

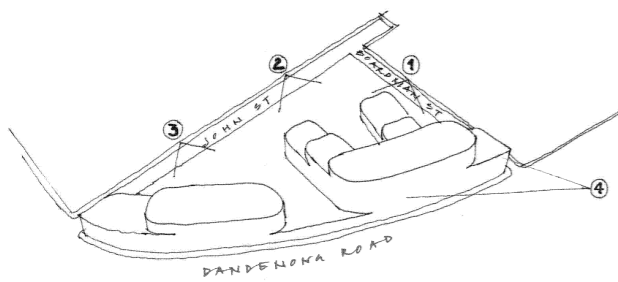
DESIGN SUGGESTION 1 – Mid-rise slab forms

Design Suggestion 1

Design suggestion 1 seeks to avoid overwhelming the character and amenity of John and Boardman Streets by limiting the height of development to 'mid-rise' forms, confining the tallest buildings to the Dandenong Road frontage away from John and Boardman Streets, and stepping heights down towards the residential streets.

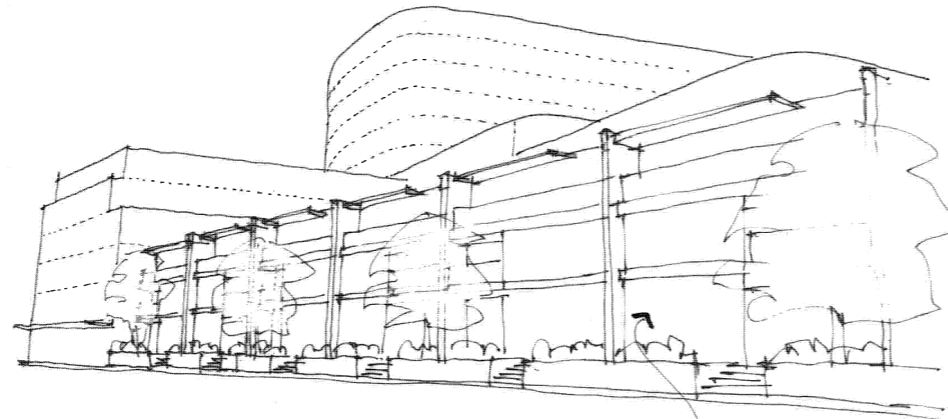
The images below illustrate the development of a 6-storey podium along Dandenong Road, with taller forms rising to 8 storeys at 781 Dandenong Road and 12 storeys at 809 Dandenong Road. The taller forms are confined to a zone about 24m wide along the Dandenong Road frontage, except for fingers of development which project northwards from the 12-storey building, terracing down to 10 and then 8 storeys in the middle of the precinct, and 6 and 5 storeys closer to Boardman Street.

The perspective sketches illustrate that the visual impact of taller development can be limited by locating it centrally along the Dandenong Road frontage, furthest from the residential streets, and stepping heights down towards those streets. They also illustrate the use of techniques such as curved building footprints to reduce the apparent bulk of taller forms. The design suggestion assumes the taller forms will have a contrasting and lighter-weight architectural expression to that of the lower-rise form on John and Boardman Streets.



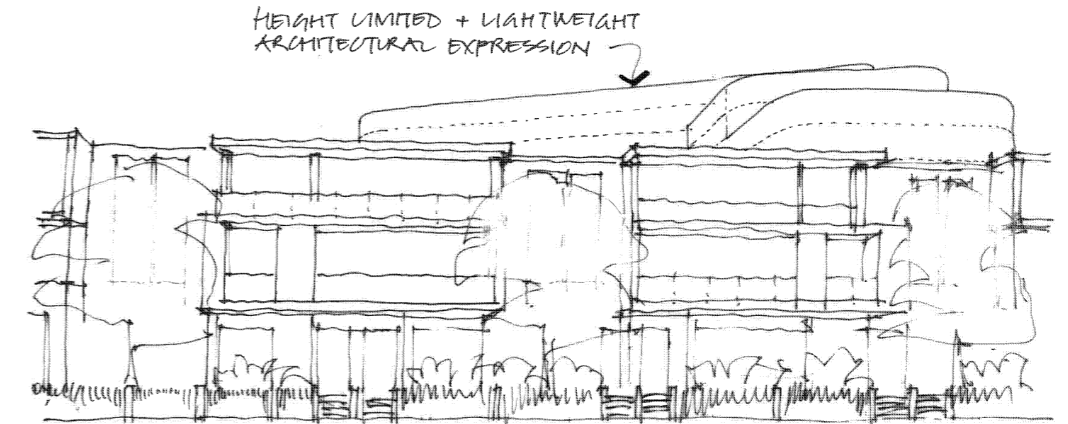
View Locations

1.

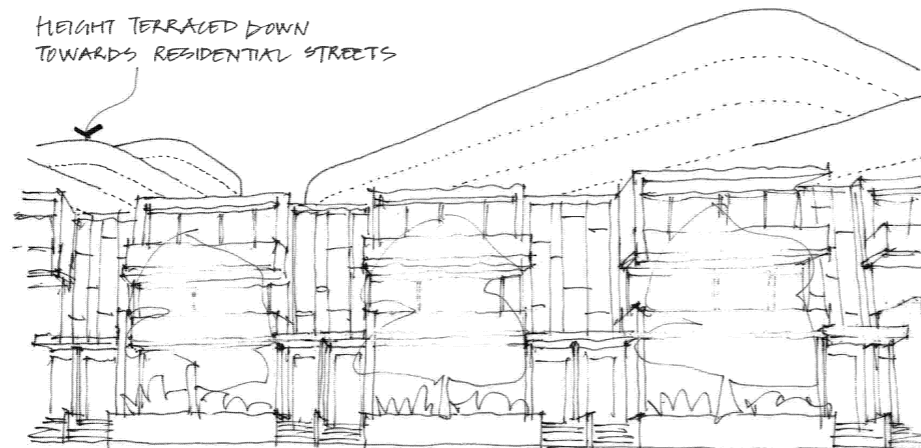


JOHN + BOARDMAN FRONTAGES TO COMPLEMENT EXISTING RESIDENTIAL CHARACTER

2.



3.



4.



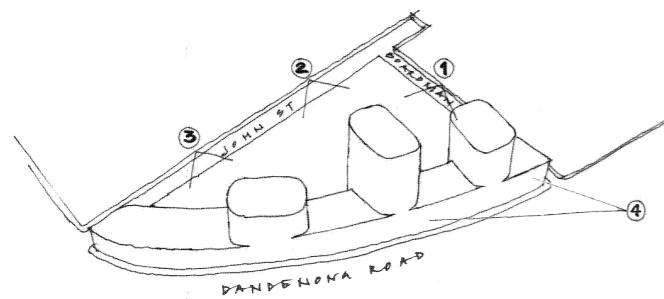
DESIGN SUGGESTION 2 – Separated higher rise forms

Design Suggestion 2

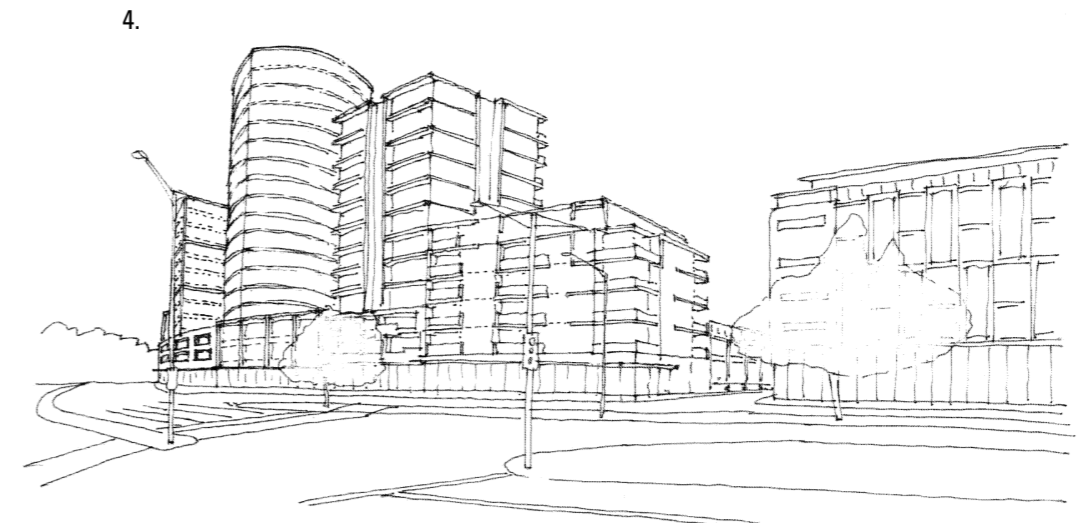
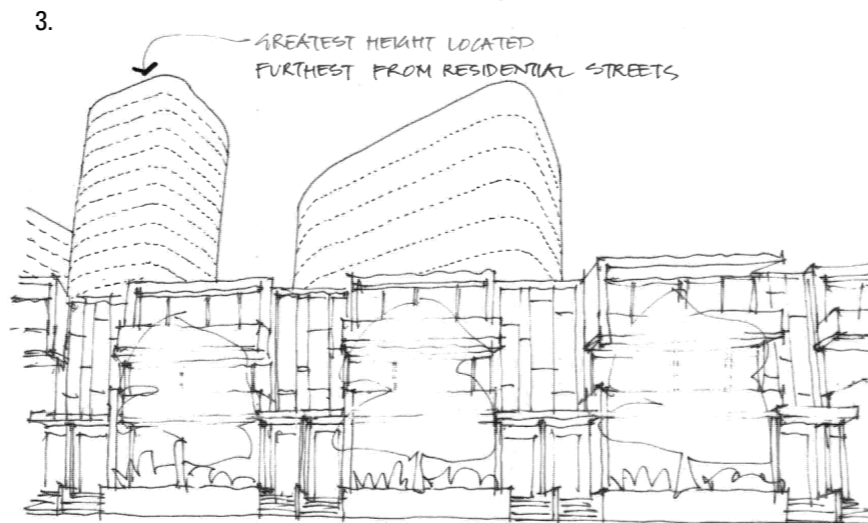
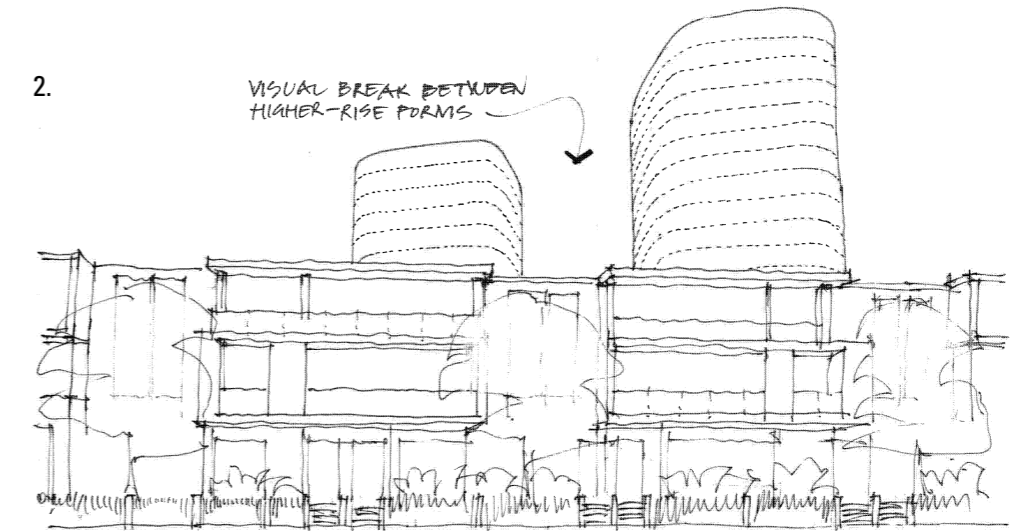
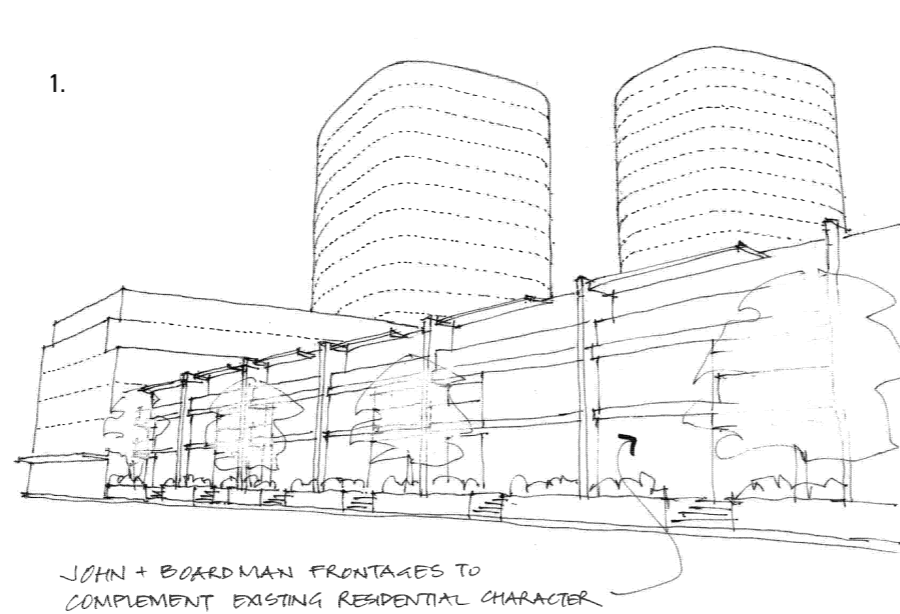
Design suggestion 2 seeks to avoid overwhelming the character and amenity of John and Boardman Streets by providing visual breaks between taller forms, locating the tallest building centrally on the Dandenong Road frontage well away from John and Boardman Streets, and stepping heights down towards the residential streets.

The images below illustrate the development of a 6-storey podium along Dandenong Road, with towers rising to a total of 18 storeys at the southwest corner of 809 Dandenong Road, and 12 storeys at its southeast corner and at 781 Dandenong Road. The towers have footprints of around 600m² and are separated approximately 20-25m from each other.

The perspective sketches illustrate that the visual impact of taller development can be limited by utilising tall, well-separated, slender forms, locating them along the Dandenong Road frontage furthest from the residential streets, and stepping heights down towards those streets. They also illustrate the use of techniques such as curved building footprints to reduce the apparent bulk of taller forms. The design suggestion assumes the taller forms will have a contrasting and lighter-weight architectural expression to that of the lower-rise form on John and Boardman Streets.



View Locations



Objectives

- To avoid unreasonable impacts on the amenity of residential properties to the north.
- To contribute to the amenity of the public realm in Dandenong Road.
- To reinforce the emerging character of Dandenong Road.
- To avoid underdevelopment of the land.
- To contribute towards improved traffic capacity of rear lanes.

Guidelines

Dandenong Road frontage

- Development should:
 - be built to and for the full width of the Dandenong Road frontage,
 - present an active frontage to Dandenong Road, and
 - incorporate a continuous awning above the footpath, extending to approximately 750mm from the kerb and with its underside no higher than 3.6m above footpath level.
- Buildings should not exceed a maximum height of 25 metres (8 storeys).
- Buildings should have a height at the Dandenong Road boundary of between 10 and 20 metres (3 and 6 storeys).
- Above 20 metres in height, buildings should be set back from the Dandenong Road boundary a minimum of 2 metres.

Properties abutting a continuous rear laneway (currently 857-887 Dandenong Road and 1-33 Waverley Road)

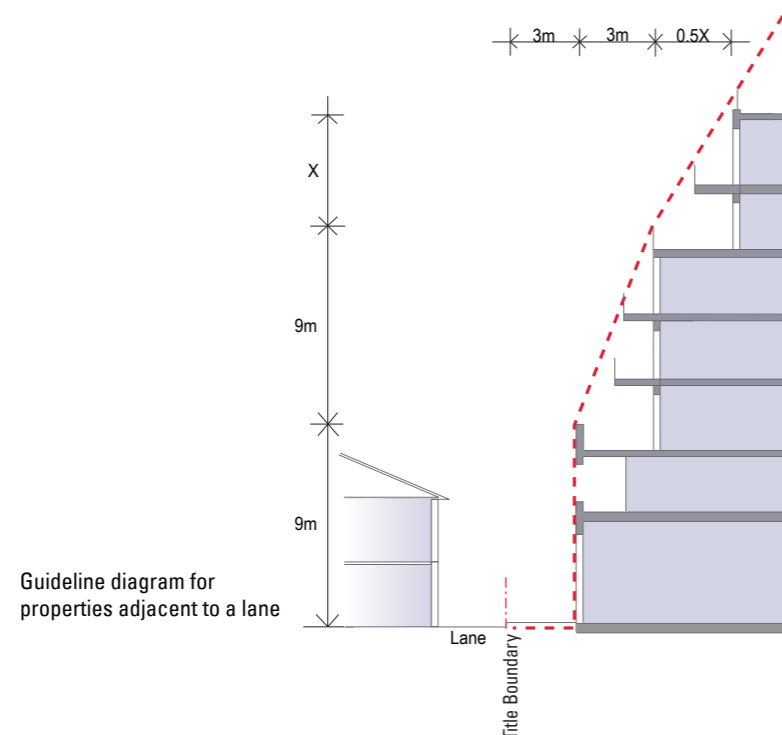
- Vehicle access, substations and other services cabinets should be located at the rear with minimum visibility.
- Buildings should be set back from the northern boundary at least:
 - 3m up to a height of 9m,
 - plus 0.3m for every metre of height over 9m up to 18m,
 - plus 0.5m for every metre of height over 18m.

Properties not abutting a continuous rear laneway (currently 833-851 Dandenong Road)

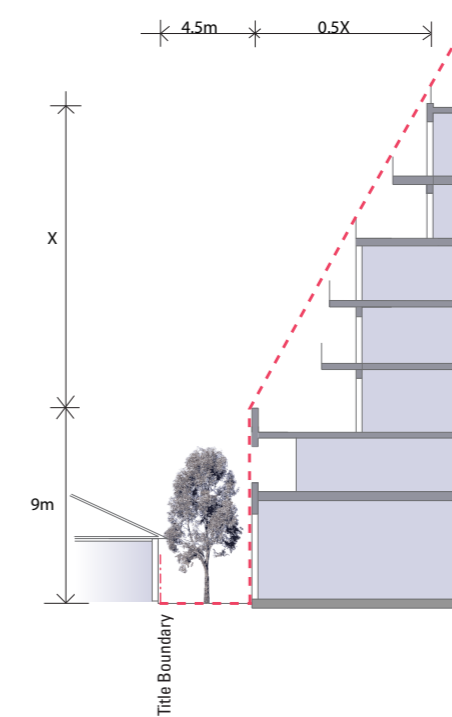
- Development should provide for the connection of the lanes to the north of 2 Boardman Street and 851 Dandenong Road.
- Where rear access is available:
 - vehicle access, substations and other services cabinets should be located at the rear;
 - buildings should be set back from the northern boundary in accordance with the provisions for properties abutting a rear laneway; and
 - Development should incorporate screen landscaping within the northern setback where possible.
- Where rear access is not available and the future establishment of a rear lane is not feasible:
 - vehicle access, substations and other services cabinets should be located on side streets where possible;
 - buildings should be set back from the northern boundary at least:
 - 4.5m up to a height of 9m,
 - plus 0.5m for every metre of height over 9m.
 - Development should incorporate screen landscaping within the northern setback.

General

- Steps in a building form (such as may result from compliance with the setback requirements) should form an integrated part of an over-arching design concept.
- Above 9m, northern and southern facades should be well articulated and adopt a lightweight architectural expression with a high proportion of openings and textured materials.
- Development should limit views into existing secluded private open space and habitable room windows in accordance with Clause 55.04-6 (Overlooking Objective) of the Stonnington Planning Scheme.
- Development should not unreasonably prejudice the future development of adjoining properties.



Guideline diagram for properties adjacent to a lane



Guideline diagram for properties not adjacent to a lane



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