

APPENDIX NO. 14

DESIGN GUIDELINES FOR NO. 95 (LOT 75 AND PART LOT 76),
CHELMSFORD ROAD, MOUNT LAWLEY



1. INTRODUCTION

These Guidelines apply to residential land proposed Lots 1, 2 & 3 Chelmsford Road, Mt Lawley.

These Guidelines will guide development that ensures the surrounding residential amenity is protected and that the unique features of the area are not diminished but are complemented by the design of this development. It will also give confidence to the proprietors of the subject lots to be able to appropriately develop the land.

2. CONTEXT

The subject land is located at No. 95 Chelmsford Road, Mount Lawley. The subject area has 3 equal lots of 229 square metres running between two frontages on Chelmsford Road and the Right of Way named Jack Marks Lane. Each lot has 2 equal frontages of 6.140 metres and a depth of 37.235 metres.

The locality is generally characterised by single storey detached housing development dating from the early decades of the 20th Century.

Lot sizes and frontages have historically been consistent across the immediate locality, with some recent development occurring within the locality with varying lot sizes and frontages. The age of the majority of the oldest housing is circa 1900.

The street or public face of the buildings on the lots should be detailed to provide visual richness and variety, reduce apparent bulk and enhance the individual identity of each building.

3. THE RELATIONSHIP WITH OTHER DOCUMENTS

The Guidelines are to be read in conjunction with the City of Vincent Town Planning Scheme No. 1, any relevant City of Vincent Policies made pursuant to the Scheme, and the Residential Design Codes.

The land is zoned "Residential" and coded R-40.

Where requirements are inconsistent, these Guidelines are to take precedence over other documents and Policies.

4. DEVELOPMENT OBJECTIVES

The Guidelines have the following objectives:

- i) To provide for development that complements and enhances the immediate streetscape with respect to Chelmsford Road, inclusive of Jack Marks Lane and the surrounding locality.
- ii) To encourage imaginative and innovative design and lifestyle options that reflect the diversity of the area.
- iii) To create an outwardly looking development that integrates with the surrounding area.
- iv) To provide opportunity for innovation and flexibility in design and construction.
- v) To provide flexibility of development and land utilisation responsive to future cultural and technological change.

5. DESIGN FEATURES

These Guidelines will achieve the above objectives by considering the following design features:

i) SITE PLANNING

a) Land Use

The subject lots are to be used for residential purposes only. The density, scale and nature of residential development on the subject lots are to be in harmony with that found in the surrounding area.

b) Density

Refer to the provisions of the City of Vincent Town Planning Scheme No. 1.

c) Site Coverage

Refer to the provisions of the City of Vincent Town Planning Scheme No. 1.

d) Access for Vehicles

Motor vehicle access to the subject lots is to be from Jack Marks Lane.

e) Car Parking

Refer to the provisions of the City of Vincent Town Planning Scheme No. 1 and to Figure 2.

On site provision is to be made for a minimum of 2 car parking bays per dwelling with access from Jack Marks Lane.

Housing of vehicles in garages or carports or the like is not obligatory. Notwithstanding that Figure 2. indicates parking in close proximity to Jack Marks Lane, consideration may be given to parking and garaging incorporated within a dwelling building complying to the other provisions of these Guidelines.

Note the requirement that irrespective of the setback and building envelope guidelines with respect to Jack Marks Lane, location of vehicle parking bays and related enclosing structures are to be located to provide a minimum 6 metre wide clear access aisle in the Lane, measured from the north face of the opposite Lane boundary or any built encroachment within it, as may exist at the time of commencement of development.

f) Setbacks

The minimum setbacks for walls of given length and height are to be generally in accordance with the provisions outlined in Figure 2. of these guidelines.

Setbacks for the eastern and western boundaries of the subject land are as follows, and wall lengths are to be contained within the hatched envelope areas as illustrated in Figure 2:

Side setbacks for walls not exceeding 3.5 metres height;

- where setback is 1.5 metres , no limit on length.
- where setback is less than 1.5 metres, maximum of 15 metres long in any one section, with a maximum of 21metres in aggregate, with at least 6 metres separation between any two sections of wall.

Side setbacks for walls exceeding 3.5 metres height up to maximum 6 metres height;

- maximum 11 metres length in aggregate, which may be in more than one section.
- minimum setback of 1.5 metres.

The wall length formulae setback on the most western side boundary for Lot 3, noted in Figure 2 is to be adhered to.

All internal lot boundaries may have nil side setbacks, provided the amenity of the adjacent properties is protected by minimising overshadowing, overlooking and visual intrusion, and maintaining access to direct sun to habitable rooms of adjoining properties, provided for by variation of first floor setback and wall length at the eastern and western most side boundary of the subject land.

All lots may have nil rear and side setbacks with respect to detached ancillary parking structures and lofts thereof, subject to the qualifications in Clause 5 (i) (e).

All other Setbacks and development requirements are to be in accordance with the Residential Design Codes and the City of Vincent Policy relating to Street Setbacks or the City of Vincent Policies relating to Residential Design Elements, whichever is applicable at the time.

Chelmsford Road front setbacks are to be 6 metres. Transitional spaces, such as verandahs, balconies and other appropriate design features may project 1.5 metres into the front setback area. Refer to Clause 5 (ii) (a) for streetscape.

Heights of walls noted in Figure 2. are to be interpreted in accordance with Figures 2A, 2B and 2C of the Residential Design Codes.

Refer to Clause 5 (i) (h) for storey heights.

g) Orientation

Encouragement of building design to utilise the north south orientation, facilitating winter sun penetration and summer sun exclusion to dwelling interiors and private outdoor spaces, in room planning and detailed architectural design is an objective of the Guidelines.

Design should also provide a streetscape outlook that will allow for the surveillance of both Chelmsford Road and Jack Marks Lane.

h) Height

The height of dwellings is to be sympathetic to the surroundings and is to be a maximum of two storeys, plus loft. A loft will only be permitted within the roof space and the roof space will not be extended by means of extending wall heights above the floor level, or dormer windows to provide extra ceiling height within the loft. Any loft is not to be considered as a third storey.

The corresponding building height is to be a maximum of two Storeys, maximum wall heights and roof heights are to be in accordance with the Residential Design Codes and the City of Vincent Policy(ies) relating to Residential Design Elements.

Garages are to be a maximum of one storey. Service areas and lofts can be considered only within the roof space and shall address Jack Marks Lane.

i) Roof Form

To complement the neighbouring properties the roof pitch is to be reflective of the existing housing in the street and immediate locality.

Roofing form will be a typical pitched format in keeping with the neighbouring dwellings.

The roof pitch to garages and carports is to be between 30 degrees and 45 degrees.

All roofing can be constructed of any material, but it is to be demonstrated that glare and reflection will not be an issue to neighbours and surrounding activity.

j) Party Walls

Each dwelling is to have its own independent walls. Party walls are not permitted. However, boundary fences may be walls shared in common in the normal manner.

ii) BUILDING ENVELOPE

a) Streetscape

The developer is required to address and enhance the streetscape to Chelmsford Road and Jack Marks Lane by the orientation of dwellings and landscaping.

The use of verandahs and window projections on the ground and first floors, colours, materials and other appropriate design features is strongly encouraged to create greater visual interest, to assist with climate control, to reduce the visual impact and to accentuate the vertical rhythm of the dwellings.

To provide relief and articulation contributing to variety and interest in the streetscape, transitional spaces, including balconies and other openings, are also strongly encouraged on exterior facades to enhance interaction and surveillance, where the potential for the loss of neighbouring residential amenity is minimal, or outweighed by the benefits of added interaction and surveillance, and a higher quality of design.

b) Open Space

Refer to the provisions of the City of Vincent Town Planning Scheme No. 1.

c) Outdoor Living Area

Refer to the provisions of the City of Vincent Town Planning Scheme No. 1.

iii) DETAILS

a) Overlooking

All dwellings are to be designed in such a manner that overlooking into both indoor and outdoor spaces is minimised. All privacy provisions are to be in accordance with the Residential Design Codes.

b) Fencing/Walls

In addition to the City of Vincent Policy relating to Streets, Walls, and Fences or the City of Vincent Policies relating to Residential Design Elements, whichever is applicable at the time, strict guidelines are to be adhered to on the design and materials used for fencing on site.

Boundary fences and walls are to generally be of materials to match the predominant wall materials and colours of the side boundary walls of the respective dwellings.

Fencing and gates within the front setback adjacent to Chelmsford Road are to be in accordance with the provisions of the City of Vincent Policy relating to Streets, Walls and Fences or the City of Vincent Policy(ies) relating Residential Design Elements, whichever is applicable at the time, including its provisions for discretionary variations to performance criteria and acceptable development standards.

Decorative capping on the top of piers may extend to a maximum of 2 metres above the adjacent footpath level.

6. INDICATIVE DEVELOPMENT

i) SITE SERVICES

Reticulation pipe work and cabling are to be concealed underground or within the building fabric.

Photovoltaic, solar and wind energy collection devices operating independently of utility service suppliers and water heating devices may be communally or individually designed and developed within the subject land and designed having regard to:

- a) Location and design of equipment in forms, materials and colour schemes so as to be camouflaged or otherwise made harmonious with the respective background building forms, materials and colours;

- b) Located by preference within the rear areas of the lots or made visually unobtrusive in the Chelmsford Road streetscape where operational requirements necessitate; and,
- c) Located or otherwise dealt with to ensure that glare, noise and vibration transference between the plant and adjacent dwellings meets Building Code of Australia requirements for mitigation.

ii) AIR-CONDITIONING UNITS

Air-conditioning and other exposed plant and equipment such as may be required are to be separately provided in each lot and designed having regard to location and design in forms, materials and colour schemes so as to be camouflaged or otherwise made harmonious with the respective building forms and made visually unobtrusive in the Chelmsford Road streetscape.

iii) BIN STORAGE AREAS

Bin storage and collection pickup areas are to be separately provided in each lot and be designed having regard to:

- a) locations for storage and collection bin emplacements are established in the respective building designs;
- b) preference for collection from Jack Marks Lane;
- c) collection emplacements located contiguous with but not within the right of way reservation;
- d) ready access between storage and collection locations not being through habitable interiors of dwellings.

iv) METER BOXES

Service meter boxes are to be separately provided in each lot at amalgamated locations and be designed having regard to:

- a) locations for meters being established in the respective building designs;
- b) location and design of boxes being in forms, materials and colour schemes so as to be camouflaged or otherwise made harmonious with the respective building forms and made visually unobtrusive in the Chelmsford Road streetscape; and
- c) ready access for meter reading at locations not requiring access into habitable interiors of dwellings.

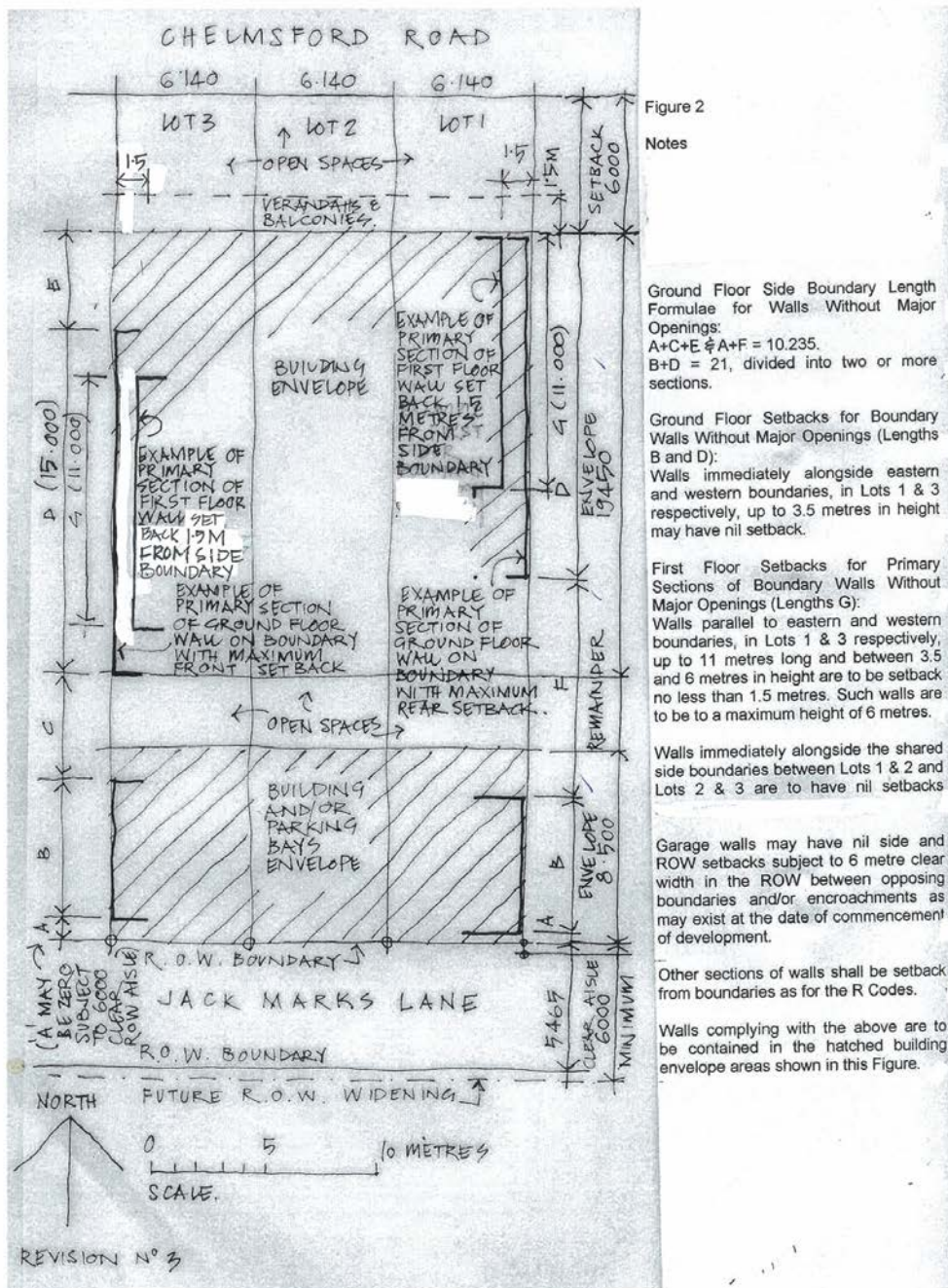


Figure 2: Diagrammatic Subdivision Plan of the Subject Land with Building Envelopes and Setbacks.

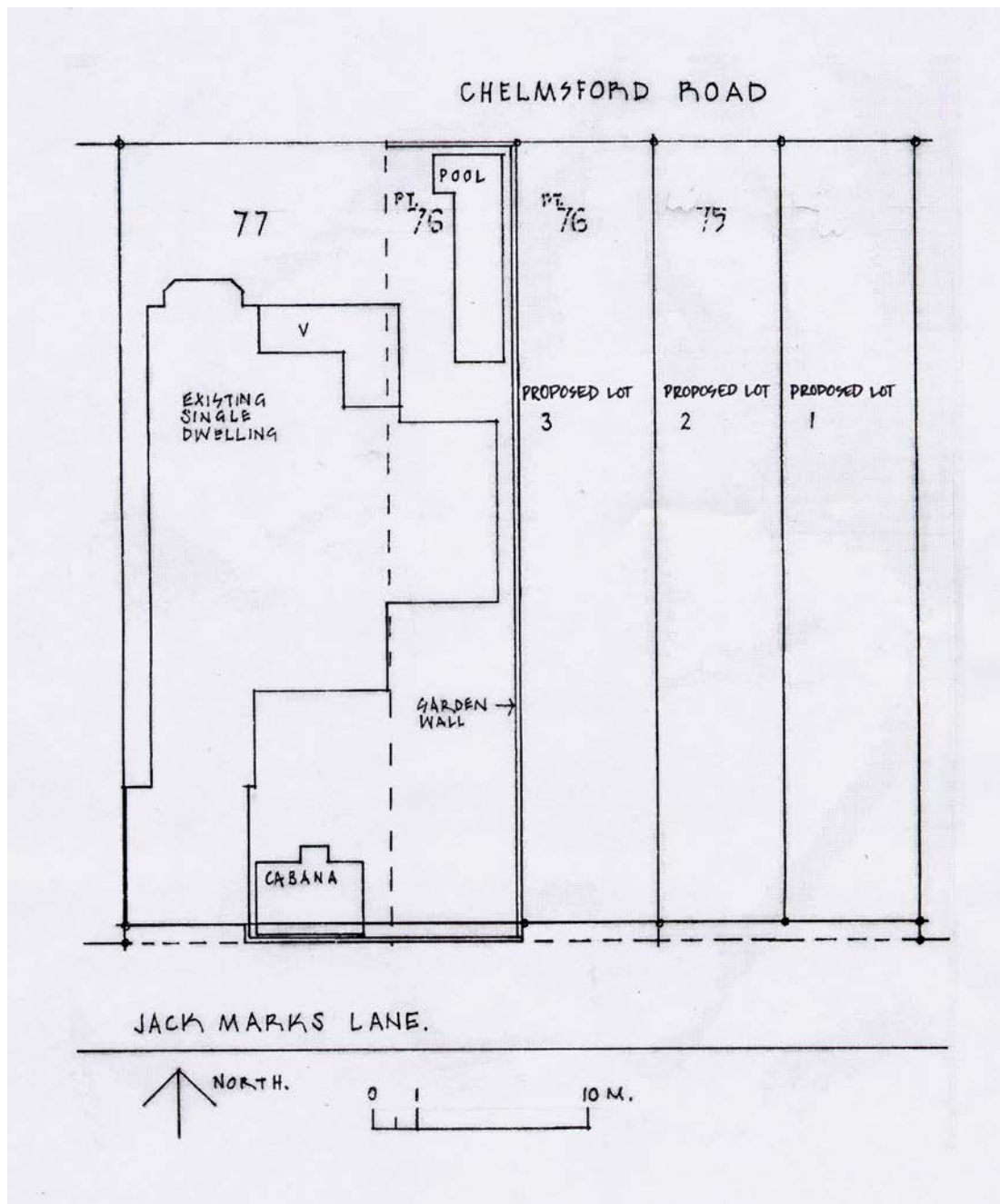


Figure 3. Diagrammatic Subdivision Plan of the Subject Land.