



Design + Sustainability Advisory Panel Meeting Report – Date 25 November 2021

3 - DA2021/1478 - 53A Warriewood Road WARRIEWOOD

PANEL COMMENT AND RECOMMENDATIONS

General

The proposal was presented to DSAP on 26 May 2021 (as part of PLM2021/0123) in relation to the subdivision of one lot into 21 community titled allotments, private driveway and associated stormwater and landscaping.

The concluding comments of the DSAP noted:

“The Panel would suggest that the applicant revisit the overall design response to the site. A site responsive landscape approach is needed in order to create a memorable and useful public realm asset. One that can inform the placement, orientation and design of individual dwellings and reflect key characteristics of the site.

The applicant is encouraged look at local and international precedents of innovative medium density housing projects. Projects that also integrate landscape effectively into the design of streets and private open space.”

It would appear that many of the recommendations have not been taken on board in the revised scheme.

Strategic context, urban context: surrounding area character

The project does not embrace the whole site or leverage off the site’s unique attributes. The type and style of development could be found in any suburban subdivision in Australia.

It is not clear how any site and context analysis realised the opportunities presented by the site or how its context has informed the design -both locally and in relation to the Northern Beaches locality.

Scale, built form and articulation

The Panel notes the scale, bulk and density of the dwellings are compliant with built from controls.

It is not the role of the Panel to redesign proposals, however it recommends that a greater variety of dwelling designs, materials and finishes be considered to mitigate what will be a monotonous development. The “Cookie cutter” approach whilst obviously providing ease of buildability does not create a diverse urban environment with product diversity for different residents needs.

In addition the large number dwellings with narrow side passages will limit solar access especially to rear south facing courtyards and rooms facing onto side passages.

The applicant has stated that a wide range of design options have been explored but the Panel has not been provided with these to enable any comparison. This would have been very helpful at Pre-DA stage.

Recommendations.

1. Increase in the number of semi-detached dwellings to provide better solar access to rear south facing courtyards and rooms facing onto side passages.
2. Provide a greater variety of dwelling designs, materials and finishes to mitigate what could be a monotonous development with little product diversity.



Access, vehicular movement and car parking

The PDCP allows for

“a maximum of two new public roads are to directly connect to Warriewood Road and Lorikeet Grove. Each new connection road is to comply with the specifications and cross section for a Local Road under the Warriewood Valley Roads Masterplan, as amended”.

The subject site is 1D and not identified as having an access onto Warriewood Road. The Panel was informed that applicant was advised of this issue in the last Pre-Lodgement Meeting.

“All other access roads within Buffer Areas 1a to 1l must be designed with traffic calming devices to lower vehicle speeds, which may incorporate pavement treatment and enhanced landscaping. The provision of safe crossing areas is required.”

We understand issues were raised by Council’s Development Engineer and Waste Officer regarding the road design and waste servicing arrangement although it has been confirmed verbally that there are no objections in principle to the “private” road subject to conditions

The Panel notes the desire of the applicant to reduce widths of the access road to minimum and Council’s waste pick requirements leading to wider widths.

The Panel supports the principle of a private road and narrower widths. Indeed, we would encourage Council and the applicant to explore the possibility of a one-way shared zone along the lines of a “Woonerf” or living street. There is a great potential to treat the road as a shared zone, with permeable paving, increased landscape, slower traffic speeds, strengthening it as a landscaped pedestrian path connecting to the public green space to the south and integrating water-sensitive design into its shape and form.

The Panel noted the lack of continuity in the pedestrian paths at the thresholds. The street should aim to be 10km/hr pedestrian zone irrespective of whether it is a through road or a cul-de-sac. The large radius of the kerb turning into the street is not supported; the kerbs should be continuous along Warriewood Road and Lorikeet Grove

Consideration should be given to serviceability for waste collection and if it is not possible to manage this on site without unduly compromising the public domain, then a strategy for having rubbish collection points at the Warriewood Road and Lorikeet Grove intersections should be investigated.

Recommendations

1. Resolve the street design with the aim of providing a safe attractive shades pedestrian friendly environment rather than a local street that the panel considers unnecessary.
2. Maximise the amount of permeable and porous paving.
3. Investigate a ‘T’ turning head utilising the easement crossing the site that could also provide rear access to and the potential of 4 rear loaded dwellings.

Landscape

The “Cookie cutter” approach to the landscape layouts whilst obviously providing a design shortcut does not create a diverse urban environment with product diversity for different resident’s needs. Different landscape layouts and detail provide little if any cost saving in construction costs.

It is also recommended that a greater variety of plant species, materials and finishes be considered in the landscape areas to mitigate what will otherwise be a monotonous development.



In addition, the large number dwellings with small south backyards provide little meaningful outdoor open space in winter and lawns will likely fail due to poor light and wear. The outcome of this is the inevitable hard paving of small backyards over time.

There are only very small trees in the streetscapes of the same species. The Panel supports the introduction of a number of large endemic canopy trees along this private road and at entry points to increase shade and encourage biodiversity.

The private/ common area boundaries shall be relocated to ensure streetscape planting is all located in common spaces to ensure trees retention and maintenance.

The Panel supports the creation of a “Woonerf” or living street. There is a great potential to treat the road as a shared zone, with permeable paving, increased landscape, strengthening it as a landscaped pedestrian path connecting to the public green space to the south and integrating water-sensitive design into its shape and form.

The Panel supports the greater retention of water on site in both underground and aboveground rainwater tanks associated with each dwelling. This should enable a much smaller OSD basin in the open space with batters to edges and potentially a small pocket park for residents’ use. This will need to be discussed further with Council.

Recommendations.

4. Provide greater variety of landscape layouts and yard sizes suitable for young families.
5. Provide a greater variety of plant species, Landscape materials and finishes.
6. Increase in the number of semi-detached dwellings to provide better solar access to rear south facing open space.
7. Introduce a number of large endemic canopy trees along the private road and at entry points.
8. Relocate private/ common area boundaries to ensure streetscape planting is all located in common spaces to ensure trees retention and maintenance.
9. Further develop private road as a “Woonerf” or living street. Treat the road as a shared zone, with permeable paving, increased landscape, strengthening it as a landscaped pedestrian path connecting to the public green space to the south and integrating water-sensitive design into its shape and form.
10. Consider redesign of a much smaller OSD basin in the open space with batters to edges and access, and potentially a small pocket park for residents’ use.

Façade treatment/Aesthetics

A wider range of façade compositions, materials and colours is encouraged to give greater diversity including in some dwellings at least utilizing face brick on front facades.

Provision of a greater variety of dwelling designs, materials and finishes is required to mitigate what will be a monotonous development with little product diversity.

Sustainability

No sustainability measures in excess of minimum compliance have been included. Significant sustainability initiatives would be advised in light of the expected lifecycle of such a new development.

The OSD basin at the bottom of the street is exceptionally large and renders the community space unusable for other functions. The requirement for safety fencing is unsightly and locks up the basin for any other uses. We recognise the applicant is following adjacent precedent but encourage Council and the applicant to work together and to install much larger detention tanks under the driveways and private roads to reduce the basin size. A preferred outcome is a much smaller basin with batters to edges and potentially a small pocket park for residents use.

The Panel notes the extensive fill required but recognises that this is a requirement of the overall stormwater and flood management plan for the precinct.



Recommendations

11. Consider utilising electric heat pump hot water and induction cooktops to replace the use of gas. Gas is locking carbon emissions
12. Include EV charging for each dwelling
13. The Panel recommends inclusion of a substantial amount of rooftop PV (3kW/dwelling).
14. Install much larger detention tanks under the driveways and private roads to reduce the basin size.

PANEL CONCLUSION

The Panel does not support the proposal in its current form.

Resolution of the street type and layout is the single most important issue. The Panel notes that it may not be possible to achieve 21 dwellings.

Increase in the number of semi-detached dwellings to provide better solar access to rear south facing courtyards and rooms facing onto side passages is encouraged.

Install much larger detention tanks under the driveways and private roads to reduce the basin size. A preferred outcome is a much smaller basin with batters to edges and potentially a small pocket park for residents use.

Redesign access as a private one-way shared zone along the lines of a “Woonerf” or living street. Treat the road as a shared zone, with permeable paving, increased landscape, slower traffic speeds, strengthening it as a landscaped pedestrian path connecting to the public green space to the south and integrating water-sensitive design into its shape and form.