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# **Toolamba Housing and Streetscape Typologies**

Greater Shepparton City Council

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Abstract geometric lines in the background, including a curved line and several intersecting straight lines, some of which are orange.

mesh



# mesh

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# Purpose

The purpose of this document is to present a character analysis of Toolamba, as a means of establishing guidance for future housing and streetscape character to be delivered in accordance with the Toolamba Growth Plan.

This document provides a visual analysis of the township, its buildings, streetscapes and vegetation, distilling these into a series of patterns based on density types. It gives a visual representation to guide future development as a means of retaining the existing character of the townships (Toolamba and Old Toolamba).

At the subdivision level guidance is aimed at elements that the developer can influence such as streetscapes, lot sizes and street tree planting. The housing level guidelines such as building siting, landscaping and fencing are aimed at individual home owners.

Within the Growth Plan the Strategic Framework Plan (Figure 2) clearly illustrates the current areas of low, moderate and higher density housing within the towns and where future development and its associated density should occur. The patterns indicate a desire to keep higher densities central to the towns amenities with moderate in the middle and low densities as towards the periphery.

**The document has been structured as follows:**

1. Introduction and township overview.
2. Analysis of townships 'themes' that best summarise the urban characteristics.
3. Based on findings of (2) a set of recommended guidelines is collated and perspective images with do's and don'ts to represent potential outcomes for each density type.



Figure 1: Gateway signage on Rutherford Rd from south

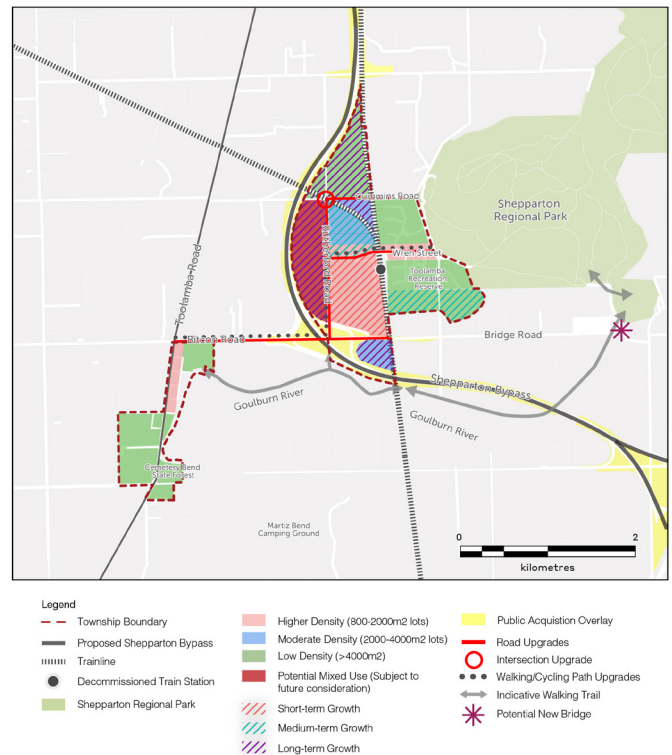


Figure 2: Toolamba's Strategic Framework Plan (Toolamba Growth Plan 2019)



## Summary

The Growth Plan considers both Toolamba and Old Toolamba but the majority of growth will take place in Toolamba.

### TOOLAMBA

Given that most of the amenities such as school, post office, hotel and general store are located in Toolamba concentrating growth here is a logical choice. These amenities along with the higher density lots are all located along Wren Street which runs east-west through the town. Some moderate density is located to the north of Wren Street and the remaining lots are discrete low density developments.

Proposed higher density is also located in close proximity to Wren Street. Proposed moderate density is further from the core of Toolamba with the majority of proposed low density forming an edge around the town. This edge is bounded by significant Floodway and Bushfire Management Overlays to the east and south and the Public Acquisition Overlay for the Shepparton Bypass to the south, west and to parts of the north.

### OLD TOOLAMBA

Old Toolamba sits about 3km south-west of Toolamba, offers less in the way of public amenity, and as flooding is possible, has little potential for growth. The development patterns from higher to moderate and low density are fragmented. The lots east of Toolamba Road incorporate an assortment of densities which does not, in general follow modern development patterns. The development pattern of lot to the west of Toolamba Road is irregular and appears to have been subdivided over a period time into lots of all shapes and size. Additional development in Old Toolamba is proposed to be in the form of low density development only, to the south-east of the town.

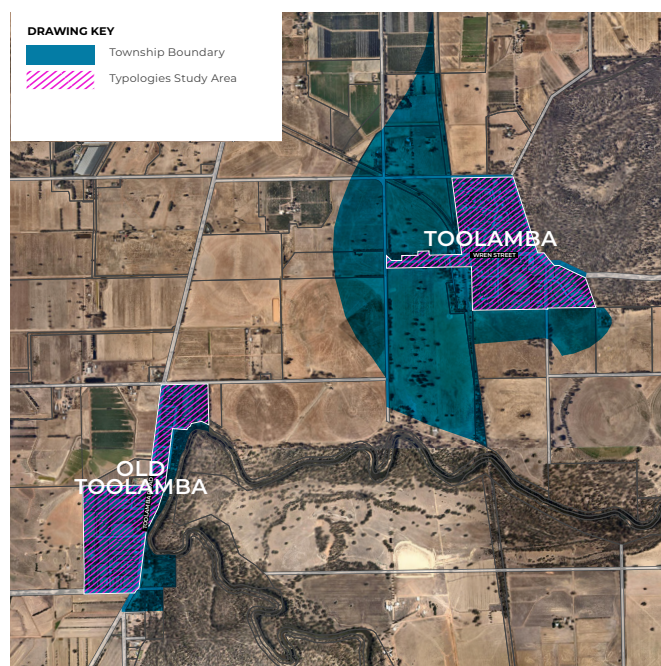


Figure 3: Aerial and Boundary plan

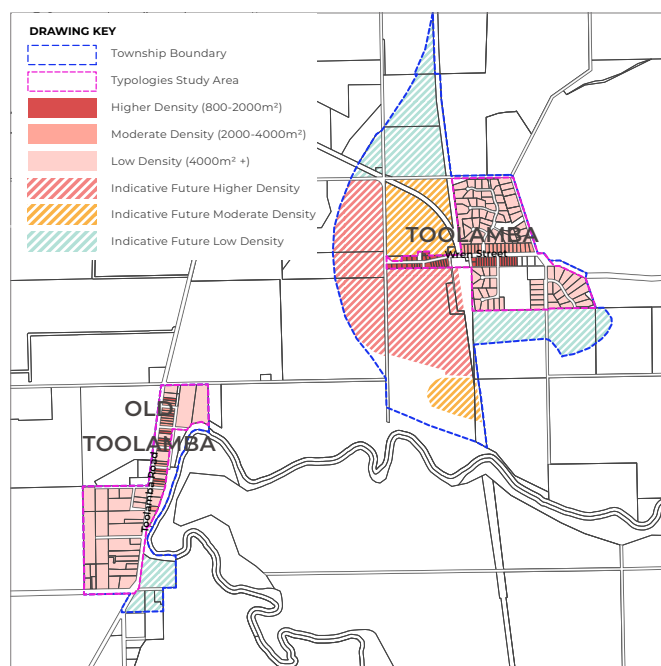
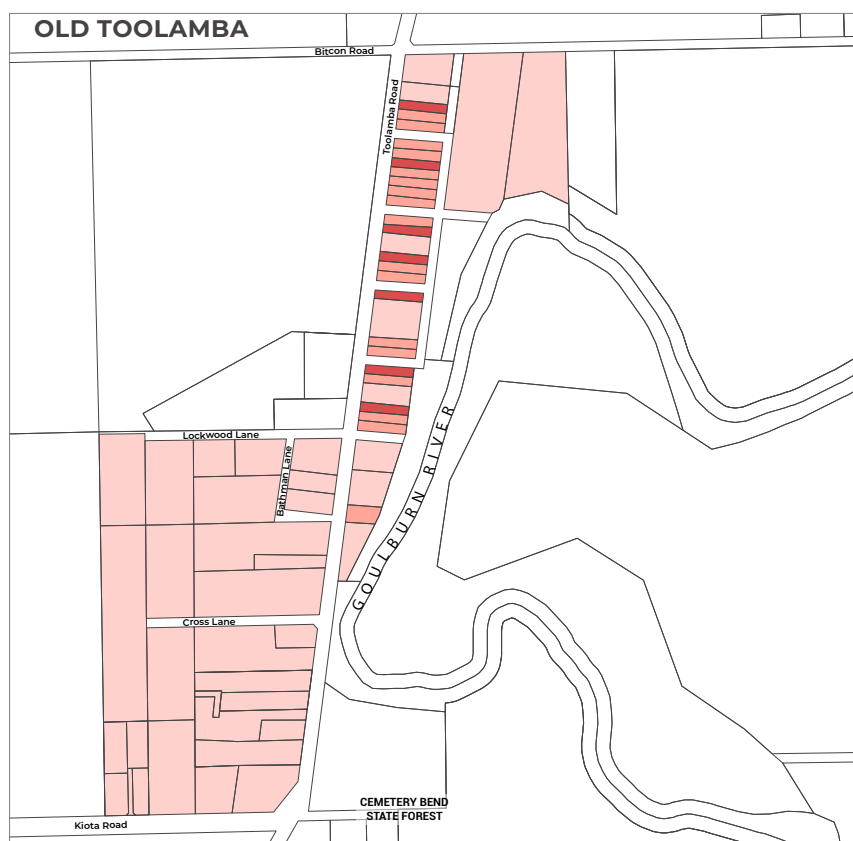
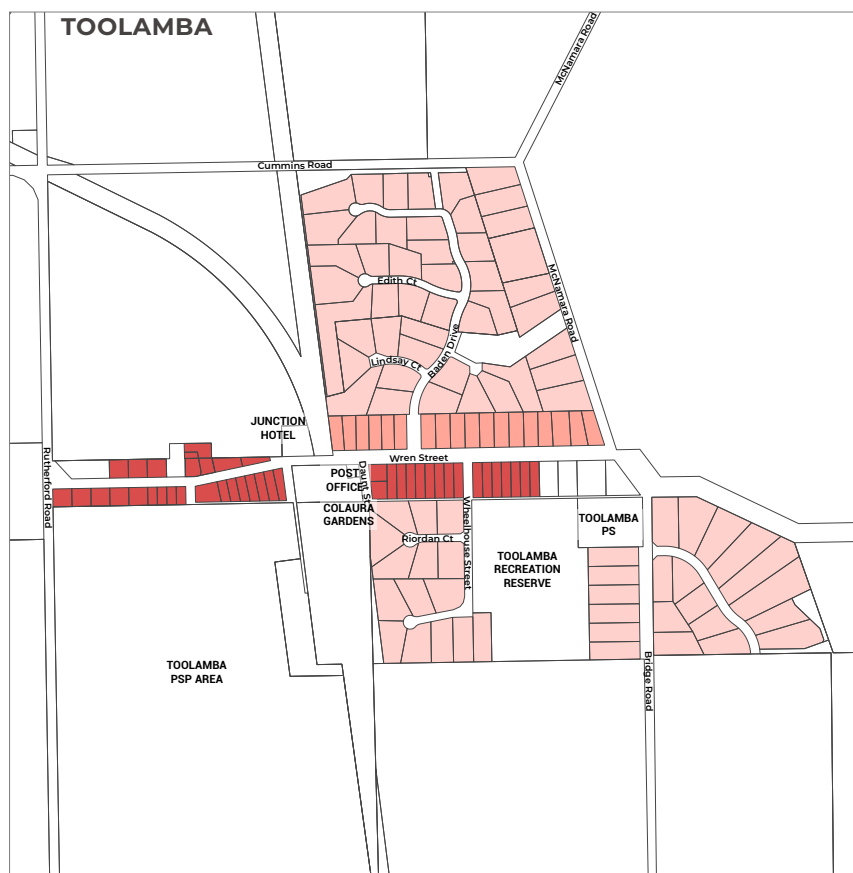


Figure 4: Current and Proposed Densities

# Density and Lot Shape



#### HIGHER DENSITY ↓



Allotments of 800-1200m<sup>2</sup>.  
Most lots are rectangular but some are more square in shape.

#### MODERATE DENSITY ↓



Allotments of 2000 - 4000m<sup>2</sup>.  
The small sample of lots are rectangular though offer a range of different housing arrangements.

#### LOW DENSITY ↓



Allotments of 4000m<sup>2</sup> +.  
Lot shaped vary from rectangular to square, irregular and triangular.

#### MIXED DENSITY ↓



Densities alternate from lot-to-lot.

## WHAT DOES THIS MEAN?

### A. HIGHER DENSITY LOTS

Vary slightly in shape but narrower lot frontages tend to be located closer to town amenities.

### B. MODERATE DENSITY LOTS

Have a less distinctive character and are more likely to borrow traits from higher and low density characteristics.

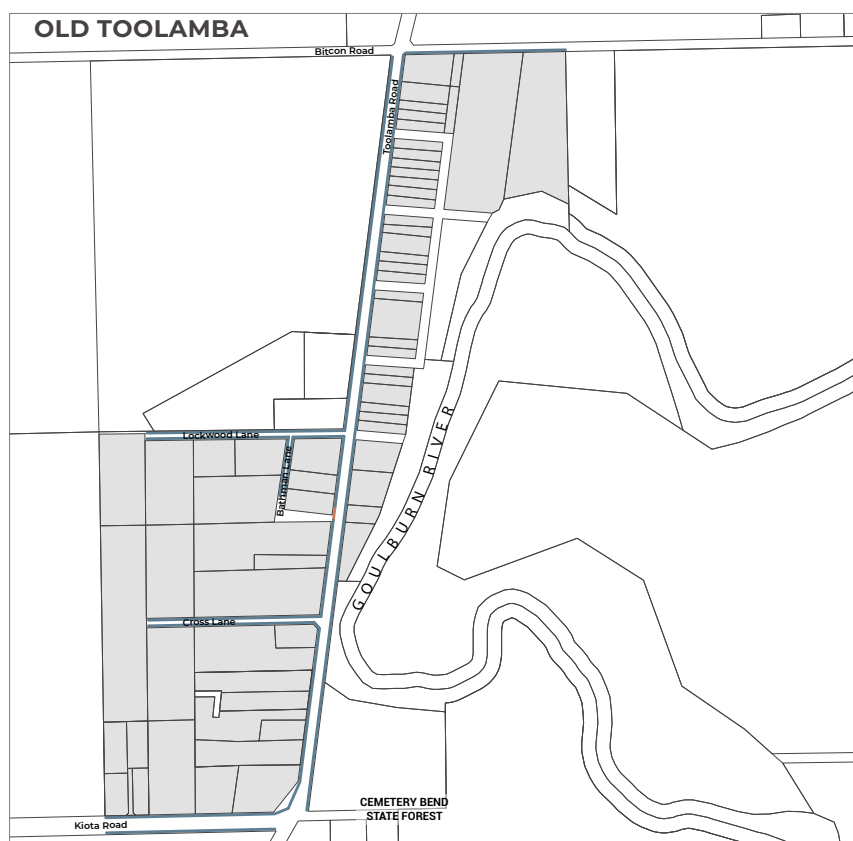
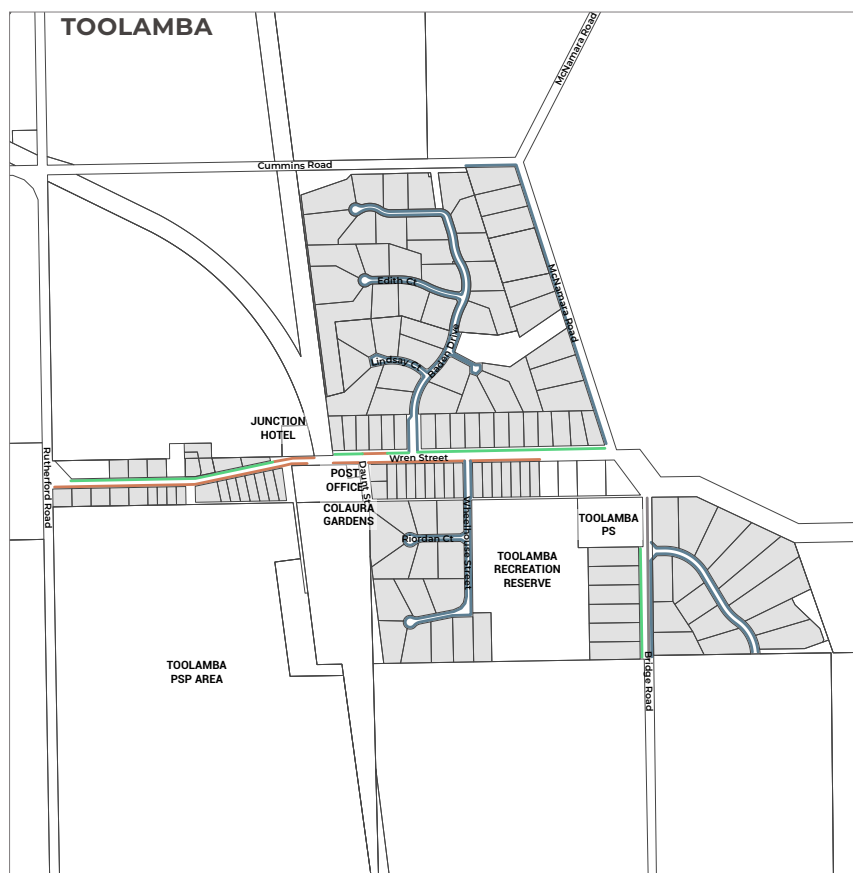
### C. LOW DENSITY LOTS

Can vary as individual shapes but the character of these shapes may still be categorised as square, rectangular and battle-axe.

### D. MIXED DENSITY LOTS

Shapes in the south-west of Old Toolamba appear to have been subdivided piecemeal over the years and don't form a coherent pattern.

# Road Edge And Form





#### STRAIGHT BARRIER KERB ↓



Kerb and gutter located around close to higher density. Footpaths only located adjacent public amenity.

#### NO KERB WITH MEANDERING PATH ↓



No kerb provided. A wide grassed area (15-20m) with gravel foot path and sporadic planting.

#### CURVED SWALE AND CULVERT ↓



Curving road changing direction every 80m or so with grassed swales, concrete culvert and crossovers.

#### STRAIGHT SWALE AND CULVERT ↓

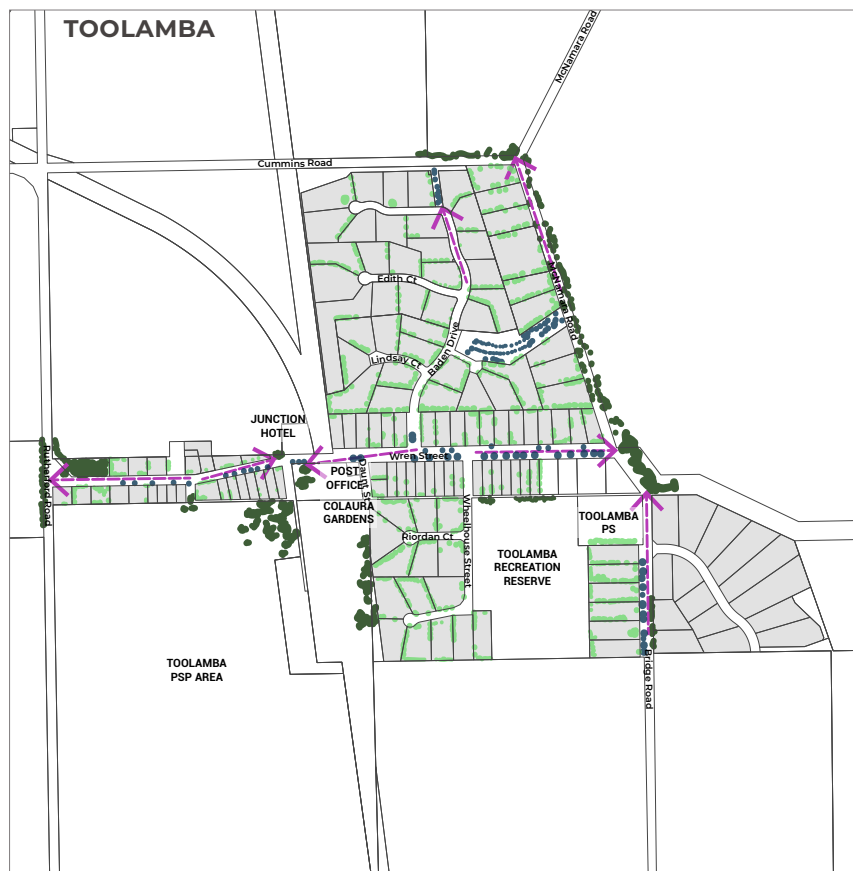


Linear road reserves with minor meandering and remnant trees and views to add interest.

## WHAT DOES THIS MEAN?

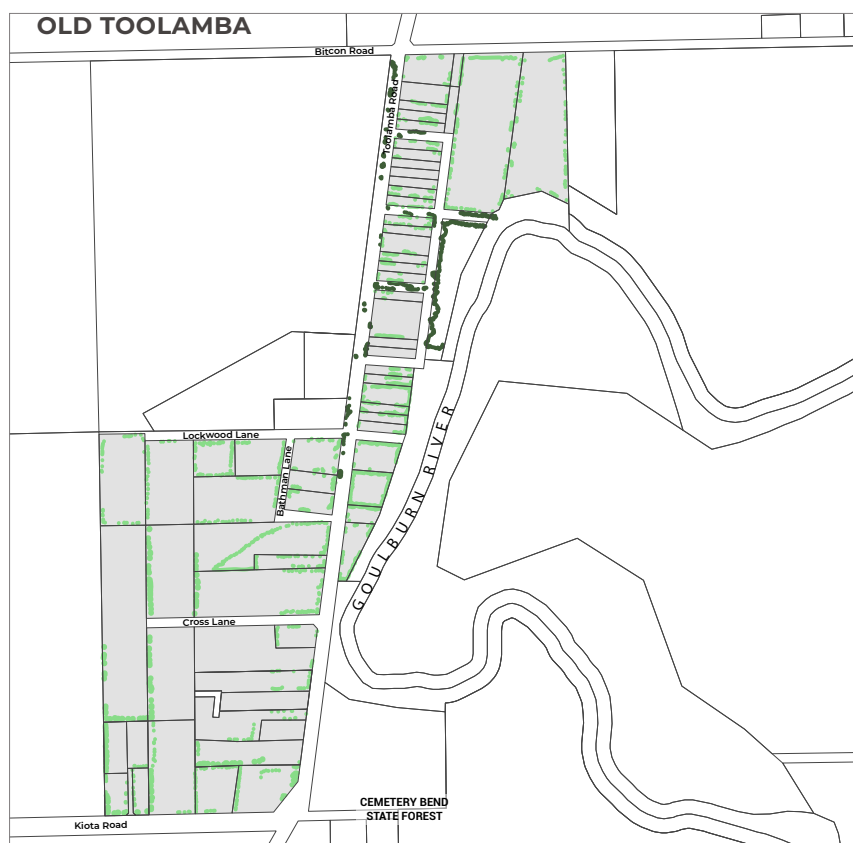
- A.** There is greater pedestrian amenity in higher density areas, where streetscapes are more formalised with paved paths. Moderate density areas have some gravel paths and low density areas generally have no paths.
- B.** Meandering roads add a sense of variability in low density areas where there is little remnant vegetation and flat topography.
- C.** Straight roads in all density areas often have built or natural points of interest as a terminating vista, such as existing remnant vegetation or heavily planted verges to add interest.
- D.** Transitions between low and higher densities do not occur along straight roads in Toolamba. Such a jump only occurs when turning a 90° bend down a perpendicular street

# Green Amenity



## DRAWING KEY

- Screen planting on property boundary
- Street trees
- Remnant trees
- Views to trees





#### STREET TREES ↓



Large, planted street trees are along more urban, higher density roads.

#### SCREEN PLANTING ↓



Planting to screen neighbouring properties at side and rear boundaries is common.

#### REMNANT TREES - PUBLIC ↓



Existing large trees within the town and on its fringes are focal points of green amenity.

#### REMNANT TREES - PRIVATE ↓

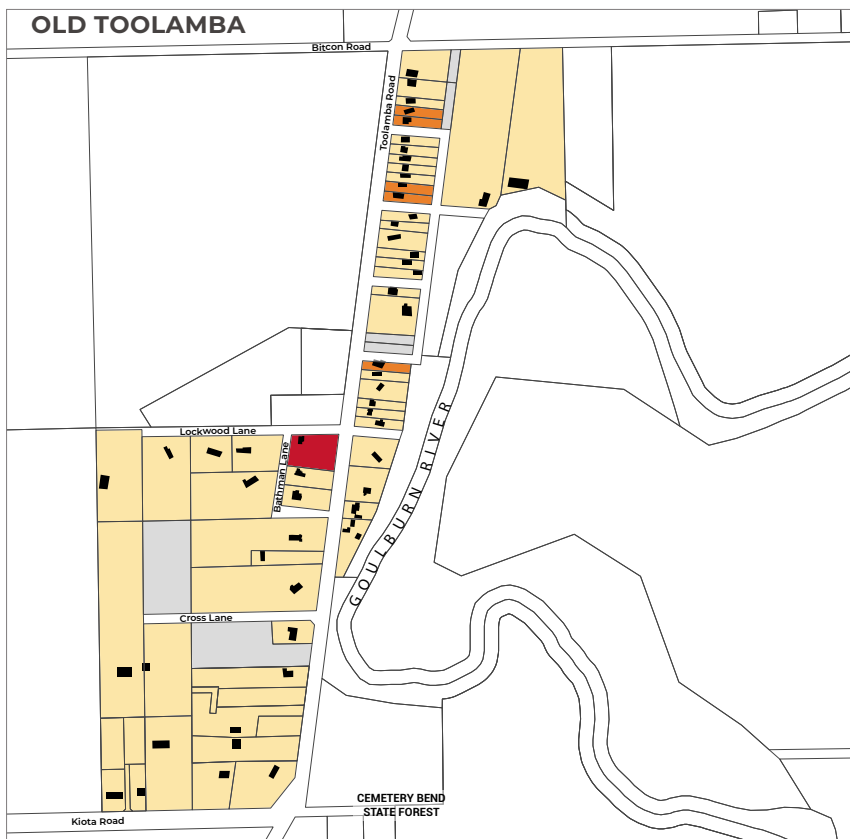
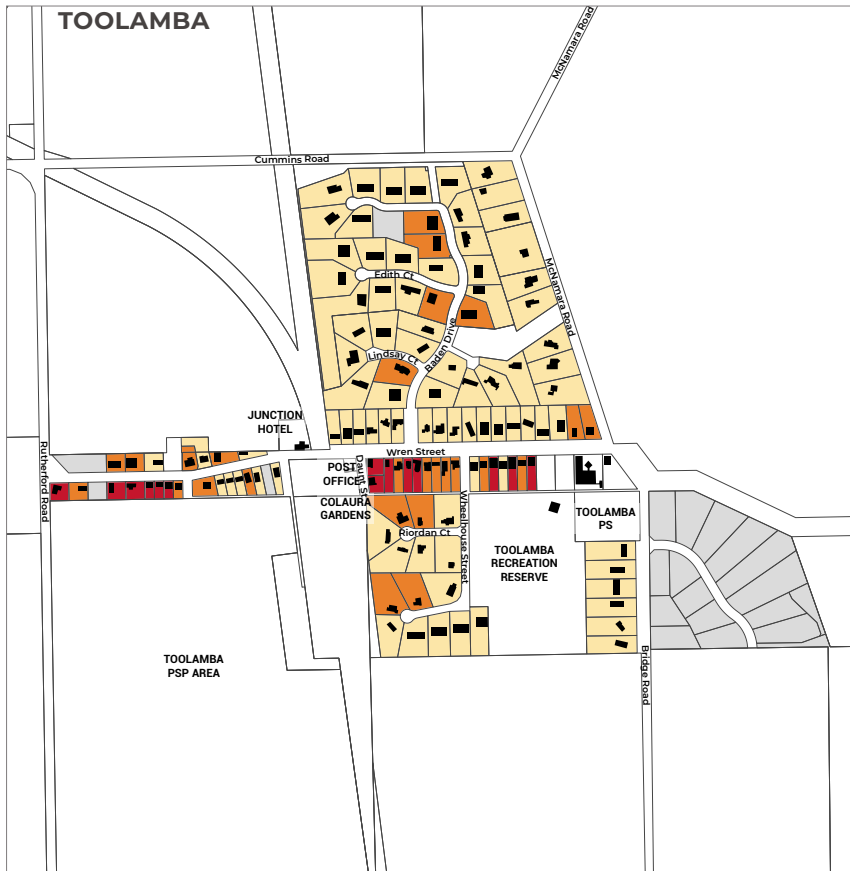


Large trees within private properties also offer people in the public realm a sense of enclosure.

## WHAT DOES THIS MEAN?

- A.** Regularly planted street trees with good overall canopy are common in the higher density areas. This makes up for a lack of tall trees in those front yards with narrower frontages.
- B.** Where mesh wire fencing between properties is used (mostly low and moderate density areas) there is a preponderance of screen planting to create more private yards.
- C.** Remnant trees within the public realm not only offer view from the street and private properties they can also act as pause points or nodes for communal gathering.
- D.** Remnant trees within private properties can offer a sense of enclosure when experienced from the street.

# Building Siting // Front Setback





#### SHALLOW SETBACK (<5M) ↓



A shallow setback and no front boundary fence on Wren Street where all higher density lots in Toolamba are located.

#### MODERATE SETBACK (5-10M) ↓



Moderate setbacks along a relatively fast street (80kmph) of Toolamba Road, Old Toolamba.

#### DEEP SETBACK (10M>) ↓



Deep setbacks in a low density areas that gives the sense of houses being complete immersed in nature.

#### MODERATE SETBACK ADJACENT GREEN SPACE ↓



Building setback on a prominent corner adjacent a green reserve. Very little boundary planting and prominent garage.

## WHAT DOES THIS MEAN?

- A.** Shallow setback are predominant in higher density areas which benefits the feeling of enclosure.
- B.** High, solid side boundary fences at the front detract from the otherwise soft boundary treatments throughout both townships.
- C.** Moderate setbacks occur in all density areas but are not predominant in any category. In low density and moderate density lots they often occur on corners.
- D.** Deep setbacks are most common in low density areas as they don't affect the size and utility of the more private, rear yards.
- E.** Front fencing varies widely throughout the towns but generally open, lightly vegetated, wire mesh or post and beam seem to strike the best balance of rural township feel, openness and safety through passive surveillance.
- F.** Deep setbacks of 20m + are not a common characteristic of either town. Where it does occur the quality has more in common with a rural rather than a township setting.
- G.** Quality housing character is best illustrated when garages don't dominate the street frontage.





#### CLOSE PROXIMITY ↓



Two houses located close to one another with a discrete driveway on one property and side yard on the other.

#### MODERATE PROXIMITY ↓



A house with moderate proximity to its neighbour has made the most of available space by orienting the house for solar access, views or other reasons.

#### LOW PROXIMITY ↓



House on the left has a significant facade facing to the side boundary while the neighbour (right) faces to the street.

#### MODERATE PROXIMITY WITH HIGHER DENSITY ↓



These 'square' shaped lots allow houses to be sited further apart.

## WHAT DOES THIS MEAN?

- A.** When houses are located close to one another they tend to align square to the street and address both the street and rear yards.
- B.** Houses with more space between them still tend to address the street and rear yard but their orientation may be skewed off square as a personal preference.
- C.** Houses that are far enough apart to do so are often sited with the front addressing the street but with the other sides also open, as is usual with ranch style homes.
- D.** Higher density lots can have the feel of a moderate lot if their frontage width is approximately equal to the side depth.
- E.** While lower density lots generally encourage a lower proximity of houses, lot shape also impacts this outcome.

# Higher Density Recommendations

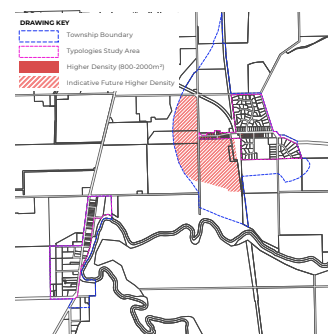
## CHARACTER PROPOSALS

### SUBDIVISION RECOMMENDATION

- A.** Lots within higher density areas should be aligned with generally straight roads or angled roads.
- B.** On roads with higher density lots a sealed footpath should be provided adjacent to the front boundary.
- C.** Transitions between low and higher densities should only occur at block corners unless otherwise punctuated by a street or green space.
- D.** A minimum of one canopy street tree per lot (or every 20m, whichever is lesser) should be planted at regular intervals in the verge. No less than 80% of street trees to be a mix of indigenous and endemic varieties and up to 20% exotic.
- E.** Access driveways should be spaced a minimum of 2.0m apart encourage boundary planting within lot.
- F.** Barrier kerbs adjacent all higher density lots.
- G.** Remnant trees should remain in the public realm where possible. When this isn't feasible an effort should be made to demonstrate how the design positively contributes to the feeling of shared canopy within the town.

### HOUSING

- A.** Solid fencing must not exceed 1.2m high for the first 5m of setback.
- B.** Front fences should not exceed 1.2m. Low, open, post and wire or post and beam fences are encouraged. Colorbond, metal or similar fencing material is discouraged.
- C.** A minimum front building setbacks of 5.0m and a maximum of 10.0m is encouraged to ensure spatial enclosure of street is retained.
- D.** Garages must not dominate the street frontage. They must be set back a minimum of 1.0m from the main house facade and not occupy more than 50% of the facade width.
- E.** Side setbacks should provide sufficient space between dwellings to enable access along the side of the dwelling and a sense of space between dwellings.





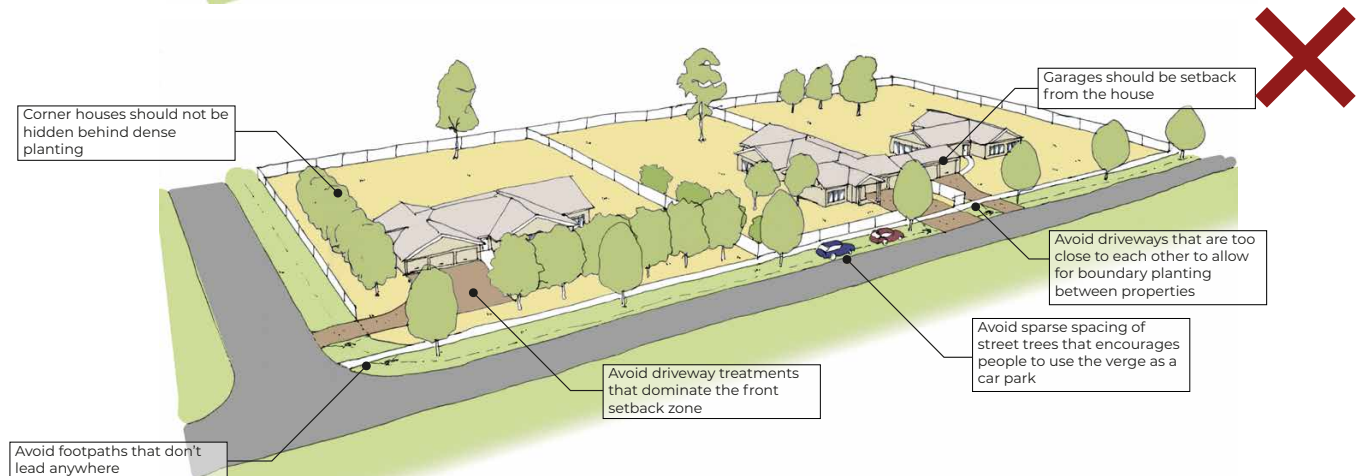
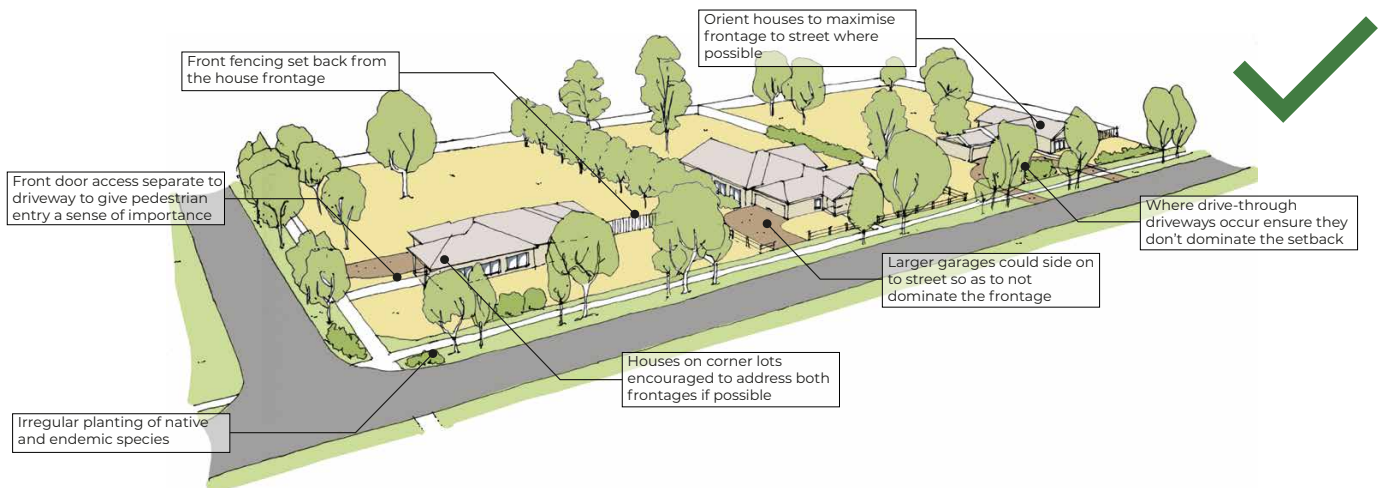
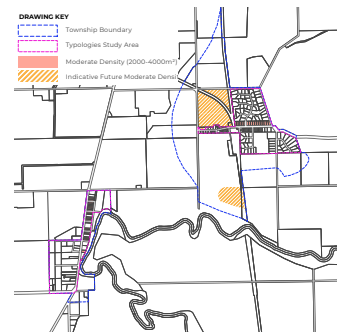
# Moderate Density Recommendations

## SUBDIVISION

- A.** Lots within moderate density areas should be align with generally straight or angled roads.
- B.** On roads with moderate density lots a sealed or unsealed footpath should be provided within the verge.
- C.** Street trees should be planted in the verge in an informal manner in groups or with irregular spacing. The trees can be a mix of canopy height or lower with a mix of indigenous and endemic varieties. Design and extent subject to approval by relevant authority.
- D.** Access driveways to be spaced a minimum of 4m apart encourage boundary planting within lot.
- E.** Rollover or no kerbs provided adjacent all moderate density lots.
- F.** Remnant trees should remain in the public realm where possible. When this isn't feasible an effort should be made to demonstrate how the design positively contributes to the feeling of shared canopy within the town.

## HOUSING

- A.** No solid boundary fencing permitted forward of the building facade.
- B.** Front fences should not exceed 1.2m and should be open, post and wire or post and beam in form. Colorbond, metal or similar fencing material is discouraged anywhere forward of the building facade.
- C.** A minimum building setbacks of 8.0m and a maximum of 15.0m to promote an open feel is encouraged. Corner lots may reduce setback to 5.0m.
- D.** Garages should not dominate the street frontage. They should be set back a minimum of 1.0m from the main house facade and not occupy more than 50% of the facade width.
- E.** Side setbacks should provide generous space for access and landscaping, and give a sense of space between dwellings.



# Low Density Recommendations

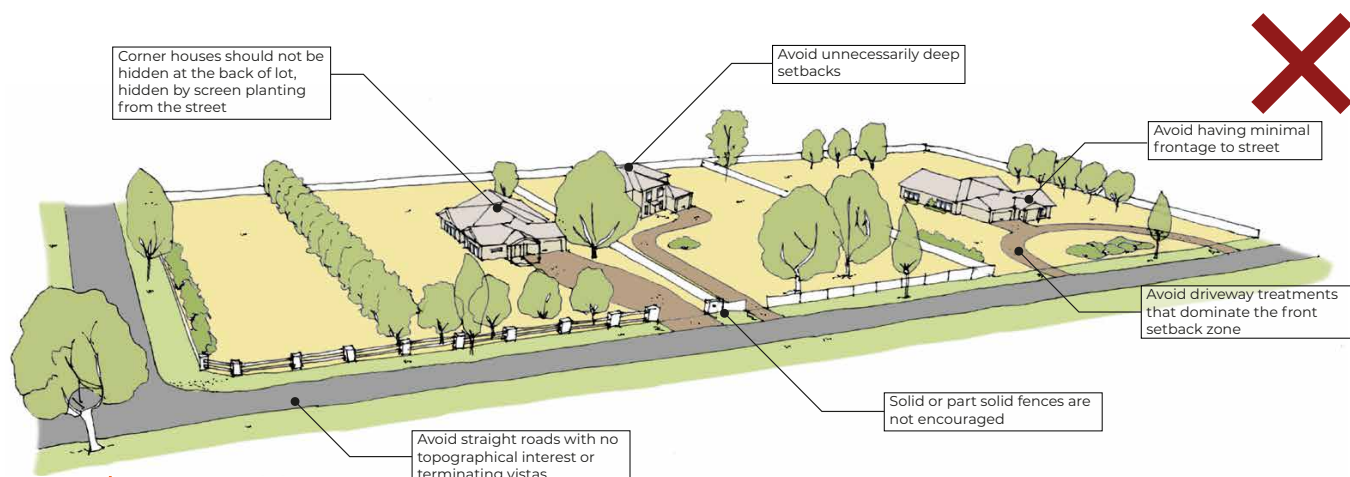
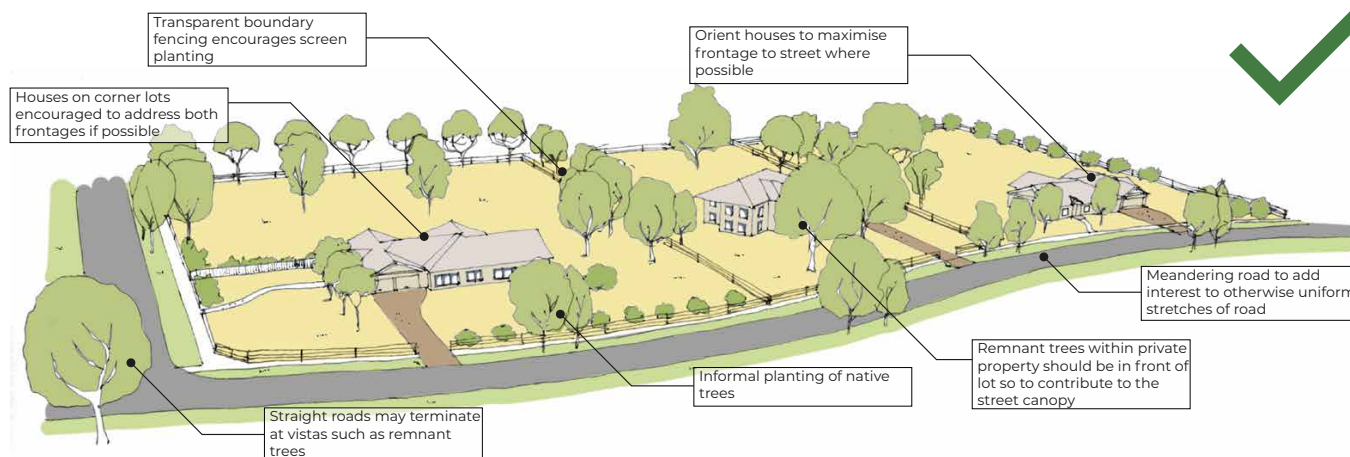
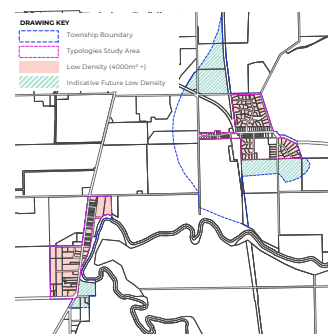
## CHARACTER PROPOSALS

### SUBDIVISION

- A.** Lots within low density areas may be aligned with straight roads when responding to context requirements but should otherwise meander or bend.
- B.** On roads with low density lots a footpath must be provided within the verge on at least one side of the road.
- C.** Transitions between low and higher densities should only occur at block corners unless otherwise punctuated by a street or green space.
- D.** Street trees should be planted in the verge in an informal manner in groups or with irregular spacing. The trees can be a mix of canopy height or lower with a mix of indigenous and endemic varieties. Design and extent subject to approval by relevant authority.
- E.** Access driveways to be spaced a minimum of 6.0m apart encourage boundary planting within lot.
- F.** Rollover or no kerbs provided adjacent all low density lots.
- G.** Remnant trees should remain in the public real where possible. When this isn't feasible an effort should be made to demonstrate how the design positively contributes to the feeling of shared canopy within the town.

### HOUSING

- A.** No solid fencing of any kind may be permitted along side boundaries.
- B.** Front fences should not exceed 1.2m and should be open, post and wire or post and beam in form. Colorbond, metal or similar fencing material is discouraged.
- C.** A minimum building setbacks or 8.0m and a maximum of 20.0m to promote an open feel in low density areas is encouraged. Setbacks may be increased to 30.0m if a significant natural feature, such as remnant tree, dominates the front setback space. Corner lots may reduce setback to 5.0m.
- D.** Garages should not dominate the street frontage. They should be set back a minimum of 1.0m from the main house facade and not occupy more than 50% of the facade width.
- E.** Dwellings should be set away from side boundaries to provide a sense of space and separation between dwellings.





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