

Design Issues / Design Principals and Better Practices	Design Response/Comment
<b>1. Responding to Context</b>	
<p><b>Analysis of neighbourhood character</b></p> <p>The key elements that contribute to neighbourhood character and therefore should be considered in the planning and design of new development are:</p> <p><b>Street layout and hierarchy</b> – 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)</p>	<p>Development fronting Wilfred Barrett Drive is typically two storey brick residences with pitched roofs and consistent setbacks. Street tree planting is minimal, with the majority of plantings being within private properties. The design of the proposed development has been modified to more closely reflect existing development, in terms of materials and roof form. The proposed development is 2 storeys in height, which is consistent with development in the locality.</p>
<p><b>Block and lots</b> – has an analysis of the surrounding block and lot layout been taken into consideration for local compatibility and development suitability? (e.g. lot size, shape, orientation)</p>	<p>Surrounding subdivisions typically comprise regular shaped lots with an east-west orientation. While the proposed development does not propose subdivision, the orientation and row-like arrangement of the proposed dwellings is in keeping with development in the locality.</p>
<p><b>Built environment</b> – 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?)</p>	<p>The design of the proposed development is compatible with the built form of the neighbourhood.</p>
<p><b>Trees</b> – do trees and planting in the proposed development reflect trees and landscapes in the neighbourhood or street?</p>	<p>Street trees and plantings are very limited along Wilfred Barrett Drive. The front setback of the site is proposed to be landscaped.</p>
<p><b>Policy environment</b> – 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?</p>	<p>Wyong DCP 64 – Multiple Dwelling Residential Development and The Entrance Peninsula Planning Strategy have been considered.</p>
<p><b>Site analysis</b> - Does the site analysis include:</p> <ul style="list-style-type: none"> <li>Existing streetscape elements and the existing pattern of development as perceived from the street</li> <li>Patterns of driveways and vehicular crossings</li> <li>Existing vegetation and natural features on the site</li> <li>Existing pattern of buildings and open space on adjoining lots</li> <li>Potential impact on privacy for, or overshadowing of, existing adjacent dwellings.</li> </ul>	<p>As site analysis has been submitted, although contains some errors. Sufficient information has been submitted to assess the application.</p>
<b>2. Site Planning and Design</b>	
<p><b>General</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>Optimise internal amenity and minimise impacts on neighbours?</li> <li>Provide a mix of dwelling sizes and dwellings both with and without carparking?</li> <li>Provide variety in massing and scale of built form within the development?</li> </ul>	<p>Amendments to original design have improved internal amenity and minimises impacts on neighbours by reducing potential for overlooking. Mix of 1 and 2 bedroom units are proposed as identified as being in growing demand within WLGS. Parking allocations have not been specified as part of DA.</p>
<p><b>Built form</b> -Does the site planning and design:</p> <ul style="list-style-type: none"> <li>Locate the bulk of development towards the front of the site to maximise the number of dwellings with frontage the public street?</li> <li>Have developments more modest in scale towards the rear of the site to limit impacts on adjoining neighbours?</li> <li>Orientate dwellings to maximise solar access to living areas</li> </ul>	<p>Development appropriately designed to face both the street and the lake.</p>

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and private open space, and locate dwellings to buffer quiet areas within the development from noise?	Solar access and location of open space is satisfactory.
<b>Trees, landscaping and deep soil zones</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Retain trees and planning on the street and in front setbacks to minimise the impact of new development on the streetscape?</li> <li>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?</li> <li>Retain large or otherwise significant trees on other parts of the site through sensitive site planning?</li> <li>Where not possible to retain existing trees, replace with new mature or semi-mature trees?</li> <li>Increase the width of landscaped areas between driveways and boundary fences and between driveways and new dwellings?</li> <li>Provide pedestrian paths?</li> <li>Reduce the width of driveways?</li> <li>Provide additional private open space above the minimum requirements?</li> <li>Provide communal open space?</li> <li>Increase front, rear and/or side setbacks?</li> <li>Provide small landscaped areas between garages, dwellings entries, pedestrian paths, driveways etc.</li> <li>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?</li> <li>Replicate an existing pattern of deep soil planting on the front of the site?</li> <li>Use semi-pervious materials for driveways, paths and other paved areas?</li> <li>Use on-site detention to retain stormwater on site for re-use?</li> </ul>	<p>No existing street trees.</p> <p>Locally significant Norfolk island Pine trees are proposed to be retained at the rear of the site, adjoining the foreshore reserve and communal open space.</p> <p>There is minimal vegetation or landscaping existing, although extensive landscaping is proposed for the site.</p> <p>Landscaping is proposed between driveway and boundary fencing.</p> <p>Multiple pedestrian pathways are proposed.</p> <p>Limited private open space is provided.</p> <p>Communal open space with facilities and fronting a foreshore reserve are provided.</p> <p>Garden beds are proposed within the carpark area.</p> <p>Deep soil zone is provided at the rear of the site.</p> <p>There is no existing pattern of deep soil planting at the front of the site.</p> <p>Rainwater re-use is proposed.</p>
<b>Parking, garaging and vehicular circulation</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Consider centralised parking in car courts to reduce the amount of space occupied by driveways, garages and approaches to garages?</li> <li>Maintain, where possible, existing crossings and driveway locations on the street?</li> </ul>	<p>Centralised carparking is proposed.</p> <p>A new vehicular crossing will be required.</p>
<b>3. Impacts on Streetscape</b>	
<b>General</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Sympathise with the building and existing streetscape patterns? (i.e. siting, height, separation, driveways locations, pedestrian entries etc.)</li> <li>Provide a front setback that relates to adjoining development?</li> </ul>	Proposed development is compatible with existing development and streetscape.
<b>Built form</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Break up the building massing and articulate building</li> </ul>	Development is broken up into 6 buildings, in 2 rows

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<p>facades?</p> <ul style="list-style-type: none"> <li>Allow breaks in rows of attached dwellings?</li> <li>Use a variation in materials, colours and openings to order building facades with scale and proportions that respond to the desired contextual character?</li> <li>Set back upper levels behind the front building façade?</li> <li>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?</li> <li>Reduce the apparent bulk and visual impact of the building by breaking down the roof into smaller roof elements?</li> <li>Use a roof pitch sympathetic to that of existing buildings in the street?</li> <li>Avoid uninterrupted building facades including large areas of painted render?</li> </ul>	<p>External colours and finishes have been modified to more closely reflect existing development in area.</p> <p>Dormer windows are not characteristic of the area.</p> <p>Varied pitched roof is proposed for buildings facing the street, which is similar to existing development in the area.</p> <p>Uninterrupted facades visible from public areas for adjoining properties are avoided.</p>
<p><b>Trees, landscaping and deep soil zones</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>Use new planting in the front setback and road reserve where it is not possible or not desirable to retain existing trees/planting?</li> <li>Plant in front of front fences to reduce their impact and improve the quality of the public domain?</li> </ul>	<p>No existing front landscaping exists although landscaping of the front setback is proposed.</p>
<p><b>Residential amenity</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>Clearly design open space in the front setback as either private or communal open space?</li> <li>Define the threshold between public and private space by level change, change in materials, fencing, planting and/or signage?</li> <li>Design dwellings at the front of the site to address the street?</li> <li>Design pedestrian entries, where possible, directly off the street?</li> <li>Provide a pedestrian entry for rear residents that is separate from vehicular entries?</li> <li>Design front fences that provide privacy where necessary, but also allow for surveillance of the street?</li> <li>Ensure that new front fences have a consistent character with front fences in the street?</li> <li>Orientate mailboxes obliquely to the street to reduce visual clutter and the perception of multiple dwellings?</li> <li>Locate and treat garbage storage areas and switchboards so that their visual impact on the public domain is minimised?</li> </ul>	<p>Private open space identified by fencing and landscaping.</p> <p>Level changes, screening etc proposed between public and provide spaces.</p> <p>Pedestrian access is provided for units facing the street.</p> <p>Separate pedestrian access is provided.</p> <p>Combination of landscaping proposed.</p> <p>Mailboxes appropriate located away from driveway.</p> <p>Conditions included regarding screening of waste storage area.</p>
<p><b>Parking, garaging and vehicular circulation</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>Vary the alignment of driveways to avoid a 'gun barrel' effect?</li> <li>Set back garages behind the predominant building line to reduce their visibility from the street?</li> <li>Consider alternative site designs that avoid driveways running the length of the site?</li> <li>Terminate vistas with trees, vegetation, open space or a</li> </ul>	<p>Use of landscaping is proposed along driveway and within carpark. No garages are proposed and carparking area is located behind buildings away from the street.</p>

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<p>dwelling rather than garages or parking?</p> <ul style="list-style-type: none"> <li>• Use planting to soften driveway edges?</li> <li>• Vary the driveway surface material to break it up into a series of smaller spaces? (e.g. to delineate individual dwellings)</li> <li>• Limit driveway widths on narrow sites to single carriage with passing points?</li> <li>• Provide gates at the head of driveways to minimise visual 'pull' of the driveway?</li> <li>• Reduce the width where possible to single width driveways at the entry to basement carparking rather than double?</li> <li>• Locate the driveway entry to basement carparking to one side rather than the centre where it is visually prominent?</li> <li>• Recess the driveway entry to basement car parking from the main building façade?</li> <li>• Where a development has a secondary street frontage, provide vehicular access to basement car parking from the secondary street?</li> <li>• Provide security doors to basement carparking to avoid the appearance of a 'black hole' in the streetscape?</li> <li>• Return façade material into the visible area of the basement car park entry?</li> <li>• Locate or screen all parking to minimise visibility from the street?</li> </ul>	
<b>4. Impacts on Neighbours</b>	
<p><b>Built form</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>• Where possible, maintain the existing orientation of dwelling 'fronts' and 'backs'?</li> <li>• Be particularly sensitive to privacy impacts where dwellings must be oriented at 90 degrees to the existing pattern of development?</li> <li>• Set upper storeys back behind the side or rear building line?</li> <li>• Reduce the visual bulk of roof forms by breaking down the roof into smaller elements rather than having a single uninterrupted roof structure?</li> <li>• Incorporate second stories within the roof space and provide dormer windows?</li> <li>• Offset openings from existing neighbouring windows or doors?</li> <li>• Reduce the impact of unrelieved walls on narrow side and rear setbacks by limiting the length of the walls built to these setbacks?</li> </ul>	<p>Front dwellings face the street, with rear dwellings facing the lake.</p> <p>No dwellings face adjoining properties.</p> <p>Roof form broken up for dwellings facing street.</p>
<p><b>Trees, landscaping and deep soil zones</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>• Use vegetation and mature planning to provide a buffer between new and existing dwellings?</li> <li>• Locate deep soil zones where they will be provide privacy and shade for adjacent dwellings?</li> <li>• Plant in side and rear setbacks for privacy and shade for adjoining dwellings?</li> <li>• Use species that are characteristic to the local area for new</li> </ul>	<p>Site landscape plan provided.</p> <p>Conditions have been recommended to replace some</p>

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planting?	species with more suitable species e.g. for salt tolerance.
<b>Residential amenity</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Protect sun access and ventilation to living areas and private open space of neighbouring dwellings by ensuring adequate building separation?</li> <li>Design dwellings so that they do not directly overlook neighbours' private open space or look into existing dwellings?</li> <li>Locate private open space in front setbacks where possible to minimise negative impacts on neighbours?</li> <li>Ensure private open space is not adjacent to quiet neighbouring uses, e.g. bedrooms?</li> <li>Design dwellings around internal courtyards?</li> <li>Provide adequate screening for private open space areas?</li> <li>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?</li> </ul>	<p>Shadow diagrams provided and adequate solar access available.</p> <p>Windows and balconies located so as to not overlook adjoining properties.</p> <p>Private open space located in front setback or rear setback fronting communal open space and foreshore reserve.</p> <p>No internal courtyards proposed.</p> <p>Screening and landscaping proposed.</p> <p>Side setbacks not used for open space to avoid conflict with adjoining properties.</p>
<b>Parking, garaging and vehicular circulation</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Provide planting and trees between driveways and side fences to screen noise and reduce visual impacts?</li> <li>Position driveways so as to be a buffer between new and existing adjacent dwellings?</li> </ul>	<p>Boundary landscaping proposed.</p> <p>Driveway proposed between existing dwellings and proposed development.</p>
<b>5. Internal Site Amenity</b>	
<b>Built form</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>Maximise solar access to living areas and private open space areas of the dwelling?</li> <li>Provide dwellings with a sense of identity through building articulation, roof form and other architectural elements?</li> <li>Provide buffer spaces and/or barriers between the dwellings and driveways or between dwellings and communal areas for villa or townhouse style developments?</li> <li>Use trees, vegetation, fences, or screening devices to establish curtilages for individual dwellings in villa or townhouse style developments?</li> <li>Have dwelling entries that are clear and identifiable from the street or driveway?</li> <li>Provide a buffer between public/communal open space and private dwellings?</li> <li>Provide a sense of address for each dwelling?</li> <li>Orientate dwelling entries to not look directly into other dwellings?</li> </ul>	<p>Satisfactory solar access provided.</p> <p>Individual units clearly identifiable through architectural features.</p> <p>N/A as not villa or townhouses.</p> <p>Provided for ground level units facing Wilfred Barrett Drive.</p> <p>Entries accessible from street and/or carpark.</p> <p>Level changes and landscaping to separate private and public spaces.</p> <p>Dwelling entries directly from carpark</p>
<b>Parking, garaging and vehicular circulation</b> - Does the site planning and design: <ul style="list-style-type: none"> <li>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?</li> </ul>	<p>Some bedrooms are located toward parking areas, although are separated by landscaping.</p>

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<ul style="list-style-type: none"> <li>• Avoid large uninterrupted areas of hard surface?</li> <li>• Screen parking from views and outlooks from dwellings?</li> <li>• Reduce the dominance of areas for vehicular circulation and parking considering single rather than double width driveways?</li> <li>• Use communal car courts rather than individual garages?</li> <li>• Reduce the dominance of areas for vehicular circulation and parking by considering single rather than double garages?</li> <li>• Communal car courts rather than individual garages?</li> <li>• Tandem parking or a single garage with single car port in tandem?</li> <li>• Providing some dwellings without any car parking for residents without cars?</li> </ul>	<p>Landscaping bays are proposed within the carpark areas.</p> <p>All dwellings have living areas and private open space located away from common parking areas. Some kitchen areas overlook the carpark, which improves natural surveillance.</p> <p>The design initially proposed separate single width driveways to access the site, although the requirements of the RMS required all vehicular access and egress to be located in the northern corner of the site.</p> <p>A communal open carpark is provided in addition to a basement carpark. No garages are proposed.</p> <p>Allocation of carparking determined under future strata subdivision or tenancy agreements</p>
<p><b>Residential amenity</b> - Does the site planning and design:</p> <ul style="list-style-type: none"> <li>• 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?</li> <li>• Provide pedestrian routes to all public and semi-public areas?</li> <li>• Avoid ambiguous spaces in building and dwelling entries that are not obviously designated as public or private?</li> <li>• 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?</li> <li>• Clearly define thresholds between public and private spaces?</li> <li>• Provide private open space that is generous in proportion and adjacent to the main living areas of the dwelling?</li> <li>• Provide private open space area that are orientated predominantly to the north, east or west to provide solar access?</li> <li>• Provide private open space areas that comprise multiple spaces for larger dwellings?</li> <li>• Provide private open space areas that use screening for privacy but also allow casual surveillance when located adjacent to public or communal areas?</li> <li>• Provide private open space areas that are both paved and planted when located at ground level?</li> <li>• Provide private open space areas that retain existing vegetation where practical?</li> <li>• 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?</li> <li>• 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?</li> <li>• 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?</li> </ul>	<p>Separate pedestrian access is provided to the site.</p> <p>There is an existing pathway along the frontage of the site. The bus stop is on the opposite side of the road.</p> <p>All stairwells and entrances service a maximum of 4 units, which provides greater ownership to these public areas.</p> <p>Conditions of consent are recommended in relation to the maintenance of landscaping between buildings to ensure clear site lines are maintained.</p> <p>Clear definition between and public and private space through level changes and screening.</p> <p>Private open space located adjacent to the living areas and complies with Council's minimum areas for private open space.</p> <p>All units have either north-west or south-east facing private open space.</p> <p>All units are either 1 or 2 bedroom with single open space areas.</p> <p>Level changed and screening is proposed to differentiate between private and public spaces.</p> <p>Combination of paving and planting proposed.</p> <p>The site contains limited vegetation although trees at the rear of the site within common open space are to be retained.</p> <p>The design incorporated large areas of deep soil. Private open space is predominately balconies and paved courtyards.</p> <p>Communal open space is provided at the rear of the development, adjacent to the Council's foreshore reserve. Seating and BBQ facilities are proposed.</p> <p>Garbage storage areas are to be appropriately screened from public view.</p>