

- Effect of excising a whole development category from strategic planning
- Poor medium density housing types
- Privatised 'internal streets'
- Torrens and Strata titles implications to permissibility and scale of total development
- Standardised and inadequate landscape, deep soil, site coverage, and amenity design criteria
- The reality of 'design' where there is no requirement for an architect or independent design review and approval process

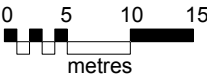
01 Loss of landscape and deep soil in the rear and internal to the site



Fig 1-1: Two Dwellings Detached (MDDG, p81)



Fig 1-2: As-built Two Dwellings Detached. Front setback only consideration of urban character



02 Loss of landscape, deep soil, and impact on the streetscape and public amenity

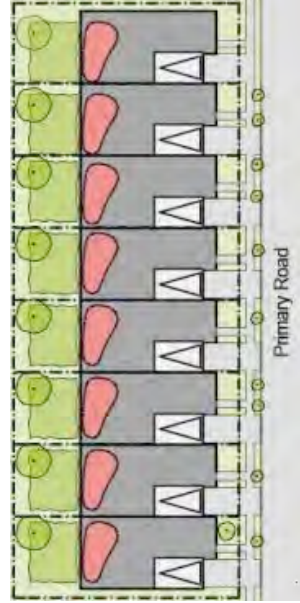


Fig 2-1: Multi-Dwelling Housing (Terraces) with garages facing the street (MDDG, p99)



Fig 2-2: As-built Multi-Dwelling Housing with garages facing the street

- Loss of on-street parking
- Narrow private road
- No footpath
- streetscape dominated by cars

Vanovac Tuon Architects Pty Ltd v Ku-ring-gai Council [2016] NSWLEC 1558

L+E court judgement (24th Nov 2016) refused a 10-dwelling medium density housing development on grounds of inadequate setbacks that could not achieve Council's intended local urban character, streetscape, or broader landscape character objectives (including deep soil character).

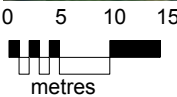
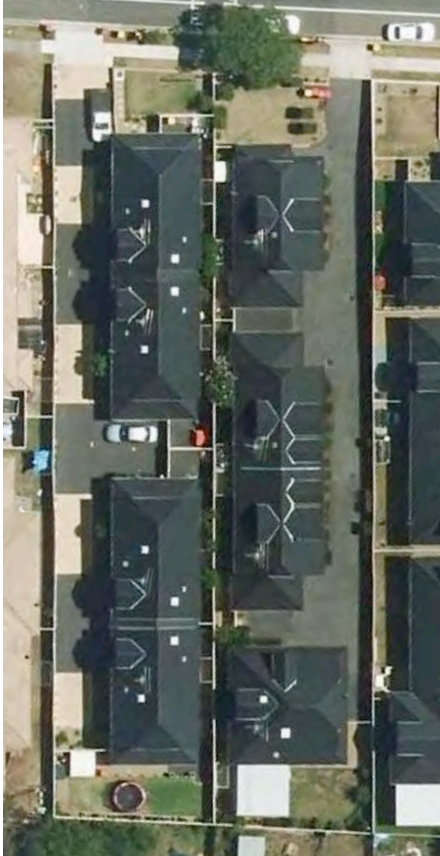
It is notable because, if lodged under the Codes SEPP, it would have been consistent with complying development Medium Density Housing - Terraces (with basement car parking) and compliant with Codes SEPP development standards for setbacks and landscape. It had already been reduced from 11 dwellings to 10 through the DA process yet the Commissioner still found the outcome was unacceptable within the context of the LEP and DCP objectives.

03 Loss of landscape, deep soil, and impact of hard stand within the site



Fig 3-1: Multi-Dwelling Housing - Row Housing (MDDG, p185)

Fig 3-2: Multi-Dwelling Housing - Row Housing. As-built back-to-back with minimum setbacks/ building separation



04 Large-scale, long-term impact on the environment . This is then amplified by the limitless size of development permitted.



Fig 4-2: (above) Multi-dwelling Housing 'Mews'. As-built impact accommodating vehicles within a site

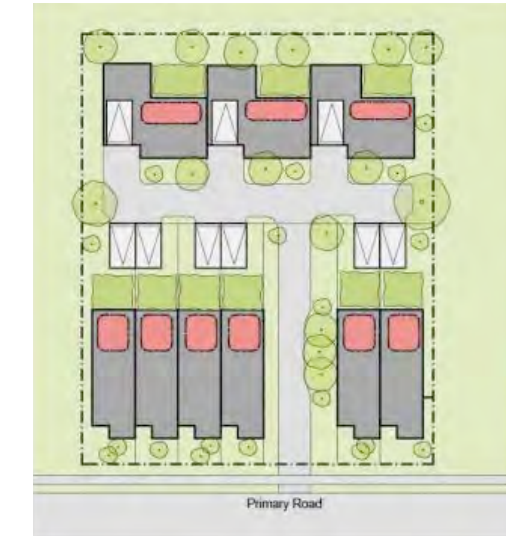
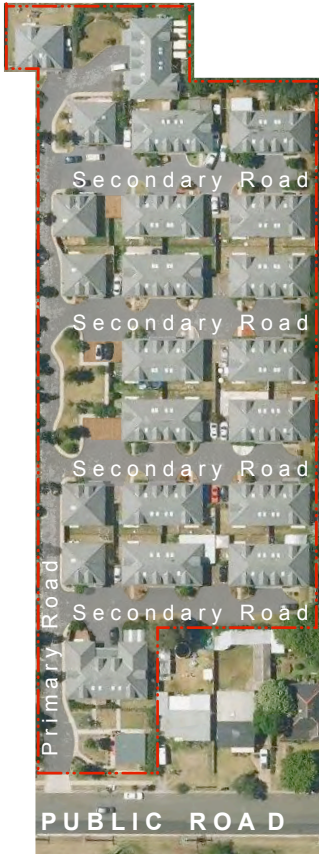
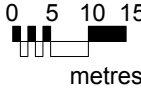


Fig 4-1 (above) Multi-dwelling Housing - Mews (MDDG p187).

Result is development where no consideration is given to:

- strategic planning objectives
- public domain
- pedestrian amenity and site character
- environmental design,
- housing adapting to climate change
- heat emission and ground surface temperature from extensive hard paved surfaces and dark roofs,
- impacts of lost tree canopy, and impacts of lost deep soil vegetation

Fig 4-3: 'Frontage' - What is it?

'Frontage' is a matter of interpretation.

Is it achieved only on a public road or extended to include a private internal 'road' (essentially a driveway network).

Is it achieved throughout a site by providing private road access from a public road.

- Is it achieved by:
- a parent lot before subdivision, or
 - each subdivided lot, or
 - the full extent of a building,
 - or part of a building, or
 - the full width of each individual dwelling, or
 - just a gate, or
 - a path, or
 - a door

