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RESIDENTIAL BUILT FORM GUIDELINES

September 2014

working draft

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WORKING DRAFT

1. INTRODUCTION

Darebin has been undergoing a renaissance within its suburbs comprising replacement of older dwelling stock, increasing presence of multi-unit development and emergence of shop top housing and apartment buildings. The increasing demands for more housing are placing pressure on residential streets, activity centres and industrial areas to change. There is an increasing presence of development of two storeys and more. The increase in scale will transform streetscapes and, if managed appropriately, this can be to great advantage for the amenity and appearance to the municipality.

Purpose

These Guidelines have been assembled to guide the built form of higher density residential development in Darebin. As areas redevelop with more intensive built form there are additional interface issues that can be addressed through good design and layout of buildings.

This has highlighted the need for a new building typology for apartment development in locations that that have been identified for higher density residential development – the ‘Garden Apartment’.

In comparison with conventional apartment development, the Garden Apartment model achieves improved internal amenity without sacrificing development yield, and creates lesser amenity impacts on adjoining sites in the general neighbourhood residential zone that share a rear interface. It requires the consideration of the cumulative development effect where numerous sites in a row have the same development potential, and directs the management of interfaces on an equitable basis.

Guideline Structure

This document has been structured into five parts that provide:

1. Precincts Conditions and Preferred Future Built Form Outcomes
2. General Built Form Guidelines
3. Garden Apartment Guidelines
4. Alternative Development Forms
5. Glossary and Related Documents

Application of the Guidelines

Preparation of these Guidelines has been identified in the MSS and the Darebin Housing Strategy (DHS) 2013 as an action to support and inform the following components of the Darebin Planning Scheme:

- Clause 22.06 Multi Residential and Mixed Use Development;
- Clause 32.07 Schedules to the Residential Growth Zone;
- Clause 43.02 Schedules to the Design and Development Overlays; and
- Clause 81.01 Incorporated Document *Higher Density Residential Building Typologies*

It is anticipated that the Garden Apartment typology will be most applicable in the Residential Growth Zone Schedules 2, 3 and 5 which correlate with the substantial change areas identified in the DHS.

Urban Design Principles

The following principles are derived from the *Urban Design Charter for Victoria*, and have been used to direct the consideration of preferred built form outcomes, and formulation of design guidelines for development in the Residential Growth Zone.

Accessibility

Provide a good sense of address for residential development, with legible building entrances and circulation arrangements

Animation

Improve the pedestrian experience by providing landscaped street edges and minimising vehicle crossovers points. Generate activity by maximising dwelling entrances from the street

Fit and function

Achieve more intensive forms of residential development, whilst considering the amenity of existing and future residents. Improve development efficiency by encouraging lot consolidation

Sense of place

Integrate new, more intensive building typologies, ensuring they reflect prevailing elements of local character

Continuity and change

Manage the relationship between existing and new buildings, and having regard to the evolving character of areas as they intensify over time

Safety

Arrange buildings to overlook streets, provide clear demarcation between the public and private realm, and minimise the potential for pedestrian and vehicle conflict

Environmental sustainability

Promote energy efficiency through the design of buildings, providing dwellings with a good standard of internal amenity

2. PRECINCT CONDITIONS AND PREFERRED FUTURE BUILT FORM OUTCOMES

PRECINCT LOCATIONS AND CURRENT CONDITIONS

Edwardes Street, Reservoir

The Edwardes Street precinct extends from the west of the Reservoir commercial centre, and connects to Edwardes Lake Park. The lots which front Edwardes Street create a corridor which is designated for residential intensification in the Reservoir Structure Plan.

The precinct is already significantly redeveloped for 1-2 storey units and townhouses, with the remaining lots fragmented in location, varying in size and interface condition, and generally constrained by vehicle access from the street front only. Located in the middle of the precinct is an industrial area with these larger lots providing the greatest scope for redevelopment. A future planning scheme amendment is proposed, with rezoning to allow residential development on these lots. Rear interfaces along this precinct have a rear-to-side boundary condition, with most of the adjacent lots to the rear having already been redeveloped with modest scale multi-unit development. The north-south orientation of this precinct creates rear interfaces along the south side of the road which will be particularly sensitive to potential overshadowing from taller forms.

Broadway, Reservoir

The Broadway precinct extends from the east of the Reservoir commercial centre, with the lots fronting the roadway also creating a corridor which is designated for residential intensification in the Reservoir Structure Plan.

Broadway exhibits fairly consistent development, with much of the original building stock and lot configurations remaining intact. Corner sites are the exception, with many having been redeveloped for units and townhouses. There is much potential for consolidation to occur in this precinct as lots are relatively consistent in size, and generally constrained by vehicle access from the street front only. Rear interfaces along this precinct have both rear-to-rear and rear-to-side boundary relationships. Some of the adjacent lots to the rear have already been redeveloped for units, whilst others have areas of open space at this interface. The north-south orientation of this precinct also creates rear interfaces along the south side of the road which will be particularly sensitive to potential overshadowing from taller forms.

Bedford Street, Reservoir

The Bedford Street precinct contains a small cluster of residential development to the south of Reservoir's Broadway commercial area, and is contained between High Street commercial properties to the west, and a car park to the east.

This area was not included in any of the Reservoir Structure Plan precincts, and is notable for being surrounded by commercial zoned lots to the north, east and west. It contains a number of single storey unit developments with about half of the remaining lots occupied by single dwellings, with potential for consolidation and redevelopment. These lots are large, at 14.5m wide and 57m deep, and have the advantage of a rear lane interface. However, consideration of side interfaces to adjacent lower-scale multi-unit development could present challenges to the form of future residential intensification.

Spring Street, Reservoir

The Spring Street precinct is located to the south of Reservoir's Edwardes Street commercial area, and contains a small number of lots nominated for residential intensification in the Reservoir Structure Plan.

The development potential of this precinct could be somewhat restricted due to many of these lots currently being occupied by a church and school. The remaining lots are variously configured, and would preferably be consolidated to support more intensive residential development. With the exception of the corner lots, they are reliant on Spring Street, which is located in a Road Zone 1 (RDZ1), for vehicle access.

Station Street, Fairfield

This precinct comprises a corridor of residential land fronting Station Street, between the railway land and Heidelberg Road in Fairfield. It adjoins the Fairfield Activity Centre and is directly served by the Fairfield train station, ensuring it is well positioned for residential intensification. The precinct accommodates an eclectic mix of building typologies, as well as a mix of residential and commercial land uses. There are a scattering of site-specific heritage overlays along here, and mid-20th century strata-title flats are also prevalent in this precinct. Lots have a rear to rear boundary interface with properties in the General Residential Zone (GRZ), and an east-west orientation, which has a greater potential to limit negative overshadowing impacts to these adjoining properties.

In recent years, the precinct has become an active location for infill housing development in the form of low-scale apartment buildings of 3 to 4 storeys, achieved via redevelopment of existing large lots or consolidation of at least two single dwelling lots. Multiple permits have been issued through VCAT and these decisions have set a clear precedence for an emerging development typology and scale that is deemed acceptable for the area.

Northland Residential Neighbourhood, East Preston

This area comprises the existing traditional residential area surrounding the Northland Shopping Mall commercial centre. This precinct extends north from Murray Road to the southern edge of the Summerhill Village neighbourhood centre. In addition to housing, the precinct also accommodates the East Preston Islamic College, Preston North East Primary School and the Northern College of Arts and Technology (NCAT) and has the Darebin Creek corridor forming its eastern edge.

The precinct is predominantly occupied by single storey detached dwellings on 500-600sqm lots. However, there are also significant amounts of cluster housing, townhouses that have emerged over the last 20 years, predominately along and north of Wood Street. These were generally developed by the Department of Human Services.

Between Wood Street and Tyler Street there is a greater diversity of land ownership, tenure and built form typologies.

PREFERRED FUTURE BUILT FORM OUTCOMES

The preferred future built form outcomes propose 'better design' criteria, with which we seek to improve the design quality and amenity of the more intensive development forms envisaged in the Residential Growth Zone. These preferred outcomes are captured in the principles below.

Principles of Preferred Future Built Form

Accessibility

- To provide building entrances that are legible from the street, with direct entrance to ground floor dwellings

Animation

- To create a front interface that provides landscaped, garden settings for new development and enhances the street whilst minimising the appearance of vehicle access and parking requirements and their impact on pedestrian movement

Fit and function

- To encourage lot consolidation due to the potential for improved development efficiency, yield and design outcomes
- To balance considerations of maximising development yield with providing good amenity for existing and future dwellings, thus reducing poor amenity outcomes in higher density residential development by seeking a similar 'garden amenity' for apartments as exists for townhouses
- To require development to consider how adjacent lots might be developed, respecting their development potential, and seeking to minimise the cumulative impact of developments offering poor amenity along a corridor
- To recognise that the redevelopment of lots in multiple ownership may be unlikely in the medium term, requiring the redevelopment of adjacent sites to respond considerably to interface conditions
- To provide a rear interface that mediates the impact of taller forms, respecting the spacious suburban garden character of adjoining land in lower intensity residential areas in the General Residential Zone (GRZ) and Neighbourhood Residential Zones (NRZ)

Sense of place

- To integrate new residential building typologies, incorporating prevailing elements such as materials, colours, façade compositions and roof forms

Continuity and change

- To recognise a transition phase to more intensive development forms, whilst considering visual and residential amenity in the interim
- To allow for under-croft parking for the medium term in areas where basement parking is not yet feasible, until its viability is established

Safety

- To maximise street-facing dwellings that overlook public spaces
- To encourage the functional separation of pedestrian and vehicle entrances to development

Environmental sustainability

- To provide good internal amenity for new development, with particular regard to adequate daylight access and ventilation for habitable rooms

Design Considerations for Preferred Future Built Form

Street frontage conditions

In areas where more intensive residential development is envisaged, a good quality public realm is particularly sought in order to encourage walking, cycling and use of public transport. The safety of the street can be enhanced by maximising opportunities for passive surveillance, as well as reducing the interruptions created by vehicle cross-overs. A well-landscaped interface can enhance the street's appearance.

Buildings should have a modest set back from the street frontage, whilst providing good physical and visual engagement with the street. Preservation and enhancement of front garden spaces will enable canopy trees within front setbacks, and provide a landscaped edge to the street as incremental changes brings buildings closer to some streets. Provision of direct access from the street to ground floor dwellings can assist multi-unit development to fit with prevailing access patterns, as well as help to articulate the wider building frontages created by lot consolidation.

Vehicle access and parking

More intensive forms of development require greater parking provision, and generate more vehicle movement. However, the vehicle access and parking requirements of development should be subordinate in the overall street presentation, and should not unduly impact on the quality of the public realm through proliferation of driveways and crossovers to street frontages.

In most instances, lots have vehicle access directly from Council and VicRoads streets, with rear lane interfaces found only in a few locations. Consolidation of lots will help reduce the proliferation of vehicle driveways and cross-overs, and their resultant impact on the public realm. Areas of parking should not be evident from the street, and will preferably be contained within development. As the viability of basement parking is not yet fully established in all areas designated for intensive residential development, this is recognised in the preferred future built form by considering 'sleeved' under-croft arrangements that allow at-grade parking, whilst concealing vehicles from the street.

Side interfaces and residential amenity

Poor amenity outcomes of higher density residential development often relate to the need to screen windows and balconies, in order to avoid overlooking adjacent habitable room windows and areas of open space. This is exacerbated where dwellings face onto side boundaries with primary outlooks over adjacent lots that require substantial amounts of screening.

Dwellings should be orientated towards the front and rear lot boundaries, minimising primary outlooks that face onto side boundaries. Good internal amenity should be promoted with dwelling layouts that ensure direct daylight access to all habitable rooms. Side interface arrangements should also

consider the future development of adjacent lots, in terms of their development potential and its likely form.

Rear interfaces

Many precincts designated for more intensive residential development are arranged along road corridors, to the depth of a single lot. In this context, it is important to consider the impact of the evolving taller forms upon residential lots to the rear, and in particular, the potential cumulative effect of a corridor of higher density development. This impact is particularly exacerbated where the north-south alignment of lots along east-west road corridors have a greater potential for overshadowing impacts on southerly lots to the rear; and/or where adjoining sites have areas of open space to their rear, with greater potential for the impact of visual bulk. Due to these development conditions, a rear setback envelope is proposed that allows for areas of landscaping adjacent to the rear of the lot, setting buildings away from the rear boundary to create a more spacious interface.

Design quality and character

Areas designated for higher density residential development will experience a transition phase of some length as they progress through development cycles that will produce taller, more intensive forms. In locations where redevelopment has already produced multi-unit development, albeit at a lesser scale than is now envisaged, this transition phase may take longer. New building typologies will be introduced, which must consider the visual amenity of the transitioning streetscape and the residential amenity of adjacent dwellings whilst also respecting their future development potential.

Streetscape amenity should be considered in terms of the interim appearance of flank walls and the incorporation of recognisably domestic materials, façade composition, roof forms and architectural detailing, helping to link new typologies to their context. The amenity of adjacent existing dwellings should also be considered, assessing their likely propensity for redevelopment, and providing a suitable response to side interface conditions such as the location of private open space and dwelling outlooks.

Residential typologies

The consideration of preferred future built form has informed the preparation of the design guidelines set out in the following sections. The preferred future built form outcomes can be summed up in two building typologies – the garden apartment buildings, and alternative forms of development, which are described in Sections 4 & 5. The opportunity to achieve these typologies will depend on lot conditions, such as frontage width or access to a rear lane, as set out in the built form guidelines.

PREFERRED FUTURE PRECINCT OUTCOMES

Broadway and Spring Street

Due to their regular lot layouts and potential for consolidation, Broadway and Spring Street should see a new building typology in the form of 4 storey garden apartment development. This typology loads the majority of the building envelope towards the street front, whilst allowing space around the building footprint for landscaping. It represents a shift from the typical apartment format, seeking a better quality housing product with reduced side setbacks that orientates dwellings towards the front and rear of lots. Townhouse development should be discouraged in these precincts, except where lot consolidation cannot be achieved, due to the adverse impact on development yield and potential to provide a mix of housing types.

Edwardes Street and Bedford Street

Edwardes Street has much more variety in lot configuration, including some deep and narrow lots, which are also common to Bedford Street. There is less opportunity for lot consolidation, and these precincts will continue to evolve with townhouses and modest apartment buildings. The overall form of development will be varied, though prevailing qualities will include landscaped street frontages and setbacks around buildings that create spaces for garden settings. Development of 3 storey townhouses will be encouraged on long, narrow lots, whilst sites with adequate frontage widths (or rear lane access) will be encouraged to provide garden apartment buildings at the discretionary maximum height of 4 storeys.

Station Street, Fairfield

Station Street will continue to evolve with apartment developments of a 3-4 storey scale through consolidation of multiple lots. The future development of lots unencumbered by direct interfaces to heritage buildings should provide the new building typology of 4 storey Garden Apartments, delivering the improved design outcomes described for Broadway and Spring Street, Reservoir. Townhouse development is discouraged, and it would appear that development here has already progressed to higher yielding typologies. Lots that cannot be consolidated, or which are constrained through direct interface to heritage buildings, should propose contextual design responses, while maintaining consistency with the key elements of the Garden Apartment typology. All Developments will incorporate front gardens, which preserve the valued tree-lined streetscape and enhance pedestrian amenity. Other types of Apartment developments will be encouraged to locate building massing to the front of the site with a moderate scale at rear interfaces, providing sufficient space around the building for landscaping.

Northland Residential Neighbourhood, East Preston

The precinct will accommodate a mix of corridor and neighbourhood design, with redevelopment along the Albert Street corridor between Murray Road and Plenty Road, along Wood Street and Hannah Street opposite Northland Shopping Centre and in selected parts of the broader residential precinct to the north, as indicated in the Northland Residential Neighbourhood Precinct Structure Plan.

Along Albert Street, Garden Apartments are strongly encouraged through the consolidation and redevelopment of existing single dwelling lots directly fronting the corridor on both sides, and in adjacent blocks to the east side as shown on the Precinct Structure Plan. Within the broader

residential neighbourhood to the north, increased density opportunities are focussed on properties which:

- are located around the existing local bus route – further upgrades in service levels could be advocated through a redevelopment and density increase, and
- have realistic propensity for change through either consolidation of single lots or through maximization of opportunities of contiguous land in one ownership which can achieve better built outcomes and net community benefit through public realm improvements.

Lots fronting Hannah Street and Wood Street will accommodate a variation of the Garden Apartment development incorporating a smaller front setback and commercial-capable ground floor. This type of development will create a more active street frontage and position the street for future mutual activation of the Shopping Centre commercial edge and create a positive relationship and transition between the edges of the commercial and residential neighbourhoods.

In addition, specific strategic sites have been identified which offer particular opportunities for more efficient redevelopment and high quality design, and can incorporate public realm improvements including recreational space, pedestrian pathways and community facilities.

Finally, the Crevelli Street local centre will be enhanced through development of immediate surrounding parcels to include active frontages similar to that in Wood and Hannah Street, providing opportunities for further commercial and community space to support the growing neighbourhood.

Discretionary **13.5m** (4 storey) height limits will apply along Albert Street, Wood Street and Hannah Street, the Crevelli Street local centre and strategic development sites. All other areas will be subject to a mandatory 13.5m height limit.

Development will be required to incorporate front garden setbacks (smaller setbacks for Wood and Hannah) and frontage treatments, including vehicle access arrangements, to cumulatively create a landscaped streetscape with high pedestrian amenity. Development will also be subject to requirements for appropriate rear setbacks and heights, and where possible landscaping, in order to create a consistent rear interface condition which 'steps down' in scale and preserves the amenity of adjacent yards in the general residential zone land.

Overall, the initiatives for the Northland precinct will result in an integrated consolidated development along and close to transport routes and Northland Shopping Centre to proactively manage the increased development pressure that will occur as the area becomes recognised for its proximity to the employment hubs at La Trobe University and in the core Northland Urban Renewal Precinct.

3. GENERAL BUILT FORM GUIDELINES

BUILDING FORM AND COMPOSITION

Higher levels of change expected in some residential areas will introduce new building typologies, as they evolve from lower-scale suburban forms. Development must be cognisant of this transition phase, the likelihood and configuration of development on adjacent sites, and the visibility of taller forms.

Objectives

- To promote built form consistent with the scale of development envisaged in areas where a high level of change is expected, whilst also recognising an interim transition period from lower scale development forms
- To promote built form with well-considered composition, that is visually appealing when viewed from both near and far

Design Guidelines

- Locate the mass of development towards the street frontage, reducing the impact of visual bulk towards the rear of the lot, and maximising the potential for street-facing dwellings.
- Ensure that development respects adjoining and adjacent heritage places.
- Encourage a tripartite approach to building composition, with a distinguishable base, middle and top, and appropriate levels of design treatment to each element.
- Ensure that buildings on corner lots 'turn the corner' adequately, with attention to the composition of both street interfaces. The building envelope on side streets should also provide adequate transition to adjacent residential lots to the rear.
- Consolidate upper level setbacks, avoiding tiered 'wedding cake' forms.
- Avoid blank walls where they may be visible to the public realm. Provide adequate visual interest for the side facades of mid-block upper level development, where it is likely to be visible for an extended period.
- Ensure that the roof profile of development is well-considered, particularly where the building will be taller than prevailing forms in the area. Roof forms should be pitched, relating new development to a residential context. Ensure that plant or lift equipment at roof level is screened from view.

HUMAN SCALE DEVELOPMENT PRINCIPLES

Street facades are the most visible aspects of development, providing enclosure to the street. Their scale and detailing impacts greatly on the public realm, and a fine-grain pattern of development is sought that is recognisably residential.

Objectives

- To provide enclosure and definition to the street with an appropriate scale and level of detailing that relates to human physical attributes, and the pedestrian environment
- To maintain a fine-grain pattern of development to street edges, with numerous frontages and entrances that generate pedestrian activity. This is particularly important where site consolidation is encouraged for greater efficiency in housing development.
- To ensure that materials, fenestration and architectural detailing relate new typologies to a residential context
- To provide front setbacks which form a green edge to the street

Design Guidelines

- Provide ground level setbacks from the street boundary that accord with requirements given in the relevant Guidelines. Ensure they are attractively landscaped and contribute to the visual amenity of the street. Vehicle parking is discouraged in this location.
- Provide street facades and upper level setbacks that accord with heights and requirements given in the relevant Typology Guidelines. A fine-grain pattern of development is sought, with frontages reflecting prevailing widths. Larger sites should have architectural treatments that emphasise vertical rhythms.
- Locate primary building entrances from the highest order street frontage, positioning them to maximise activation of the public realm. Provide ground floor dwellings with direct entry from the street, where possible.
- Focus design attention to lower storeys, and to ground floors in particular. Materials selection and architectural detailing should produce facades with a level of interest and variation that can be appreciated at pedestrian speed.
- Utilise domestic materials such as brick and timber, and incorporate detailing such as eaves, window sills and other recognisably residential elements.

RESIDENTIAL AMENITY

Areas designated for high levels of change encourage a greater diversity of housing, with higher density forms envisaged. The internal amenity of new, higher density housing is a key consideration, along with potential impacts on adjacent dwellings. Due to the linear nature of areas where this development is likely to occur, most sites will have sensitive residential interfaces to the rear.

Objectives

- To protect amenity in new and existing residential development from unreasonable amenity impacts
- To ensure that development considers the likely propensity for development of adjacent lots, and its potential form, providing a suitably responsive design
- To facilitate good internal amenity in new residential development

Design Guidelines

- Ensure that the rear forms of buildings accord with the rear setback envelope given in the relevant Typology Guidelines, helping to address the potential effects of over-shadowing and the visual impact of new buildings.
- Ensure the appearance of rear elevations is well considered, particularly where the subject site has a rear-to-rear relationship with an adjacent site located in a General Residential Zone (GRZ) or a Neighbourhood Residential Zone (NRZ).
- Where adjacent lots located in a Residential Growth Zone are less likely to be more intensively redeveloped due to considerations such as existing multi-unit development, proposals should consider the existing context. Building envelopes should be cognisant of sensitive interfaces, such as primary dwelling outlooks and areas of private open space adjacent to common side boundaries.
- Manage overlooking into private open spaces and habitable room windows of adjoining residential sites using techniques that also enable outlook from new development. This may include balustrades setbacks that use the building edge below to block downward views; fixed elements, such as planter boxes, that block downwards views; and screening, such as fixed horizontal louvres that obscure downwards views whilst permitting longer range vistas.
- Where possible, development should provide for a diversity of dwelling sizes and configurations, including those suitable for residents with limited mobility.
- Minimise the amount of single aspect south-facing dwellings.
- Encourage single aspect dwellings to be adequately set back from site boundaries, avoiding the need for privacy screening. Ensure that the habitable room windows of single aspect dwellings are not overhung by floors above.
- Avoid reliance on 'borrowed light' for habitable rooms. Avoid 'battle-axe' room layouts, which reduce access to daylight and ventilation
- Internal access arrangements should be legible and convenient, with hallway widths and lobby sizes adequate for movement and access.

- Roof top or other communal spaces are encouraged, providing they are an integral part of the design and do not add to excessive building bulk which may be visible from adjoining private open spaces and habitable room windows.

SAFETY AND SECURITY

Safety and security are vital aspects of the urban environment. Effective design makes places more user-friendly and secure, helping reduce vandalism, and the risk and fear of crime. People feel comfortable where there is good visibility, lighting, and where they feel they can be seen and heard by others.

Objectives

- To implement the principles of Crime Prevention Through Environmental Design (CPTED) in new development
- To ensure buildings allow passive surveillance to streets and rear lanes
- To provide clear distinction between the private and public realm, and between common and private areas within developments

Design Guidelines

- Maximise the amount of street-facing dwellings, allowing inhabitants to overlook the public realm. Configure ground floor dwellings to also maintain privacy to the interior of the dwelling.
- Ensure buildings provide a sense of residential address, with entrances visible and identifiable from the street.
- Ensure the boundary of the private realm is identifiable and detailed appropriately. Where front boundary treatments are proposed, they should be visually appealing and allow passive surveillance.
- Avoid creating niches and areas of concealment along building edges.
- Arrange building access to minimise pedestrian conflict with vehicle movement.
- Consider the security of common areas, in terms of passive surveillance, lighting and threshold treatments.

VEHICLES AND SERVICING

The servicing and vehicle parking aspects of development can have a cumulative adverse effect on the appearance and functioning of an area. Their requirements should be incorporated in the design process from the outset.

Objectives

- To provide on-site vehicle parking that is efficiently designed, causes minimal disruption to pedestrian and cycle movement, and has minimum visibility from the street
- To provide cycle parking that encourages cycling as a convenient transport choice
- To ensure that the servicing requirements of residential development are appropriately accommodated

Design Guidelines

- Locate vehicle parking to the interior of the site, screening it from view. Vehicle parking may be provided at basement level, or in a ground level under-croft arrangement. Under-croft arrangements should conceal vehicle parking behind ground floor development that is orientated towards the site frontage.
- Locate vehicle entrances from rear laneways or secondary street frontages, where possible. On larger and consolidated sites, minimise the number of vehicle entry points.
- Minimise the width of vehicle entry points, and screen basement access ramps openings from the street.
- Arrange vehicle accessways to allow for vehicles to enter and exit sites in a forward direction. Ensure common accessways are landscaped.
- Where car stackers are proposed, ensure that adjoining dwellings are suitably buffered from operating noise.
- Ensure that cycle parking is secure, convenient and readily accessible.
- Ensure that the arrangements of loading and servicing of commercial premises cause minimum disruption for pedestrians and cyclists.
- Provide waste and recycling storage facilities that are conveniently located and screened from view.
- Incorporate mailboxes and utility meter locations cohesively into the layout of development.

4. GARDEN APARTMENT BUILDINGS

TYOLOGY DESCRIPTION

- Apartment buildings which locate the mass of the building envelope towards the street frontage, and away from rear boundaries which generally constitute sensitive residential interfaces. Dwelling outlooks are primarily orientated towards the front or rear of the lot.
- Setbacks create space around the building footprint to allow for landscaping and a garden setting.
- Suitable for wider lots, and consolidated sites created by 2 or more adjacent lots, with a minimum frontage width of 22m.
- A sub-set of the Garden Apartment Building is the Urban Apartment Building. This typology is proposed in the Northland Precinct, on Wood Street and Hannah Street. It proposes a slightly amended ground floor and frontage condition which responds to a more urban road character.

Figure 1 – Garden Apartments Built Form: Front



Figure 2 cont. – Garden Apartments Built Form: Rear



DESIGN OBJECTIVES

- To ensure development contributes to a high quality pedestrian environment and increases activation of the public realm
- To facilitate the consolidation of lots to increase street frontage width
- To maximise the development of the front portion of the lot with front and rear facing dwellings
- To discourage side-facing dwellings, due to their potential for reduced amenity outcomes
- To match the layout of the garden apartment typology, where it exists (or has the potential to) on the boundary of adjacent lots
- To provide side setbacks, towards the rear of the lot, with adequate width to permit canopy trees, creating a garden setting for dwellings
- To provide adequate separation between dwellings within the lot, avoiding reliance on screening to provide privacy
- To allow potential for additional dwellings to the rear of deeper lots, provided that building separation requirements can be met within the lot
- To recognise the potential for a cumulative adverse impact of higher density development along a corridor, and propose rear setbacks to sensitive rear interfaces that seek to mitigate this effect
- To balance considerations of potential development yield with internal amenity
- To consider the amenity of adjacent lots, in terms of primary dwelling outlooks and private open space, where they are considered to have a lower propensity for redevelopment

- To accommodate potential mixed uses at ground floor level in the Urban Apartment Building typology

Design Guidelines **Minimum frontage width**

- To accommodate a Garden Apartment typology, lots must have a frontage width of at least **22m**, unless a rear lane allows vehicle access from the rear.

Front setback

- Garden Apartment Buildings: Development at ground and first floor level is to be set back together by **5m** from street frontage.
- Urban Apartment Buildings: Development at ground and first floor level is to be set back together by **3m** from street frontage.
- Development at second and third floor level is to be set back together by **2m** minimum from the frontage of the level below.

Front fence requirements

- Garden Apartment Buildings: Front fences are to be a maximum height of **1.5m**, and visually permeable beyond **1.2m** above footpath level. Taller fences should be set back from the street edge, behind a shallow landscaped buffer.
- Urban Apartment Buildings: Front fences are to be a maximum height of **1.2m**, when within 3m of a street.

Mixed Use Development

- Urban Apartment Buildings should provide ground floor ceiling heights of 3.6m, in order to provide flexibility for potential mixed uses.
- Urban Apartment Buildings accommodating mixed use at ground floor should allow for servicing by providing rear access to units. Entrances to commercial units should be separated from residential entrances.

Walls on side boundary

- The front module of development can be built along the side boundaries to a maximum height of **2 storeys** (6.9m), and a maximum length of **20m**.
- The upper 2 storeys of the front module of development should be set back together by a minimum of **3m** from the side boundaries.
- Where adjacent lots are considered to have a lower propensity for change due to considerations such as existing multi-unit development, the configuration of the building envelope will be determined by the locations of adjacent primary building outlooks and private open spaces.

Light wells

- Light wells should be provided to the mid-depth of development that proposes single aspect dwellings. Where existing light wells are located adjacent to the common side boundary, adjacent development should replicate this layout.
- Light wells are to be of a size adequate to allow windows of facing dwellings to be offset.

Side boundary ground level setbacks

- Beyond the 20m maximum length of walls on boundary permitted for the front module of development, ground and first floor levels are to be set back a **3m** minimum from side boundaries.
- Where a further 2 levels of development are achievable, they are to be set back a minimum of **3m** from the level below.

Figure 3 - Garden Apartments Site Layout and Setbacks Plan

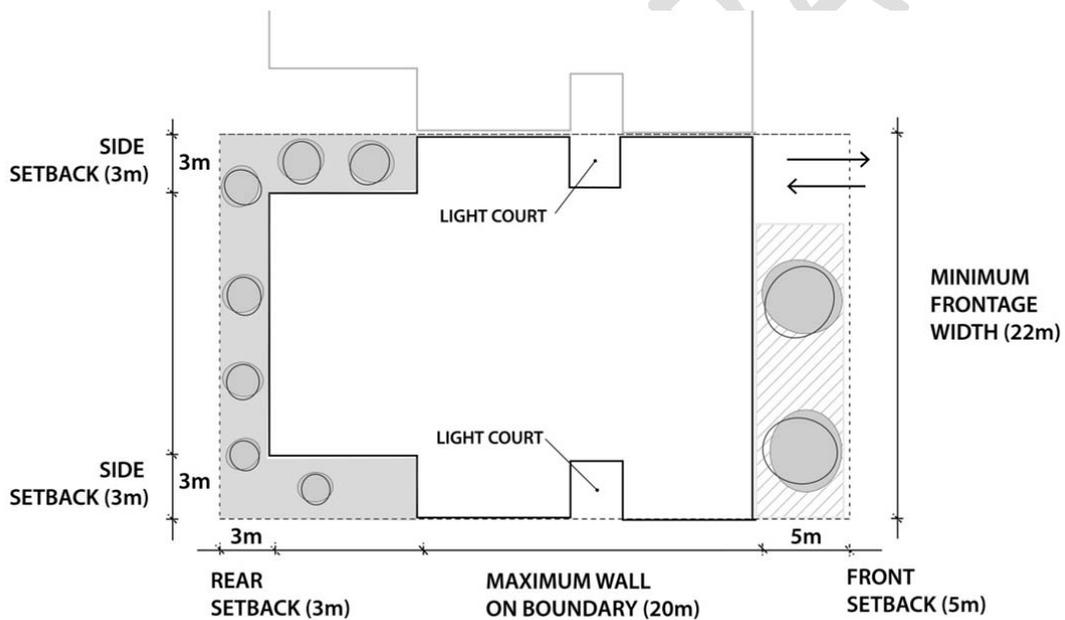
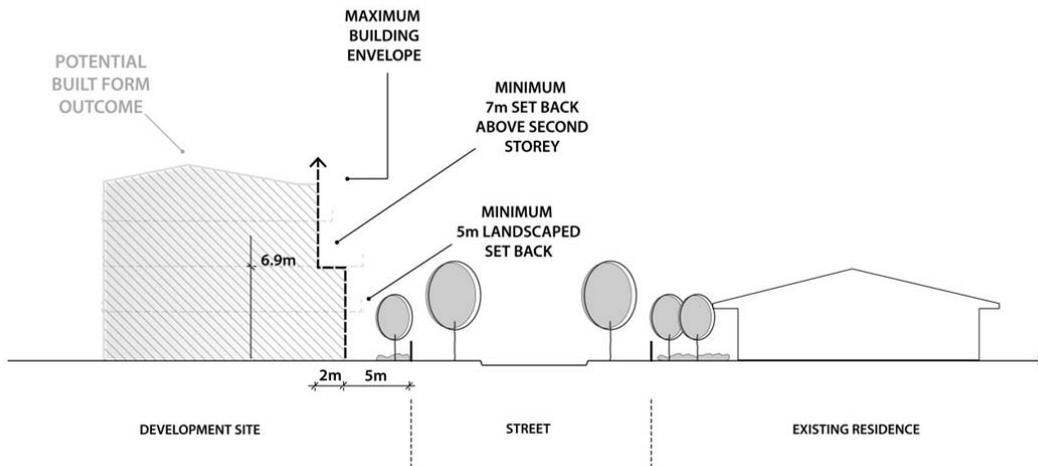
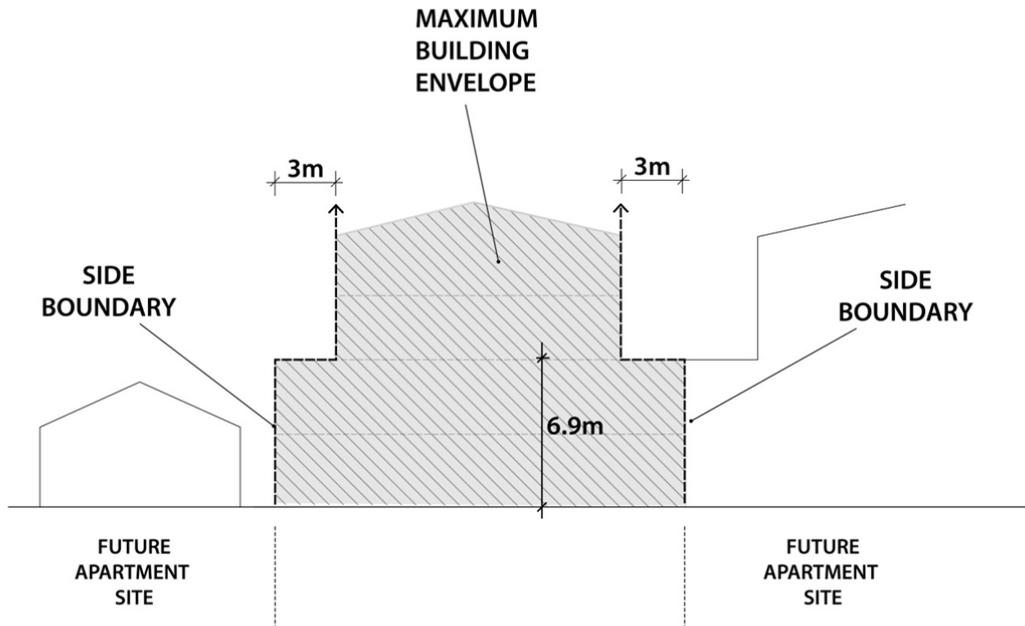


Figure 4 - Garden Apartments Front Setback Profile (cross section)



D032 - 1

Figure 5 - Garden Apartments Walls on Boundaries and Side Setbacks (elevation)



D032 - 3

Building Separation

Dwelling outlook types

- Primary Outlook: Accommodates private open space and habitable room windows
- Secondary Outlook: Accommodates habitable room windows
- Secondary Restricted Outlook: Windows above 1.7m only

Building separation within lot

- Primary outlook to Secondary outlook **9m**
- Primary outlook to Secondary restricted outlook **6m**
- Secondary outlook to Secondary outlook **6m**
- Where dwelling facades bound private outdoor areas of other dwellings, methods of minimising visual intrusion and noise transmission are to be provided.

Building separation from side and rear lot boundaries

- Primary outlook to Boundary **5.5m**
- Secondary outlook to Boundary **3m**

Upper level setbacks within lot

- Provide an adequate setback of the upper floor levels to ensure that open spaces, created by mid-block separation, have adequate solar access at the September equinox.

Rear boundary setback

- Ground floor levels are to be set back by a minimum of **3m** from the rear lot boundary, where it does not adjoin a rear lane. This ground level rear setback must remain clear to the sky. Projections, such as balconies, are not permitted over this space.
- First floor levels are to be set back by a minimum of **5.5m** from the rear boundary.
- Development above first floor level is to be contained within a rear setback envelope formed by a 45 degree angle, projected from a height of **3m** at the rear lot boundary.
- Where the site has a rear lane interface, the 45 degree angle is projected from the rear boundary of the lot on the opposite side of the lane.

Figure 6 - Rear Building Setback Profile: sites abutting sensitive residential land (cross section)

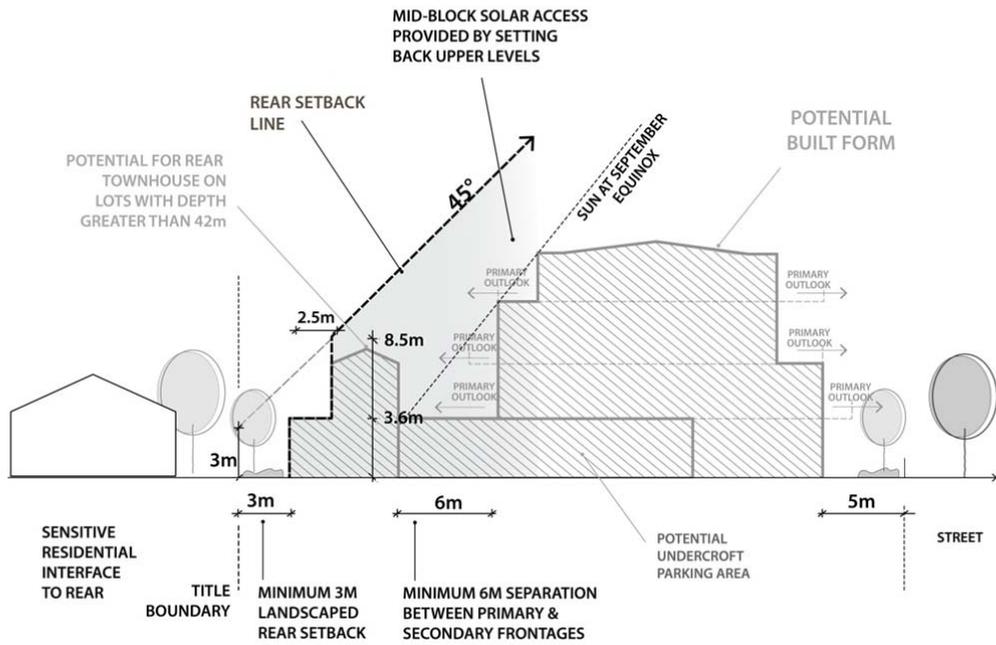
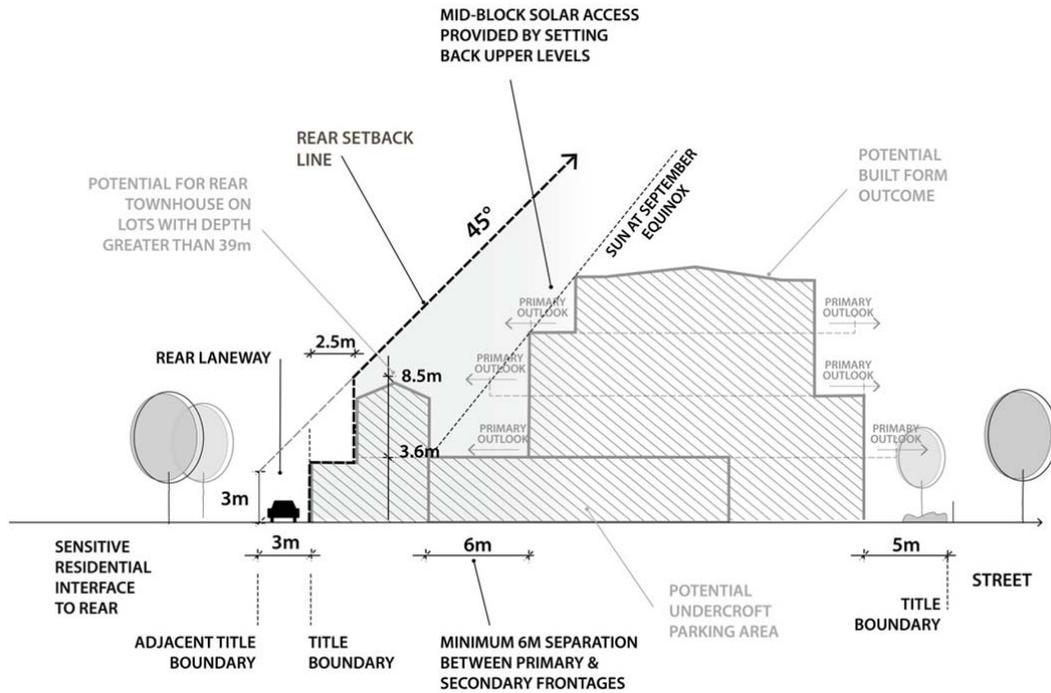


Figure 7 - Rear Building Setback Profile: sites with abutting laneway (cross section)



5. ALTERNATIVE DEVELOPMENT FORMS

TYOLOGY DESCRIPTION

- Alternative development forms may include modest apartment buildings, or townhouse development on single sites.
- Suitable for lots that cannot be consolidated, and/or have frontages of less than **22m** in width.

DESIGN OBJECTIVES

- To ensure development contributes to a high quality pedestrian environment and increases activation of the public realm
- To facilitate the development yield of single lots that cannot be consolidated
- To provide a front boundary setback that replicates the Garden Apartment typology, creating a consistent street edge condition
- To match the layout of the Garden Apartment typology, where it exists or is able to be achieved on the boundary of an adjacent lot, if development is proposed along the common side boundary
- To provide a rear boundary setback and building envelope that replicates the Garden Apartment typology, creating a consistent rear interface condition
- To safeguard adjacent development potential, where a lot is proposed to be redeveloped in a less-intensive manner than might be expected in a Residential Growth Zone (RGZ), due to its size
- To consider the existing amenity of adjacent lots, in terms of primary dwelling outlooks and private open spaces, where they are considered to have a lower propensity for redevelopment

DESIGN GUIDELINES

Maximum frontage width

- To accommodate alternative development forms, lots should have a frontage width of less than **22m**.

Front setback

- Development at ground and first floor level is to be set back together by **5m** from the street frontage.
- Development at second and third floor level is to be set back together by **2m** minimum from the frontage of the level below.

Front fence requirements

- Front fences are to be a maximum height of **1.5m**, and visually permeable above **1.2m** from above footpath level. Taller fences should be set behind a shallow landscaping buffer along the street edge.

Walls on side boundary

- Where an adjacent lot has the potential to accommodate a Garden Apartment typology, development may be built to one side boundary in a similar manner, mirroring its potential layout.
- Where adjacent lots are considered to have a lower propensity for redevelopment due to considerations such as existing multi-unit development, walls on side boundaries should comply with the requirements of Rescode Standard B17.

Light wells

- Where existing light wells are located adjacent to the common side boundary, development proposals should respect this layout.
- If light wells are proposed between dwellings, they should be of a size adequate to allow facing windows to be offset.

Side boundary ground level setbacks

- Where development is built to one side boundary in a similar manner as the garden apartment typology. Beyond the 20m maximum length permitted for the front module of development, side setbacks should comply with the requirements of Rescode Standard B17.
- For other forms of development, side setbacks should comply with the requirements of Rescode Standard B17 for the length of the side boundary.

Rear setback

- Ground floor levels are to be set back by a minimum of **3m** from the rear lot boundary, where it does not adjoin a rear lane. This ground level rear setback must remain clear to the sky, and projections, such as balconies, are not permitted over this space.
- First floor levels are to be set back by a minimum of **5.5m** from the rear boundary.
- Development above first floor level is to be contained within a rear setback envelope formed by a 45 degree angle, projected from a height of **3m** at the rear lot boundary.
- Where the site has a rear lane interface, the 45 degree angle is projected from the rear boundary of the lot on the opposite side of the lane.

6. GLOSSARY AND RELATED DOCUMENTS

Glossary and related documents

WORKING DRAFT