**ATTACHMENT 5 – Seniors Living Policy: Urban Design Guidelines for Infill Development Compliance Table**

| **Seniors Living Policy**<br>**Urban design guidelines for infill development** | |
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| **Section** | **Assessment Comments** |
| **1. Responding to Context** | |
| • Analysis of Neighbourhood Character<br><br>-new development should contribute to the overall character of the area, or, in other works, have a good 'neighbourhood fit'.<br>-analysis should not only be concerned with the existing neighbourhood character but also with trends and changes in the area, and their likely positive or negative impacts over time.<br><br>Built Environment:<br><br>Residential neighbourhoods are often consistent in terms of built form. This includes not only the size and shape of buildings but the spaces between them. It is important that new built form, as far as possible, follows these patters.<br><br>Trees:<br><br>Trees and vegetation care critical in establishing the particular character of a neighbourhood or street. Distinctive patterns of planting can often compensate for fragmented or undistinguished built form. | - An analysis of the neighbourhood was not provided with the application.<br><br>- The proposed residential development is not consistent in terms of built form. The size and shape of the buildings, particularly the length of the buildings, is not consistent with the residential development in the existing streetscape.<br><br>- The proposed development includes impacts to mature vegetation on adjoining allotments which is not supported. |
| • Site Analysis<br><br>-Site analysis must not only describe the existing site conditions but explain how the design of the proposed development has taken these conditions into account. | - Site analysis provided with the development application. |
| **2. Site Planning and Design** | |
| *Design principles and better practice* | |
| • General:<br>-site design should be driven by the need to optimise internal amenity and minimise impacts on neighbours. These requirements should dictate the maximum development yield. | - The design does not include any measures to reduce overlooking into the rear private open space areas of adjoining residential development.<br><br>- The development also includes long narrow pedestrian paths through the site which creates safety and security concerns regarding the use of the site as a public access route. |
| • Built Form: | - The design of the development presents to the street as four dwellings (one on Minto Road and three on Francis Street), however the bulk |

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| -Locate the bulk of development towards the front of the site to maximise the number of dwellings with frontage to a public street.<br>-Parts of the development towards the rear of the site should be more modest in scale to limit the impacts on adjoining properties. | is not limited to the street frontage of the allotment. The bulk of the development extends the full length of each existing individual allotments. This is not consistent with the low density residential built forms of the existing streetscape.<br><br>Francis Street and Minto Road do not include any development that incorporates a depth that is comparable to the proposed development. |
| • Trees, landscaping and deep soil zones:<br><br>Maintain existing patterns and character of gardens and trees:<br><br>-retain trees and planting on the street and in front setbacks to minimise the impact of new development on the streetscape<br>-retain trees and planting in the rear of the lot to minimise the impact of new development on neighbours and maintain the pattern of mid-block deep soil planting<br>-retain large or otherwise significant trees on other parts of the site through sensitive site planning<br>-where it is not possible or desirable to retain existing trees, replace with new mature or semi-mature trees<br><br>Improve amenity by increasing the proportion of the site that is landscaped area by:<br>-increasing the width of landscaped areas between driveways and boundary fences, and between driveways and new dwellings.<br>-providing pedestrian paths<br>-reducing the width of driveways<br>-providing additional private open space about the minimum requirements<br>-providing communal open space<br>-increasing front, rear and/or rear setbacks<br>-providing small landscaped areas between garages, dwelling entries, pedestrian paths, driveways, etc. | The proposal encroaches on an existing Council street tree in Francis Street located in front of No. 16 Francis Street and three trees in the rear or No. 123 Minto Road. The encroachment is not considered acceptable and not supported.<br><br>The proposal does not including planting in the 'rear' on the lots. An area of deep soil planting is proposed at the rear of Unit 6 (12 Francis Street) Unit 17 (16 Francis Street). |
| **3. Impacts on Streetscape** | |
| *Design principles and better practice* | |
| • General<br>Response to the desired streetscape character by:<br>-locating and designing new development to be sympathetic to existing streetscape patterns (building siting, height, separation, driveway locations, pedestrian entries, etc.)<br>-providing a front setback that relates to adjoining development. | -The proposed front setback is less than that the majority of setbacks within Francis Street. A setback analysis has not been provided with the application. However, the proposed 5.5m setback from the front property boundary to the proposed dwellings in Francis Street complies with the minimum setback requirements in Council's (Sustainable City) Development Control Plan and would be consistent with any new in-fill dwelling development. The proposed front setback is considered satisfactory. |

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| | -There is no dominant front setback provided in Minto Road. The proposed setback is considered satisfactory. |
| • Built Form<br>Reduce the visual bulk of a development by:<br>-breaking up the building massing and articulating building facades<br>-allowing breaks in rows of attached dwellings<br>-using variation in materials, colours and openings to order building facades with scape and proportions that respond to the desired contextural character<br>-setting back upper levels behind the front building façade<br>-reducing the apparent bulk and visual impact of a building by breaking down the roof into smaller roof elements<br>-using a roof pitch sympathetic to that of existing buildings in the street.<br>-avoiding uninterrupted building facades including large areas of painted render. | -The roof form is not sympathetic to that of existing buildings in the street. The proposed roof form is flat as viewed from the street.<br>-The roof form when viewed from the side elevation appears as one large building block that extends to the rear of each existing block. The rows of the dwellings are not separated to provide visual relief and reduced bulk. |
| • Trees, landscaping and deep soil zones<br>Retain existing trees and planting in front and rear setbacks and the road reserve:<br>-where this is not possible or not desirable use new planting in front setback and road reserve<br>-plant in front of front fences to reduce their impact and improve the quality of the public domain. | |
| • Residential amenity<br>-clearly design open space in front setbacks as their private or communal open space.<br>-define the threshold between public and private space, for example, by level change, change in materials, fencing, planting and/or signage.<br>-design dwellings at the front of the site to address the street.<br>-Provide a high quality transition between the public and private domains by:<br>o Designing pedestrian entries where possible to be directly off the street<br>o For rear residents, providing a pedestrian entry that is separate from vehicle entries<br>o Designing front fences to provide privacy where necessary, but also to allow for surveillance of the street<br>o Ensuring that new front fences have a consistent character with front fences in the street<br>o Orienting mail boxes obliquely to the street to reduce visual clutter and the perception of multiple dwellings<br>o Locating and treating garbage storage areas and switchboards so that the visual impact on the public domain is maintained. | -The area within the front setback is designed to be used by the individual dwellings that face the street.<br>-The proposed development has been designed to address the street.<br>-Proposed front fencing is consistent with new in-fill residential fencing. |

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| • Parking, garaging and vehicular circulation<br><br>-Where basement car parking is used minimise the impact of entry by:<br>o Reducing the width where possible to single vehicle width rather than double<br>o Locating it to one side of the site, not at the centre where it is visually prominent<br>o Recessing it from the main building façade<br>o Providing security doors to avoid the appearnace of a black hole in the streetscape | Basement car parking is proposed. The entrance is proposed offset from the centre of the development.<br><br>-The provided photomontage is not satisfactory. A revised photomontage is required to be provided so as to enable a proper assessment of the visual impact of the basement entrance. |
| **4. Impacts on Neighbours** | |
| *Design principles and better practice* | |
| • Built form:<br>-Design the relationship between buildings and open space to be consistent with the existing patterns in the block.<br>-Protect neighbours' amenity by carefully designing the bulk and scale of the new development to relate to the existing residential character.<br>-Reduce the visual bulk of roof forms by breaking down the roof into smaller elements, rather than having a single uninterrupted roof structure.<br>-Design second storeys to reduce overlooking of neighbouring properties.<br>-Reduce the impact of unrelieved walls on narrow side and rear setbacks by limiting the length of the walls built to these setbacks. | -The four blocks of the proposed development does not interrupt the existing subdivision pattern of the locality.<br>-The visual bulk of the roof form provides minimal visual relief when viewed from the side elevations. However, the scale of the building is not representative of the character of either Francis Street or Minto Road.<br>-The second storeys have not been designed to reduce overlooking. |
| • Trees, landscaping and deep soil zones:<br><br>-Use vegetation and mature planting to provide a buffer between new and existing dwellings.<br>-Locate deep soil zones where they will provide privacy between new and existing dwellings.<br>-Planting in side and rear setbacks can provide privacy and shade for adjacent dwellings.<br>-For new plantings, if possible, use species that are characteristic of the local area. | Vegetation is not provided as a buffer between the subject site and No. 119 Minto Road or No. 18 Francis Street. |
| • Residential amenity<br>-Protect sun access and ventilation to living areas and private open space of neighbouring dwellings by ensuring adequate building separation.<br>-Design dwellings so that they do not directly overlook neighbours private opens space or look into existing dwellings.<br>-When providing new private open space minimise negative impacts on neighbours, for example:<br>o Locating it in front setbacks where possible<br>o Ensuring that it is not adjacent to quiet neighbouring uses, for example bedrooms | The design does not include measures to reduce overlooking. |

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| ○ Designing dwellings around internal courtyards<br>○ Providing adquate screening<br>-Where side setbacks are not large enough to provide useable private open space, use them to achieve privacy and soften the visual impact of new development by planting screen vegetation. | |
| • Parking, garaging and vehicular circulation<br>-provide planting and trees between driveways and side fences to screen noise and reduce visual impacts<br>-position driveways so as to be a buffer between new and existing adjacent dwellings. | Basement provided – design controls not specific for basement. |
| **5. Internal Site Amenity** | |
| *Design principles and better practice* | |
| • Built form:<br>-design dwelling to maximise solar access to living areas and private open spaces.<br>-In townhouse style developments, provide dwellings with a sense of individual identity through building articulation, roof form and other architectural elements, and through the use of planting and building separation.<br>Design dwelling entries so they are:<br>○ Are clear and identifiable from the street or driveway<br>○ Provide a buffer between public/communal space and private dwellings<br>○ Provide a sense of address for each dwelling<br>○ Are oriented to not look directly into other dwellings | -The provision of solar access is compliant with clause 14 of SEPP Affordable Rental Housing.<br>-The dwellings that face the street, being dwelling 1, dwelling 7, dwelling 12 and dwelling 23 are considered to appropriately provide a sense of individual identity. The remaining dwellings are not designed in a way that creates a sense of individual identity or a sense of address for each dwelling. |
| • Parking, garaging and vehicular circulation:<br>-Locate habitable rooms, particularly bedrooms, away from driveways, parking areas and pedestrian paths<br>-Avoid large uninterrupted areas of hard surfaces. Small areas of planting can break these up and soften their 'hard edge' appearance.<br>-Screen parking from viewed and outlooks from dwelling<br>-Reduce the dominance of areas for vehicular circulation and parking by considering:<br>○ Single rather than double width driveways with passing bays<br>○ Communal car court rather than individual garages<br>○ Single rather than double garages<br>○ Tandem parking or a single garage with single car port in tandem<br>○ The provision of some dwellings without any car parking for residents without cars | -The parking area in contained within a basement, accordingly habitable rooms are not located near parking, garaging or vehicle circulation.<br>-The development does not contain large areas of hard surfaces. The largest area of uninterrupted hard surfaces is the driveway which is considered necessary for vehicular access.<br>-Parking area is suitably screened i.e. is contained within a basement area.<br>-Given the width of the Francis Street frontage, the basement parking area is not considered to be a dominant feature of the development. |
| • Residential amenity: | -Pedestrian access is separated from the vehicular basement entry. All pedestrian access to the basement is provided in the |

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| -Provide distinct separate pedestrian and vehicle circulation on the site:<br>o Where this is not possible shared driveway/pedestrian paths should be wide enough to allow a vehicle and a wheelchair to pass safely<br>o Provide pedestrian routes to all public and semi-public areas including lobbies, dwelling entries, communal facilities and visitor parking spaces | centre of the development. |
| -Ensure that adequate consideration is given to safety and security by:<br>o Avoid ambiguous spaces in building and dwelling entries that are not obviously designated as public or private<br>o Minimising 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<br>o Clearly defining thresholds between public and private spaces (for example by level change, change in materials, fencing, planting and/or signage). | -The development proposes splayed corners on the internal access paths. However, the application does not address the through nature of the site. |
| -Provide private open space that:<br>o Is generous in proportion and adjacent to the main living areas of the dwelling (living room, dining room or kitchen)<br>o Is oriented predominantly north, east or west to provide solar access<br>o Comprises multiple spaces for larger dwellings<br>o Uses screening for privacy but also allows casual surveillance when located adjacent to public or communal areas (including street and driveways)<br>o Provides both paved and planted areas when located at ground level<br>o Retains existing vegetation where practical<br>o Uses pervious pavers where private open space is predominantly hard surfaced, to allow for water percolation and reduced runoff | -Adequate private open space is provided for each dwelling which is accessed directly from a main living area. |
| -Site and/or treat common service facilities such as garbage collection areas and switchboard to reduce their visual prominence to the street or to any private or communal open space. | -The common services are located in the basement which is considered adequately sited in terms of reducing the visual prominence. |