

narrow single storey homes



Design Guidelines

Version 1
June 2020

Narrow single storey homes are becoming a more common form of infill development. They typically have allotment frontages less than 8m with a single garage fronting the street, 3 bedroom, 2 bathrooms, 1 living/dining area and a small backyard.

Some of the challenges for this type of housing compared to wider allotments is they have limited width to provide a standard front room and traditional entry porch area and have less space for landscaping, services, bin storage, and on street parking.

These challenges can be overcome through using design techniques specifically developed for this type of housing.

This guide has been developed to assist developers and property owners achieve a high quality of street appeal and function so that new development adds value to the street, are well planned and designed and appropriately integrated with surrounding housing.

These guidelines are divided into the following key areas.

Guide 1 - Street appeal and landscaping

Guide 2 - Bin storage & Service Enclosures

Guide 3 - Services layout

Guide 4 - On street parking & street trees

Guide 5 - Verge reinstatement requirements

Guide 6 - Minimum dimensions table (narrow Lots)

Guide 7 - Quick guide checklist

Council offer a pre-application design advisory service to assist applicants through the design and planning aspects of narrow single storey homes.

Please call **08 8406 8222** and speak to one of our Development Services staff for further information on this process.

GUIDE 1 - Street Appeal and Landscaping

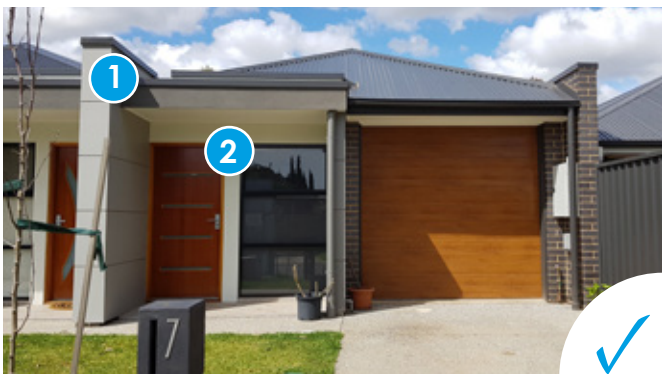
Street Appeal - Preferred Approaches



1. Large corner windows can help open the front of the home up and increase the appearance of width.
2. Porch feature material
3. Feature door matching the styling lines and colouring of the home.



1. Prominent entry with high ceilings and windows.
2. Choice of materials to lessen the visual prominence and impact of the garage.
3. High quality front door.
4. Coherent materials for driveway and paths.



1. Wing-wall integrated into the design to separate neighbour's entry and define each house.
2. Large entry and front window.



1. Services attached to wing-wall, next to driveway.

Street Appeal - Consider Avoiding



1. Hidden main entry down narrow boundary setback.
2. No visible front door entry from the street.



1. Overpowering blank bulk heads that are not considerate of the surrounding suburban context.
2. Use of dull and monochromatic colours and materials, and lack of variation in texture and materials.
3. Small windows facing the street.
4. Bins being stored in entry porch.



1. Recessed small entry porch.
2. Low ceiling and porch roof-line.

Landscaping - Preferred Approaches



1. Where possible, landscape treatments are encouraged to extend beyond the property boundary and to the kerb. Landscaping should take into account the access needs of pedestrians, and servicing needs - eg placement of bins for collection, maintenance by the occupier.
2. Consider planting a small tree in the front yard where space is sufficient and the new tree will not impede the growth of nearby street trees.



1. Identify existing street trees to be retained and design around them. Mature tree species in the street enhance the look of the street and provide shade for pedestrians.



1. Feature fencing or other details are encouraged that tie in with the style of the house.
2. Plant out small spaces with feature planting to enhance the appearance of the front yard.

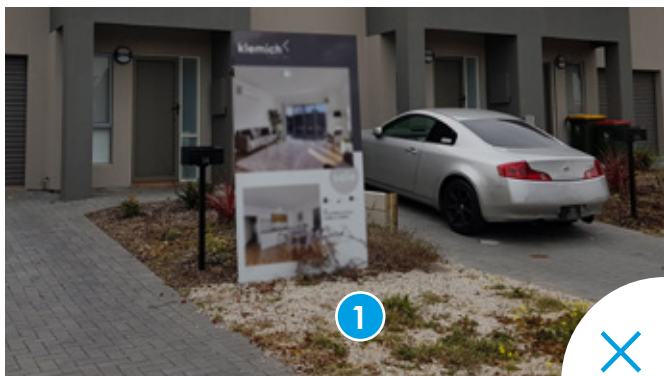
Note: While this image shows a path from the front door to the footpath, its better to use this space for landscaping and gain access to the front door via the driveway side.



1. Plantings or lawn on Council verge area can match into the front yard planting to create a cohesive look and feel.

Choice of planting or lawn can be simple, reflecting the limited space available.

Landscaping - Consider Avoiding



1. Unmaintained gravel areas will grow weeds.

Council will not slash these areas as they cause damage to machinery.

Consider lawn or other planting alternatives.



1. Avoid stopping landscape treatments at the property boundary.

Planting of lawn up to the kerb will enhance the look of the street, reduce weeds, mud and dust.



1. Avoid using artificial turf.

Artificial turf is expensive, hot during the summer and is environmentally unfriendly.

Artificial turf will look tired after a number of years and can grow weeds if not well maintained.



1. Full paved verge area. The verge should include some landscaping.

Works in the Council verge should also comply with the City of Salisbury Verge Development Guidelines available on Council's website.

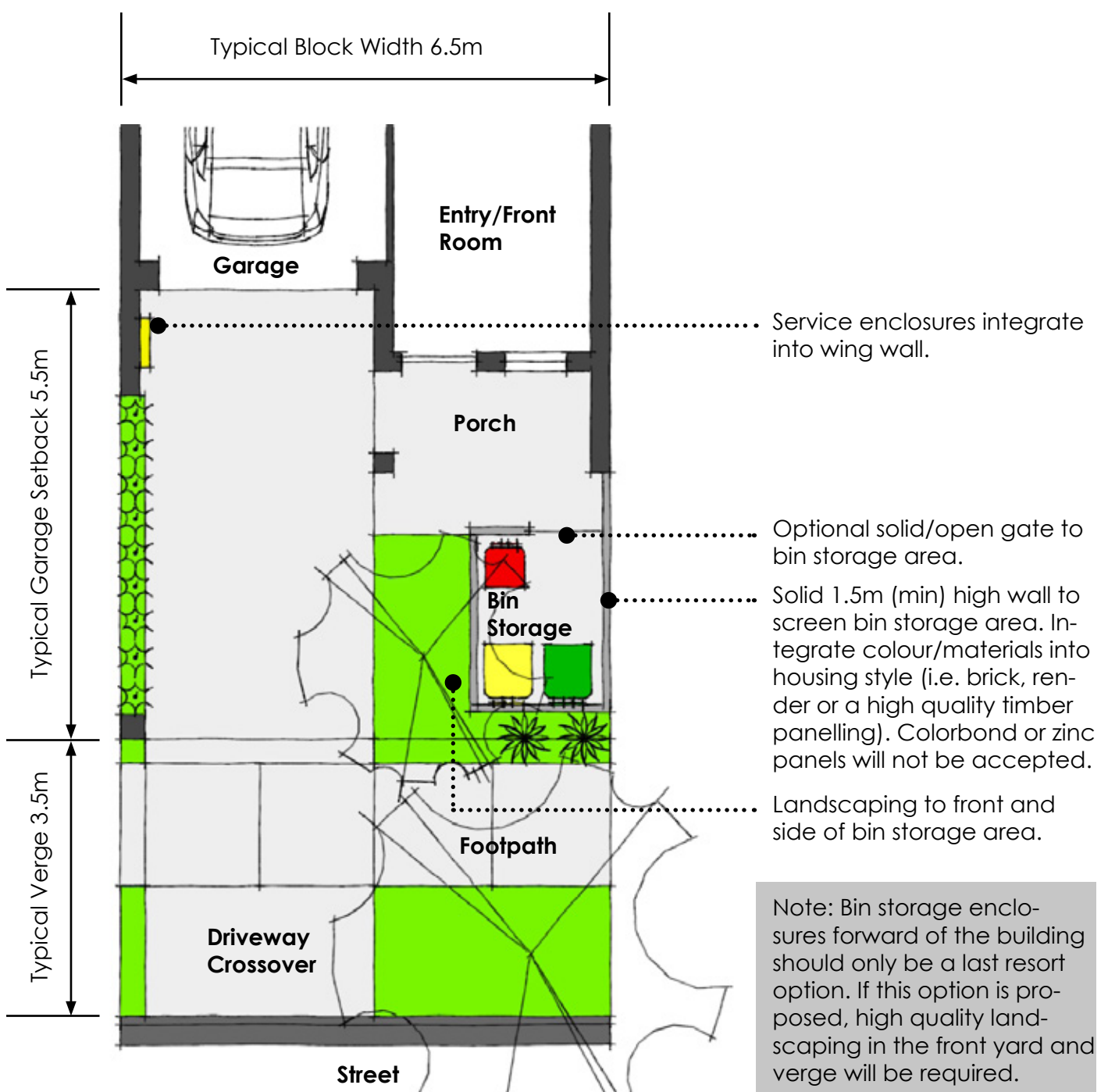
GUIDE 2 - Bin Storage and Service Enclosures

Bin Storage & Service Enclosures

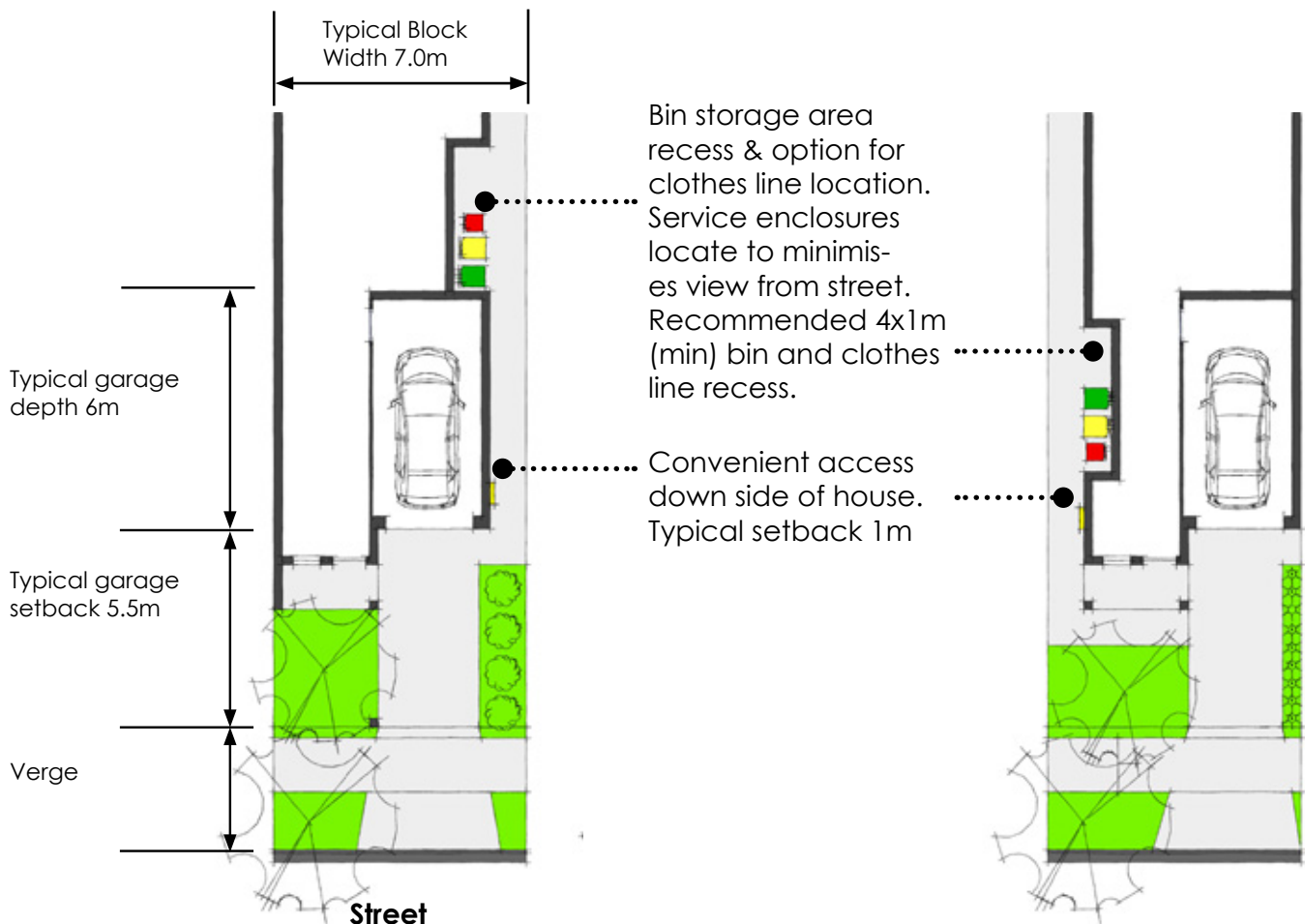
Bin Storage Design Principles

- Outdoor storage to avoid odour indoors
- Solid screening from the street
- Convenient access from the street to the storage area
- Integrate materials with building design style
- Allow space for landscaping

Boundary to boundary Build - Bin Storage Enclosure Example

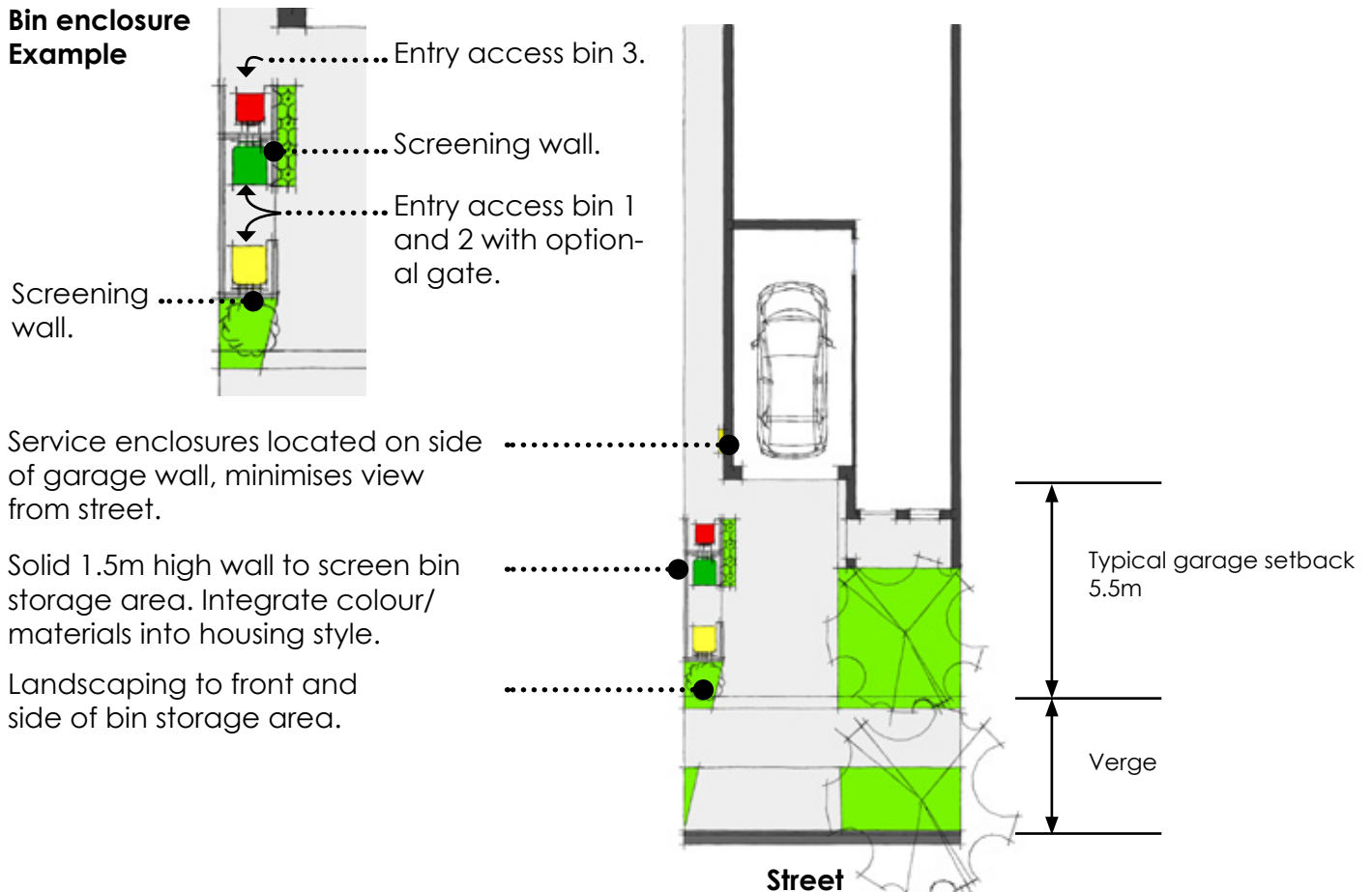


Build to one boundary - Concealed Storage Example



Build to one boundary - Bin Storage Enclosure Example

Bin enclosure Example



GUIDE 3 - Services Layout

Purpose

Planning and coordination of service connections is critical for narrow lot housing.

Achieving a desired services layout can be complex due to existing connection, mains location, and individual authorities working independent of each other or not installing infrastructure as per approved plans.

The service layout guide provides a set of desired outcomes which will assist developers, builders and service authorities locate services to achieve the following;

- Planting zones for small to medium size trees or other landscape treatments
- Neat appearance and reduced clutter
- Locating service inspection points in pits to minimise risk of damage
- Reduce potential trip hazards



Services in footpath as part of a new footpath construction.



Services in driveway pits between the footpath and the property boundary where existing footpath is being retained.



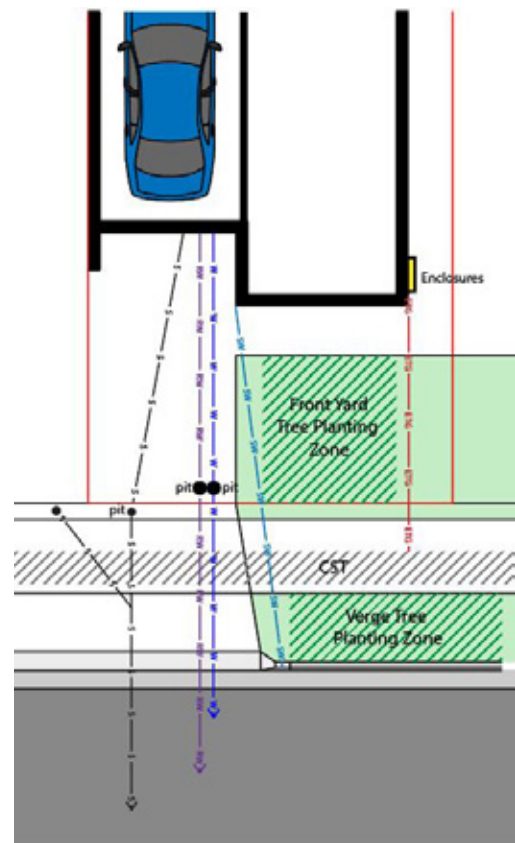
Services above ground and centrally located. Minimised opportunity for front yard planting on narrow allotments.

Desired Outcomes

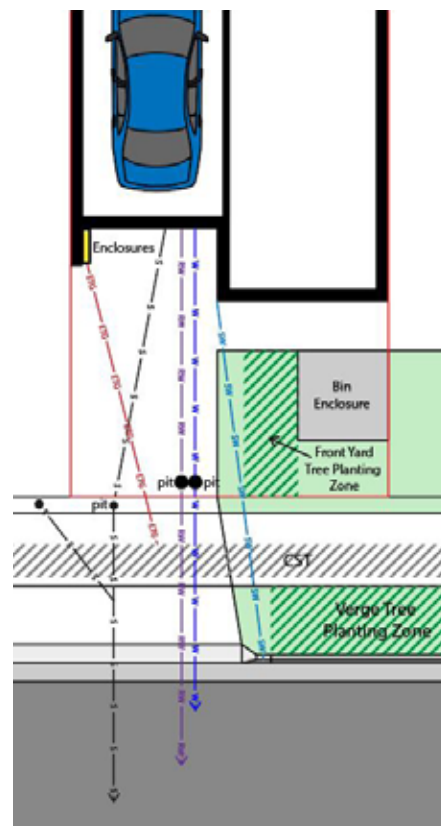
- Verge tree planting zone for medium tree free from services. Min 4.0x1.4m tree planting zone within the verge per 3 new houses for a medium street tree (refer table 1).
- Front yard tree planting zone for small tree free from services (see table 1).
- Storm water outlet located as close to the driveway as practicable to avoid tree planting zone.
- Services connections and Inspection points, including Re-water (if connected) installed in driveway pits.
- Services consolidated within driveway for a boundary to boundary house.
- Ensure service pits are flush with the driveway/footpath to mitigate a trip hazard.

Other Considerations (site specific)

- Existing services connections
- Existing street tree location
- Existing invert location
- Stobie poles and street lights
- Slope
- CST or historic service layout



Example layout of house built to one boundary. Meter and connection cabinets located on side boundary.



Example Layout of house built to both boundaries. Meter and connection cabinets located on driveway wing-

GUIDE 4 - On street parking and street trees

Background

Narrow frontage lots can reduce on street car parking and limit street tree locations if these elements are not considered as part of the development layout. A single development may not have a negative impact within a suburban context, however, more and more infill that has not accommodated street trees and on street car parking will have a negative impact on the landscape character of the street and cause visitor (on street) car parking strain.

These guidelines specify minimum requirements to ensure each development allows for the appropriate on street parking and street tree. Using this approach, as more infill occurs over time street tree planting and on street parking will not be unreasonably impacted.

Scenarios

The lot width, driveway location, and if the development is adjacent a reserve or not all affect on street parking and street tree requirements. In addition service locations and existing infrastructure needs consideration on a case by case basis and may affect the following scenarios.

There are typically three redevelopment scenarios. Scenarios have been based on minimum lot widths, space for on street car parking, street trees, and 7.2m wide carriage-way. Scenario 1 will not be accepted unless the developer can achieve the minimum dimensions as identified in guide 6. Scenario 2 and 3 (and reserve frontage options) will be assessed on their merit:

- Scenario 1
Uniform Layout - Not accepted
- Scenario 2a & b
Hybrid Layout - Accepted
- Scenario 3a & b
Combined Layout - Preferred & Accepted

See over page for scenario details.



Minimum requirements

- One (5.5m between driveways) on street car parking space per 3 new allotments (unless opposite a reserve where on street space is available for parking). and,
- Space for one medium size street tree within the verge (see table 1), and Schedule 2 water industry regulations.

Minimum Dimensions

Refer guide 6, minimum dimensions table

Desired Outcomes

- Second medium size or small street tree (on council verge).
- Tree in front yard (in private land).

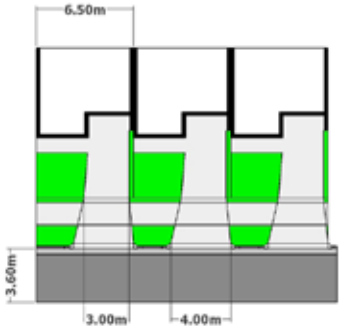

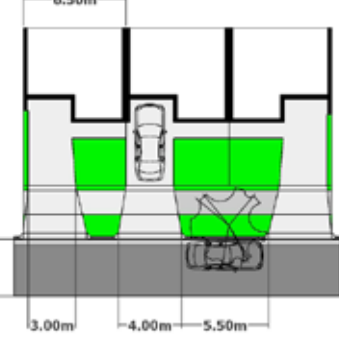
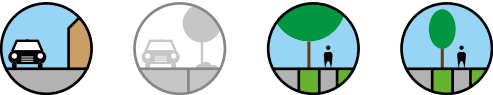
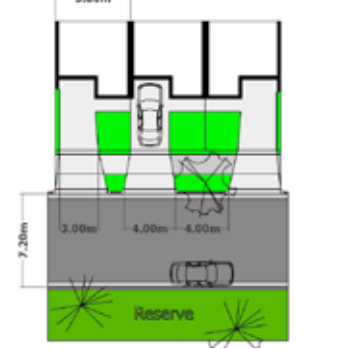
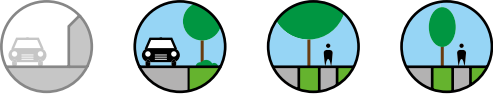
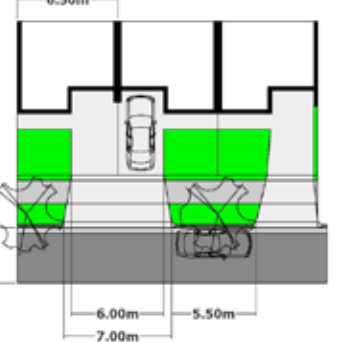
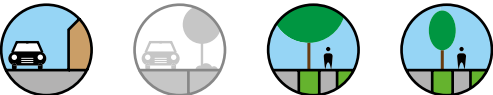
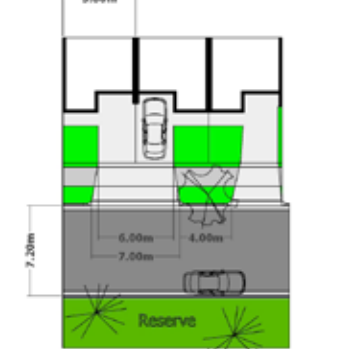
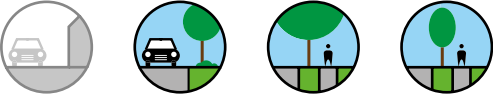
Other Considerations (site specific)

- Services location
- Existing street tree location
- Existing invert location
- Stobie poles and street lights
- Slope
- CST or historic service layout

Table 1 - Tree Sizes (Refer planning and design code)

Tree Size	Mature Height	Mature Spread	Min planting dimension
Small	4-6m	2-4m	1.5m
Medium	6-12m	4-8m	2m
Large	>12m	>8m	4m

On Street Parking and Street Tree Scenarios

	<p>Scenario 1 Uniform Layout - Not Accepted</p> <ul style="list-style-type: none"> - Housing orientation consistent. - Does not achieve the minimum requirements for on street car parking or street tree planting. - If proposal was opposite a reserve on street parking could be on the reserve side, however the layout does not achieve the minimum street tree requirement. 
	<p>Scenario 2a Hybrid Layout (two sided street) - Accepted</p> <ul style="list-style-type: none"> - One house mirror imaged. - Achieves a 5.5m long on street car parking space (minimum lot width of 6.5m) - Achieves minimum tree planting area and verge street tree. 
	<p>Scenario 2b Hybrid Layout (one sided street) - Accepted</p> <ul style="list-style-type: none"> - One House mirror imaged - Development fronts reserve that can accommodate on the on street car parking. - The allotment width can be reduced to 5.8m which will accommodate a minimum dimension of 4m for the street tree and for the house to have a door and window to achieve the appropriate street scape appearance. 
	<p>Scenario 3a Combined Layout (two sided street) - Preferred</p> <ul style="list-style-type: none"> - One house mirror imaged - Achieves a 5.5m long on street car parking space (minimum lot width of 6.5m) - Achieves minimum tree planting area and medium street tree. - Allows for a combined sewer connection (subject to service design), which may be a financial saving to the developer. 
	<p>Scenario 3b Hybrid Layout (one sided street) - Accepted</p> <ul style="list-style-type: none"> - One house flipped. - Development fronts reserve that can accommodate on the on street car parking. - The allotment width can be reduced to 5.8m which achieves the desired street scape outcomes as per scenario 3a. - Allows for a combined sewer connection (subject to service design), which may be a financial saving to the developer. 



On street parking space (house side)



On street parking space (reserve side)



Medium size street tree in verge



Potential small street tree in verge

GUIDE 5 - Verge Reinstatement Requirements

Purpose

The verge is the primary place where pedestrians walk, residents and visitors access the housing, and street landscaping adds to the amenity of the street. It is vital that this area is coherent, safe, attractive, and usable/accessible.

These requirements have been prepared to assist developers, landowners and council to work together to achieve consistent outcomes that will improve verge infrastructure and the overall amenity of the street or infill development.

It is the responsibility of the landowner or developer to reinstate the verge infrastructure as per these requirements.

They apply to areas where redevelopment of land requires the reinstatement or addition of infrastructure on the verge. This includes landscaping and hard infrastructure such as footpaths and driveways.

Verge reinstatement is required when undertaking a infill project where new allotments are created and existing verge infrastructure is being disturbed as a result.

You can contact Council for advice or clarification of areas within these requirements.

Process of Reinstatement

Step 1. Existing block has been Identified for subdivision & development

The verge will have an existing driveway crossover. It may also contain a footpath, street trees, or other landscaping.

These elements will need protection, reinstatement or improvement during later stages of the development.

Step 2. Design, Feasibility, and Planning

During this stage the landowner should budget for the reinstatement of the verge elements or improvements as part of the overall

development feasibility.

Step 4. Planning/Building Approvals & Construction

Existing and proposed services, street trees, light poles and any other infrastructure will need to be identified on plans to assess as part of the planning approval process.

During approvals the location of the new and old driveway inverts will be assessed to ensure DDA compliant footpaths can be achieved/maintained.

Construction may cause damage to the verge infrastructure due to site vehicles accessing across the verge. It is the responsibility of the land owner to repair this damage when the verge infrastructure is reinstated.

Step 5. Verge is Reinstated by Owner/Developer

This stage includes the cutting in of new driveway inverts, installation of driveways, and landscaping and the reinstatement of footpaths (if footpaths existing prior to the development). Where footpaths exist, they are to be retained and worked around.

Council may inspect the verge near or on completion of the development.

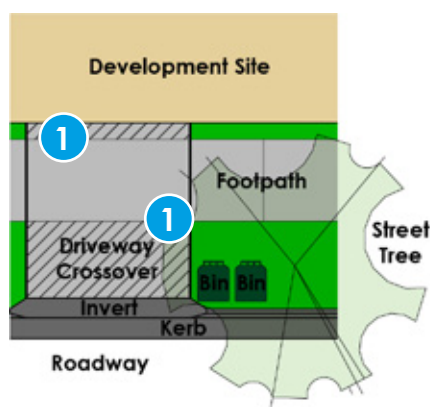


Council requirements

Scenario 1

Installing a driveway either side of an existing footpath.

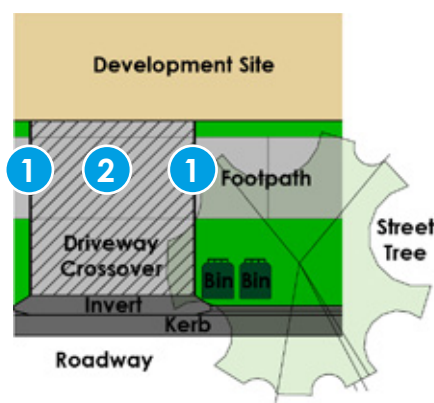
- New driveway materials must match the footpath materials
- (1) Levels between the new and existing surfaces need to match.
- Verge planting area to be reinstated to match original treatment or re-landscaped to comply with City of Salisbury Verge Development Guidelines.



Scenario 2

Installing a driveway cross the full width of Council's verge and matching into an existing footpath.

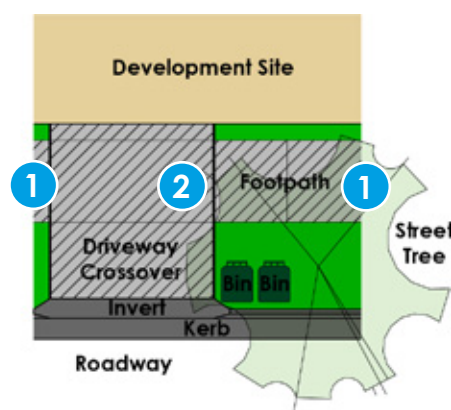
- New driveway materials must match the footpath materials.
- (1) Levels between the new and existing surfaces need to match.
- Verge planting area to be reinstated to match original match original treatment or re-landscaped to comply with Council's verge planting guidelines.
- (2) Maximum 2.5% cross fall for the footpath section.



Scenario 3

Installing a new driveway and footpath.

- New driveway materials must match the footpath materials.
- (1) Levels between the new and existing surfaces need to match.
- Verge planting area to be reinstated to match original treatment or re-landscaped to comply with Council's verge planting guidelines.
- Maximum 2.5% cross fall for the footpath section.






Scenario 4

Installing new driveway where there is no footpath.

- New driveway materials to match the driveway materials on the development site.
- Soft-scape to be reinstated to match original Treatment or re-landscaped to comply with Council's verge planting guidelines.



	Existing footpath
	New driveway and/or footpath works
	Verge planting area

Acceptable Treatments



1. Footpath and cross over has been replaced in full with material to match existing concrete footpaths.
2. Driveway materials within the private property do not extend beyond the front boundary.



1. New landscaping has been planted to enhance the look of the verge.



1. Driveways and landscaping extend to the kerb with consistent materials where there is no footpath.

Treatments Not Accepted



1. Landscape treatments should extend beyond the property boundary and down to the kerb.

Consider planting a small tree in the front yard where space is sufficient and the new tree will not impede the growth of nearby street trees.



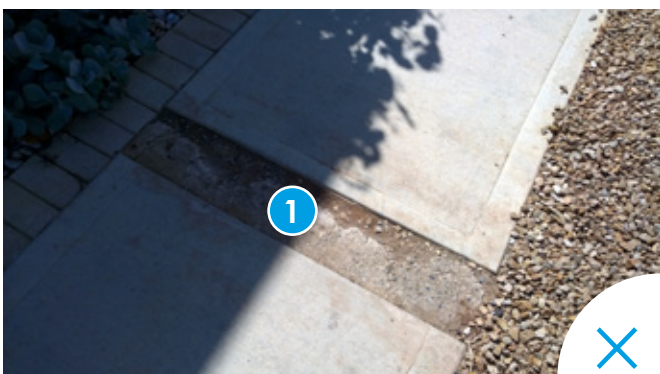
1. Private property material extends through the verge area.

2. Cross over material is different to the footpath material.

3. Gravel verge treatment not recommended.



1. Driveway crossover has not been finished. This can cause damage to the footpath or driveway invert and will spread gravel across the footpath which can become a pedestrian hazard.

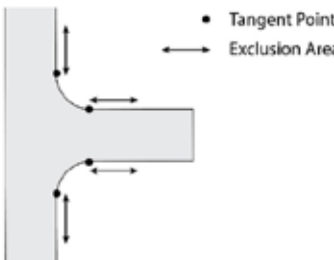


1. Footpath has not been reinstated after services cut through. This can cause a potential trip hazard and future maintenance issue.

GUIDE 6 - Minimum dimensions table (narrow lots)

Minimum dimensions table

The following table lists the minimum dimensions for narrow lot infill development. At the time of preparing the guidelines the Planning and Design Code (The Code) and Deemed to Satisfy (DTS) / Designated Performance Features (DPF) were in draft. These may require updating when The Code is finalised.

Element	Min Dimensions	Comment
Lot width – two sided street	6.5m	Allows 5.5m on street parking space and street tree (subject to appropriate services location)
Lot width – single sided street (reserve frontage)	5.8m	Allows 4m tree space. On street parking on reserve side of road
Crossover - stand alone	3m at boundary & 4m at Kerb	
Crossover - combined	6m at boundary & 7m at kerb	
Vehicle access setback to street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure	500mm	As defined in The Code DTS/DPF 23.4 (a) 500mm or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner;
Access Exclusion Area from intersection	6m from tangent 	As defined in The Code DTS/DPF 23.4 (c) 6m or more from the tangent point of an intersection of 2 or more roads or a pedestrian-actuated crossing.
On street car parking space	1 space per 3 proposed houses 5.5m minimum length to the edge of the driveway crossover (base of upright kerb invert transition)	Variation to The Code DTS/DPF 23.6 (b) Where on-street parking is available directly adjacent the site, parking is retained in accordance with the following requirements: (a) 1 on-street car park per 3 proposed dwellings (rounded up to the nearest whole number); and (b) minimum car park length of 6m.
Street tree - Existing	2.0m clearance to driveway edge or 5m between driveway edges.	As defined in The Code DTS/DPF 23.4 (b) 2m or more from a street tree unless consent is provided from the tree owner;
Street tree - New	2m clearance to driveway edge or 4m clearance between driveway edges for at least 1 medium tree per 1 into 3 development. 1m to driveway edge or 2m between driveway edges for optional subsequent small "infill" tree (in addition to above mentioned medium tree).	Recommend merge with above and use 2m for both existing and new trees.
Stormwater Outlet		Locate next to driveway. Not to be located on opposite side to of lot to driveway as this will conflict with Street tree planting opportunities.

GUIDE 7 - Quick Guide Checklist

- ☐ Read the guidelines.
- ☐ Included a budget for verge reinstatement and landscaping.
- ☐ Sought relevant planning and building approvals.
- ☐ Included a landscape plan with the planning application.
- ☐ Choose housing design and high quality fit and finish that will enhance the look and feel of the street.
- ☐ Driveway locations and housing orientation ensures one on street car parking space is available and the minimum dimension for a street tree can be achieved.
- ☐ A dedicated bin storage area has been identified.
- ☐ Check minimum dimensions table against proposal. If there is a variation, explain the rationale.