A consideration of *exemplary design*

& next generation planning framework

Sunhine Coast Business Council Combined Government & BUsiness Forum
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Purpose

What role does ‘exemplary design’ have within peformance-based planning

Do planning processes/schemes actively limit design excellence

Why high-quality design is important to the Sunshine Coast?

A bit of architecture p^rn (advocacy)

An examination of Next generation Planning Framework

Performance-based planning

Started with Integrated Planning Act 1997

Aim is to deliver flexible planning assessment over prescription

IPA and SPA haven't delivered efficiency and innovation promised

Not everything should be flexible > what needs to be regulated to achieve the vision?

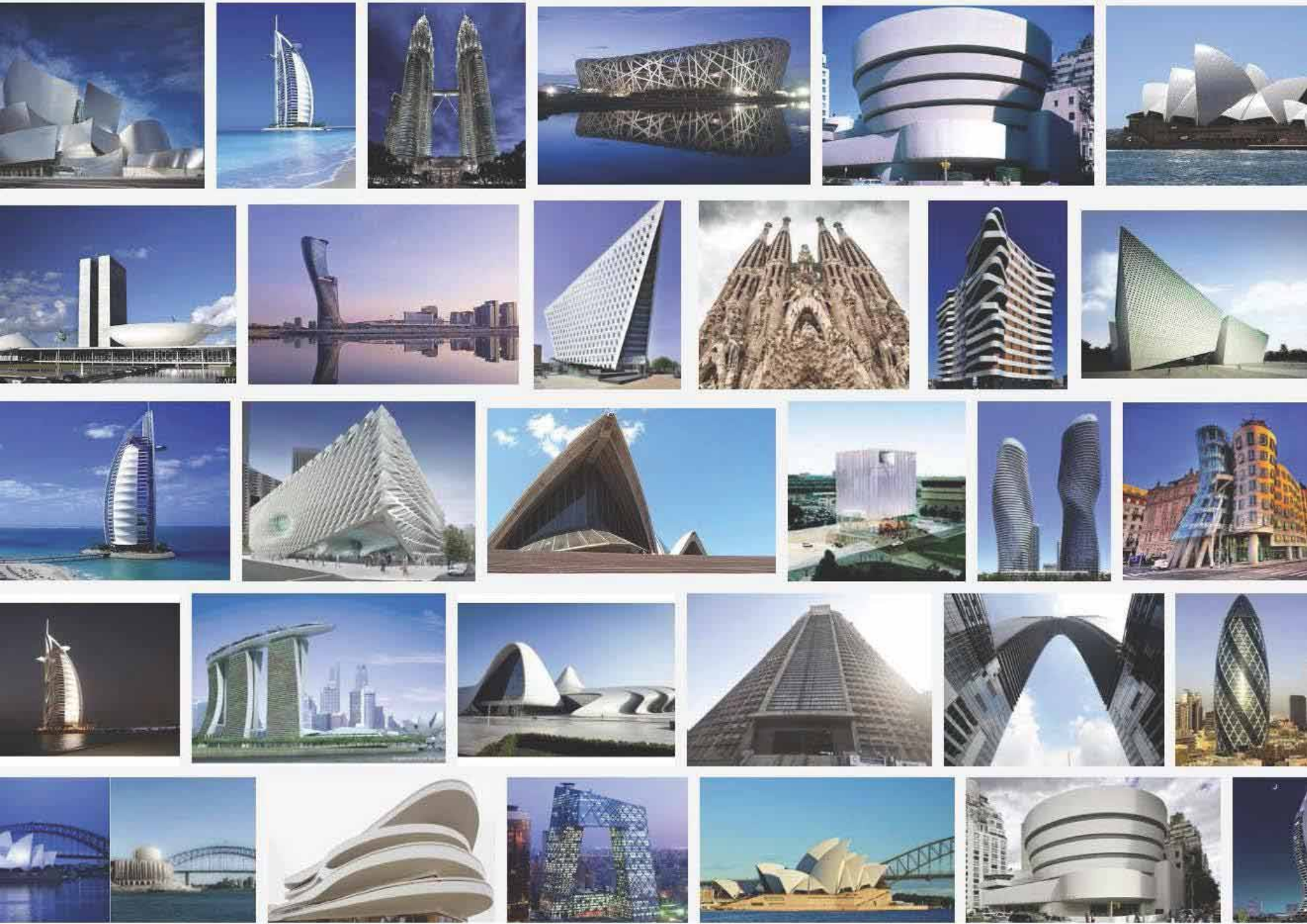
Problems with discretionary decisions not being consistent, accountable & transparent

Exemplary Design

Exemplary design = ideal, model, consumate design

Different to ‘iconic’ architecture > widely known & acknowledged, distinctive (excellence?)

Discourse on good design suffers under modernist memes of ego-based, iconic design



Iconic design

Iconic design is universal. It sets new benchmarks

This is only rarely applicable to architecture

Sunshine Coast has a national and international reputation for exemplary architecture

Froud + Job, Gabriel Poole, Jim Birrell, John Mainwarring, Clare Design >

3 Gold Medallists & counting. But its a continuing story

Gerry Murtagh, Bark Design, Robinson Architects, David Teeland, Dragi Majstorovic,

SC has made a significant contribution to our national identity based on this place

Created a rod for our own back.

But does this mean we need to regulate excellence?

PHOTO

majstorovic_architecture 4w

PHOTO

majstorovic_architecture 3w

34 likes

majstorovic_architecture It appears that some boards have been trimmed to admit more light. #gerrymurtaghhouse #sunshinecoast #timber #louvres #blackandwhite #blackandwhitephotography #vsco #vscocam @cloud_dwellers @phikl_

View all 7 comments

phikl_ I have my original set somewhere!


OFFSHORE

Purpose of design

A powerful problem solving process

An evolutionary tool that is what has made us human

A practical series of decisions that gives shape to ideas and culture

It's about excellent expression and is at its best when it captures collective thinking about life.

An artform we can all 'do' or engage with *(because of Vetruvian ideals)*

Limitations of planning Schemes

Planning schemes are a governance tool > we expect more of them than we should!

While a shared vision needs to underpin them, they must also be sober legal documents

The day to day interpretation of codes rarely connects officers to the vision and intent.

And without the design skills, officers rarely have confience to act & fall back to prescription

Once the qualitative is introduced, degrees of compliance within an ideal goal is most complex!

Design & SCC Planning Scheme

Are planning schemes the whipping boy, becasue we don't have good community processes?

SCC planning scheme says nothing about exemplary design (should it?)

Strategic Framework refers to urban design (rather than architecture) & calls for a 'high level'.

Design parameters contained within are modest, focusing on 'responsive built form', complimentarity with 'landscape features and local setting', a contribution to a 'unique identity', and the design of forms 'unique to the coast'. That's OK within the context of this iteration of the scheme.

No mention about why design is important, or what collective 'value' it may bring (like economy)

Exemplary design is the product of an informed and engaged client

Usually one with a long-term commitment to the outcome

Its not about wealth, but having a client/community that understands the value/return on investment of the design dividend (the monied have this luxury, but not always)

Commitment to civic and public architecture tends to drive exemplary design (mostly)

Exemplary design will happen with willing parties > it is largely a market/patron driven force

It can't be regulated. But the parameters must be understood and allowed for

Design is not a weapon to be wheeled out for effect/advantage of the powerful

Everyone benefits from design excellence, but more so if we are engaged (publicly)

To remain silent about the value of design and culture is to facilitate a downward spiral!

Simplify the process

If we can't change the nature of the players then, perhaps we need to simplify the process!

A debate abt design outcomes within DA processes is time consuming, frustrating & pointless

NGP was commissioned by the SEQ COM & uses form-based codes to simply assessment

It proscribes the physical form of buildings/infrastructure required to deliver on planning vision & largely frees the art & expression of design from the assessment process

Locks in height, density, uses and setbacks and move on. But.....it stops the quid pro quo

Uses graphics to illustrate the required form of development

Greater certainty to community/planners on what things will look like

1.1
The SEQ Place Model

The research underpinning this handbook suggests strongly that settlements in SEQ can be understood as a series of places, which have common characteristics, similar land use mixes and intensities of development. These range from natural areas, rural areas, rural towns, areas with predominantly suburban housing and more urban areas of significantly differing densities, through to mixed use activity centres and CBDs.

This handbook illustrates these place types together in the SEQ Place Model. It identifies a progression of much loved natural and human habitats in SEQ, recognisable by their function, special qualities, intensity, character and housing forms associated with each place type.

This SEQ Place Model is a handy way of thinking about, and planning for, a local government area, or a large scale planning project such as a major new greenfield community.

The model has potential application to urban growth areas and existing suburbs at the discretion of local governments. The model can help organise different parts of a local government area towards achieving similar strategic planning outcomes, and inform the distribution, balance and role of each place.

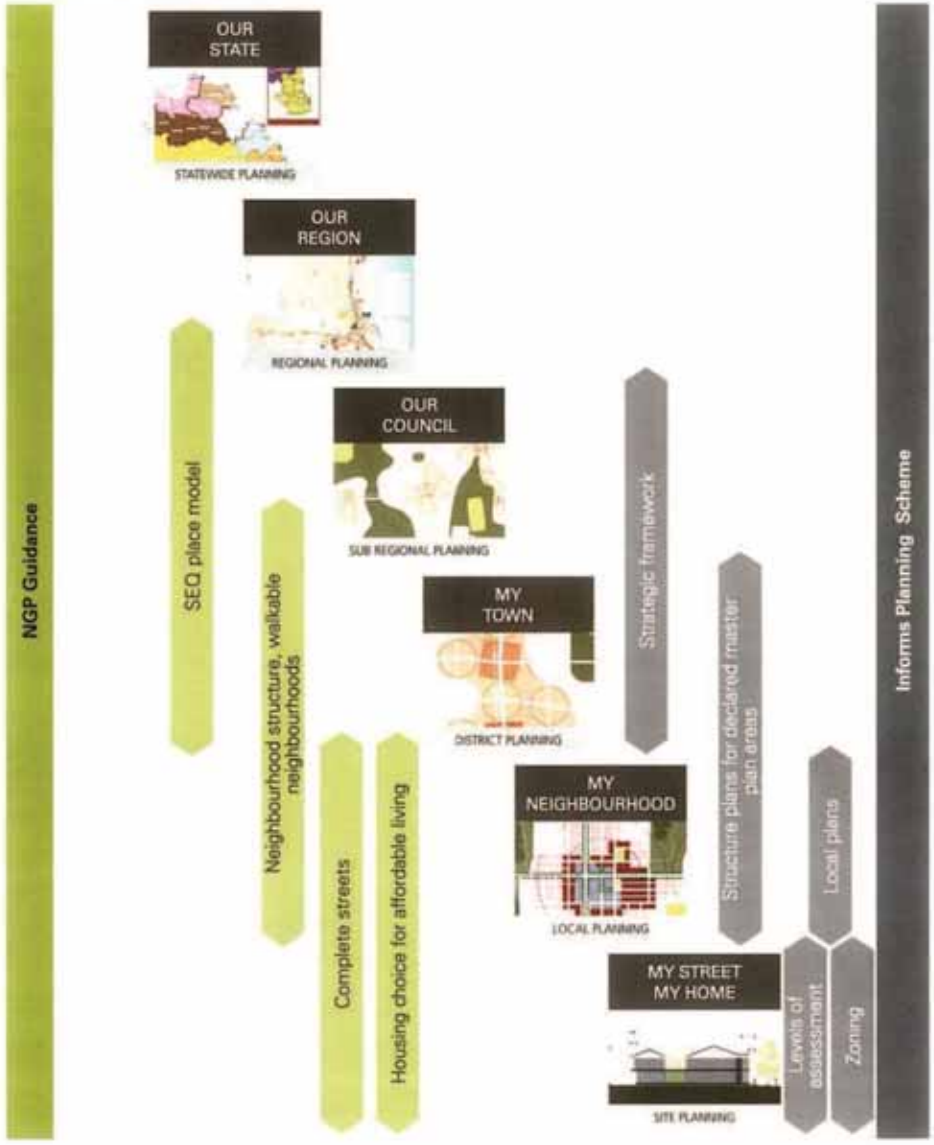
The SEQ Place Model drawing (above) provides a snapshot of the main characteristics. Each place type is further described in sections 1.2 to 1.9.

Part B of the handbook explains how the SEQ Place Model can be used in a planning scheme to:

- describe a menu of quality place types found across a local government area
- explain the recipe for creating each place type, such as the housing mix, scale and urban form that is characteristic of each place type
- provide the ingredients in the form of code provisions, zones and levels of assessment

Note: The SEQ Place Model shows a series of common, useful place types. Intensity of development is indicated, as is residential and non-residential uses and public transport. The form and intensity of place types are expected to overlap. The SEQ Place Model is an illustrative concept and does not show the non-linear corridors and special use places of cities, nor does it indicate a quantum for any place type. Further, depending on the strategic context of each local government area not all place types may be applicable.

Scales of planning in SEQ



Rosewood exemplifies rural townships

North Ipswich exemplifies the next generation suburban neighbourhood

1.4

Rural Townships (P3)

Small settlements surrounded by rural places

Rural Townships centre on a mixed use, low scale main street, usually with traditional awnings over the footpath. The mix of uses is often eclectic, with shops, halls, churches, schools, industry, a park and housing jumbled together, bound together by the character of the street and the buildings.

Rural Townships are characterised by a range of housing, predominantly detached on lots larger than found in suburban and urban neighbourhoods. Other types of housing in Rural Townships, such as duplexes and aged care facilities, cater for people in these areas as their housing needs change. Rural Townships have a range of local community facilities and services but rely on larger centres for higher order uses such as employment, hospitals, education and cultural facilities, universities and theatres, as well as major shopping centres.

They are, and should continue to be, based on a traditional grid street pattern, which give them a robust structure which is easy to navigate. Rural Townships with public transport, like railway towns, can have potential for further urban development. Urban expansion of these places would extend existing grid pattern to reflect the traditional character of the place.

1.5

Next Generation Suburban Neighbourhoods (P4)

Characterised by walkability between a range of housing and a central focus

Next Generation Suburban Neighbourhoods (P4) offer housing choice, from detached houses and duplexes to row houses, shop-top housing and even live/work buildings. While detached houses are most common, many detached houses are on smaller lots.

Attached housing in these neighbourhoods are often on lots with particular attributes, like corners, lots with rear lane access and locations close to open space, centres or public transport. Non-residential uses in P4 neighbourhoods meet the day-to-day needs of residents. Housing in these places is within easy walking and cycling distance to a wider range of facilities including shops, schools, parks and public transport. Next Generation Suburban Neighbourhoods (P4) are generally low in scale and comprise well landscaped environments. These neighbourhoods provide 15–30 dwellings per hectare, as envisaged by the SEQ Regional Plan for significant greenfield areas.

P4 streets are characterised by street trees providing shade and character, and shared use by cars, bikes and pedestrians. They are usually grid-based, making it easy to find your way around.

P4 neighbourhoods are mostly located close to Urban Neighbourhoods (P5) and Centres of Activity (P6) where residents can readily access higher order services and facilities. They are always in the Urban Footprint in the SEQ Regional Plan. P4 neighbourhoods are different from many existing suburban areas common throughout SEQ and can be distinguished by their walkability, housing choice and access to public transport, jobs and services. Greenfield and existing areas identified by local governments for urban renewal are most likely to exhibit characteristics that make them suitable for P4 neighbourhoods. It is not expected or intended that all existing suburban areas will transition into P4 neighbourhoods.

	P2. RURAL PLACES	P3.RURAL TOWNSHIPS	P4. NEXT GENERATION SUBURBAN NEIGHBOURHOODS	P5. URBAN NEIGHBOURHOODS	P6. CENTRES OF ACTIVITY	P7. CBDs
						
Detached houses on wide lots						
Detached houses on narrow lots						
The "plexes" Duplexes/ Triplexes/ Quadplexes/ Quinplexes						
Row House						
Live/Work Building						
Low Rise Apartment						
Medium and High Rise Apartment						

Detached houses on wide lots
Detached houses on narrow lots
The "plexes" Duplexes/ Triplexes/ Quadplexes/ Quinplexes
Row House
Live/Work Building
Low Rise Apartment
Medium and High Rise Apartment

Housing Typologies

Stand up kerb in a neightbourhood street

Streettrees provide shade over the footpath in Bulimba

3.7

Kerbs

Use stand-up kerbs and tight kerb radii on street corners

The devil is often in the detail, and in street design the detail includes things like kerb types. Today, concrete kerb and channel can be shaped into almost any profile and shape but, as with many things, the old fashioned design is often the best.

Stand-up kerb was the most common kerb type across all place types in this study. In suburban streets, stand-up kerb was used more than 50 per cent of the time, while in urban places and in centres the stand-up kerb was almost universal. Flush kerb was also used in some neighbourhood streets and in CBD shared zones, where pedestrian priority is achieved by blending the vehicle and pedestrian space. Flush kerb is also appropriate to achieve water sensitive urban design, often in non-urban, suburban or park side settings.

Stand-up kerbs define the edge of a roadway better and keep vehicles away from the footpath. Roll-over kerb, popular in late 20th century suburban expansion, allows cars to park easily on the verge, but the message to pedestrians is that the whole road reserve has space for cars. Parking on footpaths is illegal and causes significant inconvenience for residents.

Many of the surveyed places in the study have corner radii much tighter than usual under recent standards, with clear benefits to walkability and safety. Relatively sharp corners (such as 3 m radii on local streets) are a highly effective speed control measure, removing the need for bumps and traffic islands and the like. A sharper corner radii makes the pedestrian crossing narrower, shortening the time for pedestrians to cross and making it safer and easier to cross.

3.8

Shelter and shade

Street trees provide shelter and create a sense of space and place

In the SEQ subtropical climate, shade and shelter boost the walkability of a street. Shade protects pedestrians from the elements as well as reducing heat island effects.

In this study, trees were the most common means of providing shade, although in centres and CBDs building awnings and other structures are important for shade and weather protection. Some of the most attractive and inviting streets were lined with consistent and mature street trees spaced to allow their crowns to touch to form a canopy. Streets lined with consistent tree species, with different streets planted with different species, create visual interest. Selecting the right species for local conditions ensures their health and longevity in the urban environment.

Care must be taken to minimise clashes between buried infrastructure and tree roots to ensure enough space exists for both.

Street trees can also be used to narrow the carriageway width, in a physical sense and a perceived sense, helping to slow traffic. Tree lined pathways can provide useful visual links between focal points within a place type including areas of open spaces, and residential and commercial areas that might otherwise feel disconnected. A tree lined street helps to create a sense of comfort and enclosure for pedestrians.

Street trees in commercial areas can mimic human scale and lessen the dominance of taller structures.

Pitt St, Toowoomba provides many examples of secondary dwellings utilising a rear lane

A fonzi flat/home office situated above a garage in Varsity Lakes

Ground floor vet with residence above at Moffat Beach

4.5

Secondary dwellings

Granny and Fonzie flats can provide low cost, flexible housing options for suburbs

The granny flat or secondary dwelling in a backyard or under the house has been a relatively common form of dwelling in SEQ for many decades. Usually these dwellings have remained in the same ownership as the principal dwelling, and are used by family members or students, sometimes for temporary periods.

Some modern developments have taken this concept further by developing loft apartments or 'fonzie flats', usually above garages in rear lane accessed houses. As well as providing small, studio style accommodation, these dwellings have the advantage of providing casual surveillance of the lane from occupied rooms. Sometimes these flats are used for work instead of living, and can be kept in the same ownership as the principal dwelling, or be separately titled to create a low cost purchase option for first home buyers.

Secondary dwelling and loft apartments are unlikely to create additional infrastructure demands or amenity impacts, and should be made easily developable especially in Next Generation Suburban Neighbourhoods and Urban Neighbourhoods.

4.6

Live/work buildings

A flexible lifestyle option and transition between housing and commercial uses

Live/work buildings include a home and a workplace. This is not a new idea - in older residential areas small shops were common, built in front of a house to the front boundary with an awning over the street. These stores often faced busier through streets and were located on corner sites, hence the name 'corner store'.

While the traditional corner store is generally not part of new SEQ neighbourhoods, working from home is recognised as an increasing trend in recent decades. The result is that offices and workshops are being incorporated into residences, particularly in more urban places. Home workshops and offices attached to a residential use can back onto parking areas used for retail or mixed use purposes, allowing for shared parking arrangements. Higher site cover is appropriate for buildings of this type. Live/work buildings can provide an appropriate transition from a residential building to a commercial or retail space.

Houses are sometimes converted to offices and shops, and vice versa. This can only happen if the design is 'robust' enough to be converted to a different use. Buildings on street corners or near Centres of Activity are more likely to be suitable for this approach. Street patterns must also be robust enough to adapt to changing uses. While knocking down houses and rebuilding is not always desirable, knocking down a cul-de-sac near to a centre to allow for more intense land uses is next to impossible.

Row houses can easily incorporate live/work arrangements. In SEQ, there are good examples of three storey row houses with offices and parking at ground level and living spaces above. More commonly, the 'shop-top housing' model accommodates commercial or retail space on the ground floor of a detached dwelling with a second level residential use.

8.4

Duplex

QPP description: dual occupancy or dwelling houses

In SEQ 'duplex' typically refers to two dwellings, sharing a common wall and sited on the same lot. Other configurations are possible. The dwellings could sit above and below each other. Alternatively, it could be the semi-detached house for each dwelling, two dwellings on separate lots but with abutting walls.

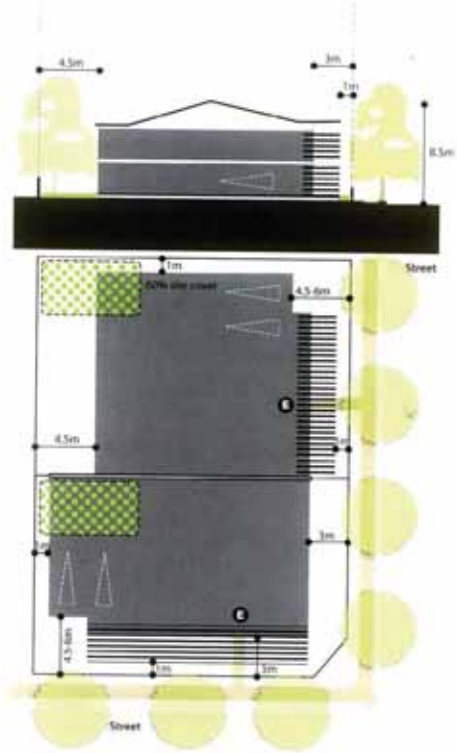
Duplexes are common in Next Generation Suburban Neighbourhoods (P4) and particularly on corner sites. The table and figure to the right indicate site and building design characteristics to achieve the performance outcomes in Section 8.1.

Generally, site planning and building massing relate to performance outcomes for affordable living and liveable residential environments. Streetscape provisions mostly relate to community liveability and community sustainability.

Use this information to draft codes for self assessable or assessable development. A further illustration of the desired form of this development is below.

(Provisions for) acceptable outcomes

Site planning and building massing	
Site cover	60% maximum
Private open space (minimum)	Area of 30m² with 4m dimension. May be inclusive of verandahs and terraces. Located north or east of primary habitable rooms and outdoor terraces
Setbacks	(all minimum to wall unless stated)
Front setback	
-To verandah	1m
-To house wall	3m
-To garage	4.5m
Rear setback	4.5m
Rear setback (to lane)	1m ground storey 0.5m upper storeys
Side setback	1m
Building height	1, 2 or 3 storeys. 8.5m maximum or 10m maximum on slopes >15%
Parking	1 covered space per dwelling Double garage only if 2 or 3 storey or to Rear lane
Streetscape	
Front entry	Dedicated pedestrian entry and door for each dwelling, visible and accessible from the street
Street surveillance	Minimum 1 habitable room per dwelling overlooks the street
Fencing (streetfront)	1.2m height
Fencing (other)	1.2 - 1.8m height. 50% transparency over 1.2m
Verandahs	50% building frontage
Planting	Minimum 1x2m planted area per dwelling, between front boundary and dwelling
Slope	Elevated or split-level construction. External retaining maximum 1m height.



Developable Area
Verandah
Deep Planting/Landscaping
Vehicle/Parking

Scale 1:500

6.1
Neighbourhood scale module

Overall outcomes or purpose statement

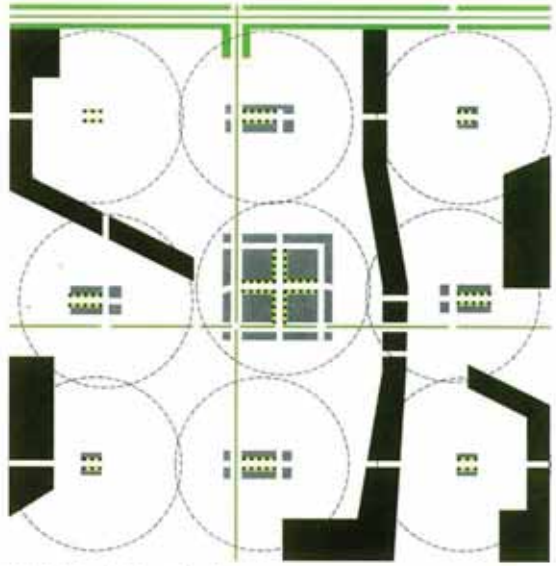
Development results in a connected network of walkable neighbourhoods supporting affordable living and smart growth.

Performance outcomes

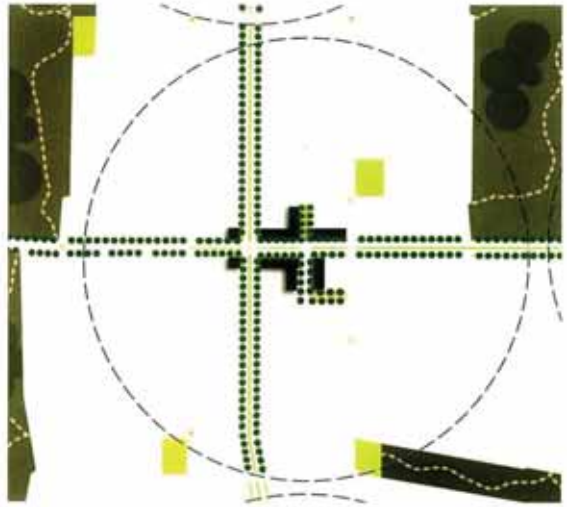
1. Neighbourhood design results in a connected network of walkable neighbourhoods. Neighbourhood street networks provide an easy choice of routes within and surrounding neighbourhoods, and connect to public transport, employment, open space and services.
2. Neighbourhood design supports diverse housing choices through block size, lot design and mix (and zoning and levels of assessment).
3. Neighbourhood design provides for non-residential uses appropriate to place type. Neighbourhoods are focussed around local activity centres, open space, community uses and/or public transport.
4. Neighbourhood design responds to natural systems including topography, drainage and local and regional biodiversity. Orientation of streets and lots support subtropical design.

(Provisions for) Acceptable outcomes

Walkable neighbourhood structure	
Scale	400m (5 min) walkable catchment to focal point 800m+ (10 min+) walkable catchment to major centre/quality PT/TOD precinct
Focal point	P4: neighbourhood or local centre, local park or PT (bus) on Neighbourhood connector/Main street P5: neighbourhood or local or district centre, parks and quality PT on Neighbourhood connector/Main street
Street network	Grid based Orientation N-S or E-W where slope allows Streets follow ridges/gullies/ perpendicular to slope to minimise cut and fill
Street types	Neighbourhood streets Neighbourhood connector streets spaced 800m grid Neighbourhood main streets in centres Rear lanes
Block sizes	P4: length 130–200m Depth 50–80m P5: length 130–180m Depth 70–100m



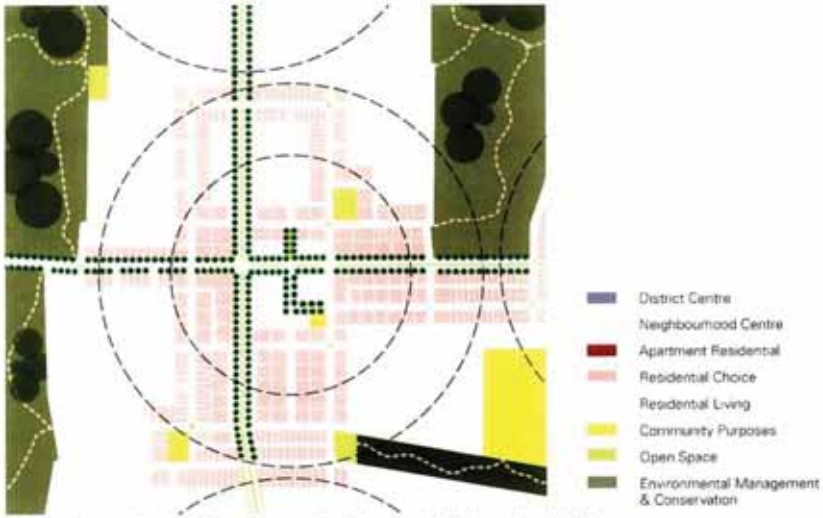
Walkable neighbourhood structure



Street network

Neighbourhood scale module (cont.)

Zoning



QPP zoning applied to a Next Generation Suburban Neighbourhood (P4)

This Next Generation Suburban Neighbourhood example provides for a wide housing area mostly within a five minute walkable catchment around a centre focus and more intense housing and mixed use.

While it includes a substantial area of the Residential Living Zone, this doesn't mean a predominance of detached dwellings, as this zone intends to carry a range of housing. While there would be many detached dwellings in those areas, there would also be other forms of houses, such as dual occupancies, plexes and row houses as detailed in Section 5.1.

Neighbourhood centre

Neighbourhood centre zones are at the junctions of the primary through streets and public transport routes in an accessible and visible locations. Where streets are busy, they are generally to the side of the intersection creating pedestrian focussed 'main street' environments.

Residential choice

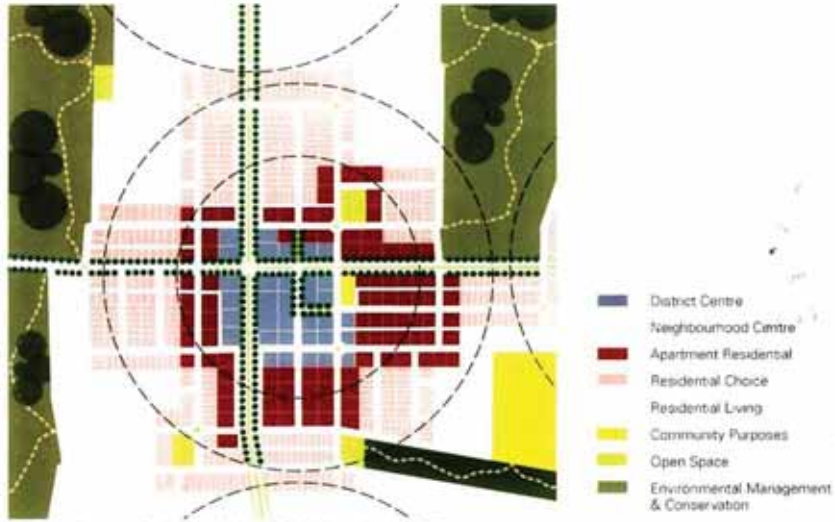
Residential choice zones are located along through streets, along busier local streets that lead to the centre and around local parks.

Residential living

Residential living zones are located towards the edge of the walkable catchment, beyond the 250 m radius (three minute walk, inner circle shown).

Schools/community purposes

Community facilities are placed in accessible locations on the busier local streets on the edges of the walkable catchment.



QPP zoning applied to an Urban Neighbourhood (P5)

This Urban Neighbourhood example provides for higher density housing mostly within a five minute walkable catchment of a centre with more apartment housing and diverse mixed use development surrounding it.

While it still includes some areas of Residential Living Zone, there would be many other forms of houses, such as dual occupancies, plexes, row houses and possibly low rise apartments, as detailed in Section 5.1.

District centre

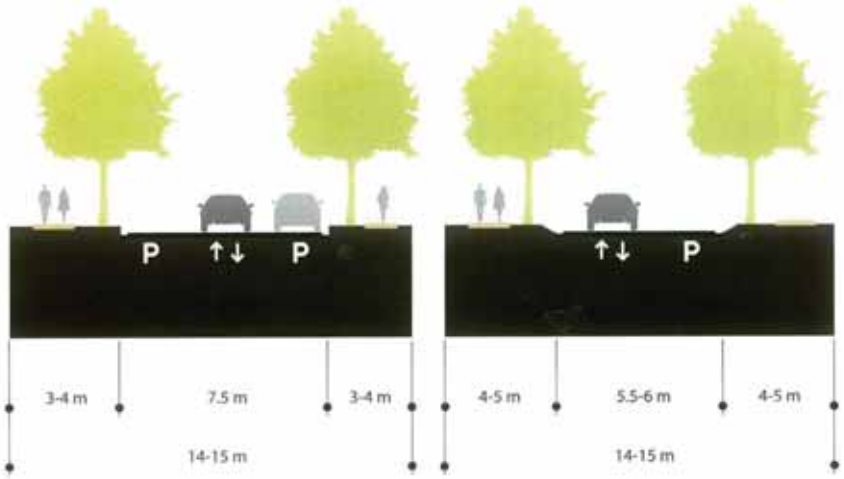
Centres are located at the junction of through streets and public transport routes in accessible and visible locations generally to the side of the intersection creating pedestrian focussed 'main street' environments.

Apartment residential

Apartment residential zones are located close to centres within 250 m and along busier local streets that lead directly to the centre, local parks and green corridors (where available).

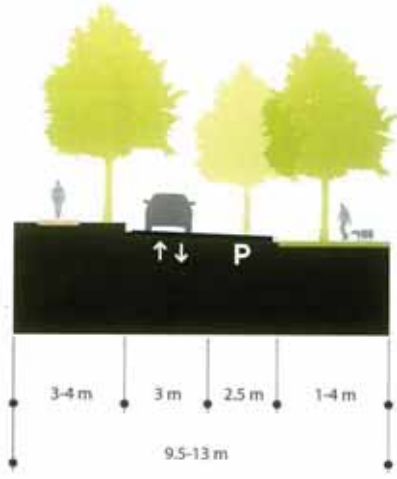
Residential choice

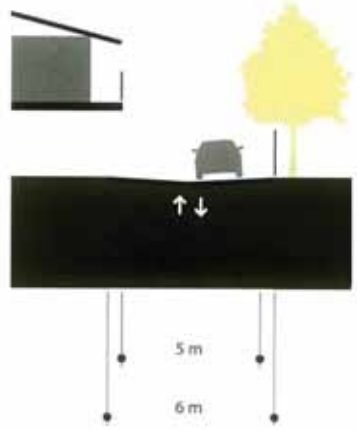
Residential choice zones are located between 250–400 m from the centre towards the edge of the walkable catchments.



Neighbourhood street 7.5	
Use if	Density: 15-30dph or 30dph+ driveways: frequent connectivity: high
Reserve	14-15m
Movement	7.5m carriageway 2 footpaths
Parking	Both sides
Intersections	4-Way or T 3m kerb radii
Design detail	Street trees Stand-up kerb

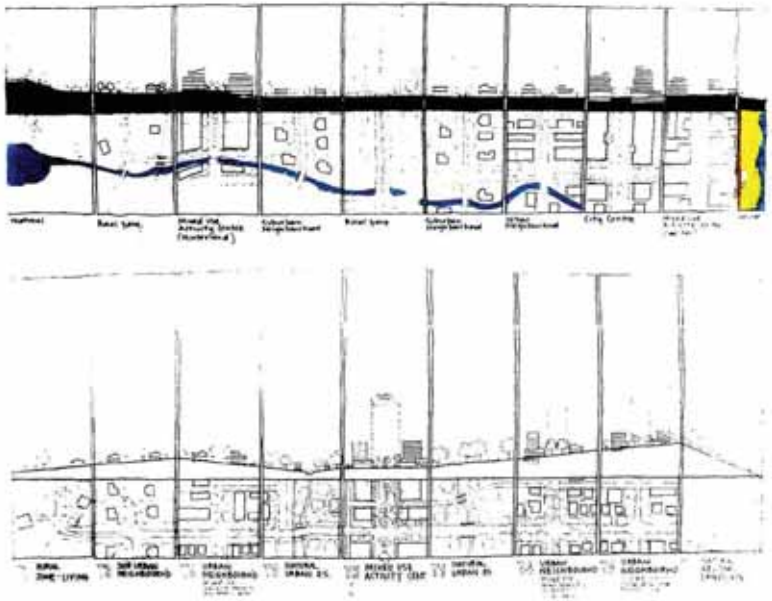
Neighbourhood street 5.5	
Use if	Density: 15-30dph driveways: frequent connectivity: high
Use if	Density: 30dph+ Driveways: infrequent Connectivity: low
Reserve	14-15m
Movement	5.5-6m carriageway 1 or 2 footpaths
Parking	One side
Intersections	4-Way or T 3-6m kerb radii
Design detail	Street trees closely spaced to prevent vehicles driving on footpaths Roll-over kerb



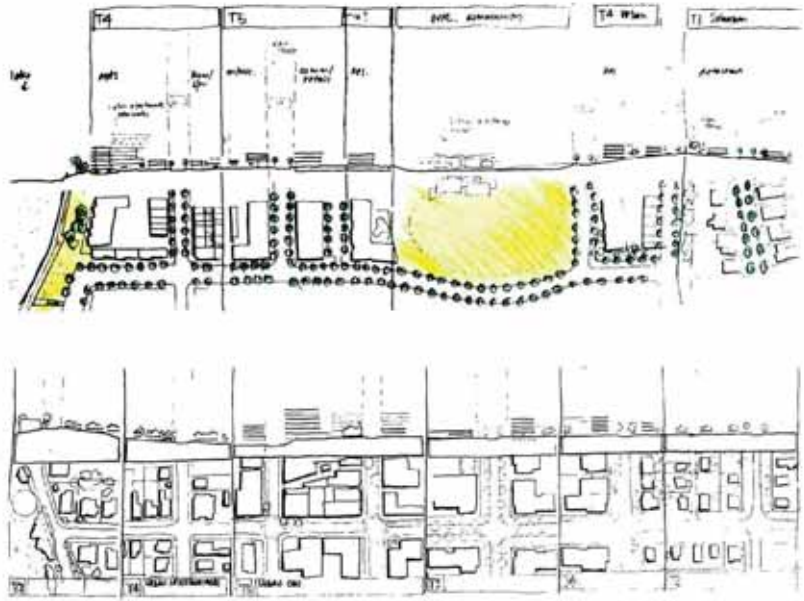


Neighbourhood street 3.5	
Use if	Density: 15-30dph Driveways: infrequent Connectivity: low
Reserve	9.5-13m
Movement	3.5m carriageway with passing 0 footpaths
Parking	2.5m parking/planting
Intersections	4-Way or T 3-6m kerb radii
Design detail	Street trees

Rear lane	
Function and use	Access to properties, refuge collection and servicing only
Reserve	6m (0.5-1m setback to building)
Movement	5m carriageway
Parking	N/a
Design detail	Minimal embellishment Flush kerb



nshine Coast sub-regional transect (top) and Toowoomba City transect



Varsity Lakes local transect (top) and Ipswich CBD local transect

Illustrated case studies

Sunshine Coast sub-regional transect

This sub-regional scale transect of the Sunshine Coast illustrates the coast is made up of multiple settlements, each with their own pattern of development, and separated by rural and natural features. Three major settlement patterns are evident; hinterland villages (not shown), railway towns and coastal towns.

Toowoomba City transect

Toowoomba's CBD is drawn here surrounded by Natural Places, in this case the city's famous parks. A nearby inner core of urban neighbourhood has a lot to recommend for the citys future development patterns. The range can be seen on the right which is also a natural place.

Varsity Lakes local transect

At Varsity Lakes a modern Urban Neighbourhood is found by the lake, with a more active mixed use centre behind. More urban neighbourhood development sits around a sports oval, with suburban neighbourhood development beyond. This arrangement provides a logical focus of development intensity around shared amenity with less intensive development further away.

Ipswich CBD local transect

The scale, form and intensity of Ipswich CBD marks it out from nearby streets which are perhaps at the scale of an activity centre. Some of the older neighbourhoods around the CBD are urban in their uses and housing types. Suburban neighbourhoods include steep Denmark Hill, with open space (P1 – Natural Places) on top.

9.3
The study and its results

Research workshops around SEQ
Equipped with synoptic survey and transect planning techniques, the project team initiated a research exercise to study some of the best rural, suburban and urban places in SEQ.

This phase was carried out collaboratively between the project team and teams from five local governments: Sunshine Coast, Toowoomba, Ipswich, Brisbane and the Gold Coast. During the months of July and August 2010, the teams visited and surveyed places that were nominated by local government planners as exemplar and considered to be best practice in each of the local government areas.

A measure of subjectivity was inherent in the nomination of survey locations. The instruction to local government planners was to choose locations that represent the best examples of suburban and urban development, and rural places.

Essentially this called upon the nominees to use the highest level of strategic planning direction in their choices – their vision of the homes, streets and neighbourhoods for the community of the future (as well as their experiences as members of their community). Local governments were aware of the housing affordability and Smart Growth context of the project. Initial nominations were refined by the teams before and during the research workshops, to ensure a spectrum of urban and non-urban locations were identified for each workshop. A mix of new and old places was sought.

It is acknowledged that many of the Next Generation Suburban Neighbourhood locations represent examples of older development, while more dense and urban examples tended to be contemporary developments.

The reasons why such a balance was presented to the project team is worthy of further study, and may include negative perceptions by the nominees towards the locations, urban form and housing mix of recent suburban development, or to their experience in planning for or assessing such projects.

In total 59 detailed synoptic surveys of urban, suburban and rural places (typically development along 200 m of street) and 118 individual lots and buildings were carried out around the region. For each of the locations, data relating to the locality, the neighbourhood, the street and lots and buildings were measured and collected.

Data included:
- numbers of dwellings by type neighbourhood structure (include block size and street pattern)
- street design
- building size, height, setbacks etc
- landscapes, fencing and street trees
- proximity to services, parkland, public transport and employment.

Description

- Semi-rural residential street
- 250 m to public transport (rail)
- 100 m to local convenience centre
- Detached houses and low rise walk-up apartments / townhouses and duplexes
- One to two storeys @ 36du/ha

The street

- Mostly off-street parking due to slope
- Slope also influences the setback of the built form
- Concrete footpaths, though inconsistent
- Some on-street planting
- Mature off-street trees contribute to streetscape
- 19.6 m reserve, 8 m carriageway
- 5.6-6 m verge

Mid block example

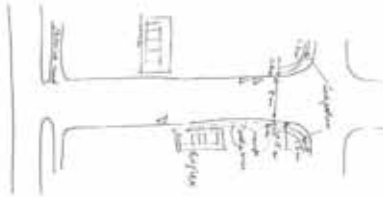
- North facing, two storey townhouses
- 600 m² block
- Side driveway to garage under each
- Minimal tree coverage, but well landscaped at the street.
- 6 m front, 1 m rear and 2 m, 6 m side setbacks

Mid block example two

- Large block example
- Two south facing duplex apartments
- One storey each, set below the street level
- Heavily landscaped along all sides
- Dual access driveway to enclosed garages
- 6 m front, 6 m rear and 4 m, 7 m side setbacks
- 3 m fall across the site to the north

Mid block: plan

Street plan



Mid block: street view

Large block: aerial

Large block: street view

Description

- One to two storey detached houses
- High set heritage character houses and low set workers cottages all on stumps
- 200 m to public transport (bus)
- One kilometre to district shopping centre
- 30 m to parkland
- 50x200 m block
- 400 m² typical lot size
- Houses front/access lane

The street

- 0.5 m verge, 5 m carriageway
- Off-street parking only
- Streetscape elements on individual lots
- T-intersection at either end
- Lane worked well when fencing was low (800 mm)

Mid block example

- Detached character house with enclosed boundary
- 400 m² lot with 50% site cover
- 2 m front, 8 m rear and 1/6 m side setbacks
- Driveway access along eastern boundary to garage at rear
- Gardens/landscape added into verge

Corner block example

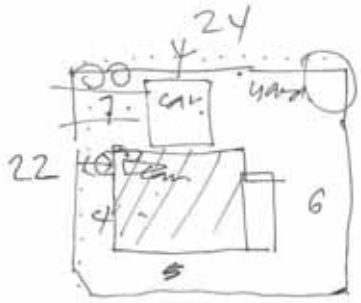
- Corner of Pelican and Flint Streets
- 528 m² lot with 40% site cover
- 4 m front, 6 m rear and 5 m side setbacks
- Driveway access away from corner on secondary street
- Two storey detached character house with narrow verandah
- South-west facing with picket fence
- Two bay garage at side of house

Mid block: aerial

Mid block: perspective

Corner block: plan

Corner block: perspective



All parties need to invest in facilitating highest possible design and advocating its value

Planning schemes/community must learn what good design means and aspire to exemplary

We must collecively celebrate our significant world class history & own our design/culture/ideas.

Don't foist responsibility for good design onto others (Council, State, developers, architects)

Our vision for design will then emerge as part of our shared values

A consideration of *exemplary design*

& next generation planning framework

Sunhine Coast Business Council Combined Government & BUsiness Forum
24 August 2016

DEICKE RICHARDS