Dendy Village is a vibrant local convenience centre positioned at a dip in Hampton Street. It sits amongst a mostly low scale residential precinct with well established tree canopy backdrop. Dense built form within the centre results from narrow allotments maximising retail opportunities. Street tree planting forms an avenue leading into the centre with central median planting in the retail strip where weather protection canopies overhang the footpath forming an intimate feel to the centre. Parallel kerbside parking line Hampton Street with rear laneway servicing the east side of the strip.
opportunities and constraints

▪ State planning policy promotes consolidation within activity centres which are well serviced by public transport. Sites fronting Road Zone 1 land typically have a greater capacity to accommodate a more robust built form. DDO2 seeks to maintain the prevailing streetscape rhythm, building scale and height of the neighbourhood, requiring a permit to be sought for development of more than 2 storeys.

▪ Laneways provide rear vehicle and service access, as well as acting as a buffer to residential interfaces. The public car park provides an additional buffer to residential private open space, as well as offering further parking opportunities.

▪ Prominent corners are an opportunity to distinguish the centre’s identity and are key local orientation marks.

▪ Changes in grain through consolidation can negatively affect the fine grain character of this centre.

▪ Several sites on the east side of Hampton St are currently under construction so are unlikely to be redeveloped in the near future. However there is capacity for change in rear setbacks abutting laneways. Appropriate management of the residential interface is necessary having regard to overlooking, overshadowing and visual bulk effects.

implications
Small Neighbourhood Activity Centres & Strategic Redevelopment Sites are places for residential consolidation and change. Redevelopment of these precincts is actively supported and should be influenced by the following factors:

**key urban design criteria**

**physical context**
- Ensure linkages with existing parapets and/or roof forms
- Have regard to surrounding urban form and building types
- Reiterate surrounding subdivision pattern and grain

**site planning**
- Encourage site design that is place responsive
- Ensure primary address to the street with service entries to rear laneways
- Provide active frontages (including at upper levels) that support passive surveillance

**views + aspect**
- Protect and reinforce views to key buildings and features
- Design with regard to the natural setting and potential aspect
- Provide sensitive treatment around landmark features and heritage buildings

**solar access**
- Avoid casting unreasonable shadow over residential private open space
- Configure development to ensure sunlight to public spaces at the equinox
- Optimise the northerly aspect in new development

**interfaces**
- Ensure transitions to residential surroundings for amenity purposes
- Design all visible façades to ensure attractive edges and public presentation
- Configure development to limit the potential for visual bulk and overlooking

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**length of primary active frontage**
157m (including proposed primary active frontages as shown in plan)
building height
The overall building height should not exceed 3 storeys (up to 11m).

street wall
Buildings should present a street wall of up to 3 storeys (up to 11m) with a zero street setback to maintain consistent commercial frontage at ground level.

rear/side setback
Buildings abutting business zoned land should not be setback from abutting business zoned land except above the street wall. Buildings should be setback from a residential title boundary as follows:
- 3m at ground level*
- 5m at 2nd storey level
- 10m at 3rd storey level
* Where a through laneway separates new development from a residential title boundary, the laneway width can form part of the setback measurement at ground level.

Setbacks may be reduced if a building abuts a residential title to the side boundary, provided that development can maintain adequate sunlight access to the dwelling’s private open space in accordance with Clause 55.04-5.

Development with direct abuttal to a no-through access laneway will need to consider the provision of appropriate access as part of any development proposal.

public realm
Encourage active uses at ground floor oriented towards and engaging with the street. Incorporate human activity and passive surveillance opportunities (e.g. windows, balconies) to all public frontages including use of perforated screens and visually permeable wall surface treatments to laneways.

Buildings interfacing parkland or open space should maximise outlook from balconies and windows.

access
Prioritise pedestrian access and ensure a good sense of building address.
Encourage concealment of car parking at basement or the rear of buildings.
Encourage use of existing laneways for vehicle access from the side and rear of buildings.
Provision of bicycle parking and access should be legible and convenient.

design detail
Retain fine grain frontages and street rhythm with regular vertical divisions.

Building massing and detail should demarcate key street corners and key street viewlines through the following techniques:
- variations in parapet details.
- incorporating more intricate detail and visual interest (e.g. colour, material variations)
- maintaining human scale proportions
- incorporating focal points of activity and building entries
- wrapping design treatments around building corners or alterations in building alignment

Ensure all elevations visible to the public realm are fully designed.

Architectural detailing and building form should provide for a balance of horizontal and vertical elements.

eds
Encourage buildings to maximise natural light access and ventilation including orientation of offices, habitable room windows and balconies to the northerly aspect.