

Box Parkview Pty Ltd



Development Plan Guidelines

64-70 Box Street, Doveton

20 APRIL 2017

Design Guidelines - Introduction

The following design guidelines will inform more detailed design of the development area ensuring it is a complementary addition to the local community and provides a variety of high quality housing choices, movement networks and open space linkages.

Site Specific

The development of the subject site will be site specific in its provision of new medium density housing on this former school site. This means it will respond to the surrounding context of generally low scale residential development to the north, south and east; commercial development to the south-west; and recreation/open space to the north and west.



Figure 1: Development Plan

▬▬▬▬▬▬	Category 1 Road		Indicative new street tree planting
▬▬▬▬▬▬	Category 2 Road		New Green Links (min 10m)
▬▬▬▬▬▬	Category 3 Road		Tree Retention Zone
←	Vehicle Access	- - - - -	Built form setbacks to retain trees within property boundary
	2-3 Storey		Transitional treatment to road surface to indicate private road
	2 Storey (Apartment)		
	2 Storey		
	1 Storey		

1.1 Landscape and Open Space

The subject site has significant remanent vegetation, a legacy of its school campus days, that has been identified as suitable for retention. It is also a corner site that is wrapped along its northern and western edges by existing open space including the Dandenong Workers Social Club and Golf Course to the north and the Thomas P Carroll Reserve with playing fields to the west.

These open space interfaces and existing groups of vegetation provide opportunities to create linkages between the tree groupings and the open spaces (Figure 2) including from:

- The band of trees located adjacent Claret Street, and
- The collection of trees along Box Street.

Landscape and Open Space Guidelines

- 1.1.1 Retain all trees nominated in Figure 2.
- 1.1.2 Provide street-tree planting along all Category 1 and Category 2 Roads.
- 1.1.3 Encourage small tree planting in Category 3 Roads.
- 1.1.4 Encourage tree planting within front setbacks of residential dwellings.
- 1.1.5 Utilise different tree species along different road categories to aid in wayfinding / place making and to maximise larger canopy trees in wider verges.
- 1.1.6 Include a variety of grasses, shrubs and trees in the green links to provide increased biodiversity opportunities.
- 1.1.7 Investigate the use of grasses and groundcovers in verges to increase biodiversity.



Figure 2: Landscaping and Open Space

- Street Tree Planting
- New Green Links (min 10m)
- Tree Retention Zone
- Built form setbacks to retain trees within property boundary

1.2 Movement, Circulation & Permeability

Movement through the site should be viewed from pedestrian, cycle and vehicle aspects. A hierarchy of streets will help provide clear wayfinding (Figure 6). Visual queues such as changing surface materials and different road widths will help identify appropriate traffic behaviour on these streets with the aim of prioritising pedestrian movement.

1.2.1 Category 1 Primary Roads (14.2m road reserve)

These roads provide the major circulation route through the site. The 14.2m road reserve allows for a 5.7 metre carriageway, footpaths on both sides, vegetated verges and indent car parking (Figure 3).

1.2.2 Category 2 Secondary Roads (10m road reserve)

These roads provide the secondary routes through the site. They have a footpath on one side with tree planting on the opposite side. Where these roads run east-west, the planting is proposed on the northern side of the road to maximise shade of the bitumen and minimise overshadowing of the dwellings on the southern side (Figure 4).

1.2.3 Category 3 Laneways (7m road reserve – shared zone)

These laneways and shared use zones provide the fine grain circulation through the site. A varied surface should be considered to help slow traffic and indicate a low order road. Guidelines for Shared Use Zones should be considered in the detail design of the lanes (e.g. VicRoads Manual). The design of these laneways should also allow for some small tree planting (Figure 5).

- 1.2.4 Ensure some interfaces with neighbouring open spaces include Category 3 Laneways to allow for pedestrian, cycle and vehicular circulation around the edges of the site and to avoid a predominance of 'back fences' along these interfaces.

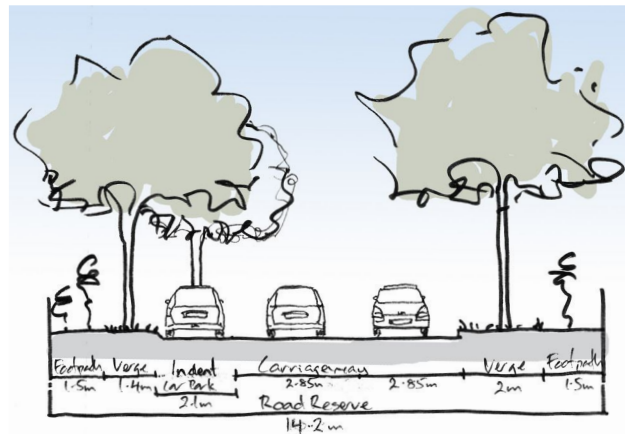


Figure 3: Category 1 Primary Roads

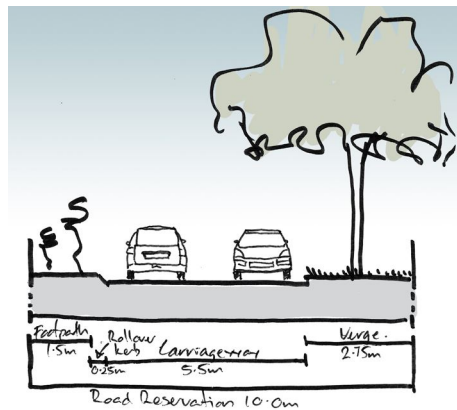


Figure 4: Category 2 Secondary Roads

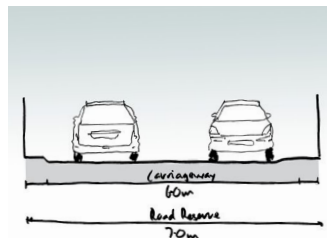


Figure 5: Category 3 Laneways

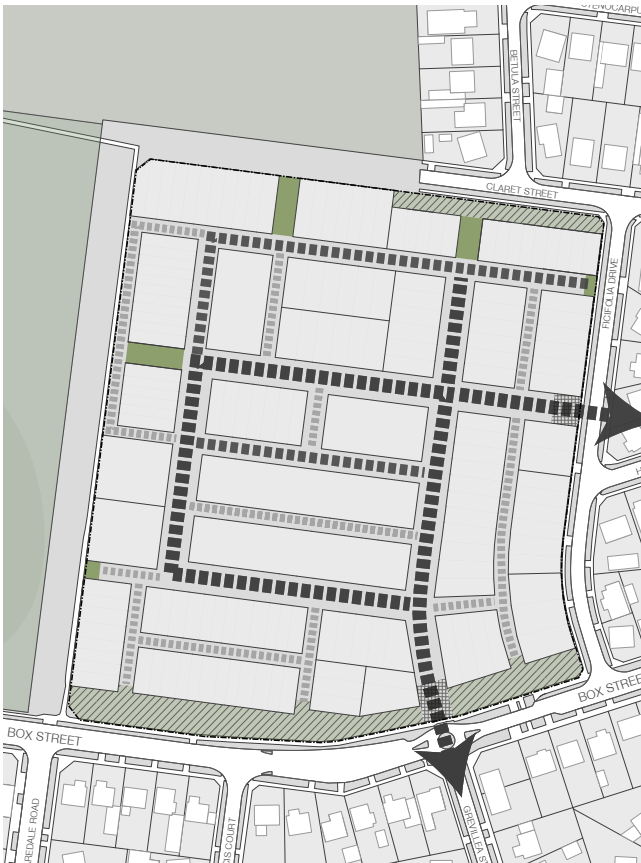


Figure 6: Road Hierarchy

- ▬▬▬▬▬▬ Category 1 Road
- ▬▬▬▬▬▬ Category 2 Road
- ▬▬▬▬▬▬ Category 3 Road
- ▬▬▬▬▬▬ Transitional treatment to road surface to indicate private road

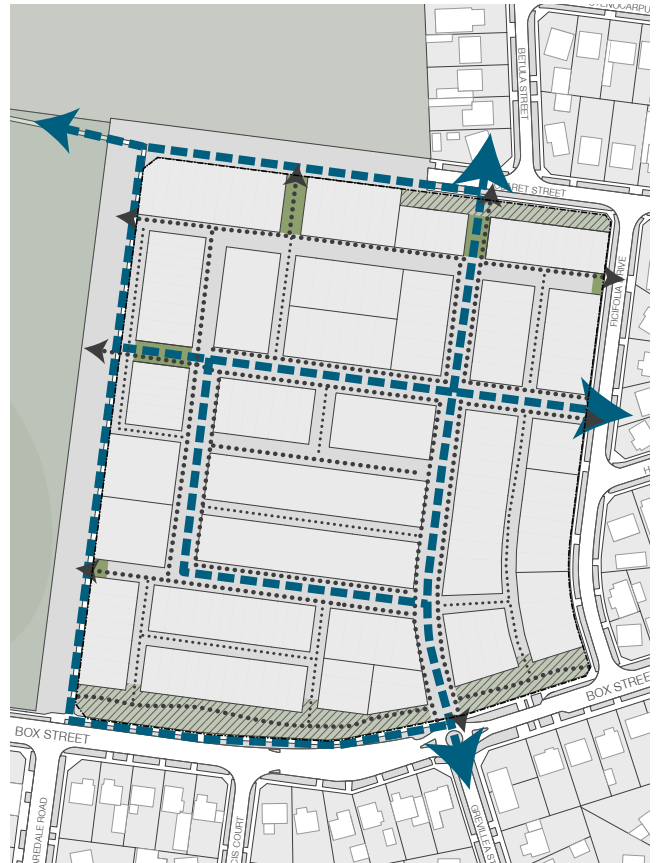


Figure 7: Pedestrian and Cycling Permeability

- ▬▬▬▬▬▬ Cyclist Movement
- Pedestrian Movement

1.3 Views and Vistas

The views from the site and through the site are important features of place making and wayfinding. As shown in Figure 8 there are a number of key view corridors that have been identified through the site and along the boundaries. These allow for visual permeability from one site boundary to the other and help knit the new residential street network into the exiting network.

The outlook from the site will provide very good visual amenity for the built form along these edges, as well as from the green links and laneway links proposed around the northern and western edges.

Views and Vistas Guidelines

- 1.3.1 Provide direct lines of sight along a number of internal streets to green links and laneways providing visual permeability through the site.
- 1.3.2 Encourage living areas at upper levels around the boundary to provide increased visual amenity from the dwellings over the open spaces as well as increased opportunities for passive surveillance of these spaces.
- 1.3.3 Reinforce the valued views of the existing trees to be retained by providing;
 - Infill or continued linear planting in the case of avenues of trees (Claret Street), and
 - By providing complimentary tree and lower level landscaping in more organic tree groupings such as along Box Street.



Figure 8: View Lines

●—→—* Visual Permeability

1.4 Built Form

The proposed built form on the site will respond to:

- The existing surrounding residential context,
- The existing open space context,
- The Casey Planning Scheme including:
 - The Residential Growth Zone which nominates the site as one of significant strategic value that is appropriate for higher density and high quality residential development

Higher density housing in the suburban context is often supplied in a variety of attached dwellings in four or six pack configurations, townhouses and smaller apartment blocks. These forms often share side boundaries and can be narrower than more traditional lots.

These shared boundaries offer some advantages such as increased passive environmental performance due to decreased sun exposure and efficiency of materials, however the narrow lots do have challenges resulting from the need for offsite car parking and the resulting dominance of garages. Along with a careful selection of high quality typologies, the guidelines below seek to address these challenges.

The three dimensional massing diagrams give a general indication as to how the future development of the site may appear. The diagrams include an aerial within the site (Figure 10) and perspective from Ficifolia Drive (Figure 12) showing heights and massing responsive to the existing residential scale.

Built Form Guidelines

Siting

- 1.4.1 Built form product, where possible, should be rear loaded off laneways providing the maximum activation on the primary and secondary street interfaces.
- 1.4.2 Where dwellings have their vehicle access directly off primary and secondary roads, these frontages should also include a separate front door entry (not inside the garage) and provide passive surveillance and activation of the streetscape at the first level through habitable rooms and balconies overlooking the street.

- 1.4.3 Where development parcels are double fronted (interfacing with two streets) the vehicle access ways should be interspersed along both frontages to avoid one fully 'inactive' facade dominated by garages.

Amenity

- 1.4.4 Consider the Better Apartment Design Standards (DELWP December 2016) for apartment dwellings including apartment size, ceiling heights, natural ventilation, storage facilities, access to private open and accessibility.
- 1.4.5 Maximise views from living spaces to the public open spaces and existing vegetation.
- 1.4.6 Ensure links to existing and proposed public open spaces are safe, legible and attractive.
- 1.4.7 Dwellings should address visual and acoustic privacy through passive design solutions by considering the placement of sensitive uses such as living areas and bedrooms in relation to neighbouring developments and utilising movement corridors on boundary walls such as stairs to provide acoustic buffers. Visual amenity should be provided by ensuring window placement minimising opportunities for overlooking.

Built Form

- 1.4.8 Provide a variety of one, two and three storey residential typologies to ensure a variety of housing options on the site (Figure 9).
- 1.4.9 If appropriate, consideration could be given to four storey development as considered in the planning scheme however this height should be located around the centre of the site and all amenity impacts should be restricted to the site including overshadowing of existing and proposed open spaces.
- 1.4.10 Rows of attached townhouses should seek to have a physical break approximately every 70 metres. Where this is not achieved, the typology should offer some variation at

the streetscape which may include all or a combination of;

- varied ground, first and/or second floor setbacks,
- a significant change in material, colour and texture of facade treatments,
- varied lots widths, and
- varied landscape treatments in the front setback.

- 1.4.11 A variety of materials and colours should be considered for the façade of dwellings, including those of a similar typology, to ensure a rich and interesting streetscape allowing for individual expression.
- 1.4.12 Front fencing, where provided should be no more than 1.5 metres high and constructed of permeable materials (25% transparent).
- 1.4.13 Provide active edges and passive surveillance to public realm by avoiding fences and blank facades to interfaces. Side and rear fencing should not exceed 1.8m in height. 1.8 metre side fencing on secondary street frontages (corner lots) is only to be permitted adjacent to secluded private open space.

Environment

- 1.4.14 Dwellings should achieve a 6-star green star rating incorporating passive design principles including:
- appropriate solar orientation to make appropriate use of solar energy and reduce heat loading
 - provision of water tanks
 - provision of solar panels



Figure 9: Built Form Transition

- ⚡ Interfaces with Existing Residential
- ← Vehicle Access
- ⋯ Primary Frontage
- 3 Storey
- ▤ 2 Storey (Apartment Typology)
- 2 Storey
- 1 Storey



Figure 10: Aerial 3D indicative bulk and massing with context built form



Figure 11: 3D indicative bulk and massing along Ficifolia Drive looking north from Box Street



Figure 12: Lot Typologies

Indicative Housing Typologies

- A 2 Storey Townhouses
Rear Loaded - Front Setback 2.5-2.9m
- B 2 Storey
Front Loaded - Front Setback 5.2m
- C 2 Storey Four Pack
Shared Access - Front Setback 4.2m
- D 2 Storey
Rear Loaded - Front Setback 6m
- E 2 Storey
Rear Loaded - Front Setback 2-3.7m
- F 2 Storey Apartment Block (1&2 Bedroom)
Front Setback 2.2-5m
- G 1 Storey Detached
Rear Loaded - Front Setback 1.5-2.5m
- H 2 Storey Townhouse
Rear Loaded - Front Setback 1.8-2.8m
- I 2-3 Storey Townhouses (Reserve)
Rear Loaded - Front Setback 3.5m
- J 2-3 Storey Townhouses (Golf Course)
Rear Loaded - Front Setback 7m
- K 2 Storey Townhouses (Tree Reserve)
Rear Loaded - Front Setback 2m



Figure 13: Shadow Diagram - 22 September 10am



Figure 14: Shadow Diagram - 22 September 1pm



Figure 15: Shadow Diagram - 22 September 1pm

