

Planning and Environment Act 1987

MANSFIELD PLANNING SCHEME

Notice of the preparation of an amendment

Amendment C48

The Mansfield Shire Council has prepared Amendment C48 to the Mansfield Planning Scheme.

The land affected by the amendment is the four highway approaches around the Mansfield township, being the Maroondah Highway approach on the western side of Mansfield, the Mount Buller approach on the eastern side of Mansfield, the Midland Highway approach on the northern side of Mansfield and the Mansfield Whitfield Road approach on the northern side of Mansfield.

The amendment proposes to implement the *Township Approaches Planning Controls and Guidelines Study, Mansfield*, June 2018 by:

- Amending Clause 21.09, Mansfield Township.
- Amending Schedule 1 to the Design and Development Overlay to apply to applicable areas of Mixed Use, General Residential 1, Low Density Residential and Rural Living Zone.
- Introducing new Schedule 2 to apply to applicable areas of Farming, Urban Floodway, Industrial 1, Commercial 1 and Commercial 2 Zone.
- Applying the Design and Development Overlay 1 to applicable areas of Mixed Use, General Residential 1, Low Density Residential and Rural Living Zone.
- Applying the Design and Development Overlay 2 to applicable areas of Farming, Urban Floodway, Industrial 1, Commercial 1 and Commercial 2 Zone.

You may inspect the amendment, any documents that support the amendment and the explanatory report about the amendment, free of charge, at the following locations:

- during office hours, at the office of the planning authority, Mansfield Shire Council, 33 Highett Street, Mansfield.
- at the Department of Environment, Land, Water and Planning website www.delwp.vic.gov.au/public-inspection.

Any person who may be affected by the amendment may make a submission to the planning authority about the amendment. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for council to consider submissions and to notify such persons of the opportunity to attend council meetings and any public hearing held to consider submissions. The closing date for submissions is 24 October 2021 A submission must be sent to the Mansfield Shire Council, Private Bag 1000, Mansfield, Victoria, 3724.

The planning authority must make a copy of every submission available at its office for any person to inspect free of charge for two months after the amendment comes into operation or lapses.

Kaylene Conrick
Chief Executive Officer

MANSFIELD PLANNING SCHEME

AMENDMENT C48

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Mansfield Shire Council, which is the planning authority for this amendment.

Land affected by the amendment

The amendment applies to four highway approaches around the Mansfield township, outlined on the four (4) maps below, being:

- Approach 1: Maroondah Highway approach on the western side of Mansfield.
- Approach 2: Mount Buller approach on the eastern side of Mansfield.
- Approach 3: Midland Highway approach on the northern side of Mansfield.
- Approach 4: Mansfield Whitfield Road approach on the northern side of Mansfield.

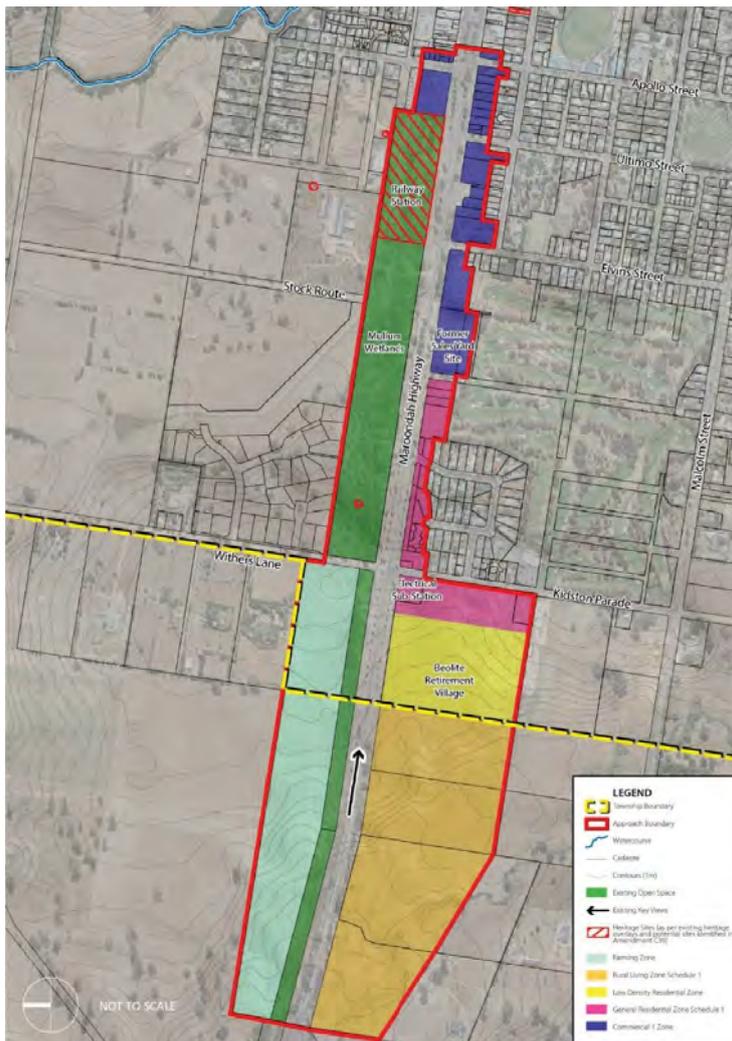


Figure 1 – Approach 1: Maroondah Highway (west) Approach

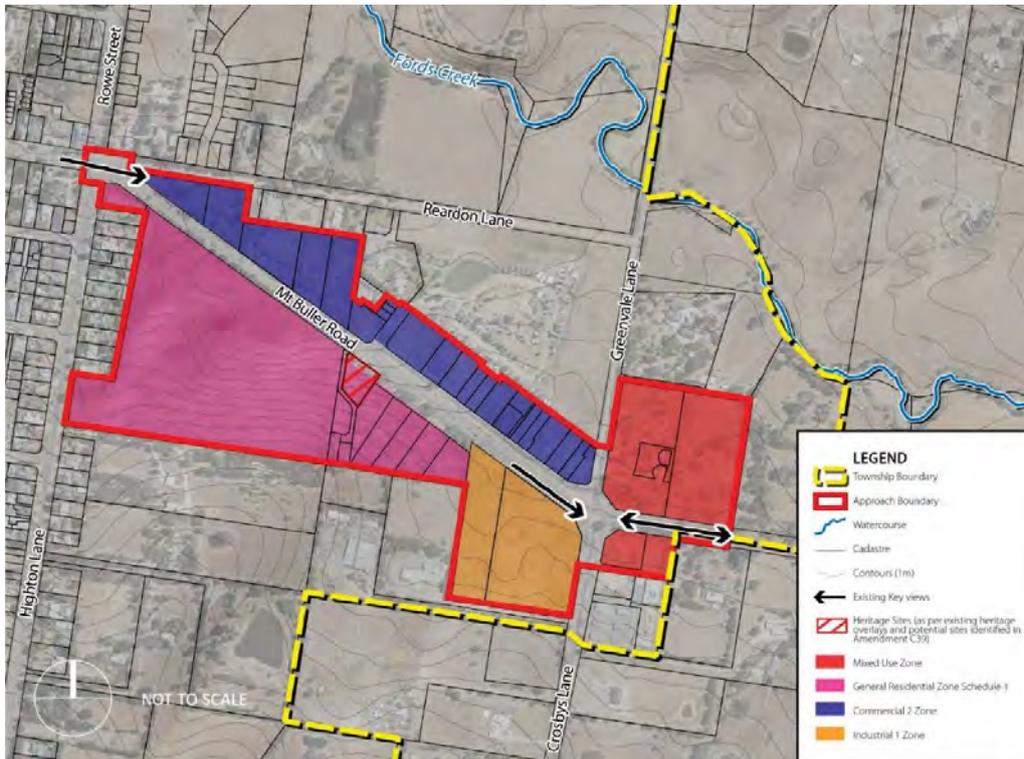


Figure 2 – Approach 2: Mount Buller Road (east) Approach

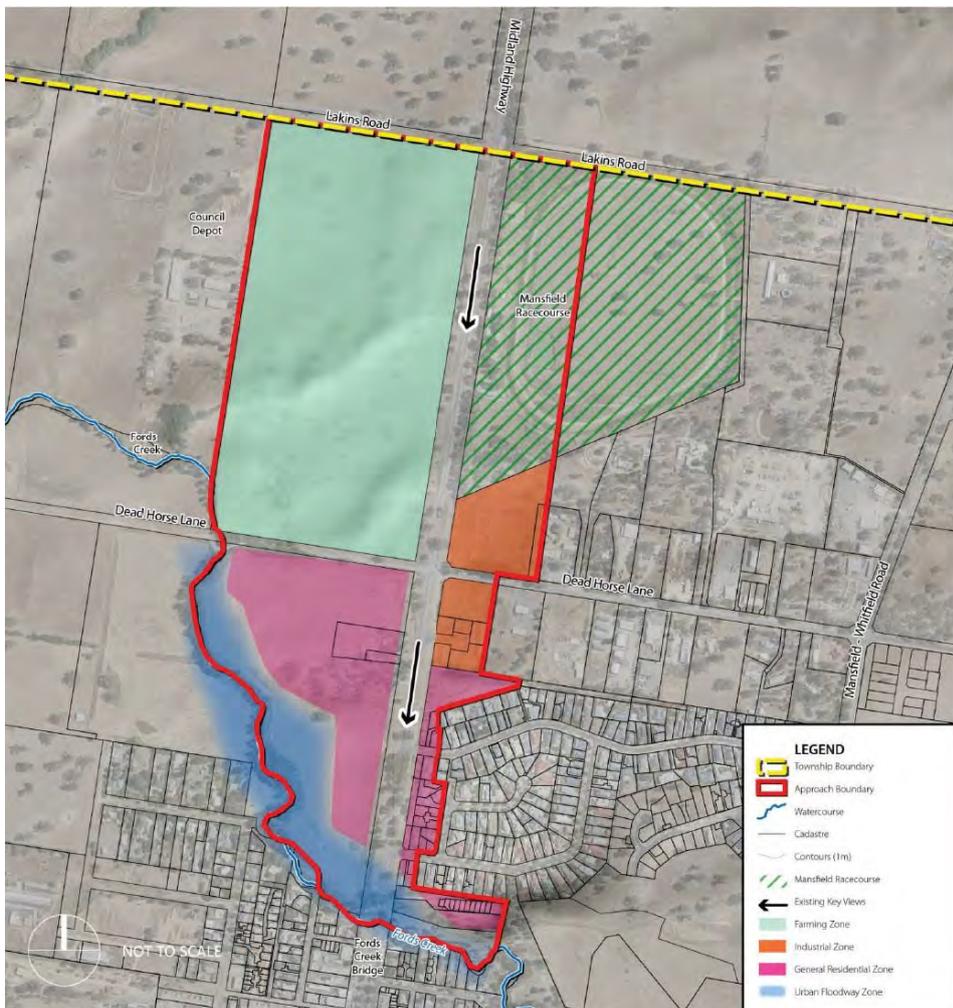


Figure 3 – Approach 3: Midland Highway (north) Approach

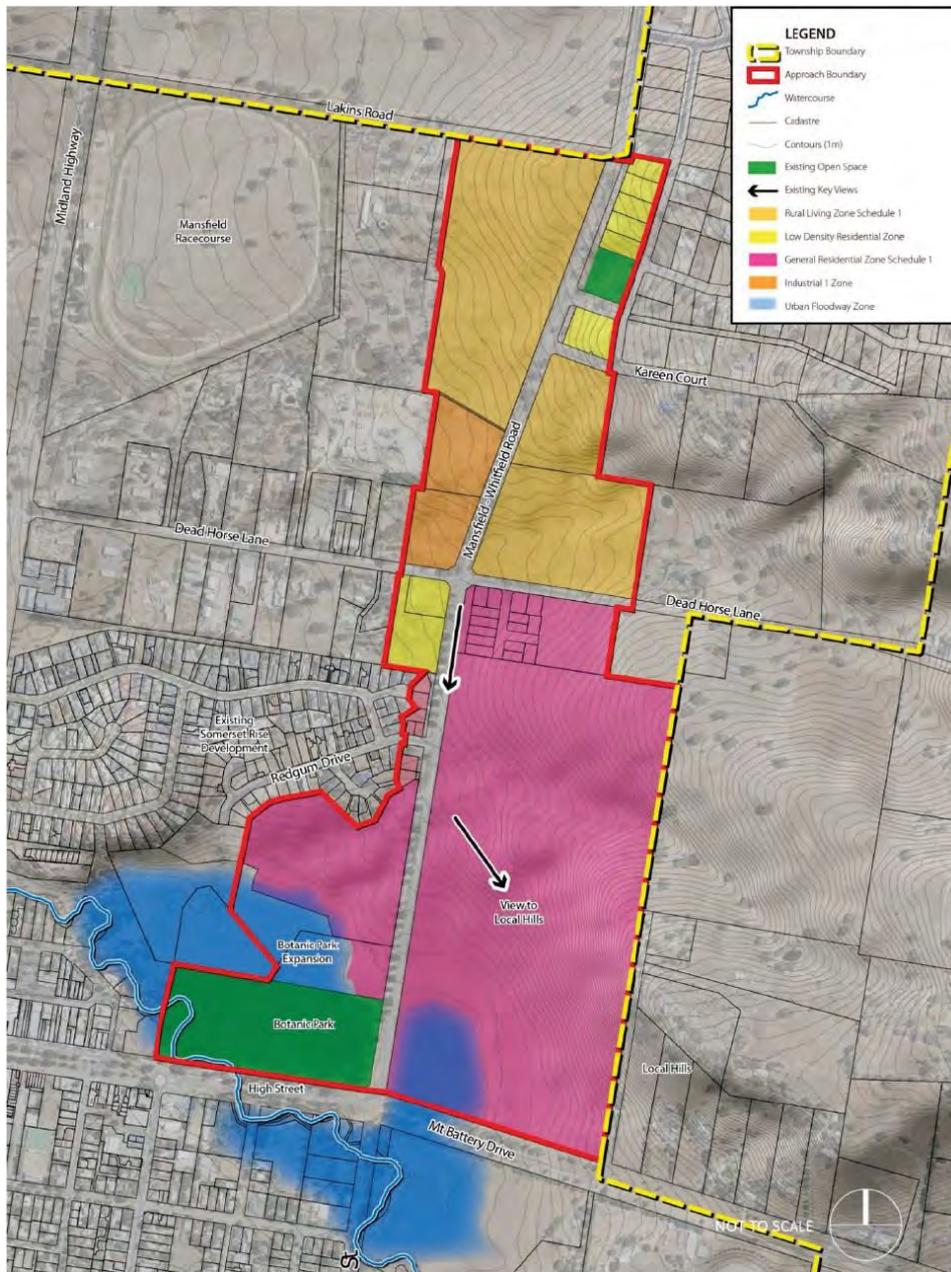


Figure 4 – Approach 4: Mansfield-Whitfield Road (north) Approach

What the amendment does

The amendment implements the *Township Approaches Planning Controls and Guidelines Study, Mansfield, June 2018* ('the study') by:

- Amending Clause 21.09, Mansfield Township.
- Amending Schedule 1 to the Design and Development Overlay, to now be retitled as *Mansfield Township Approach Guidelines - Mixed Use, General Residential 1, Low Density Residential and Rural Living Zones*.
- Introducing new Schedule 2 (*Mansfield Township Approach Guidelines - Farming, Urban Floodway, Industrial 1, Commercial 1 and Commercial 2 Zones*) to the Design and Development Overlay.
- Applying the Design and Development Overlay 1 to applicable areas of Mixed Use, General Residential 1, Low Density Residential and Rural Living Zone (Planning scheme maps 11DDO and 12DDO and new Planning scheme map 9DDO).

- Applying the Design and Development Overlay 2 to applicable areas of Farming, Urban Floodway, Industrial 1, Commercial 1 and Commercial 2 Zone (Planning scheme maps 11DDO and 12DDO).

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to implement the *Township Approaches Planning Controls and Guidelines Study, Mansfield*, June 2018 with objectives to:

- Identify the preferred future character of the four (4) township approaches.
- Ensure future development makes a positive impact on the amenity and environment within the township approaches.
- Ensure future development within the four (4) township approaches have regard to their local context and reinforces the valued character of the township.
- Clearly define township approaches through built form and landscaping treatments within the private realm.
- Provide clear, logical and useful guidelines for all – including, but not limited to developers, residents, Council officers and Councillors.

Specific proposals under the amendment are required as:

- Clause 21.09, Mansfield Township: New objective 5 *Mansfield Township Approaches* and strategies is being added to include strategic directions (objective and strategies) from the study to form part of the strategic directions for the Mansfield township. As new objective 5 is being added, subsequent objectives (6-14 inclusive) are being renumbered.
- Schedule 1 (Mansfield Township Approach Guidelines - Mixed Use, General Residential 1, Low Density Residential and Rural Living Zones): Schedule 1 to the Design and Development Overlay is being amended to outline revised, specific design objectives and controls recommended in the study for the areas to which it applies. These applicable areas are substantially wider than the limited areas to which Schedule 1 presently applies.
- Schedule 3 (Mansfield Township Approach Guidelines - Farming, Urban Floodway, Industrial 1, Commercial 1 and Commercial 2 Zones): New Schedule 3 to the Design and Development Overlay is required to outline specific design objectives and controls recommended in the study for the areas to which it applies.
- Planning scheme maps: Planning scheme maps 11DDO and 12DDO are being amended and new Planning scheme map 9DDO introduced into the planning scheme to apply either the Design and Development Overlay 1 to areas of Mixed Use, General Residential 1, Low Density Residential and Rural Living Zone to which it applies or the Design and Development Overlay 2 to areas of Farming, Urban Floodway, Industrial 1, Commercial 1 and Commercial 2 Zone to which it applies.

The township of Mansfield is set in the foothills of the Victorian High Country and is surrounded by picturesque countryside. The views to the surrounding area are highly valued by the residents of Mansfield and the visitors to the area alike. Development pressures in recent years has resulted in a gradual loss of the scenic value afforded to the surrounding area, especially along the four (4) main approaches to the township.

Strategic planning work was commenced in 2017 to investigate the recent development impacts to these four (4) main approaches and similarly seek community comment.

Specifically, community input was sought to ensure that any proposed control would support the preferred character of the approaches.

This amendment follows on from extensive background research and strategic assessment. The established preferred character for the four (4) township approaches are protected and enhanced through the establishment of refinement of existing design and development controls that shape residential and commercial/industrial land uses.

The *Township Approaches Planning Controls and Guidelines Study, Mansfield*, June 2018 forms the basis for the preparation of two (2) schedules for the Design and Development Overlay that will bring into effect this project. Each has been prepared to reflect the different built form outcomes sought in relation to the residential and commercial/industrial areas within the Mansfield township approaches.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria as outlined in Section 4 of the *Planning and Environment Act 1987* through:

- Providing for the fair, orderly, economic and sustainable use and development of land.
- Providing for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.
- Securing a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- Protecting public utilities and other assets and enabling the orderly provision and coordination of public utilities and other facilities for the benefit of the community.
- Balancing the present and future interests of all Victorians.
- Ensuring sound, strategic planning and co-ordinated action at State, regional and municipal levels.
- Enabling land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels.
- Ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.
- Facilitating development that achieves the objectives of planning in Victoria and planning objectives set up in planning schemes.

How does the amendment address any environmental, social and economic effects?

Environmental:

This amendment seeks to introduce changes and pathways for further enhancement of the environmental values of the four (4) township approaches. The community consultation identified that the community places a high value on the established street tree planting along these corridors and an ongoing commitment to the further expanding this aspect of the existing character. Additions have been included within the two (2) schedules to the Design and Development Overlay that will result in an increase over time of mature canopy cover in both the private and public domains along the township approaches.

Social:

The community of Mansfield places a large social value on its unique township approaches. These corridors welcome all visitors to the region and form a key gateway to the Victorian High Country beyond. As such, the community and Council have sought to shape these corridors along a defined preferred character individual to each route. In developing these controls as a community, the residents of Mansfield have invested significant social capital into their vision for the area. This amendment takes this community vision and places a range of design and development controls around aspects to ensure that these corridors are shaped in the direction the community wishes for them to head, building further social cohesion and pride amongst the townships residents. Overall, this project has significant community social benefits.

Significant cultural and built heritage sites are located within the township approaches. The development controls contained within the two (2) Design and Development Overlays seek to conserve these sites or ensure that future development does not negatively impact on their value for future generations to enjoy.

Economic:

Tourism is a large contributor to the local economy, both through providing accommodation, services to the nearby ski fields, and through Mansfield's key location as a gateway to the wider Victorian High Country. The townships appeal to tourists is in part influenced by its historic and unique country town feel.

This amendment seeks to introduce changes to the Design and Development Overlay to protect and enhance this historic country town feel through the four (4) preferred character statements for the identified township approaches. These suggested changes have been proposed to support planning controls to enhance the overall amenity and tourist attractiveness of the town, with the potential to result in increased tourist visitor ship across a larger part of the year. The suggested changes have been prepared to be simple and effective and not be considered onerous to existing or future commercial or industrial uses, ensuring that appropriate businesses continue to remain attracted to these key movement corridors.

Does the amendment address relevant bushfire risk?

The amendment will not result in any increase to the risk to life as a priority, property, community infrastructure and the natural environment from bushfire. The land forms part of the established Mansfield township with reticulated water supply and urban fire-fighting services. The Bushfire Management Overlay does not apply to the land, nor is the land part of the designated Bushfire Protection Area. Suggested changes to the two (2) schedules to the Design and Development Overlay seek to guide future built form outcomes within urban areas, therefore bushfire risk will not be increased.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with all Minister's Directions under Section 12 of the *Planning and Environment Act 1987*. Specifically, the amendment has considered and complies with the following Ministerial Directions:

- Ministerial Direction 11, Strategic Assessment of Amendments: The amendment has been strategically assessed and justified in accordance to meet the requirements of this direction through the preparation and implementation of the adopted *Township Approaches Planning Controls and Guidelines Study, Mansfield*, June 2018. The study provides the strategic and technical justification for the identification of the preferred character of the four (4) Mansfield township approaches, the application of additional strategic directions for highway entrances into Mansfield and the application of the Design and Development Overlay to these areas.
- Ministerial Direction No. 15, The Planning Scheme Amendment Process: All process requirements to be met under the direction have been considered and met in the preparation of the amendment.
- Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

No other Minister's Direction is directly affected by the amendment.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment complies with and implements the State Planning Policy Framework of the Mansfield Planning Scheme. In particular, the amendment implements:

Clause 11.03, Planning for Places:

The foothills to the Victoria High Country are a distinctive landscape, which are visible surrounding the Mansfield township. The views to these foothills are a distinctive aspect of the approach to the township and form a key highlight of residents and visitors. This amendment seeks to protect these views by limiting buildings and developments that detract from this character along the four (4) key approach routes to the town.

Clause 14.02, Water:

Urban stormwater run-off poses a significant risk to the natural watercourses that flow through Mansfield. Improving the way water is managed along the township approaches was identified as a concern through the community consultation process, with development controls included to incorporate Water Sensitive Urban Design measures into future development. These measures are developed in a manner that seeks to achieve improved water management outcomes whilst enhancing the overall built form character.

Clause 15.01, Built Environment:

The main objective of this amendment and the background work undertaken to support the process is to '*Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate*'. The amended two (2) schedules for the Design and Development Overlay identify the preferred character for the four (4) township approaches and identify the specific development controls required to ensure that this character is protected and enhanced for future generations.

A focus has been placed on the impacts that signage has on the amenity of the township approaches as well as the safe operation of the main roads connecting the towns to the surrounding area.

Clause 15.03, Heritage:

The four (4) township approaches contain a number of key heritage sites that were vital to the development of Mansfield and tell the story of the township's past. The building and development controls further seek to protect these sites, maintaining these features curtilage so that their stories can continue to be told.

17.04, Tourism:

Mansfield is renowned as a tourist destination and as a gateway to the Victorian Alps. The town is an attractive place, characterised by its country feel and historic significance. The four (4) township approaches form a key aspect of creating the European feel as visitors enter the town. By supporting the preferred character for these corridors with a suite of improved controls to protect and enhance this prevailing character, the township will be able to further enhance and protect its unique regional character.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment complies with and implements the Local Planning Policy Framework of the Mansfield Planning Scheme. In particular, the amendment implements:

Clause 21.04, Heritage and Character:

This amendment directly aids in the implementation of Clause 21.04 and Clause 21.04-3, by the "...*revis[ion of] the existing Design and Development Overlay for the alpine approaches/gateways to broaden its application*" and to '*[p]repare an advertising signs policy for the Mansfield Shopping centre and its key gateways/alpine approaches*'. The *Mansfield Design Guidelines, June 2018* was undertaken to address this identified strategic work. This amendment seeks to revise the existing schedule to the Design and Development Overlay, whilst also incorporating an advertising signs policy into the development controls contained within Schedule 2 to the Design and Development Overlay.

The key focus of this work is the protection and enhancement of character as detailed in Clause 21.04-2. Specific focus is placed on the Maroondah Highway and Mount Buller Road entrances, which form the main routes into Mansfield. The main focus of this body of work has been undertaken to achieve the aim that '*Linear development along the major routes into and out of the Mansfield Township should be sensitive to role that the town plays as an "Alpine Approach"*'.

Other strategies:

In addition to Clause 21.04 above, this amendment implements and supports the following clauses of the Municipal Strategic Statement:

- Clause 21.01 Municipal Profile, by aiding in the protection of the Alpine approaches as major transport and tourism routes whilst also protecting sensitive and environmentally valuable landscapes.
- Clause 21.05 Environmental and Natural Resource Values, by protecting and enhancing views to the significant landscape features of the surrounding area, including '*the alpine vista to Mount Buller and Mount Stirling is of state significance and requires protection from inappropriate development*'.
- Clause 21.07 Economic Development, by contributing to the maximisation of tourist visitation while maintaining the attributes that attract tourists. It is also noted that development controls included have been developed to not hinder the development of key industrial land located with the township approach corridors.
- Clause 21.08 Transport and Infrastructure, by not hindering any of the roads from their primary function as a transport corridor.

- Clause 21.09 Mansfield, by aiding in the facilitation of a number of objectives relating to the built form improvement of the Mansfield Township. Additional strategies for the Mansfield highway approaches are proposed to be included in this clause under this amendment.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions by applying the Design and Development Overlay, the overlay being the best mechanism to implement the development controls devised to protect and enhance the preferred character of the township approaches. Proposed amendments to Clause 21.09, Mansfield township, reflect the policy guidance and recommendations of the adopted *Township Approaches Planning Controls and Guidelines Study, Mansfield*, June 2018.

How does the amendment address the views of any relevant agency?

External agencies have not been consulted directly in the preparation of the amendment, which intends to enhance Mansfield Shire Council's ability to protect and enhance the preferred character of the four (4) township approaches. Proposed controls are not expected to impact how relevant agencies achieve their individual requirements.

VicRoads was consulted in the preparation of the guidelines and has relevance to the amendment due to arterial roads (zoned Road 1) lying adjacent to both private and public land. All relevant agencies will be directly notified of this amendment and will have an opportunity to make a formal submission to it.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

Is the amendment likely to have a significant impact on the transport system, as defined by section 3 of the Transport Integration Act 2010?

The amendment is not considered to have a significant impact on the transport system. The amendment does not propose new areas for rezoning that would affect the transport system.

The purpose of the *Transport Integration Act 2010* is to create a new framework for the provision of an integrated and sustainable transport system in Victoria. This vision statement recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible State.

The objectives of the *Transport Integration Act 2010* relate to social and economic inclusion, economic prosperity, environmental sustainability, integration of transport, land use, efficiency, coordination and reliability, safety, and health and wellbeing. This amendment is consistent with these objectives by maintaining a movement network promoting health, wellbeing and opportunity for passive recreation. Given the outcomes intended by this amendment, the impact of any future development regarding traffic on the surrounding road network will be minimal.

Are there any applicable statements of policy principles prepared under section 22 of the Transport Integration Act 2010?

There are no statements of policy principles or specific requirements applicable under Section 22 of the *Transport Integration Act 2010* that apply to this amendment.

Resource and administrative costs

This amendment is expected to have minimal impact on the resource and administrative costs of the responsible authority.

The proposed amendment will likely increase the requirements that an applicant within the Design and Development Overlay areas will need to address as part of a planning permit application. The amendment however will provide clear direction, certainty, and parameters for development, which is expected to assist in improved decision making, reduction in time frames for determining decisions and clearer direction for new development within the designed township approaches.

Where you may inspect this amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Mansfield Shire Council
33 Highett Street
MANSFIELD

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 24 October 2021.

A submission must be sent to:

Mansfield Shire Council
Private Bag 1000
MANSFIELD VIC 3724

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: 17 January 2021
- panel hearing: 21 February 2021

Planning and Environment Act 1987

MANSFIELD PLANNING SCHEME

AMENDMENT C48

INSTRUCTION SHEET

The planning authority for this amendment is the Mansfield Shire Council.

The Mansfield Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of three attached map sheets.

Overlay Maps:

1. Amend Planning Scheme Map Nos 11DDO and 12DDO in the manner shown on the two attached maps marked "Mansfield Planning Scheme, Amendment C48".
2. Insert new Planning Scheme Map No 9DDO in the manner shown on the attached map marked "Mansfield Planning Scheme, Amendment C48".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

3. In **Overlays** – Clause 43.02, replace Schedule 1 with a new Schedule 1 in the form of the attached document.
4. In **Overlays** – Clause 43.02, insert a new Schedule 2 in the form of the attached document.
5. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.

End of document

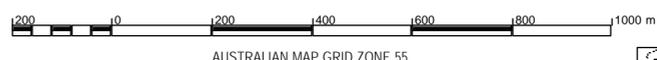
MANSFIELD PLANNING SCHEME - LOCAL PROVISION



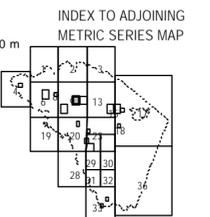
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This map should be read in conjunction with additional Planning Overlay Maps (if applicable) as indicated on the INDEX TO MAPS.

Overlays
 Design And Development Overlay - Schedule 1



AUSTRALIAN MAP GRID ZONE 55



Printed: 25/9/2007

AMENDMENT C1 PART 1

DESIGN AND DEVELOPMENT OVERLAY

MAP No 11DDO

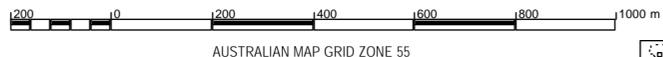
MANSFIELD PLANNING SCHEME - LOCAL PROVISION



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Overlays
 DDO1 Design And Development Overlay - Schedule 1

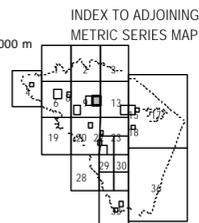


AUSTRALIAN MAP GRID ZONE 55



Printed: 7/11/2008

AMENDMENT C8



INDEX TO ADJOINING METRIC SERIES MAP

21.09 MANSFIELD TOWNSHIP

08/12/2016
C37

21.09-1 Overview

18/12/2016
C37

Mansfield Township has a population that is expected to grow from an estimated population of 3,120 (2011) to 4,385 in 2031. This growth will need to be supported by an additional 900 dwellings to 2031.

Mansfield Township is the only urban centre with significant growth potential and provides all major services and infrastructure for the community. Commercial and retail growth will occur within and around the shopping centre. There is a need for more industrial land to service demand.

The Mansfield Township is characterised by its unique alpine setting. The four key approaches to the town along the Maroondah Highway, Mount Buller Road, Midland Highway and Mansfield-Whitfield Road are renowned for their wide tree lined reserves with breathtaking views to the surrounding alpine peaks. These corridors support mature River Red Gums and a range of European species within large grassed road reserves creating a spacious landscaped setting. This feel is further supported by a number of adjacent public open space areas such as Mansfield Botanic Park, Mansfield Golf Course, Mansfield Mullum Wetlands, Railway Station Precinct, Mansfield Race course and Fords Creek. These corridors connect with the distinctly Mansfield main commercial corridors of Hihett and High Streets.

Existing infrastructure is capable of servicing growth however there is a need to increase water storage capacity.

A diversity of housing opportunities is an important part of providing housing for all. Aged care and medium density housing will be important so the elderly can age in place. In fill development will be important.

The Mixed Use zone will be important in providing for a mix of residential and commercial outcomes.

The *Mansfield Urban Design Framework 2005* provided the basis for the first framework plan for Mansfield township. The *Mansfield Framework Plan* and *CBD Framework Plan* are based upon the *Mansfield Structure Plan 2015*.

Key issues

- Managing the residential, low density residential and rural living 'landbank'.
- Avoiding 'out of sequence' development and rezoning.
- Facilitating residential and commercial redevelopment opportunities of key strategic sites.
- Avoiding the fragmentation of the core retail uses.
- Reinforcing the preferred character of the approaches into Mansfield township

Objective 1 – Settlement, Housing and Character

To provide an adequate land supply to meet current and future housing needs.

Strategies

Strategy 1.1 Contain and intensify residential development within existing residentially zoned land.

Strategy 1.2 Encourage the redevelopment of key strategic sites, infill sites and currently vacant General Residential land.

- Strategy 1.3 Discourage any proposed General Residential rezonings in the short to medium term (0-10 years).
- Strategy 1.4 Discourage any proposed Low Density Residential rezonings in the short term (0-5 years).
- Strategy 1.5 Discourage any proposed Rural Living rezonings in the medium to long term (10-20 years).
- Strategy 1.6 Ensure land south of Stoneleigh Road is protected for a long term residential growth corridor.

Objective 2 – Settlement, Housing and Character

To maintain housing affordability and increase the range of housing choices.

Strategies

- Strategy 2.1 Encourage higher density development in areas that can capitalise on existing physical and social infrastructure in proximity to the town centre, including a range of smaller dwelling sizes.
- Strategy 2.2 Encourage a range of lot sizes within new subdivisions to provide for a variety of dwelling sizes.
- Strategy 2.3 Support smaller housing options and retirement and aged care accommodation within proximity to existing social and physical infrastructure close to the town centre.
- Strategy 2.4 Encourage opportunities to increase the supply of affordable housing within the private and public sector to cater for lower income households, older people and young people who wish to remain in the town.
- Strategy 2.5 Support facilities for temporary housing to provide accommodation for workers during peak summer and winter periods.

Objective 3 – Settlement, Housing and Character

To encourage development that respects the unique character and location of Mansfield Township and protects areas of natural, environmental, architectural and cultural significance.

Strategies

- Strategy 3.1 Implement the Mansfield Heritage Survey and provide appropriate statutory protection for places of heritage significance.
- Strategy 3.2 Use the Development Plan and Design and Development overlays and environmental buffer areas to ensure that new residential development does not disrupt or restrict existing or future viable agricultural, industrial, or rural activities.
- Strategy 3.3 Ensure that new residential development protects existing environmental features, including: large stands of trees, remnant River Red Gums, native vegetation, native animal habitat and movement corridors, high points, watercourses and drainage lines.
- Strategy 3.4 Ensure new development achieves high standards of urban design, architecture and landscape architecture.
- Strategy 3.5 Encourage new subdivisions to adopt best practice in relation to walkable neighbourhoods, water sensitive urban design and other energy efficient/sustainability initiatives.

Objective 4 – Mansfield High Street Central Business District

To consolidate the Mansfield Central Business District (CBD) shopping centre and ensure new development responds to the existing character of the centre.

Strategies

- Strategy 4.1 Ensure use and development is consistent with the Mansfield CBD Framework Plan
- Strategy 4.2 Improve connectivity in the town's centre through the use of existing mid block connections (Bank Place/ Eisners Lane) as pedestrian through ways.
- Strategy 4.3 Retain the predominant single storey built form and structure of High Street and Highett Street by limiting height to two storeys, with the upper level to be setback from the kerb.
- Strategy 4.4 Ensure new commercial development includes the use of verandahs extending to the kerb to maintain sense of character and provide pedestrian amenity.
- Strategy 4.5 Encourage signage to be designed to be proportionate to the building facade and directed to the verandah and below verandah.
- Strategy 4.6 Ensure there is full activation of retail frontages along High Street and Highett Street.

Objective 5 – Mansfield Township Approaches

To ensure future development along the four key Mansfield Township Approaches is compatible with the existing and preferred future character of these areas.

Strategies

- Strategy 5.1 Ensure development is consistent with the *Mansfield Design Guidelines*.
- Strategy 5.2 Require subdivision layouts to appropriately address identified township approaches.
- Strategy 5.3 Ensure future development within identified township approach corridors meets stipulated built form design outcomes.
- Strategy 5.4 Retain and enhance the landscape qualities of each approach
- Strategy 5.5 Minimise the impact of visual clutter from signs through controls to ensure local streetscapes and key view lines to the surrounding alpine foothills are retained and enhanced over time.

Objective 6 – Economic Development and Employment

To provide a sustainable business environment for retail and commercial businesses.

Strategies

- Strategy 6.1 Retain the current supply of Commercial 1 zoned land.
- Strategy 6.2 Encourage more intensive use of existing retail establishments through renovation and redevelopment.
- Strategy 6.3 Encourage a range of retail and commercial opportunities in the town centre.
- Strategy 6.4 Encourage larger-format retailing (e.g.homemaker) in the Commercial 2 zoned land on Mount Buller Road.
- Strategy 6.5 Encourage supermarket uses to locate in the core High Street shopping centre and discourage them at the Mount Buller Road commercial area.
- Strategy 6.6 Encourage redevelopment of existing residential properties in Commercial 1 zoned land in the town centre for commercial uses.

- Strategy 6.7 Encourage the redevelopment of vacant or underutilised land/sites including retail and/or mixed use with possible car parking opportunities to the rear where possible.
- Strategy 6.8 Encourage the appropriate redevelopment of key strategic sites located at the former saleyards, Toyota dealership, 34 High Street, 1-7 High Street, Council depot and the former Sawmill.

Objective 7 – Economic Development and Employment

To support viable industrial business opportunities in Mansfield Township.

Strategies

- Strategy 7.1 Encourage relocation of service industries, light industrial, rural supplies, and vehicle repair uses from the town centre to new industrial areas, including Mount Buller Road and Lakins Road once subdivided.
- Strategy 7.2 Require new development in Dead Horse Lane to maintain a suitable landscape and acoustic buffer to the residential properties to the south to reduce amenity conflicts.

Objective 8 – Economic Development and Employment

To continue to promote tourism based activities, accommodation and complementary land uses.

Strategies

- Strategy 8.1 Encourage the development of quality affordable short and long term accommodation for visitors and temporary staff.
- Strategy 8.2 Encourage a mix of tourist related uses, including cafes, restaurants, accommodation and tourist related retail within High Street and the town centre.

Objective 9 – Open space and recreation

To meet the current and future recreational and sporting requirements of Mansfield Township.

Strategies

- Strategy 9.1 Ensure that any residential development / subdivision comply with open space provision guidelines.
- Strategy 9.2 Seek opportunities for provision of additional playing areas on private land as part of subdivision proposals, including utilising flood prone land that cannot be developed for urban purposes.
- Strategy 9.3 Support the ongoing role of the Mansfield Golf Course in providing sport and recreational opportunities.
- Strategy 9.4 Continue to support the use of High and Highett Street medians for public use and events.

Objective 10 – Open space and recreation

To provide a connected pedestrian and bicycle network through Mansfield Township.

Strategies

Strategy 10.1 Improve linkages between open space reserves and key community facilities, such as schools through improved paths and trails, development of landscape themes and directional and information signage.

Strategy 10.2 Create a linear landscaped passive park with pedestrian paths along Fords Creek connecting to existing and future planned paths.

Objective 11 – Community services and facilities

To provide a range of community and cultural facilities that are well connected and easily accessed by all members of the community.

Strategies

Strategy 11.1 Support and consolidate health related services in the precinct surrounding Mansfield District Hospital.

Strategy 11.2 Encourage the development of retirement and aged care accommodation with walkable access to the town centre and social infrastructure.

Strategy 11.3 Support the sharing of facilities between education providers.

Objective 12 – Transport and access

To provide an efficient movement network for vehicles, pedestrians and cyclists.

Strategies

Strategy 12.1 Improve the key intersection of Malcolm Street/Highton Lane in consultation with VicRoads.

Strategy 12.2 Require new residential subdivisions to fund footpath and shared path upgrades along road frontages to improve connectivity.

Strategy 12.3 Require new residential subdivisions adjacent to Fords Creek to set aside land along the creek for the creation of a linear shared path.

Strategy 12.4 Provide for a long term heavy vehicle bypass.

Strategy 12.5 Require the key township approaches in Mansfield to be developed as envisaged by their preferred character, enhancing tourist appeal and usability for residents.

Objective 13 – Carparking

To ensure that car parking can accommodate existing conditions and future growth.

Strategies

Strategy 13.1 Require new retail and commercial developments to provide on-site car parking, wherever possible.

Strategy 13.2 Upgrade the Erril Street and Nolan Street car parking areas to improve utilisation through construction, line marking and way finding signage.

Strategy 13.3 Encourage long vehicle parking along High Street next to the tourist information centre and Mullum Mullum wetlands.

Strategy 13.4 Access to parking should be via a secondary streets, laneways or other parking areas or minimise impacts on activated frontages of new development.

Objective 14 – Infrastructure

To ensure the provision of infrastructure services to meet current and future needs.

Strategies

Strategy 14.1 Require development proponents to fund infrastructure upgrades through developer contributions.

Strategy 14.2 Ensure new urban development is connected to town infrastructure.

Implementation

The strategies in relation to the Mansfield Township Approaches will be implemented by:

Application of zones and Overlays

- Applying the Design and Development Overlay to land that contributes to the creation of the unique character of the Mansfield Township Approaches.

21.09-2

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Further strategic work

- Review the planning scheme provisions for the former Sawmill site and its environs to facilitate appropriate redevelopment.
- Investigate the creation of an industrial/business park subdivision on the Lakins Road site.
- Investigate land to the east and west of the Lakins Road depot site for long term future industrial zone.
- Investigate the use of private and under-utilised public land within Mansfield Township for additional sports facilities and the location of events.
- Prepare masterplans for key open space areas including the co-location of facilities where possible.
- Investigate long term opportunities in Mansfield Township to develop key heavy vehicular route alternatives to re-route large vehicle trips out of the town centre.
- Investigate the application of the Parking Overlay and schedule to the town centre to meet future car parking demand generated by new retail, tourism and commercial development.
- Investigate locations for a long term secure car parking area within the proximity of the town centre to accommodate parking demand generated by traders, temporary staff associated with Mount Buller and visitors.
- Develop a stormwater and drainage management plan to guide requirements for future development and new infrastructure.

Insert images for gazetted Clause 21.09

DRAFT

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SCHEDULE 1 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO1**.

MANSFIELD TOWNSHIP APPROACH GUIDELINES – MIXED USE, GENERAL RESIDENTIAL, LOW DENSITY RESIDENTIAL, AND RURAL LIVING ZONES

1.0

Design objectives

xx/xx/20xx
Cxxx

- To ensure future development along the four township approaches has regard to local context and reinforces the valued character of the township.
- To achieve the preferred future character of the approaches through built form and landscaping treatments within the private realm.
- To protect key view lines to natural landscape features surrounding the Mansfield Township from within the identified township approaches.
- To encourage new development that reflects the colours and finishes of the surrounding natural landscapes.

The township approaches are shown at Figures 1-4

2.0

Buildings and works

xx/xx/20xx
Cxxx

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

- Does not exceed 1.8 metres in height
- Constructed from predominantly lightweight natural materials
- Is a minimum 30 per cent transparent.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- Access and Circulation
 - Vehicle access should not present as a dominant element when viewed from a township approach.
 - Undercroft car parking should be screened from a township approach, with landscaping and entrances incorporated into the overall design of the building.
- Building setbacks
 - Building setbacks to a township approach are to be consistent with the predominant front setback of the street. Where there is no predominant front setback, building setbacks are not to be less than 6 metres from the township approach.
 - Where development has a side interface with a township approach, provide a minimum 3 metre side setback for landscaping. This area may only be reduced if the facade addressing the approach is articulated such as using recessing and projecting elements in the building, changes in materials and providing transparent windows.
- Building address
 - Buildings should be orientated so that the building frontage (i.e. entrance, foyer etc) is parallel with the township approach.
 - Buildings should engage with the township approach through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as laundries, garages, and bathrooms, should be located away from the township approach where practicable.
- Building Design and Detail

- Articulate building facades through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as beams.
- Façade articulation should respect the rhythm and grain of adjacent buildings along the township approach.
- Buildings along long boundaries and/or on consolidated lots, should be broken up through the significant articulation of the building mass, stepped ground floors and reduced second storeys.
- Colours, Materials, and Finishes
 - Use materials that reinforce the preferred built form and landscape character of the township approach that are within a residential area.
 - Avoid the excessive use of heavy looking materials and render and use a minimum of 2 different primary cladding materials.
 - Materials should be muted, earthy tones or the like and avoid bright, bold colours that are not compatible with the muted tones of the natural landscape.
 - External finishes should minimise glare and reflection to the township approach.
 - Zincalume materials must not be used. This requirement cannot be varied with a permit.
- Building Heights
 - Building heights should respond to the scale of existing development along the township approach within a residential area.
- Roof forms
 - Use varied roof forms to provide visual interest along the township approach whilst providing forms that are compatible with the character of the approach.
 - Roofs should be constructed with a minimum pitch of 7 degrees from horizontal. Roof forms may include gable, skillion or hipped designs and be combined with flat roof forms to provide articulation.
 - Building infrastructure which is located on the roof including air conditioning units, solar panels, and the like, is to be screened from the township approach using roof forms or parapets that integrate with the overall design of the building.
- Garages
 - Garages and car ports should be setback from front facades and should not present as a dominant element when viewed from the township approach.
 - Garages on lots with a width of 20 metres or more should not exceed 33 per cent of street frontage and on lots with a width of less than 20 metres should not exceed 40 per cent of street frontage.
 - A building must not have a triple fronted garage. This requirement cannot be varied with a permit.
- Landscaping
 - Front setbacks should be planted with a minimum of one canopy tree per 15 metres of lot frontage. The canopy tree should be capable of reaching a minimum of 7 metres in height, together with lower scale planting.
 - Side setbacks that address and/or are visible from the township approach (i.e. not located behind a landscape buffer) should be landscaped.
 - Where canopy trees are to be provided, deep soil zones should be a minimum of 4.5 metres in width. Landscaped areas of shrubs, grasses, sedges, and groundcovers should be a minimum of 2 metres in width.
 - Vehicle access ways should be offset from the side boundary by a minimum of 1 metre and meander along a boundary to provide larger planting spaces for trees.

- Species should be selected to integrate and connect with the residential character of the township approach.
- Exotic species may be used in areas where they are an important element of the preferred character or for statement planting provided the plants do not require potable water supply for irrigation.
- Solid fencing, sheds/outbuildings, waste and recycling storage and goods storage areas should be screened from a township approach using landscaping.
- Existing mature trees should be retained and integrated into new development.
- Waste storage and recycling areas should be located away from direct view lines from the township approach and should not be located at the front of the building or within landscaped areas or driveways.
- Fencing
 - Front fencing along a township approach should be avoided.
 - Where front or side fencing is required within a setback along a township approach, it should not exceed 1.8 metres in height, be constructed from predominantly lightweight natural materials and have a transparency of at least 30 per cent.
- Site Amenity
 - Locate storage areas, sheds, water tanks, satellite dishes, television antennae, clothes lines, hot water services, evaporative units away from direct view lines from a township approach.
 - Where practical, use acoustic treatments internal to the building through the design of the building layout, and the use of acoustic insulation or suitable building materials.
 - Where external acoustic treatments are required, use mounding or acoustic walls, or a combination of both.
 - Design any external acoustic treatment so that it contributes positively to the residential area of the township approach and integrates with the design of the building and landscaping.
- Lighting
 - Lighting should not adversely impact on the safety of road users along the township approach.
 - Use sensor lighting to reduce energy consumption and light spill detracting from the urban / rural interface of a township approach.

3.0 Subdivision

xx/xx/20xx
Cxxx

A permit to subdivide land must meet the following requirements:

- The road network and lot configuration should be designed to ensure that development will front onto the township approach.
- Lots, accessways, and road networks should be designed having regard to the development requirements of this schedule and lots fronting a township approach should be consistent with surrounding residential character by providing wide frontages, with only one vehicle crossover.
- Where a service road is provided as the interface to a township approach, incorporate elements of the preferred character 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 native or indigenous canopy trees, or exotic species for feature planting if the trees can be irrigated without using the potable water supply.
 - Planting low level shrubs and grasses in conjunction with canopy trees.

- Residential lots may have a side to a township approach provided:
 - The total length of side fencing will not exceed 60 metres.
 - A 5 metre landscape buffer is provided to the side fencing. This buffer should consist of a variety of trees, shrubs, grasses, sedges, and groundcovers in accordance with the preferred future character of the township approach. 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 1.8m in height.
- Any entry features should use landscaping rather than built elements.

4.0 Signs

xx/xx/20xx
Cxxx

None specified

5.0 Application requirements

xx/xx/20xx
Cxxx

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:

- Written response detailing how proposed development achieves the objectives and requirements of this schedule.
- A schedule of materials and colours, as appropriate.
- A landscape plan, prepared by a suitably qualified professional, including details of initial maintenance to establishment.
- A lighting plan, which provides location and details of external lighting, as appropriate.

6.0 Decision guidelines

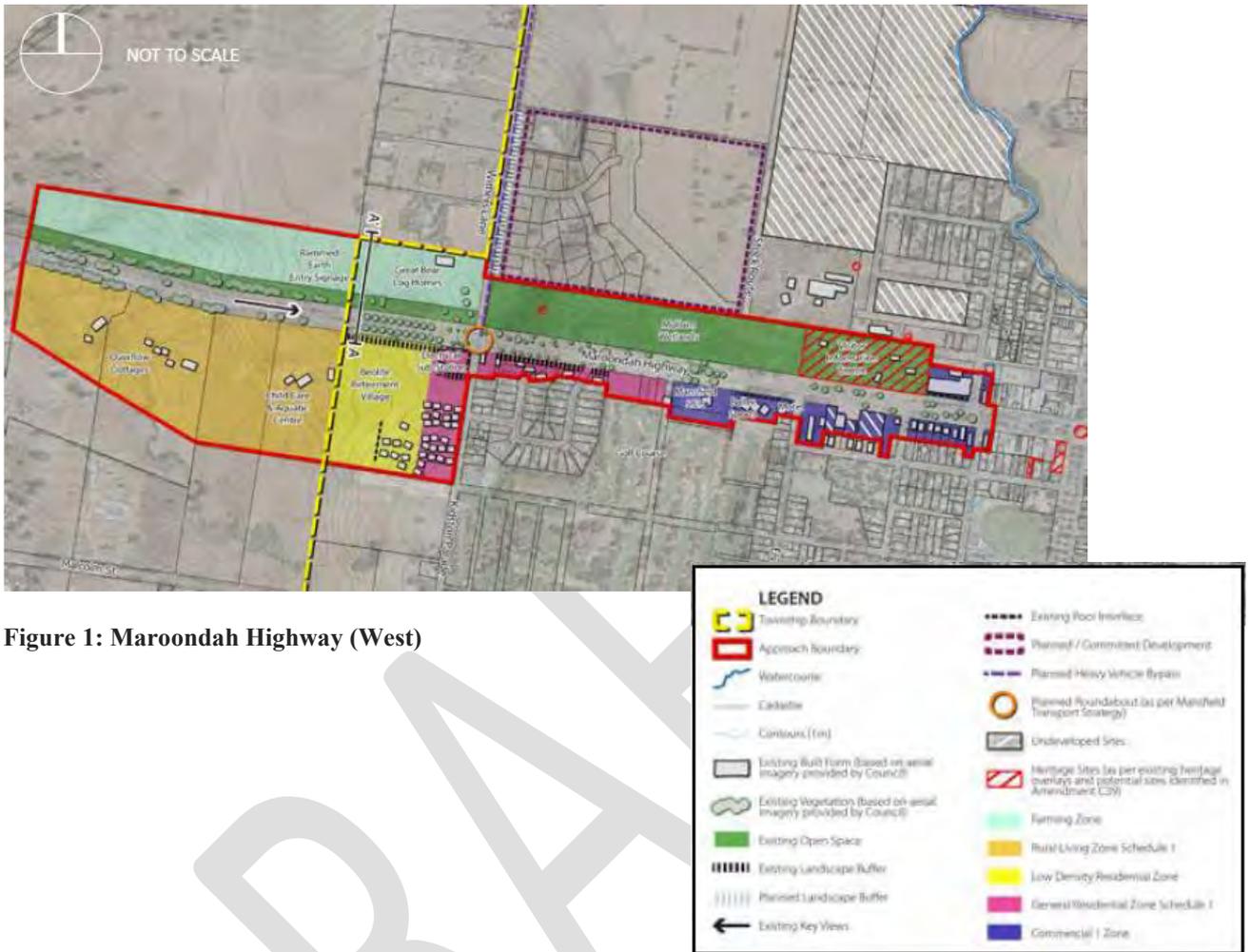
xx/xx/20xx
Cxxx

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:

- 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 land uses are provided along the approach and complement its role as a gateway to the alpine region.
 - New developments will provide an appropriate transition between the adjacent agricultural uses and more intensive uses 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 uses 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 uses, 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 areas sit comfortably next to established residential areas and provide an appropriate transition between the adjacent agricultural uses and more intensive development towards the town centre. Industrial areas are discrete with mounding and landscaping used to screen these uses 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 uses and rural residential lots, 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 areas sit comfortably next to established residential areas and provide an appropriate transition between the adjacent agricultural uses and more intensive development towards the town centre. Industrial areas are discrete with mounding and landscaping used to screen these uses along the approach.
 - Buildings are high quality and contemporary, with generous side and rear setbacks that allow space for landscaping.

APPROACH ONE – MAROONDAH HIGHWAY



APPROACH TWO – MOUNT BULLER ROAD

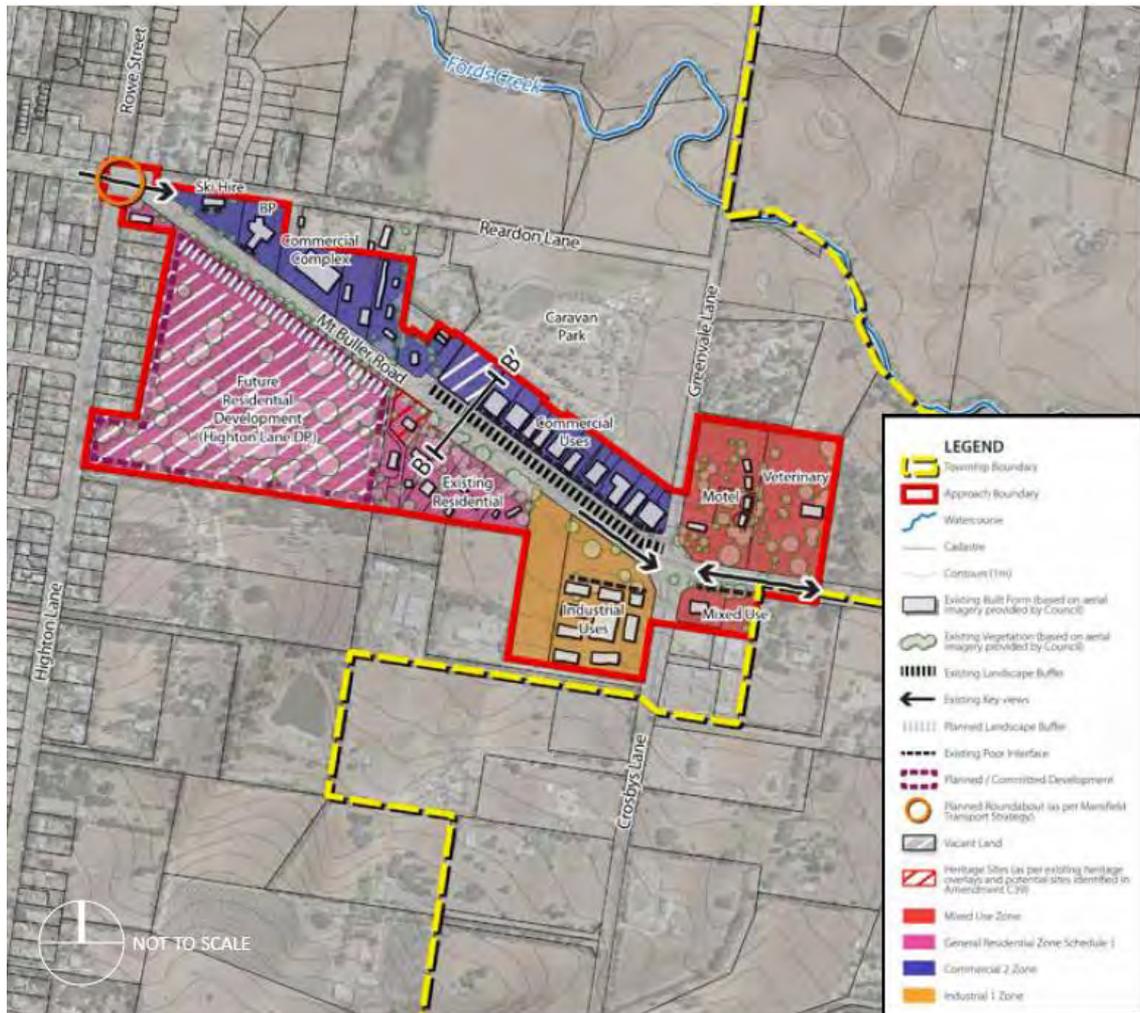


Figure 2: Mount Buller Road (East) Approach

APPROACH THREE – MIDLAND HIGHWAY

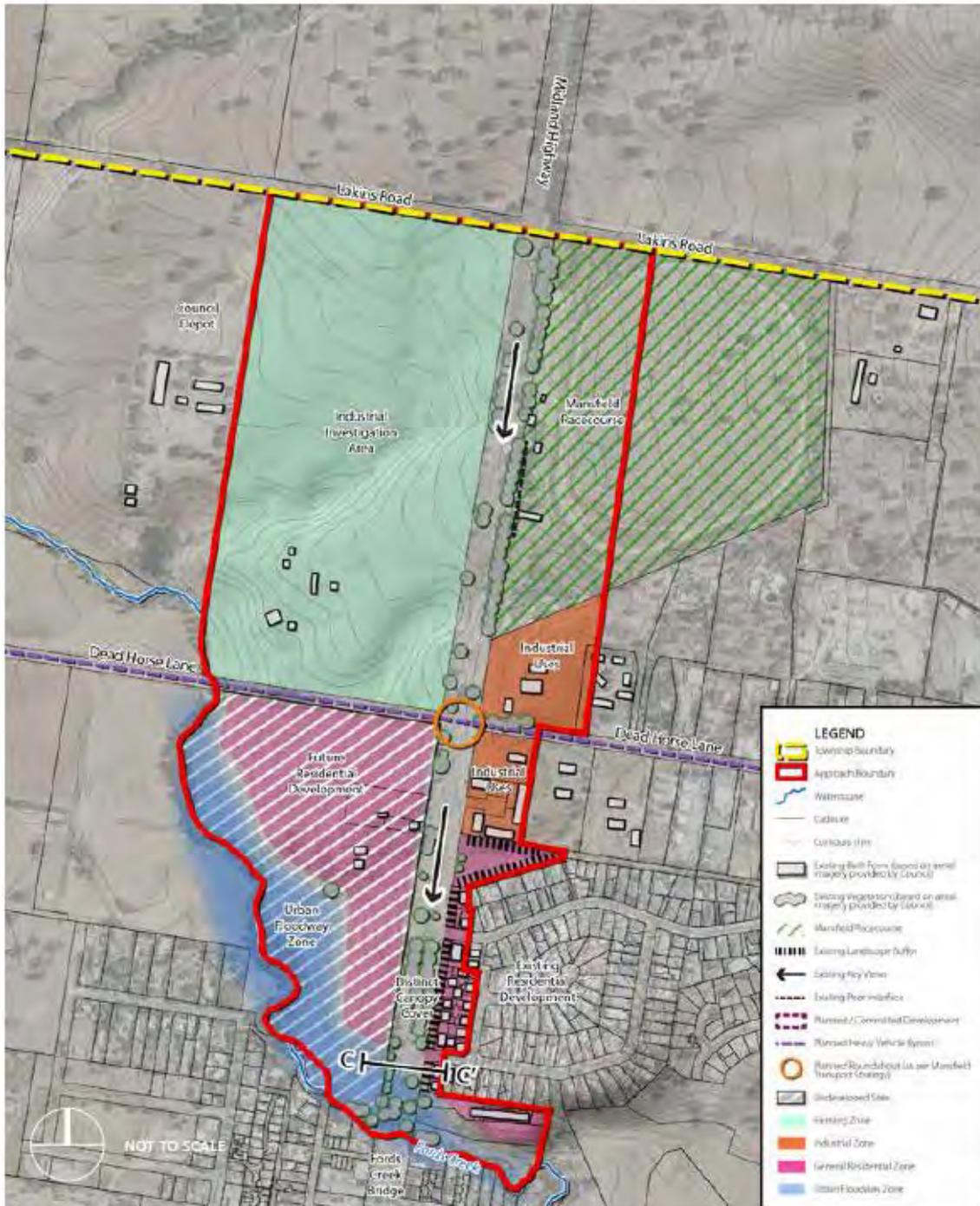


Figure 3: Midland Highway (North) Approach

APPROACH FOUR – MANSFIELD-WHITFIELD ROAD

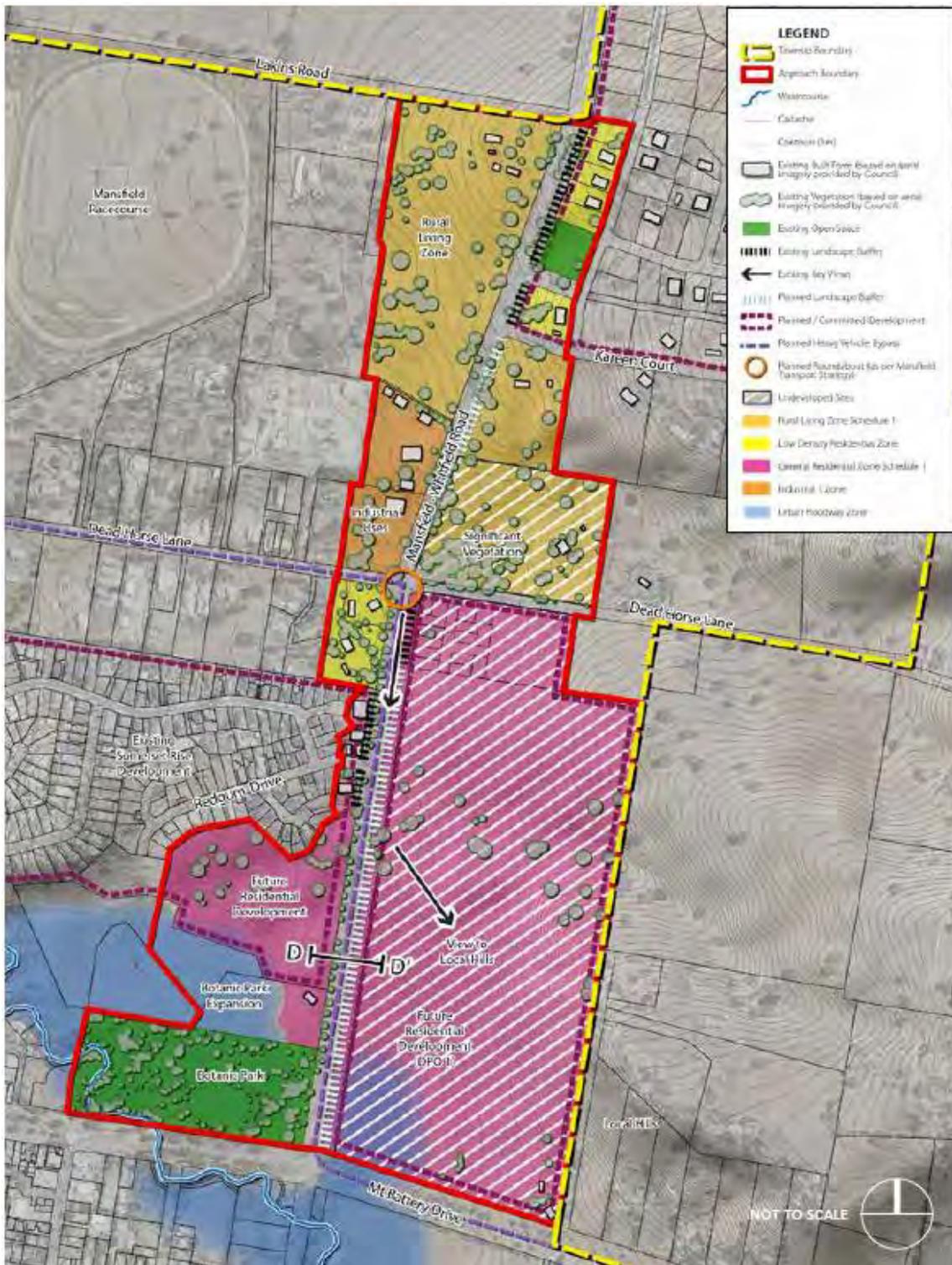


Figure 4: Mansfield-Whitfield Road (North) Approach

xx/xx/20xx
Cxxx

SCHEDULE 2 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO2**.

MANSFIELD TOWNSHIP APPROACH GUIDELINES – FARMING, URBAN FLOODWAY, INDUSTRIAL 1, COMMERCIAL 1, AND COMMERCIAL 2 ZONES

1.0

Design objectives

xx/xx/20xx
Cxxx

- To ensure future development along the four township approaches has regard to local context and reinforces the valued character of the township.
- To ensure the preferred future character of the township approaches is achieved through built form and landscaping treatments within the private realm.
- To protect key view lines to natural landscape features surrounding the Mansfield Township from within the identified township approaches.
- To ensure the appearance of new development reflects the colours and finishes of the surrounding natural landscape.

The township approaches are shown at Figures 1-4.

2.0

Buildings and works

xx/xx/20xx
Cxxx

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

- Does not exceed 1.8 metres in height.
- Constructed from predominantly lightweight natural materials.
- Is a minimum 30 per cent transparent.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

- Access and Circulation
 - Limit driveway crossovers to one consolidated entry and exit point for each site to a township approach. This requirement applies to a single lot and consolidated lots. Additional crossovers may be permitted for larger sites where a loop road circulation network is required.
 - New crossovers should retain mature street trees and avoid impacts on their long term health and stability.
 - Vehicle access should not be a dominant or prominent element when viewed from a township approach.
 - Drive thru sales facilities should not be visible from a township approach.
- Loading and Servicing
 - Loading bays and service areas should be located to the rear or side of the property and away from views from a township approach.
 - Integrate loading areas into the design of the building to provide internal loading bays. Where external loading areas are visible from a township approach, they should be screened.
 - Where practical, provide a rear lane for service and loading traffic so that it is separated from customer access and parking.
- Car Parking
 - A reduction in car park provision may be considered where a development is being purpose built for a known end user and it can be demonstrated that lower car park numbers are required on the basis of employee numbers, alternative transport options and likely client / customer numbers. An area on the site will

need to be set aside so that the full car parking requirements can be met to the Responsible Authorities satisfaction in the future if necessary. This area will need to be landscaped and maintained in the interim.

- Any car parking directly adjacent to, or within the direct view line of, a township approach should be restricted to customer parking.
- Expanses of car park exceeding 6 car spaces should be located away from direct views lines from a township approach.
- Car parking and accessways should be setback at least 3m from a property boundary with a township approach.
- Uses requiring the parking and the regular movement of trucks should provide designated truck parking areas. This does not include truck movements within loading areas.
- Undercroft car parking should be screened from a township approach and the car park entrance should be incorporated into the building's design.
- Implement Water Sensitive Urban Design (WSUD) techniques between rows of car parking to treat stormwater and passively irrigate vegetation.
- **Building setbacks**
 - Building setbacks to a township approach are to be consistent with the predominant setback along the township approach.
 - Where there is no predominant front setback along the township approach, a building should be setback at least 6 metres from the property boundary with the township approach. The 6 metre minimum setback will need to be increased if car parking (including customer parking) is not provided to the side or rear of the building.
 - Buildings with a width of greater than 30 metres should be set back a minimum of 3 metres from both side boundaries and these setbacks should be landscaped.
 - Where development has a side interface to a township approach, provide a minimum 4 metre setback to the township approach for landscaping. This setback may only be reduced if the facade addressing the township approach is articulated through the use of techniques such as recessing and projecting elements of the building, using variety of materials (other than colorbond) and providing windows. This setback should not be reduced when the land on the opposite side of the township approach is within a residential zone.
- **Building Address**
 - Buildings should be orientated so that their frontage (i.e. entrance, reception, customer service area) is parallel with the township approach.
 - Pedestrian generating uses including customer service and retail components, should be located to address the township approach and provide visual interest to and passive surveillance of the street.
 - Buildings should be orientated so that loading and servicing, accessways running parallel with the township approach, and areas of car parking (greater than 6 spaces) will not occur within the setback to the township approach.
 - Buildings facing a township approach should have articulated facades. Blank or unarticulated walls facing a township approach should be avoided. Articulation should be achieved by using varying building setbacks, projecting building elements, varying roof forms, glazing, and varying building materials, finishes and colours.
 - Buildings facing a township approach should be separated from each other to reflect the existing detached character of the approach.
 - A façade that faces a township approach should have a minimum of 30 per cent transparent glazing.

- New buildings should be designed to integrate a sign into the township approach façade and the area for the sign should be in keeping with the scale of that façade.
- Colours, Materials and Finishes
 - Use materials that reinforce the preferred built form and landscape character of the township approach. Avoid the excessive use of heavy looking materials, and render.
 - Use a mix of materials and colours particularly within the visible facades, to provide articulation to the buildings and visual interest along the township approach.
 - Materials should use muted, earthy tones or other colours. Avoid the use of bright, bold colours that are not compatible with the muted tones of the natural landscape.
 - Where the rear or side of a building is visible from a township approach, provide articulation using a variety of materials including textured finishes to provide visual interest.
 - External finishes should be of low reflectivity to minimise glare and reflection along a township approach.
- Building Height
 - Building heights should respond to the scale of existing development along a township approach and incorporate lower elements towards this interface to create a pedestrian scale.
 - Where industrial development is proposed opposite a residential area, building heights along the township approach frontage should relate to the scale of residential buildings.
 - Building heights should not exceed 9 metres above natural ground level, unless a taller built form is required for the purpose of the industry or business and it will have a minimal visual impact on views from the township approach and views to and from significant landscapes.
- Roof forms
 - Use varied roof forms to provide visual interest along the township approach whilst providing forms that are compatible with the character and function of industrial and office buildings.
 - Roof forms should have a low pitch unless necessitated by the particular industrial function. Steeper, pitched roof elements may be used to reduce the bulk of a large roof area or to respond to the prevailing character.
 - Use roof forms to differentiate between the various elements of the building.
 - Building infrastructure located on a roof including air conditioning units, plant room, lift motor rooms, exhaust systems, rooftop car parking and the like is to be screened from all adjoining streets and integrated with the overall design of the building.
- Landscaping
 - Setbacks adjacent to a township approach, should include a minimum 3 metre wide landscape strip that incorporates clean trunk canopy trees that will exceed 7 metres in height, and enable clear views between the street and the building. Low shrubs, grasses, sedges, and ground covers should be used, in combination with the canopy trees, provided uninterrupted views at ground level are maintained. Semi-mature trees should be used when appropriate.
 - Where canopy trees are proposed, garden beds should be a minimum of 3 metres in width. Where shrubs, grasses, sedges and groundcovers are proposed, garden beds should be a minimum of 2 metres to provide for the effective impact of planting.

- Setbacks, other than a setback to a township approach, must be landscaped and support a range of trees, shrubs and grounds covers.
- Customer car parking within a setback to a township approach should provide one canopy tree for every 6 car parking spaces. The species should provide shade for vehicles and pedestrians and allow clear views between pedestrians and the vehicles.
- A landscape strip of at least 2 metres should be provided to separate car parks from side and rear boundaries.
- For car parks with greater than 20 car spaces, provide a canopy tree for every 8 car parking spaces. The species should be selected to provide shade for vehicles and pedestrians and allow clear views between pedestrians and the vehicles.
- Landscaped areas should be separated from vehicle access through the use of kerbs or raised edging, designed to achieve WSUD requirements, to ensure the maintenance of vegetation.
- Use water sensitive urban design techniques to treat stormwater run-off from car parks and passively irrigate vegetation.
- Retain and protect existing mature trees where possible and integrate them into new development.
- Fences
 - Fencing along a township approach, should be avoided. Use landscaping where possible to delineate a property boundary with a township approach.
 - If fencing is required along a township approach, it should be visually unobtrusive, not exceed 1.8 metres in height, be constructed from predominantly lightweight natural materials and have a transparency of 30 per cent. Solid, brick or rendered fences should be avoided.
 - If security fencing is required, it should be provided at or behind the building line to enable stronger visual and physical connection between the township approach and building entries.
- Site Amenity
 - Waste storage and recycling areas should be located away from direct view lines from a township approach. They should not be located between a building and the township approach, within landscaped areas, driveways, car and truck parking spaces and vehicle turning areas.
 - Goods storage areas should be located behind the building line. This includes vehicle storage associated with Motor vehicle repairs and auto electrician uses. Goods storage areas should not be located within landscaped areas, driveways, car and truck parking spaces and vehicle turning areas.
 - Incorporate any required acoustic treatments into a building's design.
 - Where external acoustic treatments are required, use mounding, acoustic walls or a combination of each as required.
 - Design any acoustic treatment so that it contributes positively to the township approach and integrates with the design of the building and landscaping.
- Lighting
 - Lighting should not adversely impact on the safety of road users along the township approach.
 - Use sensor lighting where appropriate to reduce energy consumption and light spill detracting from the urban / rural interface of a township approach.

3.0

Subdivision

xx/xx/20xx
Cxxx

A permit to subdivide land must meet the following requirements:

- The road network of future industrial and business uses is to be designed to ensure that development will front onto the township approach.
- Lots, accessways, and road networks should be designed having regard to the development requirements of this schedule and to encourage uses that will deliver high quality built form along the township approach.
- Where a service road is provided next to a township approach, incorporate elements of the preferred character 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 native or indigenous canopy trees or exotic species 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 business uses 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, shrubs, grasses, sedges, and groundcovers in accordance with the preferred character of the township approach. 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.
- Any entry feature should use landscaping rather than built elements.

4.0

Signs

xx/xx/20xx
Cxxx

Sign requirements are at Clause 52.05. All land located within the Mansfield Township approaches as shown at Figure 1-4 below is in Category 3, unless specific zone provisions for signs detail that Category 4 applies to the land.

In addition to the requirements at Clause 52.05 and the requirements of the zone, the following requirements apply:

- Only one sign should be provided on each premise.
- 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.
- Freestanding signs such as pole signs, blade signs, and the like, should be avoided unless the sign:
 - integrates with the overall design of the building in terms of scale, form, landscaping, and materials;
 - is lower than the existing or proposed building; and
 - will not detract from the preferred character and key views to landscape features.
- A sign should not diminish or distract from key views along the township approach.
- Discrete directional signage should 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.

5.0

Application requirements

xx/xx/20xx
Cxxx

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:

- Written response detailing how proposed development achieves the objectives and requirements of this schedule.
- A schedule of materials and colours, as appropriate.
- A landscape plan, prepared by a suitably qualified professional, including details of initial maintenance to establishment.
- A lighting plan, which provides location and details of external lighting, as appropriate.
- For new buildings, the location and size of future signs, as appropriate.

6.0 Decision guidelines

xx/xx/20xx
Cxxx

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:

- 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 land uses are provided along the approach and complement its role as a gateway to the alpine region.
 - New developments will provide an appropriate transition between the adjacent agricultural uses and more intensive uses 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 uses 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 uses, 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 areas sit comfortably next to established residential areas and provide an appropriate transition between the adjacent agricultural uses

and more intensive development towards the town centre. Industrial areas are discrete with mounding and landscaping used to screen these uses 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 uses and rural residential lots, 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 areas sit comfortably next to established residential areas and provide an appropriate transition between the adjacent agricultural uses and more intensive development towards the town centre. Industrial areas are discrete with mounding and landscaping used to screen these uses along the approach.
 - Buildings are high quality and contemporary, with generous side and rear setbacks that allow space for landscaping.

APPROACH ONE – MAROONDAH HIGHWAY

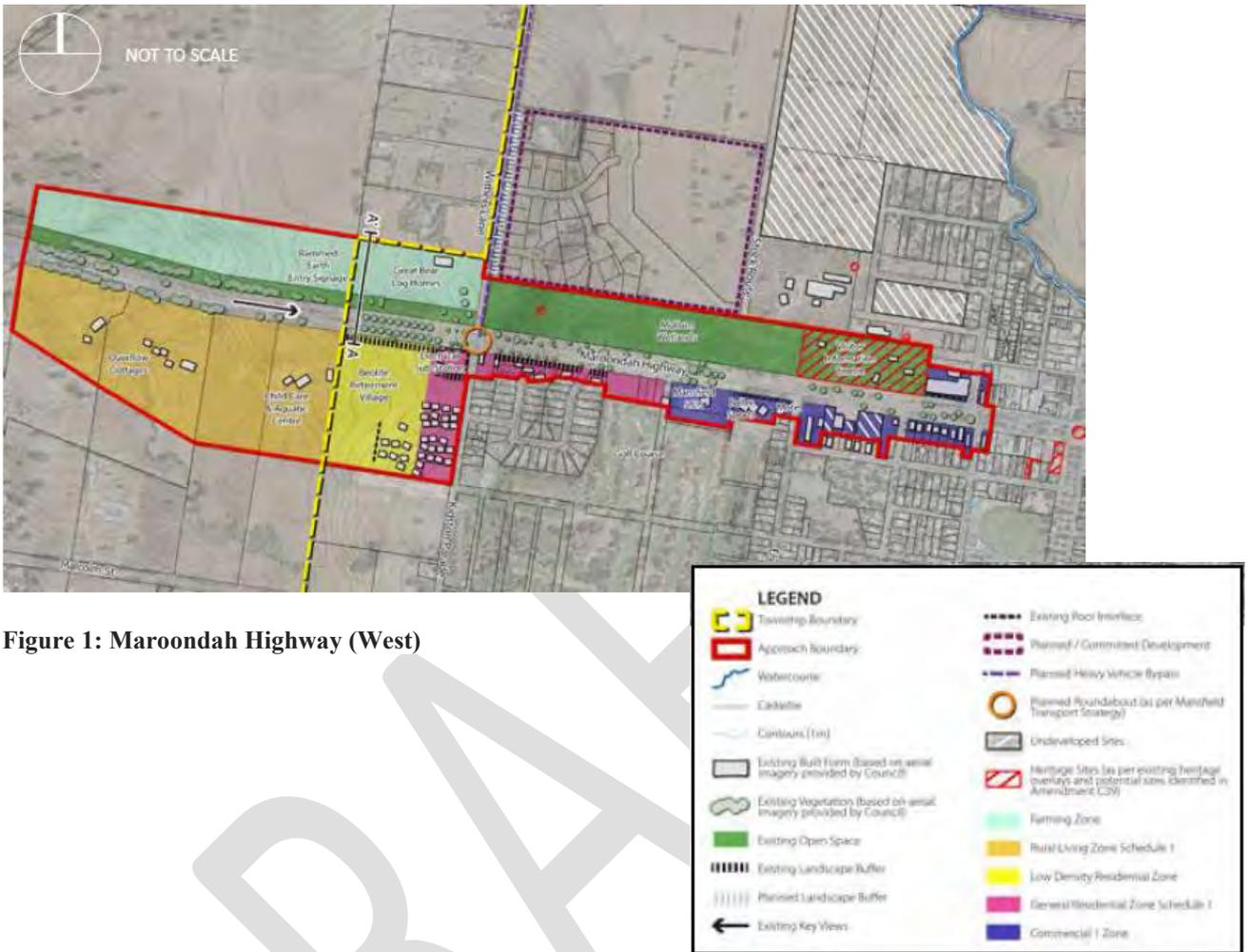


Figure 1: Maroondah Highway (West)

APPROACH TWO – MOUNT BULLER ROAD

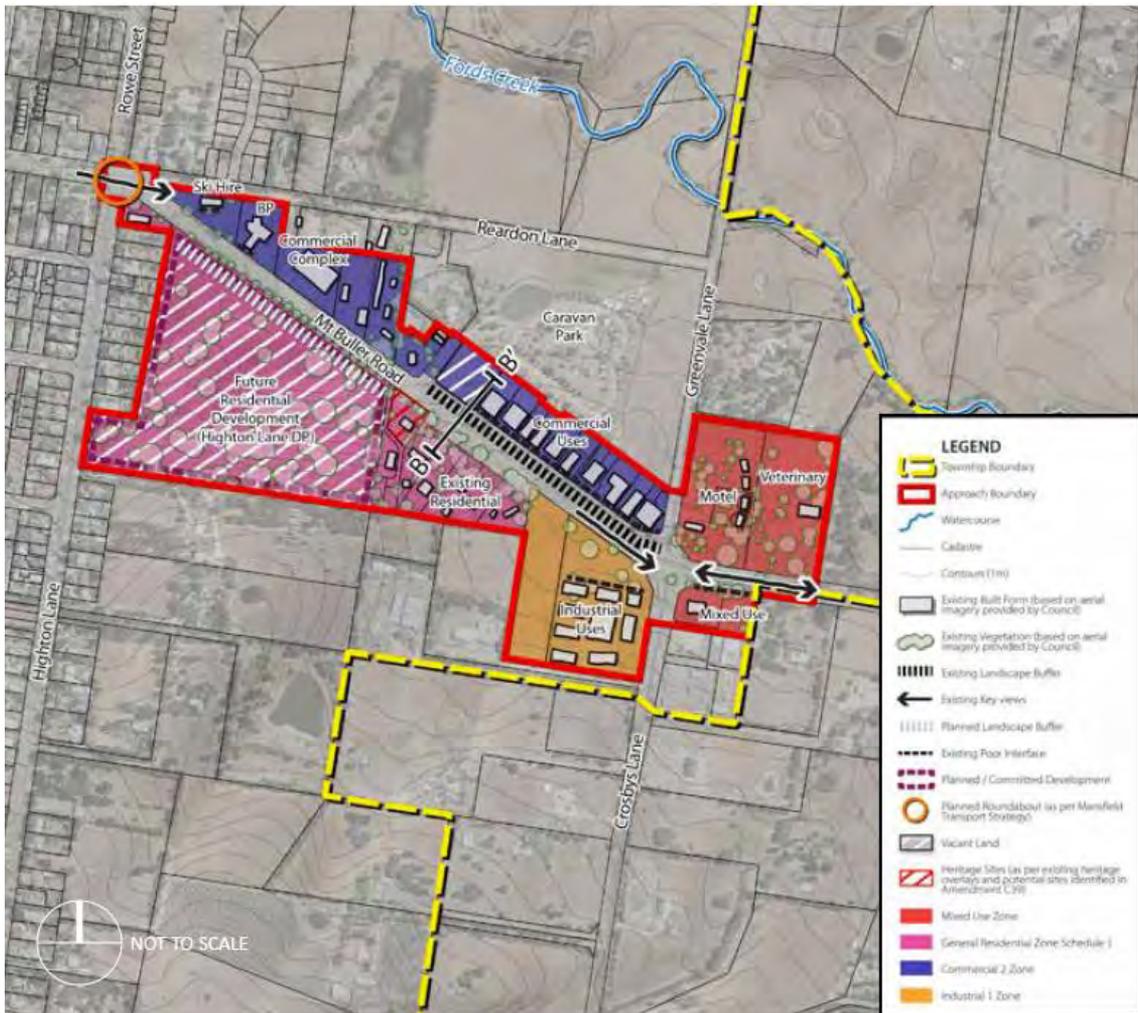


Figure 2: Mount Buller Road (East) Approach

APPROACH THREE – MIDLAND HIGHWAY

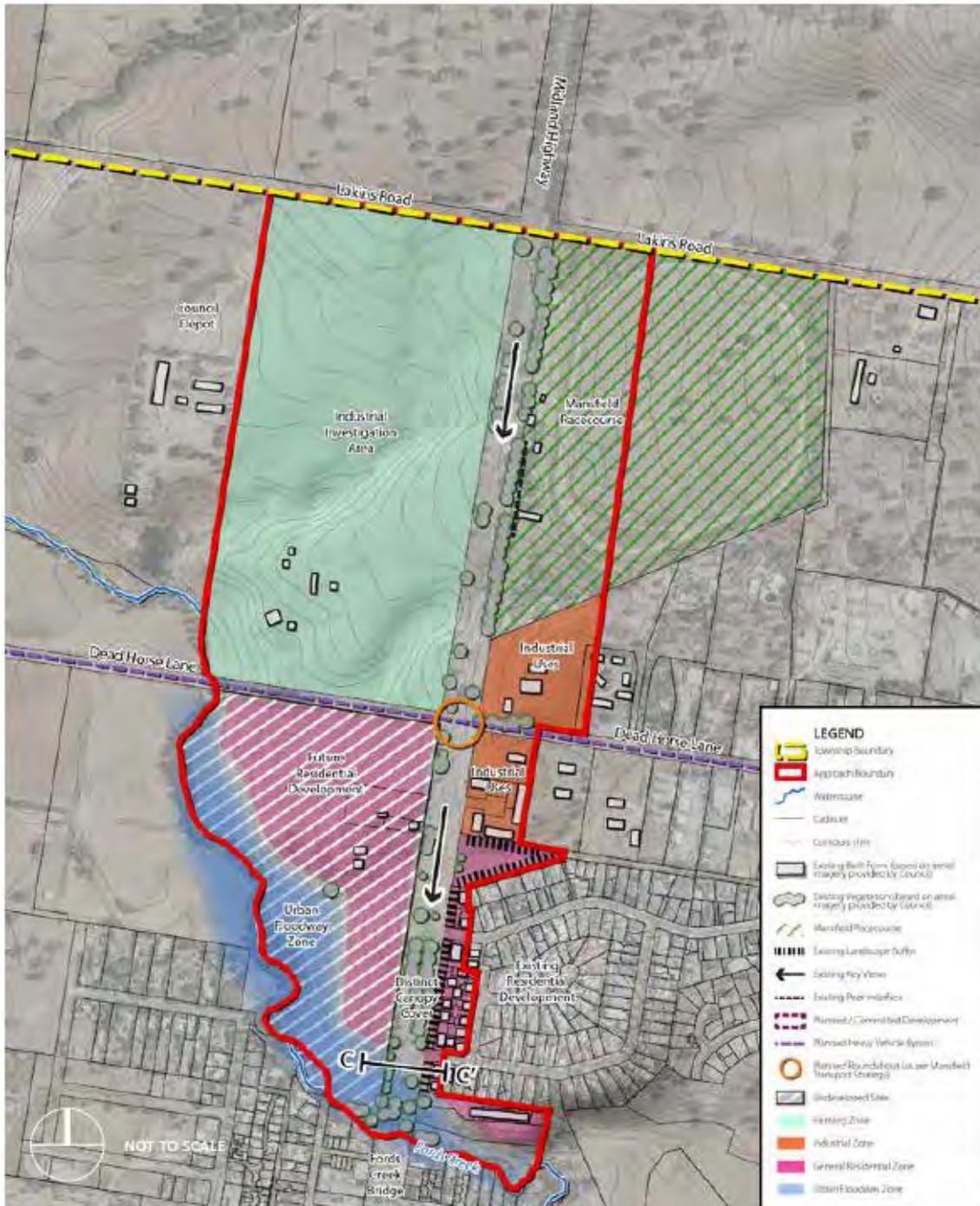


Figure 3: Midland Highway (North) Approach

APPROACH FOUR – MANSFIELD-WHITFIELD ROAD

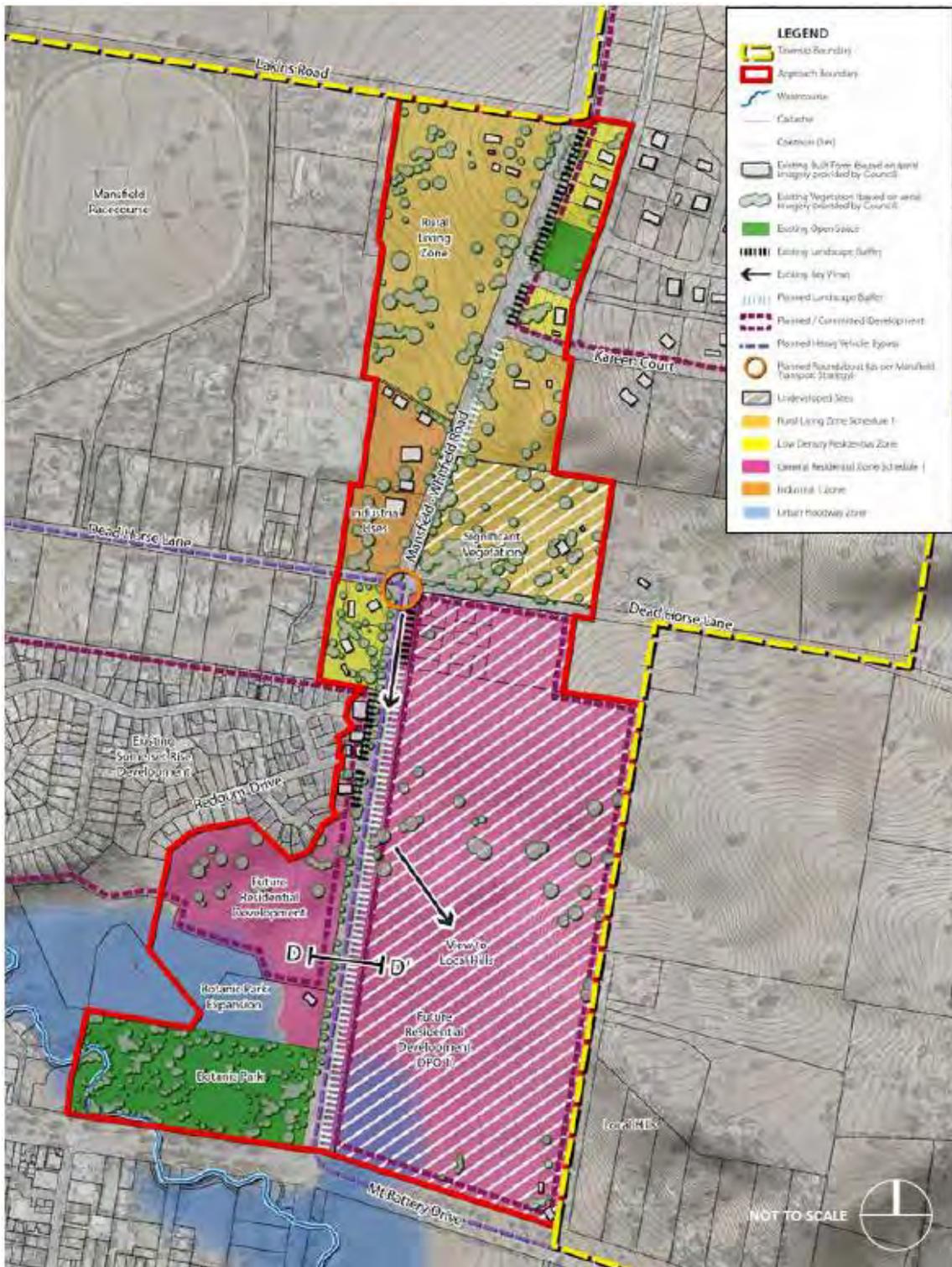
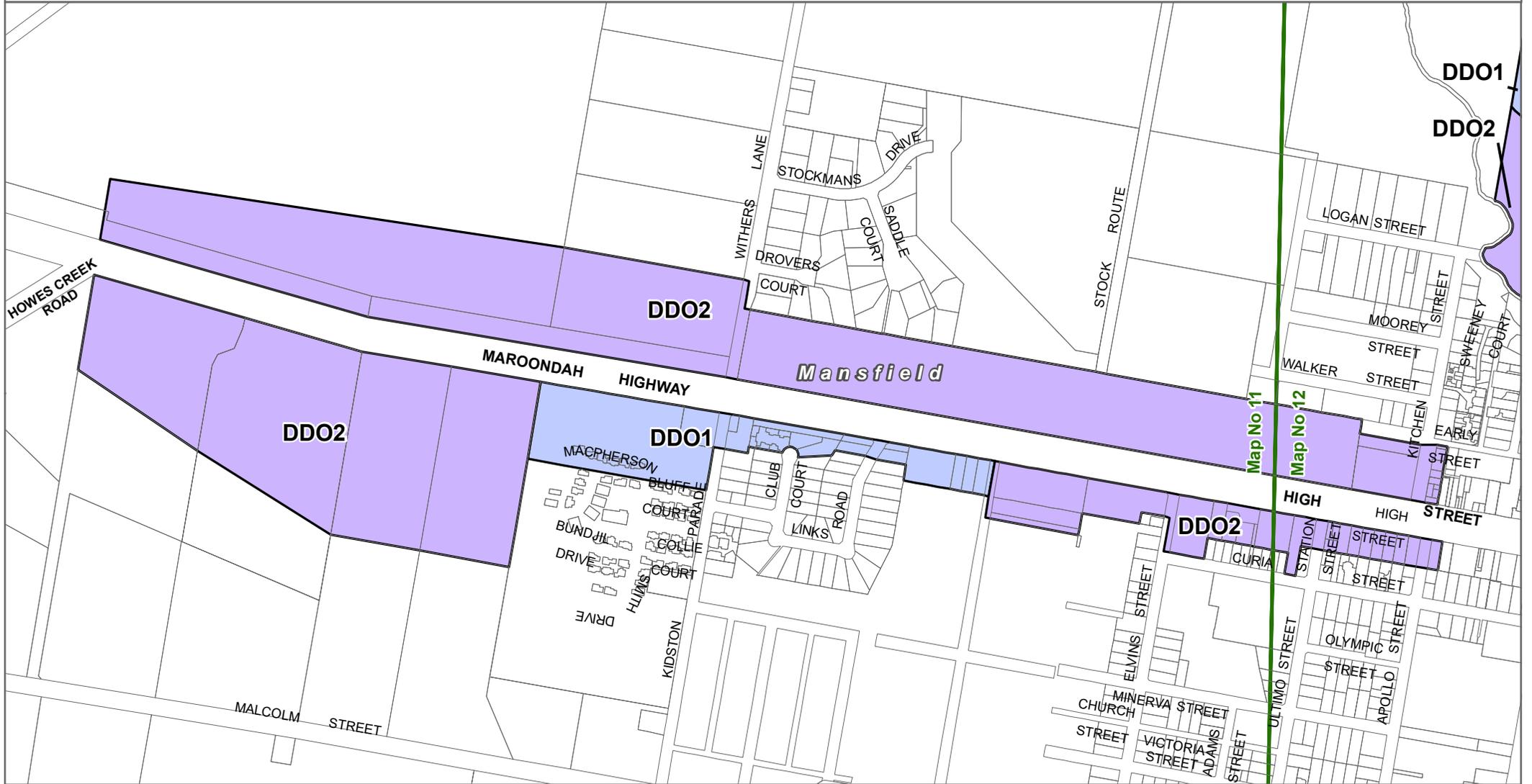


Figure 4: Mansfield-Whitfield Road (North) Approach

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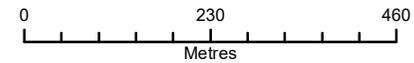
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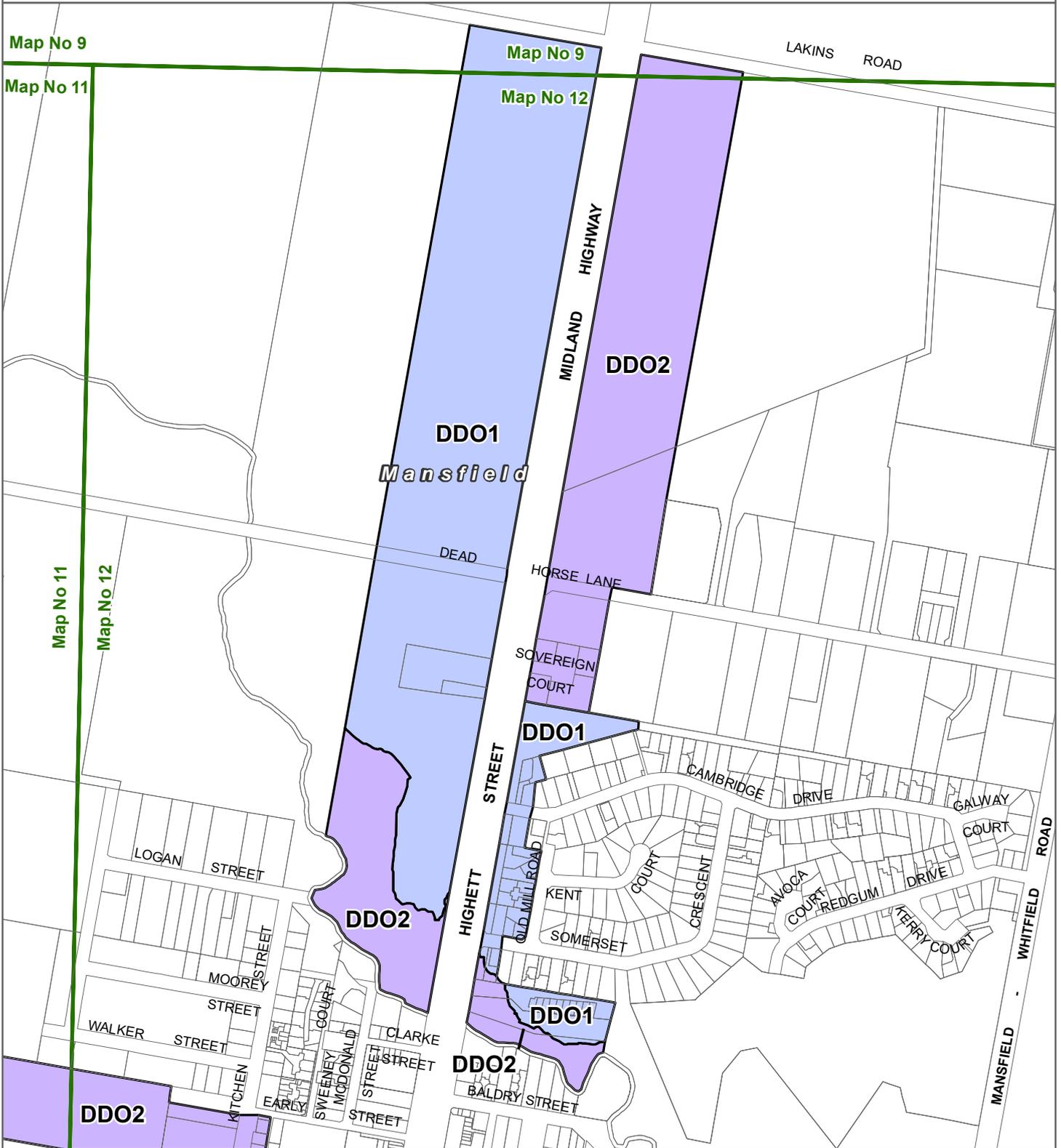


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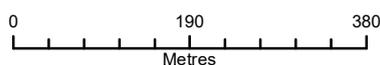


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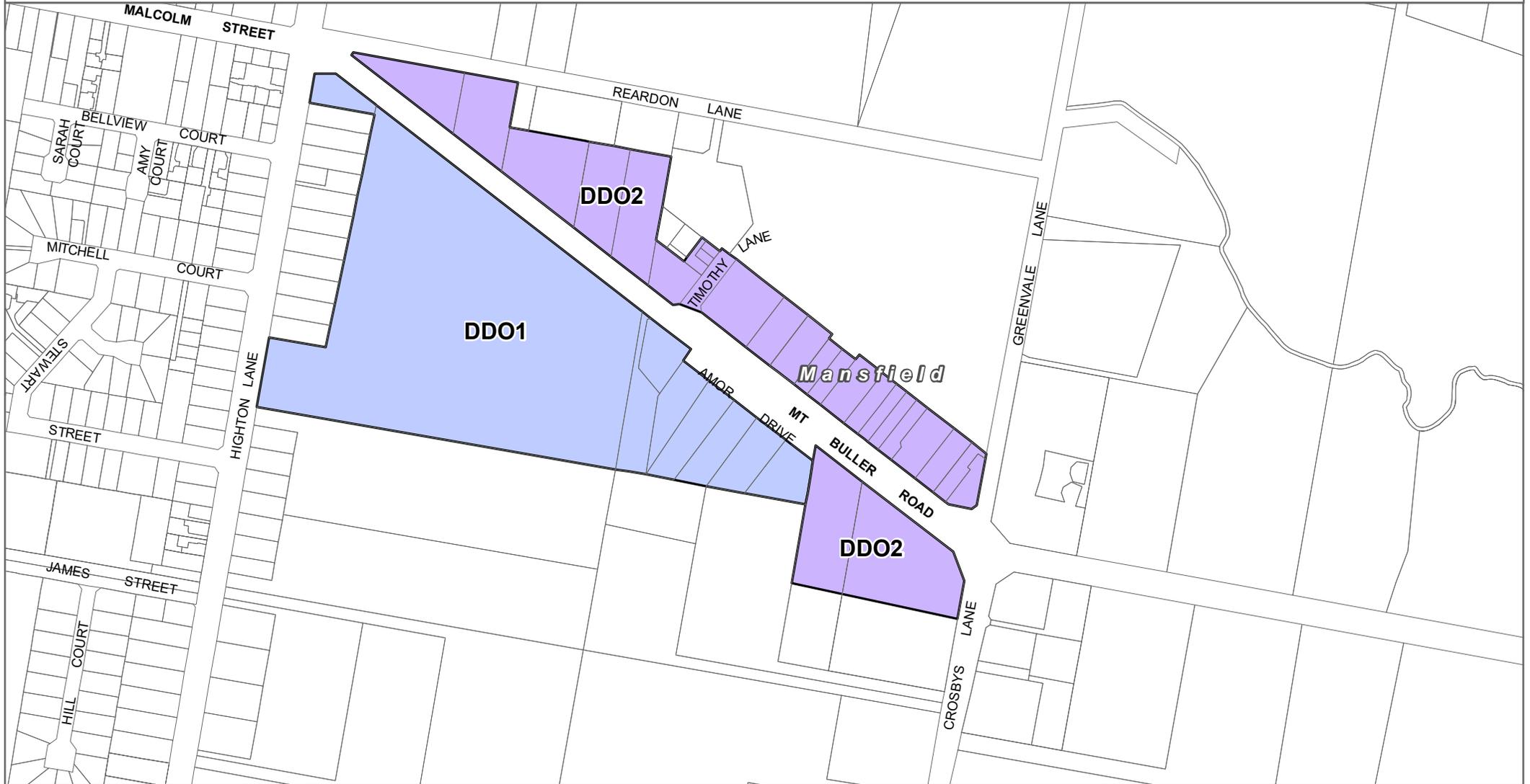
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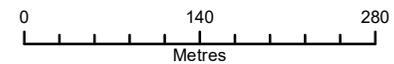
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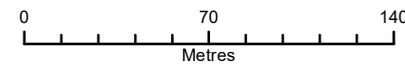
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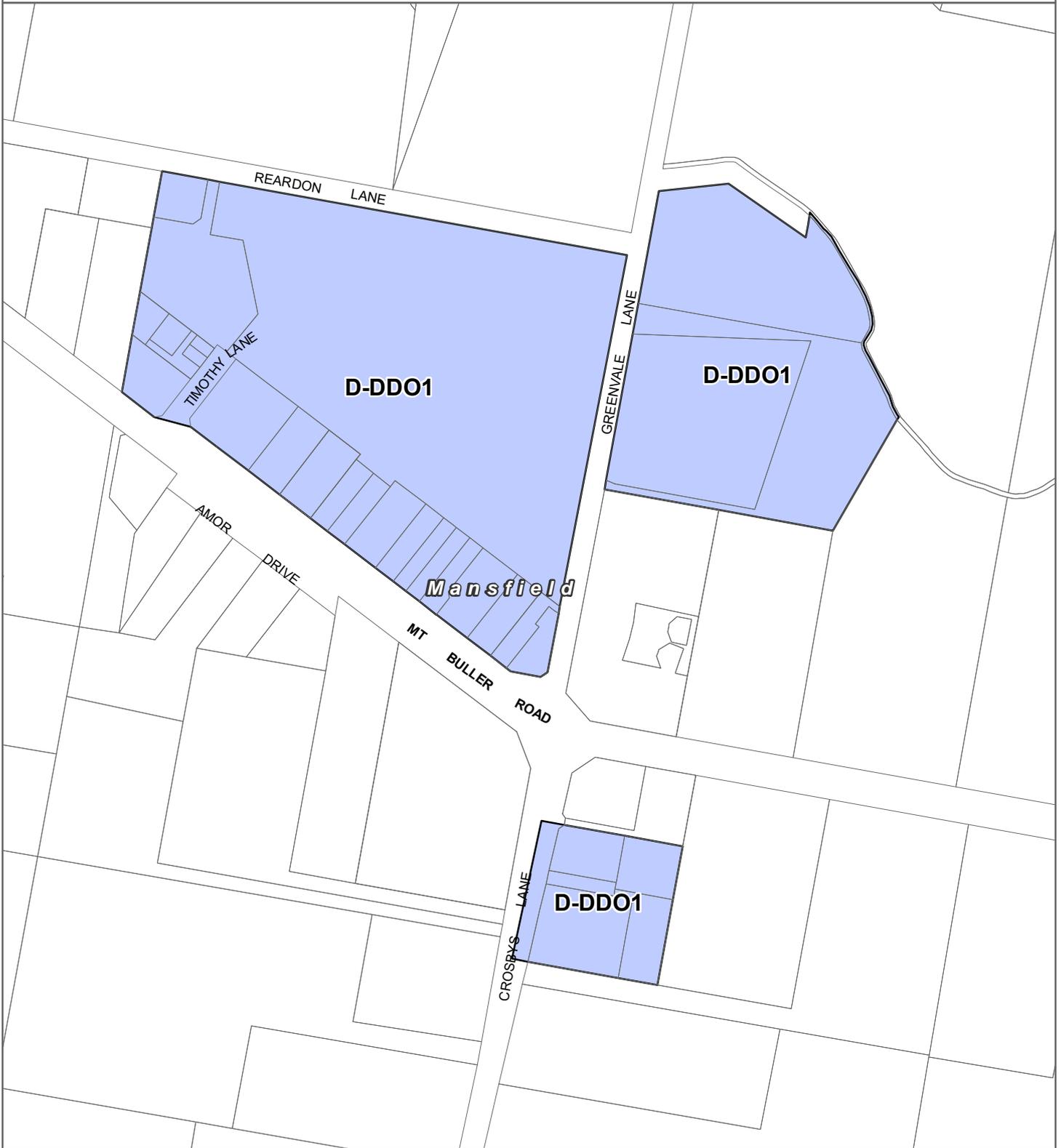
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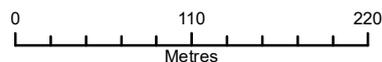


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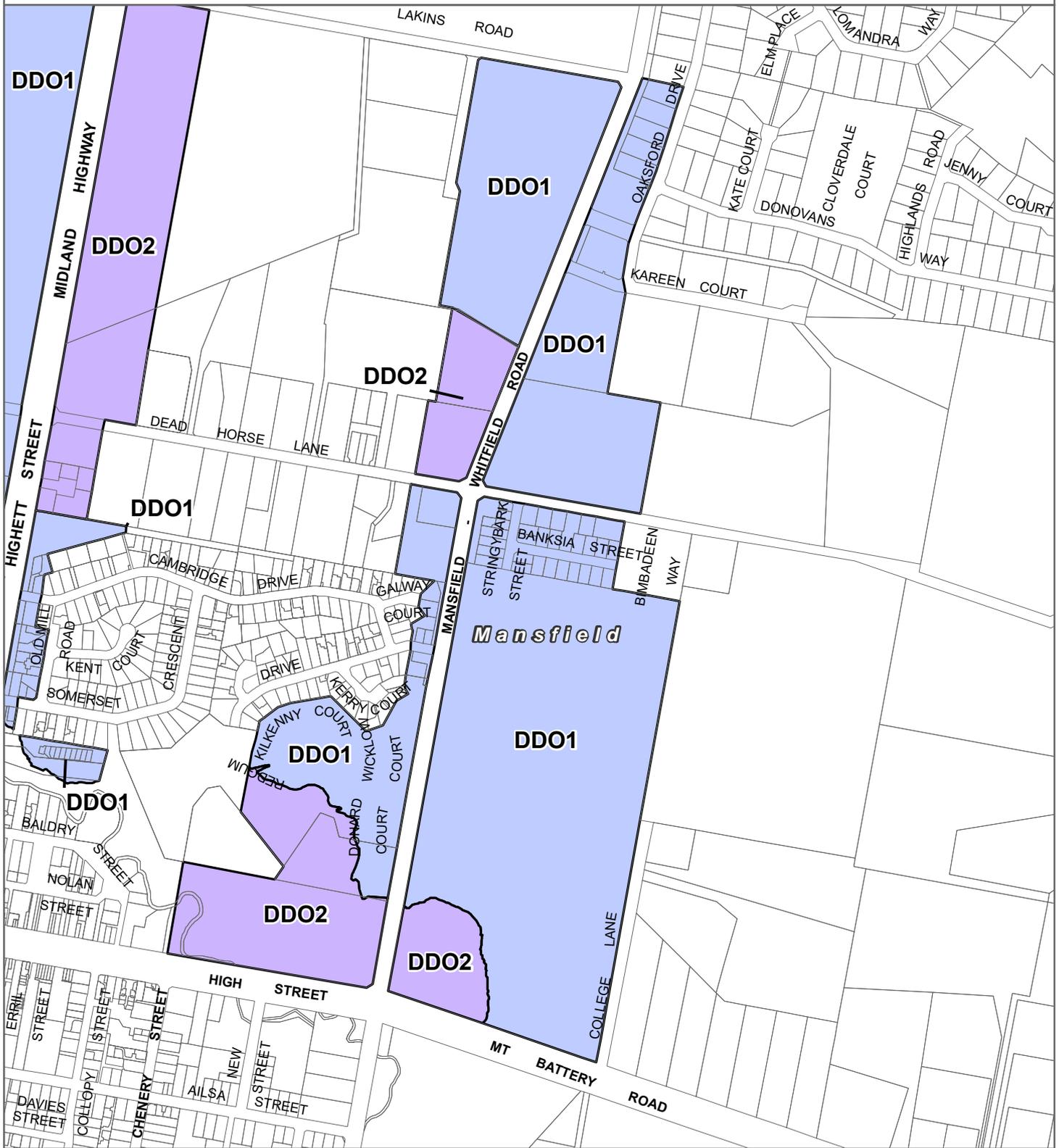
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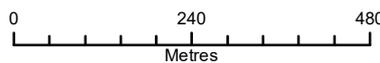
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