

## SCHEDULE 1 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

08/07/2021 -/-/----

C43mansProposed C56mans

Shown on the planning scheme map as DDO1.

### ALPINE APPROACHES AND TOWNSHIP GATEWAYS— - PROMINENT SITES

#### 1.0 Design objectives

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C43mansProposed C56mansTo protect key view lines to natural landscape features surrounding the Mansfield Township from the identified township approaches.

To ensure the preferred future character of the township approaches is achieved through built form, site layout and landscaping treatments.

To ensure the appearance of new development integrates with the colours and finishes of the surrounding natural landscape.

To ensure that development contributes to the sense of openness and the attractive pedestrian environment of the township approaches.

~~Ensure~~To ensure that building siting, design, form, height, appearance, scale and materials ~~that~~ are compatible with the role of land as an alpine approach or gateway to and from the Mansfield or Merrijig townships.

~~Ensure that buildings and other development meet the recommendations of The Mansfield Urban Design Framework 2005.~~

#### 2.0 Buildings and works

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C43mansProposed C56mansA permit is required for a sign.

##### 2.1 No permit required

A permit is not required to:

Construct or carry out works to provide access for persons with disabilities that comply with all relevant legislative requirements.

##### 2.2 Requirements

A permit is required to construct a fence.

A permit may be granted to vary a requirement expressed with the term 'should'.

A permit cannot be granted to vary a requirement expressed with the term 'must'.

A permit must not be granted or amended (unless the amendment would not increase the extent of non-compliance) for buildings and works which exceed a mandatory maximum requirement or are less than a minimum mandatory requirement.

~~Any new building or works must~~The following building and work requirements apply to an application to construct a building or construct or carry out works:

##### 2.3 Access and Circulation

New crossovers should:

- Be located on side streets or shared accessways where possible.
- Be limited to one consolidated access. Additional crossovers may be permitted for larger sites where a loop road circulation network is required.
- Be designed to minimise traffic flow visible from a township approach and allow traffic to enter and exit in a forward motion.
- Not present as the dominant element when visible from a township approach.

Loading and service areas should:

- Be located to the rear or side of a site.
- Not be visible from a township approach.
- Integrate loading areas into the design of the building to provide internal loading bays.

Where practical, provide a rear lane for service and loading traffic so that it is separated from customer access and parking.

Vehicle access points to sites located on arterial roads should be minimised and be provided by the side streets or via shared accessways, wherever possible.

## 2.4 Carparks

Car parking should:

- Be setback at least 3m from the front boundary of a site.
- Not be visible from a township approach where more than 6 car spaces are provided.

Car parking should be screened from a township approach with the car park entrance incorporated into the building's design.

## 2.5 Building setbacks

Building setbacks must:

- Be greater than 6 metres where car parking is located at the front of the site.
- Be consistent with the predominant building setback along the township approach.
- Accord with (or exceed) the setbacks of building/s on adjoining properties.
- Allow pedestrian access, and vehicle parking and landscaping at the frontage of the land.
- Enable high levels of accessibility, including access for people with a disability.

Building setbacks should:

- Be a minimum of 6 metres from the front property boundary where there is no predominant front setback from a township approach.
- Be a minimum of 3 metres from both side boundaries where a building is wider than 30 metres.

Where development has a side interface to a township approach, must provide a minimum 4 metre setback to the township approach for landscaping. This setback may only be reduced where the proposal will achieve each of the following:

- A variety of materials (other than colorbond) are used, and windows are provided.
- The façade addressing the township approach is articulated through the use of techniques such as recessing and projecting elements of the building.
- The setback does not face a residential zone.

## 2.6 Building Height

Building heights should:

- Be consistent with the scale of existing development along a township approach.
- Be consistent with the scale of residential buildings where new development is proposed adjacent to, or opposite a residential zone.

Building heights must not exceed single storey in height, with the maximum height allowable being 6 metres from natural ground level to the upper point of the building roofline.

## 2.7 Building address and design

Buildings facing a township approach should have articulated façades that provide for the following:

- Projected building elements;
- Passive on street surveillance;
- Varied roof forms and glazing; and
- A minimum 30 percent transparent glazing.

Buildings facing a township approach should be separated from each other to reflect the existing detached character of the approach.

Buildings should be orientated so that:

- Their frontage and entrance is parallel with and facing the township approach.
- Loading and servicing, accessways running parallel with the township approach will not occur within the setback to the township approach.

When a building is located on land with two street frontages, buildings should be designed with dual frontages.

Buildings should engage with the township approach through the occupation of ground level rooms. Service areas such as laundries, garages, bathrooms should be located away from the township approach where practicable.

Building façades must have at least one active frontage (i.e., entries, windows, external activities) and not have solid walls and solid fencing facing the road(s).

Building designs should demonstrate a strong emphasis on environmental sustainability and energy efficiency.

## 2.8 Colours, materials and finishes

Building colours, materials and finishes should:

- Provide articulation using a variety of materials including textured materials to provide visual interest, particularly where the rear or side of a building is visible from a township approach.
- Avoid the excessive use of heavy looking materials, and render.

Materials must be of natural or muted materials and colours that complement an alpine approach and township gateway theme, that is timber, stone, colorbond, brick or earth based materials.

Zincalume and other reflective materials are prohibited, this requirement cannot be altered by a permit.

## 2.9 Roof forms

Roof forms should:

- Have a low pitch. Steeper pitched roof elements may be used to reduce the bulk of a large roof area, and must respond to the prevailing character of the township approach.

Roof forms must:

- Differentiate between the various elements of the building.
- Be varied to provide visual interest along the township approach that are compatible with the character and function of industrial and commercial buildings, and streetscape character.
- Screen building infrastructure located on a roof including air conditioning units, plant room, lift motor rooms, exhaust systems, rooftop car parking or similar from all adjoining streets and integrate it with the overall design of the building.

Roof forms may include gable, skillion or hipped designs and be combined with flat roof forms to provide articulation.

## 2.10 Landscaping

Tree canopies should:

- Be provided 1 per 6 car parking spaces within a setback to a township approach.
- Be provided 1 per 8 car parking spaces for car parking with more than 20 spaces.
- Be a species that provides shade for vehicles and pedestrians.
- Exceed 7 metres in height if located within a setback to a township approach.
- Allow clear views between pedestrians and vehicles.

Landscaped areas should:

- Be minimum 2 metres wide where shrubs and groundcovers are proposed, or to separate car parks from side and rear boundaries.
- Be a minimum 3 metres wide where tree canopies are proposed.
- Be separated from vehicle access through the use of kerbs or raised edging, designed to achieve Water Sensitive Urban Design (WSUD) requirements, to ensure the maintenance of vegetation.
- Allow clear views between pedestrians and vehicles.
- Retain and protect existing mature trees where possible and integrate them into new development.

Setbacks, other than a setback to a township approach, must be landscaped and support a range of trees, shrubs and grounds covers.

Implement WSUD techniques between rows of car parking to treat stormwater and passively irrigate vegetation.

- Be of a design, form, appearance and scale that compliments an alpine approach and township gateway theme ie use of natural materials and colour schemes that compliment the surroundings; pitched roof designs rather than flat or skillion roofs only.
- Have at least one active frontage (i.e. entries, windows, external activities) and not have solid walls and solid fencing facing the road/s.
- Be of natural or muted materials and colours that complement an alpine approach and township gateway theme, that is timber, stone, colourbond, brick or earth based materials. Zincalume materials are prohibited. Galvanised iron materials may only be permitted when it can be demonstrated that the building will have minimal visual impact.
- Not exceed single storey in height, with the maximum height allowable being 6 metres from natural ground level to the upper point of the building roofline.
- Create visual interest and enhance alpine and gateway character.
- Be sited to have sufficient building setbacks to allow a sense of space, lineal corridor and alpine landscape to be retained.
- Have a setback/s to accord with (or exceed) the setbacks of building/s on adjoining properties.
- Allow pedestrian access, and vehicle parking and landscaping at the frontage of the land.
- Have a strong emphasis on environmental sustainability and energy efficiency.
- Have any storage area and parking for large vehicles away from road frontages.
- Provide landscaping that creates an attractive environment that is consistent with and complements an alpine theme and gateway approach into a high country tourist town, especially on the Maroondah Highway frontage.
- Enable high levels of accessibility, including access for people with a disability.

Provide landscaping that creates an attractive environment that is consistent with and complements an alpine theme and gateway approach into a high country tourist town, especially on the Maroondah Highway frontage.

### 2.11 Fencing

A permit is required to construct or extend a fence within 6 metres of the common boundary of a lot with frontage to a township approach, unless it meets all of the following requirements:

- It is a minimum 30 percent transparent and softened with landscaping.
- It is designed to integrate with materials and colours throughout the site.
- It is less than 1.5 metres high when interfacing with a township approach.
- It is of timber post and rail, timber post and wire, or metal post and wire construction.

When a fence is located on land with two street frontages, the fence should have a maximum height of 1.5 metres.

Fencing along a boundary interfacing with a township approach is discouraged.

Razor or barbed wire fencing is discouraged.

### 2.12 Site amenity

Goods storage areas should:

- Be located behind the building line when viewed from the township approach. This includes vehicle storage associated with motor vehicle repair developments.

Waste storage and recycling areas should:

- Not be visible from a township approach.
- Not be located between a building and the township approach, within landscaped areas, driveways, car and truck parking spaces and vehicle turning areas.

Any storage area and parking for large vehicles must be away from road frontages.

### 2.13 Lighting

Lighting should not adversely impact on road safety along a township approach.

Use sensor lighting where appropriate to reduce energy consumption and light spill detracting from the urban / rural interface of a township approach.

### 2.14 Acoustic Treatments

Acoustic treatment must integrate with the design of the building and landscaping.

Where external acoustic treatments are required, use mounding, acoustic walls or a combination of each as required.

## 3.0

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## Subdivision

~~C43mans~~ Proposed C56mans An application to subdivide land must meet all the following requirements:

~~None specified.~~

- Entry features use natural landscaping rather than built elements.
- Lots and accessways are designed to encourage developments that deliver high quality built form along the township approach.
- The road network is designed so that development will front onto the township approach.
- Where a service road is provided next to a township approach, elements of the preferred character are incorporated by:

- Retaining existing significant vegetation within the streetscape.
- Planting street trees spaced at a maximum of 10m apart and as near as possible to the centre of each lot.
- Using canopy trees for feature planting if the trees can be irrigated without using the potable water supply.
- Using low level shrubs and grasses in conjunction with canopy trees.
- Where direct access or a service road is not appropriate, industrial and commercial developments may side onto the approach provided:
  - The total length of side or rear fencing does not exceed 60 metres without a break.
  - A 5 metre landscape buffer is provided along this interface to screen side fencing. This buffer should consist of a variety of trees, and understorey. Landscaped mounding combined with planting of shrubs and canopy trees is encouraged for effective screening, subject to flooding impacts.
  - Side fencing is provided in accordance with the colours and materials design objective and does not exceed 1.8 metres in height.

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### Signs

**C43mans** Proposed **C56mans** In addition to the requirements at Clause 52.05 and the applicable zone, the following requirements apply:

- A sign should not diminish or distract from key views along the township approach.
- Directional signage may be provided within sites to delineate entries and exits, staff and customer parking, office/reception areas, and loading areas and be consistent in style and form.
- Only one sign should be provided on each lot.
- Signs not fixed to a building should be avoided unless the sign:
  - Integrates with the overall design of the building in terms of scale, form, landscaping, and materials;
  - Is shorter than the tallest height of an existing or proposed building on site; and
  - Does not detract from the preferred character and views to key landscape features.
- Where there are multiple premises within a site (including a site that has been subdivided), only one shared sign should be provided for the businesses along the township approach.

Any new sign must:

- Be of a size that does not dominate or compromise the existing landscape or design of a building.
- Not be internally illuminated. External lighting will be considered, provided proposed lighting does not interfere with amenity and usage of adjoining or nearby properties, or vehicular movement and safety on the adjoining road reserve.
- Not be a reflective sign as defined in Clause 73.02 of the Mansfield Planning Scheme.
- Not exceed a height of 5 metres above ground level.
- Not be located between a building line setback and a front boundary.

## 5.0

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### Application requirements

**C43mans** Proposed **C56mans** ~~None specified.~~ The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:



- A landscaping plan, prepared by a suitably qualified professional including a written explanation which shows:
  - The type, location, quantity, height at maturity and botanical names of all proposed plants and details of any tree protection zones.
  - How natural landforms will be protected, including appropriate approaches to vegetation retention and planting, ground preparation and minimising ground disturbance.
  - How erosion will be managed, and stability maintained or improved using soft landscaping techniques.
- Building plans and elevations demonstrating how the design responds to significant landscape features.
- A lighting plan, which provides location and details of external lighting.
- A schedule of materials, finishes and colours demonstrating how they respond to preferred character of the township approaches and surrounding landscape.
- A signage plan, which provides location, size, materials and style of signage.
- A written assessment demonstrating how the proposal meets the objectives and requirements of this overlay.
- A design response plan, with a site and context analysis.

## 6.0

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### Decision guidelines

~~C43mans~~Proposed ~~C56mans~~The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- ~~The Mansfield Urban Design Framework 2005.~~  
Whether the proposed development is consistent with the defined preferred future character for the Mansfield Township Approaches. The preferred character for the four identified Mansfield Township approaches is defined as follows:
  - Maroondah Highway:
    - Maroondah Highway is the key entry road into the township. The descending topography and linear nature of the road allows for long views to the distant landscape beyond.
    - A range of tourism, community and recreational developments are located along the approach, complementing its role as a gateway to the alpine region.
    - New developments will provide an appropriate transition between the adjacent agricultural land and more intensive development towards the town centre. The spacious character is considered an important element of the approach that will be built upon. This will be achieved by providing generous front and side setbacks that allow for landscaping and through the use of native and indigenous species that reinforce the environmental qualities of Mullum Wetlands.
  - Mount Buller Road:
    - Mount Buller Road forms part of the entry experience to Mount Buller and the alpine region. A range of tourism and commercial land developments are provided along the approach and complement its role as a gateway to the alpine region.
    - The presence of low scale built form and the detached pattern of development along the approach enable intermittent views to the surrounding local hills and are a key feature of this approach.
    - The approach has a spacious character facilitated by large front and side setbacks, as well as limited front fencing that allows for views to established front garden planting.

On-site car park areas, loading and storage areas, particularly associated with industrial / commercial developments, are sited to the rear or side of buildings, allowing a stronger presence of landscaping within the front setback and along driveways.

- Buildings along the approach are high quality, contemporary and respond to the alpine aesthetic of the approach and provide visual interest.

Midland Highway:

- The sense of enclosure and presence of Mansfield Racecourse and Fords Creek are important elements of the approach that will be built upon. This will be achieved through the use of native and indigenous species that reinforce the environmental qualities of Fords Creek and the retention of existing street trees.
- New residential development sits comfortably next to established residential development, providing an appropriate transition between the adjacent agricultural land and more intensive development towards the town centre. Industrial development is discrete with mounding and landscaping used to screen these developments along the approach.
- Buildings are high quality and contemporary, while the approach has a spacious character facilitated by generous front and side setbacks that allow for landscaping. On-site car park areas, sheds, loading and storage areas particularly associated with industrial / commercial developments and rural residential land, are sited to the rear or side of buildings, allowing a stronger presence of landscaping along the approach.

Mansfield-Whitfield Road

- The sloping topography, views to the surrounding localised hills and connections to Fords Creek and Botanic Park provide a strong focus for this approach. Buildings are orientated towards these features capturing views and providing for passive surveillance.
- New residential development sits comfortably next to established residential development, providing an appropriate transition between the adjacent agricultural land and more intensive development towards the town centre. Industrial development is discrete with mounding and landscaping used to screen these developments along the approach.
- Buildings are high quality and contemporary, with generous side and rear setbacks that allow space for landscaping.