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EXECUTIVE SUMMARY

231 GURWOOD STREET, WAGGA WAGGA

THE OPPORTUNITY

231 Gurwood Street to be known as the ‘The Leagues’ is prime example of an ideal brownfield development site. It is located within walking distance of both the Central Business District and the future Health & Knowledge Precinct.

The large single ownership site is relatively flat with site access from all four sides. It has been cleared of the previous Leagues Club building and is waiting for redevelopment.

URBAN DESIGN PRINCIPLES

The design of the precinct is guided by eight Urban Design Principles. These principles provide for a robust framework in which the development can work.

The principles will allow the new precinct to integrate into its surrounding environment.
HOUSING TYPOLOGIES

A diverse range of housing typologies are provided for on site to allow people to live in the area during different phases of their life. There are a mix of:

• Apartments
• Terraces
• Semi-detached houses
• Detached houses
• Secondary Dwelling ‘Fonzie Flats’ above garages

CHANGES TO DCP

A series of changes are proposed to the Wagga Wagga DCP (2010) to create a unique character. These changes cover:

• Houses fronting open space
• Block Size
• Maximum Lot Size
• Fencing Controls
• Setbacks
• Local Streets
• Laneways
a place response

HIGHLY WALKABLE
5 mins walk to Health Precinct 10 mins walk to CBD

CREATING HOMES
160 X new dwellings

A DIVERSE MIX
79 X apartments 45 X detached houses 36 X terraces houses

PLACE IDENTITY
promoting and enhancing Wagga Wagga identity through urban + architectural design

SHARED AMENITY
comfort + delight = encourages recreation + community connections via public park
PLACE TAKEAWAY:

Wagga Wagga is highly walkable, The Leagues is located within 400m of the Health and Knowledge Precinct, and 1.7km & the town centre. This reflects the site’s strategic location & provides public benefit for both the residents & the community.

PLACE TAKEAWAY:

Wagga Wagga has been identified by the NSW Department of Planning to increase to 100,000 residents. With the high growth in the future, The Leagues will contribute 160 new dwellings, in a diverse range of typologies.

PLACE TAKEAWAY:

The Leagues encourages diversity in place by providing a range of housing types for people at different stages of their life, including terraces, detached dwellings, and apartments.

PLACE TAKEAWAY:

Providing Wagga Wagga with high quality public open spaces, community led programming & fine grain architecturally designed, built form.

PLACE TAKEAWAY:

The Leagues harnesses green amenity through the provision of public open space and linear green spaces that provide for pedestrian/cycle links through the region.
2

Context
The subject site is ideally suited for urban infill development as it is located:

- Within 5 minute walk of the proposed Health & Knowledge Precinct
- 1.7kms from the CBD
- Along the Kapooka Active Travel path on Kincaid Street
- Near multiple open space facilities

PLACE TAKEAWAY:

The sites proximity to the proposed Health & Knowledge precinct provides the opportunity for key worker housing within an easy walk/ cycle to work.
The subject site currently an empty site having previously been an established Leagues Club site with large club building and playing fields.

It is surrounded by a mixture of low scale detached residential, terraces, retirement homes, and industrial/employment within a short distance.

Cox Park is an under-utilised open space within a 5 minute walk of the site that will be of great advantage to the new residents of The Leagues.

Kincaid Street is a proposed Active Travel link that will allow residents to use alternative methods of travel to access the CBD, and rely less on their personal vehicles.

Shaw Street provides direct access to the proposed Health & Knowledge Precinct, providing the opportunity for key worker housing on site.

PLACE TAKEAWAY:

The subject site is a large hole in an established area which needs to integrate seamlessly to its surrounds and stitch the area together.
400m RADIUS (less than 5 MINUTE WALK)

1.7km to CBD

Active Travel Link

PCYC

Cox Park
LOCAL CONTEXT
UNDERSTANDING THE LOCAL CONTEXT

GURWOOD STREET
A wide local street that connects into the CBD and terminates in a cul-de-sac. Predominantly single storey detached houses at this end, with the PCYC opposite the site likely to be redeveloped in the future. It has large established trees all along the street.

KINCAID STREET
A wide arterial road that connects the Olympic Highway to the Wagga Wagga CBD. It is lined with detached houses and double storey terraces, with sparsely located established trees.
**SHAW STREET**

This collector street connects Kincaid Street to the Sturt Highway and the Health & Knowledge Precinct. It is predominantly single storey detached houses, with wide verges and trees.

**THOMAS STREET**

A narrow local street with single storey detached houses and large established trees. A retirement community is located opposite the site.

**PLACE TAKEAWAY:**

The site is surrounded by wide streets and a mixture of housing types. It's highly connected and ideally located to the CBD and the future Health & Knowledge Precinct.
LOCAL DEMOGRAPHIC
UNDERSTANDING THE PEOPLE

COMMUNITY
Wagga Wagga's population is forecast to increase by 54% by 2036. The largest demographic increases are in the 60+ age groups.

<table>
<thead>
<tr>
<th>Population</th>
<th>Forecast to Grow</th>
<th>Largest Age Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>64,800</td>
<td>54%</td>
<td>20-24 years</td>
</tr>
<tr>
<td>35,200</td>
<td>33%</td>
<td>Students</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indigenous Population</th>
<th>Most Growth Will Be</th>
</tr>
</thead>
<tbody>
<tr>
<td>5%</td>
<td>65-69</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Common Industries</th>
<th>Common Occupations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Healthcare &amp; Social Assistance</td>
<td>Technicians &amp; Trade Workers</td>
</tr>
<tr>
<td>16%</td>
<td>15%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Workforce</th>
<th>Industry</th>
<th>Occupation</th>
<th>Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>11% Retail Trade</td>
<td>12% Clerical &amp; Admin Workers</td>
<td>$1,334 Average Weekly Income of Households</td>
<td></td>
</tr>
</tbody>
</table>

LIVE
Almost a third of households in Wagga are families. Family households will grow the most, although there will also be growth in single person households.

<table>
<thead>
<tr>
<th>Largest Age Group</th>
<th>Forecast to Grow</th>
</tr>
</thead>
<tbody>
<tr>
<td>65-69</td>
<td>33%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dominant Household</th>
<th>Majority of Dwellings Are</th>
</tr>
</thead>
<tbody>
<tr>
<td>Couples with Children</td>
<td>Detached Low Density</td>
</tr>
<tr>
<td>28%</td>
<td>Low 83%</td>
</tr>
<tr>
<td>WILL GROW 23% BY 2036</td>
<td>Medium 15%</td>
</tr>
</tbody>
</table>

WORK
Wagga Wagga is a proudly blue collar town, reflected in its dominant occupations and industries.

<table>
<thead>
<tr>
<th>Most Common Industries</th>
<th>Most Common Occupations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Healthcare &amp; Social Assistance</td>
<td>Technicians &amp; Trade Workers</td>
</tr>
<tr>
<td>16%</td>
<td>15%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design Takeaway:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased population will put pressure on existing housing stock and social infrastructure. The The Leagues has the potential to respond to these needs. In particular, there is a requirement to provide more medium density housing close to the Health &amp; Knowledge Precinct to provide housing for key workers within a close walk.</td>
</tr>
</tbody>
</table>
The Leagues will be an exemplar for healthy, attractive, diverse urban communities in Wagga Wagga. It will respect Wagga’s rich context by seamlessly stitching back into the community whilst welcoming and accommodating the needs and aspirations of the emerging health and knowledge sector.
Urban Design Principles
1. Provide a robust development framework that gives confidence in quality outcomes but facilitates creativity, innovation and organic growth.

2. Stitch into the existing community fabric in a fine grain manner.

3. Connect to the Health & Knowledge Precinct in a physical and value-based manner.


5. Facilitate a life-long community model.

6. Promote green and active travel, reducing reliance on the private vehicle.

7. Provide attractive and logical built from transitions.

8. Enable flexibility to respond to Wagga Wagga’s needs.
KEY DESIGN RESPONSE

DELIVERING THE DESIGN BRIEF

THE FOLLOWING KEY DESIGN RESPONSES CREATE A ROBUST FRAMEWORK FOR THE STREET MASTER PLAN.
THE EXISTING SITE
The Leagues is a large relatively flat rectangular site of almost 3.5ha. It was previously used as the Wagga Leagues Club with a club house on Gurwood Street.

ROAD NETWORK
A central street connects Gurwood and Kincaid Streets via an ‘S’ shape, with each length of new street terminating in a green pedestrian link to provide pedestrian permeability. Laneways provide garage access to allow for all perimeter street and the new street to have a highly landscaped residential character free of garages.
PEDESTRIAN ACCESS NETWORKS

Pedestrian permeability is encouraged through the use of green links in both north-south and east-west directions. The internal streets terminated on the green links to allow straightforward connects through the site while walking/cycling, whilst slowing down vehicular traffic. The east-west pedestrian links into Rhoda Avenue and Cox Park further east.

GREEN NETWORKS

A pocket park is provided on Kincaid Street as a welcoming feature into the site. It is located on the Kapooka Active Travel network, and connects into the pedestrian links through the site.
**PROPOSED HOUSING TYPOLOGIES**

The site proposes a diverse range of houses, including terraces, semi-detached houses, detached houses, apartments, and Secondary Dwellings (‘Fonzie’ flats) over garages to provide surveillance. There is the opportunity in future that the western side of the site could be used for residential aged care / retirement living if the market demands it.

**BUILDING HEIGHTS**

Building heights are proposed predominantly to be up to 3 storeys in height for the detached houses and terraces, with a site identified as capable of accommodating up to 4 storeys without overshadowing neighbouring properties and/ or open space. This site is flexibly configured for apartments, multi- unit, aged care or detached houses and terraces subject to market demand. Additional height is possible and subject to land use/ built form specific compliance testing.
THE MASTER PLAN RESPONSE
SHAPING THE VISION FOR THE LEAGUES

The proposed development will deliver apartments, terraces, and detached houses to accommodate approximately an additional 398 people (@ 2.49 people/dwelling - current Wagga Wagga average) within 500m of the Health & Knowledge Precinct. A new pocket park of approximately 420m² will support the growing community and deliver much needed publicly accessible open space.

In future stages there is a potential for the apartment site and surrounding blocks to be used as residential aged care. This would be reviewed at a future date as the market requires. The design of the layout has allowed for this flexibility.
How could the pocket park be programmed as an attractive local amenity?

PLACE TAKEAWAY:

Layered experiences create attraction and attachment - Cities succeed or fail at the human scale (the place scale) and this scale is often overlooked. 10+ things to do at a local scale at The Leagues will form a layered program which encourages people to stay and enjoy Wagga Wagga.
How could green links contribute to an attractive local amenity?

PLACE TAKEAWAY:

*In key areas green links have been provided for pedestrian / cycle connections through the site with dwellings that front directly onto them, facilitated by rear lane vehicular access. This will give an additional sense of activation to these areas as residents will frequently interact with the edges of the park/open space.*
How could the streets and laneways contribute to a sense of legibility and safety?

PLACE TAKEAWAY:

The streets and laneways have been designed to be consistent with the Vision for The Leagues to be a healthy, walkable urban community. The combination of narrower laneways, tree and parking friction will naturally calm traffic, prioritise the safety and comfort of the pedestrian without unduly impacting on traffic operations.
LANDSCAPE VISION

A COMMUNITY LED LANDSCAPE PLAN

LEGEND

Existing trees to be retained
All street trees by WWCC

Existing trees to be removed

Proposed trees

Proposed Street trees (verge 3.5m wide)
Pantano persica (Persian Ironwood) 7m x 5m
Pyrus calleryana ‘Capital’ (Capital Pear) 8m x 3m

Pedestrian connections (limited width)
Prunus cerastifera ‘Nigra’ (Purple-leafed Plum) 5m x 4m
Crataegus laevigata Pauls Scarlet (Hawthorn) 5m x 4m

Shade trees for amenity (open space)
Prunus penncylvanica urbana (April) 10m x 8m

Screen planting
Against fences, low water use
Ceanothus rowoanus (California Lilac)
Nandina Bush! (Sacred Bamboo)
Teucrium ruficans (Bush Germander)
Westringia ‘Blue Gem’ (Dwarf Westringia)

Low level planting
To maintain open site lines/low water use
Teucrium fruticans (Bush Germander)
Westringia ‘Mundi’ (Native Rosemary)
Lamandra Tankerl (Matt Bush)

Open space lawn area
Kikuyu oversown with Figs grass (irrigated)

HARD LANDSCAPE

Existing concrete paths
Provide pram ramp crossings at new road openings.

Internal pedestrian network
Concrete footpaths 1200mm wide
As per WWCC standard details
Pram ramps at all street crossings.

Open space areas and connection to streetscape
Concrete with colour/ texture variation to footpaths

Urban details including
Seating/ benches
Lighting to park and walkways to the relevant Australian Standard
Bollards to restrict pedestrian access as required
Bin (to park)

Notes
1. Activation zones including shade trees, seating and lighting.
2. Low planting to corners to maintain open site lines.
3. Pocket park. Large shade trees, irrigated turf area, seating, picnic tables and planting.
4. Lineal park. Small shade trees, linking pedestrian path, planting and seating.
5. Lineal park. Small shade trees, linking pedestrian path and planting.

Street trees for 3.5m wide verge

Clear stem, small scale trees for views through

TYPICAL SECTION

3600mm
Pram ramps at all street crossings

Provide pram ramp crossings at new road openings.

HARD LANDSCAPE

Kikuyu oversown with Rye grass (irrigated)

Low level planting

Prunus cerasifera 'Nigra' (Purple-leafed Plum) 5m x 4m

Parrotia persica (Persian Ironwood) 7m x 5m

Proposed trees

Concrete footpaths 1200mm wide

Westringia 'Mundi' (Native Rosemary)

Westringia 'Blue Gem' (Dwarf Westringia)

As per WWCC standard details

Screen planting

Shade trees for amenity (open space)

All street trees by WWCC

Trachelospermum asiaticum (Japanese Star Jasmine)

To maintain open site lines/ low water use

Teucrium fruticans (Bush Germander)

Existing concrete paths

Street trees for 3.5m wide verge linking pedestrian path and planting.

2. Low planting to corners to shade trees, seating and lighting.

5. Lineal park. Small shade trees, clear stem, small scale.
LANDSCAPE DETAILS

STREETSCAPE

Seating areas with shade trees and planting.
Low plantings to maintain open site lines.
Pedestrian paths connect to existing streets.

OPEN SPACE

Open grass areas with seating, shade trees and planting. Clear open site lines.
Lineal open space with paths, seating and shade trees. Bollards to restrict vehicle access into open space.
**Planting**

**Street System for Open Space**
- Seating areas with shade trees and planting
- Low plantings to maintain open site lines
- Pedestrian paths connect to existing streets

**Open Grass Areas**
- Clear open site lines
- Lineal open space with paths, seating, and shade trees

**Parrotia persica**
- Urbanite
- Lineal open space with paths and shade trees
- Bollards to restrict vehicle access into open space

**Plants**
- *Prunus Cerasus nigra*
- *Pyrus calleryana 'Capital'*
- *Crataegus laevigata Pauls Scarlet*

**Site Information**
- The Leagues Club site
- 231 Gurwood Street Wagga Wagga

**Date**
- 17.09.2019

**Status**
- For DA

**Revision**
- D

**Scale**
- NA
Housing Typologies & Controls
### PUBLIC / PRIVATE INTERFACE

<table>
<thead>
<tr>
<th>FEATURES</th>
<th>FRONT SETBACK</th>
<th>ARTICULATION ZONE</th>
<th>PERMISSIBLE ARTICULATION ELEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN LINK</td>
<td>2.0m</td>
<td>2.0m</td>
<td>An Entry Feature / Portico, Balcony / Deck / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.2m high courtyard wall with 50% permeability</td>
</tr>
<tr>
<td>NEW INTERNAL STREET</td>
<td>2.5m to 3.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Deck / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 2.5m setback &amp; 1.2m fence with 50% permeability OR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 3.5m setback &amp; 1.5m high fence with 50% permeability if Private Open Space faces north</td>
</tr>
<tr>
<td>KINCAID STREET</td>
<td>3.5m</td>
<td>2.0m</td>
<td>An Entry Feature / Portico, Balcony / Deck / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.2m high courtyard wall OR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>GURWOOD STREET</td>
<td>2.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Deck / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.2m fence with 50% permeability OR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>MIXED-USE ON GURWOOD STREET &amp; POCKET PARK</td>
<td>3.5m</td>
<td>3.5m</td>
<td>Awnings over shopfronts • Provide an awning over shop fronts to boundary line</td>
</tr>
<tr>
<td>SHAW STREET</td>
<td>2.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Deck / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.2m fence with 50% permeability OR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>THOMAS STREET</td>
<td>2.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Deck / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.2m fence with 50% permeability OR</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>PEDESTRIAN LINKS (SECONDARY FRONTAGE)</td>
<td>1.5m side setback</td>
<td>0.5m</td>
<td>Minimal articulation to limit blank facades to pedestrian links • 1.5m high fence with 50% permeability • Fence to property boundary</td>
</tr>
</tbody>
</table>

As per the Wagga Wagga DCP Section 9.1.5.7 Building Articulation in Staunton:

**BUILDING ARTICULATION**

- To ensure building façades are articulated to complement and enhance the streetscape and neighbourhood character.
- To encourage contemporary and innovative design to establish a preferred neighbourhood character in new and transitional residential areas.
- Use articulation to avoid excessively long blank walls, particularly to end terraces.
- Each dwelling must have a front door and a window to a habitable room in the building wall that faces a primary street.
- Houses on corner lots are to ensure an acceptable address to both frontages. Continue materials around the corner to the secondary road so that the building “turns the corner”.
- The maximum total area of building elements in the articulation zone must not be more than 35 percent of the area of the articulation zone.
ILLUSTRATIVE MASTER PLAN -
REFER TO ENGINEERING PLANS FOR SPECIFIC DETAILS
HOUSING TYPOLOGIES
IMPLEMENTING THE VISION: DESIGN CONTROLS GUIDANCE

TYPOLOGY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5-8m X 21/22m TERRACE</strong></td>
<td><strong>14-16m X 21-22m DETACHED</strong></td>
<td><strong>10m X 21-23m SEMI-DETACHED</strong></td>
</tr>
<tr>
<td>Principle Front Setback, Encroachments and Private Frontage</td>
<td>Refer to Character based Setbacks Table</td>
<td>Refer to Character based Setbacks Table</td>
</tr>
<tr>
<td>Garage Front Setback</td>
<td>1.0m from rear boundary</td>
<td>1.0m from rear boundary</td>
</tr>
<tr>
<td>Principle Side Setback</td>
<td>0m</td>
<td>0.9m</td>
</tr>
<tr>
<td>Principal Private Open Space</td>
<td>Min 12.5m² area with min 2.5m dimension located adjoining habitable room facing north orientation. Additional open space via balconies potentially over garage to achieve solar access</td>
<td>Min 36m² area with min 6m dimension courtyard located adjoining habitable room</td>
</tr>
</tbody>
</table>

Note: Location of elements are indicative only and subject to site specific detailed design.
Urban Design Report | The Leagues

### Principle Front Setback, Encroachments and Private Frontage

<table>
<thead>
<tr>
<th><em>DETACHED</em></th>
<th><em>TERRACE</em></th>
<th><em>FONZIE FLAT</em></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Garage Front Setback</strong></td>
<td>1.0m from rear boundary</td>
<td>1.0m from rear boundary</td>
</tr>
<tr>
<td><strong>Principle Side Setback</strong></td>
<td>0.9m</td>
<td>0.0m</td>
</tr>
<tr>
<td><strong>Principal Private Open Space</strong></td>
<td>Min 18m² area with min 3m dimension courtyard located adjoining habitable room</td>
<td>Min 25m² area with min 5m dimension courtyard located adjoining habitable room</td>
</tr>
</tbody>
</table>

Refer to Character Based Setbacks Table

---

---

---

---
The above plan identifies which typologies from the previous pages are suitable for each block. Each block can accommodate a variety of housing typologies.

The minimum to maximum yield per block is based on the typologies excluding secondary dwellings.
The majority of the site will have a maximum of 3 storeys in height.
7

Changes to DCP
OVERVIEW

The Leagues Vision focuses on creating a unique and sustainable place for people. The following four design pillars have been identified to promote innovation and support the realisation of the project Vision:

1. Deliver Authentic Character Areas
2. Walkable Street/Path Network
3. Embed Place Making
4. Promote Diversity and Affordable Living

In order to deliver these four pillars and achieve best practice urban outcomes, a range of innovative design solutions have been developed.

A comparison between a conventional DCP design approach and the proposed alternative design approach and the benefits of the alternative approach are outlined within this section. The planning report will address detailed variations and provide a comprehensive comparison. We have highlighted main innovation variances and the urban design philosophy and rationale.

DCP

New Precinct Controls provided in this document will replace the relevant controls in the Wagga Wagga DCP (2010). Where a control is not mentioned (e.g. Parking Controls in Section 2), the existing DCP control will apply.

The following is a list of proposed controls that will replace existing DCP Sections.

<table>
<thead>
<tr>
<th>New Precinct Controls</th>
<th>DCP Section to be replaced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Adjoining Open Space</td>
<td>Section 2.7</td>
</tr>
<tr>
<td>Lot Size</td>
<td>Section 7.2.3</td>
</tr>
<tr>
<td>Site Area</td>
<td>Section 9.2.1</td>
</tr>
<tr>
<td>Site Cover</td>
<td>Section 9.5.1</td>
</tr>
<tr>
<td>Corner Lots and Secondary Façades</td>
<td>Section 9.2.3</td>
</tr>
<tr>
<td>Setbacks</td>
<td>Section 9.3.6</td>
</tr>
</tbody>
</table>
### CONVENTIONAL DCP DESIGN APPROACH vs PROPOSED ALTERNATIVE DESIGN SOLUTION

<table>
<thead>
<tr>
<th><strong>LOT SIZE CONTROLS</strong></th>
<th><strong>LOCATIONAL AND FORM-BASED CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional development layouts are driven by subdivision/lot size and orientation compliance rather than form-based, locational and market needed responses.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>HOUSE AND DRIVEWAYS FRONTING STREETS</strong></th>
<th><strong>A VARIETY OF FRONTAGE/ADDRESS CONDITIONS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The introduction of rear lanes gives the community the freedom to provide a variety of activation, address and amenity conditions that can also provide WSUD and active travel solutions.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>REAR LANES FOR MOVEMENT AND ACCESS</strong></th>
<th><strong>REAR LANES AS SAFE PLACES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Designed as consistent road reserve widths lacking legibility and with little to no opportunity for variety, visual interest and/or place clusters or fonzie flats.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>STREETS FOR VEHICLE SPEED/CONVENIENCE</strong></th>
<th><strong>STREETS FOR PEOPLE AND EQUITY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The provision of rear lanes for service and vehicular access enables the primary streets to be naturally calmed and in some cases replaced with green parks and paths.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>LOT SIZE Driven SETBACKS</strong></th>
<th><strong>STREETScape CHARACTER</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkability is promoted through an attractive, comfortable and tailored streetscape response. Irrespective of lot size or house type; setbacks and frontage controls are driven by the location/interface condition. This results in a consistent character.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SLIP Lanes/FOur PACKS</strong></th>
<th><strong>CLOSE/CUL-DE-SAC AND REAR LANE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The conventional approach would have resulted in long sections running parallel to the Central Boulevard. The blocks would have either been front accessed via a slip lane and/or rear accessed via a battle-axe (four pack) configuration or use a long/continuous rear lane.</td>
<td></td>
</tr>
</tbody>
</table>

**Deliver Authentic Character Areas**

**Walkable Street and Path Network**

**Embed Placemaking**

**Promote Diversity and Affordable Living**
HOUSES FRONTING OPEN SPACE
DIRECTLY INTERFACING WITH OPEN SPACE

SECTION 2.7 DEVELOPMENT
ADJOINING OPEN SPACE (DCP 2010)

OBJECTIVE
1. Ensure that developments adjoining open space contain impacts within their boundaries and don’t impinge on, or rely on the open space area as a buffer
2. Encourage positive visual and physical relationships between private developments and public areas and reserves

CONTROLS
C1. Private developments are not to gain access across public open space.

NEW PRECINCT CONTROL

In key areas green links have been provided for pedestrian / cycle connections through the site with dwellings that front directly onto them, facilitated by rear lane vehicular access. These dwellings will achieve the objectives outlined in the DCP by encouraging a positive relationship with the open space.

Either rear or side loaded, these properties will have reduced setbacks and their primary habitable spaces face the green space to provide passive surveillance and engagement. Additionally, they will include low fences to their front boundary, with mail-boxes incorporated into these fences/ courtyard walls where appropriate. This will give an additional sense of activation to these areas as residents will frequently interact with the edges of the park/open space.

CONTROLS

The three defining elements for park frontage housing are:

- **Front block boundary treatment** - mandatory fencing with gate access encouraged to contribute to the traditional ‘garden suburb’ character. Include daytime habitable rooms to park frontage for passive surveillance.
- **A reduced front setback as per the controls in this document**
- **On-site parking** - typically a two car garage at the rear or side
MAILBOXES TO PARK FRONTAGE

The defining elements for park frontage mailboxes are:

- **Activation** - mailboxes require the postal service and residents to use the footpaths along the edge of fences on a regular basis. This allows for chance encounters with neighbours who are using the public open space.

- **Passive Surveillance** - With residents accessing their front open space to check the mailbox, it provides passive surveillance to the open space. This helps with providing a safe environment to the public open space.

- It is preferred that these linear parks/paths are given 'street names' that an address can be attributed to. However, it is also possible to have the address related to the laneway for emergency services purposes and an address plate identified at the front and rear. However, it is highly recommended that the postbox be located at the front of the dwelling.
LOT SIZE

BUILT FORM OUTCOME

SECTION 7.2.3 SIZE & SHAPE OF LOTS (DCP 2010)

OBJECTIVES

O1. Encourage development that delivers good outcomes for orientation and solar efficiency.

O2. Ensure that lots are appropriate for development considering the scale, character and form of existing housing in the locality and environmental conditions and constraints including topography.

O3. Ensure residential subdivisions allow sufficient area for private open space, landscaping and amenity for future residents.

CONTROLS

C1. In any subdivision at least 70 percent of the total number of lots should have their long axis oriented within 45 degrees of north so that the long axis of each dwelling is generally oriented east-west.

C2. Lots on roads running east-west should be deeper and have narrower frontages than lots on roads running north-south where the lots should be wider and can be shorter.

C3. Rectangular shaped lots are preferred. Hatchet shaped lots will be considered where it can be demonstrated that site conditions and context limit the ability to achieve a regular shaped lot.

C4. The proposed lots must be capable of meeting the development standards set out in Section 9 of the DCP including minimum development area, site cover, landscaped area and private open space.

C5. Potential outdoor living areas and areas of potential building footprint are to be shown for lots that are intended for dwellings, dual occupancy or multi-unit housing developments. The future outdoor living area should be north facing and to the rear of the site where a courtyard or private open space area would ideally be located for the future dwelling.

NEW PRECINCT CONTROL

The Leagues is designed to optimise solar access balanced with providing a high quality, safe, active urban environment. The majority of lots have the long axis oriented east-west.

Lots with a north or south facing frontage are intentionally located to contribute to an attractive and engaging streetscape promoting walking, cycling and community interaction. This configuration leverages off the investment made into rear laneways which enables continuous footpaths and pedestrian priority. North facing lots shall have a private open space located to the north. Setbacks and fencing/ courtyard wall specifications will ensure that this space is private, useable and has adequate amenity whilst contributing to an attractive streetscape.

There are a variety of lot depths through the site from 21m to 31m. These lots have been tested and based on floorplans and built form solutions to ensure residential amenity, functionality, privacy and solar access can be achieved. The diversity in lot size provides alternative lifestyle and affordable living options to Wagga Wagga.

CONTROLS

- Terraces fronting onto roads running east-west with lot depths typically 21 to 22m deep. To achieve the objectives of the DCP, Private Open Space should be provided fronting north, whether in the rear yard or the front yard.

- Alternative Private Open Space can be provided as balconies to achieve solar access. These can be provided over garages in circumstances of the compact terraces.
MAXIMUM LOT SIZE & SITE COVERAGE
DIVERSITY OF HOUSING TYPE

SECTION 9.2.1 SITE AREA (DCP 2010)

OBJECTIVES

O1. Ensure adequate area to provide separation between buildings, landscaping and private open space.

O2. Maintain development patterns that are compatible with the established character of established residential areas.

O3. Encourage maximum utilisation of land in the R3 Zone.

CONTROLS

C2. The maximum site of any land in an R3 Zone on which development is carried out is to be in accordance with Table 9.3.1a.

C2. On larger sites the site area per dwelling may be distributed to provide a range of lot sizes, and to respond to site conditions and context.

Maximum lot size for R3 Zone is 300m²

NEW PRECINCT CONTROL

The developable area excluding the residential flat building, open space, and roads is approximately 19,988m² divided by 83 detached dwellings and terraces provides an average lot size of 240m².

There is a diverse range of block sizes that include some lots over 300m², but the proposal is consistent with Control C2 with a distributed lot size less than the maximum.

SECTION 9.5.1 SITE COVER (DCP 2010)

OBJECTIVES

O1. Ensure adequate areas for access, parking, landscaping, useable garden and outdoor areas and natural runoff.

CONTROLS

C1. Maximum site cover is 65% of the lot area including outbuildings.

NEW PRECINCT CONTROL

The terrace typology (6.3m x 21m - 132m² lot size) has a site coverage of approximately 79%, however it achieves the objectives of useable parking, landscaping and outdoors areas. This typology includes a double garage, and Private Open Space of between 15m² to 22m² with additional open space at an upper level.

CONTROLS

• 80% site coverage for lots below 150m² where Private Open Space achieves solar access.

• 65% site coverage for lots over 150m²
FENCING CONTROLS

SECTION 9.2.3 CORNER LOTS AND SECONDARY FACADES (DCP 2010)

OBJECTIVES
1. Encourage development on corner sites to respond to all street frontages

CONTROLS
C3. A fence on the secondary frontage is permitted to have a height not exceeding 1,800mm except in the following circumstances where its height is not to exceed 1,200mm:
   • Where it enters and is within the building line of the primary road - within the building line a fence will be permitted to taper down from 1,800mm maximum permitted height to the 1,200mm maximum permitted height at the primary road boundary
   • Where a dwelling “addresses” the secondary road

NEW PRECINCT CONTROL
The proposed fencing controls are to allow for passive surveillance of open space links, and create a consistent streetscape character.

CONTROLS
FRONT FENCES:
• Mandatory front fence on Kincaid Street and facing open space
• Maximum height = 1,200- 1,500mm
• Where a block fronts onto open space a 1,500mm fence is allowed along the front boundary, setback 0.6m for ground cover for adequate privacy balanced with appropriate public address
• Fence height is to be consistent forward of the building line, with no tapering.

BLOCKS WITH A SECONDARY FRONTAGE TO PEDESTRIAN LINKS:
• Maximum height = 1,500mm
• Maximum fence height is the cumulative height of fence and retaining walls
• Provide both solid and semi-transparent elements to allow for passive surveillance of the pedestrian links
SETBACKS
CREATING A STREET CHARACTER

SECTION 9.3.6 FRONT SETBACKS
WAGGA WAGGA DCP (2010)

CONTROL C1:
Minimum Front Setbacks for residential
development:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>SETBACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Frontage to a main road (Kincaid Street)</td>
<td>9m</td>
</tr>
<tr>
<td>Primary Street Frontage (other roads)</td>
<td>6m</td>
</tr>
<tr>
<td>Secondary Frontage (corner site)</td>
<td>3m</td>
</tr>
</tbody>
</table>

For residential accommodation in R3 Zones a minimum setback of 3m may be considered.

NEW PRECINCT CONTROL

The reduced setbacks proposed in the table below reflect the proposed character for the site. As every dwelling will have rear garage access the streetscapes are freed of driveways and parking spaces.

- Residential front setbacks are generally minimal contributing to a sense of enclosure and urbanity appropriate for a medium density neighbourhood.
- Reduced front planting setbacks are offset by additional deciduous tree planting every 3 on-street parking spaces, and within the Green Links.
- Daytime uses (rooms that face onto the public domain) are required for all houses overlooking open space / parks, enhancing security and passive surveillance.

NEW PRECINCT CONTROLS

<table>
<thead>
<tr>
<th>FEATURES</th>
<th>FRONT SETBACK</th>
<th>ARTICULATION ZONE</th>
<th>PERMISSIBLE ARTICULATION ELEMENTS</th>
<th>INTERFACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN LINK</td>
<td>2.0m</td>
<td>2.0m</td>
<td>An Entry Feature / Portico, Balcony / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
<td>1.2m high courtyard wall with 50% permeability</td>
</tr>
<tr>
<td>NEW INTERNAL STREET</td>
<td>2.5m to 3.5m</td>
<td>3.0m</td>
<td>An Entry Feature / Portico, Balcony / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
<td>2.5m setback &amp; 1.2m fence with 50% permeability OR 3.5m setback &amp; 1.5m high fence with 50% permeability if Private Open Space faces north</td>
</tr>
<tr>
<td>KINCAID STREET</td>
<td>3.5m</td>
<td>2.0m</td>
<td>An Entry Feature / Portico, Balcony / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
<td>1.2m high courtyard wall OR 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>GURWOOD STREET</td>
<td>2.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
<td>1.2m fence with 50% permeability OR 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>MIXED-USE ON GURWOOD STREET &amp; POCKET PARK</td>
<td>3.5m</td>
<td>3.5m</td>
<td>Awnings over shopfronts</td>
<td>Provide an awning over shop fronts to boundary line</td>
</tr>
<tr>
<td>SHAW STREET</td>
<td>2.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
<td>1.2m fence with 50% permeability OR 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>THOMAS STREET</td>
<td>2.5m</td>
<td>1.5m</td>
<td>An Entry Feature / Portico, Balcony / Verandah, Window Box Treatment / Bay Window, Awning or window feature, Sun Shading</td>
<td>1.2m fence with 50% permeability OR 1.5m high fence with 50% permeability if Private Open Space in front</td>
</tr>
<tr>
<td>PEDESTRIAN LINKS (SECONDARY FRONTAGE)</td>
<td>1.5m side setback</td>
<td>0.5m</td>
<td>Minimal articulation to limit blank facades to pedestrian links</td>
<td>1.5m high fence with 50% permeability OR Fence to property boundary</td>
</tr>
</tbody>
</table>
LOCAL STREETS

ACHIEVING BEST PRACTICE DESIGN

WAGGA WAGGA DCP STANDARDS

Carriageway  9.0m
Parking   Included in Carriageway
Verge   5.5m (both sides)

TOTAL RESERVE  20.0m

Wide streets with wide verges are more in suburban character compared with the Medium Density character the project will deliver.
Including parking within the carriageway width reduces the available traffic lane.

PROPOSED ROAD RESERVE

Carriageway  5.5m
Parking   2.1m (both sides)
Verge   3.5m (both sides)

TOTAL RESERVE  16.7m

The streets and laneways have been designed to be consistent with the Vision for The Leages to be a healthy, walkable urban community. The combination of narrower laneways, tree and parking friction and increased canopy will naturally calm traffic, prioritise the safety and comfort of the pedestrian without unduly impacting on traffic operations.

Indented parking provides for clearer traffic lanes, and opportunities for additional street trees between vehicle bays. This allows the verges to be reduced in width, decreasing the overall width of the road reserve.

Intersections are to be narrowed to the 5.5m carriageway width with parking restricted to provide a minimal width for pedestrian/cycle crossing.

Footpaths on both sides of the street are recommended to encourage walkable neighbourhoods.

PROPOSED 16.7m ROAD RESERVE WITH INDENTED ON-STREET PARKING
16.7M ROAD RESERVE WITH INDENTED ON-STREET PARKING (ORAN PARK, NSW)

INTERSECTIONS OF WIDE CARRIAGEWAYS ARE TO BE NARROWED TO ALLOW EASY PEDESTRIAN CROSSING (ORAN PARK, NSW)
LANEWAYS

PROVIDING A UNIQUE WAY TO SERVICE HOUSES

Laneways form a valuable and a functional component of the built environment by:

- Avoiding streetscapes dominated by garages and car ports in narrow subdivision
- Alleviating the need for driveways at the front of properties to allow uninterrupted pedestrian pathways
- Allowing reduced front setbacks
- Providing the opportunity for increased street planting and on street parking at the front of properties
- Providing the opportunity for unique residential and commercial (mixed use) development with reduced front setbacks.
- Providing opportunities to remove service traffic from streets. Engineering swept paths show that garbage trucks can move through the laneways. Lots that can’t be serviced via the laneway can be serviced via the streets.
- Allowing attractive street frontage where volumes of traffic inhibit driveway access (e.g. Kincaid Street & Shaw Street)
- Facilitating studio housing to provide surveillance

Laneways that are ‘cranked’ with terminating views are to be to be developed with the following applied principles:

- Residential laneways to be short in length (generally < 65 metres).
- Laneways will be controlled with a end or ‘cranked’ to confine views and provide an attractive interface from the street.
- Corner fencing for allotments siding on to laneways to be semi permeable and low (1.2m high).
- Landscape features and elements will be located in key locations, to screen and improve visual appeal from the street.
- Lighting will be provided by the developer in key locations for surveillance and security.
- Studio units will be encouraged in key locations to provide passive surveillance at laneway and street interfaces.
- Laneway materials to be controlled via design guidelines.
**EXAMPLE OF NARROW ‘CRANKED’ LANEWAY ROAD RESERVE**

**WAGGA WAGGA DCP STANDARDS**

<table>
<thead>
<tr>
<th>Carriageway</th>
<th>7.5m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verge</td>
<td>3.5m (both sides)</td>
</tr>
</tbody>
</table>

**TOTAL RESERVE** 14.5m

The standard DCP Laneway Road Reserve is almost as wide as a standard Local Street which diminishes its role as a service lane. The 3.5m wide verges on both side of the carriageway are unnecessary as they provide an ambiguous space within the lane that generally isn’t maintained well.

**PROPOSED ROAD RESERVE**

<table>
<thead>
<tr>
<th>Carriageway</th>
<th>5.5m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Verge</td>
<td>0.5m (one side)</td>
</tr>
</tbody>
</table>

**TOTAL RESERVE** 6.0m

Legibility is critical in walkable communities to ensure safety, promote reduced vehicle reliance and general comfort and well being. Laneways shall be easily perceived as secondary and predominantly for vehicle access.

The reduced width of the laneway road reserve reinforces its role as a service space. The width of the carriageway is sufficient for service vehicles, and a 1m setback for garage built form allows for vehicle turning circles.
The Secondary Dwelling ('Fonzie' Style Flats) are to be provided along laneways where there is a kink in the road. The kink is to provide deeper (up to 27m deep) and wider blocks.

The additional width is to provide a double garage to the main house and a single garage to the apartment above the garage.

The apartment has its access off the laneway, with all habitable windows and balcony overlooking the laneway to provide surveillance. Windows to non-habitable space (like bathrooms) can be provided looking into the open space of the terrace, providing they are at a high level and opaque.

**CONTROLS**

To allow for liveable internal spaces the building height must allow for a minimum 2.7m internal ceiling. The eaves for these buildings should be set at a maximum 5.5m above ground level, which will allow for 2.5m garage ceiling + 0.3m structure + 2.7m apartment ceiling.

There are a number of titling arrangement including strata, stratum, community title and separate title that should be allowed for the flats.

Area to be a maximum of 70m² excluding parking and balcony.

---

**INDICATIVE LOCATION OF SECONDARY DWELLINGS**

2 parking for Terrace
1 parking for Apartment
MANOR HOUSE

ALTERNATIVE TO AN 'ADG' COMPLIANT APARTMENT

The location designated for apartments will need to be designed to SEPP 65 Apartment Design Guide (ADG). ADG Compliance ‘applies to buildings that are three or more storeys and that have four or more dwellings’. This is the preferred option for the site.

However, if the future developers for that site desire to build smaller apartment buildings that don’t trigger ADG compliance, the typology of building located here should be of the ‘Manor House’ type below.

These two storey walk up buildings read as large manors from the street, with at grade parking located behind the apartments. The building is made up of a series of four apartments accessed by a common staircase.

In future stages there is a potential for the apartment site and surrounding blocks to be used as residential aged care. This would be reviewed at a future date as the market requires. The design of the layout has allowed for this flexibility. The residential aged care buildings would need to be compliant to the Seniors Housing SEPP.
ADG
Compliance & Solar Study
### Developing the Controls

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Requirement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>2A Primary Controls</td>
<td>Demonstrate context responsiveness</td>
<td>COMPLIANT – The proposal is within a 5 minute walk of the proposed ‘Health and Knowledge Precinct’. It is along the path of the Kapooka Cycling Trail that connects into the CBD.</td>
</tr>
<tr>
<td>2B Building Envelopes</td>
<td>Carefully test primary controls</td>
<td>COMPLIANT – The submitted concept optimises the contribution to the local context, with built form of an appropriate scale.</td>
</tr>
<tr>
<td>2C Building Height</td>
<td>Site specific building envelopes</td>
<td>COMPLIANT – The proposed heights synthesise solar amenity &amp; envelope, adjoining streetscape character, facade transition and built form, and desire to create a quality pedestrian experience and human scale. Additional height is possible and subject to land use / built form specific compliance testing, and demonstrating consistence with existing and future context.</td>
</tr>
<tr>
<td>2D Floor Space Ratio</td>
<td>Floor space ratio aligns with desired density and provides opportunity for articulation</td>
<td>COMPLIANT – The proposed FSR is a by-product of a context responsive design process providing the desired density and significant opportunity for building articulation within close proximity to the station.</td>
</tr>
<tr>
<td>2E Building Depth</td>
<td>10 – 18m for adequate daylight and natural ventilation. Greater building depths with increased building articulation, perimeter wall depth and where higher ceilings provided.</td>
<td>COMPLIANT – Proposed buildings have apartment building depths between 14m to 18m.</td>
</tr>
<tr>
<td>2G Street Setbacks</td>
<td>Determine street setback controls relevant to desired streetscape character, including increased setbacks where street or footpath widening is desired.</td>
<td>COMPLIANT – The proposed design provides 4m setback to Thomas and Gurwood Street for the first 4 levels.</td>
</tr>
<tr>
<td>2H Side and rear setbacks</td>
<td>NA</td>
<td>COMPLIANT – The setbacks on all sides of the site are 4m as the proposal is surrounded by either streets or open space links.</td>
</tr>
<tr>
<td>Criteria</td>
<td>Requirement</td>
<td>Response</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Siting the Development</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3A Site analysis</strong></td>
<td>Site analysis demonstrates decisions have been based on local opportunities and surrounding context</td>
<td>COMPLIANT – The design sequence diagrams in the Urban Design Report demonstrate decisions have been based on local opportunities unique to this site.</td>
</tr>
<tr>
<td><strong>3B Orientation</strong></td>
<td>Buildings respond to streetscape and solar amenity.</td>
<td>COMPLIANT – Buildings envelopes and corner building statements/activation address both street frontages and entrances to the pedestrian/cycle link. The built form is located to not impact on existing or proposed dwellings.</td>
</tr>
<tr>
<td><strong>3C Public Domain Interface</strong></td>
<td>Transition between private and public domain is achieved without compromising safety and security.</td>
<td>COMPLIANT – The proposal significantly improves the transition between the private and public realm particularly within the pedestrian/cycle link. The embellishment of the laneway is the focus of the project to create a better place for people.</td>
</tr>
<tr>
<td><strong>3D Communal Open Space</strong></td>
<td>Communal open space has a minimum area of 25% of the site area achieving a minimum of 50% sunlight for 2hrs between 9am and 3pm on 21 June.</td>
<td>COMPLIANT – With a developable land area of 4,681m² the proposal requires 1,170m² of communal open space. The proposal provides a total of 1,170m² of communal open space in a central courtyard. The communal open space receives adequate sunlight.</td>
</tr>
<tr>
<td><strong>3F Visual Privacy</strong></td>
<td>Minimum separation between windows and balconies is 1-4 storeys: 3m – 6m 5-8 storeys: 4.5m to 9m 9 storeys plus: 6m to 12m</td>
<td>COMPLIANT – The proposal is for a maximum of 4 storeys, and provides minimum separation for apartment buildings to facilitate compliance during detail design. 1-4 storeys: 6m</td>
</tr>
<tr>
<td><strong>3G Pedestrian Entries</strong></td>
<td>Building entries connect to the public realm, are easy to find and large sites provides key pedestrian links.</td>
<td>COMPLIANT – The proposal provides for direct building entries from the adjoining Thomas Street, Gurwood Street, and the pedestrian / cycle link.</td>
</tr>
<tr>
<td><strong>3H Vehicle Access</strong></td>
<td>Vehicle access points are safe and minimise conflict.</td>
<td>COMPLIANT – Vehicle access and waste management area can be provided from Thomas Street or Gurwood Street. Location to be provided during separate DA.</td>
</tr>
</tbody>
</table>
OVERSHADOWING ANALYSIS

Complementing the built form and place analysis, the diagrams adjacent illustrate an appropriate solar amenity for mid-winter between 9am - 3pm on 21 June. Detailed solar amenity studies have been undertaken to ensure an appropriate level of sunlight is achieved for the proposed built form, the adjacent buildings and key open spaces.

Whilst there is some overshadowing to adjoining properties in the early morning (9am) and late afternoon (3pm), the overall solar standards of the ADG’s are satisfied by the proposal, ensuring communal open spaces and public open spaces receive adequate solar access, particularly between 10am and 1pm.

Overshadowing to adjoining properties and open spaces is minimised through built form orientation and sensitive heights, achieving best practice solar design.