Street Side View

Before

After

Laneway Tower Housing - Design Statement

Laneway Tower Housing has been designed to address a series of challenges experienced in South East Queensland that affect the ability to deliver diverse, dense living solutions. Our design looks to the under-utilised backyard and the creation of a ‘green’ laneway to generate a sensitive building transition. This approach respects the character of existing streets while offering a density model that provides a diversity of choices for households of different ages, sizes and incomes. A series of social and outdoor spaces have been carefully integrated to help build stronger communities while the introduction of small retail/café/studio spaces at ground can leverage the increased density to provide economic benefit.

DENSITY AND DIVERSITY DONE WELL

Existing residential development patterns in SEQ primarily consist of free standing homes with large backyards, townhouses, the ‘6-pack’ and high-rise apartment buildings. We have sought to provide an alternative to this and propose a series of infrastructure and planning amendments to facilitate a development scenario more financially attractive than the ‘6-pack’ but with superior amenity with private outdoor courtyard spaces, lifestyle, and environmental advantages. This model has the potential to dramatically impact density across a variety of centres and satellite suburbs throughout SEQ.

The first instrument of change is the introduction of 7m wide subtropical laneway through the rear of a typical residential block. This provides land owners the benefit of dual frontage along with increased land value based on proposed planning changes which allow for appropriate density. The length and arrangement of the laneway can vary pending land owner consent but would remain attractive to most given the practical and economic benefits they stand to gain.

The second instrument of change would be an overlay code that promotes the Laneway Tower Housing model and climatically responsive design. Two storey streetscapes would be maintained under the code while the laneway would provide for a variety of scales of up to 5 storeys. The 5 storey portion of the site is located toward the centre of the lot to minimise overshadowing, maximise daylight and ventilation to units and outdoor spaces.

On a typical residential lot our design allows for a maximum of seven dwellings, along with a separate cafe/retail/studio space and a large common courtyard. If adopted across a typical residential block the design allows for the maximum of 140 dwellings, however given the organic nature of development we would assume somewhere in the order of 70 dwellings would be more likely. In either scenario, this is a substantive increase in density from the 20 dwellings per block as supplied in the competition brief.

Laneway Tower Housing has the capacity to revolutionise the way future generations live, it offers diversity, density and positive social outcomes that can bind together neighbourhoods and reduce our collective environmental impact.

Observation 1: LANEWAYS

Brisbane's typical development pattern consists of free-standing character or post war style houses located close to the street frontage with small side setbacks and large back yards.

Majority Open Spaces

Typical Brisbane Development Pattern - Inala - Project North

Typical Brisbane Block Widths

Strategy

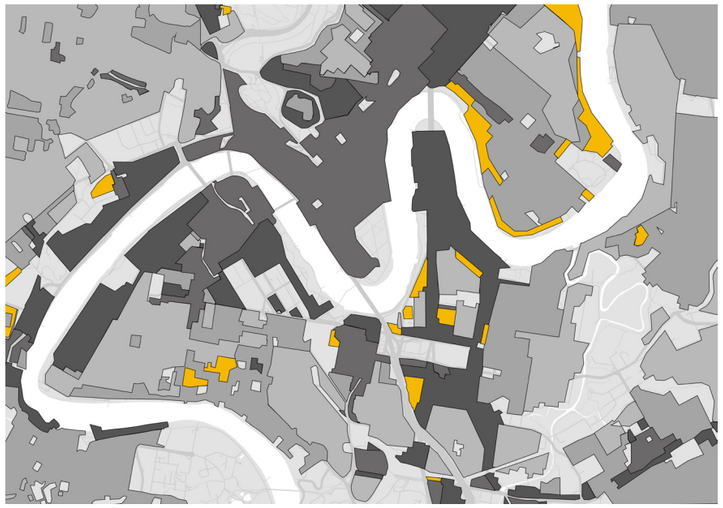
Implement lane-ways as a means of accessing space in back-yards and a catalyst for increasing density.

Lane-way's would be shared-zones with no footpath, walking directly on a mixture of permeable and paved surfaces maximising the street width for communal activities and children playing. Pocket parks, bicycle storage, and vegetable gardens would be dispersed through the lane clustering at mature existing trees, whilst cars would be slowed by moving around these obstacles and pulling over to pass.

DENSITY AND DIVERSITY DONE WELL

Observation 2: MEDIUM DENSITY ZONING

Brisbane's zoning for medium density housing is minimal, particularly in the inner-city. The two extremes of high density and low density prevail, thus the missing-middle.



Planning Scheme Zoning Map

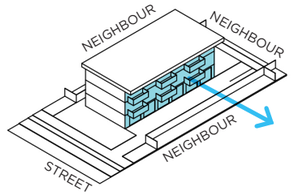
- High density residential (6+ storey)
- Major/ District Centre (Height that compliments surrounding area)
- Medium density residential (3-5 Storey)
- Introduced transitional zoning (2-3 storey street side, 4-5 storey lane side with a 3M setback and 2-3 storey lane side with 0M setback)
- Low- medium density residential (2-3 storey)
- Character residential (2 storey)

Strategy

Implement a transitional middle-zone between medium density and low density, high density and low density, and neighbourhood centres and low density. Strategically select potential blocks for owner approved green lane-way interventions, increasing property values with dual frontage advantages & new policy overlay codes for secondary residences, garages, lane-way parking & multi-unit developments.

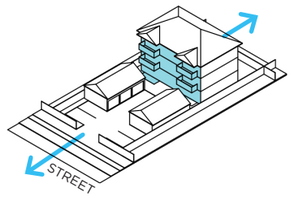
Observation 3: TYPOLOGY(6 pack)

Existing multi-unit models in 2-3 storey zones are either not sensitive to the character and scale of Brisbane's residential neighbourhood streets or they directly overlook adjacent neighbours i.e. the traditional 6-pack.



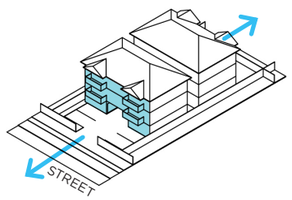
Six Pack Linear

- Directly overlooks neighbour
- Poor street engagement
- Poor quality of open space
- Poor scale to street



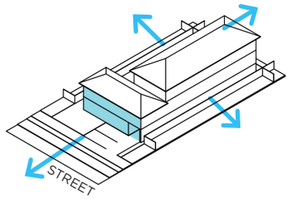
Six Pack Court

- Overlooks open car park & neighbours backyard
- Poor street engagement
- Poor quality of open space
- Poor scale to street



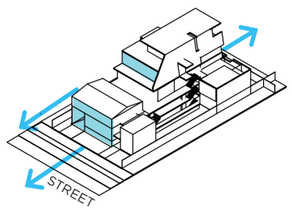
Front and Back

- Overlooks open car park & neighbours backyard
- Poor street engagement
- Poor quality of open space
- Poor scale to street



Evolved Linear

- Overlooks neighbours backyard
- Good street engagement
- Good quality of open space
- Good scale to street



Laneway Tower Housing

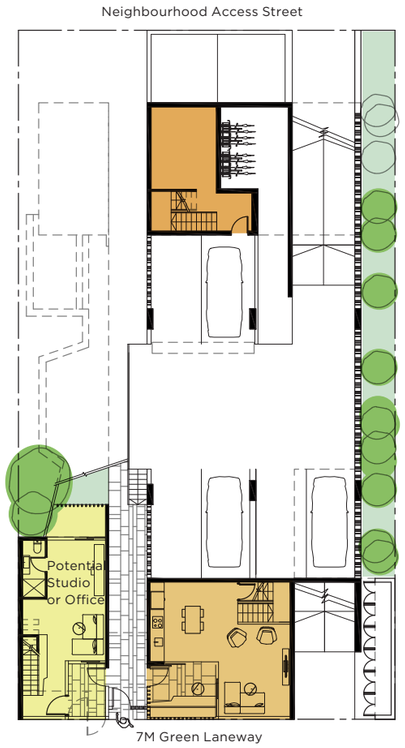
- Activates street and laneway
- Good street engagement
- Good quality of open space
- Good scale to street

Strategy

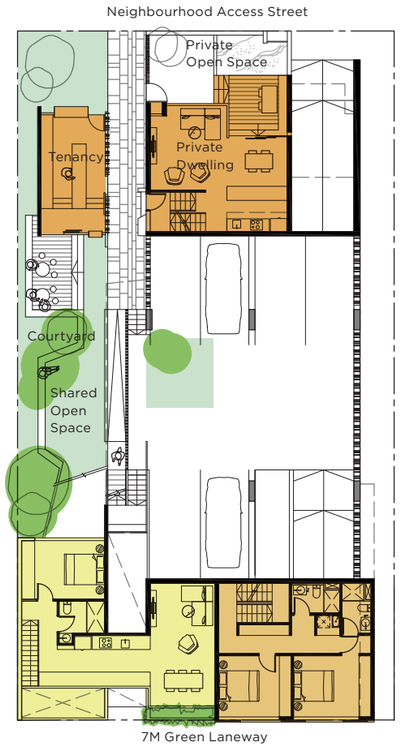
Provide overlay codes that promote a new lane-way tower house typology for multi-unit housing.

By orientating outlook to a new lane-way environment and providing access to both communal and private open space, an alternative lifestyle to both detached housing or apartment style living could flourish.

Street scale would be maintained, yet lane-way's would provide a variety of scales of up to 3 - 5 stories on a 7M lane. 2 - 3 stories directly on the lane and 5 stories with a 3M setback. Side setback's would be similar to typical 3 storey housing, with 5 storey's possible in the centre of the site to ensure over-shadowing is minimised. Specific open and green space requirements would also be met.

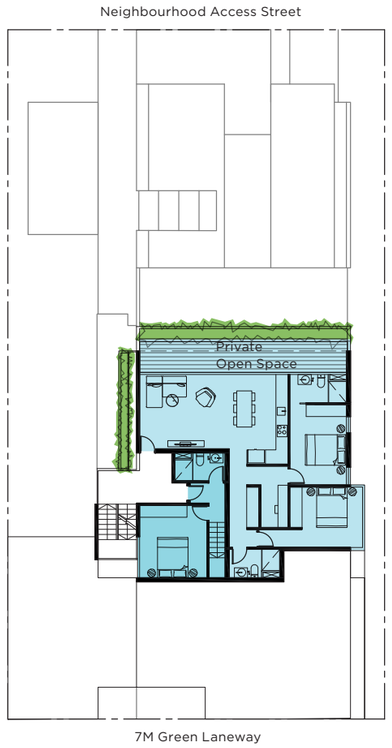


Ground

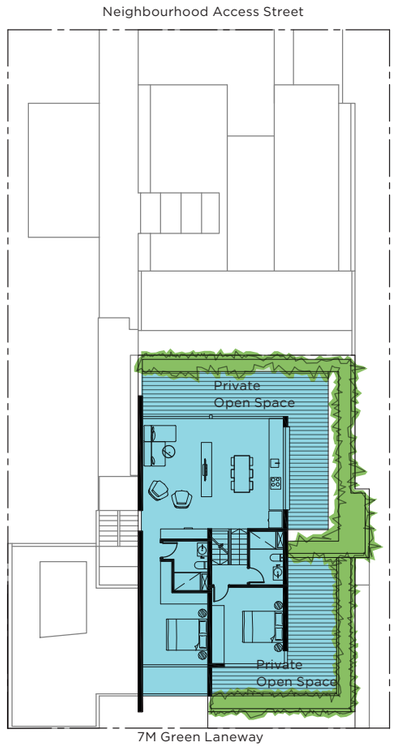


Level 1

Level 2



Level 3



Level 4

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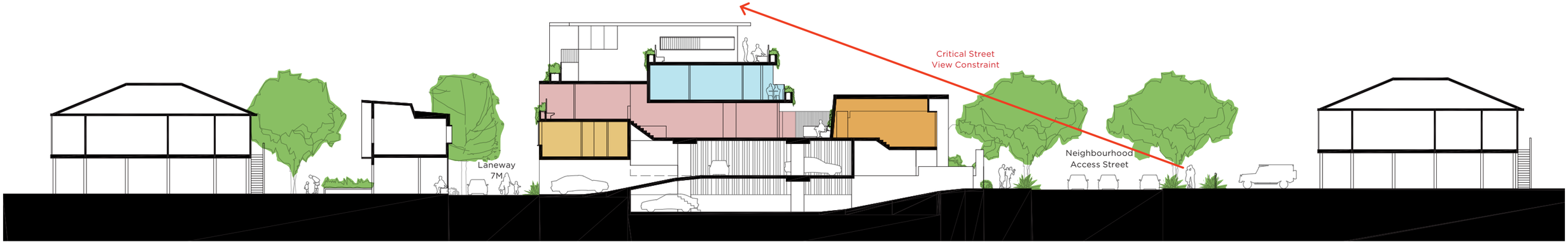
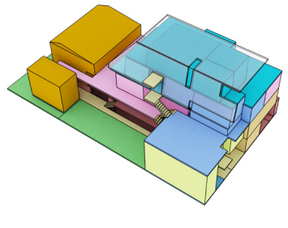
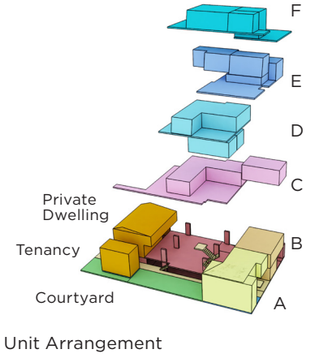


Long Section

DENSITY AND DIVERSITY DONE WELL



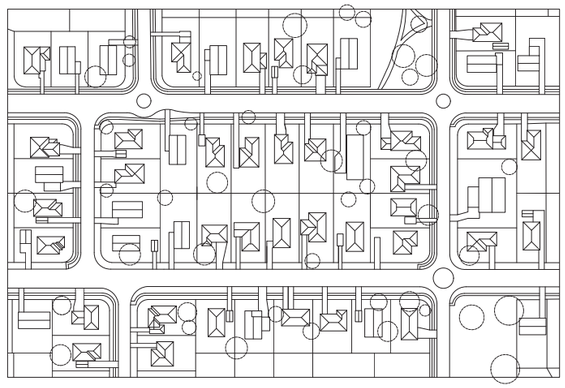
Axonometric



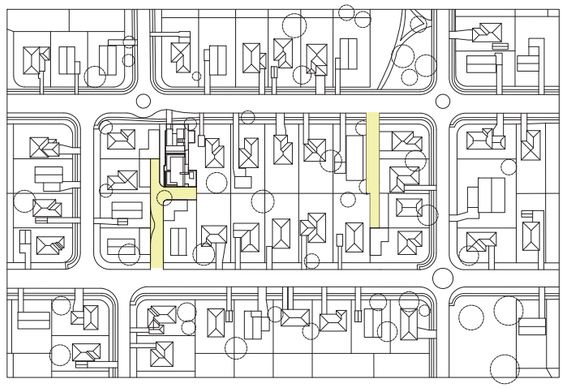
Unit Arrangement

Type	No. Bed/Bath	Internal Area	External Space Covered	External Space Uncovered
Commercial	Tenancy	20m2	17m2	
Private Dwelling	3 Bed/ 2 Bath House	136m2	9m2	21m2
Tower House Units				
A.	1 Bed/Study/2 Bath	85m2	9m2	
B.	2 Bed/ 2 Bath	87m2	9m2	
C.	2 Bed/ 2 Bath	82m2	8m2	41m2
D.	2 Bed/ 2 Bath	79m2	8m2	46m2
E.	2 Bed/ 2 Bath	72m2	11m2	11m2
F.	3 Bed/ 3 Bath	104m2	4m2	82m2
Site	Total Site Area	Site Cover	External Space	
	637m2	71%	184m2	

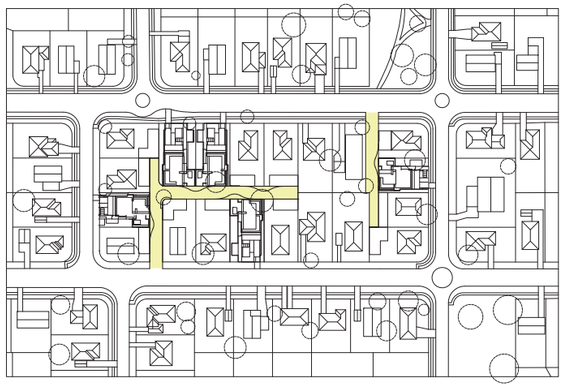
Development Summary



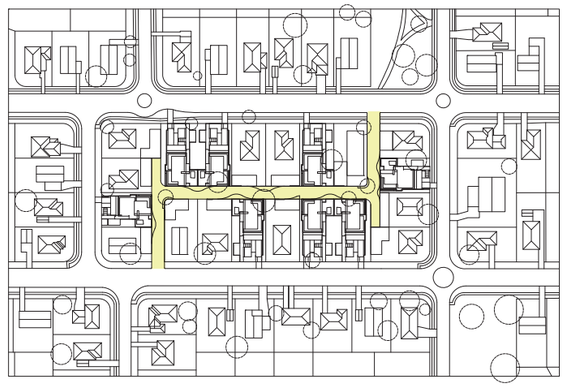
Existing



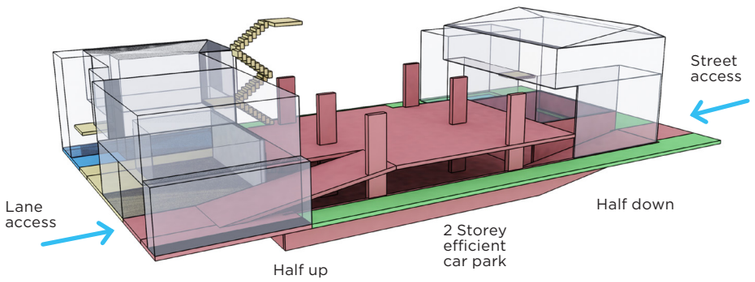
Phase 1



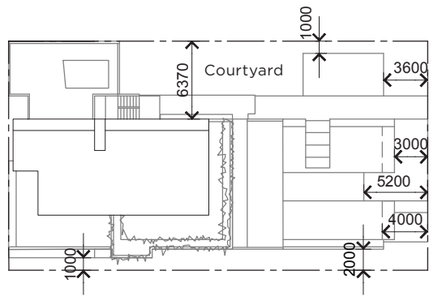
Phase 2



Phase 3



Split Carpark



Setbacks

Laneway View

DENSITY AND DIVERSITY DONE WELL