

Assessment of Compliance against the Precinct F and G Design Guidelines for Medium Density Housing & Apartments

Objective	Assessment
2.4 Desired Future Character	
<p>Site Access and Street Network</p> <ul style="list-style-type: none"> • Vehicular access to Precincts F and G is from Brigantine Drive, which provides east-west access from Harbour Boulevard. • An open space link provides a pedestrian connection to the Harbour Promenade and marina. • Local roads form a loose grid and provide access and address to all medium density housing. • The hierarchy of streets and roads that reinforce movement and the spatial structure of the The Waterfront. • Garage access for buildings will occur primarily from rear laneways. 	<p>The proposed layout is consistent with the site access and street network principles. Vehicle access to Harbour Boulevard via Brigantine Drive.</p> <p>The open space is embellished with pedestrian network routes and are supported by a network grid that will service various dwelling typologies.</p>
<p>Views and Vistas</p> <ul style="list-style-type: none"> • Vistas to the water are maintained along north-south aligned open space corridors. • Development should respond to the alignments and ensure adequate setbacks to maintain view corridors as per Table 2. • Apartments will be oriented towards the marina or ocean views. 	<p>The views and vistas have been respected by and enhanced by the placement of the future park and central north-south aligned corridor. The future park sits between future single dwelling and medium density sites that further enhance the views and vistas</p>
<p>Amenity</p> <ul style="list-style-type: none"> • Pedestrian and cycle connections to the Harbour Promenade run along the northsouth aligned open space corridors. • Development provides a strong street address to the public domain and fronting public streets reinforcing the movement patterns within the Precinct. • Pedestrian and cycle linkages and public open space is to be designed in accordance with the relevant crime prevention through environmental design principles. 	<p>The development provides adequate and accessible opportunities for pedestrians and cyclists both on and off road.</p>
<p>Open Space Treatment</p> <ul style="list-style-type: none"> • The northern area of precinct F and G interfaces with existing residential development and Keith Hockey and Ron Costello Ovals. This interface is linear shaped running north – west to south – east and is a planned engineered wetland / swale / vegetated system. • Treatment of this interface must: <ul style="list-style-type: none"> ○ Incorporate shared use path(s) – this will account for existing and future pedestrian/cycle desire lines ○ Account for Crime Prevention through Environmental Design principles – in particular planting must be visually permeable, not provide concealment opportunities and pedestrian crossing/ routes must be conducive to casual surveillance ○ Account for existing lot boundaries/ ownership, future ownership, maintenance liability of the open space/associated assets • Manage/minimise flood risk 	<p>A linear wetland-style corridor is proposed along the northern boundary, including a variety of plantings along Road 24 and 25 on this northern interface to provide canopy cover and a transition towards the existing residential and Keith Hockey Oval. This area also includes turfed areas and water edge planting along the southern edge of this corridor.</p> <ul style="list-style-type: none"> • Pathways are provided along Road 24 and 25 adjacent to the northern sale and Wetland 8 which allow for residents to walk along side this corridor, while providing visual privacy through the proposed tree planting to the adjacent residential properties to the north. • Proposed planting is low in nature with no mid-storey canopy style trees proposed. The area is clearly ramped to allow for views down into the swale and wetland area through the proposed battering. • The proposal is generally within the existing Part 3A boundary or contained within community land, enabling transfer of maintenance responsibilities at the appropriate time. <p>The proposed corridor is an integral part of the management of storm and floodwater for the precincts, as it contributes to directing water flows towards the western and eastern overland flow channels, before discharging into the harbour.</p> <p>Pathways are provided in both the western and eastern overland flow channels, with the eastern channel including paths that provide access from Precinct F to G and vice versa. A single path on the eastern side of the western channel ensures access is afforded along the full length of this channel. The landscaping proposed ensures the view corridors are retained for the full length of both overland flow channels.</p>

<p>Land Use and Building Types</p> <ul style="list-style-type: none"> • A mix of medium density housing typologies provides a variety of architectural expression within Precincts F and G and complementing the coastal context. • Apartments, garden studios, Fonzie Flats, and townhouses (front and rear loaded) are sited to respond to the street and reinforce the structure of the Precinct. • A mix of building heights are distributed throughout Precincts F and G, with medium density housing and apartments to provide heights of between 2 to 4 storeys. 	<p>The subdivision provides for a mix of building typology and is reflected on the plans that identify lots for detached dwellings and medium density housing.</p>
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3.3 Medium Density Housing Controls

Lot Size

<p>To achieve an orderly subdivision pattern for Precincts F and G.</p>	<p>The proposed subdivision pattern remains generally consistent with the pattern envisaged within the Concept Plan (Mod 1) and the UDGs, providing for future medium density development.</p>
<p>To deliver the desired future character envisaged for Precincts F and G.</p>	<p>Proposed individual lots comply with the minimum lot size of 110m². Proposed 'superlots' will be subdivided in further stages to be consistent with the key controls for medium density, noting the proposed subdivision does not provide for individual allotments rather proposes larger 'superlot' sites for future medium density.</p>
<p>To enable Precincts F and G to be developed to achieve an appropriate density in accordance with the concept plan approval as modified.</p>	<p>The proposed subdivision will ensure the future density of Precincts F and G will be appropriate and consistent with the Concept Plan (Mod 1).</p>

Building Height

<p>To ensure the height of buildings complements the streetscape, the medium density urban character of Precincts F and G.</p>	<p>Future development will not exceed the maximum height/storeys approved under the Concept Plan (Mod 1).</p>
<p>To ensure the height of buildings maintains reasonable amenity to neighbouring properties in terms of visual bulk, access to sunlight, privacy and views.</p>	<p>The amenity impacts of future development on neighbouring properties will be assessed during the detailed DA stage.</p>
<p>To protect identified public view corridors.</p>	<p>The proposed subdivision currently protects public view corridors.</p>

Setbacks

<p>To provide setbacks that reinforce the desired streetscape pattern and to allow for landscaping and open space to enhance the streetscape.</p>	<p>The proposed subdivision can support the necessary setback requirements as outlined within the Precinct F and G UDG for any future built form.</p>
<p>To ensure view corridors are maintained.</p>	
<p>To maximise usable north facing private open space where possible.</p>	
<p>To provide adequate solar access, visual privacy and appropriate building bulk.</p>	
<p>To ensure that the siting of buildings provides adequate separation for the amenity of residents and adjoining properties.</p>	

Objective	Assessment
To reinforce corner locations.	
To maximise amenity and minimise noise impacts for residents from busy roads.	
Private Open Space	
Dwellings provide appropriately sized private open space and balconies to enhance residential amenity.	The proposed subdivision supports the necessary private open space requirements as outlined within the Precinct F and G UDG. Future DAs must provide a minimum of 16m ² of POS with a minimum obstructed dimension of 3m.
Private open space and balconies are appropriately located to enhance liveability for residents.	
To provide Private Open Space that integrates with indoor living areas to promote outdoor living and functionality.	
Solar Access	
To enhance amenity by optimising sunlight to habitable rooms and private open spaces having regard to lot orientation, design constraints and opportunities.	It is expected future detailed DAs will comply with the solar access requirements as outlined within the Precinct F and G UDG.
Car Parking	
Car parking is provided appropriate for the scale of the development.	Parking located on residential lots will be provided in the future detailed DA stages.
Storage	
To provide adequate, well designed storage in each dwelling.	Storage requirements as outlined within the Precinct F and G UDG will be addressed in the future detailed DA stages.
To allow flexibility for different residents' design and taste.	
Corner Lots	
Ensure development on corner lots reinforces this location by addressing both streets at ground and upper levels.	The proposed subdivision ensures future development is able to provide a minimum secondary street (Side) setback of 2m. The future subdivision of the 'superlots' must consider this.
3.4 Apartments	
Key Controls – Medium Density Apartments	
N/A	
4.1 Building Facades, Street Frontage & Character	
N/A	
4.2 Garages and Driveways	
N/A	
4.3 Roof Design	
N/A	

Objective	Assessment
4.4 Universal Design and Sustainability	
N/A	
4.5 Exterior Design Palette	
N/A	
4.6 Sun Shading and Other Details	
N/A	
4.7 Walls and Fences	
N/A	
4.8 Service Areas and Auxiliary Structures for Medium Density Dwellings	
N/A	
4.9 Site Distance for Driveways and Footpaths	
N/A	
5.1 Landscaping	
N/A	
5.2 Front Landscaping	
N/A	
5.3 Rear Landscaping	
N/A	

Assessment of Compliance against the Precinct F and G Design Guidelines for Detached Housing

Objective	Assessment
3.2 Detached Dwellings	
To maximise casual surveillance of adjacent streets and public realm.	Future DAs must consider casual surveillance, quality of architectural presentation and the levels of privacy within each dwelling.
To ensure quality architectural presentation to adjacent primary and secondary streets.	
To achieve appropriate levels of privacy within the dwelling.	
3.3 Development Objectives and Built Form Controls	
Lot Size	

Objective	Assessment
<ul style="list-style-type: none"> To achieve an orderly, attractive and cohesive streetscape pattern for Precincts F and G. 	<p>The proposed subdivision pattern remains generally consistent with the pattern envisaged within the Concept Plan (Mod 1) and the UDGs, providing for future medium density development.</p>
<ul style="list-style-type: none"> To deliver the desired future character envisaged for Precincts F and G. 	<p>Proposed individual lots comply with the minimum lot sizes as outlined within the Precinct F and G Detached Housing UDG. Proposed 'superlots' will be subdivided in further stages to be consistent with the key controls for detached housing. Some allotments are smaller than the minimum 330m² lot size for detached dwellings however this is due to the rear boundary being less than 11m due to the curve of the precinct road network and subsequent lot boundary arcs. These allotments can still accommodate a detached dwelling, achieving the 11m lot width at the front boundary and the 30m lot depth as required by the UDGs.</p>
<ul style="list-style-type: none"> To enable Precincts F and G to be developed to an appropriate density and scale. 	<p>The proposed subdivision will ensure the future density of Precincts F and G will be appropriate and consistent with the Concept Plan (Mod 1).</p>
Setbacks	
<ul style="list-style-type: none"> To provide setbacks that reinforce the established streetscape pattern. 	<p>The proposed subdivision can support the necessary setback requirements as outlined within the Precinct F and G Detached Housing UDG for any future built form.</p>
<ul style="list-style-type: none"> To allow for landscaping and open space to enhance the streetscape with a garden character. 	
<ul style="list-style-type: none"> To provide adequate solar access and visual privacy between neighbouring dwellings. 	
<ul style="list-style-type: none"> To manage the visual impacts of building bulk through adequate separation for the amenity of residents and adjoining properties. 	
<ul style="list-style-type: none"> To reinforce the visual qualities of corner locations. 	
Solar Access	
<ul style="list-style-type: none"> To enhance amenity by optimising sunlight to habitable rooms and private open spaces having regard to lot orientation, design constraints and opportunities. 	<p>It is expected future detailed DAs will comply with the solar access requirements as outlined within the Precinct F and G Detached Housing UDG.</p>
Site and Landscape	
<ul style="list-style-type: none"> To ensure site planning appropriately addresses opportunities and constraints of the site conditions and their relationship to the surrounding context. 	<p>Site and landscape objectives as outlined within the Precinct F and G Detached Housing UDG will be considered during the detailed DA stage.</p>
<ul style="list-style-type: none"> To ensure efficient use of the available site area. 	
<ul style="list-style-type: none"> To protect the visual privacy of nearby residents. 	
Private Open Space (POS)	

Objective	Assessment
<ul style="list-style-type: none"> To provide appropriately sized private open space areas and balconies to enhance residential amenity. To maximise the livability of dwellings and enjoyment of residents. To provide private open space that is well integrated with indoor living areas to promote outdoor living and functionality. 	<p>The proposed subdivision supports the necessary private open space requirements as outlined within the Precinct F and G Detached Housing UDG. Future DAs must provide a minimum of 24m² of principal POS with a minimum obstructed dimension of 4m.</p>
Building Height	
<ul style="list-style-type: none"> To foster a streetscape pattern and building form that is consistent with a low density residential neighbourhood. 	<p>Future development will not exceed the maximum height/storeys approved under the Concept Plan (Mod 1).</p>
Parking	
<ul style="list-style-type: none"> To provide adequate and secure car parking for all dwellings. To integrate garages, car parking areas and driveways into the overall development design. To ensure garaging does not dominate the streetscape. 	<p>Parking located on residential lots will be provided in the future detailed DA stages.</p>
Storage	
<ul style="list-style-type: none"> To provide adequate, well designed storage in each dwelling. 	<p>Storage requirements as outlined within the Precinct F and G Detached Housing UDG will be addressed in the future detailed DA stages.</p>
3.4 Zero Lot Line Building	
<p>To promote efficient site configuration and setbacks.</p> <p>To respond appropriately to site topography.</p> <p>To maintain adequate visual and solar amenity between adjacent lots.</p>	<p>The proposed subdivision is able to comply with the zero lot line objectives. These will be considered further throughout the future DA stage.</p>
3.5 Special Lots	
N/A	
3.6 Sloping Lots	
N/A	
4.1 Building Facades, Street Frontage & Character	
N/A	
4.2 Building Entry and Relationship to the Street	
N/A	

Objective	Assessment
4.3 Important Corners	
To ensure that dwellings on corner lots address both the primary and secondary street (or public open space) frontages.	The orientation of dwellings will be addressed within future DAs.
To reinforce the prominent location of corner dwellings and establish a sense of visual interest.	The visual interest of dwellings will be addressed within future DAs.
4.4 Garages and Driveways	
N/A	
4.5 Roof Design	
N/A	
4.6 Exterior Design Palette	
N/A	
4.7 Sun Shading and Other Details	
N/A	
4.8 Walls and Fences	
N/A	
4.9 Landscape Design for Lots	
N/A	
4.10 Service Areas and Auxiliary Structures	
N/A	
4.11 Boats and Caravans	
N/A	
4.12 Site Management	
N/A	
4.13 Sight Distance for Driveways and Footpaths	
N/A	
5.1 Liveability	
N/A	
5.2 Sustainability	
N/A	

Objective	Assessment
5.3 Energy Efficiency	
N/A	
5.4 Passive Solar Design	
N/A	
5.5 Water Conservation	
N/A	
5.6 Waste	
N/A	
5.7 Materials	
N/A	
