or otherwise significant trees on other parts of the site through sensitive site planning?	Yes	An existing street tree has been maintained on the street frontage.
2.10 Where not possible to retain existing trees, replace with new mature or semi-mature trees?	Yes	New mature trees are proposed across the site where the location does not impact on existing services or the proposed design.
2.11 Increase the width of landscaped areas between driveways and boundary fences and between driveways and new dwellings?	Yes	Landscaping is located either side of driveway.
2.12 Provide pedestrian paths?	Yes	Pedestrian paths are provided including accessible paths of travel from the street to each dwelling entry, letterbox.
2.13 Reduce the width of driveways?	Yes	Driveways are designed to comply with traffic engineer's requirements with the aim to reduce the width as much as possible.
2.14 Provide additional private open space above the minimum requirements?	Yes	Additional POS areas are provided where possible.
2.15 Provide communal open space?	NA	Communal open space is not part of the brief.

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
2.16 Increase front, rear and/or side setbacks?	Yes	Increased setbacks are proposed to the southern front setback and western side setback.
2.17 Provide small landscaped areas between garages, dwellings entries, pedestrian paths, driveways etc.	Yes	Small landscaped areas have been provided between dwelling entries, pedestrian paths, and driveways. These areas are in low maintained, not turf, to reduce maintenance requirements for tenants. Each tenant's POS on the ground floor have a combination of landscape and hardscape.
2.18 Provide at least 10% of the site area, at the rear of the site, for deep soils zones to create a mid-block corridor of trees within the neighbourhood?	No	This is not possible due to the location of the dwellings, carpark; and the limited site area.
2.19 Replicate an existing pattern of deep soil planting on the front of the site?	Yes	Deep soil has been provided at the front of the site where possible.
2.20 Use semi-pervious materials for driveways, paths and other paved areas?	No	Concrete driveways, paved areas and paths have been proposed for maintenance reasons.
2.21 Use on-site detention to retain stormwater on site for re-use?	Yes	There is an on site detention tank under the driveway with a rainwater tank for rainwater re-use.
Parking, garaging and vehicular circulation Does the site planning and design:		
2.22 Consider centralised parking in car courts to reduce the amount of space occupied by driveways, garages and approaches to garages?	Yes	Yes, on grade parking has been located at rear of site and the design ensures that cars are not visible from street.
2.23 Maintain, where possible, existing crossings and driveway locations on the street?	No	The existing driveway crossings are to be removed and a new single driveway is to be developed.
3. Impacts on Streetscape		
General Does the site planning and design:		
3.01 Sympathise with the building and existing streetscape patterns? (i.e. siting, height, separation, driveways locations, pedestrian entries etc.)	Yes	The building is located towards the front of both street frontages; the gable rooves are consistent with the neighbouring dwellings; with pedestrian entries facing the street to minimise impacts of neighbours and to break down the scale of the development.
3.02 Provide a front setback that relates to adjoining development?	Yes	The front setback is largely consistent with the adjoining neighbours. Maximum effort has been made to keep to the prevailing front setback

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
		however articulation has been proposed to unit 5 to break down the façade from the street.
Built form Does the site planning and design:		
3.03 Break up the building massing and articulate building facades?	Yes	The façade is designed to break down the scale of the two-storey development to be more compatible with the local context which is predominately single storey residential detached dwellings which is also aided by the central driveway.
3.04 Allow breaks in rows of attached dwellings?	Yes	The development is broken up into separate buildings forms to break down the mass of the overall development.
3.05 Use a variation in materials, colours and openings to order building facades with scale and proportions that respond to the desired contextual character?	Yes	Simple materials have been chosen to reflect the context, such as face brick, lightweight cladding and corrugated metal roofing.
3.06 Set back upper levels behind the front building façade?	No	Due to the yield and site constraints this was not possible, however, all efforts have been made to reduce the bulk of scale of the front façade, by articulating varying materials.
3.07 Where it is common practice in the streetscape, locating second storeys within the roof space and using dormer windows to match the appearance of existing dwelling houses?	N/A	The existing streetscape does not have second storey buildings located within the roof space.
3.08 Reduce the apparent bulk and visual impact of the building by breaking down the roof into smaller roof elements?	Yes	The proposed design breaks down the roof into smaller roof elements The central driveway also aids in the breakdown of the building forms.
3.09 Use a roof pitch sympathetic to that of existing buildings in the street?	Yes	The use of simple pitched rooves with gable ends are sympathetic to the existing buildings in the street
3.10 Avoid uninterrupted building facades including large areas of painted render?	Yes	No painted render proposed, and a mix of materials have been selected.
Trees, landscaping and deep soil zones Does the site planning and design:		
3.11 Use new planting in the front setback and road reserve where it is not possible or not desirable to retain existing trees/planting?	Yes	New planting has been proposed in the front setback including canopy trees.
3.12 Plant in front of front fences to reduce their impact and improve the quality of the public domain?	Yes	Planting has been proposed in front of front fences to reduce their impact.

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Residential amenity Does the site planning and design:		
3.13 Clearly design open space in the front setback as either private or communal open space?	Yes	Front setback areas are clearly defined as privacy open space for residents
3.14 Define the threshold between public and private space by level change, change in materials, fencing, planting and/or signage?	Yes	The main pedestrian and vehicular entries are clearly defined and separate with landscaping and a low brick walls/fences.
3.15 Design dwellings at the front of the site to address the street?	Yes	All dwelling entries are directly off the street..
3.16 Design pedestrian entries, where possible, directly off the street?	Yes	All dwelling entries are directly off the street.
3.17 Provide a pedestrian entry for rear residents that is separate from vehicular entries?	NA	No rear residents or access is proposed.
3.18 Design front fences that provide privacy where necessary, but also allow for surveillance of the street?	Yes	Front fences proposed to be flat plate style fence to provide privacy but also allow surveillance of the street. Planting Infront of the fencing further adds to the privacy and improves the street appearance of the proposed development.
3.19 Ensure that new front fences have a consistent character with front fences in the street?	No	Existing front fences in the area are either not present or have limited character which should be reflected (solid colorbond or cyclone fences).
3.20 Orientate mailboxes obliquely to the street to reduce visual clutter and the perception of multiple dwellings?	No	Letterboxes have been integrated individually into each dwelling fronting the street.
3.21 Locate and treat garbage storage areas and switchboards so that their visual impact on the public domain is minimised?	Yes	Dwellings have individual screened bin store to minimise the visual impact on the public domain.
Parking, garaging and vehicular circulation Does the site planning and design:		
3.22 Vary the alignment of driveways to avoid a 'gun barrel' effect?	Yes	A slight bend in the driveway and landscaping has been proposed to avid a gun barrel effect.
3.23 Set back garages behind the predominant building line to reduce their visibility from the street?	N/A	Garages not proposed.
3.24 Consider alternative site designs that avoid driveways running the length of the site?	Yes	Not possible due to site constraints, however, we have achieved SLUDG intent of not seeing cars down the driveway when standing on the street. Landscaping has been proposed at the end of the

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
		driveway so that the view down the driveway terminates with landscaping.
3.25 Terminate vistas with trees, vegetation, open space or a dwelling rather than garages or parking?	Yes	The driveway/ car park is designed to terminate with landscaping.
3.26 Use planting to soften driveway edges?	Yes	Strips of landscaping have been proposed either side of the driveway.
3.27 Vary the driveway surface material to break it up into a series of smaller spaces? (e.g. to delineate individual dwellings)	No	Concrete driveway proposed for ease of maintenance.
3.28 Limit driveway widths on narrow sites to single carriage with passing points?	Yes	The proposed driveway is a single carriage. No passing points are required based on the length of the driveway.
3.29 Provide gates at the head of driveways to minimise visual 'pull' of the driveway?	No	Driveway gate not part of brief and is not consistent with the character of the locality.
3.30 Reduce the width where possible to single width driveways at the entry to basement carparking rather than double?	N/A	Basement parking not proposed.
3.31 Locate the driveway entry to basement carparking to one side rather than the centre where it is visually prominent?	N/A	Basement parking not proposed.
3.32 Recess the driveway entry to basement car parking from the main building façade?	N/A	Basement parking not proposed.
3.33 Where a development has a secondary street frontage, provide vehicular access to basement car parking from the secondary street?	N/A	Basement parking not proposed.
3.34 Provide security doors to basement carparking to avoid the appearance of a 'black hole' in the streetscape?	N/A	Basement parking not proposed.
3.35 Return façade material into the visible area of the basement car park entry?	N/A	Basement parking not proposed.
3.36 Locate or screen all parking to minimise visibility from the street?	Yes	Cars are not visible from the street with the proposed arrangement of carparking and driveway.

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
4. Impacts on Neighbours		
Built form Does the site planning and design:		
4.01 Where possible, maintain the existing orientation of dwelling 'fronts' and 'backs'?	Yes	All dwellings/entries are oriented to face the street.
4.02 Be particularly sensitive to privacy impacts where dwellings must be oriented at 90 degrees to the existing pattern of development?	Yes	Buildings are articulated to be orientated to both street frontages.
4.03 Set upper storeys back behind the side or rear building line?	Yes	Upper storeys are setback from the side setbacks.
4.04 Reduce the visual bulk of roof forms by breaking down the roof into smaller elements rather than having a single uninterrupted roof structure?	Yes	The façade is designed to break down the scale of the two-storey development to be more compatible with the local context which is predominately single storey residential detached dwellings.
4.05 Incorporate second stories within the roof space and provide dormer windows?	NA	Not part of brief.
4.06 Offset openings from existing neighbouring windows or doors?	Yes	High windows have been considered to reduce privacy impacts.
4.07 Reduce the impact of unrelieved walls on narrow side and rear setbacks by limiting the length of the walls built to these setbacks?	Yes	Walls along the side setbacks are limited in length to reduce the impact on the neighbouring dwellings.
Trees, landscaping and deep soil zones Does the site planning and design:		
4.08 Use vegetation and mature planting to provide a buffer between new and existing dwellings?	Yes	Landscaping is used along the car park boundaries to provide privacy to adjoining neighbours.
4.09 Locate deep soil zones where they will be provide privacy and shade for adjacent dwellings?	No.	Landscaping is used along the car park boundaries to provide privacy to adjoining neighbours.
4.10 Plant in side and rear setbacks for privacy and shade for adjoining dwellings?	Yes	Planting has been proposed adjacent to all boundaries.
4.11 Use species that are characteristic to the local area for new planting?	Yes	A mix of native and exotic species have been proposed to both reflect the existing locality and respond to the contemporary nature of the design.
Residential amenity		

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
Does the site planning and design:		
4.12 Protect sun access and ventilation to living areas and private open space of neighbouring dwellings by ensuring adequate building separation?	Yes	All efforts have been made to reduce impacts to adjoining neighbours. Shadow diagrams have been provided to demonstrate that there are no adverse impacts to the private open spaces to the southern neighbour.
4.13 Design dwellings so that they do not directly overlook neighbours' private open space or look into existing dwellings?	Yes	All efforts have been made to avoid overlooking to adjoining neighbours. Where not possible, high windows are provide as a privacy measure.
4.14 Locate private open space in front setbacks where possible to minimise negative impacts on neighbours?	Yes	POS have been located in front setbacks where possible and where not possible have been designed to minimise privacy impacts to the adjoining neighbours.
4.15 Ensure private open space is not adjacent to quiet neighbouring uses, e.g. bedrooms?	Yes	The main POS do not directly face quiet neighbouring uses.
4.16 Design dwellings around internal courtyards?	N/A	No internal courtyards proposed
4.17 Provide adequate screening for private open space areas?	Yes	A combination of landscaping and privacy screens provide sufficient privacy for POS areas.
4.18 Use side setbacks which are large enough to provide usable private open space to achieve privacy and soften the visual impact of new development by using screen planting?	No	POS are note located along side setbacks due to the limited site area.
Parking, garaging and vehicular circulation Does the site planning and design:		
4.19 Provide planting and trees between driveways and side fences to screen noise and reduce visual impacts?	Yes	Planting has been provided between driveways and side fences.
4.20 Position driveways so as to be a buffer between new and existing adjacent dwellings?	No	The driveway has been positioned centrally on the site between two new buildings to break down the mass of the development.
5. Internal Site Amenity		
Built form		

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
Does the site planning and design:		
5.01 Maximise solar access to living areas and private open space areas of the dwelling?	Yes	Units are designed to maximise solar access to living areas and POS.
5.02 Provide dwellings with a sense of identity through building articulation, roof form and other architectural elements?	Yes	The massing has been designed to create a sense of identity for each dwelling which is articulated from the street.
5.03 Provide buffer spaces and/or barriers between the dwellings and driveways or between dwellings and communal areas for villa or townhouse style developments?	Yes	Each dwelling is buffered by a fence and or landscaping.
5.04 Use trees, vegetation, fences, or screening devices to establish curtilages for individual dwellings in villa or townhouse style developments?	Yes	Each dwelling is buffered by a fence and or landscaping.
5.05 Have dwelling entries that are clear and identifiable from the street or driveway?	Yes	Each dwelling has a clear entry point from the street with landscaping and a letterbox to clearly identify from the street.
5.06 Provide a buffer between public/communal open space and private dwellings?	Yes	The dwelling entries have landscaped buffers between the units and the public open space.
5.07 Provide a sense of address for each dwelling?	Yes	Each dwelling entry faces the street and has their own private entry from the street.
5.08 Orientate dwelling entries to not look directly into other dwellings?	Yes	The development has been oriented for dwellings entries to not look directly into other dwellings.
Parking, garaging and vehicular circulation Does the site planning and design:		
5.09 Locate habitable rooms, particularly bedrooms, away from driveways, parking areas and pedestrian paths, or where this is not possible use physical separation, planting, screening devices or louvers to achieve adequate privacy?	Yes	Habitable rooms moved away from driveways as much as possible. Where not possible, window sills have been raised to avoid car lights.
5.10 Avoid large uninterrupted areas of hard surface?	Yes	Hard surfaces are designed with landscaping in between to avoid large areas of hard surface. The driveway is bordered by landscaping to soften its edges.
5.11 Screen parking from views and outlooks from dwellings?	Yes	Parking is screened from view as much as possible, or windows are raised to avoid car lights.

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
Reduce the dominance of areas for vehicular circulation and parking by: **5.12** Considering single rather than double width driveways?	Yes	A single driveway has been provided which terminates with landscaping.
5.13 Use communal car courts rather than individual garages?	Yes	A communal car park has been provided at the rear of the site.
Reduce the dominance of areas for vehicular circulation and parking by considering: **5.14** Single rather than double garages?	N/A	No garages proposed
5.15 Communal car courts rather than individual garages?	Yes	A communal open car park has been provided at the rear of the site.
5.16 Tandem parking or a single garage with single car port in tandem?	N/A	No garages or carports proposed
5.17 Providing some dwellings without any car parking for residents without cars?	Yes	Car parking meets LAHC requirements. Each dwelling will have access to a car park.
Residential amenity Does the site planning and design:		
5.18 Provide distinct and separate pedestrian and vehicular circulation on the site where possible, where not possible shared access should be wide enough to allow a vehicle and a wheelchair to pass safely?	Yes	The low volume of site traffic and the limited space on the site requires the single driveway access from the street to the car park. Residents have pedestrian access mostly directly from their unit to the car park. Refer to the Traffic Impact Assessment for additional information.
5.19 Provide pedestrian routes to all public and semi-public areas?	Yes	Private pedestrian pathways are provided to all dwellings.
5.20 Avoid ambiguous spaces in building and dwelling entries that are not obviously designated as public or private?	Yes	The location of fences and building walls clearly define the public and private spaces.
5.21 Minimise opportunities for concealment by avoiding blind or dark spaces between buildings, near lifts and foyers and at the entrance to or within indoor car parks?	Yes	All efforts have been made to maximise passive surveillance and reduce opportunities for concealment. The car park have a clear line of sight from adjacent units.
5.22 Clearly define thresholds between public and private spaces?	Yes	Fences are provided around each tenant's POS to clearly define thresholds between public and private.
5.23 Provide private open space that is generous in proportion and adjacent to the main living areas of the dwelling?	Yes	All POS are accessed off living spaces and all efforts have been made to maximise their generosity.

Design Issues / Design Principles and Better Practices	Addressed in Design (strike through)	Design Response / Comment
5.24 Provide private open space area that are orientated predominantly to the north, east or west to provide solar access?	Yes	All efforts have been made to maximise north facing private open spaces.
5.25 Provide private open space areas that comprise multiple spaces for larger dwellings?	Yes	Each unit has open space at the rear and front of each unit.
5.26 Provide private open space areas that use screening for privacy but also allow casual surveillance when located adjacent to public or communal areas?	Yes	POS facing the street and car park have open style fencing and planting to provide casual surveillance of the street (public) and maintain privacy.
5.27 Provide private open space areas that are both paved and planted when located at ground level?	Yes	POS for residents have a combination of hardscape and softscape surfaces.
5.28 Provide private open space areas that retain existing vegetation where practical?	Yes	Retaining existing vegetation within the site is not practical. An existing street tree has been retained outside of the site boundary.
5.29 Provide private open space areas that use pervious pavers where private open space is predominantly hard surfaced to allow for water percolation and reduced run-off?	Yes	Pervious pavers have been specified for selected locations on the site, which will reduce water run-off.
5.30 Provide communal open space that is clearly and easily accessible to all residents and easy to maintain and includes shared facilities, such as seating and barbeques to permit resident interaction?	Yes	Open space is easily accessibility to all residents. Shared facilities are not part of brief.
5.31 Site and/or treat common service facilities such as garbage collection areas and switchboards to reduce their visual prominence to the street or to any private or communal open space?	Yes	Yes, garbage room is located to the rear of the site to reduce visual prominence to the street.

Declaration by consultant architect	
I/we declare to the best of my/our knowledge and belief, that the details and information provided on this checklist are correct in every respect.	
Name:	Luke Keating
Capacity/Qualifications:	Associate
Firm:	Webber Architects
Signature:	
Date:	28 November 2023