

Wyong Town Centre: FSR & Building Height Study

Prepared for:

Wyong Shire Council

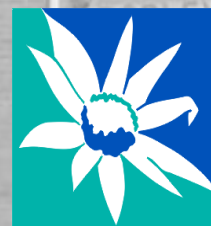
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Wyong Shire Council

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1.0 INTRODUCTION

Jackson Teece were engaged by Wyong Shire Council to evaluate the Draft FSR and Building Height Maps that form part of the Draft Local Environment Plan Amendment for Wyong Town Centre.

The key purpose of the study is to assess the validity and robustness of the Maps through the selection of five key sites within Wyong Town Centre.

These five sites include:

1. Cnr Alison Road & Hely Street
2. 126 Pacific Highway through to Hely Street – Grand Hotel
3. 23 & 25 Hely Street
4. 33 & 35 Alison Road
5. 32 & 34 Hope Street

Site Selection Criteria

The above sites were selected for the following reasons:

- They are representative examples of developments within the different zones within Wyong Town Centre.
- Their locations represent the various FSR and Building Height Controls proposed by Draft LEP Amendment.
- Three of the sites have Heritage listed Items on the land parcel.
- The sites are considered as readily available.

As part of the study, Jackson Teece has provided Council with specialist advice including recommendations for changes to the Draft LEP Building Height and FSR Map.

Each of the site options explores consolidation of at least two lots into one.

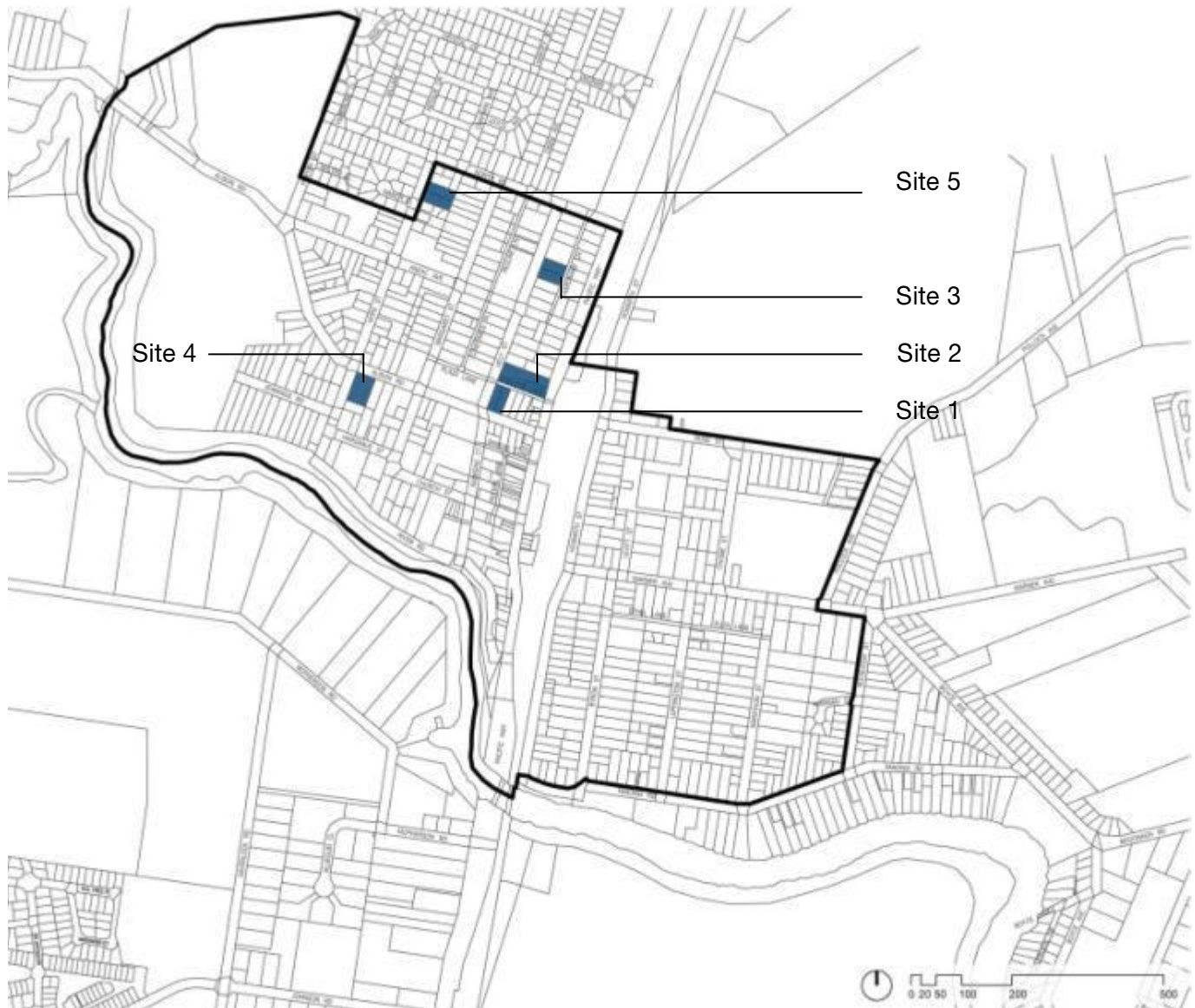
The objectives of the study were to:

To identify any gaps that may exist in the proposed maps via testing against the design guidelines associated with SEPP 65 Residential Flat Building Design

Undertake assessment of typical site constraints following Wyong Development Control Plan 2005 Chapter 64 Guidelines and Chapter 7 Wyong Town Centre including the current review being undertaken by Jackson Teece.

Undertake assessment of the implications of the Draft FSR and Building Height Map against the existing heritage provisions of the Wyong Local Environment Plan 1991.

Recommendations and conclusions for the Maps are contained at the rear of this report.



Wyong Town Centre Study Area – Location of Study Sites

2.0 Method

The evaluation of individual test sites will be undertaken through the following processes:

- Preparing contextual analysis and identifying opportunities/ constraints
- Sketching plan view and isometric built form outcomes and building type options using relevant planning controls
- Creating development yield tables
- Meeting with Council staff to review our preliminary findings
- Commenting on appropriateness of the existing planning controls in achieving desired urban design outcomes
- A representative sample of the test sites will illustrate the application of the Draft LEP Controls and existing Development Control Plan Constraints.

The following section demonstrates the conceptual design and built form testing for the key sites. Each section contains development scenarios indicating possible built form within applicable controls and the yield.

The aim of the testing is to achieve the suggested FSR within the permissible envelope. Where the suggested FSR is lower than the maximum building envelope the controls need to be altered by either reducing the FSR or increasing minimum lot and frontage sizes to accommodate an envelope that achieves the desired built form.

Assumptions

Building envelopes and setbacks have typically been drawn at the maximum building depths suggested in the Wyong Development Control Plan Chapter 64, namely:

Clause 5.3.3 Low-Rise Residential Flat Buildings

FSR's have been calculated as a percentage of the total envelope:

Residential Buildings

Calculated at 80% of the envelope

Commercial Buildings

Calculated at 90% of the envelope

Floor to Floor Heights

Residential

Minimum 3000mm floor to floor

Commercial/ Retail

Minimum 3600mm floor to floor

Residential Car Parking Allocation

Car parking ratio has been calculated in accordance with DCP 2005 Chapter 64 Clause 5.4

Dwelling Type	No of Car Parking Spaces Required
1 bedroom unit	1
2 bedroom unit	1.2
3 bedroom unit	1.5
Visitor Parking	
Up to and incl. 15 Units	1 space/3 units or part thereof
Over 15 Units	1 space/ 5 units or part thereof

Commercial Car Parking Allocation

1 space per 30sqm

90% of Commercial Car parking provided on site.

DCP Chapter 7 Wyong Town Centre 2.18

3.0 Typical Site Studies

3.1 Site 1: Cnr Alison Road & Hely Street

Site Description

The site context is summarised under the following:

Address: Cnr Alison Road & Hely Street – 14-16 Alison Road, Wyong

Lot & DP No: Lots 6 & 7 Section 2 in DP 3136

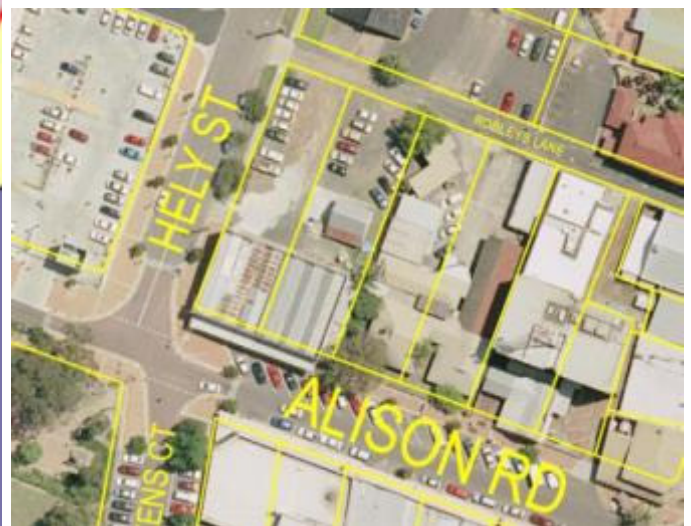
Site Area: 1624sqm

Site Location: The site is bounded by Alison Road to the south, Hely Street to the west and Robleys Lane to the north. The site is adjacent to existing single storey Police Station Headquarters to the east of the site.

Topography: The site is generally steeply sloped from a high point at the corner of Alison Road & Hely Street.

LEP 1991

Zoning: 3(a) Business Centre Zone



Location of Site 1: Town Centre — = Subject Site Aerial Photo of Site 1

Existing Planning Controls

DCP 2005

Chapter 64

Chapter 7

Chapter 76

SEPP 65 Residential Flat Building Design Guidelines

Site Context

Historically, the building and site is of regional significance. The subject site is adjacent to the existing Wyong Police Headquarters to the east and Wyong Shopping Plaza to the west.

Opportunities

Site is located close to Wyong Shopping Plaza and has good aspect and northern orientation for apartments. Site slopes toward north enabling balconies and living areas to maximise solar access without significant impact on adjoining sites.

Opportunities for ground floor retail/ commercial and adaptive reuse of existing building.

Vehicular access from Hely Street and Robleys Lane

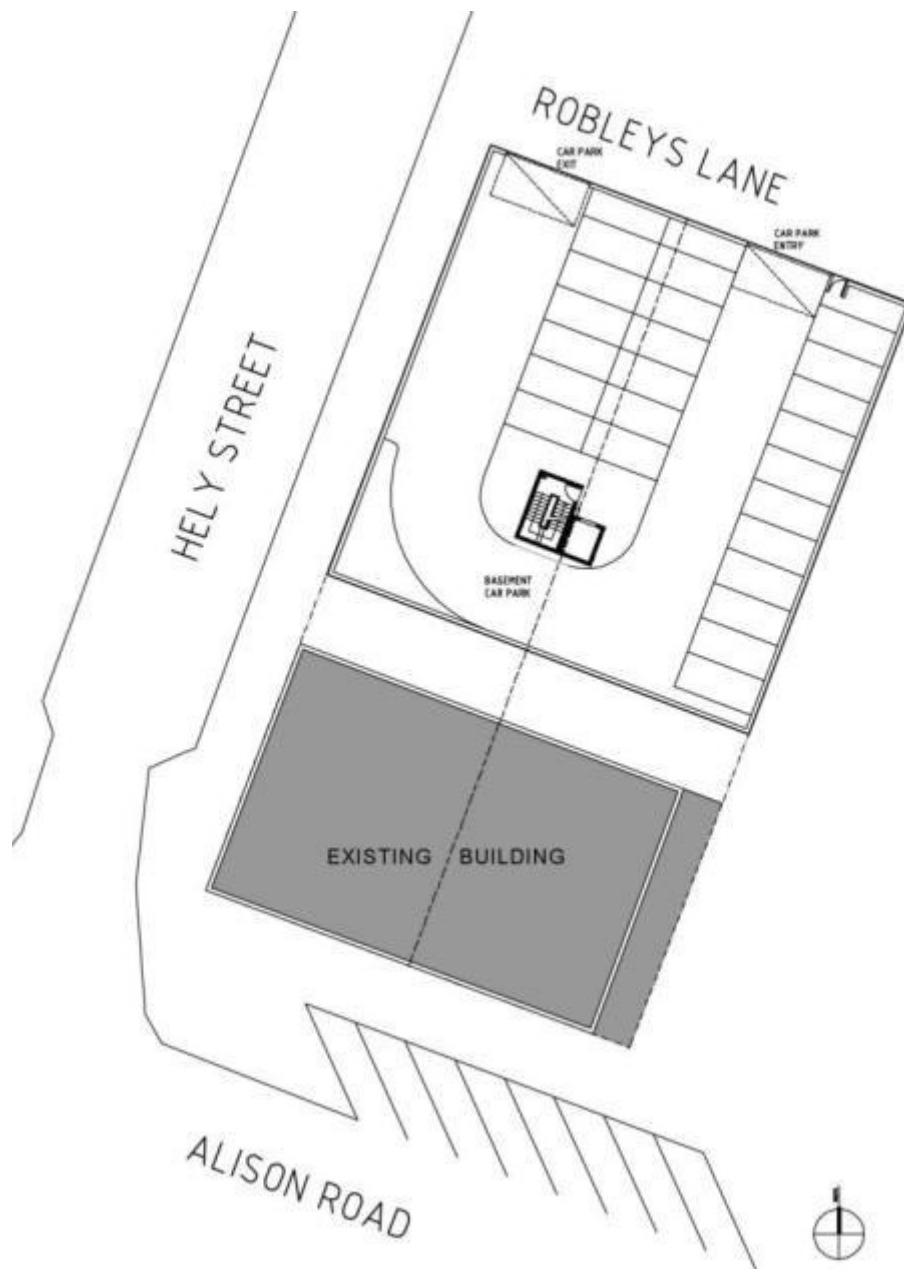
Constraints

The existing heritage listed building occupies 459sqm/ 28% of the site area.

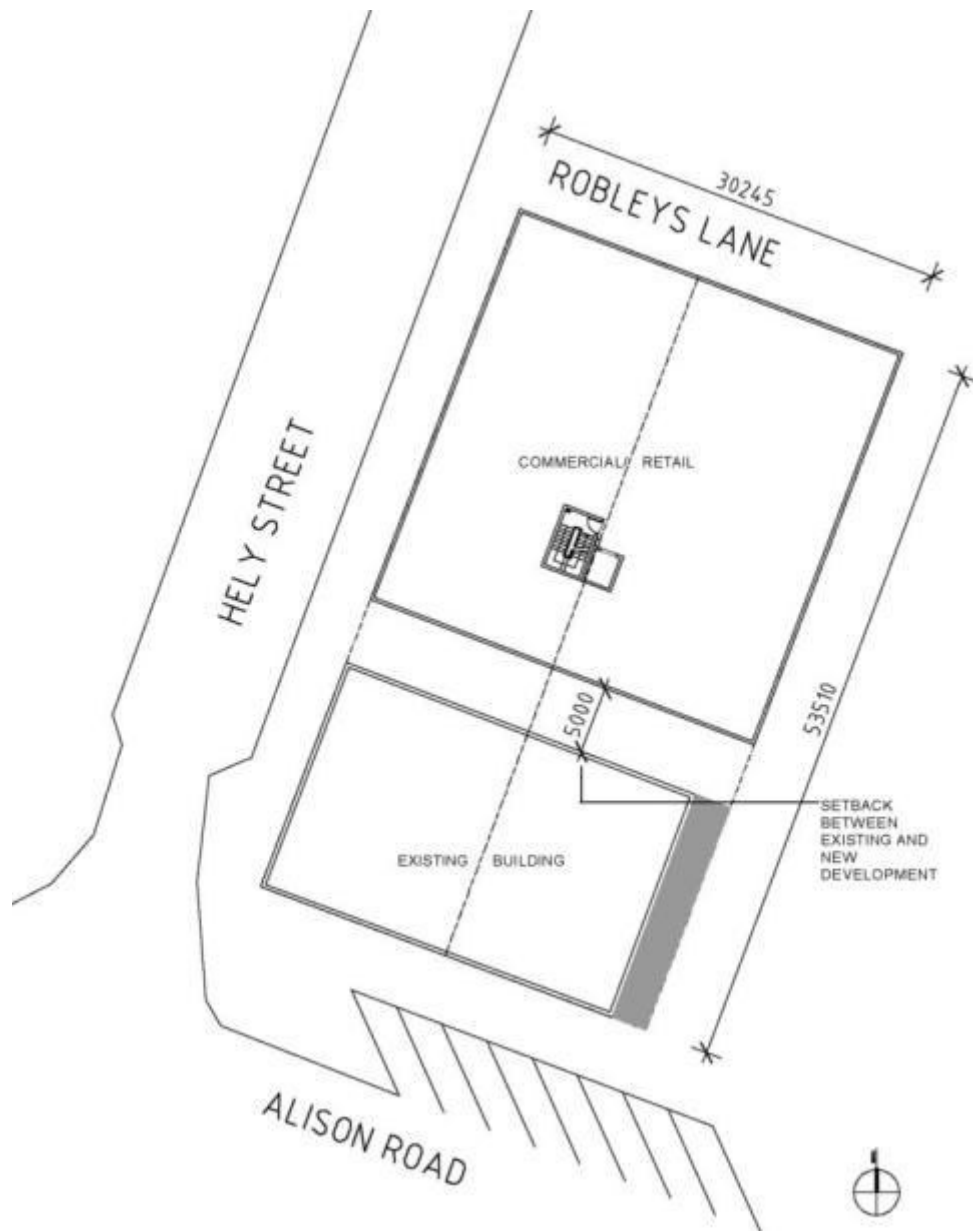
The site is steeply sloped down Hely Street which limits available height in floor plates and requires deep excavation at the rear of the basement car park.

Care to be taken in separation of buildings.

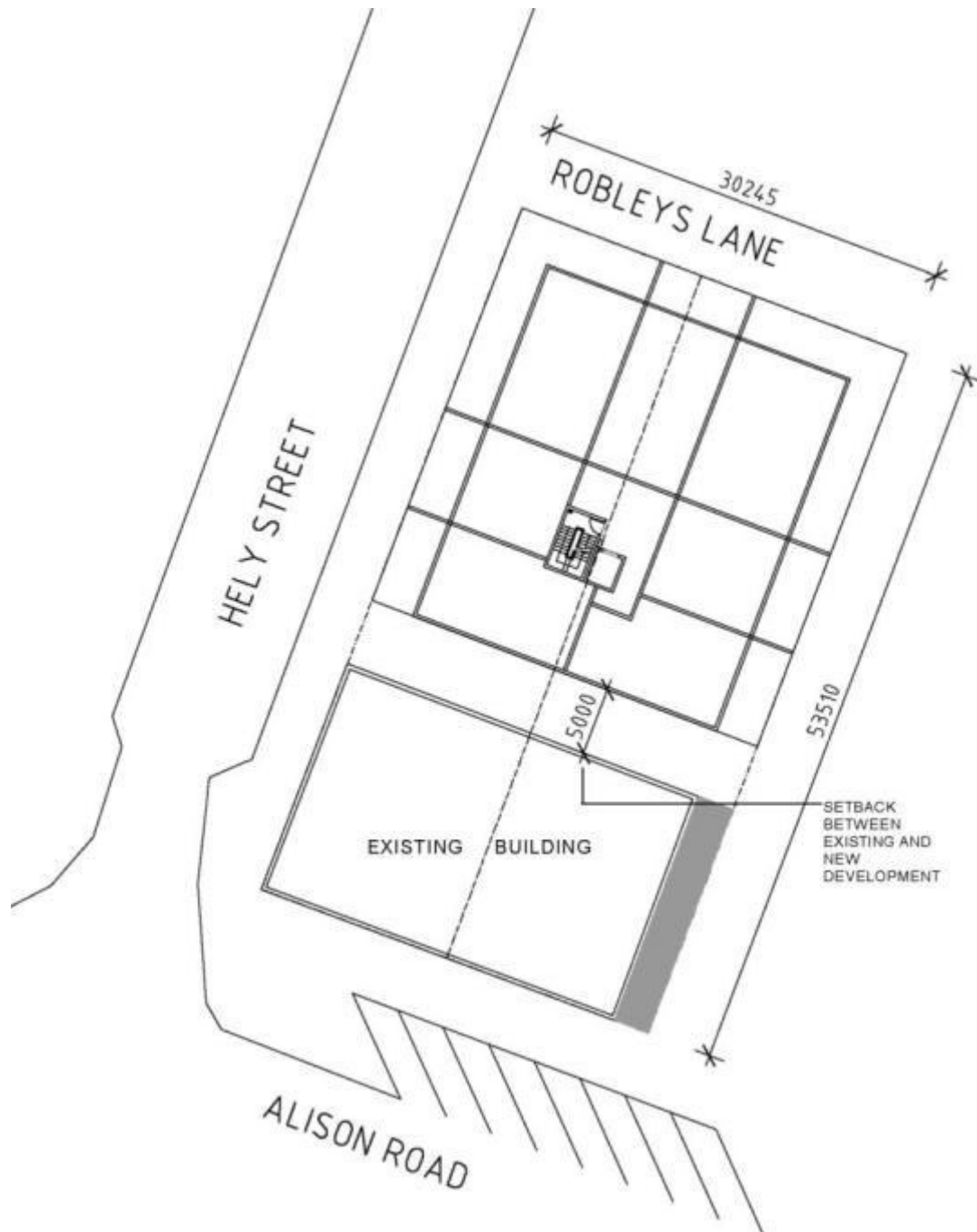
Proposed Design Concepts



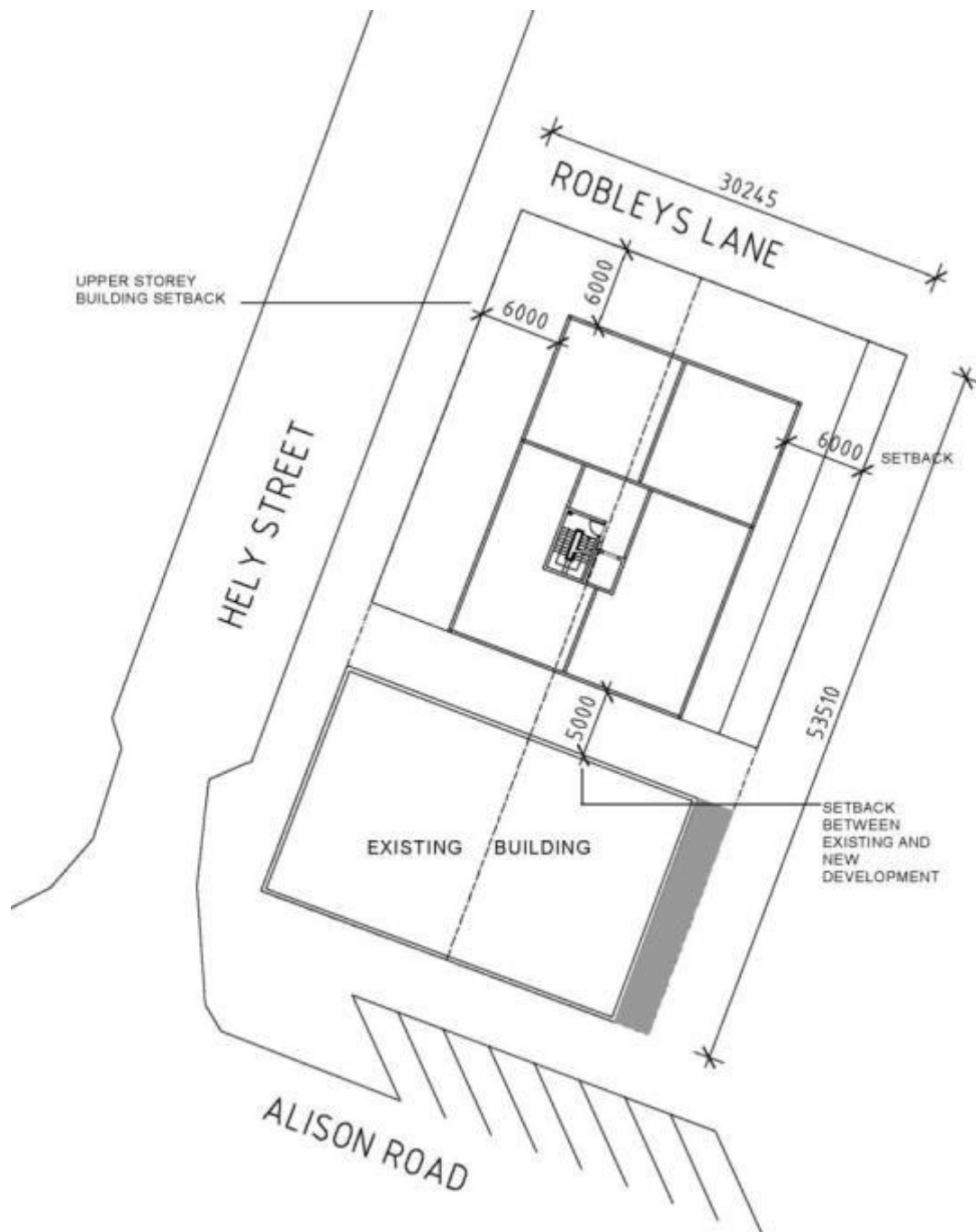
Site 1: Option 1 Mixed Use Scheme Basement Plan – Heritage Item Retained



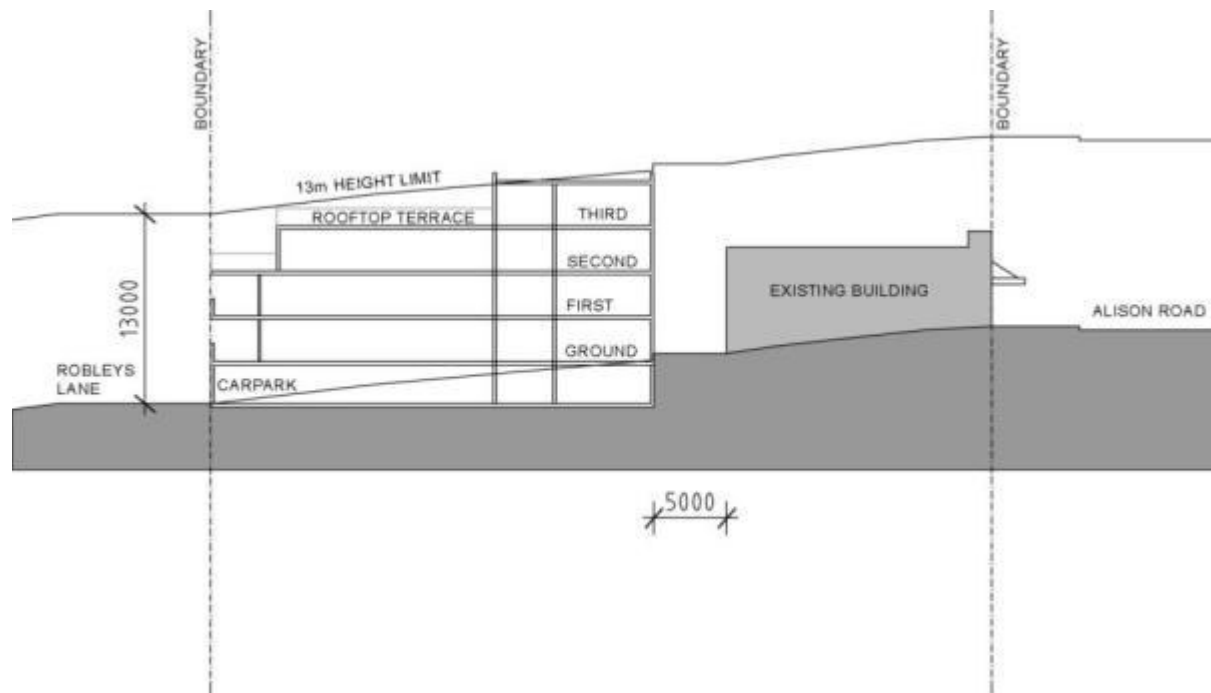
Site 1: Option 1 Mixed Use Scheme Ground Floor Plan – Heritage Item Retained



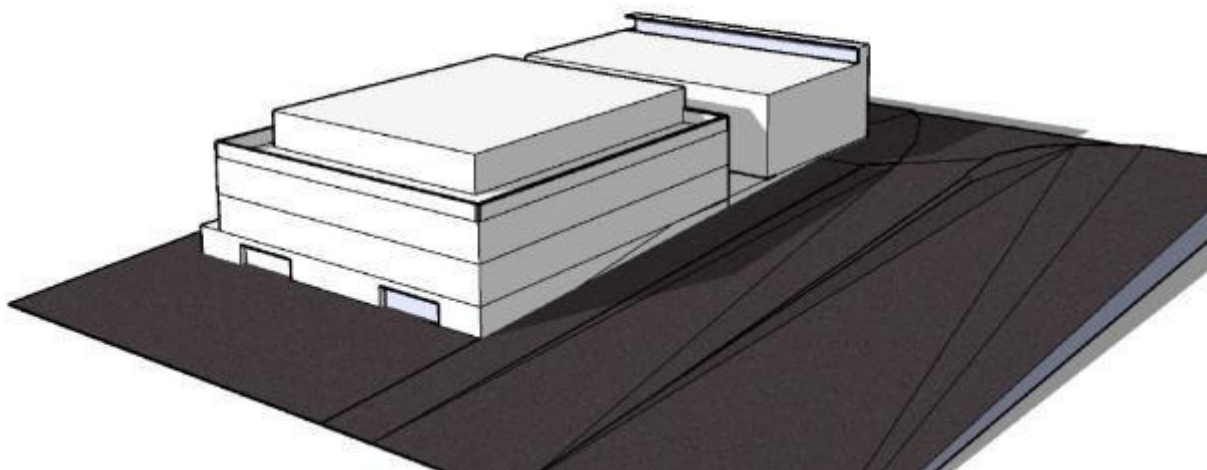
Site 1: Option 1 Mixed Use Scheme First Floor Plan - Heritage Item Retained



Site 1: Option 1 Mixed Use Scheme Second Floor Plan - Heritage Item Retained

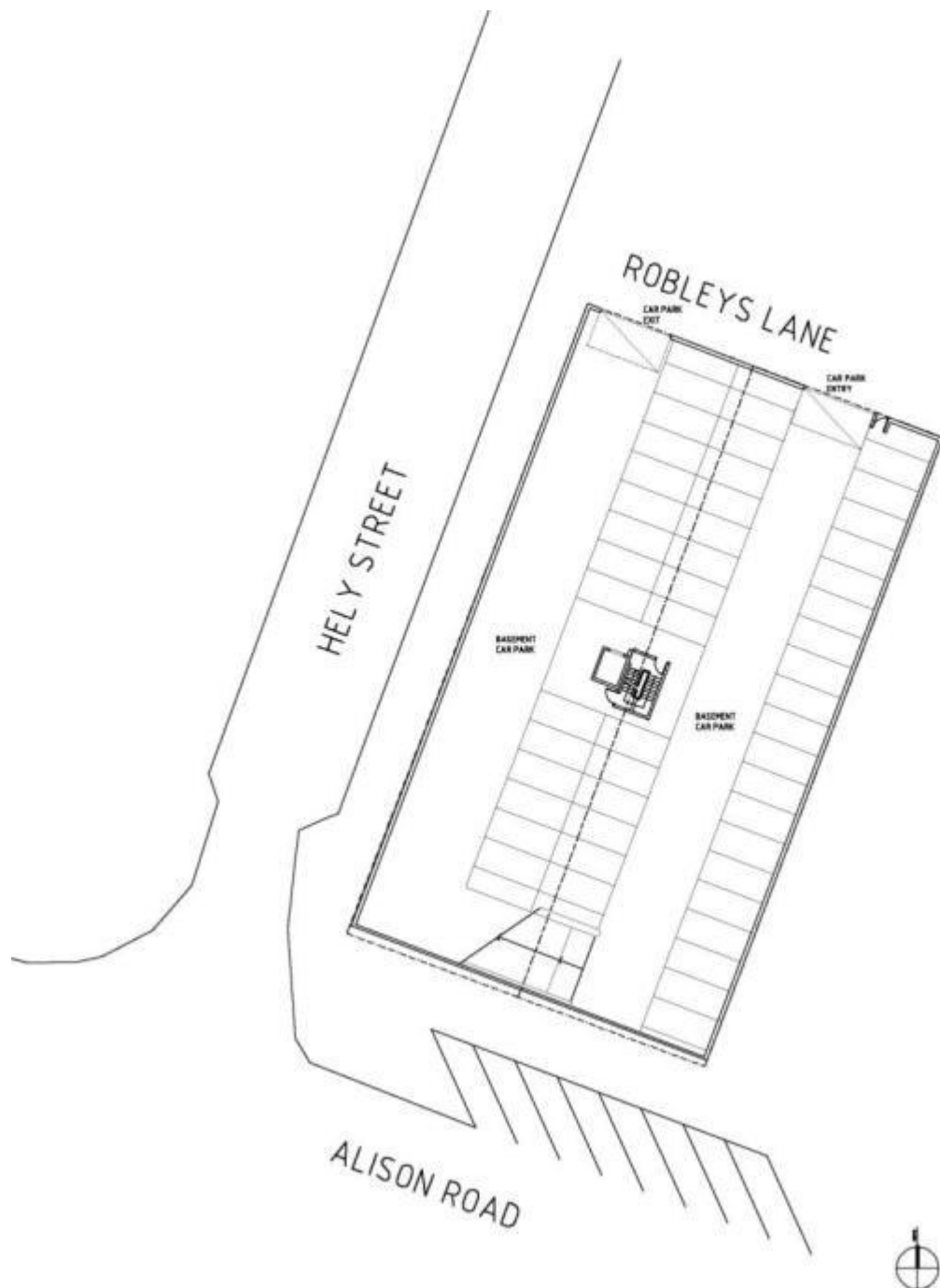


Site 1: Option 1 Mixed Use Scheme Section 1 - Heritage Item Retained

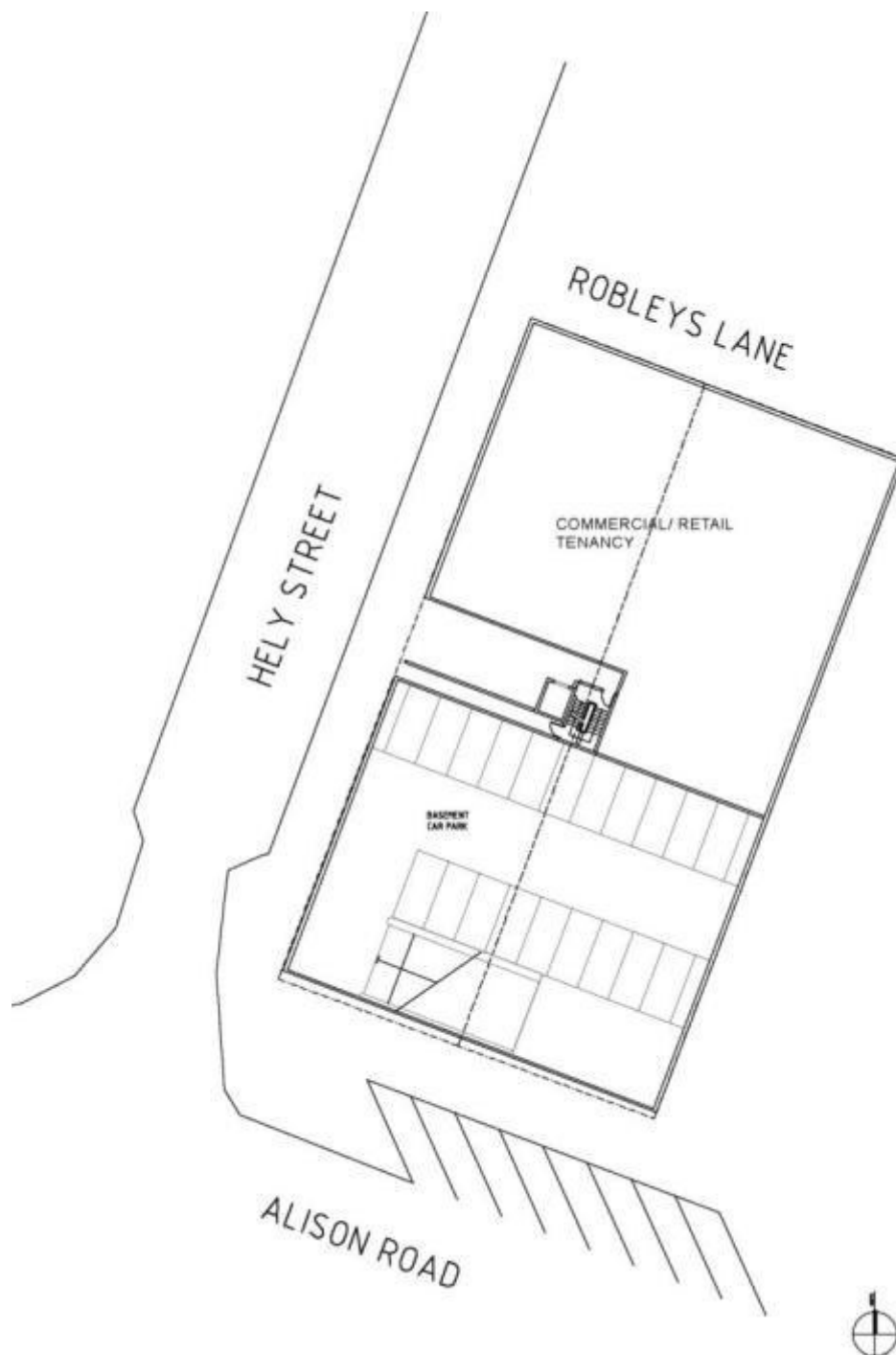


Site 1: Option 1 Mixed Use Scheme Perspective 1 Building Envelope Study - Heritage Item Retained

Site 1: Option 1 – Mixed Use Scheme - Heritage Item Retained Cnr Alison Road and Hely Street		
Site Details	Revised LEP Proposal	Option 1 Proposal
Site Area	1624sqm	1624sqm
Total GFA	3248sqm	2187sqm Including existing building
FSR	2:1	1.35:1 Including existing building
Height	13m	13m
No of Units		
Ground		1370 Commercial/ Retail (Incl. exist building)
First		(6 x 2 Bed, 1 x 1Bed/St) = 7 Units
Second		(4 x 2 Bed) = 4 Units
Third		(3 x 2 Bed) = 3 Units
Total Units		14 Units
Building Footprint		1400sqm at Ground Floor 98% of Site Area
Common Open Space		(Rooftop terrace)
Private open space		In accordance with SEPP 65
Car parking		
1 Bedroom (1 Units x 1)		1
2 bedroom (13 Units x 1.2)		15.6
Visitors Car Parking		5 + 1 Disabled
Subtotal Car Parking (A)		23 Spaces
Car Parking Commercial @ 90% x 1/30sqm / 1370sqm (B)		41.4 Spaces
Total Car Parking (A + B)		65 Spaces Required = ~3 x Basement Levels
		23 Spaces Provided Per Floor



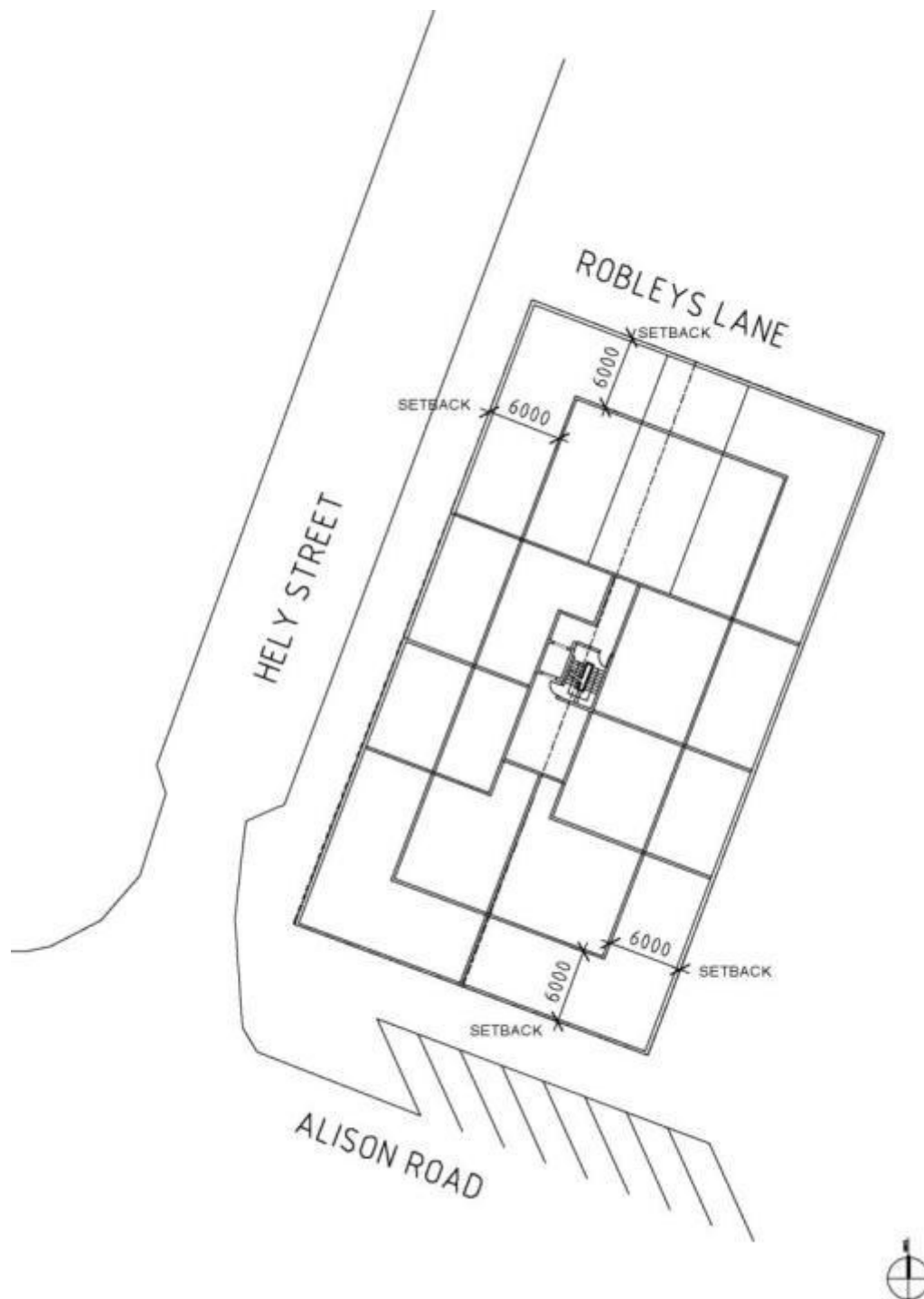
Site 1: Option 2 - Mixed Use Scheme Basement Plan



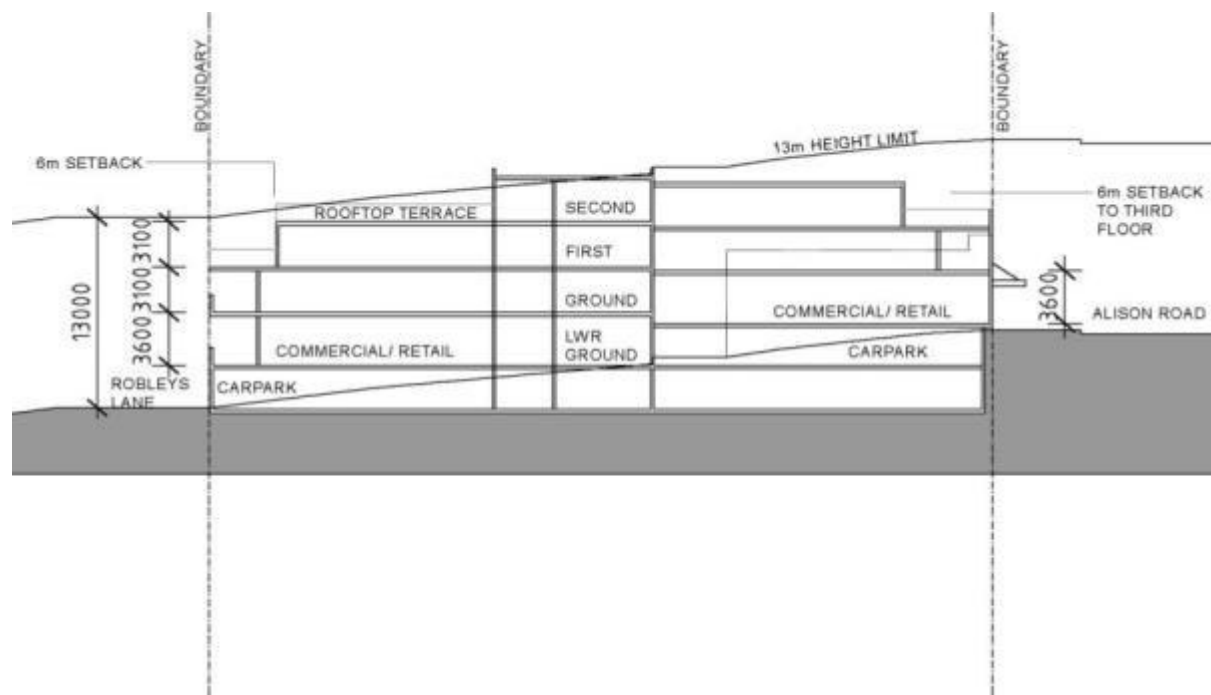
Site 1: Option 2 - Mixed Use Scheme Lower Ground Plan



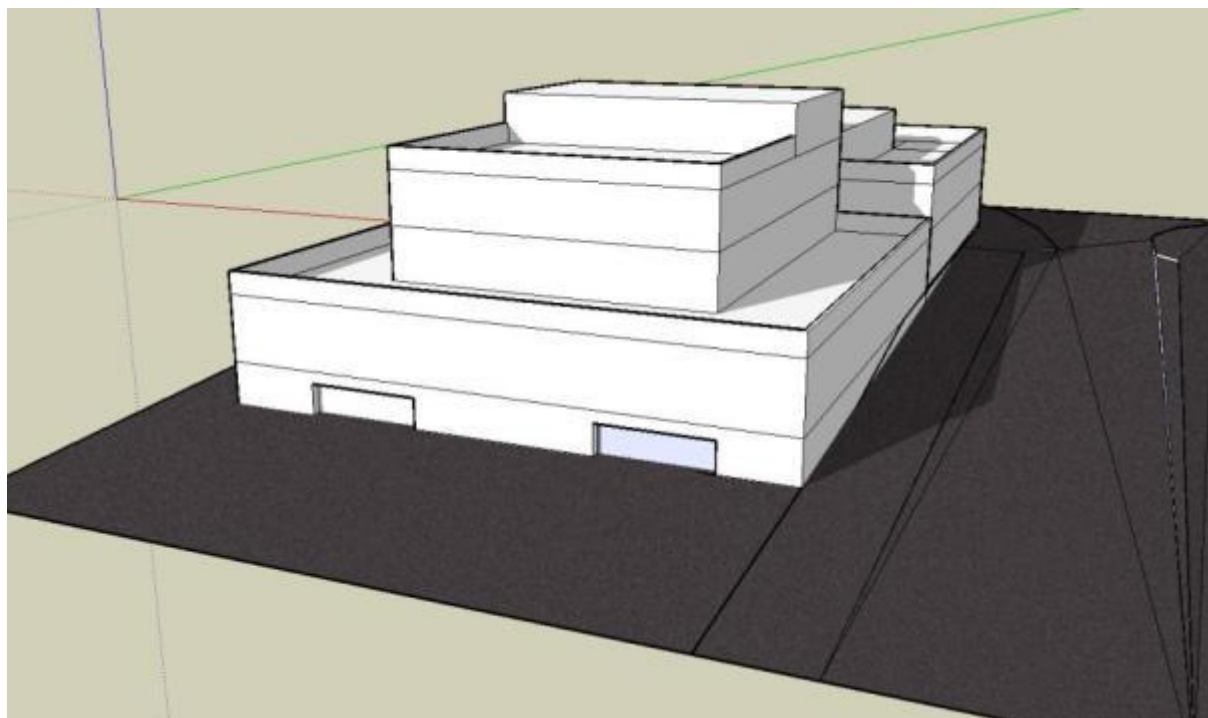
Site 1: Option 2 - Mixed Use Scheme Ground Plan



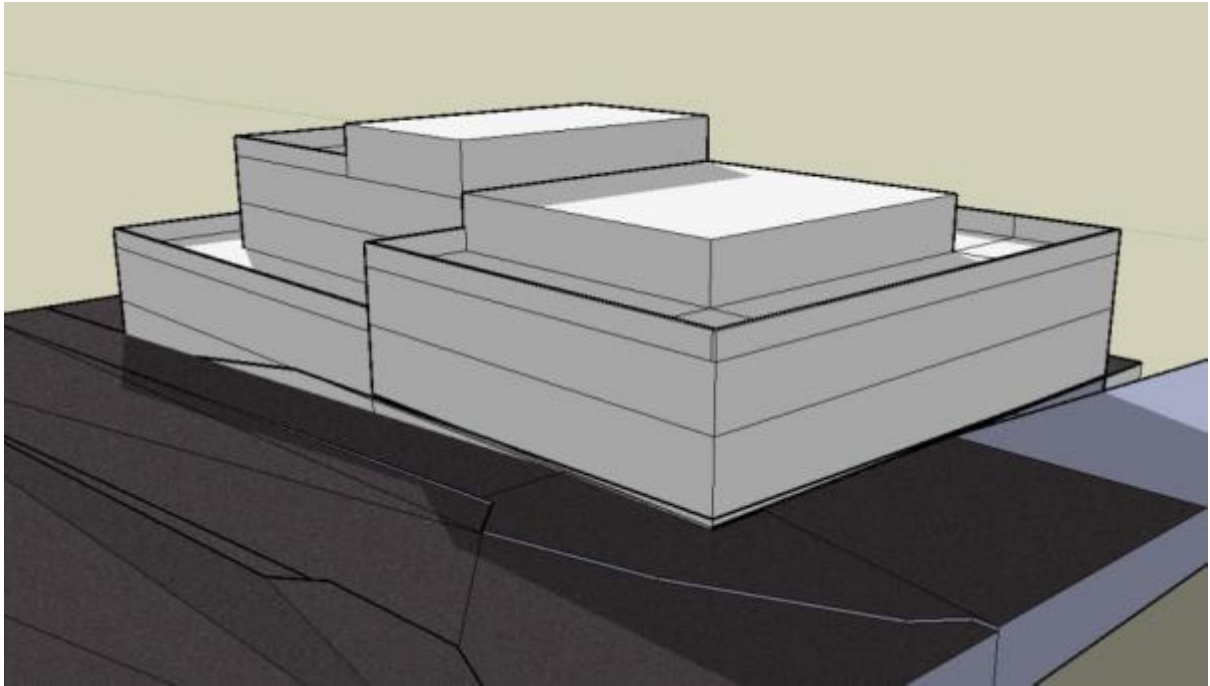
Site 1: Option 2 - Mixed Use Scheme First – Third (Part) Floor Plan



Site 1: Option 2 - Mixed Use Scheme Section



Site 1: Option 2 - Mixed Use Scheme Perspective looking south along Hely Street



Site 1: Option 2 - Mixed Use Scheme Perspective looking north at corner of Hely Street and Alison Road

Site 1: Option 2 – Mixed Use Commercial/ Retail/ Residential Scheme – Existing building demolished Cnr Alison Road and Hely Street		
Site Details	Revised LEP Proposal	
Site Area	1624sqm	1624sqm
Total GFA	3248sqm	1447sqm Commercial/ Retail 1251sqm Residential = 2698sqm
FSR	2:1	1.66:1
No of Units		
Lower Ground		745sqm Commercial/ Retail
Ground		(5 x 2 Bed) = 5 Units + 702sqm Commercial/ Retail
First		(8 x 2 Bed, 1 x 1Bed/St) = 9 Units
Second		(5 x 2 Bed, 1 x 1Bed/St) = 6 Units
Total Units		20 Units
Building Footprint		1600sqm at Ground Floor 98% of Site Area
Common Open Space		(Rooftop terrace)
Private open space		In accordance with SEPP 65
Car parking		
1 Bedroom (2 Units x 1)		2
2 bedroom (18 Units x 1.2)		21.6
Visitors		
Car Parking		6 + 1 Disabled
Subtotal Car Parking (A)		31 Spaces
Car Parking Commercial @ 90% x 1/30sqm / 1447sqm (B)		44 Spaces
Total Car Parking (A + B)		75 Spaces Required = 1.1 x Basement Levels
		69 Spaces Provided

Site 1: Option 3 – Commercial Scheme Demolition of Existing Building Cnr Alison Road and Hely Street		
Site Details	Revised LEP Proposal	Option 2 Proposal
Site Area	1624sqm	1624sqm
Total GFA	3248sqm	1 x 745sqm 1 x 1554sqm 1 x 734sqm 3033sqm
FSR	2:1	1.86:1
Building Height	13m	13m
Building Footprint		1600sqm at Ground Floor 98% of Site Area
Common Open Space		(Rooftop terrace)
Private Open Space		N/A
Car Parking Commercial @ 90% x 1/30sqm / GFA sqm	3248/30/ 90% 97 + 1 Disabled	3033/30/ 90% = 91 + 1 Disabled
Visitors Car Parking	Incl.	Incl.
		69 Spaces Provided per floor = ~ 1.5 Basement Car parks Required

Recommendations

FSR & Building Height Recommendation

- Option 3 achieves the closest FSR to the Draft FSR, however, requires additional parking area below a single basement level which may make construction unfeasible on this site.
- Option 1 remains the most likely solution due to the significant existing heritage item. It is highly recommended that consideration for a height bonus or concessions in car parking requirements for existing heritage items due to limited space available on site.

Deep Planting Landscape

- For this particular site, in order to achieve the building yield and retain zero setbacks to Hely Street and Robleys Lane the proposal would not achieve any significant deep planting zones on the site.

For further detail refer to 4.0 Summary of Recommendations

3.2 Site 2: 126 Pacific Highway through to Hely Street – Grand Hotel

Site Description

The site context is summarised under the following:

Address: 126 Pacific Highway, Wyong

Lot & DP No: Lots 8 & 9, 26 & 26 Section 2 in DP 3136

Site Area: 3903sqm

Site Location: The site is bounded by Robleys Lane to the south, Hely Street to the west and Pacific Highway to the east. The site is adjacent to Wyong Shire Council Chambers.

Topography: The site has a gentle slope from a high point along Robleys Lane

LEP 1991

Zoning: 3(a) Business Centre Zone



Location of Site 2: Town Centre — = Subject Site Aerial Photo of Site 2

Existing Planning Controls

DCP 2005

Chapter 64

Chapter 7

SEPP 65 Residential Flat Building Design Guidelines

Site Context

The subject site is adjacent to the existing Wyong Shopping Plaza to the west and the civic administration centre along Hely Street. Wyong Railway Station is approximately 100m from the site.

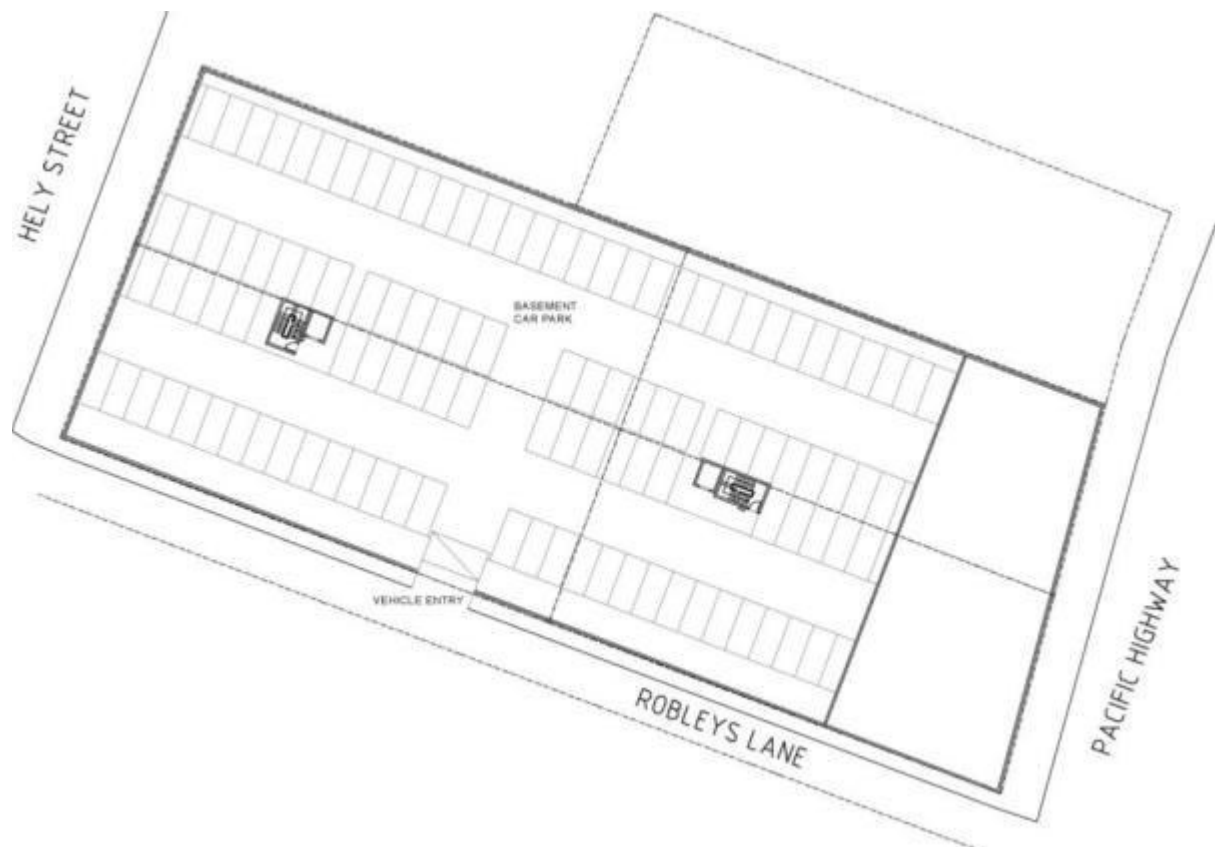
Opportunities

Potential for Vehicular access from both Hely Street and Robleys Lane.

The site has excellent northern orientation for solar access to a significant proportion of the apartments.

Constraints

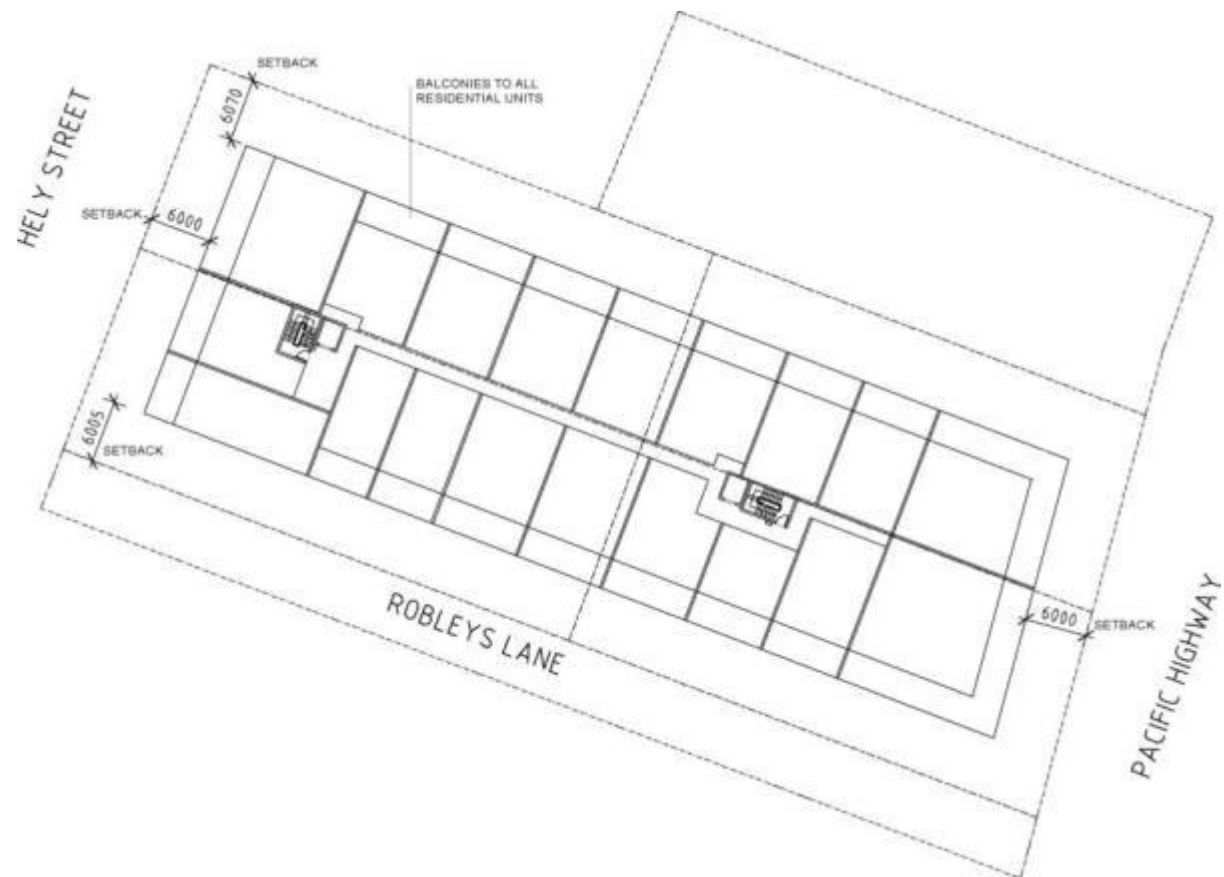
Existing building confines development to rear portion of site away from Pacific Highway – the proposal demolishes existing building in order to provide maximum opportunity for infill development.



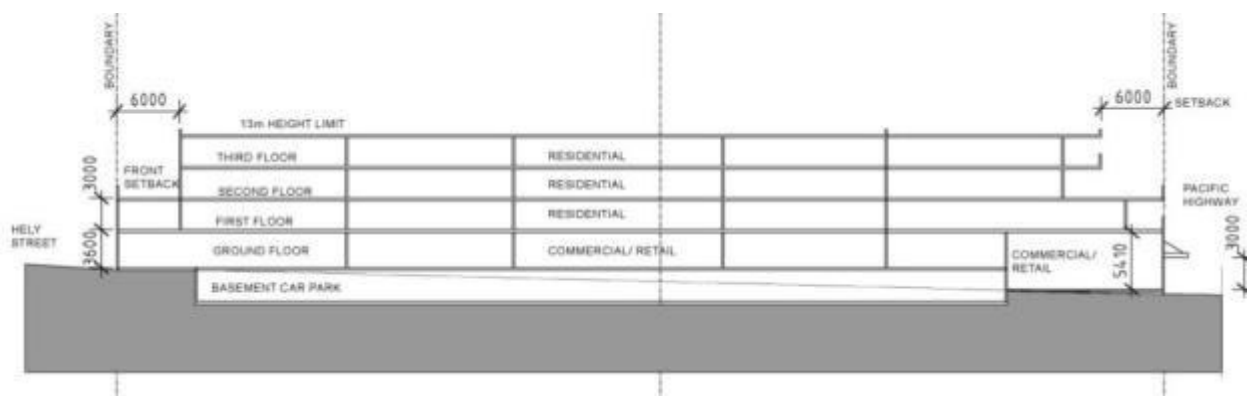
Site 2: Mixed Use Scheme Basement Plan



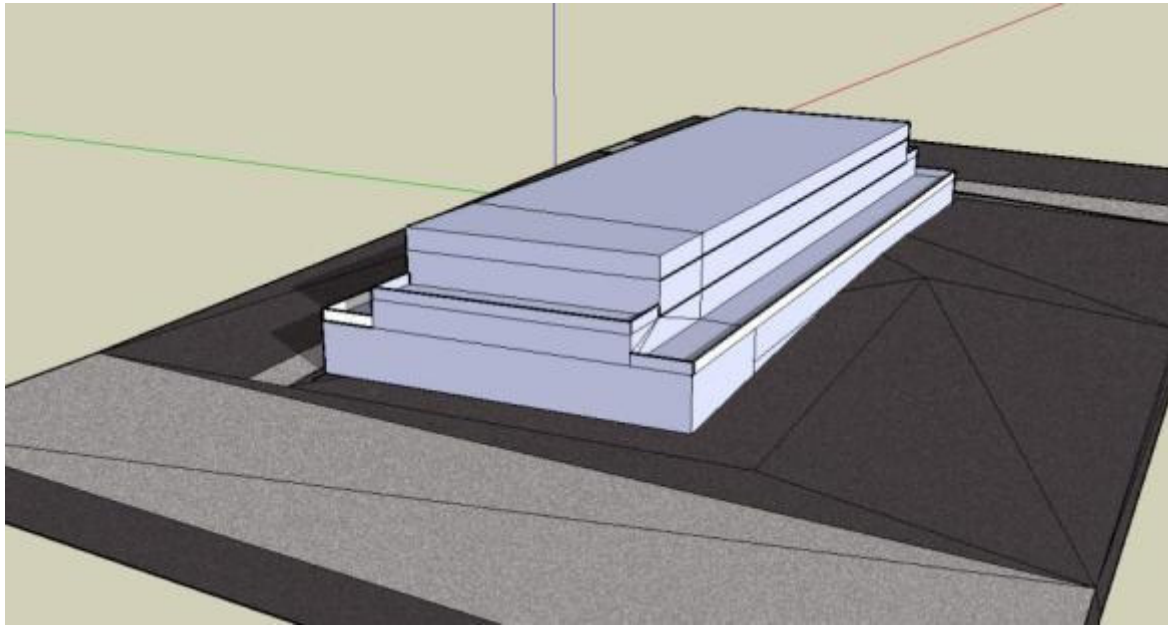
Site 2: Mixed Use Scheme Ground Floor Plan



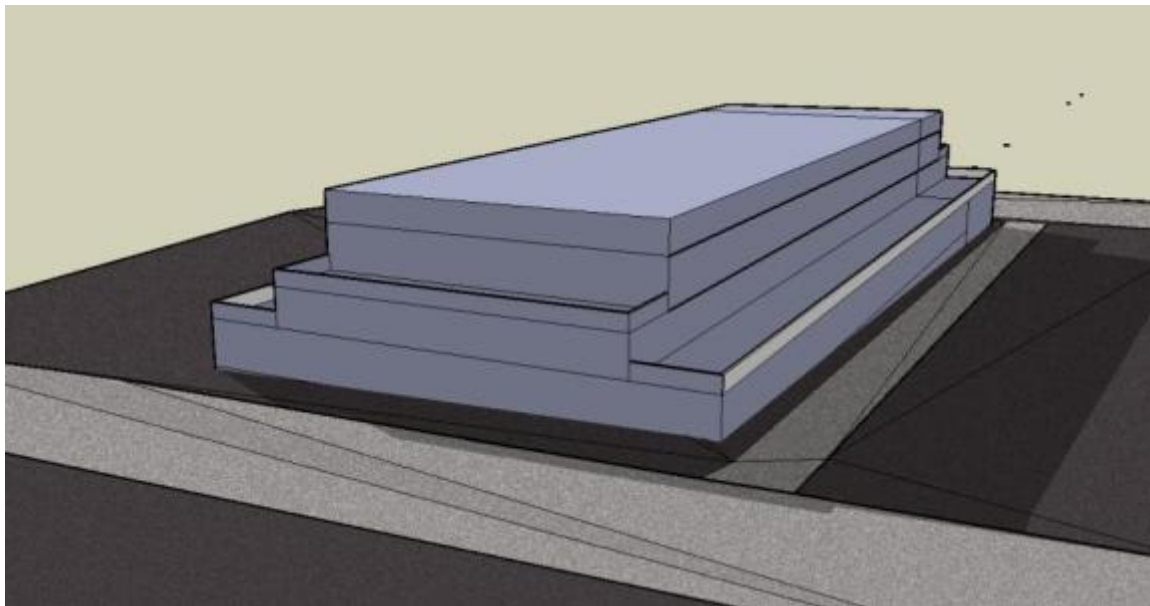
Site 2: Mixed Use Scheme First -Third Floor Plan



Site 2: Mixed Use Scheme Long Section 1 (Along Robleys Lane)



Site 2: Mixed Use Scheme Perspective 1 Looking from Pacific Highway



Site 2: Mixed Use Scheme Perspective 2 Looking from Hely Street

Site 2: Option 1 – Mixed Use Scheme 126 Pacific Highway		
Site Details	Revised LEP Proposal	Option 1 Proposal
Site Area	3903sqm	3903sqm
Total GFA	7806sqm	1 Floor x 3795sqm + 3 Floors x 1715sqm = 5145sqm 8940sqm
FSR	2:1	2.2:1
Height	13m	13m
No of Units		
Ground		3795sqm Commercial/ Retail
First – Third Floor		(3 x 1 Bed, 13 x 2 Bed, 3 x 3 Bed) = 19 Units x 3 Floors = 57 Units
Total Units		57 Units
Building Footprint		3800sqm at Ground Floor 97% of Site Area
Common Open Space		Requires rooftop terrace (refer section)
Private Open Space		Balconies provided to SEPP 65 guidelines
Car parking		
1 Bedroom (9 Units x 1)		9
2 bedroom (39 Units x 1.2)		46.8
3 bedroom (9 Units x 1.5)		13.5
Visitors		
Car Parking		13.4 + 1 Disabled
Subtotal Car Parking (A)		83.7 Spaces
Car Parking Commercial @ 90% x 1/30sqm / 3795sqm (B)		114 Spaces
Total Car Parking (A + B)		198 Spaces Required = 1.7 x Basement Levels
		115 Spaces Provided

Site 2: Option 2 – Commercial/ Retail Scheme 126 Pacific Highway		
Site Details	Revised LEP Proposal	Option 2 Proposal
Site Area	3903sqm	3903sqm
Total GFA	7806sqm	1 Floor x 3795 3 Floors x 2377sqm = 7130sqm Total = 10925sqm
FSR	2:1	2.7:1
Building Height	13m	13m
Building Footprint		3795sqm at Ground Floor 97% of Site Area
Common Open Space		Roof top Terrace (Optional)
Car Parking Commercial @ 90% x 1/30sqm / GFA sqm	7806/30/ 90% 234 + 1 Disabled	10925/30/ 90% = 327 + 1 Disabled
Visitors Car Parking	Incl.	Incl.
Basement Car Parking Total	234 / 115 per floor = 2 Basement levels to fulfil car parking requirements	327 / 115 per floor = ~ 3 Basement levels to fulfil car parking requirements

Note: Site 2 Option 2 based upon envelope of mixed use scheme only, no diagrams enclosed. Envelope Allowance exceeds FSR

Recommendations

FSR & Building Height Recommendations

- Both Options exceed the recommended FSR of 2:1 for this site, however, each scheme requires a significant amount of on site car parking which requires at least two basement levels. Therefore, the recommended FSR should remain. However, consideration for the amenity of the residential units to the upper floors and DCP guidelines for building articulation, in particular lengths of façades, should closely follow SEPP 65 Guidelines.
- Consideration of DCP guidelines for deep planting at podium levels to replace ground level deep planters should be reviewed by Council.
- The number of units may be able to be lowered however the ground floor of the site should be retained for commercial use only in accordance with the DCP recommendations.

3.3 Site 3: 23 & 25 Hely Street

Site Description

The site context is summarised under the following:

Address: 23 & 25 Hely Street, Wyong

Lot & DP No: Lots 4 & 5 Section 8 in DP 3136

Site Area: 1983sqm

Site Location: The site is bounded by Hely Street and Hardware Lane to the east.

Topography: The site is generally flat with gentle slope falling southward.

LEP 1991

Zoning: 3(a) Business Centre Zone



Location of Site 3: Town Centre — = Subject Site Aerial Photo of Site 3

Existing Planning Controls

DCP 2005

Chapter 64

Chapter 7

SEPP 65 Residential Flat Building Design Guidelines

Site Context

The site is adjacent to Wyong Courthouse and proposed Wyong Police Headquarters therefore, commercial space may be ideal in this location that is compatible with the civic/ administration functions of the courthouse.

Opportunities

Site is located close to Wyong Shopping Plaza and has good aspect and northern orientation for apartments. Site slopes toward south enabling balconies and living areas to maximise solar access without significant impact on adjoining sites.

Opportunities for ground floor retail/ commercial.

Vehicular access from Hely Street and Hardware Lane

Constraints

The amount of on site car parking requires deep excavation.

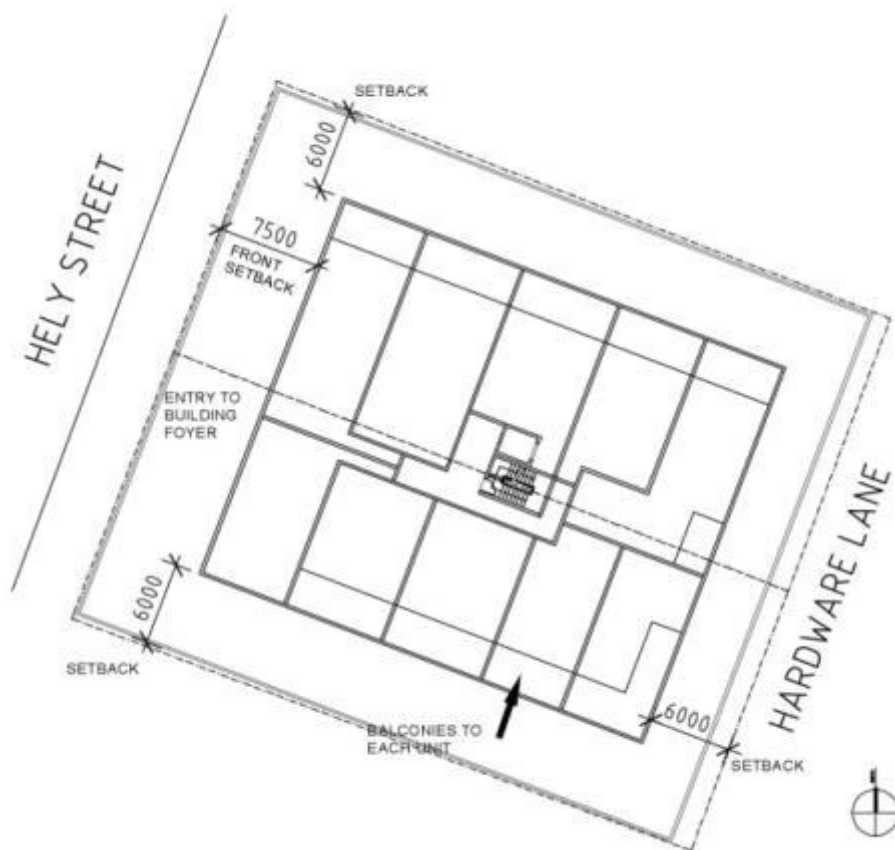
A freeboard may be required due to flooding constraints via the existing overland stormwater path from Margaret Street.



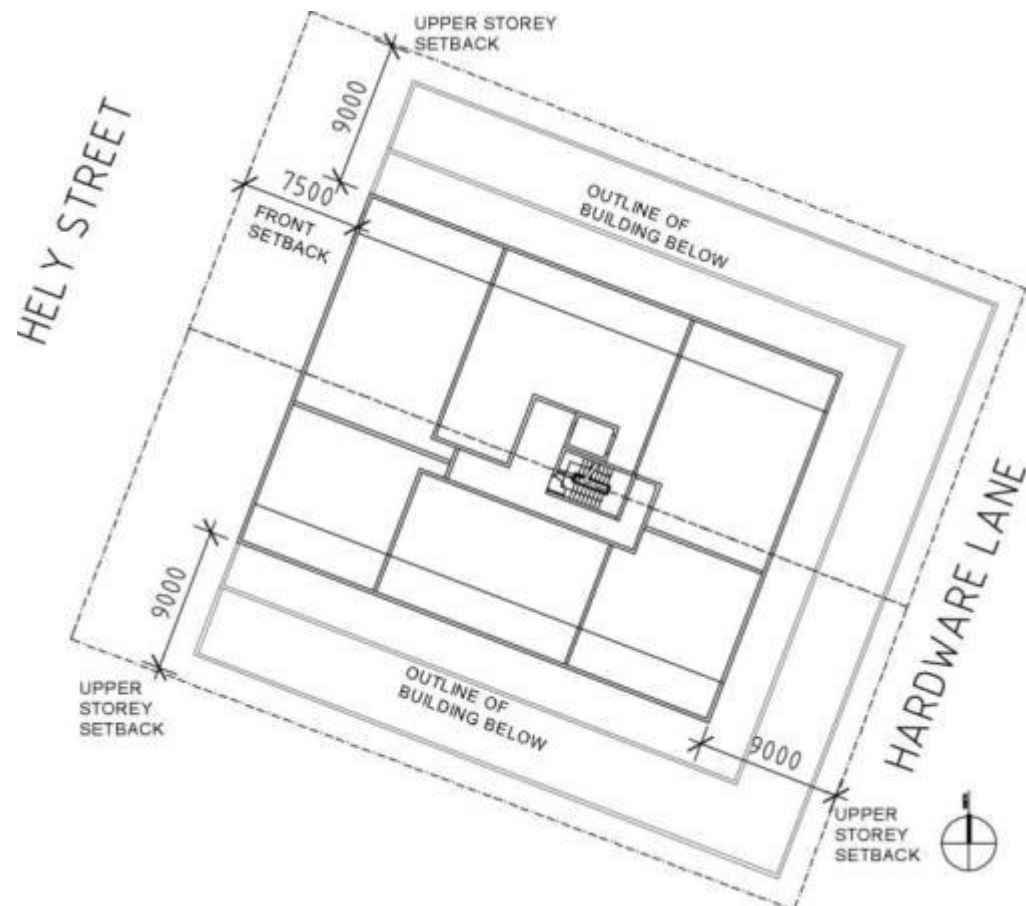
Site 3: Mixed Use Scheme Basement Floor Plan



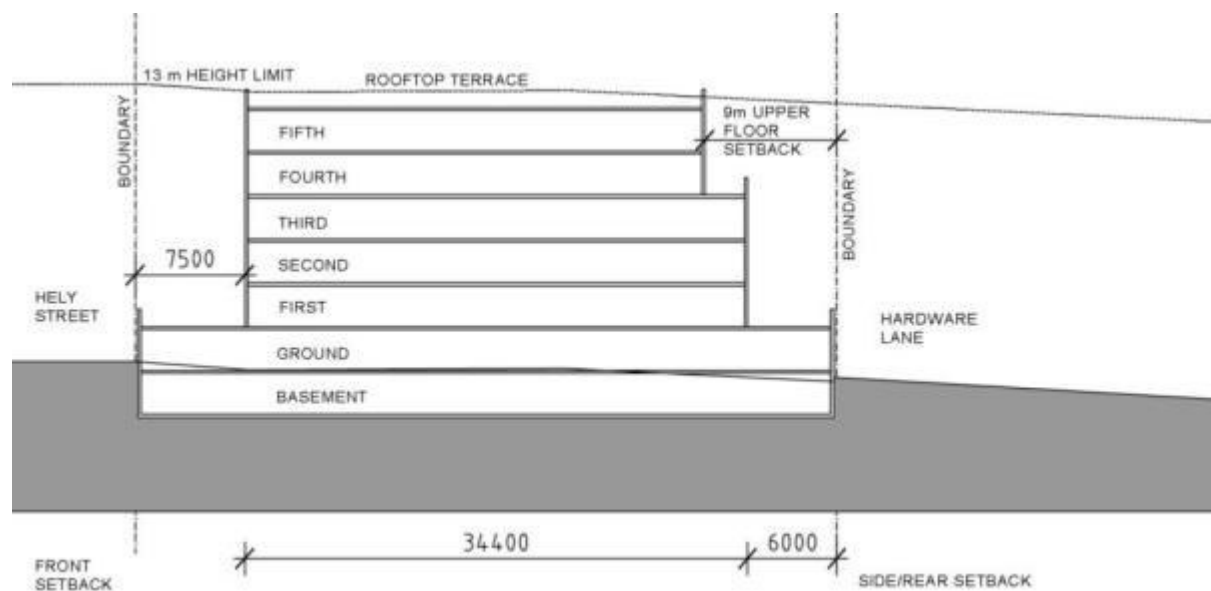
Site 3: Mixed Use Scheme Ground Floor Plan



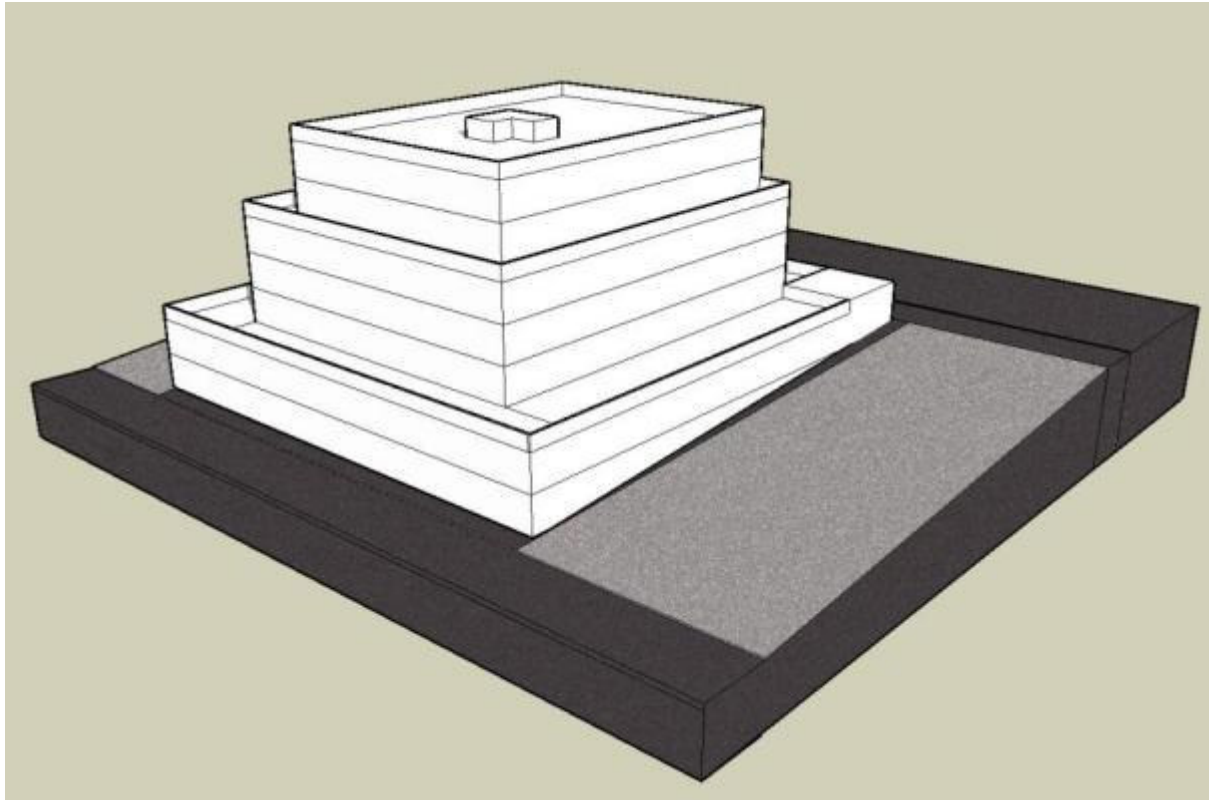
Site 3: Mixed Use Scheme First to Third Floor Plan



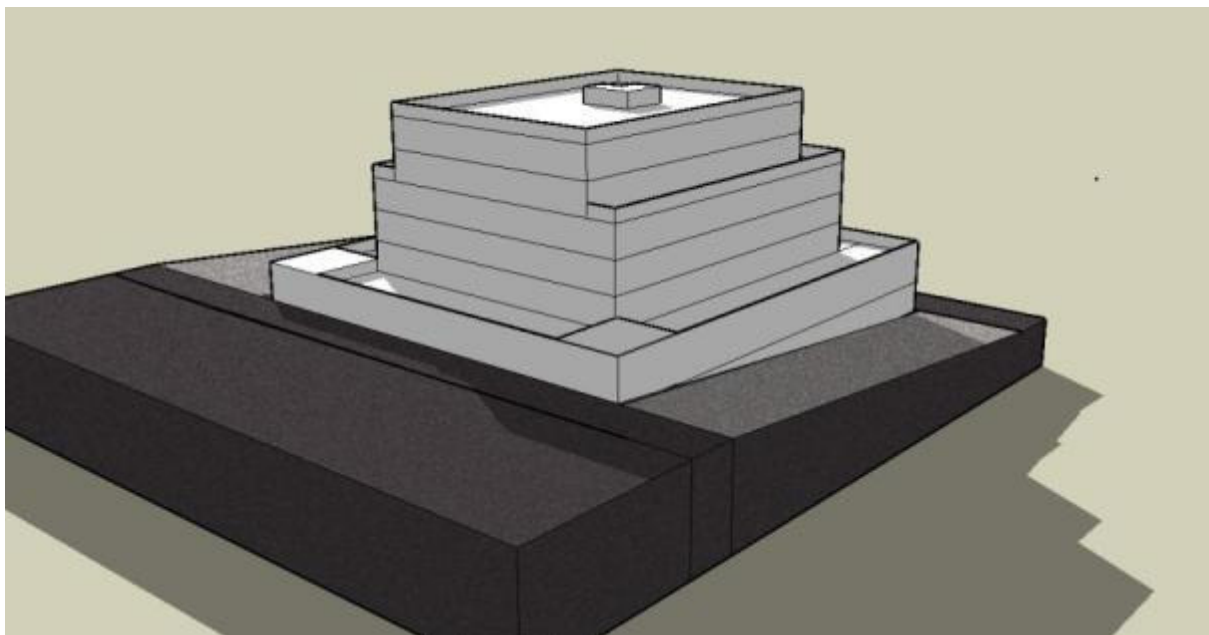
Site 3: Mixed Use Scheme Fourth and Fifth Floor Plan



Site 3: Mixed Use Scheme Section 1



Site 3: Mixed Use Scheme Perspective 1 Looking from Hardware Lane



Site 3: Mixed Use Scheme Perspective 2 Looking from Hely Street

Site 3: Option 1 – Mixed Use Scheme 23 & 25 Hely Street		
Site Details	Revised LEP Proposal	Option 1 Proposal
Site Area	1983sqm	1983sqm
Total GFA	5949sqm	1 Floor x 1890sqm = 1890sqm 3 Floors x 804sqm = 2412sqm 2 Floors x 565sqm = 1130sqm Total = 5432sqm
FSR	3:1	2.75:1
Height	19m	19m
No of Units		
Ground Floor		Commercial/ Retail 1890sqm
First – Third Floor		(2 x 1 Bed, 8 x 2 Bed) = 10 Units x 3 Floors = 30 Units
Fourth - & Fifth Floor		(5 x 2 Bed, 1 x 3 Bed) = 6 Units x 2 Floors = 12 Units
Total Units		42 Units
Building Footprint		1890sqm at Ground Floor (incl. Balconies) 95% of Site Area
Common Open Space		Requires rooftop terrace (refer section)
Private Open Space		Balconies provided to SEPP 65 guidelines
Car parking		
1 Bedroom (6 Units x 1)		6
2 bedroom (34 Units x 1.2)		40.8
3 bedroom (2 Units x 1.5)		3
Visitors		
Car Parking		10.4 + 1 Disabled
Subtotal Parking (A)		61.2
Car Parking Commercial @ 90% x 1/30sqm / GFA sqm (B)		1890/30/ 90% = 57 + 1 Disabled
Total Car Parking(A + B)		119 Spaces
Basement Car Parking Total	56 Spaces	56 Spaces Provided Per Floor = ~ 2.2 x Basement Levels

Site 3: Option 2 – Commercial Scheme 23 & 25 Hely Street		
Site Details	Revised LEP Proposal	Option 2 Proposal
Site Area	1983sqm	1983sqm
Total GFA	5949sqm	1 Floor x 1890sqm = 1890sqm 3 Floors x 1004sqm = 3012sqm 2 Floors x 728sqm = 1456sqm Total = 6358sqm
FSR	3:1	3.2:1
Building Height	19m	19m
No of Units	N/A	N/A
Building Footprint		1890sqm at Ground Floor (incl. Balconies) 95% of Site Area
Common Open Space		Roof top Terrace (Optional)
Car Parking Commercial @ 90% x 1/30sqm / GFA sqm (B)	5949sqm/ 30/ 90% 178.2	6358sqm / 30/ 90% 190
Visitors Car Parking	Incl.	Incl.
Basement Car Parking Total	178 / 56 per floor = 3.2 Basement Levels	190 / 56 per floor= ~ 3.5 Basement Levels to fulfil car parking requirements

Recommendations

FSR & Building Height Recommendation

- Consideration of extending the zero setback to front and side boundaries for a length of approximately 8.0m should be considered as part of DCP recommendations.
- A freeboard may be required due to flooding constraints via the existing overland stormwater path from Margaret Street. This should be considered via the overall building height control.

3.4 Site 4: 33 & 35 Alison Road, Wyong

Site Description

The site context is summarised under the following:

Address: 33 & 35 Alison Road, Wyong

Lot & DP No: Lots 1 & 2 Section 8 in DP 3136

Site Area: 2383sqm

Site Location: The site is bounded by Alison Road to the north and Hope Street to the west.

Topography: The site is generally steeply sloped from a high point at the eastern side of the site along Alison Road to a low point on Hope Street to the south west of the site.

LEP 1991

Zoning: 2(c) Medium Density Residential Zone



Location of Site 4: Town Centre — = Subject Site Aerial Photo of Site 4

Existing Planning Controls

DCP 2005

Chapter 64

Chapter 7

SEPP 65 Residential Flat Building Design Guidelines

Site Context

The site is situated adjacent to a single residence to the south and a small consulting practice to the east of the site. The site is bound by Hope Street to the west and Alison Road to the north.

Opportunities

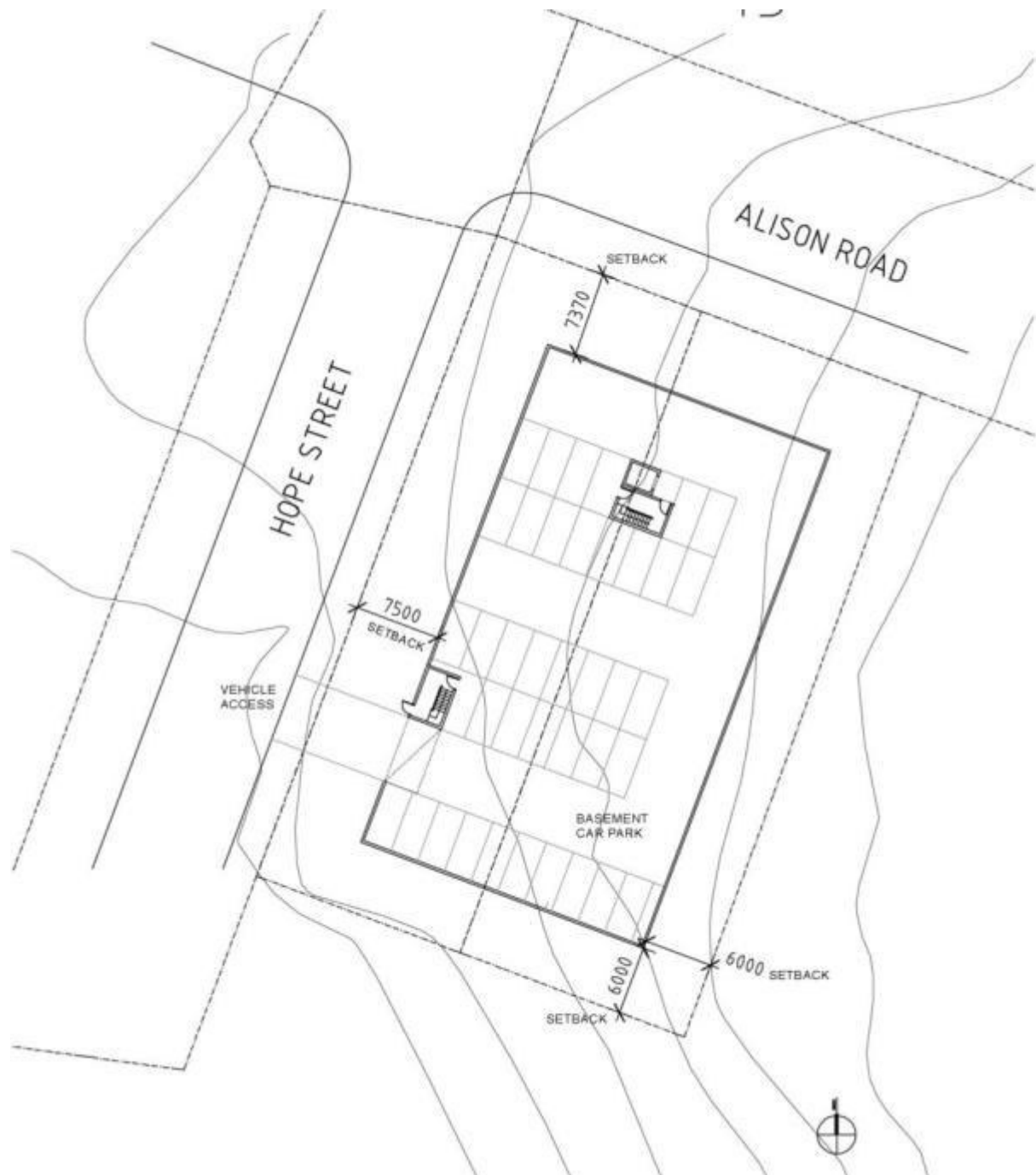
Site is located in close walking distance to Wyong Shopping Plaza and has good aspect and north and west orientation for apartments. Site slopes toward west enabling balconies and living areas to maximise solar access without significant impact on adjoining sites.

Opportunities for ground floor retail/ commercial and adaptive reuse of existing building.

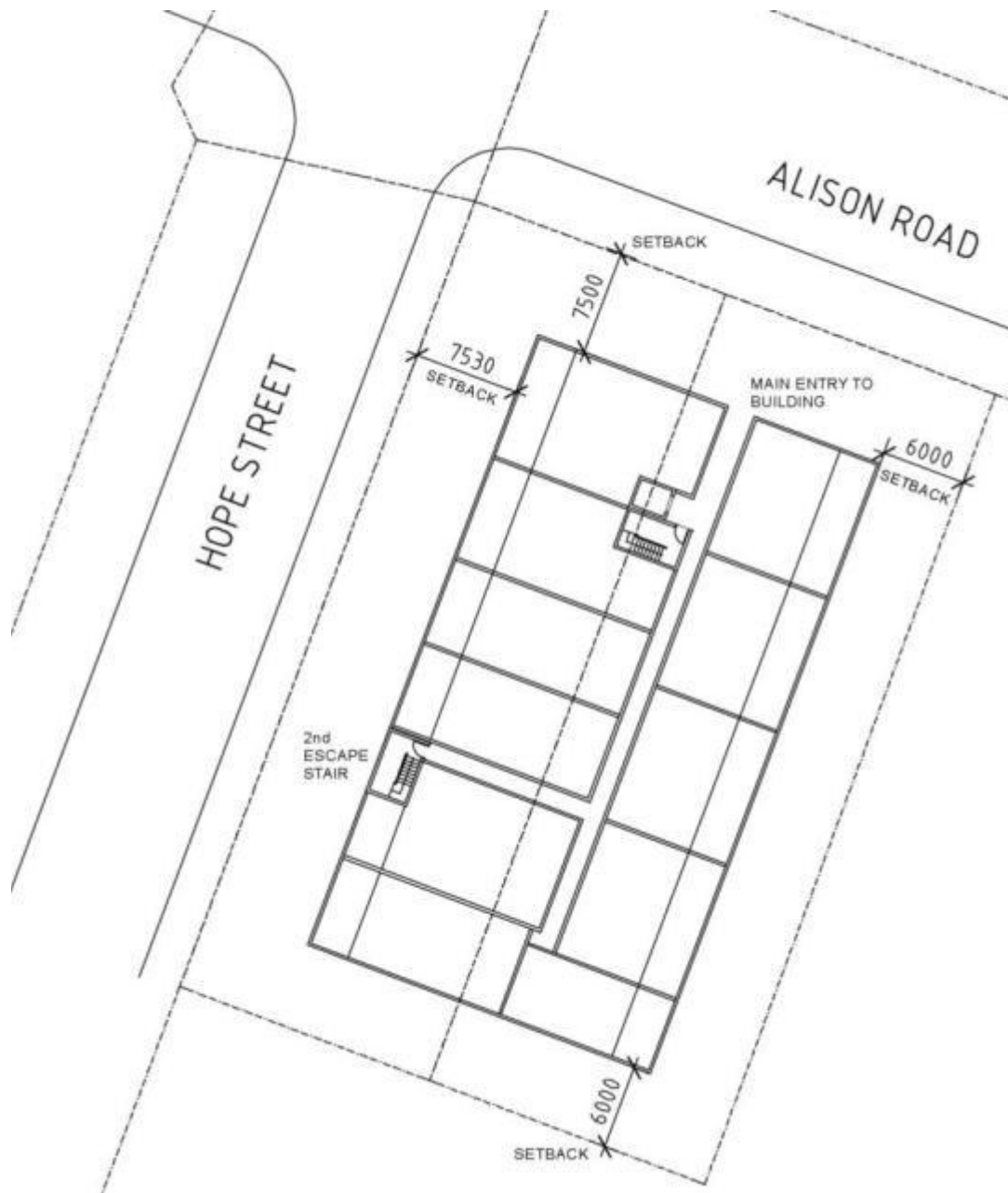
Vehicular access is available from Hope Street – the lowest point on the site.

Constraints

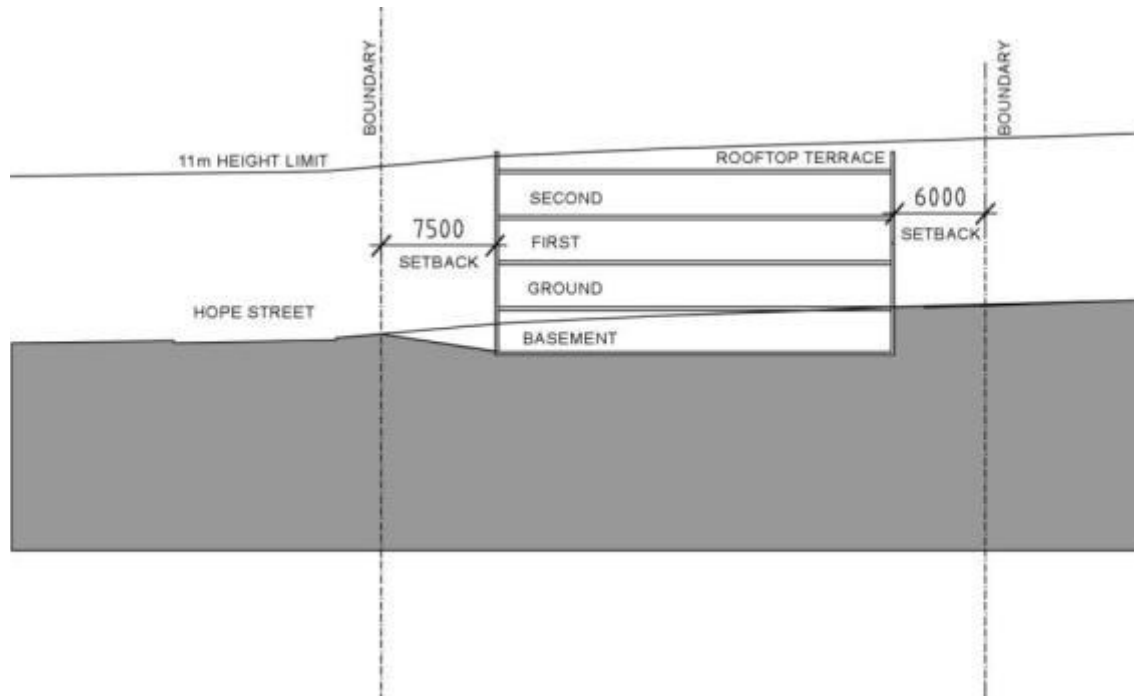
The site is steeply sloped down Hope Street and to Alison Road which limits available height in floor plates and requires deep excavation at the rear of the basement car park on the eastern side of the site.



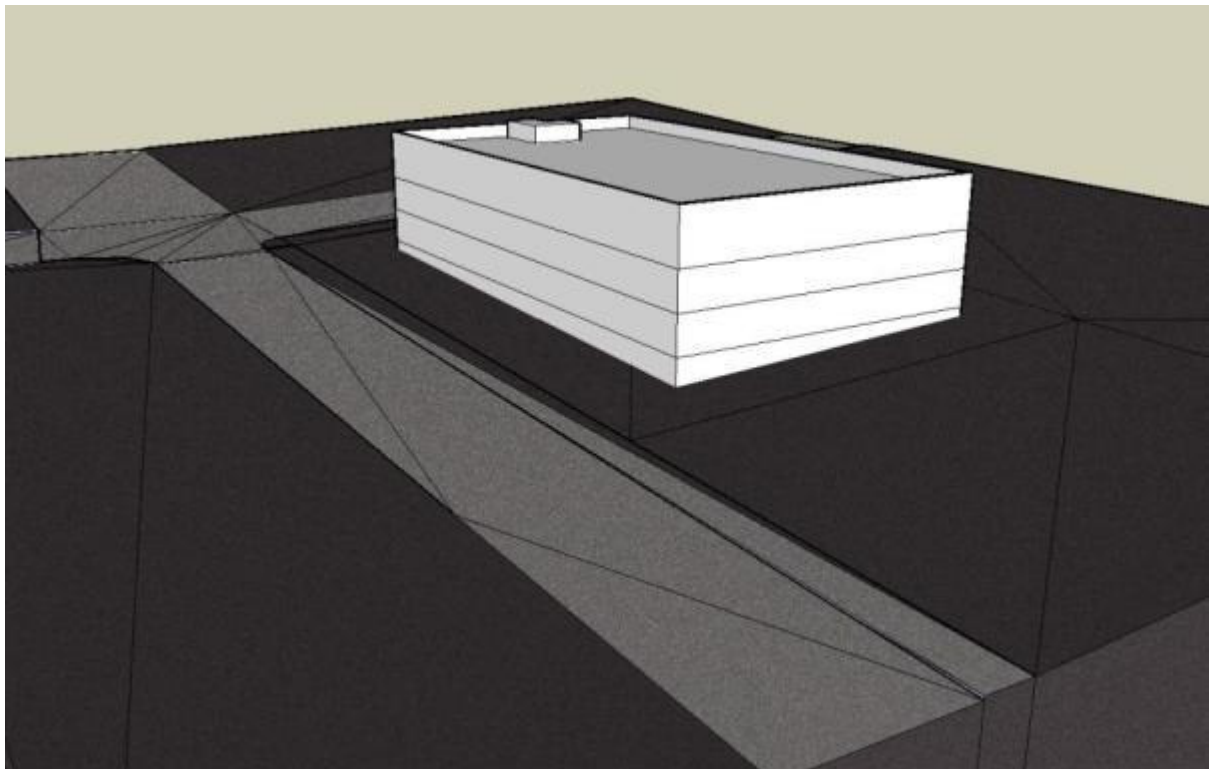
Site 4: Residential Scheme Basement Plan



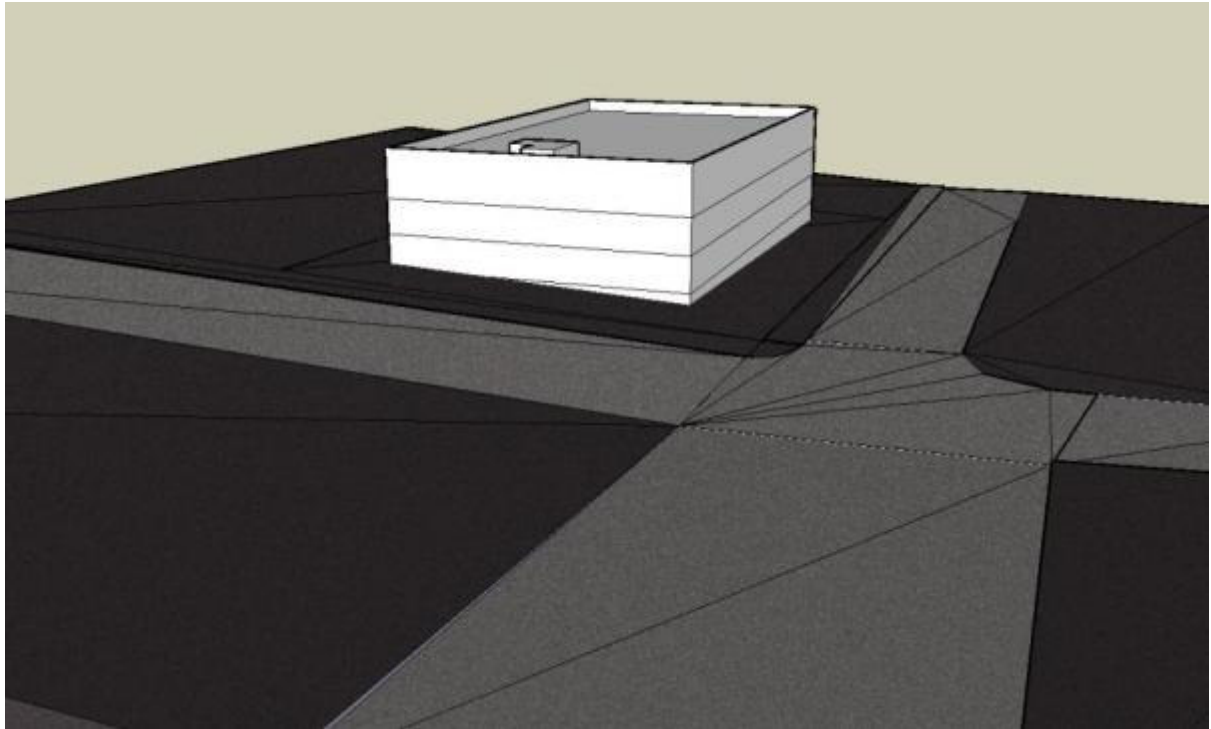
Site 4: Residential Scheme Ground to Second Floor Plan



Site 4: Residential Scheme Section 1



Site 4: Perspective 1 Building Envelope Study Looking north from Hope Street



Site 4: Perspective 2 Building Envelope Study Looking south from Hope Street

Site 4: Residential Scheme 33 & 35 Alison Road		
Site Details	Revised LEP Proposal	
Site Area	2383sqm	2383sqm
Basement		N/A – Car park only
Ground		926sqm
First		926sqm
Second		926sqm
Total GFA	2144sqm	2778sqm
FSR	0.9:1	1.16:1
Height	11m	11m
No. of Units		
Ground Floor		(10 x 2 Bed, 1 x 3 Bed) = 11 Units
First & Second Floor		(10 x 2 Bed, 1 x 3 Bed) = 11 Units x 2 Floors = 22 Units
Total		33 Units
Building Footprint		1213sqm (50% of site area)
Common Open Space		
Private open space		In accordance with SEPP 65
Car parking		
2 bedroom (30 Units x 1.2)		36
3 bedroom (3 Units x 1.5)		4.5
Visitors		
Car Parking		8.6
Total Car Parking	45 Spaces provided	49.1 Spaces

Recommendations

FSR & Building Height Recommendation

- The proposed scheme exceeds the maximum FSR, however, the single level car park does not meet the DCP requirements, therefore, the development size would need to be reduced by approximately 2-3 x 2 Bed Units This would reduce the FSR to 1.06:1 which is much closer to the proposed FSR of 0.9:1.
- The proposed scheme would need to comply with the deep planting guidelines as set out in SEPP 65.
- No recommendations for amendment to the FSR or Building Height Maps are provided for this site.

3.5 Site 5: 32 & 34 Hope Street

Site Description

The site context is summarised under the following:

Address: 32 & 34 Hope Street, Wyong

Lot & DP No: Lots 7 & 8 Section 8 in DP 3136

Site Area: 2380sqm

Site Location: The site is bounded by Hope Street to the west and single dwellings to the south, east and north of the site.

Topography: The site is generally steeply sloped from a high point on Hope Street falling eastward to Margaret Street.

LEP 1991

Zoning: 2(b) Multiple Dwelling Residential Zone



Location of Site 5: Town Centre



= Subject Site

Aerial Photo of Site 4

Existing Planning Controls

DCP 2005

Chapter 64

Chapter 7

Chapter 76

SEPP 65 Residential Flat Building Design Guidelines

Site Context

Historically, the building and site is of local significance. The subject site is adjacent to single residences.

Opportunities

The site enjoys views to the north, east and south of the site.

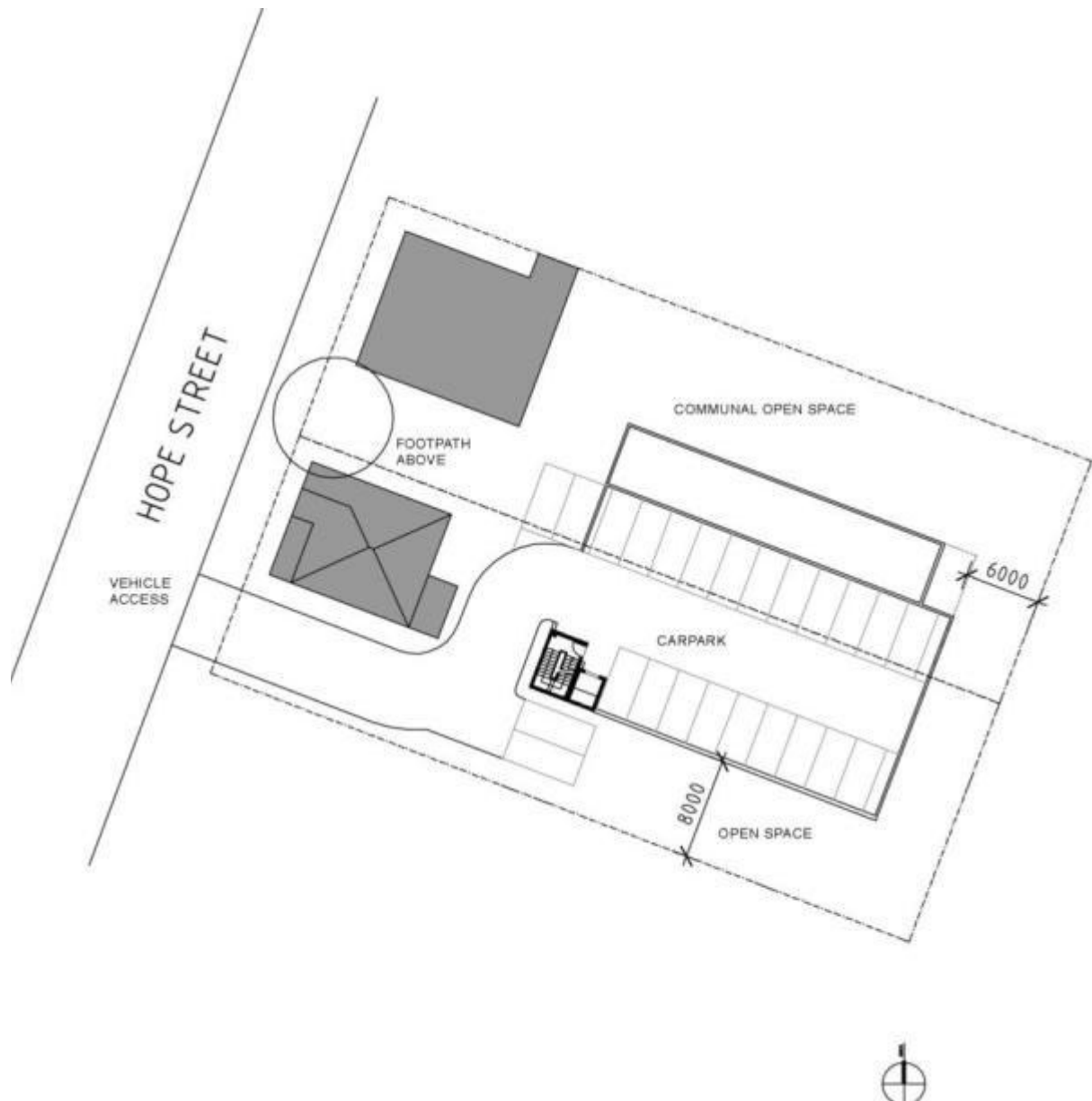
The site has good solar access and cross ventilation capabilities.

Access from Hope Street is improved with consolidation of two lots

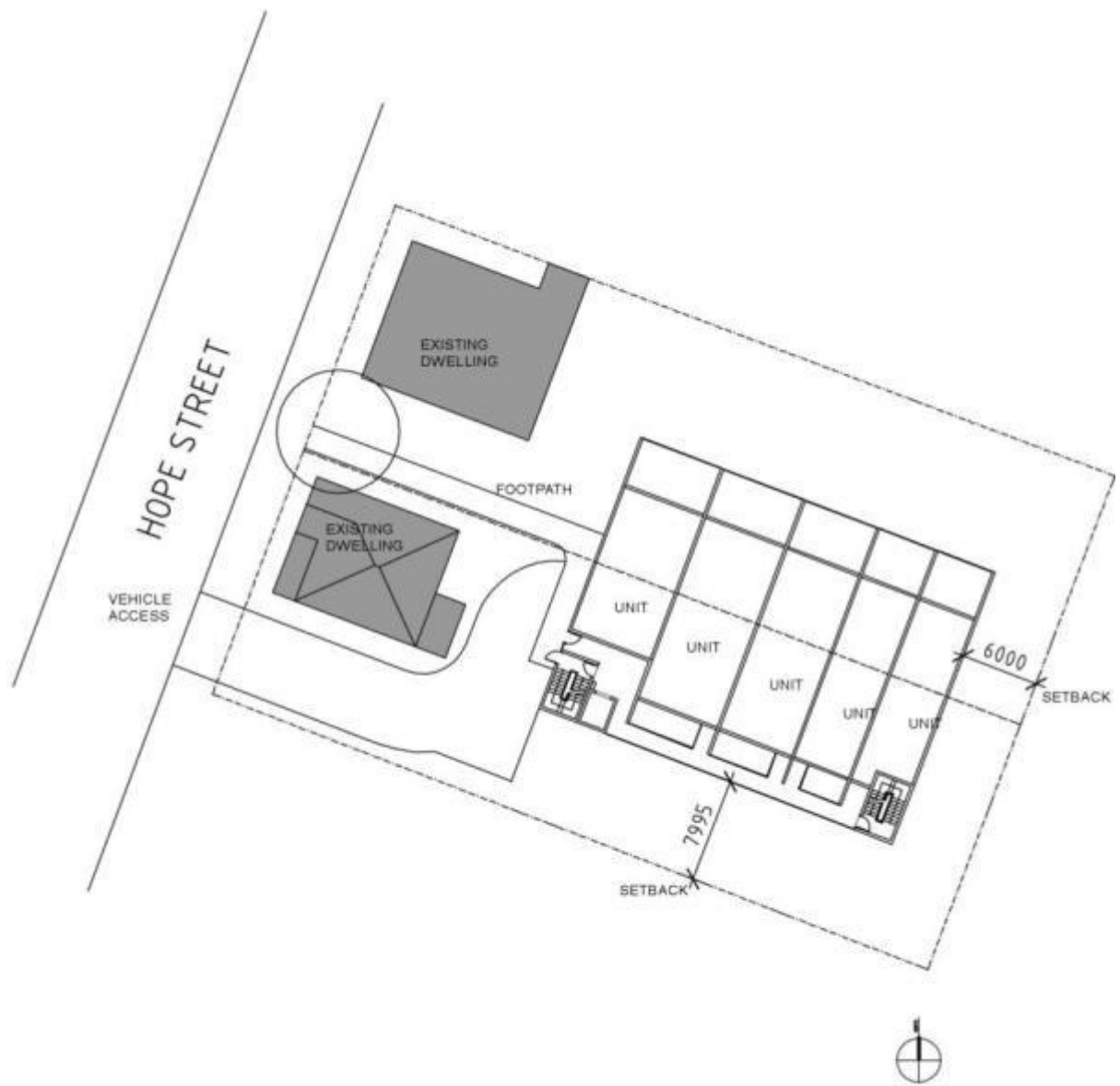
Constraints

The existing building at No 34 Hope Street is heritage listed and occupies a large portion of the site (Option 1 only). For Option 1 both buildings are retained to test this approach with particular care given regarding separation of existing and proposed buildings.

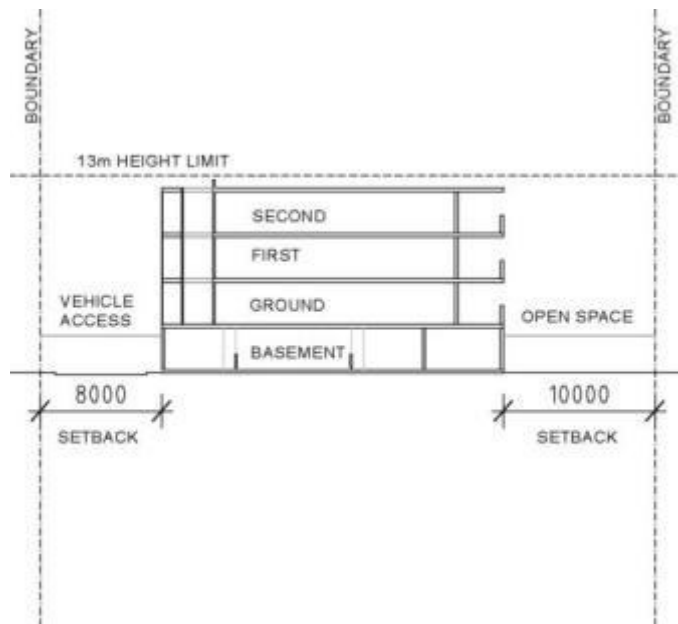
The site is steeply sloped from a high point at Hope Street north-west corner which limits available height in floor plates and requires deep excavation at the rear of the basement car park.



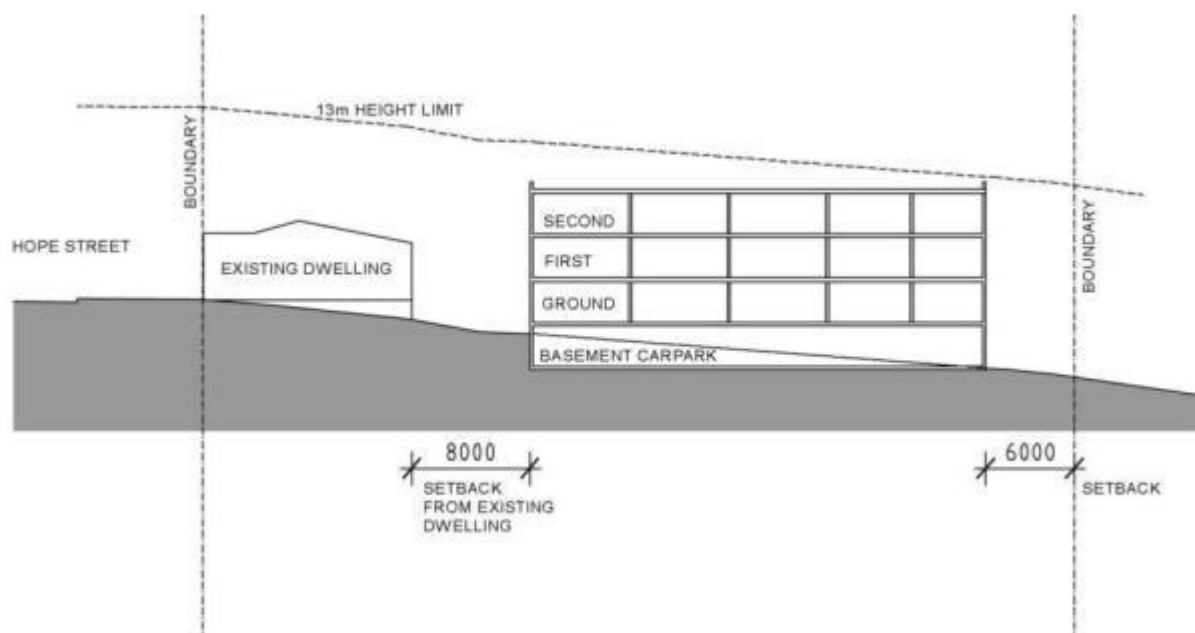
Site 5 Option 1: Residential Scheme Basement Plan – Heritage Buildings Retained



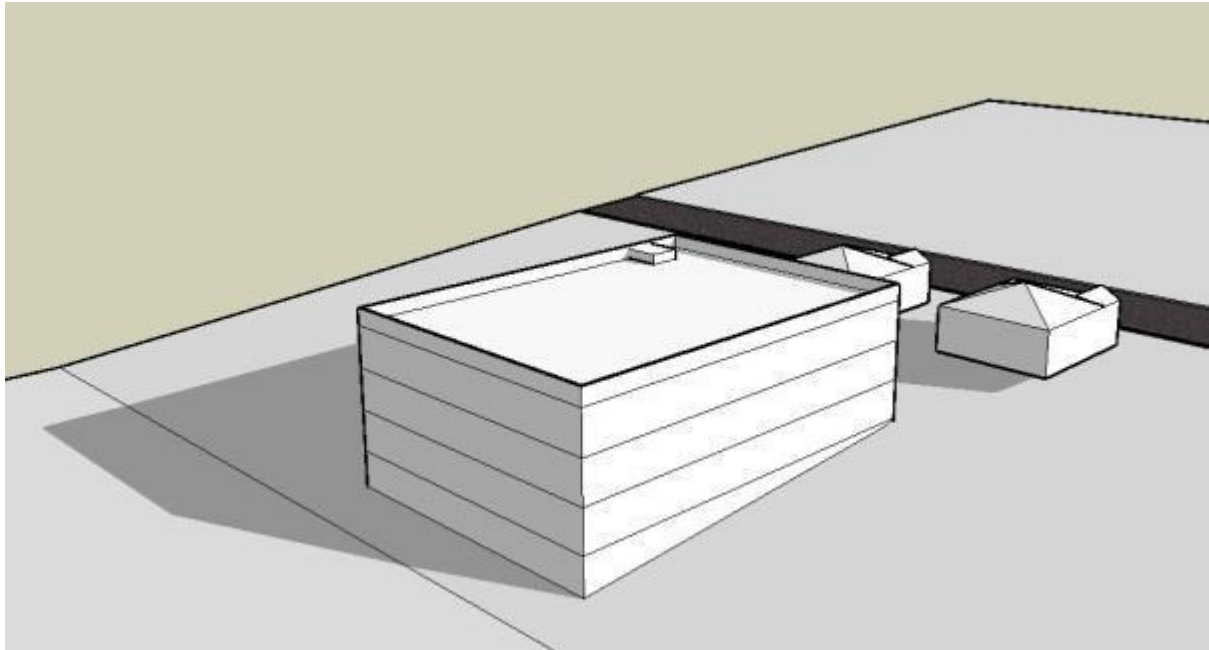
Site 5 Option 1: Residential Scheme Typical Ground – Second Floor Plan – Heritage Buildings Retained



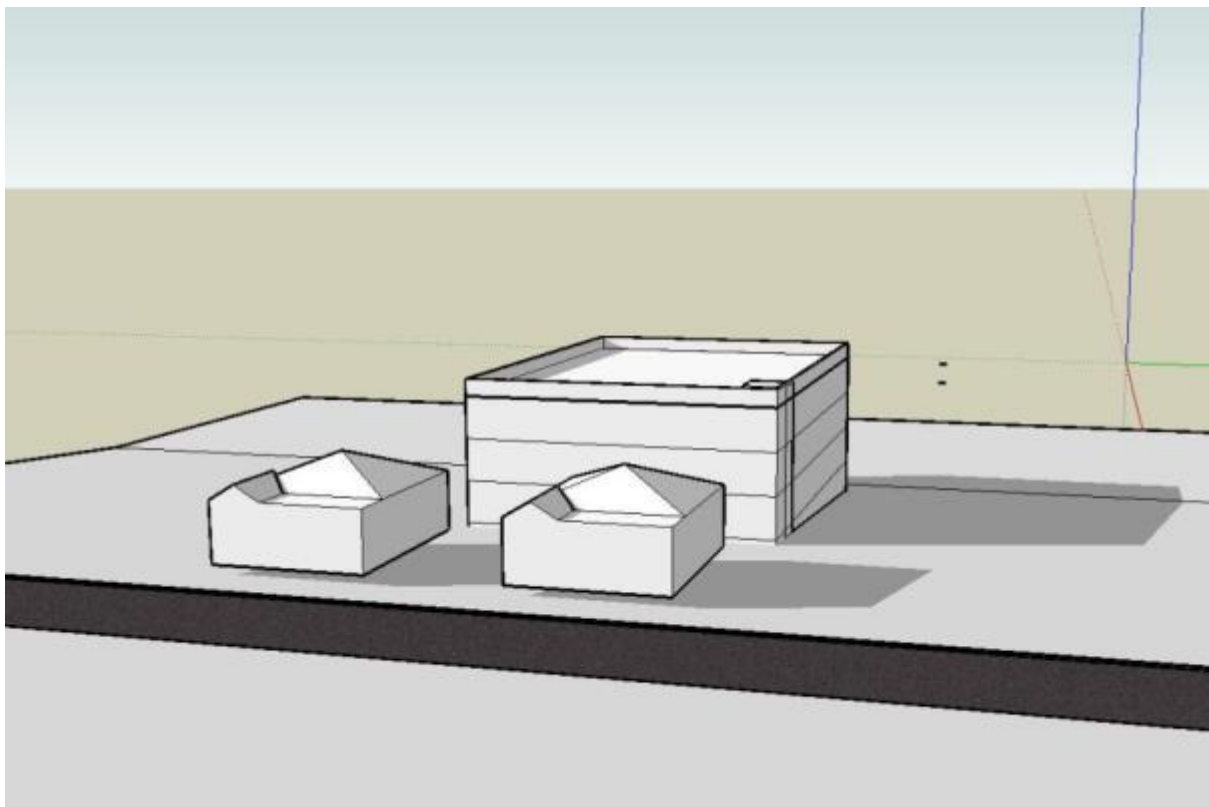
Site 5 Option 1: Residential Scheme Section 1– Heritage Buildings Retained



Site 5 Option 1: Residential Scheme Section 2 – Heritage Buildings Retained



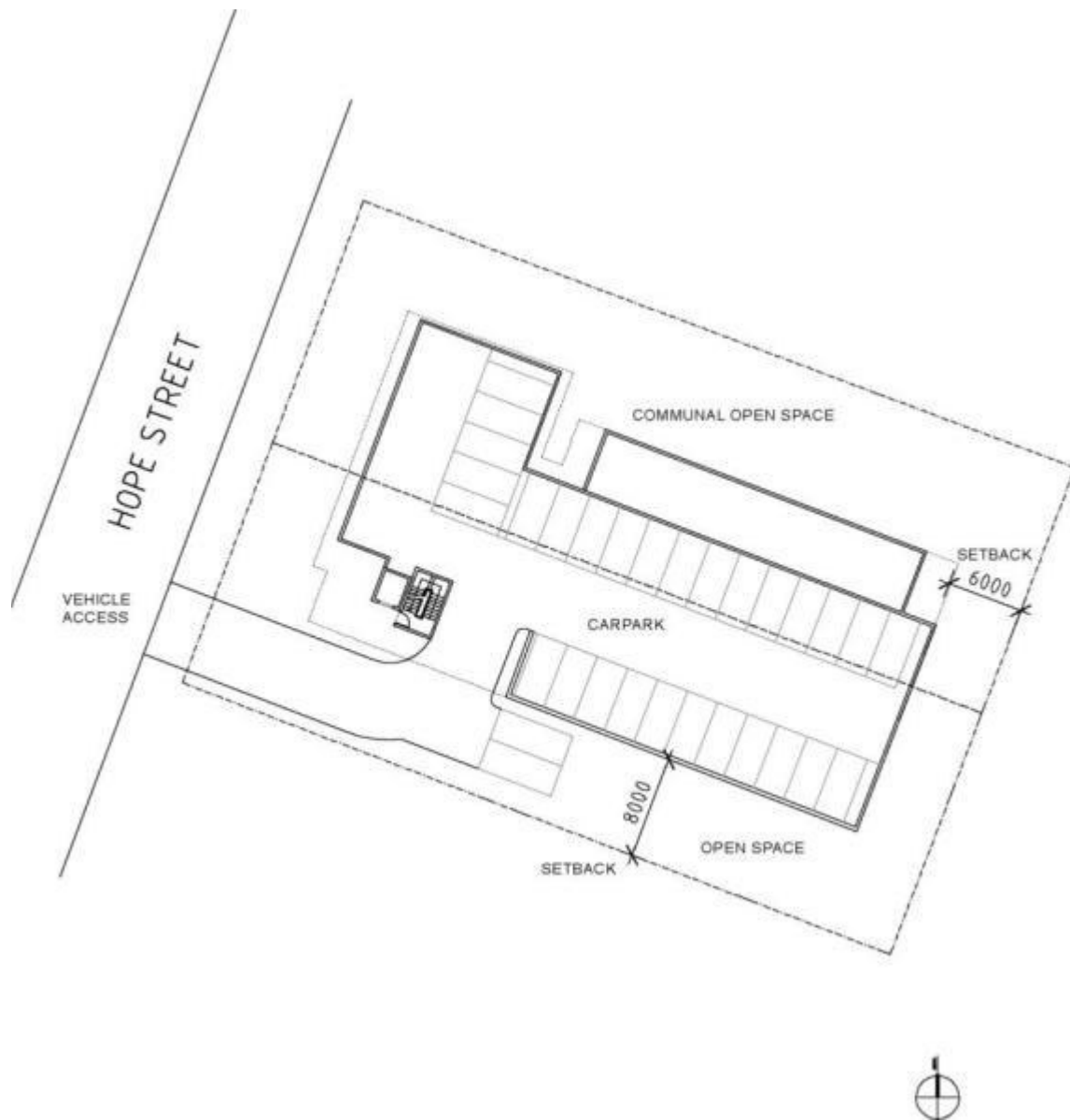
Site 5 Option 1: Perspective 1 Building Envelope Study Looking from Margaret Street – Heritage Buildings Retained



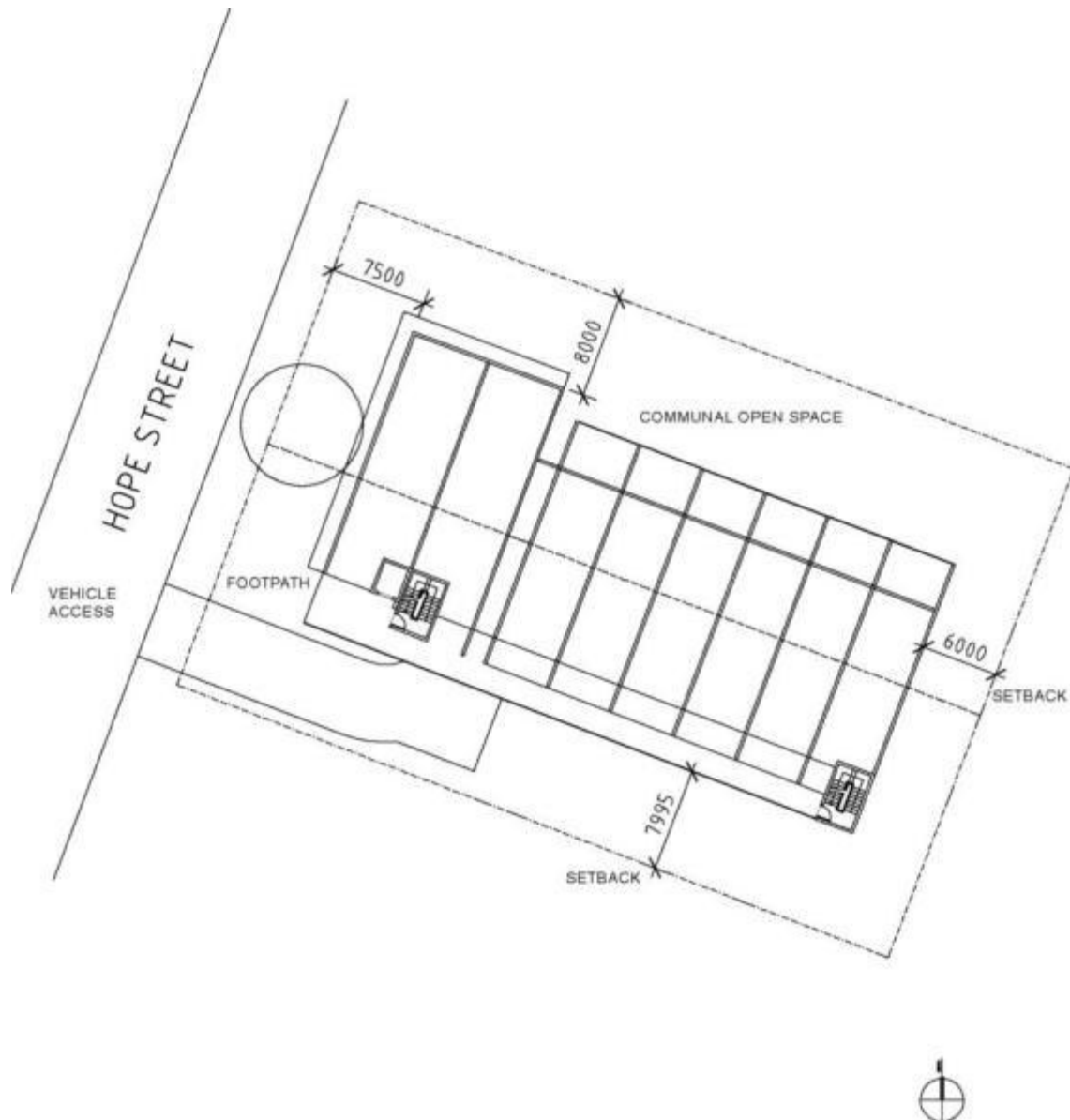
Site 5 Option 1: Perspective 2 Building Envelope Study Looking from Hope Street – Heritage Buildings Retained

Site 5 Option 1: Residential Scheme (Heritage Buildings Retained) Hope Street		
Site Details	Revised LEP Proposal	
Site Area	2380sqm	2380sqm
Basement		Car park
Ground		535sqm
First		535sqm
Second		535sqm
Total GFA	2142sqm	1605sqm + 300sqm Existing Dwellings 1905sqm
FSR	0.9:1	0.80:1
Height	13m	13m
No. of Units		
2 bedroom		13
3 bedroom		2
Building Footprint		
Common Open Space		
Private open space		In accordance with SEPP 65
Car parking		
2 bedroom (13 Units x 1.2)		15.6
3 bedroom (2 Units x 1.5)		3
Visitors		
Car Parking		4 + 1 Disabled
Total Car Parking		24 Spaces

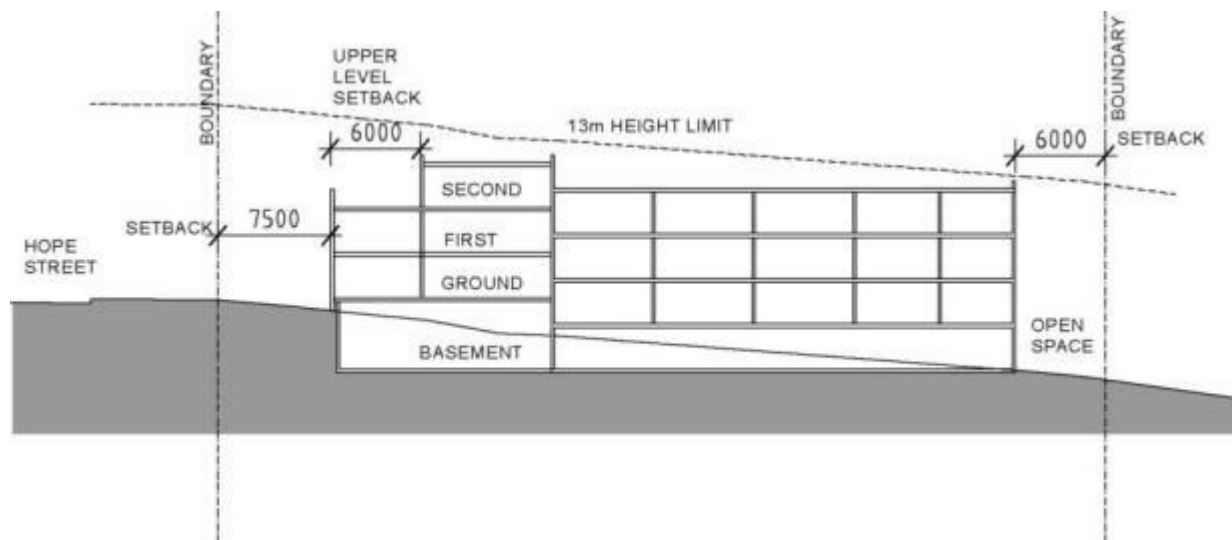
Site 5: Option 2



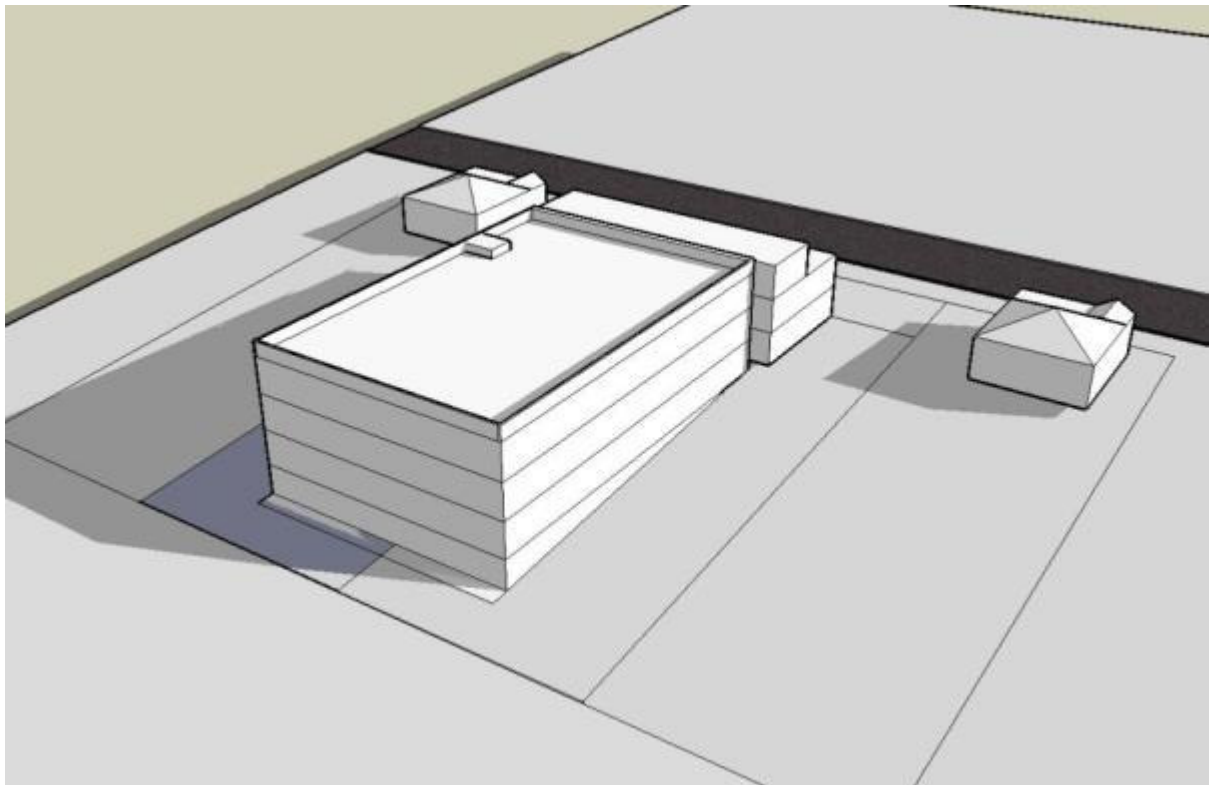
Site 5 Option 2: Residential Scheme Basement Floor Plan



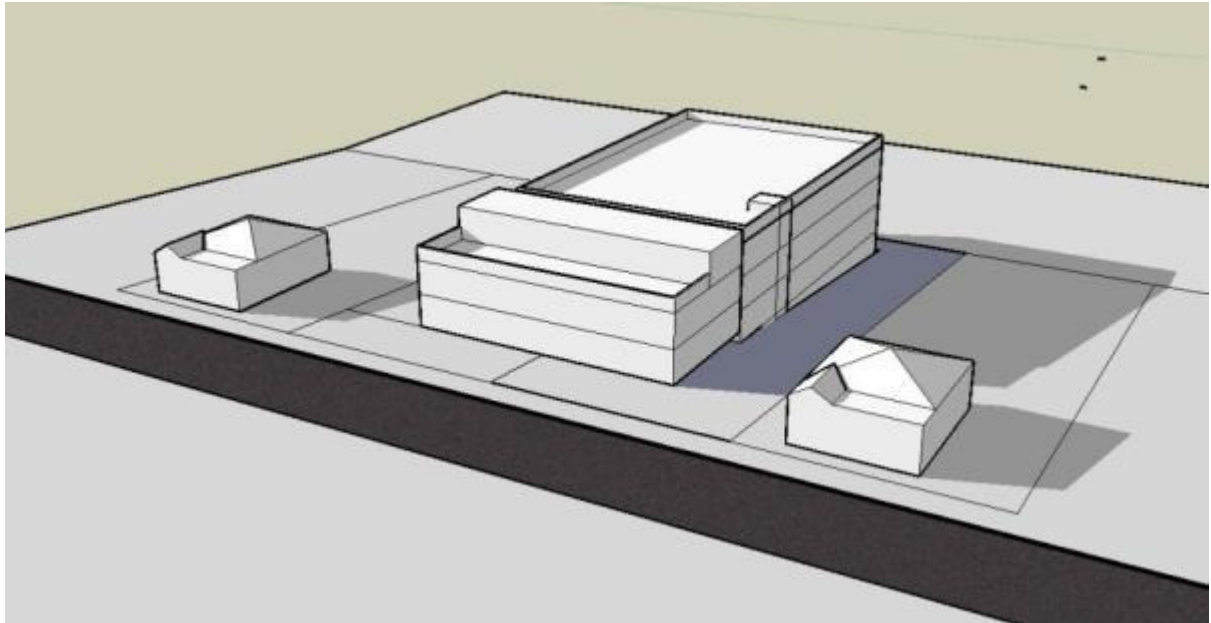
Site 5 Option 2: Residential Scheme Typical Floor Plan



Site 5 Option 2: Residential Scheme Section 1



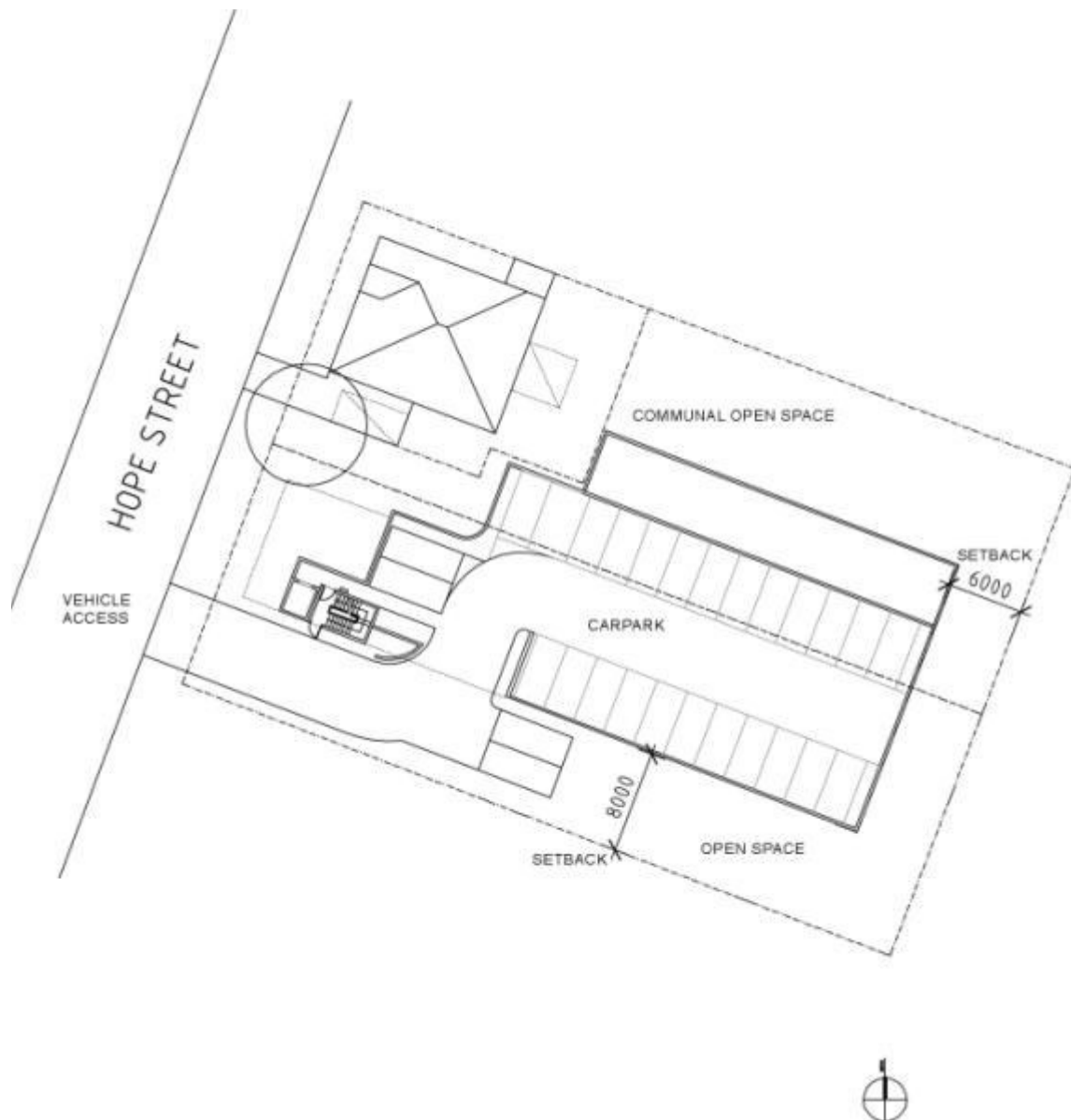
Site 5 Option 2: Residential Scheme Perspective 1 View from Margaret Street



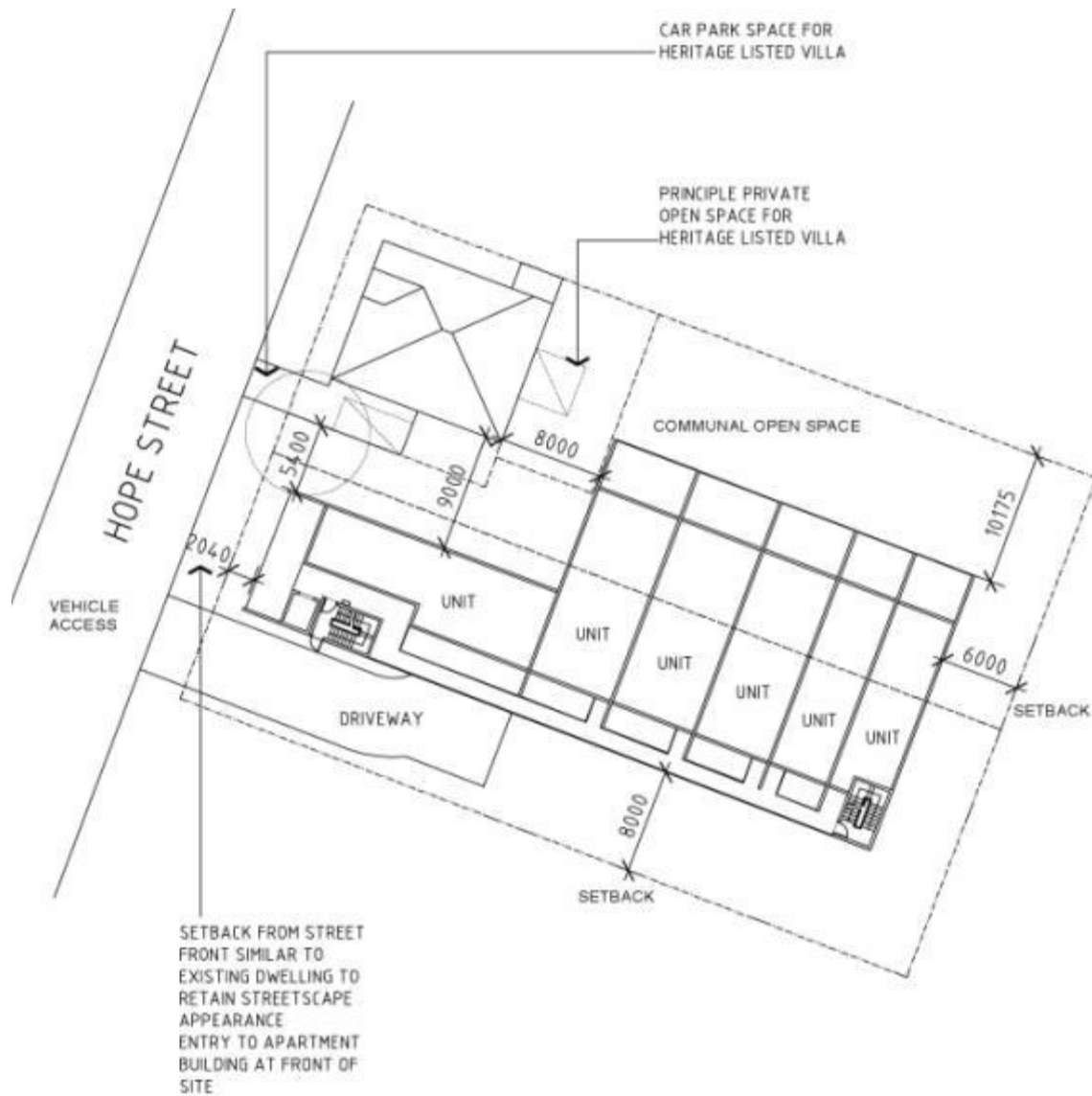
Site 5 Option 2: Residential Scheme Perspective 2 View looking east from Hope Street

Site 5 Option 2: Residential Scheme (Heritage Building Demolished) Hope Street		
Site Details	Revised LEP Proposal	
Site Area	2380sqm	2380sqm
Basement		Car park
Ground		705sqm
First		705sqm
Second		590sqm
Total GFA	2142sqm	2000sqm
FSR	0.9:1	0.84:1
Height	13m	13m
No. of Units		
First		(2 x 3 Bed, 6 x 2 Bed) = 8 Units
Second		(2 x 3 Bed, 6 x 2 Bed) = 8 Units
Third		(1 x 3 Bed, 6 x 2 Bed) = 7 Units
Total Units		23 Units
Building Footprint		1072sqm – 45% of Site Area at Ground Floor
Common Open Space		
Private open space		In accordance with SEPP 65
Car parking		
2 bedroom (18 Units x 1.2)		21.6
3 bedroom (5 Units x 1.5)		7.5
Visitors		
Car Parking		6.6 + 1 Disabled
Total Car Parking		37 Spaces Required
		31 Spaces Provided (Additional Basement or stacked spaces required to comply)

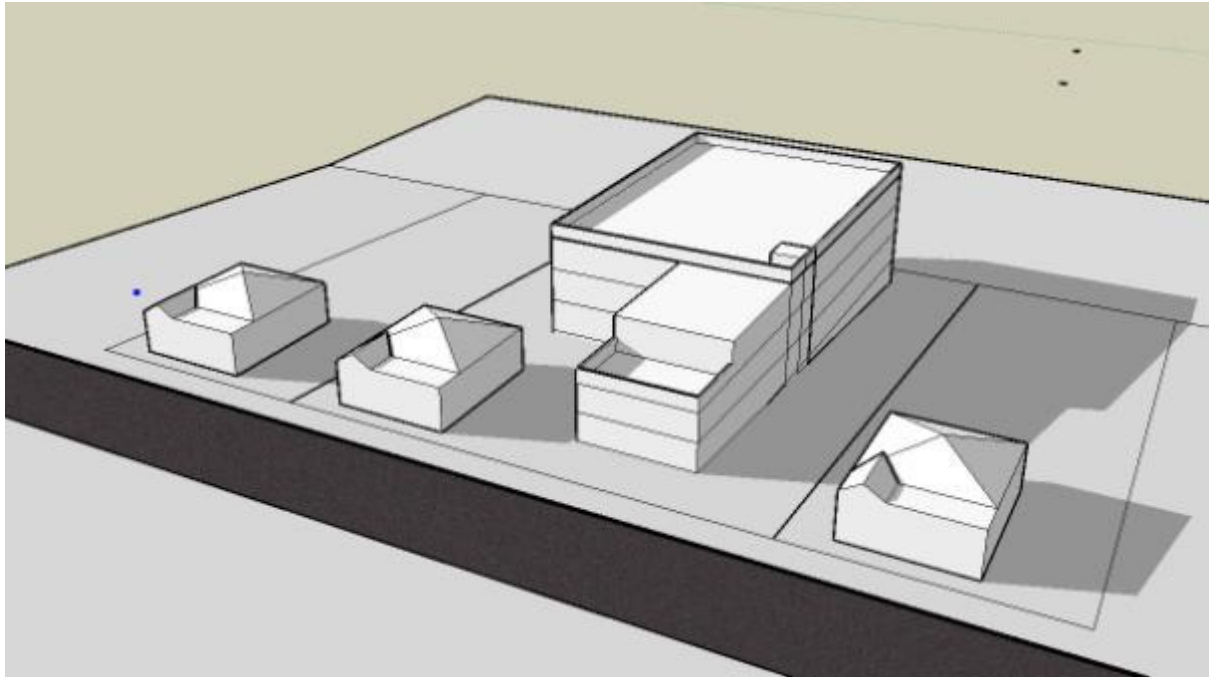
Site 5: Option 3



Site 5 Option 3: Residential Scheme Basement Floor Plan



Site 5 Option 3: Residential Scheme Ground Floor Plan



Site 5 Option 3: Residential Scheme Perspective 1 View looking east from Hope Street

Site 5 Option 3: Residential Scheme (Heritage Building Retained) Hope Street		
Site Details	Revised LEP Proposal	
Site Area	2380sqm	2380sqm
Basement		Car park
Ground		765sqm (incl. Exist. Heritage Item – 161sqm)
First		604sqm
Second		604sqm
Total GFA	2142sqm	1973sqm
FSR	0.9:1	0.82:1
Height	13m	13m
No. of Units		
Ground		(2 x 3 Bed, 4 x 2 Bed) = 6 Units
First		(2 x 3 Bed, 4 x 2 Bed) = 6 Units
Second		(1 x 3 Bed, 4 x 2 Bed) = 5 Units
Total Units		17 Units
Building Footprint		1072sqm – 43% of Site Area at Ground Floor
Common Open Space		
Private open space		In accordance with SEPP 65
Car parking		
2 bedroom (12 Units x 1.2)		14.4
3 bedroom (5 Units x 1.5)		7.5
Visitors		
Car Parking		6 + 1 Disabled
Total Car Parking		29 Spaces Required
		29 Spaces Provided

Recommendations

FSR & Building Height Recommendation

- The recommended 0.9:1 FSR is advisable for this site taking into account requirements for articulation.
- The site requires consolidation in order to achieve many of the key principles of SEPP 65 and DCP 64.
- Section 4.0 Summary of Recommendations provides an example of an articulated building form within an infill context in Randwick which we consider to be an appropriate typology for the building mass proposed in Option 2.
- The new Town Centre DCP should promote articulation of building elements to step forward of the building bulk and scale line in order to achieve satisfactory address to neighbouring properties.
- A two storey presentation to Hope Street with setback consistent with the street as well as treatments to the proposed facades is considered an appropriate response to this area of the Town Centre.
- The recommended 13m height limit is advisable for this building form and site topography.

4.0 Summary of Recommendations

FSR Principles

The findings of the Typical Site Studies are summarised below:

For sites north of Anzac Avenue along Hely Street, consideration of either lower FSR or concessions for car parking must be provided in order to avoid sterilisation of these sites.

If the FSR were to be achieved, each site would require significant multi level basement car parks which may make development in the town centre unviable.

Building Height Principles

The building height controls proposed are considered to be achievable without significant impact upon adjoining properties so long as development consolidation is encouraged.

Many sites within the Wyong Town Centre have consistent lot dimensions of around 20m street frontage width and between 45m and 60m in depth.

A limit on development with certain heights attached should be provided

For example:

Lots with a site area greater than 1500sqm will have a building height that is greater than those of between 700-1500sqm. The building height limits recommended are advisable as a maximum and should not be exceeded.

The primary reason for this would be to reduce the number of tall narrow buildings that would have greater impact upon adjoining properties and diminish the overall streetscape consistency throughout the Town Centre.

A zero setback to mixed use buildings within the town centre should be considered for all boundaries at Ground Level and for the first 6-8m of front and side boundaries for the First Floor. This will ensure a streetscape appearance that is similar to existing buildings along Pacific Highway and Alison Road, Wyong.

An additional 1.0m height increase to sites with existing heritage buildings should be considered due to limited space for car parking.

We recommend deleting the 7.0m building height limit to Pacific Highway. This control should be detailed in Wyong Town Centre DCP instead in order to provide more guidelines for the distance of the height limit from front boundaries.

4.1 Additional Recommendations

SEPP 65 Recommendations

All sites tested in this study achieve buildings of three storeys or more. In the instance where Residential Development forms part of the proposal, SEPP 65 Guidelines will apply. A summary of the Ten SEPP 65 Guidelines are provided below.

Relationship to the Context of the Proposal

Particular concerns in relation to Context should be addressed via Wyong Town Centre DCP highlighting the need for maintenance of consistent envelope in terms of height, footprint and setbacks to adjoining properties. This should be considered in the context of the LEP Amendments where building footprints will be significantly different from extant building fabric within the town centre.

The Scale of the Proposal

All of the Typical Site Studies have been proposed to fit within the setback and height controls. Scale adjacent to existing Heritage Buildings must be considered within the amendments to the DCP.

The Built Form of the Proposal

The built form typically is the relationship between the building and its surrounding space in particular the deep soil area (landscape zone) that buffers subject sites from adjoining properties. In general the Typical Site Studies indicate that most sites will be able to accommodate adequate Landscape Area, although deep soil zones will need further investigation as ground floor/ basement level setbacks are not stipulated in current controls. Clause 5.5.3 Basement Parking provides only a loose definition of the design considerations. Refer to Landscaping Principles.

Below is a recent example of approved infill development – prepared by Jackson Teece Architecture within a Heritage Conservation Area in Randwick LGA.

The proposal is an example where bulk and scale has been broken down via parapets and eaves overhangs extending outside of the principle building envelope and setbacks. This assists to form corner and block definition and ensures less ‘wedding cake’ type infill development from occurring within the residential area.



Precedent Example 1: Image of recently approved example of new three-four storey infill development in Randwick

The proposal is similar in typology to the design proposed for Hope Street, Wyong and met all requirements for SEPP 65 together with the requirements for the Heritage Conservation Area.

The Proposed Density

The proposed densities are obviously greater than existing, however we recommend concessions for car parking and building heights for existing heritage items due to limited site availability.

The new densities, as proposed will be satisfactory as the Town Centre has excellent proximity to transport and services.

Resource and Energy Use and Water Efficiency

Reference to the SEPP 65 Design Guidelines is required for this section.

The Proposed Landscape

Refer to notes regarding landscaping below.

The Amenity of the Proposal for its Users

Reference to the SEPP 65 Design Guidelines is required for this section.

The Safety and Security Characteristics of the Proposal

Refer to concerns regarding front setbacks in relation to CPTED outlined below.

Social issues

Reference to the SEPP 65 Design Guidelines is required for this section.

The Aesthetics of the Proposal

Reference to the SEPP 65 Design Guidelines is required for this section.

Front Setbacks

Wyong Town Centre enjoys street widths that are generally consistent throughout. Depths of sites are generally between 45 and 60m.

Residential Sites

We recommend a review of the Front Setback Provisions as defined in Clause 5.3.3 of DCP 64 with a potential amendment or new category for Wyong Town Centre. The review front setbacks need to consider development within the Town Centre on the following basis:

Development Adjacent to existing heritage buildings, elements where predominant setback may be forward of the current 7.5 metre setback.

Commercial Sites

Consideration of 0 Setback for both ground floor and first floor improvements in order to retain/reinstate Town Centre block definition in particular:

For infill development along Pacific Highway between River Road and North Road

Hely Street

Alison Road &

Anzac Avenue

Development to a 0 Lot setback should also be considered to provide broader public benefits as it eliminates potentially unsafe spaces at the front of buildings that are often too heavily landscaped. This must be considered as part of the CPTED Assessment for the Town Centre.

Landscaping Principles

Consideration relating to the interaction between full basement or half basement car parking and landscaping should be provided with relation to the calculation of the minimum 25% landscaped area.

Similar standards in other LGA's provide for a minimum of 40% of the site to be reserved for landscaped area. 50% of this landscaped area must be deep planting space (which SEPP 65 recommends 25% of open space area of a site) with the remaining 50% having the potential to be integrated into a podium type solution (where applicable and proposed by an applicant). This applies to sites with residential use only and not shop-top housing in a commercial context.

Two Examples from other Council's that are similar to the above are as follows:

Landscaped area is defined in Randwick LEP 1998 in the following manner:

Minimum of 50% of the site is to comprise landscaped area; and

Not more than 50% of the minimum landscaped area requirement (i.e. 25% of the site area) can be located over the podium/basement.

"means the part of a site area that is used, or capable of being used, for outdoor recreation or garden areas (such as lawns, gardens, unroofed swimming pools, clothes drying areas, barbecue areas, footpaths and the like) and includes landscaped podium areas and water tanks located at ground level. It does not include areas used for parking, driveways, balconies, rooftop gardens or areas used for garbage or recycling material storage or sorting."

Waverley Council has restrictions for the amount of deep planting space to both front and rear of sites

Woollahra Council has a minimum 40% deep planting space to the front setback to a site

These two latter examples are too restrictive but provide you with an example of alternative ways of managing deep planting to sites to preserve landscaping to streetscapes.

The above item could provide a degree of planning flexibility to the location of car parking and other facilities for buildings up to three storeys in height. As Flood Levels are a factor to significant portions of Wyong, the integration of car parking at lower level to allow for habitable rooms to be located above street level should be detailed in the DCP/LEP. If car parking is only placed at ground level, invariably this generates large surface areas of concrete. Podium/Basement car parking with landscaping above could be provided to improve the relationship of car parking to streetscapes.

The purpose of the above comment is due to the fact that increased densities are proposed and therefore, the quality of open space and areas directly adjacent to the public domain must be treated with care.

5.0 Conclusion and amended draft FSR and Building Height Maps

Based on the Typical Site Studies of the proposed options the following recommendations for the current development controls are outlined below:

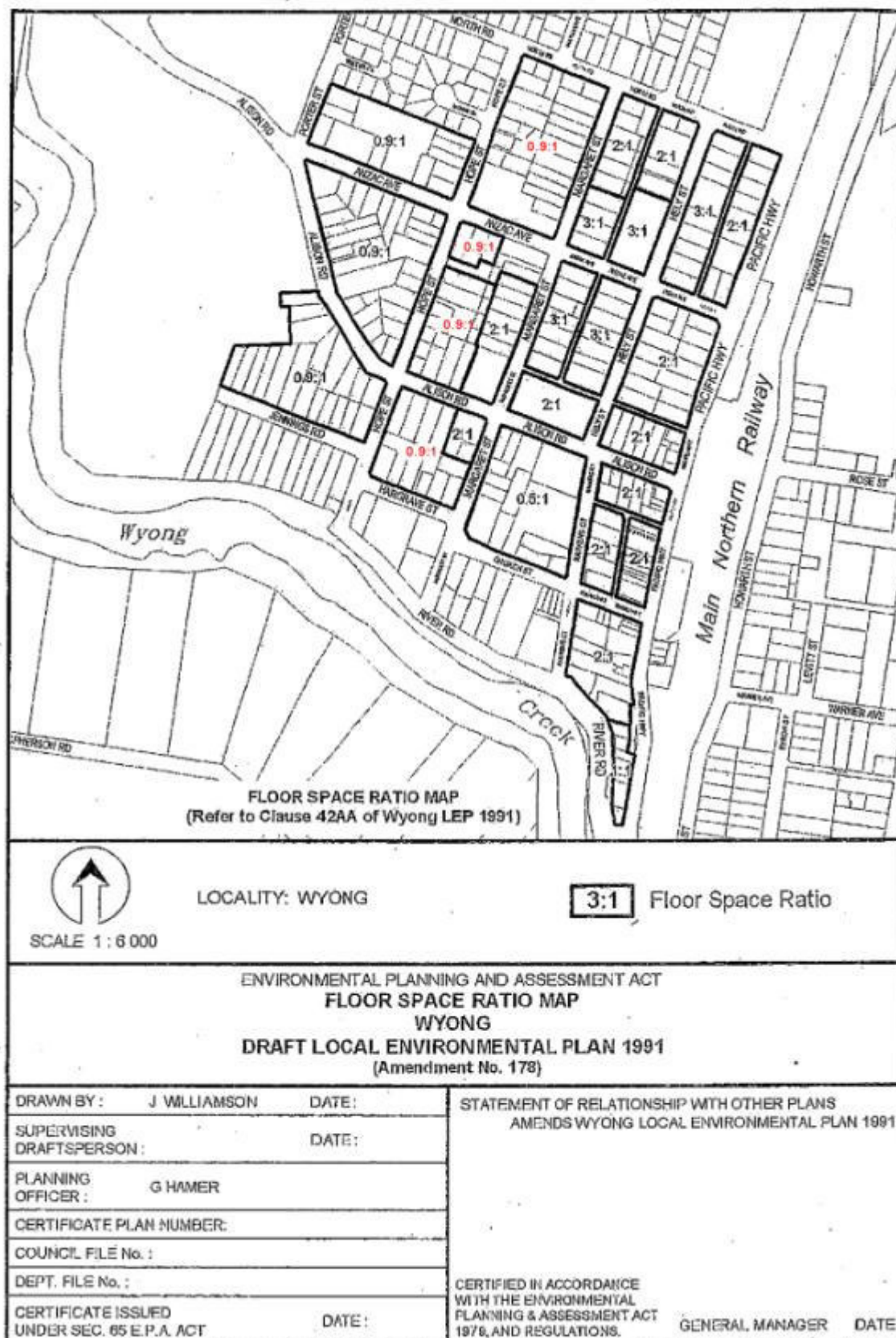
While it is necessary to have flexible development controls, as well as provide incentive for consolidation and amalgamation, in order to limit speculation an amount of certainty with respect to height and yield is required in order to reduce speculation and inflated property value based upon unviable FSR's.

Enhanced yield and height usually means increased construction costs and higher end sales prices which does not necessarily translate to feasible development options. Reduction in high FSR's to the Town Centre will ensure longer sustainable development with more consistent built outcomes.

The cost of basement construction is significant in any development, therefore reductions in car parking standards for non residential uses is an option to be considered. Development that considers basement car parking must be encouraged in order to ensure the amenity of ground level uses are not impacted.

If ground level car parking were to be permitted, provision of car parking at the rear of sites should be promoted in order to retain active ground floor street front uses for a minimum of 6- 8.0m.

Draft FSR Map – Amendment



Draft Building Height Map – Amendment

