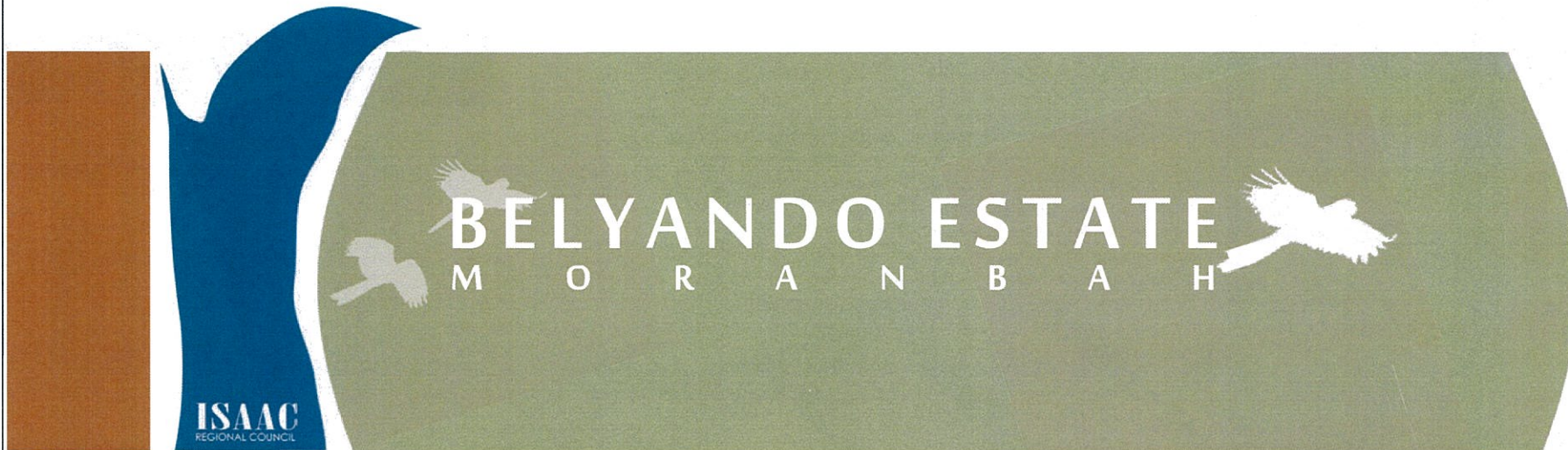


BELYANDO ESTATE
LOT REFERENCE MATERIAL

1
PLANS AND DOCUMENTS
referred to in the PDA APPROVAL

- 7 MAR 2014

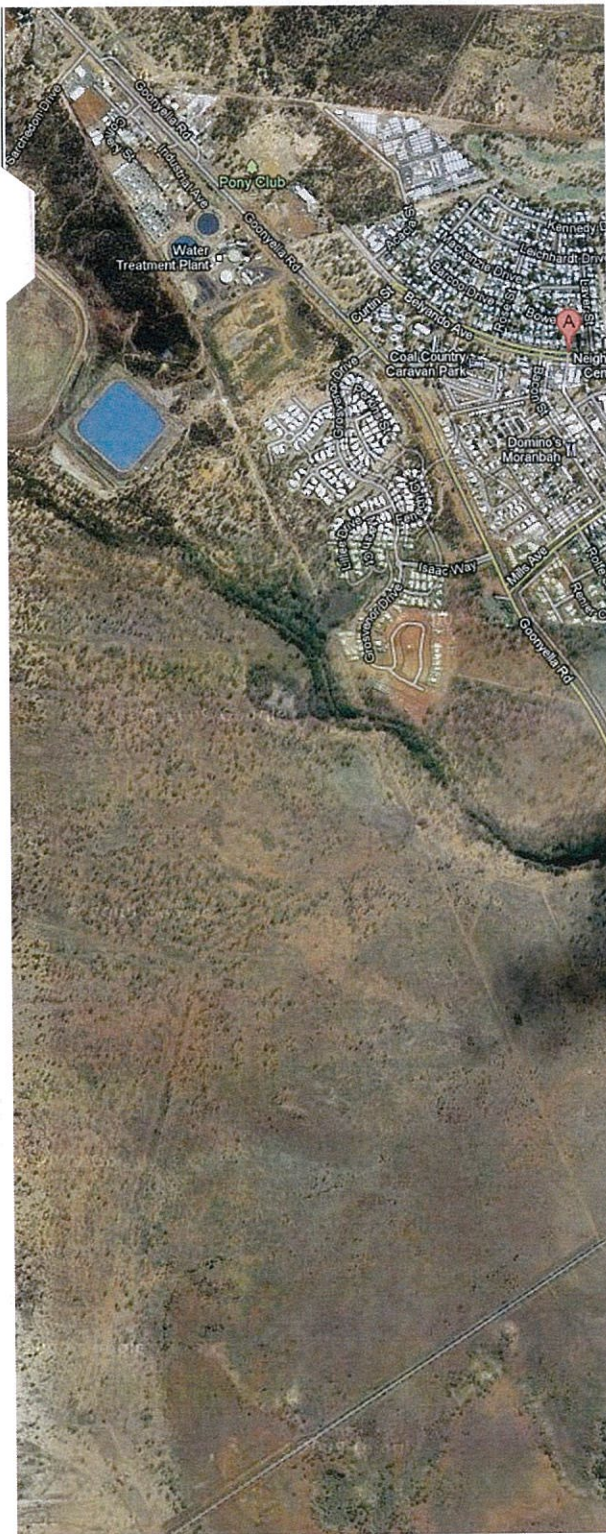
MEDQ



BELYANDO ESTATE - LOT REFERENCE MATERIAL
ISSUE 2 - OCTOBER 2013

 **integran**
infrastructure management

 **ellivo**
ARCHITECTS



Belyando Estate shall be established as an integrated community with a mix of carefully planned housing types that are complimentary to the existing township. This community shall reflect the relaxed Belyando lifestyle with all residences achieving a high standard of amenity. This aesthetic shall be responsive to regional and environmental influences, and the house types designed should be responsive to orientation, aspect,

This guideline has been prepared to guide the planning and design of both low and medium density residential development within Belyando Estate. This guideline outlines principles and provisions for the planning, design and delivery of a variety of housing typologies across a selection of lot types. This document should be used as a guide only and is to be read in conjunction with the Belyando Estate - Plan of Development (P.O.D).



BELYANDO ESTATE INTRODUCTION

environmental controls, materials and textures. It is also important that the proposed design solutions maintain a sense of individual identity and privacy for residents. This has been considered by the placement of the house types on the site, and would be enhanced by varying material selection, colours and integrated landscaping.

BELYANDO ESTATE
THE PURPOSE OF THIS GUIDELINE

- 3 1. IDENTIFY LOT WITHIN LOT LAYOUT PLAN 2. IDENTIFY LOT TYPE WITHIN LEGEND

BELYANDO ESTATE
LOT LAYOUT PLAN



LOT TYPES							
TRADITIONAL LARGE	TRADITIONAL LONG	TRADITIONAL LANEWAY	ADAPTABLE	COURTYARD	COURTYARD LANEWAY	VILLA	MULTI-FAMILY
depth 34m	depth 34m	depth 31m	depth 31m	depth 34m	depth 31m	depth 34m	VARIES
22.0m	18.0m	18.0m	18.0m	15.0m	15.0m	12.5m	VARIES



The table above outlines the lot types within Belyando Estate. A regular shaped lot and consistent lot dimensions have facilitated an efficient neighbourhood pattern and allowed for flexibility in redesigning layouts to respond to market demand. In some select locations, rear lanes have been provided to help facilitate the addition of modular removable independent living units to an existing family residence and to improve the interface with the main road frontage. This outcome is a response to the immediate increase in density required within the area and importantly allows for their removal when housing requirements reduce.

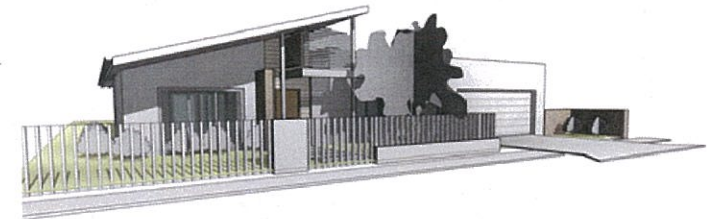
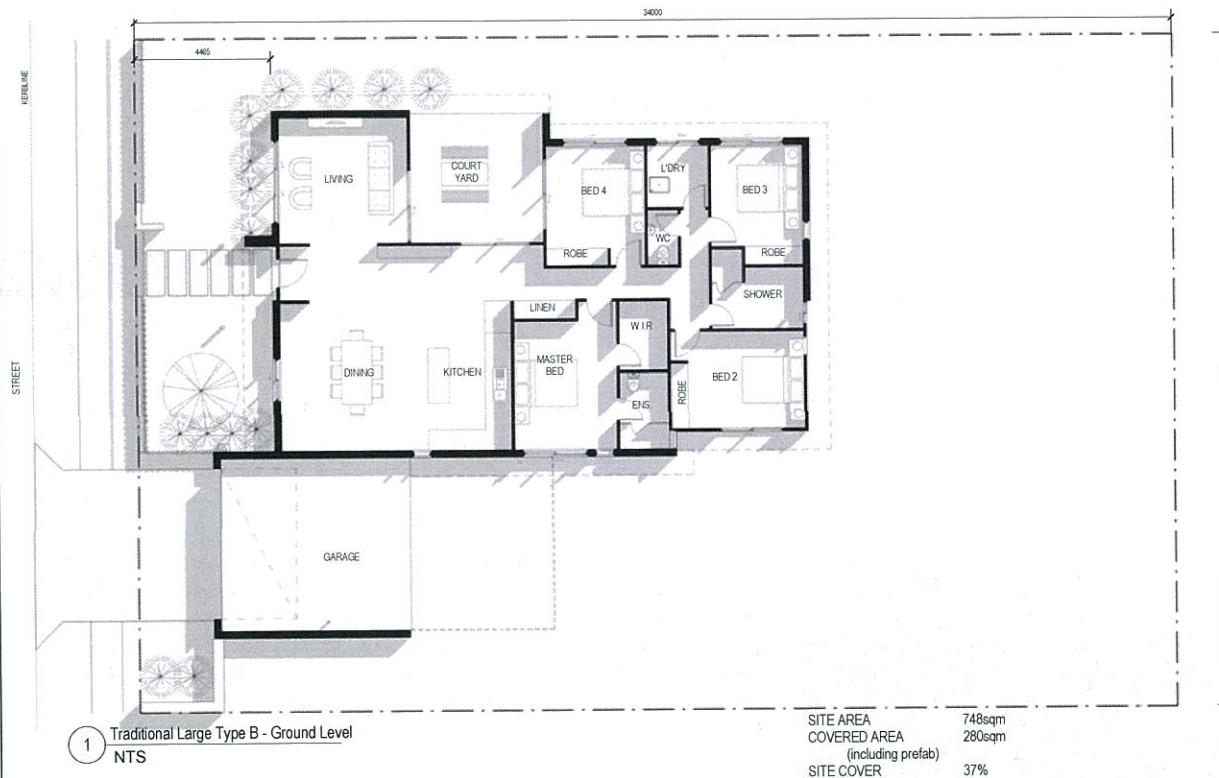
TRADITIONAL LARGE / TRADITIONAL LONG

Traditional large

A regular shaped lot, facilitating flexibility in design for large detached family housing, with a typical street frontage of 22.0m and depth of 34.0m. The larger street frontage of this lot type enables buildings to be articulated to reduce their mass, while maintaining clear and defined pedestrian and vehicular access.

Traditional long

A variation of the traditional lot with a slightly reduced street frontage that still facilitates the design of a large detached family house, with a typical street frontage of 18.0m and depth of 34.0m. The wider street frontage of this lot type requires buildings to be articulated to reduce their mass, while maintaining clear and defined pedestrian and vehicular access.



4 PERSPECTIVE 1 - FRONT



5 PERSPECTIVE 2 - FRONT



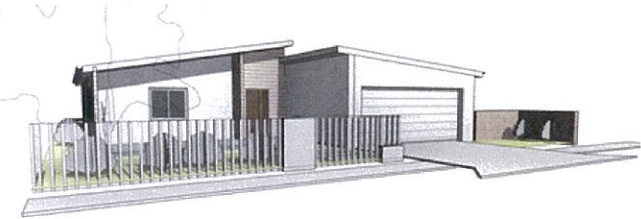
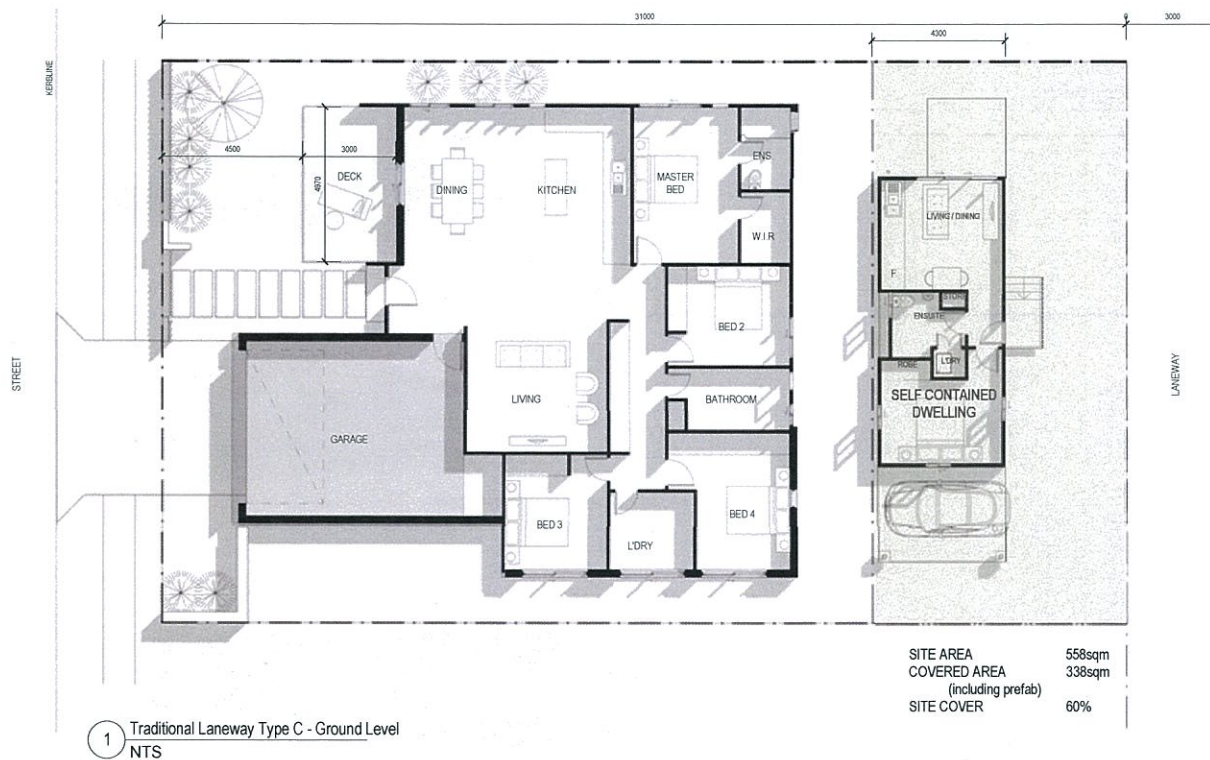
6 PERSPECTIVE 3 - REAR

TRADITIONAL LANEWAY

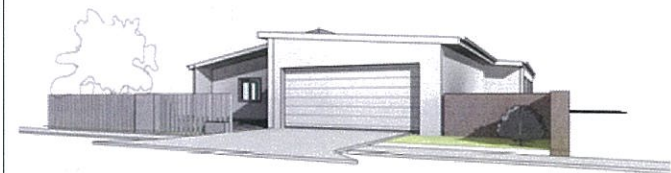
5

The traditional laneway is a variation of the traditional shaped lot and has the ability to accommodate a secondary dwelling at the rear or side of a large detached family house. These lots have a frontage of 18.0m and depth of 31.0m, with access to a laneway at the rear of the lot. In this instance, pedestrian and main street address should be maintained from the primary street frontage, while the laneway provides the fundamental

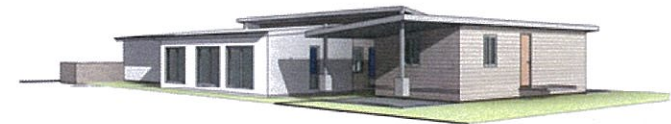
role of delivering highly attractive streetscape through the relocation of driveways and garages to the rear of the lots. The intent of the secondary dwellings is to allow for the addition of a modular removable dwelling responding to the immediate requirement for an increase in density, while allowing for their potential removal when future density requirements reduce.



4 PERSPECTIVE 1 - FRONT



5 PERSPECTIVE 2 - FRONT



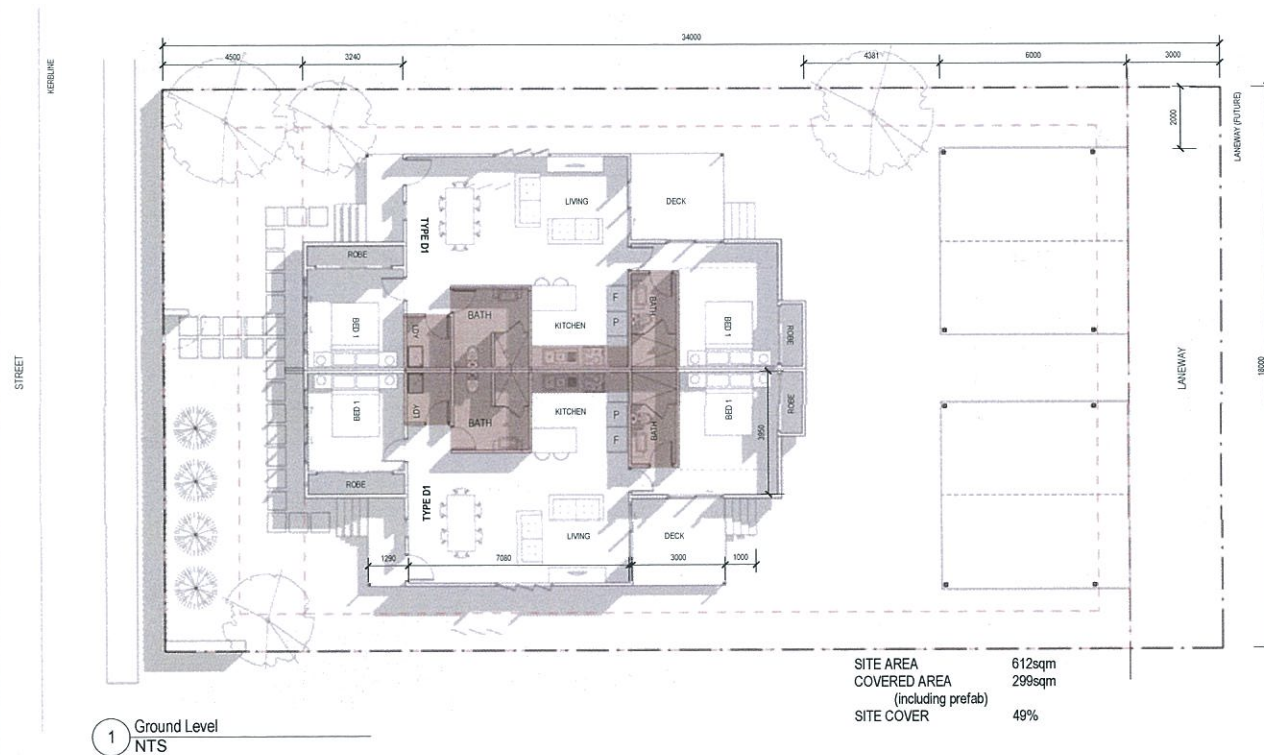
6 PERSPECTIVE 3 - REAR

ADAPTABLE LOT

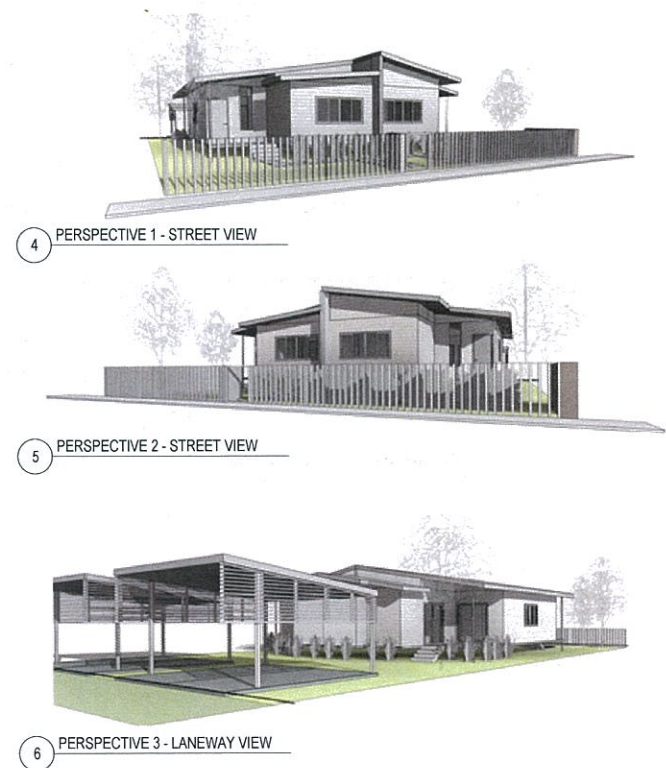
Car access via laneway

6 Adaptable lots allow for an increased density of single dwellings with the appearance of a typical residence, typically accommodating small groups of typically 2-4 attached dwellings. While positively contributing to the diversity of the neighbourhood, maximum efficiency of this lot type is achieved by providing access for both pedestrians and vehicles from the rear laneway. Furthermore, the adaptable lots will provide the much needed increase of density, while delivering highly attractive streetscapes that are in keeping with traditional lot appearance.

As access is provided to the rear of the lots, special consideration needs to be given to fences and other building elements to ensure a safe and attractive solution is designed for both the occupants and passers-by. Consequently the front entry to all dwellings should be clearly defined, with elements such as a direct entry path and separate covered areas at the front door be provided. Furthermore, all dwellings should have a habitable room with windows facing the street/lane to improve passive surveillance, while taking into consideration the privacy of adjacent dwellings.



Fronting a main road, this adaptable lot provides rear lane access for cars, with no driveways to the main street frontage.



ADAPTABLE LOT

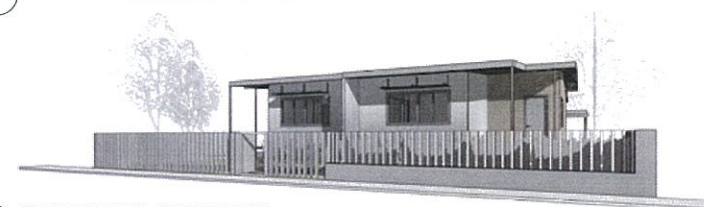
Car access via laneway + stand alone dwelling

- 7 Adaptable lots allow for an increased density of single dwellings with the appearance of a typical residence, typically accommodating small groups of typically 2-4 attached dwellings. In this instance, increased density is facilitated through the ability to accommodate a secondary dwelling at the rear or side of the lot.

In this instance, pedestrian and main street address should be maintained from the primary street frontage, while the laneway provides the fundamental role of delivering highly attractive streetscape through the relocation of driveways and garages to the rear of the lots.



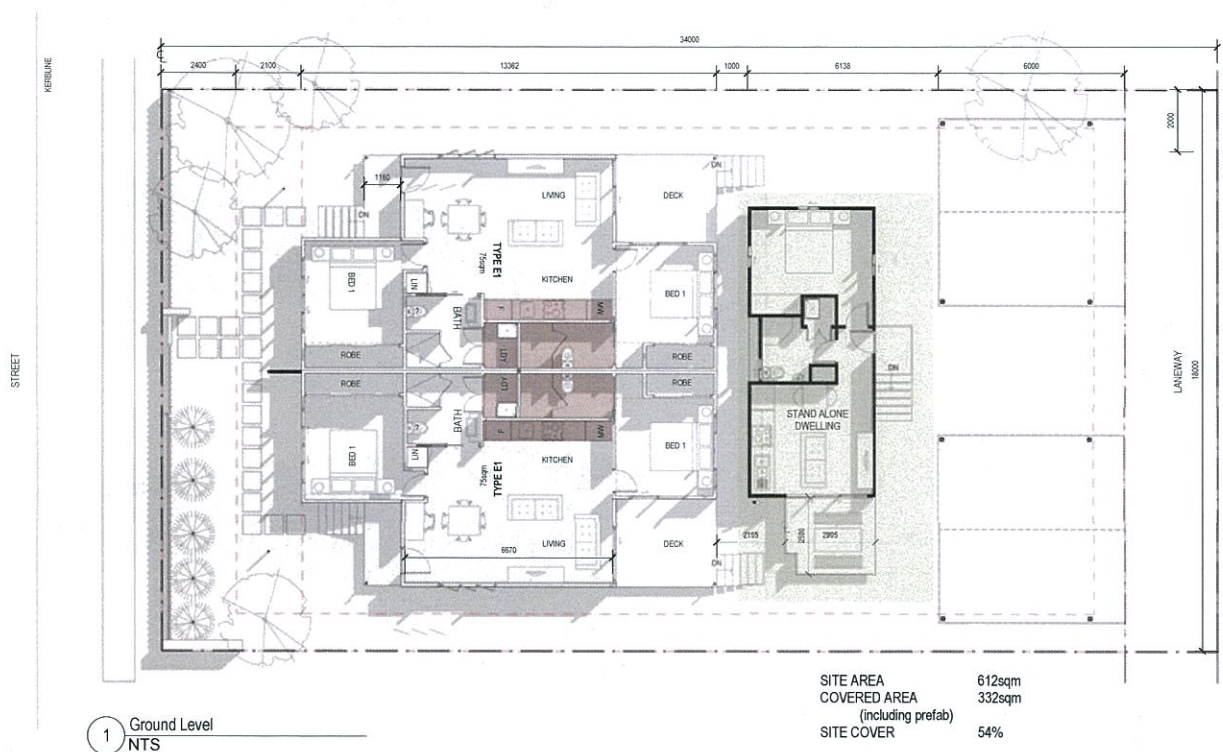
1 PERSPECTIVE 1 - STREET VIEW



4 PERSPECTIVE 2 - STREET VIEW



5 PERSPECTIVE 3 - LANEWAY VIEW



Fronting a main road, this adaptable lot provides rear lane access for cars, with no driveways to the main street frontage.

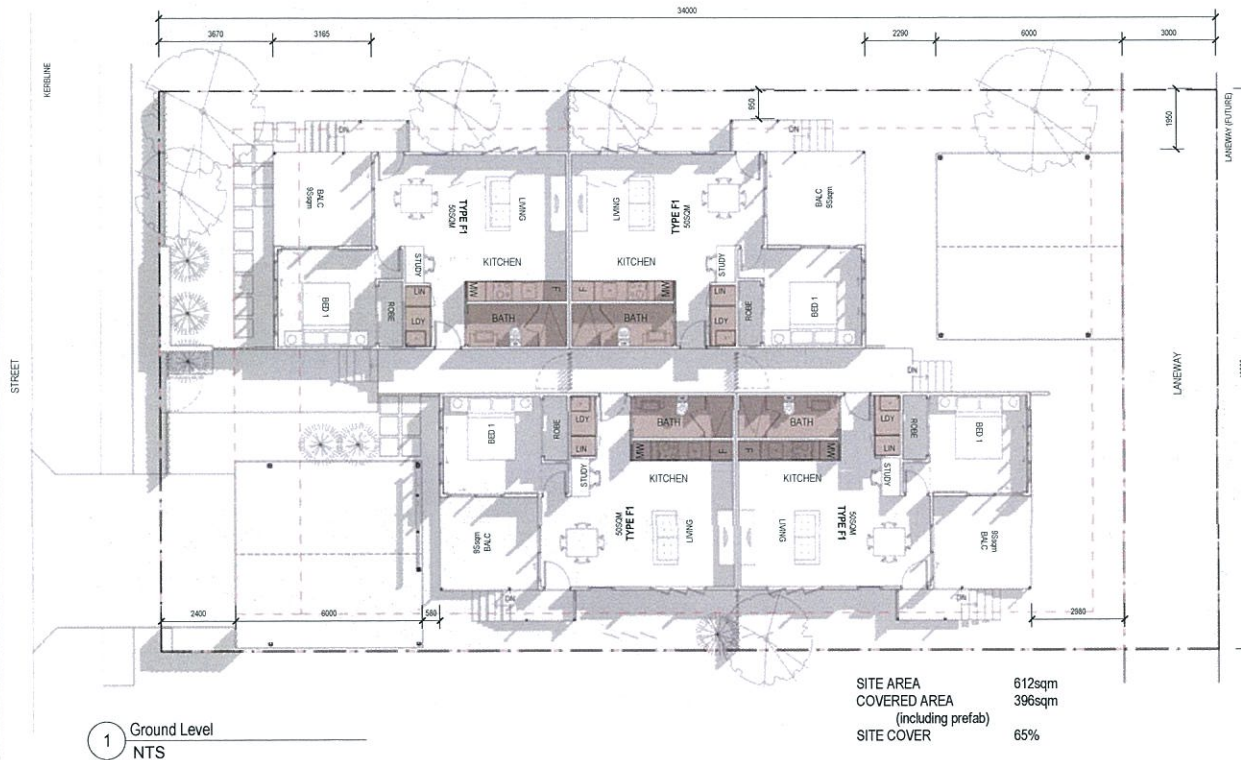
ADAPTABLE LOT

Car access via main street frontage + laneway

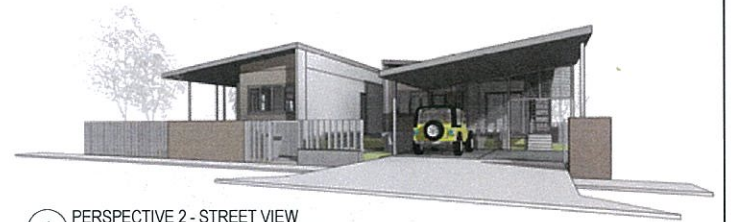
8

As access is provided to both the front and rear of the lots, special consideration needs to be given to fences and other building elements to ensure a safe and attractive solution is designed for both the occupants and passers-by.

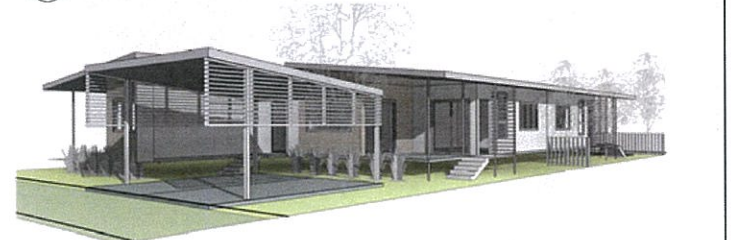
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1 PERSPECTIVE 1 - STREET VIEW



4 PERSPECTIVE 2 - STREET VIEW



5 PERSPECTIVE 3 - LANEWAY VIEW

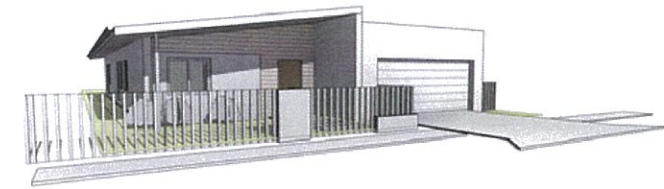
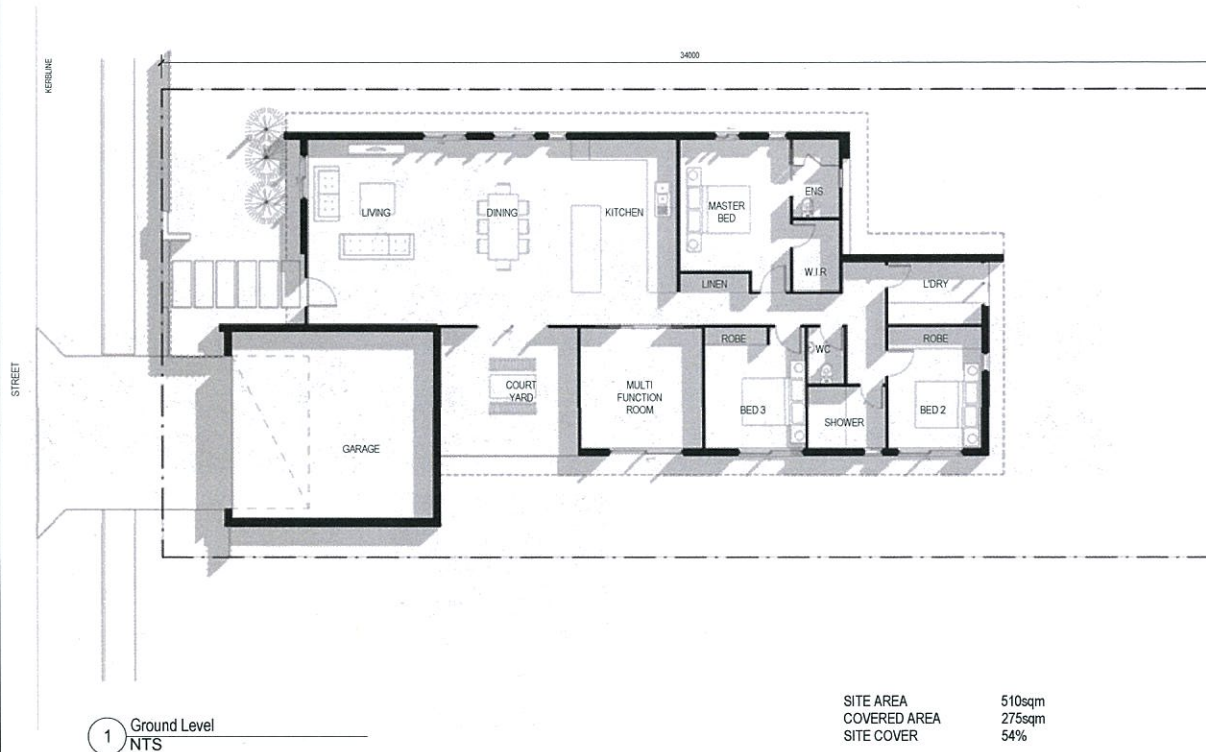
PRELIMINARY
SKETCH DESIGN

This adaptable lot configuration provides access for cars to both the main street frontage and the rear lane.

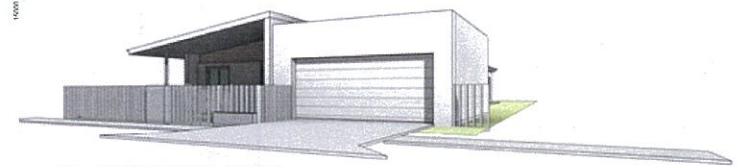
COURTYARD / COURTYARD LANEWAY

9

A regular shaped lot, facilitating flexibility in design for the smaller detached family home, with a typical street frontage of 15.0m and depth of 34.0m. The street frontage of this lot type enables buildings to contribute to the diversity of housing required for changing household types, while maintaining clear and defined pedestrian and vehicular access.



4 PERSPECTIVE 1 - FRONT



5 PERSPECTIVE 2 - FRONT



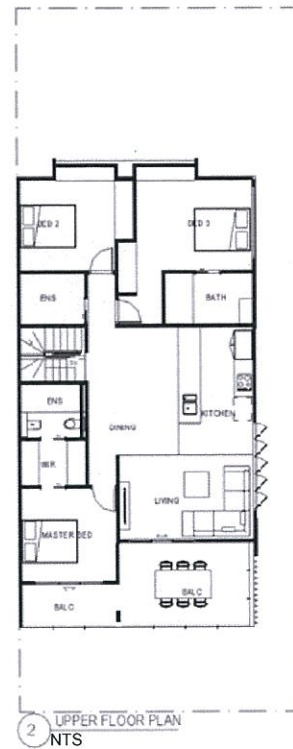
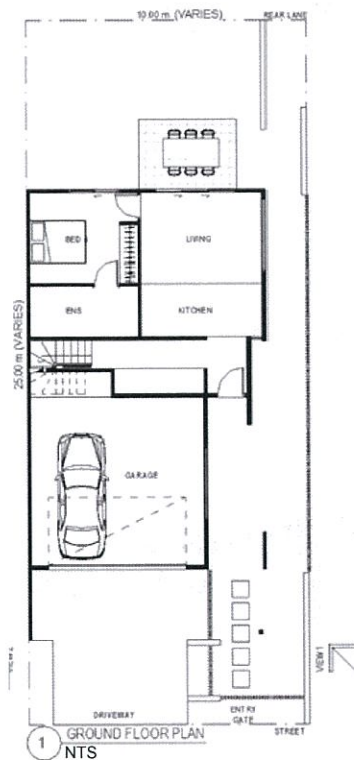
6 PERSPECTIVE 3 - REAR

PRELIMINARY 9
SKETCH DESIGN

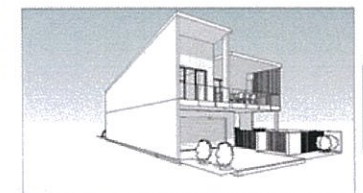
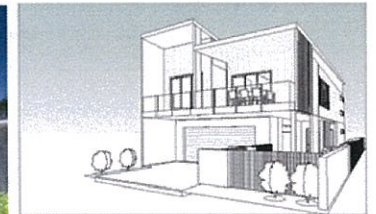
VILLA

10

Villa lots respond to a need for an increase of low maintenance family homes, with a typical frontage of 12.5m and a depth of 34m. A house on the villa lot is generally detached, but in some instances can be built to one side boundary. Similar to the courtyard lot, garages need to be articulated in such a way to reduce the building mass, while maintaining continuity with the dominate portion of the dwelling.

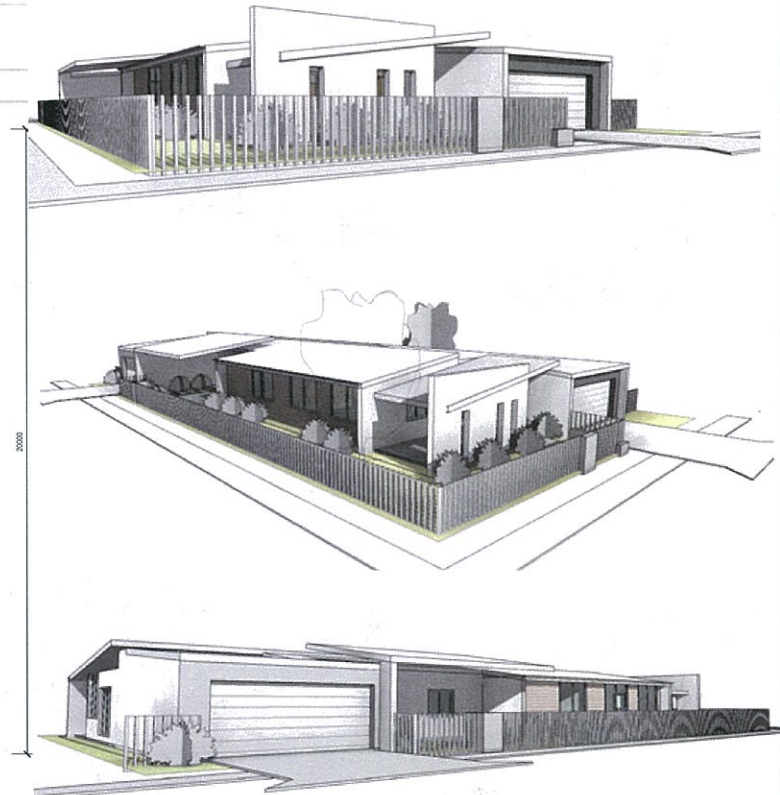


250sqm
10m x 25m (varies)
1
4 BED, 1 BATH, 2 CAR



10

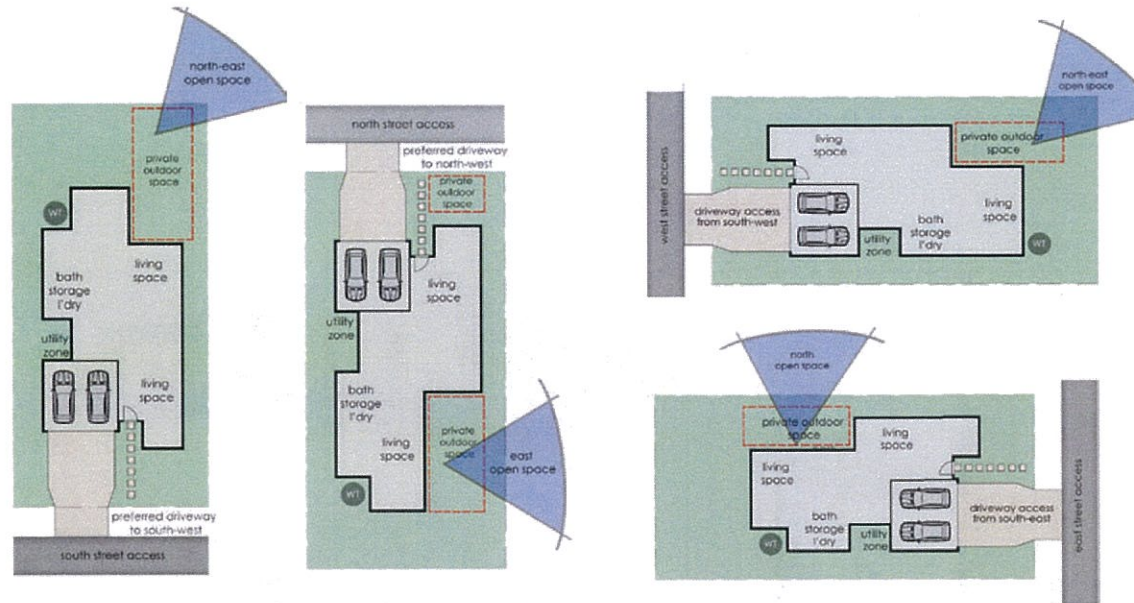
Typically located on corner lots, Multi-family dwellings facilitate flexibility in design for two attached dwellings. These corner lots provide two street frontages, enabling individual access for each dwelling while significantly contributing to the diversity within the neighbourhood.



11

ENVIRONMENTAL CONTROLS

ENVIRONMENTAL CONTROLS BUILDING ORIENTATION



Where lot size and orientation permits, the building's orientation should reflect:

- ☐ Orientation perpendicular to the prevailing breeze
- ☐ Consideration of adjoining street pattern
- ☐ Consideration of topography
- ☐ Where site permits, orientating living spaces to the north and north-east and keep service areas such as laundry, bathrooms and garages to southern and western walls.
- ☐ Design for prevailing breeze
- ☐ Minimised exposure to northern and western summer sun
- ☐ Access to winter sun in living areas

