

COROWA SHIRE COUNCIL

DEVELOPMENT CONTROL PLAN NO. 17

MEDIUM DENSITY HOUSING (MDH) /RESIDENTIAL FLAT BUILDINGS

Background

Medium density housing means development that results in three or more dwellings on one allotment of land, where each dwelling has access to private open space at ground level.

Medium Density Housing (MDH)/Residential flat buildings will only be permitted in the Residential 2(b) zones.

The MDH provisions in this DCP are based on the Council's intent to define, in a practical way, the minimum standard of living required for residents of a housing development of *higher than conventional density*.

It is also the Council's intent to set down easy follow yet firm guidelines for MDH, in order that the proponent, the Council and the public have a greater awareness of the development standards, and ultimately, a reasonable degree of certainty that a MDH proposal will meet the Council's requirements.

The following MDH provisions then, are based upon a number of **standard of living requirements**, or **SoLR**. The four main SoLR are:

- Neighbourhood and Development Character
- Open Space and Solar Access
- Privacy and Setbacks
- Car Parking

The four SoLR, and their sub-categories, are complimented by the DO'S and DON'TS of MDH development. The DO'S and DON'TS basically act as objectives for MDH development. They are adapted from *Australia's Guide to Good Residential Design* (Australian Government Publishing Service). An excerpt from this document entitled "Design Principles for Multi-Unit Development" is provided as Appendix 1 to this DCP. The principles within Appendix 1, the detailed DO'S and DON'TS in this section, and the SoLR, will be utilised by the Council to assess MDH development.

Before you design a MDH development, you are encouraged to read the DO'S and DON'TS and the SoLR, speak to and discuss your design with your prospective neighbours, and discuss your proposal with Council's Environmental Services Staff.

THE STANDARD OF LIVING REQUIREMENTS FOR MEDIUM DENSITY HOUSING

SoLR 1 Neighbourhood & Development Character

Neighbourhood Character

- Density, at the neighbourhood scale
- MDH controls relating to courts/cul-de-sacs and dead-end streets

Development Character

- Site analysis and layout
- Minimum allotment widths
- Streetscene
- Site Landscaping
- Site Facilities

SoLR2 Open Space and Solar Access

- Open Space per dwelling
- Minimum primary open space dimensions
- Solar access and energy efficiency (northern orientation)
- Threshold for communal open space

SoLR3 Setbacks and Privacy

- Front, rear and side setbacks
- Setbacks to accessway
- Building envelope
- Dwelling separation
- Entrance areas and habitable windows
- Overlooking generally

SoLR4 Car Parking and Access

- Car spaces per dwelling
- Minimum dimensions
- Garage setbacks
- Visitor parking
- Accessway width
- Vehicle turning circles

DO'S AND DON'TS FOR MDH

AND NEIGHBOURHOOD & DEVELOPMENT CHARACTER

DO

- Design your MDH development to suit the scale, setbacks and character of the neighbourhood. **REMEMBER** that every neighbourhood is special and unique in its own way!
- Design your MDH development to be a **HOME**. The neighbourhood around your MDH development is comprised of people's **HOMES**. **WOULD YOU LIVE IN YOUR MDH DEVELOPMENT?**
- **SPEAK** to your potential neighbours before you design a MDH scheme. Many common concerns relating to MDH- noise, privacy, land values, over-development, can be addressed at the design stage.

DON'T

- Locate MDH developments in close proximity to each other.
- Locate MDH developments in courts or dead-end streets – where on-street parking is limited and could be further decreased.
- Design your MDH development without doing a basic **SITE ANALYSIS**- identify your **SITE CONSTRAINTS** and **ADVANTAGES** at an early stage, and design to accommodate them.

SoLR 1.0 Neighbourhood and Development Character

SoLR 1.1 MDH sites are not to be located in a court (cul-de-sac) or dead-end street.

SoLR 1.2 Proposed MDH sites are generally not to be irregular in shape or have uneven (parallel) boundary lengths. However, innovative use of sites with irregular boundaries may be negotiated at pre-application meetings.

Development Character

SoLR 1.3 Site Analysis

All MDH proposals should be based upon a thorough site analysis and the Council will enforce this requirement within all MDH developments. The layout of the site should respond to (as a minimum):

- the available northern orientation and adjacent sources of shade;
- the adjacent sources of noise and overlooking;
- the setback and bulk of adjoining structures to the common boundary;
- fences, trees, site gradient, drainage, easements and potential views.
- BASIX.

Site analysis need not be a lengthy or complex undertaking. In its simplest form it is basically a list of points to consider, along with the SoLR, when designing MDH.

The Council recommends that applicants work through the site analysis and draft MDH plans at a pre-lodgement meeting with the Director Environmental Services.

SoLR 1.4 Minimum allotment widths and site coverage for MDH

In order to meet the various standard of living requirements (SoLR) for medium density development set out in this DCP, **MDH proposals in Greenfield subdivisions are to be located upon allotments with the following minimum frontages and block widths:-**

17 metres – in the case of development with an offset accessway and dwellings on one side of the allotment; and

30 metres – in the case of development with a centralised accessway and dwellings either side.

MDH proposals in Greenfield areas which fail to meet the minimum allotment width requirements and the SoLR, will be discouraged.

Site Coverage

MDH shall not occupy more than the following portion of the area of the allotment on which the development is carried out

- (a) In the case of a one-storey building forty five per cent (45%)
- (b) In the case of a two-storey building forty per cent (40%)

DO'S AND DON'TS FOR MDH AND THE STREETScape

DO

- use light-framed carport and dwelling entrance structures, with decorative features
- design the front buildings in your MDH development to address the street

DON'T

- provide blank building walls facing the street
- provide 'mirror-reverse' and attached MDH designs which do not vary setbacks, roof forms, or window and door placement – and result in unattractive barrack style development
- let driveways and garages dominate the internal or external face of your MDH development. **REMEMBER**, you are designing a **HOME**, not just a place to park a car!

Streetscape Design Principles

Apart from the specific standards outlined in this DCP, medium density development will generally be assessed according to a number of design principles related to streetscape. They are as follows.

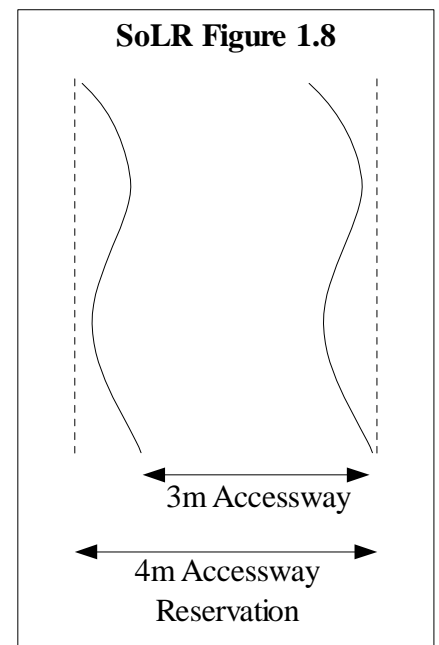
SoLR 1.5 No more than two (2) dwellings are to be provided within any one building; except on a corner site, where at least one dwelling must face each street frontage, and a maximum of four (4) dwellings may be attached overall.

Note: Gun-barrel or barrack style development, resulting in bulky, monotonous and unbroken building layouts, will be strongly discouraged. Compliance with the SoLR set out in this DCP will provide development, which minimises the design of gun-barrel style development.

SoLR 1.6 The dwelling(s) forming the front building line to a public road (including corner sites) are to be designed to “address” the public road – whether or not the front building wall is part of a garage. Blank walls with little or no articulation and/or fenestration are not acceptable. Long, unbroken walls to side setbacks will also not be favoured.

SoLR 1.7 Fences will be required to the site’s side boundaries (behind the building alignment) and the site’s rear boundaries, and between each dwelling’s private open space areas. These fences are to be a maximum of 1.8 metres in height (above the sites finished ground level) and are to be constructed of approved materials such as lapped and capped timber, brick or colorbond metal, in colour complementary to the dwellings.

SoLR 1.8 The vehicular accessway within the development (behind the building line and serving a maximum of 6 dwellings) is to be a minimum of 3 metres wide, and is not to be constructed in a straight line. The accessway is to be designed to meander through a reservation, which is 1 metre wider than the accessway. This requirement, when combined with the setbacks in SoLR 3.1, will assist in providing adequate manoeuvring room for vehicles. For example see SoLR figure 1.8. Passing areas shall be provided after every 2 units from a combined entry/exit point.



Site Landscaping

SoLR 1.9 Where an accessway is located adjacent to a side boundary, the accessway is to be separated from the fence by a one metre wide landscaping strip. Planting is to be provided as per SoLR 1.10 above.

SoLR 1.10 A landscaping plan detailing the site features, hardstand areas, number and type of plant species and planting locations is to be submitted, for the Council's approval, prior to the issue of the Construction Certificate.

Site Facilities

SoLR 1.11 The proponent should make contact with:

- Country Energy - electricity;
- The Council - water & sewer;
- Origin Energy - gas;
- Telstra - telecommunications;

at the earliest possible stage in order to determine available services and easements and the authority's requirements for servicing.

DO'S AND DON'TS FOR MDH
OPEN SPACE AND SOLAR ACCESS

DO

- make effective use of advanced landscaping to shade open space area and dwellings
- incorporate sun shading devices into the MDH design
- **MAXIMISE** the **ORIENTATION** of the dwellings and private open space to the **NORTH**
- Design the main open space area of each dwelling to access the main living area and to be as private as possible

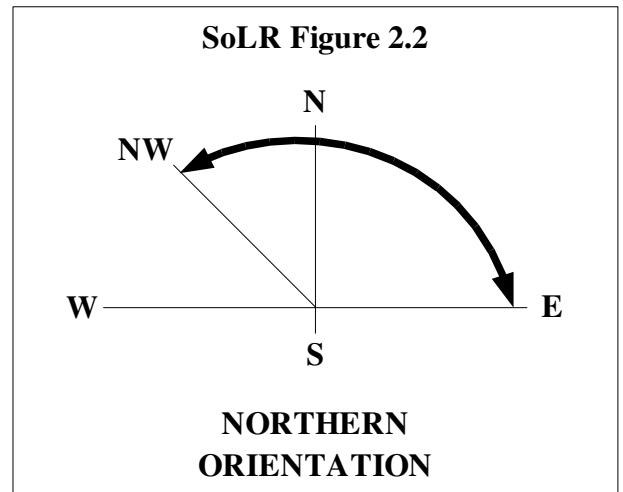
DON'T

- Provide long, narrow and unusable areas of private open space
- Provide common and private open space areas which are difficult to supervise
- Provide areas of private open space which are completely exposed (no shade) to the western summer sun
- Provide large expanses of unshaded walls and windows facing the western summer sun

SoLR 2.1 Each dwelling, as part of the total private open space area, must provide a ground level fenced courtyard area with minimum dimensions of 5 metres x 5 metres, which is directly accessible from the main living area of the dwelling.

Note: A clothes drying area can be included within the courtyard area as part of the private open space.

SoLR 2.2 The courtyard area must have a northern orientation. **Northern orientation** means a courtyard or private open space area that faces a point between northwest and east with out obstruction (within the property) apart from privacy or boundary fencing.



Note: The compass points referred to are based on *Magnetic North*.

Dwellings which do not have a courtyard area with northern orientation will be strongly discouraged – this includes west and south facing courtyards.

The Council will only consider courtyards which do not comply with the above requirements where a *True North* based shadow diagram, provided by the applicant, shows that the courtyard area receives a minimum of 3 hours direct sunlight between 9.30am and 2.30pm at the Winter Solstice.

True North is approximately 12° west of Magnetic North.

SoLR 2.3 MDH developments shall comply with BASIX requirements.

Note: The most effective way of controlling solar heat gain through a window is by a roofed pergola, inclined awning or close fitting louvres or vertical screens.

SoLR 2.4 Where a medium density development has more than 6 dwellings, a common open space area is to be provided.

The common open space is to have a northern orientation, is to be centralised within the allotment, and is to have minimum dimensions of 8 metres x 8 metres and a minimum area of 100m².

The common open space is to be embellished with seating and BBQ facilities:

DO'S AND DON'TS FOR MDH

SETBACKS AND PRIVACY

DO

- Utilise techniques such as window or door offsetting or angling, varying sill heights and privacy screening, to promote privacy of MDH residents and neighbours
- Consider increasing the minimum building setbacks to account for the close proximity of buildings, windows, balconies or trees on neighbouring sites.
- Utilise suitable landscaping as an effective means of promoting MDH privacy

DON'T

- **IGNORE** buildings or trees on adjoining sites, particularly those close to the boundary which could overlook, overshadow, or appear overly bulky to a dwelling in a MDH development
- Encourage the use of elevated decks, roof decks or balconies which will overlook neighbouring dwellings
- Locate bedrooms next to vehicular accessways, parking areas, air conditioning units or other noise sources
- Locate buildings or landscaping close to a property boundary so as to affect the privacy, solar access and visual amenity of neighbouring properties

SoLR 3.0 Setbacks & Privacy

SoLR 3.1 Dwellings within a MDH development are to comply with the following minimum setbacks:-

- 6.0 metres** - from the front (primary) property boundary or the average of the setbacks of the adjoining buildings;
- 2.0 metres** - from the side or rear property boundaries;
- 3.0 metres** - to the second property frontage on a corner site (does not apply to detached dwellings which face the second frontage);
- 2.0 metres** - from the vehicular accessway;
- 8.0 metres** - between the main entrance of a dwelling and the main entrance of another dwelling which is visible by direct line of sight;
- 2.0 metres** - between each group of dwellings or each detached dwelling;
- 0.0 metres** - from a single car, single storey garage or carport to a side or rear boundary

SoLR 3.2 2.0 metres side boundary setback applies to single storey with maximum eaves/wall height 3.5 metres.

3.5 metre setback for double storey buildings for up to maximum eaves/wall height of 5.5 metres.

SoLR 3.3 Dwellings are not to have their main entrance doors directly opposite one another unless the doors are offset a minimum of 3 metres (to the door centreline) or if the doors are more than 8 metres apart by straight line distance. Alternatively, either entrance door must be set at a minimum angle of 45° to the opposite entrance.

SoLR 3.4 The windows of habitable rooms in dwellings on opposite sides of an accessway are to be screened by landscaping. The landscaping should reach a mature height of 1.5 metres. Alternatively, the windows should be located or designed to respect the privacy of other dwellings. Techniques include window offsetting, angling to the accessway, minimum sill heights of 1.5 metres or opaque glass to 1.5 metres.

Note: The Council recommends the use of both landscaping and the alternative design techniques mentioned above to protect resident's privacy.

SoLR 3.5 The windows in habitable rooms facing side/rear boundaries are to be made private by fencelines, screening or alternative techniques other than landscaping.

SoLR 3.6 A second floor window of a habitable room, a deck, balcony, or the like, that will overlook the courtyard area or private open space of another dwelling (whether part of the proposed development or not), is to be permanently screened to promote privacy by utilising one or more of the techniques outlines in SoLR 3.4.

The requirements of SoLR 3.3 to 3.6 will only be varied by the Council where the applicant can provide evidence that the privacy of the residents within the development, or adjoining properties, will be maintained to a high standard.

DO'S AND DON'TS FOR MDH

CAR PARKING AND ACCESS

DO

- break up the driveway/accessway with pockets of landscaping, particularly adjacent to parking areas
- vary the alignment of the accessway to ensure that it does not appear as a straight line
- provide different hardwearing colours and materials to distinguish visitor parking and private (open) parking areas
- finish the driveways and parking areas in concrete, paving or other approved materials

DON'T

- **SoLR 3.0** - design MDH developments with expansive driveway areas and highly visible and monotonous garages
- **SoLR 3.1** - design MDH developments with driveways close to the walls of habitable rooms or close to common and private open space areas
- **SoLR 3.2** - provide visitor parking spaces which are difficult to find and use
- **SoLR 3.3** - provide an accessway finished in plain concrete

SoLR 4.0 Car Parking

SoLR 4.1 Car parking is to be provided at the following rates;

- 1 car space per 1 or 2 bedroom dwelling
- 2 car spaces per 3 or 4 bedroom dwelling
- 1 designated visitor space per 1-4 dwellings
- 2 designated visitor spaces per 5-8 dwellings
- More than 8 dwellings – 2 designated visitor spaces plus 1 visitor space for every 3 or part thereof additional dwellings.

Note: Visitor spaces cannot be stacked and are not to be used by residents.

SoLR 4.2 Carspaces are to have the following minimum dimensions.

- Garage and carport – **6 metres x 3 metres, minimum internal clearance between piers**
- Open car space and visitor space – **2.7 metres x 5.5 metres to maintain consistency with Council's Off-Street Parking Code.**

SoLR 4.3 Car Parking may be provided in a double garage or carport, provided that the garage/carport complies with the setback outlined below in SoLR 4.4. The second carspace may also be provided as a stacked space in front of a garage or carport or as a drive-through space behind a garage or carport.

In any MDH development, no more than two (2) fully enclosed garages, or two carports may be attached (including rooflines), regardless of the dwelling(s) to which they are attached or related. The minimum separation between 2 garages/carports and another single or double set is to be 1.0 metre (including roofline).

SoLR 4.4 Where dwellings face a public roadway garages and carports are to be set back 1.0 metre behind the main front wall of their respective dwelling/s. Where a dwelling does not face a public roadway, this does not apply.

SoLR 4.5 Visitor parking is to be located centrally within developments containing 5 or more dwellings.

SoLR 4.6 All vehicle turning circles to visitor parking spaces, garages and carports are to comply (as a minimum) with the turning template for an 85th percentile design vehicle.

All accessway areas, visitor parking spaces and individual dwelling driveway areas (the common vehicular areas) are to be drained away from the dwellings to an approved drainage point. The accessway is not to be finished in plain concrete.

SoLR 4.7 Driveways are to be located at least six metres from road intersection points. Vehicles are to enter and exit the development in a forward direction.

SoLR 4.8 Generally, the number of vehicular access ways associated with developments of not more than four tenements shall not exceed one, except with variations in some cases for corner allotments.



- SoLR 4.9** All driveways and parking areas shall be concrete, paving or other approved materials.
- SoLR 4.10** Visitor parking is not to be located within the front of the building setback.

5.0 SUBDIVISION FOR DETACHED HOUSING

5.1 Introduction

Subdivision is the first stage of development and consequently influences living factors such as social interaction, road safety, energy efficiency and access to public services.

This part sets out the various controls for detached dwelling subdivisions. The more technical controls concerning road construction, road width, drainage, servicing and other design details are contained within the Council's *Subdivision Code*.

5.2 Objectives

The objectives for a detached dwelling subdivision are set out below and will be used in conjunction with the development controls to guide and assess subdivision proposals. The objectives are not in any order of priority.

- To preserve the natural environment and existing vegetation and to take advantage of natural and artificial features such as creeklines, hillsides and vistas by way of road and allotment location.
- To ensure that the risks of flooding, landslip, bushfire and other hazards are minimised.
- To provide a road network that places a high priority upon vehicular and pedestrian safety, public transport, and connectivity.
- To provide a highly accessible mix of local and district public open space areas, and community facilities.
- To encourage a diversity of allotment sizes, housing forms and densities.
- To provide a subdivision layout where at least 70% of the allotments will have favourable solar orientation.
- To provide residential land buyers with more certainty as to the types of development which may be proposed within their street.
- To require sealed footpaths in Greenfield subdivision areas, so as to improve access and safety for pedestrians and disadvantaged persons.

5.3 Site Analysis

Each subdivision design should commence with a basic *site analysis*, and the Council will enforce this requirement for all subdivisions where appropriate.

The analysis should identify opportunities and constraints such as views, gradient, watercourses, trees, the neighbouring road and allotment pattern, the direction of north, existing easements or services for power, water, sewer, gas, etc.

The documenting of the site conditions is integral to achieving a subdivision layout, which satisfies the above objectives and the following development controls.

Following the site analysis and consideration of the subdivision controls in this Code, the following items should be included, as a minimum, on any subdivision plans, three copies of which are to be submitted to the Council.

- North point, and orientation of the long axis of each lot,
- Contours at intervals of one metre (to AHD),
- Indication of the subdivisional area(s) where the slope exceeds 10%,
- Location of all trees above 4.5 metres in height and a span of at least 3 metres
- Location and treatment of all watercourses and proposed public open space areas (to be discussed with the Council's staff prior to plan submission).
- Details of any searches of site history and physical inspections with respect to land contamination,
- A draft drainage strategy, if the land is flood affected,
- Road carriageway and service area widths, including footway parking.

5.4 Allotment Sizes

The following minimum dimensions and areas apply to detached dwelling allotments

TABLE C 11.4

Allotment Type	Minimum Width (at the building line)	Minimum Area
Non-corner lot	17 metres	550m ²
Corner lot	17 metres	550m ²
Battle-axe lot	15 metres (within the allotment – not including the access handle)	550m ² (not including the access handle)
Lots where the slope exceeds 12%	25 metres	1200m ²

The Council does not encourage the creation of battle-axe allotments, due to the lack of street presence of the resultant dwelling(s) and the privacy and bulk issues likely to result from the location of the dwelling.

Where battle-axe allotments are considered, the minimum access handle width is to be 5 metres and the maximum length to the handle is to be 30 metres. Shared access handles may be a minimum of 5 metres in width. No more than 2 battle-axe allotments should adjoin one another, or share an access handle.

5.5 Allotment and Road Orientation

- Favourable orientation of roads and allotments can go a long way towards the promotion of energy efficient housing. See Basix requirements.
- Road patterns should maximise the opportunity for northern orientation of allotments. Examples are provided below.
- At least 70% of allotments in a subdivision are to have favourable northern orientation. The (very achievable) figure of 100% should be the goal for all subdivisions.



- Allotments orientated in a north-south direction (i.e. having east-west road) can provide good solar access to yards and living areas. These allotments can also be longer and narrower than regular allotments.
- Allotments that are orientated in an east-west direction (i.e. having a north-south road) will need to be widened to provide greater opportunity for solar access to yards and living areas.

5.6 Public Open Space

All detached dwelling subdivision and most medium density housing proposals will result in the Council levying developer contributions under S.94 of the EPA Act 1979 and S.64 of the Local Government Act 1993. The Council's Developer Contributions Plans fully detail the relevant contributions.

In the case of detached dwelling subdivisions, the open space contribution may be set aside by the Council, in whole or part, where public open space is dedicated to Council within the subdivision.

It is anticipated that the dedication of land will occur on infrequent occasions. Persons wishing to dedicate land in lieu of contributions should first discuss the proposal with the Council's Strategic Planning Section and Manager Parks and Recreation.

Generally the dedication of land will be assessed according to the following criteria:

- A developer contribution plan relating to open space,
- The size and proximity of other open space areas to the subject land, and the travel paths between them,
- The existing attributes of the land (e.g. views, vegetation, natural features) and any negative features of the land (e.g. size, shape, location, maintenance costs).
- Dual usage of the land for drainage purposes and/or easements.

5.7 Utilities and Infrastructure

Corowa Shire Council is the responsible water and sewerage authority. The Council's requirements for those services, as well as stormwater provision and road construction, are provided in the document *Subdivision Code*. For more information, contact the Council's Engineering Department.

Natural gas services for Corowa Shire are provided by Origin Energy;

Electricity services for Corowa Shire are provided by Country Energy; and

Telephone services for Corowa Shire are provided by Telstra.

These organisations should be contacted for their servicing requirements.

5.8 Street Network

The Council's *Engineering Subdivision and Development Guide* contains all requirements for the width and construction of roads. Road classification provisions are provided again in the Table below:

Classification Of Road	Local Distributor	Collector	Local Access	Minor Cul-de-sac
Maximum Traffic Volume (veh/d)	5000-7000	3000	1000	150
No. Dwellings	500-750	300	100	8
Carriageway Width (m)	13	11	8	7
Footway Width (m)	4.5	4.5	4.5	4.5
Road Reserve (m)	22	20	17	16
Lane Provision	2 Moving 2 Parking	2 Moving + 2 Parking	2 Moving + Intermittent Parking	2 Moving + Intermittent Parking
Maximum desirable speed (km/h)	40-60	30-50	20-30	15-25
Minimum design speed (km/h) (for sight distance calculations)	60	60	40	30

Note: Roads used as bus routes are usually designed to local distributor standards, ie 13 metre carriageway width or provision for two moving and two parking lanes.

In addition to the above, *cul-de-sac* or court roads which service 15 or less dwelling sites, are to be provided with paved or sealed parking spaces (6 metres x 2.5 metres) within the road reserve (but not within the carriageway), for 50% of the dwelling sites. The parking spaces are to be accessible by roll kerb.

Within Greenfield subdivisions, a 1200 mm wide, 80 mm deep, reinforced concrete footpath is to be provided, at the developer's cost, along the length of new road constructed. All points of an intersection are to have pram ramps constructed in the kerb, also at the developer's cost. The Council will determine, by condition of consent, the footpath and pram ramp locations.

The required footpath need not be constructed by the developer until 75% of the allotments in the subdivision have been developed. The Council will accept a bond for the value of the work to facilitate this requirement and timing of construction.

APPENDIX 1

Extracts from Australia's Guide to Good Residential Design, Design Principles for Multi-Unit Development

- Australian Government Publishing Service.