

# Built form Guidelines



## Frankston Metropolitan Activity Centre

Precinct 8 - Health & Education

Precinct 9 - Cranbourne Road Office & Commercial

*JULY 2018*



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*This document was adopted by Council on 2 July 2018*

# 1. Introduction

## 1.1 About the Guidelines

### Purpose

The purpose of this document is to provide built form guidance for Precinct 8 - Health & Education & Precinct 9 - Cranbourne Road Office & Commercial within the Frankston Metropolitan Activities Area. The guidelines will be used to guide the design of developments, be utilised in the preparation of planning permit applications and be utilised by Council for the assessment of permit applications.

The guidelines aim to ensure that future development provides a high level of amenity for employees, residents, visitors and neighbours, and sets benchmarks in design quality.

### Why the guidelines are needed

The Frankston Metropolitan Activity Centre (FMAC) is one of only nine activity areas identified by state government across metropolitan Melbourne. These activity areas are seen to be the future regional centres that will provide business, employment and housing concentrations that will assist in accommodating anticipated population growth in Victoria.

Frankston City Council wishes to capitalise on the FMAC's bayside position, gateway to the Mornington Peninsula and its access to major transport links. Whilst looking to grow investment and employment and improve public infrastructure in the central business precinct, there is also a significant opportunity for office, commercial & residential development along Cranbourne Road to support the city centre.

It is critical that this area is planned to the highest standard to enhance streetscapes and provide for a high level of amenity for employees, residents and visitors. The guidelines have been prepared to ensure this occurs.

### Guideline Objectives

The objectives of the Guidelines are:

- To facilitate the development of high quality, amenable, and attractive office and commercial development and residential development on upper levels
- To ensure that the highest level of amenity is provided for employees, visitors and residents
- To respond to a variety of commercial office and residential needs both now and into the future
- To ensure that development provides excellence in the standard of architecture and ESD
- To support existing State and Local planning objectives

## 1.2 How to use the guidelines

### Where they apply

The Guidelines apply to Precinct 8 & 9 as identified in the FMAC Structure Plan

### How they are Structured

The guidelines are structured in six sections as described below:

**Section 1 - Introduction** - Provides the overall objectives for the guidelines and instructions on how they apply and should be used

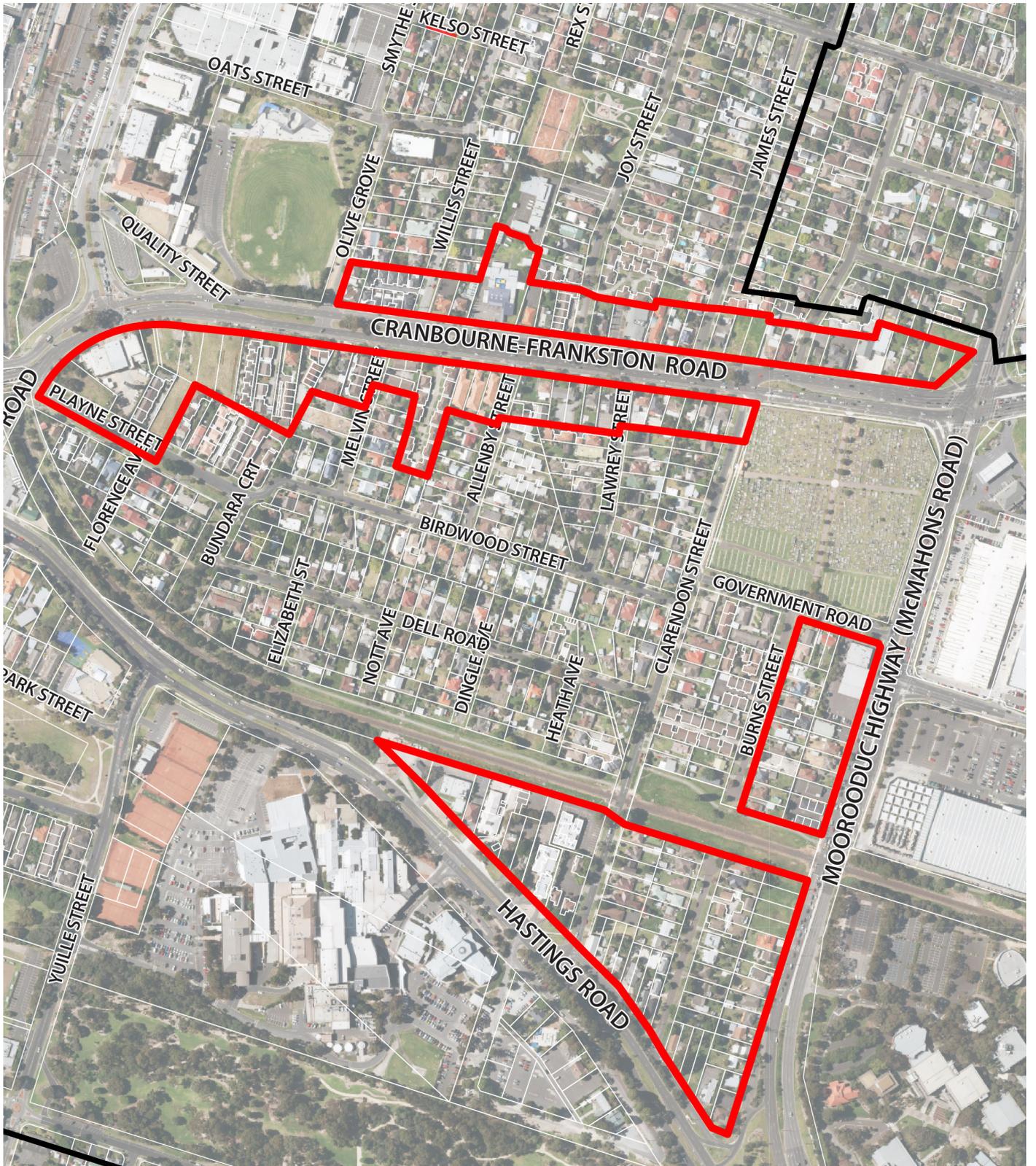
**Section 2 - Site Response** - Provides guidance on how the development should be sited and orientated on a site, and how open space and landscaping should be provided

**Section 3 - Building Form and Design** - Provides guidance on elements such as building height and form, street interface, roof form and materials

**Section 4 - Services and Amenity** - Provides guidance on the services that are provided for a site and guidance on both internal amenity for the proposed development and amenity impacts on neighbouring properties.

**Section 5 - Car Parking and Access** - Provides guidance on pedestrian and cycle access as well as car parking and vehicle access

**Section 6 - Development Typologies** - Demonstrates how the guidelines would be applied on typical lots in the study area. A number of design scenarios are tested within this section.



Precinct 8 and 9

## 2. Site Response

### 2.1 Precincts

#### Objectives

Strengthen Frankston's role as a major health and education hub through the location of ancillary health, medical and educational services that compliment Frankston Hospital, Frankston Private Hospital, Monash University and Chisholm TAFE.

Encourage development along Hastings and Cranbourne Roads that is responsive to their roles as gateways to the City Centre.

Encourage the development of office suits along Cranbourne Road.

Ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to obtain reasonable solar access.

Integrate health and education uses as part of mixed use development.

Encourage housing at increased densities on upper levels of new development.

Ensure that the location and design of car parks, loading bays and services areas promotes active street frontages, does not dominate public spaces and supports safe use and access.

Encourage open, landscaped street frontages and activated building interfaces that promote subservience of adjoining streets.

#### Precinct 8 - Health & Education

The Health and Education Precinct takes in the Frankston Public and Private Hospitals, the area between Hastings Road and the railway line, and the Frankston campuses of Monash University and Chisholm Institute. Frankston's role as the major health and education hub for the south east and Mornington Peninsula will be strengthened through additional health and educational services within the Precinct.

The area between Hastings road and the railway line will continue its transition to consulting rooms and smaller scale medical uses that are complementary to the hospitals. New health uses will be encouraged to locate on consolidated sites within purpose-built facilities.

Monash University and Chisholm Institute will be encouraged to intensify the use of their existing sites and establish satellite campuses within the City Centre to help meet future expansion needs.

Pedestrian and off-road cycle links between the precinct and the City Centre will be strengthened.

#### Precinct 9 - Cranbourne Road Office & Commercial

The Cranbourne Road Office and Commercial Precinct will provide a location for small businesses and start up opportunities seeking to take advantage of convenient access to major road links, the railway station and the City Centre.

New development will provide visual interest to the street using articulation, balconies, windows and a mix of high quality materials on all facades. Pedestrian entries will be clearly visible from the street while the visual impact of car parking is minimised through landscaping and locating car parking facilities to the side, rear or underneath buildings.

The precinct will also provide housing at increased densities particularly at upper levels.

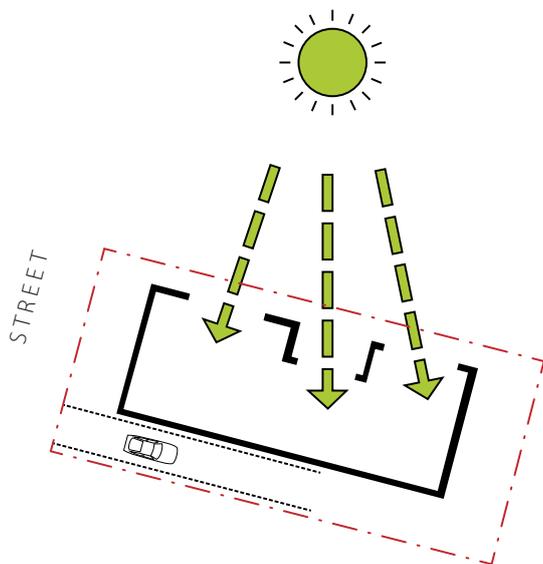
## 2.2 Building Orientation & Siting

### Objectives

- 01 To ensure that site conditions including those on adjoining sites are considered
- 02 To provide good opportunities for solar access to habitable spaces
- 03 To ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to gain reasonable solar access

### Guidelines

- 2.2.1 Development should respond to existing conditions including adjoining uses, topography, vegetation and views
- 2.2.2 Siting of development should allow for adequate light and sun penetration to existing and future development on adjoining properties. Buildings should be sited away from main habitable rooms and private and communal open space on adjoining properties
- 2.2.3 Buildings should be sited and oriented to maximise opportunities for solar access to habitable and open space areas.
- 2.2.4 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 2.2.5 Maximise orientation of the buildings to benefit from cooling breezes



Orient buildings to allow for good solar access to living areas and private open space

## 2.3 Front Setbacks

### Objectives

- 01 To support the preferred general streetscape character of a tree-lined streets and landscaped front gardens
- 02 To provide opportunities for deep planting to front setbacks
- 03 To support the gradual implementation of consistent street setbacks
- 04 To provide a reasonable level of privacy to building occupants while encouraging passive surveillance of streets

### Guidelines

- 2.3.1 Front street setbacks should be a minimum of 3m
- 2.3.2 Front setback areas should be free of structures such as rainwater tanks and outbuildings
- 2.3.3 Car parking should not be located in the front setback
- 2.3.4 On corner lots, front walls facing the side street should be setback a minimum of 3 metres
- 2.3.5 The front setback must be landscaped with permeable surfaces and plants with the exception of driveways and pathways

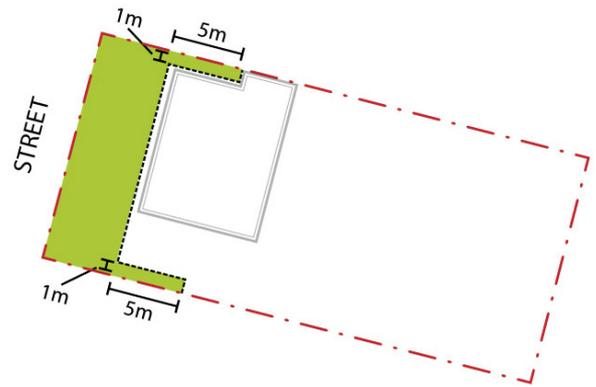
### 2.4 Side and Rear Setbacks

#### Objectives

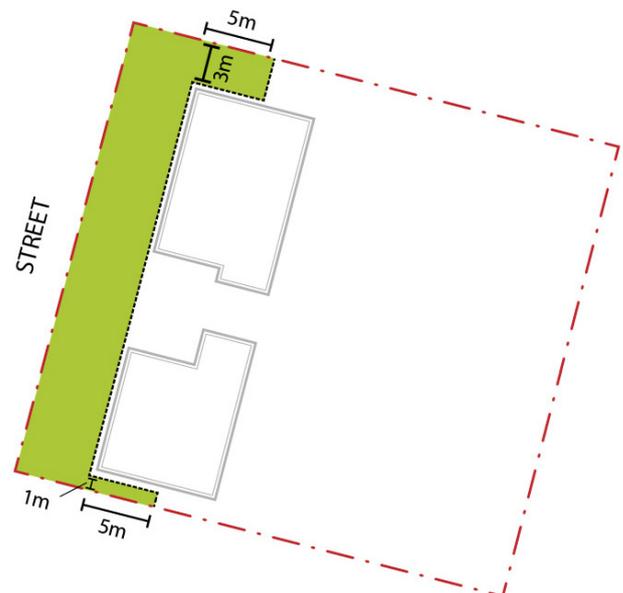
- O1 To support the preferred general neighbourhood character of buildings separated by areas of planting**
- O2 To provide opportunities for daylight access and natural ventilation to buildings**

#### Guidelines

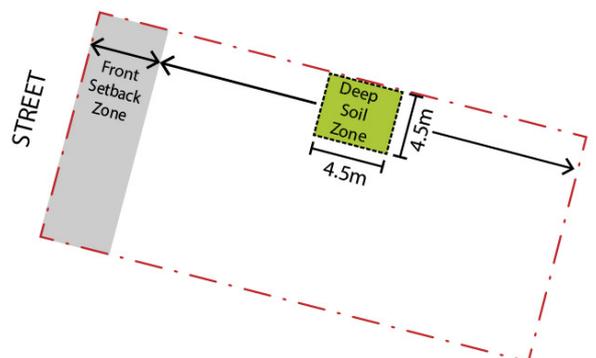
- 2.4.1 Buildings on single lots should be set back by at least 1m from each side boundary for the first 5 metres of the buildings that front to the street
- 2.4.2 Buildings on consolidated lots should be set back by 3m to one side boundary and 1m to the other side boundary for the first 5 metres of the buildings that front to the street
- 2.4.3 Walls on boundaries are permitted provided they are set back 5m from the front wall of the buildings that front to the street and in accordance with ResCode provisions at Clause 55.04-2
- 2.4.4 A minimum of one 4.5m x 4.5m wide deep soil zones should be provided adjacent to one side boundary on a standard lot and two side boundaries on consolidated lots, for a minimum of 4.5m in length. Side boundary deep soil zones are not to encroach into front street setback areas
- 2.4.5 Where a neighbouring development includes residential use, separation between buildings should utilise a 9 metre distance where possible to avoid overlooking. This may be able to be accommodated with adjoining landscape zones to side setbacks
- 2.4.6 In addition to guidelines 2.4.1, 2.4.2, 2.4.3 and 2.4.4, side and rear setbacks should be in accordance with ResCode provisions at Clause 55.04-1
- 2.4.7 Balconies and shading devices may encroach into side boundary deep planting zones by up to 1m where it can be demonstrated that such encroachment will not impact on tree growth, to the satisfaction of the Responsible Authority
- 2.4.8 For buildings of more than 2 floors, the wall/s of the floor/s above the 2nd floor must be setback from the floor below a minimum of 2.5meters to the street and rear. Balconies may encroach into this setback. All balustrades should have a minimum transparency of 40%
- 2.4.9 On street corner allotments the above requirements for front, side and rear setbacks may be varied to provide appropriate activated and landscaped interfaces to both streets.



Side setback requirements for a standard single lot



Side setback requirements for a double consolidated lot



Deep soil zone located on single lot

## 2.5 Landscape Design

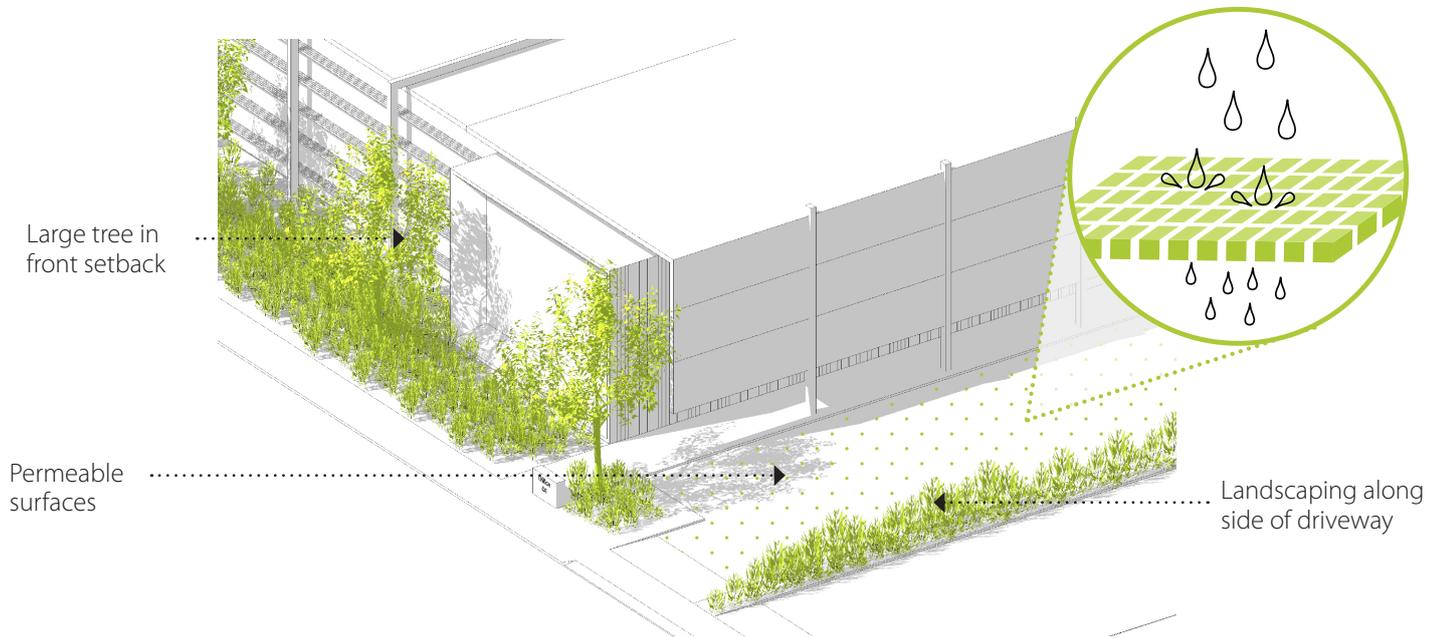
### Objectives

- O1 To support and improve tree canopy coverage by providing areas for deep soil zones in the setbacks of buildings**
- O2 To promote Water Sensitive Urban Design (WSUD)**
- O3 To provide high quality landscaping within the front setback that enhances the setting of buildings in the street**
- O4 To provide low maintenance and drought tolerant landscaping**

### Guidelines

- 2.5.1 Retain and protect existing mature trees where possible and integrate into the overall site planning
- 2.5.2 The landscape plan should respond to the site soil types, drainage conditions and other climatic factors
- 2.5.3 A minimum of 30% of the site area should be permeable unless on-site storm water run-off is managed through alternative methods such as green roofs, raingardens and on-site bio-retention, to the satisfaction of the Responsible Authority
- 2.5.4 Front setbacks should be planted with a minimum of one canopy tree per standard lot frontage combined with lower scale planting. The canopy tree should be capable of reaching a minimum of 7m in height
- 2.5.5 The front setback may incorporate bike racks, seating, raised garden beds, lighting or other hard and soft landscaping elements that complement the space and contribute to the streetscape
- 2.5.6 Provide elements within the front setback that will encourage the use of the space by residents staff and visitors. This could include landscaped areas incorporating seating and grassed areas
- 2.5.7 Corner sites should provide landscaped setbacks to both street frontages to the satisfaction of the Responsible Authority
- 2.5.8 Where possible locate deep soil zones to the north side of the lot and adjacent to a deep soil zone on adjoining properties to form contiguous areas for large tree planting
- 2.5.9 Where canopy trees are to be provided, deep soil zones should be a minimum of 4.5m x 4.5m to enable sufficient space for root zones. Landscaped areas of shrub, grasses, sedges and groundcovers should be a minimum of 2 metres in width to provide for the effective impact of planting
- 2.5.10 Trees should be carefully selected and sited to allow scope for intended growth and structural protection of buildings
- 2.5.11 Vehicle access ways should be offset from the side boundary by a minimum of 1m to provide sufficient space for landscaping. Meander the driveway where practicable to provide large planting spaces for trees within the driveway
- 2.5.12 Utilise water sensitive urban design (WSUD) techniques to treat stormwater run-off from car parks and passively irrigate vegetation
- 2.5.13 Landscape areas should be planted with species that are low maintenance and hardy, and do not require irrigation from the potable water supply. Species selection should generally provide an emphasis on native and indigenous plants that are appropriate to the site

## 2. Site Response



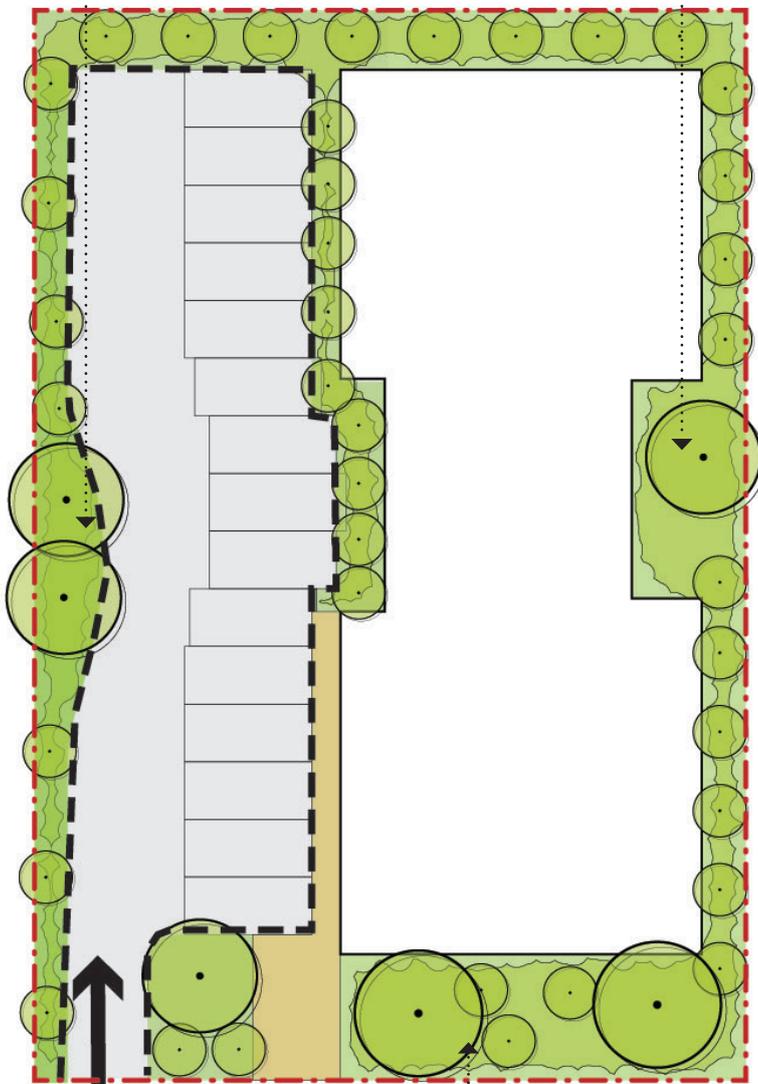
Setback landscaping and permeable paving



An example where the building has been sited and designed to retain a remnant tree

Expanded landscape area to provide for tree planting within driveway

Deep soil zone in side setback



View along driveway to vegetation

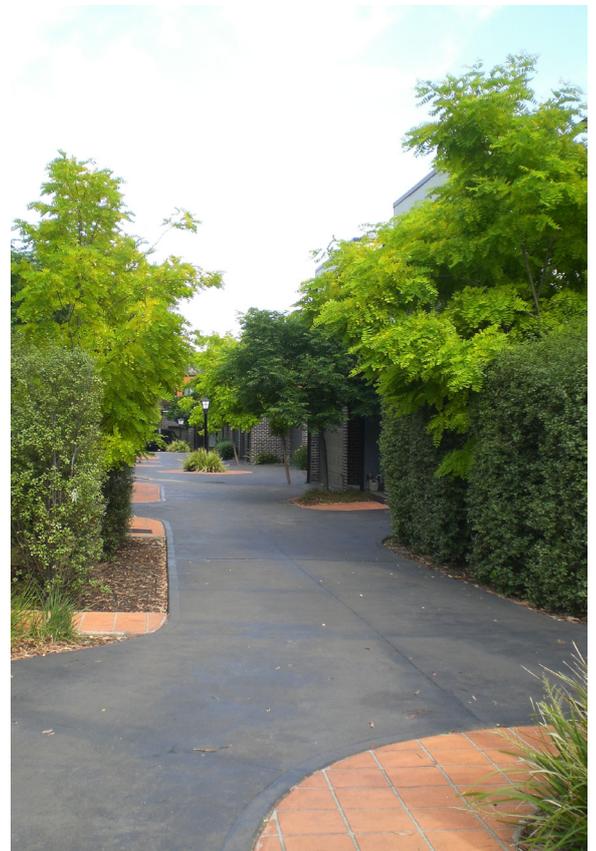
STREET

Landscaped front setback with large trees

Landscaping along the driveway



This example of a landscaped area is wide enough to provide for a mix of grasses, shrubs and trees and have a strong impact on the streetscape



An example of how a driveway can be landscaped

### 2.6 Communal Open Space

#### Objectives

- O1 To provide areas of outdoor space for residents staff and visitors**
- O2 To ensure that Outdoor communal space is usable and functional**

#### Guidelines

- 2.6.1 Developments should incorporate a minimum of 40m<sup>2</sup> of communal open space
- 2.6.2 The area must be capable of containing a rectangle of 3m x 4m. The space should have minimal level changes
- 2.6.3 Rooftop gardens may be used to accommodate communal open space. They should be set back within the roof envelope to restrict overlooking and minimise bulk.
- 2.6.4 Services such as air conditioning units, rainwater tanks and hot water units must not encroach into communal open space areas that are less than 45m<sup>2</sup>
- 2.6.5 Communal open space should be located to take advantage of northern aspect (where practicable), connect to internal common areas, and be landscaped with shade trees and seating
- 2.6.6 Communal open space and access paths should incorporate baffled outdoor lighting

# 3. Building Form and Design

## 3.1 Building Height

### Objectives

- O1** To support more efficient use of land by promoting the development of buildings of up to 14m in height
- O2** To encourage a boulevard character along Cranbourne Road and Hastings Road
- O3** To enable good floor-to-ceiling heights, integrated architectural screening of roof-mounted plant and services, and articulated roof forms

### Guidelines

- 3.1.1 Building height is to be measured from natural ground level to the underside of Finished Ceiling Level (FCL) of habitable rooms
- 3.1.2 Roof forms should extend no greater than 1.8m above the maximum building height
- 3.1.3 Roof plant and services may extend beyond the maximum roof height to the satisfaction of the Responsible Authority and must be appropriately screened

## 3.2 Building Form

### Objectives

- O1** To provide a sense of address to buildings
- O2** To support a preferred boulevard character
- O3** To allow for the integration of functional architectural elements into the overall building design

### Guidelines

- 3.2.1 Articulate building façades through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams
- 3.2.2 Lighter and less detailed materials should generally be used on upper levels
- 3.2.3 On consolidated lots the streetscape interface of the development should break up the building bulk through significant penetration into the building mass
- 3.2.4 Window proportions and alignment should respect neighbouring buildings
- 3.2.5 Buildings constructed along long boundaries such as, corner lots and across double consolidated lots, should be separated to reflect the detached character of the precincts

## 3.3 Street Interface

### Objectives

- O1 To promote open streetscapes through low to medium height transparent front fencing**
- O2 To provide front building entries that are easily identifiable and complement the overall architectural design**
- O3 To enable passive surveillance of streets and public space through considered window composition and active uses facing the street**

### Guidelines

- 3.3.1 Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as garages and bathrooms, should be located away from street-facing facades where practicable
- 3.3.2 Buildings should provide a minimum of 60% glazing in the facade that fronts the street. Where this is not practical, it will need to be demonstrated that the front facade contributes positively to the streetscape and provides passive surveillance of the street
- 3.3.3 On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries
- 3.3.4 The building entries should directly front the street and be clearly defined and legible from the public realm. Lift cores should not face the street
- 3.3.5 Integrate pedestrian access ramps with the overall design and landscape so that they are convenient, use similar materials and colour palettes as the building. Ramps should not dominate the visual appearance of pedestrian ingress/egress spaces
- 3.3.6 Walls facing streets and laneways are to be punctuated by openings to provide passive surveillance
- 3.3.7 Ground floor street-facing facades should incorporate visual permeability and avoid residential architectural expression
- 3.3.8 Street facing entries should generally be recessed within the overall facade by 1.2m and form a clearly identifiable element in the facade composition. Projecting entry porticos are not consistent with the neighbourhood character of the precincts
- 3.3.9 Pathways are to be provided to front entries
- 3.3.10 Seating should be integrated into building facades at front entries, where practicable
- 3.3.11 Weather protection should be provided at front

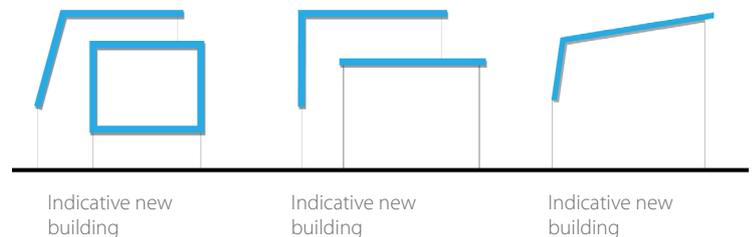
## 3.4 Roof Design

### Objectives

- O1 To provide skyline interest to streetscapes**
- O2 To ensure roof design is integrated with the proportions and facade of the building**

### Guidelines

- 3.4.1 Roof forms should be integrated with the overall building facade design
- 3.4.2 On larger buildings articulate or divide roof forms into distinct sections in order to minimise visual bulk and respond to the roof proportions of existing buildings
- 3.4.3 Services and equipment such as plant, lift cores, heating and cooling should be contained within the roof form or screened behind a parapet so that they are not visible
- 3.4.4 Consider site orientation in the design of roof forms so that element such as eaves can respond to solar access



Roof form response



An example of a roof form integrated with the design of the building facade

## 3.5 Materials and Detailing

### Objectives

- O1** To ensure that buildings compliment and respect preferred neighbourhood character.
- O2** To provide visual interest and sense of address.

### Guidelines

- 3.5.1 Building facades should be clad with non-monolithic materials, such as brickwork, weatherboards or other articulated cladding. Large areas of rendered wall surface is discouraged
- 3.5.2 New development should utilize simple details and forms. Avoid excessive detailing in facades
- 3.5.3 Building facades should use a maximum of 3 different primary cladding materials. (Use of a wide variety of cladding types is no substitute for meaningful building articulation.)
- 3.5.4 Architectural detail of eaves should be considered as part of the design
- 3.5.5 Architectural detailing should not replicate past architectural styles



Building composed from detailed materials



An example of simple detailing and form



An example of mixed use development

# 4. Services, Signage and Amenity

## 4.1 Site Services

### Objectives

- O1 To ensure that site services, such as water, power, gas, communications and waste, can be easily accessed and maintained**
- O2 To ensure that site services are incorporated into the design of developments**
- O3 To encourage use of sustainable technologies**

### Guidelines

- 4.1.1 Adequate space is to be provided within developments to accommodate for services to be easily installed and maintained
- 4.1.2 Allow appropriate redundant space to allow for the installation of future site services, such as communications infrastructure and 'third pipe' water infrastructure
- 4.1.3 Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building or development and be screened with materials and details common to the development
- 4.1.4 Adequate space should be provided for rubbish and recycling bin storage. Bin storage is to be screened and incorporated into the design of the development. Bin storage should not be located within the front setback
- 4.1.5 Solar boosted hot water systems are to be provided where practicable
- 4.1.6 Incorporate rainwater tanks on each building of at least 5,000 litres to collect runoff from roof areas. The water should be used for landscape irrigation, cleaning and toilet flushing
- 4.1.7 Where practical, incorporate grey water treatment and re-use systems (in accordance with EPA requirements)
- 4.1.8 Services and equipment such as plant, lift cores, heating and cooling should be contained within the roof form or screened behind a parapet so that they are not visible

## 4.2 Signage

### Objectives

- O1 To ensure signage and advertising is designed and located to be compatible with the character of the area**
- O2 To provide for the identification of businesses in a way that maintains the character and amenity of the street and is designed to be compatible with visually sensitive areas**
- O3 To ensure signage is informative and co-ordinated in a way that enables customers to easily locate the industry or business and determine its services**

### Guidelines

- 4.2.1 Signage should be integrated into the design of buildings by forming a logical element of the front facade and be in keeping with the scale of the facade. The expression line / building fascia between ground and first levels is generally a good location for signage
- 4.2.2 Signage should be limited in numbers to avoid visual clutter and unnecessary repetition.
- 4.2.3 Where there are multiple business occupancies within the one site, one shared sign should be provided that details the location of the businesses. A small identification sign may be provided for each business that is co-ordinated with the shared sign in terms of style and materials
- 4.2.4 Freestanding signage should be avoided and will only be permitted if it can be demonstrated that signage on the building facade will not provide effective business identification. If freestanding signage is permitted, it should integrate with the overall design of the site in terms of scale, form, landscaping and materials, and should not detract from the streetscape character and key views to the area
- 4.2.5 Signage attached to front fences should be avoided
- 4.2.6 Directional signage should be provided within sites to delineate entries and exits, staff and visitor parking, office /reception areas, and loading areas. Directional signage within the site should be consistent in style and form

## 4.3 Daylight & Sunlight Access

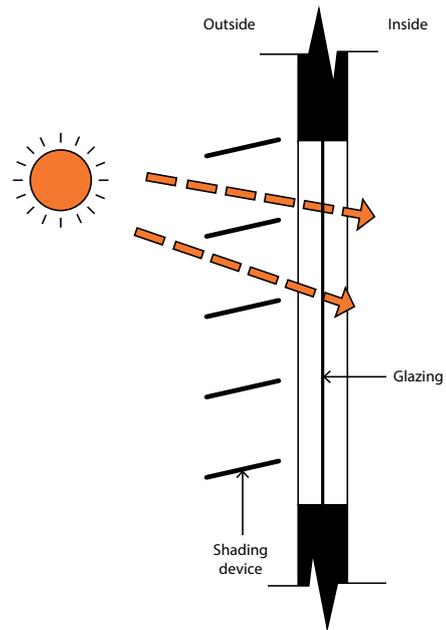
### Objectives

- O1** To provide adequate natural light to habitable spaces
- O2** To ensure that opportunities for passive solar gain to habitable rooms is maximised in winter months
- O3** To minimise solar gain in summer months
- O4** To discourage use of borrowed light and light courts to provide light to habitable rooms

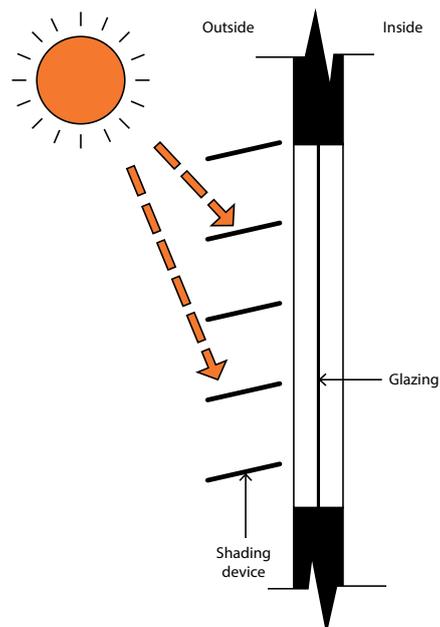
### Guidelines

- 4.3.1 Habitable rooms should have a window facing an outdoor space open to the sky
- 4.3.2 Building with sunlight access to both sides should have a maximum depth of 22m to enable adequate sunlight to habitable rooms
- 4.3.3 North and west facing glazing is to be protected by eaves or a shading device designed to allow solar penetration during colder months and minimise penetration of hot summer sun
  - Horizontal shading devices are best suited to generally north facing glazing
  - Vertical shading devices are best suited to generally west facing glazing

**N.B.** Refer to Council publication Ecologically Sustainable Development Design Guide – Buildings (City of Frankston 2010). These are a useful guide to assist with suitable ESD outcomes. These can be found on Council's website.



**Winter**



**Summer**

Horizontal shading designed to allow direct solar access to north facing rooms in winter and minimise direct solar access in summer

### 4.4 Acoustic Privacy

#### Objectives

- O1 To ensure that noise impacts on building occupants are minimised**

#### Guidelines

- 4.4.1 Buildings located near busy roads and other sources of noise should be designed to minimise noise impacts to habitable rooms
- 4.4.2 Solutions to minimising noise impacts may include double glazing, operable screening, solid balustrade treatments and landscaping

### 4.5 Internal Ceiling Heights

#### Objectives

- O1 To provide a good level of amenity and sense of space to rooms**
- O2 To allow for good levels of daylight penetration into habitable rooms**
- O3 To allow for appropriate servicing of office spaces**

#### Guidelines

- 4.5.1 Ceiling heights to habitable rooms on ground floor level are to be a minimum of 4.2m measured from Finished Floor Level (FFL) to underside of Finished Ceiling Level (FCL)
- 4.5.2 Ceiling heights to habitable rooms with a commercial use above ground floor level are to be a minimum of 3.0m measured from FFL to underside of FCL
- 4.5.3 Ceiling heights to non-habitable rooms are to be a minimum of 2.4m measured from FFL to underside of FCL
- 4.5.4 Where developments include residential use, ceiling heights to habitable residential rooms above ground floor level are to be as outlined in *Frankston Built Form Guidelines for Higher Density Residential Development - Frankston Central Activities Area*

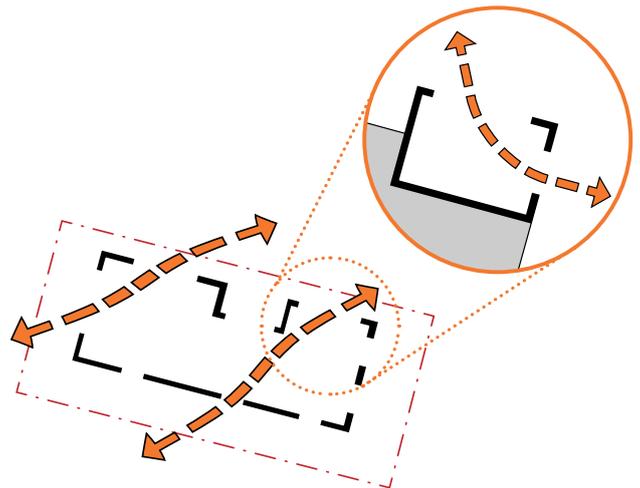
### 4.6 Natural Ventilation

#### Objectives

- O1 To provide fresh air ventilation to buildings**
- O2 To provide good levels of thermal comfort for building occupants**
- O3 To increase energy efficiency of buildings by reducing the need for mechanical ventilation**

#### Guidelines

- 4.6.1 Natural ventilation should be provided to all habitable spaces
- 4.6.2 Single sided ventilation of rooms should be minimised
- 4.6.3 Where practicable, building users should have control of, and be appropriately trained in, the operation of natural ventilation openings



**Provide natural cross ventilation of buildings. Where possible locate openings in 2 walls to rooms and apartments**

# 5. Car Parking and Access

## 5.1 Pedestrian and cycle access

### Objectives

- 01 To provide for safe, convenient and dignified access throughout developments by people with bikes, wheelchairs and prams**

### Guidelines

- 5.1.1 Pedestrian routes to public areas, such as site facilities and parking areas, and main entries to offices accessible from ground floor should be accessible to people with bikes, wheelchairs and prams
- 5.1.2 Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear viewlines between the exiting or entering vehicle and pedestrians
- 5.1.3 Pedestrian routes to public areas and main entries in a development should be lit with low-glare or baffled lighting
- 5.1.4 The location of bicycle parking should be easily accessible from the street and at ground level
- 5.1.5 Bicycle parking should be secure and / or located in an area subject to passive or active surveillance. Bicycle parking is to be compliant with Clause 52.34 of the Frankston Planing Scheme
- 5.1.6 Showers, lockers and change rooms should be provided in accordance with Clause 52.34 of the Frankston Planing Scheme



**An example of safe pedestrian access being provided in a car park**

## 5.2 Vehicle access and parking

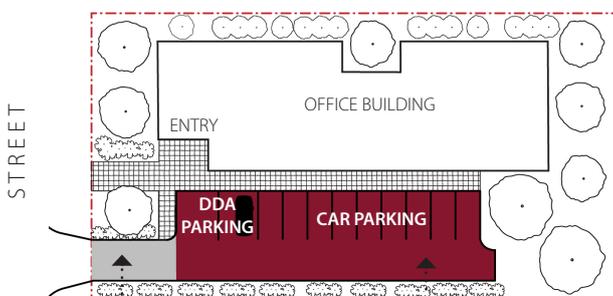
### Objectives

- 01 To ensure the location, design and layout of car parking and access is integrated with the overall site planning and building design**
- 02 To minimise vehicle cross-overs**
- 03 To provide safe and secure car parking**
- 04 To manage potential conflict between vehicles, building occupants, pedestrians and cyclists**
- 05 To minimise the visual impact of car parking and access from the street so that it does not adversely affect streetscape character**

### Guidelines

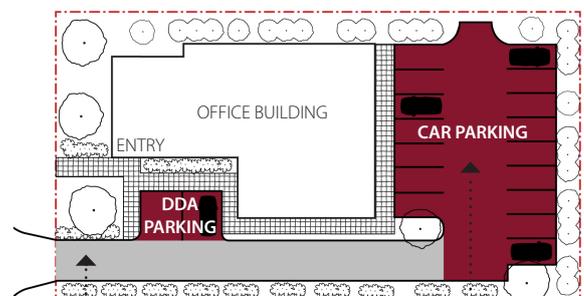
- 5.2.1 Provide 1 vehicle cross-over per site. This applies to standard single lots and consolidated lots. Two cross overs may be acceptable on corner lots. Re-use existing crossovers where possible, particularly to avoid the need to remove mature street trees
- 5.2.2 On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable
- 5.2.3 Security lighting should be provided to vehicle parking areas and entries. Light spillage to dwellings adjacent sites should not impact on amenity
- 5.2.4 The area of vehicle access way within the front setback and areas shared by vehicles and pedestrians should be a dressed surface treatment other than standard grey concrete
- 5.2.5 Disabled car parking should be provided close the main entrance of buildings
- 5.2.6 Clear sight lines should be provided at the vehicle exit point with shrub planting restricted within the immediate vicinity to a maximum of 500mm in height

- 5.2.7 Parking and vehicle entries should not present as a dominant element when viewed from the public realm. Appropriate and innovative screening and screen planting should be incorporated where necessary
- 5.2.8 At grade car parking areas should generally be located away from street interfaces and not within the front setbacks. Garages facing the street should be avoided
- 5.2.9 Undercroft car parking should be sleeved with active use facing the street, where practicable. Use of other screening from the street, such as landscaping and / or articulated screening, may be acceptable where an applicant can demonstrate that active use sleeving is not achievable
- 5.2.10 Basement car parks should be designed with the following considerations:
  - Provide natural ventilation
  - Integrate ventilation grilles or security gates into the facade and landscape design
  - Provide security gates, conceal service pipes and ducts, to improve the appearance of basement entries from the street
- 5.2.11 Encourage the use of basement or semi basement car parks to reduce the visual impact to the street and adjoining properties, maximise the potential for access to ground floor open space
- 5.2.12 Where the Special Building Overlay applies, basement car parking will need to be designed to be compliant with relevant clauses of Schedule 44.05 - Special Building Overlay



Single driveway crossover provided  
Car parking located away from street frontage

**Parking located to the side of building**



Single driveway crossover provided  
Car parking located away from street frontage

**Parking located to the rear of building with disabled accessible parking to the side**

# 6. Development Typologies

## 6.1 Overview

Design typologies have been developed to demonstrate best practice development outcomes that accord with the design guidelines.

The typologies are intended to help applicants in understanding how guidelines are intended to be applied.

The typologies have been prepared on actual sites within the study area to cover the various development outcomes that are permissible under the existing and proposed planning controls. These include:

- Two storey commercial office development along Cranbourne Road for a single lot
- Two storey commercial office development along Cranbourne Road for a consolidated lot
- Three storey commercial, office and residential development along Cranbourne Road for a consolidated lot

## 6.2 Two storey commercial office - Single lot

This typology provides for a two storey office development on a single lot.

Site Layout Plan

Landscaped car park located to the rear of the property

Landscaping along driveway

Widened driveway for pedestrian drop-off

Pedestrian entry from street with shelter



Landscape buffer to adjoining property

Landscaped front setback of 4m provides space for substantial planting

Roof line articulated and reads as part of the building form

Narrow built form reflects the rhythm of existing detached dwellings



Upper level recessed to minimise visual bulk from the street

Landscaped front setback contributes to garden character

Pedestrian entrance is clearly defined and an integrated element of the facade

## 6.3 Two storey commercial office - Double lot (parking at side)

This typology provides for a two storey office development on a double lot

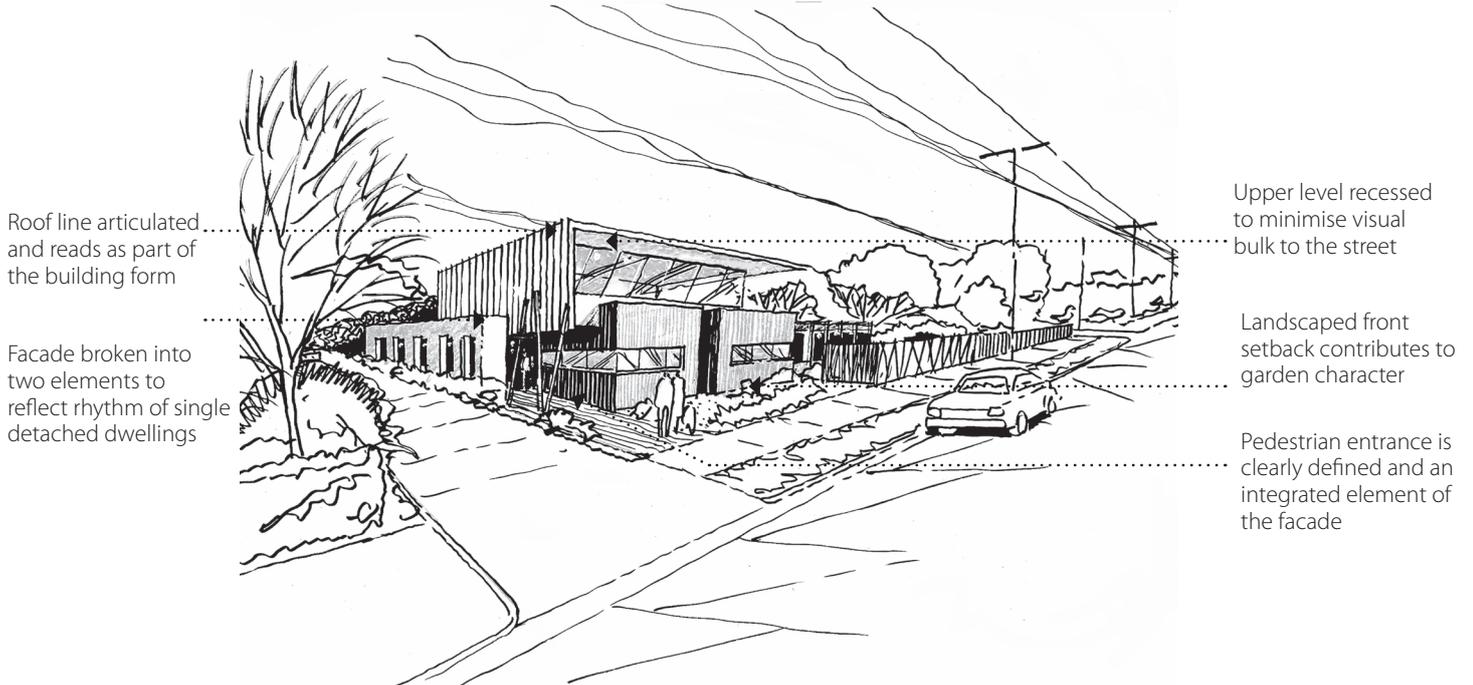
Site Layout Plan



## 6.4 Two storey commercial office - Double lot (parking at rear)

This typology provides for a two storey office development on a double lot

Site Layout Plan



## 6.5 Three storey commercial office - Double lot

This typology provides for a three storey office development on a double consolidated lot with a basement car park

### Site Layout Plan



Side elements articulated to reduce visual impact and represent residential grain

Facade broken into two elements to reflect rhythm of single detached dwellings



### Three storey commercial office - Double lot [cont.]

Basement car park plan

