

# **PLANNING APPLICATION REPORT**

## **Buildings & Works for the Construction of a New Two Storey Dwelling**

86A Gipps Street, Port Fairy

### **1.1 SUMMARY**

The application seeks a planning permit to construct a new two storey dwelling with associated external works.

Generally, the proposed new dwelling is considered appropriately designed and articulated to fit harmoniously within the existing streetscape and the surrounding area. Further discussion regarding compliance with the relevant requirements of the Moyne Shire Planning Scheme are detailed below.

### **1.2 PLANNING CONTROLS**

The site is located in the General Residential Zone.

The following overlays apply to the land;

- Design and Development Overlay Schedule 10 – Relating to Character Area 4A
- Heritage Overlay HO51

### **1.3 EXISTING CONDITIONS**

The existing site is currently a vacant lot, recently subdivided with a Lot size of 384m<sup>2</sup>. The Lot has vehicular access off Gipps Street, via a shared driveway with the dwelling to the south, with the lot mainly fronting onto the railway reserve to the West. The site has a slight fall from the East to the West.

The site shares a boundary with a single storey dwelling to the south, and a single and double storey dwelling to the north. The dwelling to the south is an existing Californian Style bungalow, with rendered masonry finish to the exterior, which has recently been extended to the rear, in a modern style. There is a single storey Weatherboard garage which sits on the boundary between the two lots and to the boundary of the Railway Reserve. The dwelling to the north is a single storey traditional Victorian weatherboard to the Gipps Street frontage, with a mixture of single storey and two storey extensions to the rear. The boundary to this property consists of a mixture of wall on boundary, and tall foliage towards the western Railway Reserve.

The general style of the streetscape is a mixture of bungalow and traditional Victorian styles, in a mixture of single and two storey dwellings. The frontage of the site is considered to be the Railway Reserve boundary to the west, which has a mixture of setbacks, with the most adjacent being the garage to the south which sits on the boundary.



*View From Gipps Street, and the Vehicular and Pedestrian Access to the Lot.*



*View From the Railway Reserve*





*View From the Railway Reserve, looking North*



*View to the East on the site*



*View to the south fence line on the site*

#### **1.4 GARDEN AREA REQUIREMENTS**

The site includes a garden area of 26.2% of the site area of 384sqm.

#### **1.5 DESIGN & DEVELOPMENT OVERLAY - SCHEDULE 10**

Assessment against requirements:

##### ***BUILDING HEIGHT***

The proposed building is not greater than 7m above natural ground level at any point This is seen as a mandatory condition of the Design Overlay, and has been adhered to in this design. The dwelling is two storey, and is located to the western edge of the Character Overlay, being more visible from the Railway Reserve, than from the Gipps Street frontage. This aids in reducing the impact of the two storey nature on the Gipps Street Streetscape .

##### ***FAÇADE HEIGHT***

The façade height on the Gipps Street Elevation is 2.7m to the garage façade, and is 2.9m on the Railway Reserve elevation of the dwelling. This height is from the Natural ground level to the decked upper level. The height from the Upper Level to the start of the roof is 2.34m on this Railway Reserve Elevation.

### *BUILDING BULK AND MASS*

The building bulk and mass has been stepped and articulated with steps in the façade, on both levels. This applies both horizontally and vertically, allowing for the dwelling to not compromise the characteristic scale and pattern of the area.

### *SETBACKS*

The building has setbacks from the Western, Northern and Eastern boundaries, with exception of the southern boundary, where there is already a garage on the boundary from the neighbouring Lot. The proposed southern garage wall has been designed to be on the boundary, however, this is not seen from either the Gipps Street frontage, nor the Railway Reserve frontage.

### *CARPARKING, GARAGES & OUTBUILDINGS*

The garage is located at the front of the dwelling, however the frontage is at the end of long driveway from Gipps Street, and its entrance is at an angle. Its view is therefore largely obscured from Gipps Street. The garage is also not visible from the Railway Reserve. The driveway is sealed up to the lot boundary, with a permeable gravel surface when on the lot.

### *BUILDING MATERIALS & COLOURS*

The materials and colours respect the character of the area, with the use of a mid-tone grey brick as the base masonry element, changing to a lighter tone weatherboard to the upper storey, and then a white fascia and soffit. The Grey brick reflects the bluestone greys of the local area, and provides a similar masonry base, from which the development gets lighter in palette as it goes up. The windows will be an aluminium framed unit, in a similar tone to the weatherboard element.

### *LANDSCAPING AND FENCING*

There will be a timber slatted fence to the front vehicular entrance, which will have a matching sliding gate. The fence will delineate the lots boundaries, as well hide the building services which will be located at the Gipps Street frontage to the property. As this setback is quite far from the street, it will not be seen, and the use of a garden area in this location will provide the look of a courtyard garden. To the Railway reserve frontage, there again will be a 1200 high timber slatted fence, in a modern format. This will be left in a natural finish, allowing the timber to silver off. The slatted fence will allow passive surveillance from the dwelling to both the drive/ Gipps Street frontage, as well as to the rear and the Railway Reserve. The landscaping to the rear fence to the Railway Reserve will be low in height and include indigenous planting.

### *SITE COVERAGE*

The site coverage respects the pattern of buildings and open spaces within the area. The dwelling is modest in scale and does not overwhelm the site with built form, allowing for adequate permeable surfaces.

### *FRONTAGE*

The building provides an attractive and active edge to both the Gipps Street frontage, and the Railway Reserve. Passive surveillance is achieved to both sides, with the main kitchen and living area viewing the Railway reserve to the west, and the Main Bedroom and corridor area viewing the drive and the frontage towards Gipps Street.

### *ROOF PITCH*

The proposed roof does not meet the 30 degrees as noted in the Character guidelines 4A, but does match the pitched roofs of the neighbouring properties along Gipps Street. There is a mixture of higher pitched Victoria, and modern dwellings, as well as lower pitched Californian Bungalow style properties, which the design reflects. The design matches in with the general roof pitches of the street scape, and compliments them.

## 1.6 PORT FAIRY DESIGN GUIDELINES AREA 4A

<b><i>Performance Standard</i></b>	<b><i>Design Response</i></b>
<p><i>Heights</i></p> <p>Ensure new development is not detrimental to the areas character.</p>	<p><i>Complies</i></p> <p>The absolute building height is not in excess of 7m from the natural ground level, with the Gipps Street façade not in excess of the 5.25m above natural ground level. The first floor is set back and broken up from the ground floor on both the Gipps Street and Railway Reserve frontages.</p>
<p><i>Building Bulk &amp; Mass</i></p> <p>Ensure new development does not compromise the characteristic scale and pattern of the area</p>	<p><i>Complies.</i></p> <p>The dwelling does not compromise the characteristic scale and pattern of the area. The maximum dimension on plan of the external walls is less than 20m – with the longest façade being 14m along the south elevation. This is however broken up by windows, and is also a largely unseen façade of the dwelling.</p> <p>The façade is articulated at least every 10m, by materials, window detail, mass or setbacks.</p>
<p><i>Setbacks</i></p> <p>Ensure development reflects the areas characteristic pattern of buildings within landscape lots</p>	<p><i>Complies.</i></p> <p>The dwelling provides adequate setbacks to all of its boundaries. To the Gipps Street frontage, the dwelling’s lot is far from the street frontage and the other dwellings that make up the Gipps Street Streetscape. The line of the garage is dictated to by the easement that runs through this part of the Lot. To the North, there is a 4m setback, allowing vehicular access into the Lot, as well as providing a viewing corridor from Gipps Street through to the Railway Reserve to the West. The dwelling is setback from its Western Boundary, by 1.5m, and to the south the dwelling steps in and out, with wall on boundary abutting the neighbours garage, as well as with a new build garage. The length of wall of boundary is permissible under the Building Regulations.</p>
<p><i>Car Parking, Garages and Other Outouses</i></p> <p>Ensure carparking, garages and other outhouses are not detrimental to the character of the area.</p>	<p><i>Complies.</i></p> <p>The garage is located to the Gipps Street frontage, but like the Lot, is setback from the street frontage. It is also at an angle, so is difficult to perceive from the Gipps Street frontage. The garage is not visible from the Railway Reserve frontage.</p>



<b><i>Performance Standard</i></b>	<b><i>Design Response</i></b>
<p><b><i>Building Materials and Colours</i></b></p> <p>Ensure development respects the character of the area and does not visually overwhelm its setting minimises the impact on the areas hydrology</p>	<p><b><i>Complies</i></b></p> <p>The materials and colours respect the character of the local area, with the use of a mid-tone grey brick as the base masonry element, changing to a lighter tone painted weatherboard to the upper storey, and then a white fascia and soffit. The Grey brick reflects the bluestone greys of the local area, and provides a similar masonry base, from which the development gets lighter in palette as it goes up. The windows will be an aluminium framed unit, in a similar tone to the weatherboard element.</p>
<p><b><i>Landscaping and Fencing</i></b></p> <p>Ensure development reflects the 'buildings in landscape character' of the area and that buildings can provide passive surveillance to the street</p>	<p><b><i>Complies.</i></b></p> <p>There will be a timber slatted fence to the front vehicular entrance, which will have a matching sliding gate. The fence will delineate the lots boundaries, as well hide the building services which will be located at the Gipps Street frontage to the property. As this setback is quite far from the street, it will not be seen, and the use of a garden area in this location will provide the look of a courtyard garden. To the Railway reserve frontage, there again will be a 1200 high timber slatted fence, in a modern format. This will be left in a natural finish, allowing the timber to silver off. The slatted fence will allow passive surveillance from the dwelling to both the drive/ Gipps Street frontage, as well as to the rear and the Railway Reserve. The landscaping to the rear fence to the Railway Reserve will be low in height and include indigenous planting.</p>
<p><b><i>Site Coverage</i></b></p> <p>Ensure new development respects the pattern of building and open space characteristic of the area</p>	<p><b><i>Complies</i></b></p> <p>The building site coverage is approximately 28.5%, which is less than the 30% recommended.</p> <p>The total building, garage and decks site coverage is approximately 48.6%, which exceeds the guidelines recommended 40% site coverage.</p> <p>Total impermeable surfaces of 48.6%, less than the 50% recommended.</p> <p>Although the site coverage of buildings, garages and decks is higher than preferred, the building form does not excessively overwhelm the lot and the nature of the neighbouring dwellings to the Railway Reserve frontage. On discussion with Moyneshire planning and the Heritage advisor, the site areas were deemed acceptable.</p>



<b><i>Performance Standard</i></b>	<b><i>Design Response</i></b>
<p><i>Frontage to the Street</i></p> <p>Ensure buildings provide an attractive and active edge to the street that provides passive surveillance to the street..</p>	<p><i>Complies</i></p> <p>The design of the dwelling provides an interesting and active edge to the Gipps Street frontage. Being set back from the other properties, it is a unique design that reflects the shape of the Lot, and use of the land. The unique layout of the site, means that this vehicular and pedestrian frontage is not deemed as the front of the property, as the lot and the dwelling are more orientated towards to the Railway Reserve to the west. This access from Gipps Street will be where service boxes and other services will be, hidden behind a fence and not visible from Gipps Street.</p> <p>From the Railway reserve frontage, the dwelling has a more traditional and set form, which changes down the North façade as the site cuts away from this frontage.</p> <p>There is ample passive surveillance to the Railway Reserve with the main living areas fronting this area, and there will be passive surveillance to the Gipps Street access and Street Front from the Main bedroom and upper corridor areas within the proposed design.</p> <p>The façade area at ground level to the West Elevation on the ground floor is 31m<sup>2</sup>, with the glazed area to this part being 9m<sup>2</sup>. This is 29% of that area and complies with the guidance. At upper level, there is far more glass area, which reflects the architectural style and design concept, as well as the function of this upper level.</p>
<p><i>Roof Pitch and Alignment</i></p> <p>Ensure development responds appropriately to the predominate roof character.</p>	<p><i>Does not Comply</i></p> <p>The proposed roof does not meet the 30 degrees as recommended, but does match the pitched roofs of the neighbouring properties along Gipps Street. There is a mixture of higher pitched Victoria, and modern dwellings, as well as lower pitched Californian Bungalow style properties, which the design reflects. The design matches in with the general roof pitches of the street scape, and compliments them. On discussion with Moyneshire planning and the Heritage advisor, the roof pitch was deemed as acceptable.</p>

### **1.7 HERITAGE OVERLAY HO51**

The site sits within the Heritage Overlay HO51, with the Schedule to this overlay applying to External paint controls and solar energy system controls. This proposed submission does not apply for any solar energy systems, and the paint colour selected to the upper level weatherboards, will be to an approved colour. The proposed development will provide a

high standard of design and responds appropriately to the surrounding built environment and heritage significance of the site. The proposed development aims to integrate well with the adjacent dwellings and maintain the character and open space areas of the precinct.