

## **DESIGN CONTROLS**

The objective of the following controls is to achieve certain performance standards that are considered appropriate to particular locations.

Each particular location is briefly described, the reasoning leading to the objective(s) being formulated for that location and the controls advocated are set out below.

### **1. The Frontage Development along the Collector Road**

The Collector road is designed with a cycleway on the south side and a footpath on the north side.

Development on the south side of the collector road is limited to a 3.4ha medium density development around the hillock and the oval. It is anticipated that the medium density development will have a private internal loop road connecting to the collector road close to the east and west ends of the site; the oval has a short cul-de-sac off the collector road. Consequently the cycleway will have only 3 or 4 crossings along the 1.4k length of collector road prior to the cycleway crossing over to the north side of the road at or close to the divide.

The north side of the collector road is a continuous row of lots which range in frontage from 18-22m and depth from 38-42 with lot sizes ranging from 800-900m<sup>2</sup>. These lots are elevated, north facing and some will have commanding views; all will have an attractive outlook.

The collector road is the principal access road serving the new neighbourhood. All traffic moving in and out will use the collector road; when the anticipated westwards expansion occurs and the collector road is connected at its west end to Culburra Road it is anticipated that the traffic volumes will be significant.

Consequently it is considered desirable that all vehicles enter and exit the houses fronting the collector road in a forward direction. This means there has to be sufficient space for vehicles to turn around in each house lot.

The basic rules that allow this to happen are:

1. Minimum set-back from front boundary to house 14.0m.
2. The option of a single storey garage in front of building line: this option has two requirements: (1) minimum set-back from front boundary to garage – 6.0m; (2) car entrance to garage must be on the side, not the front; and (3) garage roof may be pitched or flat (see Figure 1 siting controls 1).

## 2. Housing siting on crescents

The crescents are designed to enable each dwelling to take advantage of the potential to capture views and the north facing orientation. In order to achieve this it is considered desirable to manage the footprint of dwellings on each site; because the sites are trapezoidal in shape it is considered desirable to ensure a minimum distance between dwellings. The approach adopted is to require each dwelling to be positioned parallel to the southern or western side boundary with a maximum set-back on the relevant boundary of 2.0m; the minimum set-back on the northern or eastern side boundary is 5.0m. The front set-back is set at 6.0m. The position of the garage will be determined by the location of vehicle crossings. These streets will have a footpath on the high side and a swale on the low side. Street planting will be in the swale.

The variation from tier to tier in the level of the ground floor will be in the range of 1.5 – 2.5m indicating a limited opportunity to look over the tier below, views between dwellings in the tier below will be enhanced by the proposed design rules.

All dwellings are required to have their ridge line running from front to rear of the lot to maximise view capture potential between rows of dwellings and to give visual coherence to the built form in each crescent.

The basic rules are:

1. Minimum set-back from front boundary – 6.0m
2. Maximum set-back from nominated side boundary – 2.0m
3. Minimum set-back from other side boundary – 5.0m
4. Principal roof ridge line to run from front to rear of building

(see Figure 2 – First Crescent diagram for controls)

5. The Circus

It is anticipated that The Circus will be constructed in stages. Stage 1 is likely to comprise 3 or 4 units designed to accommodate a sales office, a coffee shop and a convenience store. The carriageway, footpath and central green will be completed when the roads are formed. The site will be levelled.

The lots have a depth of 20m with a 7.5m frontage to the Circus. The form envisaged is a two-storey residence over a ground floor business use; the ground floor includes a double garage and courtyard facing the First Circuit. The residence will have a maximum depth of 14m. The roof of the garage

may be used as a terrace which may have a pergola roof.

The design of The Circus frontage will be mandated as follows: (1) the pavement in front of each unit to be developed as an arcade formed by a first floor balcony projecting over the pavement; the balcony to be roofed with supporting columns at 3.5m intervals; (2) ground floor height floor to ceiling will be 3.0m; (3) first and second floor height floor to ceiling will be 2.7m; and (4) ground floor passage must run from front to rear court for servicing (see Figure 3. The Circus Design Rules).

#### **4. The four storey units**

The design controls for the units are conventional.

Density: site area per dwelling - 110m<sup>2</sup> per 1-bedroom unit  
- 130m<sup>2</sup> per 2-bedroom unit  
- 150m<sup>2</sup> per 3-bedroom unit

Maximum Height – Four Storeys

Minimum set-back from Culburra Road – 8.0m

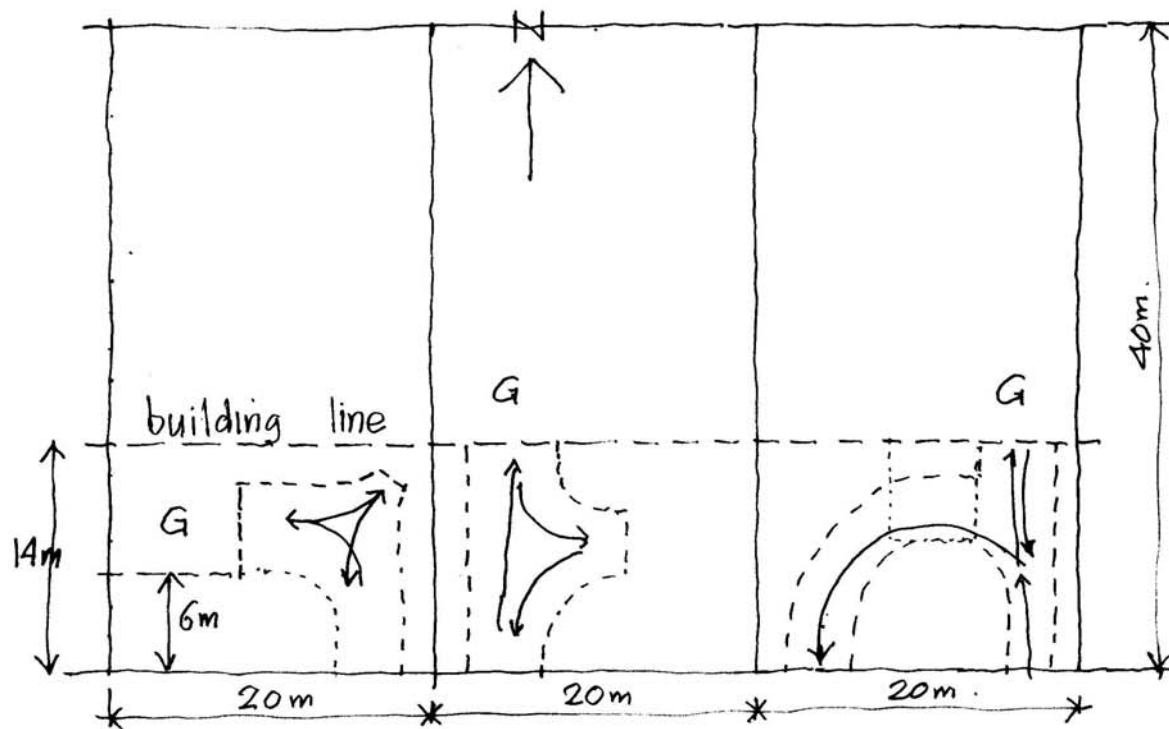
Preferred orientation – NNE (ie diagonal to street)

Carparking: 1 space per unit; 1 visitor space per 4 units

Carparking to be underground

Deep soil landscaping: 25% of site area

Minimum set-back from side boundaries – 8.0m



- |                                      |                                       |                             |
|--------------------------------------|---------------------------------------|-----------------------------|
| 1. Garage in front of building line. | 2. Garage behind building line.       | 3. Garage behind bldg line. |
| • Single storey.                     | • allow for 3-pt turn to exit.        | • loop driveway             |
| • Min set-back - 6m                  |                                       | • possible porte-cochere.   |
| • Entrance to garage at side.        | lot sizes: 800 - 900 m <sup>2</sup> . |                             |
| • Roof - flat or pitched.            | frontage: 18 - 22 m.                  |                             |
|                                      | Depth: 38 - 44 m.                     |                             |

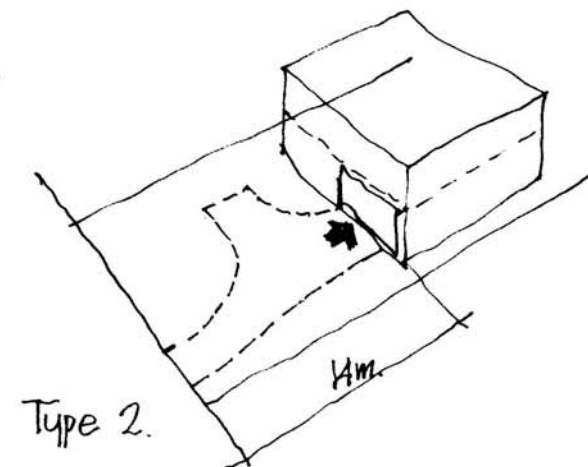
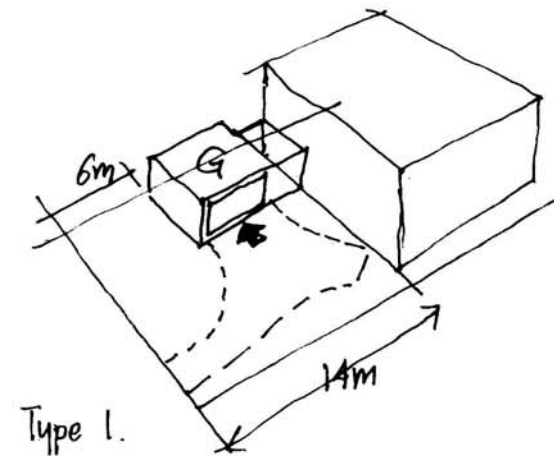


Fig 1. Siting Controls 1. Collector Rd. frontage.

Fig 1. Siting Controls 1. Collector Road frontage

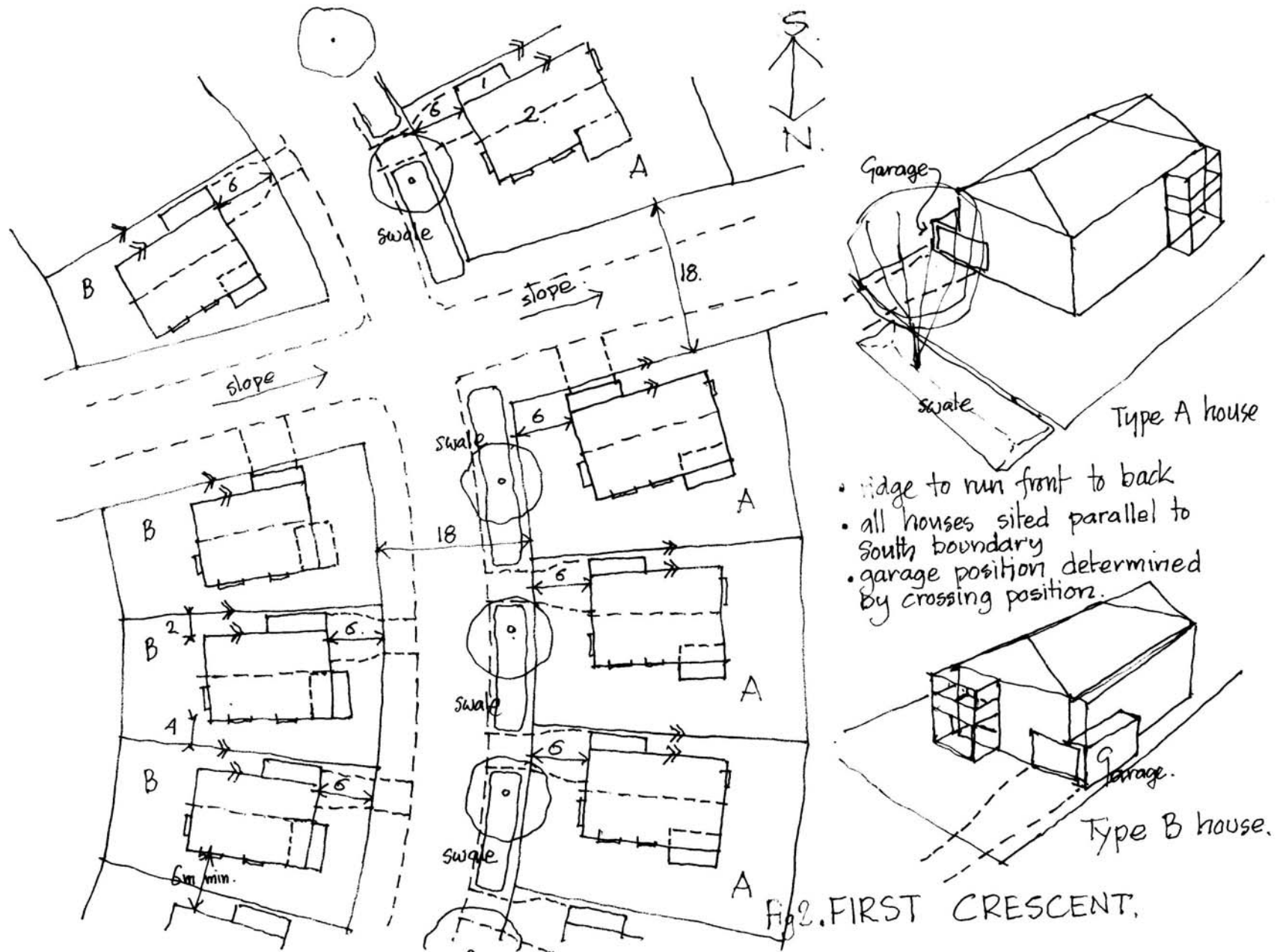


Fig 2. First Crescent

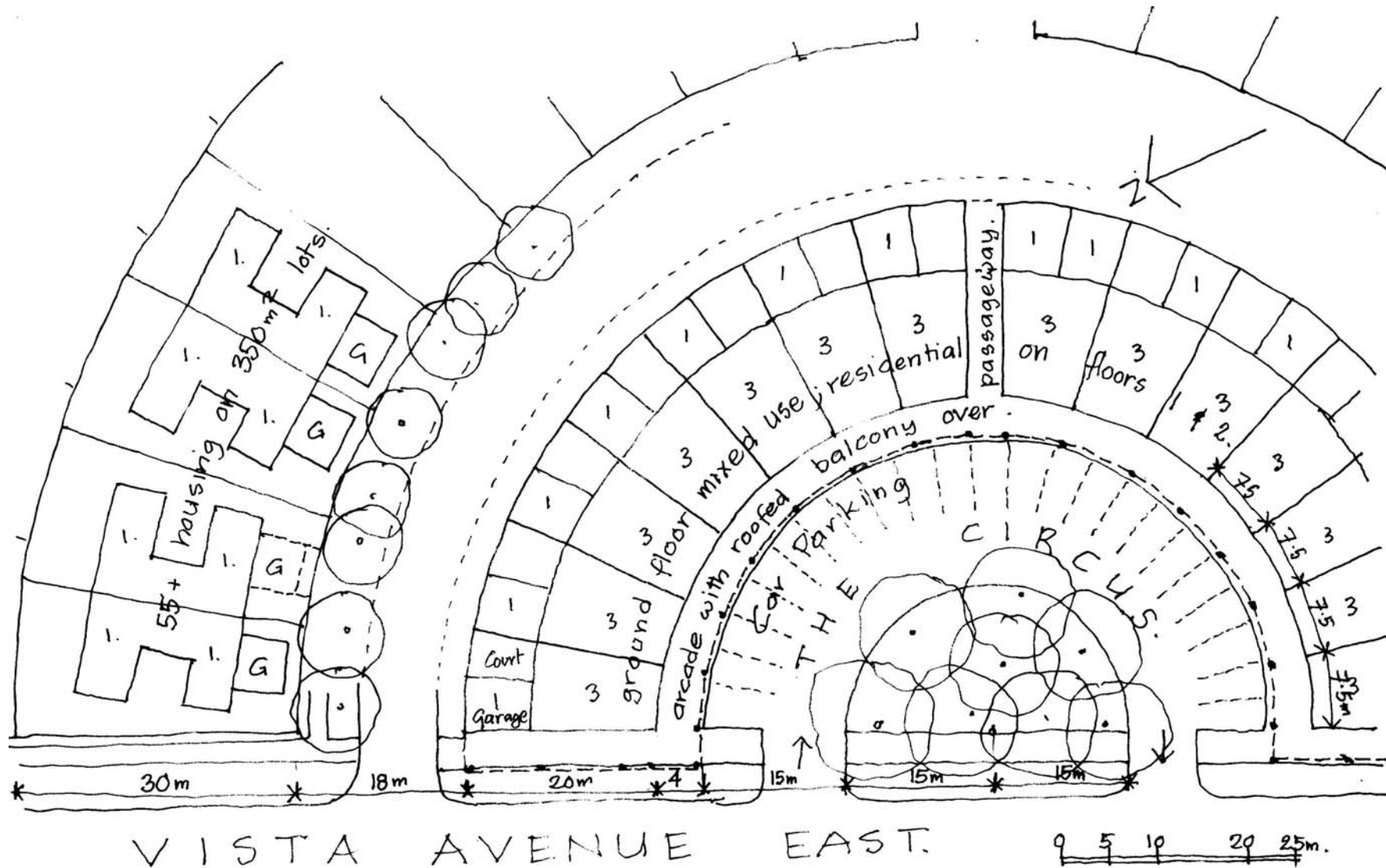


Fig. 3. The Circus design rules.

Fig 3. The Circus design rules