

Attachment 6 – Seniors Living Policy: Urban Design Guidelines for Infill Development Compliance Table

Seniors Living Policy Urban design guidelines for infill development	
Section	Assessment Comments
1. Responding to Context	
<ul style="list-style-type: none"> Analysis of Neighbourhood Character <p>-new development should contribute to the overall character of the area, or, in other words, have a good 'neighbourhood fit'.</p> <p>-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.</p> <p>Built Environment:</p> <p>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 patterns.</p> <p>Trees:</p> <p>Trees and vegetation are critical in establishing the particular character of a neighbourhood or street. Distinctive patterns of planting can often compensate for fragmented or undistinguished built form.</p>	<ul style="list-style-type: none"> - An analysis of the neighbourhood was provided with the application. - The development is the first proposed within the Part 5 Activity Determination Rosemeadow locality. - The Part 5 Activity Determination removed all vegetation. No established vegetation is on the subject site.
<ul style="list-style-type: none"> Site Analysis <p>-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.</p>	<ul style="list-style-type: none"> - Site analysis provided with the development application and is considered satisfactory.
2. Site Planning and Design	
<i>Design principles and better practice</i>	
<ul style="list-style-type: none"> General: <p>-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.</p> <p>-Cater for the broad range of needs from potential residents by providing a mix of dwelling sizes and dwellings both with and without assigned car parking. This can also provide variety in massing and scale of built form within the development.</p>	<ul style="list-style-type: none"> - Amenity impacts have been mitigated by distance and splayed location of balconies. No privacy concerns are raised. -The application details that the development is designed to meet the specific requirements of Land and Housing Corporation client base.
<ul style="list-style-type: none"> Built Form: 	<ul style="list-style-type: none"> - The design of the development presents to both to Road No 2 and Copperfield Drive. The

<p>-Locate the bulk of development towards the front of the site to maximise the number of dwellings with frontage to a public street.</p> <p>-Parts of the development towards the rear of the site should be more modest in scale to limit the impacts on adjoining properties.</p> <p>-Design and orient dwellings to respond to environmental conditions:</p> <ul style="list-style-type: none"> o Orient dwellings on the site to maximise solar access to living areas and private open space. o Locate dwellings to buffer quiet areas within the development from noise. 	<p>'bulk' of the development has been distributed to the south and east of the site. However, the generous setbacks from the southern and eastern property boundaries reduces the dominance as viewed from Copperfield Drive.</p> <p>-A future 'townhouse' development is proposed along the southern boundary of the development site.</p> <p>-The third storey element is not considered to be detrimental to the immediate future low density residential development.</p> <p>-Solar access is achieved under the provisions of the ADG, and the application has demonstrated that suitable solar access is achieved to the future town house development to the south of the site.</p> <p>-The development is designed in order to facilitate a quiet common area at the centre of the development, protecting the common area from road noise associated with Copperfield Drive.</p>
<ul style="list-style-type: none"> • Trees, landscaping and deep soil zones: <p>Maintain existing patterns and character of gardens and trees:</p> <p>-retain trees and planting on the street and in front setbacks to minimise the impact of new development on the streetscape</p> <p>-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</p> <p>-retain large or otherwise significant trees on other parts of the site through sensitive site planning</p> <p>-where it is not possible or desirable to retain existing trees, replace with new mature or semi-mature trees</p> <p>Improve amenity by increasing the proportion of the site that is landscaped area by:</p> <p>-increasing the width of landscaped areas between driveways and boundary fences, and between driveways and new dwellings.</p> <p>-providing pedestrian paths</p> <p>-reducing the width of driveways</p> <p>-providing additional private open space about the minimum requirements</p> <p>-providing communal open space</p> <p>-increasing front, rear and/or rear setbacks</p> <p>-providing small landscaped areas between garages, dwelling entries, pedestrian paths, driveways, etc.</p>	<p>-The proposal does not remove any vegetation. All vegetation is to be removed as part of the Part 5 Activity Determination.</p> <p>-The proposed landscaping is considered to significantly improve the streetscape by adding generous landscape setback areas.</p>

<p>Provide deep soil zones for absorption of run-off and to sustain vegetation, including large trees:</p> <ul style="list-style-type: none"> - It is preferable that as least 10% of the site area is provided as a single area at the rear of the site, where there is the opportunity to provide a mid-block corridor of trees within a neighbourhood. - Where the pattern of higher site cover on stormwater runoff by: <ul style="list-style-type: none"> o Using semi-pervious materials for driveways, paths and other paved areas. o Using of on-site detention to retain stormwater on site for re-use 	
<ul style="list-style-type: none"> • Parking, garaging and vehicular circulation: <p>-Consider centralised parking in car courts to reduce the amount of space occupied by driveways, garages and approaches to garages.</p> <p>-Where possible maintain existing crossings and driveway locations on the street.</p>	<p>-Centralised basement car parking provided which significantly reduces the amount of space taken up with hard-stand at-grade.</p> <p>-No existing crossovers present.</p>
<ul style="list-style-type: none"> • Rules of Thumb <p>-The proportion of the site given to landscaped area and deep soil should be increased in less urban areas, on large lots, and in areas already characterised by a high proportion of open space and planting.</p>	<p>-This site is considered a large allotment within an urban area. An additional plan (Landscape plan sheet 4 of 4) has been provided with the revised information which indicates that the development includes 1,396sqm (27.34%) of communal landscape area/deep soil area, which is significantly greater than the 7% deep soil zones required by the ADG.</p>

3. Impacts on Streetscape

Design principles and better practice

<ul style="list-style-type: none"> • General <p>Response to the desired streetscape character by:</p> <ul style="list-style-type: none"> -locating and designing new development to be sympathetic to existing streetscape patterns (building siting, height, separation, driveway locations, pedestrian entries, etc.) -providing a front setback that relates to adjoining development. 	<ul style="list-style-type: none"> -The development is the first development within the Part 5 Activity Determination area. -The proposed landscaped areas are more generous than standard residential development. -The setbacks from Road No 2 are generally consistent with that of future development. -The set back of the development from Copperfield Drive is significant (approximately 20 metres), which is a significant contributor in reducing the dominance of the third storey element when viewed from the street. -The height non-compliances with SEPP Seniors is considered satisfactory. Two written clause 4.6 variation requests accompany the development application and are assessed in the planning report.
<ul style="list-style-type: none"> • Built Form <p>Reduce the visual bulk of a development by:</p> <ul style="list-style-type: none"> -breaking up the building massing and articulating building facades -allowing breaks in rows of attached dwellings -using variation in materials, colours and openings to order building facades with scape and 	<ul style="list-style-type: none"> -The building design is considered to be significantly articulated and well-designed. -The roof does not add visual bulk to the development form. -The building form as viewed from Road No. 2 is

<p>proportions that respond to the desired contextual character</p> <ul style="list-style-type: none"> -setting back upper levels behind the front building façade -reducing the apparent bulk and visual impact of a building by breaking down the roof into smaller roof elements -using a roof pitch sympathetic to that of existing buildings in the street. -avoiding uninterrupted building facades including large areas of painted render. 	<p>considered to be sufficiently articulated with visual relief between the third storey elements.</p>
<ul style="list-style-type: none"> • Trees, landscaping and deep soil zones <p>Retain existing trees and planting in front and rear setbacks and the road reserve:</p> <ul style="list-style-type: none"> -where this is not possible or not desirable use new planting in front setback and road reserve -plant in front of front fences to reduce their impact and improve the quality of the public domain. 	<ul style="list-style-type: none"> -All vegetation approved to be removed as part of the Part 5 Activity Determination. Extensive landscaping is proposed.
<ul style="list-style-type: none"> • Residential amenity <ul style="list-style-type: none"> -clearly design open space in front setbacks as their private or communal open space. -define the threshold between public and private space, for example, by level change, change in materials, fencing, planting and/or signage. -design dwellings at the front of the site to address the street. -Provide a high quality transition between the public and private domains by: <ul style="list-style-type: none"> ○ Designing pedestrian entries where possible to be directly off the street ○ For rear residents, providing a pedestrian entry that is separate from vehicle entries ○ Designing front fences to provide privacy where necessary, but also to allow for surveillance of the street ○ Ensuring that new front fences have a consistent character with front fences in the street ○ Orienting mail boxes obliquely to the street to reduce visual clutter and the perception of multiple dwellings ○ Locating and treating garbage storage areas and switchboards so that the visual impact on the public domain is maintained. 	<ul style="list-style-type: none"> -Public/private space delineation is considered satisfactory. -The proposed development has been designed to address Road No 2. -The development provides appropriate pedestrian entries that are separate from the vehicular entry. The pedestrian entries from Road No. 2 include a seated area which creates areas for further opportunities for social interaction and a sense of community. -Pedestrian connectivity is also proposed through the drainage reserve to the east of the site to provide enhanced connectivity. -The visual impact of the garbage waste storage areas is considered minimal given the significant frontage of the site. The waste areas are also landscaped.
<ul style="list-style-type: none"> • Parking, garaging and vehicular circulation <ul style="list-style-type: none"> -Where basement car parking is used minimise the impact of entry by: <ul style="list-style-type: none"> ○ Reducing the width where possible to single vehicle width rather than double ○ Locating it to one side of the site, not at the centre where it is visually prominent ○ Recessing it from the main building façade 	<p>Basement car parking is proposed. The entrance is proposed from Road No. 2 where it is located to the side of the development. Location and width considered satisfactory.</p>

<ul style="list-style-type: none"> o Providing security doors to avoid the appearance of a black hole in the streetscape 	
<ul style="list-style-type: none"> • Rules of Thumb <ul style="list-style-type: none"> -Respond to council planning instruments that specify the character or desired character for the area. -Where there is a consistent front building alignment, new development should not encroach on the front setback. -Driveways or basement car park entries should not exceed 25% of the site frontage. -Garage doors should be set back a minimum of 1m behind the predominant building façade on both the street frontage and common driveways. 	<ul style="list-style-type: none"> -The basement entry width is significantly less than 25% of the site frontage. -Council's SCDCP 2015 requires a minimum setback of 5.5 metres for residential development. The proposed setback of the development from Road No. 2 is generally consistent with future residential development.
4. Impacts on Neighbours	
<i>Design principles and better practice</i>	
<ul style="list-style-type: none"> • Built form: <ul style="list-style-type: none"> -Design the relationship between buildings and open space to be consistent with the existing patterns in the block. -Protect neighbours' amenity by carefully designing the bulk and scale of the new development to relate to the existing residential character. -Reduce the visual bulk of roof forms by breaking down the roof into smaller elements, rather than having a single uninterrupted roof structure. -Design second storeys to reduce overlooking of neighbouring properties. -Reduce the impact of unrelieved walls on narrow side and rear setbacks by limiting the length of the walls built to these setbacks. 	<ul style="list-style-type: none"> -The allotment created for the development site was specifically created for this development. -The design, materials, articulation, landscaped setbacks and building setback from Copperfield Drive, work together to create a development that is visually appealing from the public domain. -The second and third storey building form has been designed to reduce overlooking and overshadowing impacts to the future town house development to the south of the site.
<ul style="list-style-type: none"> • Trees, landscaping and deep soil zones: <ul style="list-style-type: none"> -Use vegetation and mature planting to provide a buffer between new and existing dwellings. -Locate deep soil zones where they will provide privacy between new and existing dwellings. -Planting in side and rear setbacks can provide privacy and shade for adjacent dwellings. -For new plantings, if possible, use species that are characteristic of the local area. 	<ul style="list-style-type: none"> -Suitable landscaping is proposed. -Substantial number of 75L proposed. -Suitable plantings are proposed between the building and the side property boundary to assist with screening, privacy and shade for adjacent dwellings.
<ul style="list-style-type: none"> • Residential amenity <ul style="list-style-type: none"> -Protect sun access and ventilation to living areas and private open space of neighbouring dwellings by ensuring adequate building separation. -Design dwellings so that they do not directly overlook neighbours private open space or look into existing dwellings. -When providing new private open space minimise negative impacts on neighbours, for example: <ul style="list-style-type: none"> o Locating it in front setbacks where possible 	<ul style="list-style-type: none"> -Adequate building separation is provided in exceedance of the ADG requirements. A minimum setback of 9.340m (Building A) from the proposed town house allotments to the south is proposed.

<ul style="list-style-type: none"> o Ensuring that it is not adjacent to quiet neighbouring uses, for example bedrooms o Designing dwellings around internal courtyards o Providing adequate screening <p>-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.</p>	
<ul style="list-style-type: none"> • Parking, garaging and vehicular circulation <p>-provide planting and trees between driveways and side fences to screen noise and reduce visual impacts</p> <p>-position driveways so as to be a buffer between new and existing adjacent dwellings.</p>	Basement provided – design controls not specific for basement.
<ul style="list-style-type: none"> • Rules of Thumb <p>-Where side setbacks are less than 1.2m, a maximum of 50% of the development should be built to this alignment.</p> <p>-The length of unrelieved walls along narrow side or rear setback should not exceed 8 metres.</p> <p>-Living rooms of neighbouring dwellings should receive a minimum 3 hours direct sunlight between 9-3 in mid-winter neighbouring dwellings.</p> <p>-Solar access to the private open space of neighbouring dwellings should not be unreasonably reduced.</p>	<p>-Side setbacks are greater than 1.2m.</p> <p>-The future town house development to the south of the site receives solar access in accordance with Council's SCDGP (Part 3.4.4(b)).</p>
5. Internal Site Amenity	
<i>Design principles and better practice</i>	
<ul style="list-style-type: none"> • Built form: <p>-design dwelling to maximise solar access to living areas and private open spaces.</p> <p>-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.</p> <p>Design dwelling entries so they are:</p> <ul style="list-style-type: none"> o Are clear and identifiable from the street or driveway o Provide a buffer between public/communal space and private dwellings o Provide a sense of address for each dwelling o Are oriented to not look directly into other dwellings 	<p>-Solar access complies with the ADG requirements - 36 (80%) dwellings receive a minimum of 2 hours direct sunlight to both living rooms and balcony/terrace areas.</p>
<ul style="list-style-type: none"> • Parking, garaging and vehicular circulation: <p>-Locate habitable rooms, particularly bedrooms, away from driveways, parking areas and pedestrian paths</p> <p>-Avoid large uninterrupted areas of hard surfaces. Small areas of planting can break these up and soften their 'hard edge' appearance.</p>	<p>-The parking area is contained within a basement, accordingly habitable rooms are not located near parking, garaging or vehicle circulation.</p> <p>-The development does not contain large areas of hard surfaces. The largest area of uninterrupted hard surfaces is the internal communal open space area, which is also</p>

<p>-Screen parking from viewed and outlooks from dwelling</p> <p>-Reduce the dominance of areas for vehicular circulation and parking by considering:</p> <ul style="list-style-type: none"> ○ Single rather than double width driveways with passing bays ○ Communal car court rather than individual garages ○ Single rather than double garages ○ Tandem parking or a single garage with single car port in tandem ○ The provision of some dwellings without any car parking for residents without cars 	<p>significantly vegetated/landscaped.</p> <p>-Parking area is suitably screened i.e. is contained within a basement area.</p> <p>-Given the width of the site as viewed from Road No. 2, the basement parking area is not considered to be a dominant feature of the development.</p>
<ul style="list-style-type: none"> • Residential amenity: <p>-Provide distinct separate pedestrian and vehicle circulation on the site:</p> <ul style="list-style-type: none"> ○ Where this is not possible shared driveway/pedestrian paths should be wide enough to allow a vehicle and a wheelchair to pass safely ○ Provide pedestrian routes to all public and semi-public areas including lobbies, dwelling entries, communal facilities and visitor parking spaces <p>-Ensure that adequate consideration is given to safety and security by:</p> <ul style="list-style-type: none"> ○ Avoid ambiguous spaces in building and dwelling entries that are not obviously designated as public or private ○ 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 ○ Clearly defining thresholds between public and private spaces (for example by level change, change in materials, fencing, planting and/or signage). <p>-Provide private open space that:</p> <ul style="list-style-type: none"> ○ Is generous in proportion and adjacent to the main living areas of the dwelling (living room, dining room or kitchen) ○ Is oriented predominantly north, east or west to provide solar access ○ Comprises multiple spaces for larger dwellings ○ Uses screening for privacy but also allows casual surveillance when located adjacent to public or communal areas (including street and driveways) ○ Provides both paved and planted areas when located at ground level ○ Retains existing vegetation where practical 	<p>- Separate distinct vehicular access is provided to the basement car parking area.</p> <p>-Pedestrian access is separated from the vehicular basement entry. All pedestrian access to the basement is provided in two central locations within the common open space area.</p> <p>-The development does not include ambiguous spaces. Individual building entrances are clear. Clear pedestrian paths are provided throughout the development.</p> <p>-Private open space for the individual dwellings is considered satisfactory.</p>

<ul style="list-style-type: none"> ○ Uses pervious pavers where private open space is predominantly hard surfaced, to allow for water percolation and reduced runoff <p>-Provide communal open space that:</p> <ul style="list-style-type: none"> ○ Is clearly and easily accessible to all residents and easy to maintain ○ Incorporates existing mature trees and vegetation to provide additional amenity for all residents ○ Includes shared facilities such as seating areas and barbecues to permit resident interaction <p>-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.</p>	<p>-Communal open space is concentrated in the centre of the development site. Shared BBQ facilities and various seating areas are provided which are considered satisfactory.</p> <p>-The common services (i.e. main switch, hydrant pump) are located in the basement which is considered adequately sited in terms of reducing the visual prominence.</p> <p>-Waste storage areas have been designed within the building setback area of Road No. 2. At street level, the waste areas are not considered to be visually prominent.</p>
<ul style="list-style-type: none"> ● Rules of Thumb <p>- Separation of 1.2 metres should be achieved between habitable rooms and driveway or car parks of other dwellings. This can be reduced if adequate screening is provided.</p>	<p>2.6m provided – satisfactory.</p>