

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.

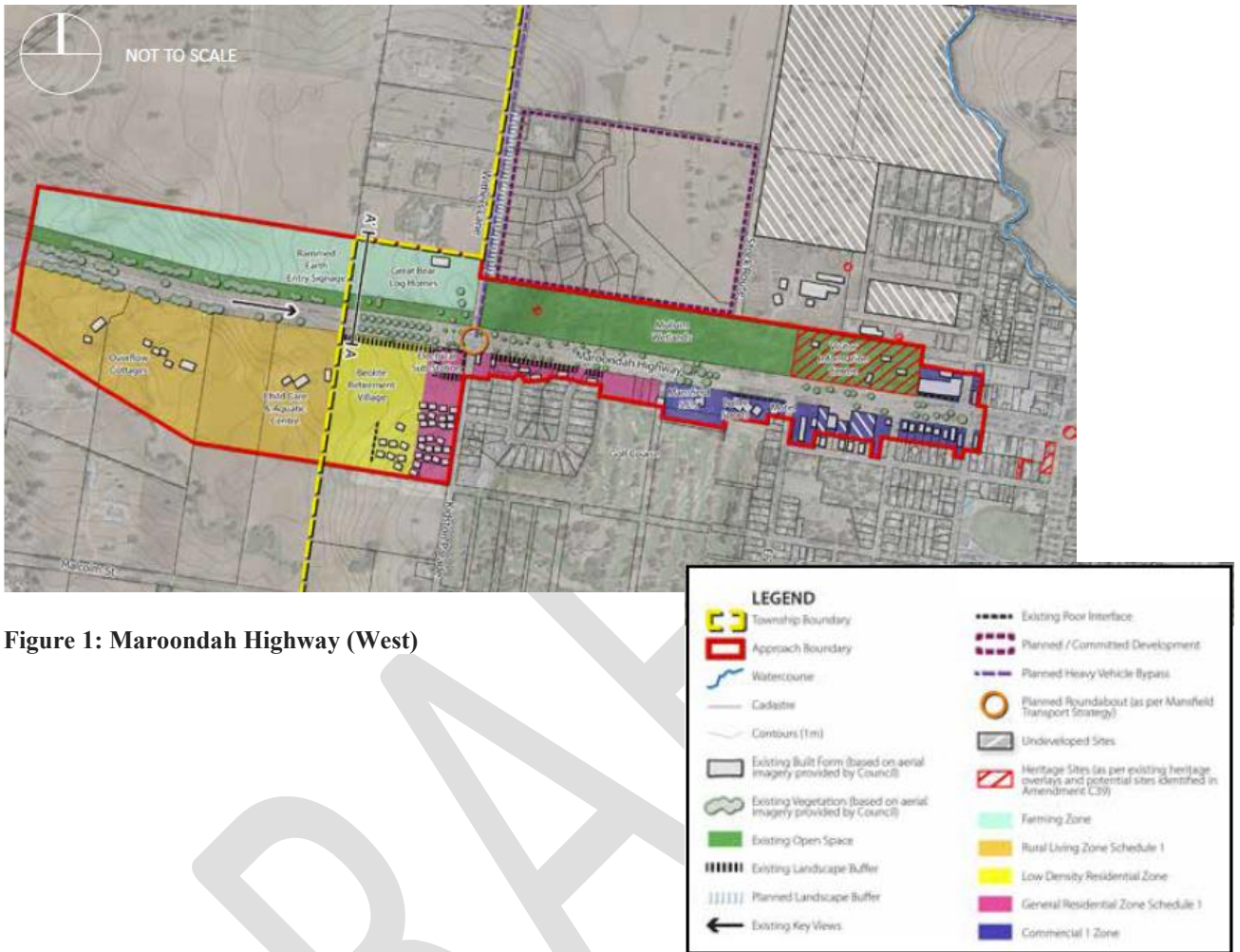
The preferred character for the four identified Mansfield Township approaches is defined as follows:

- 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



APPROACH TWO – MOUNT BULLER ROAD

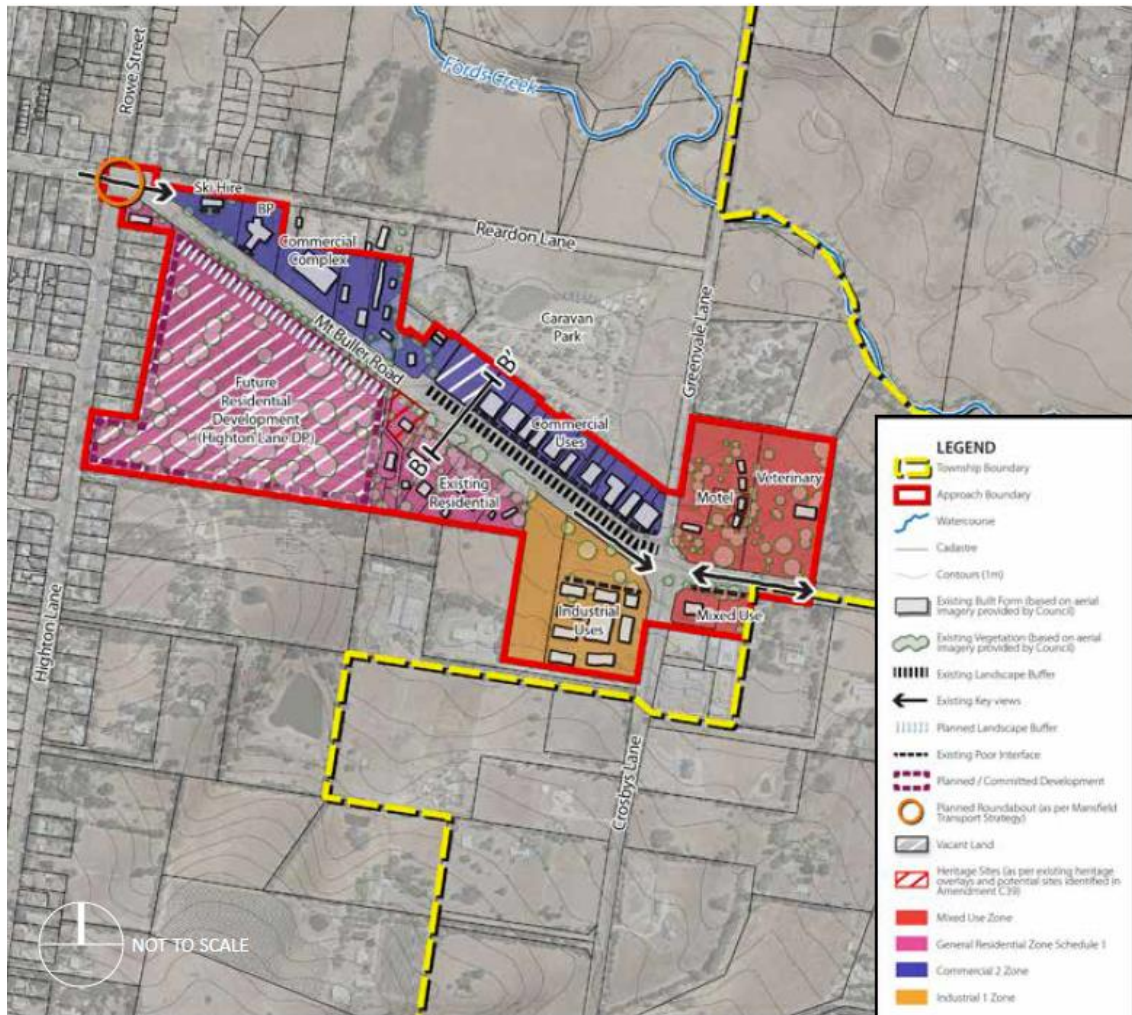


Figure 2: Mount Buller Road (East) Approach

APPROACH THREE – MIDLAND HIGHWAY

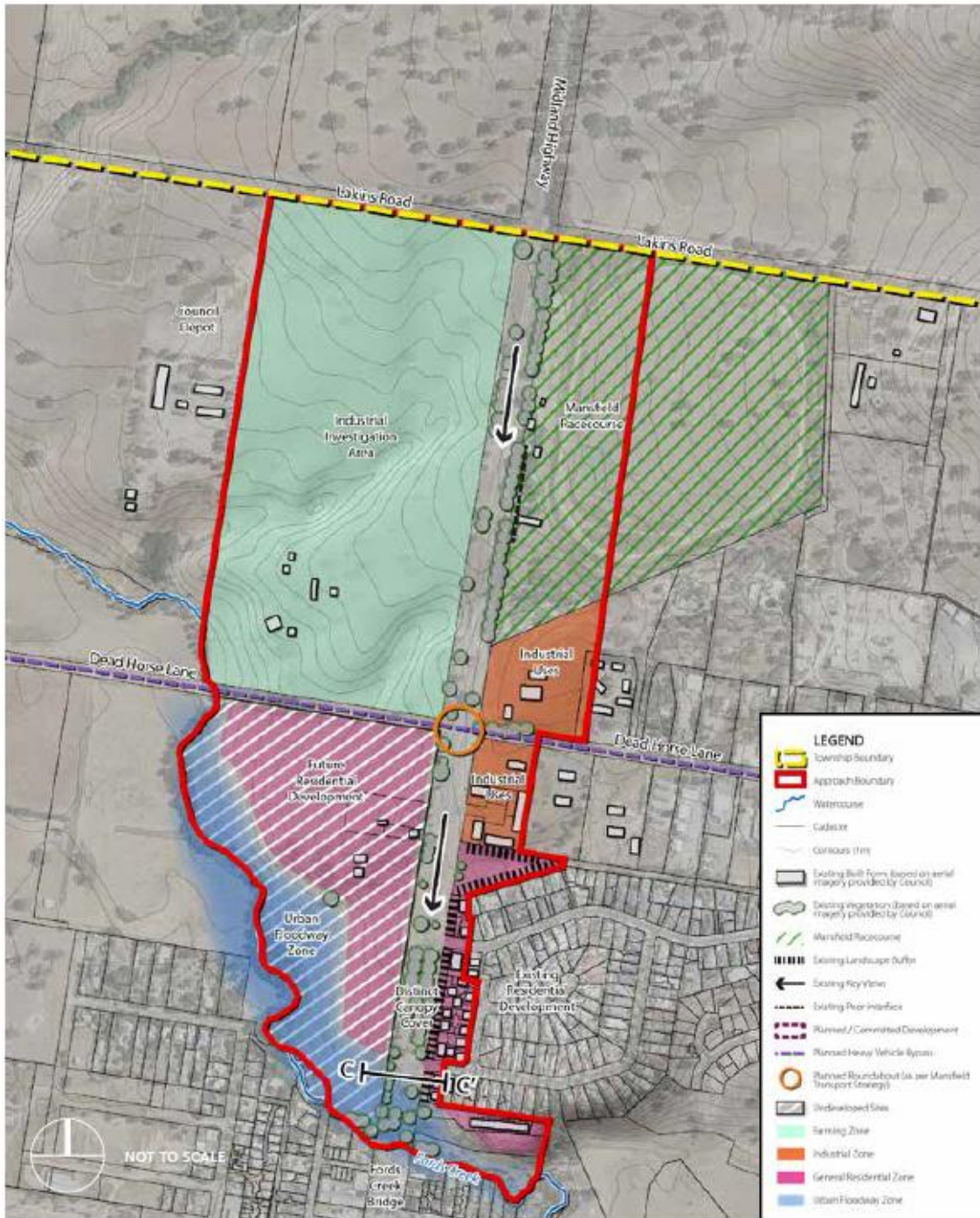


Figure 3: Midland Highway (North) Approach

APPROACH FOUR – MANSFIELD-WHITFIELD ROAD

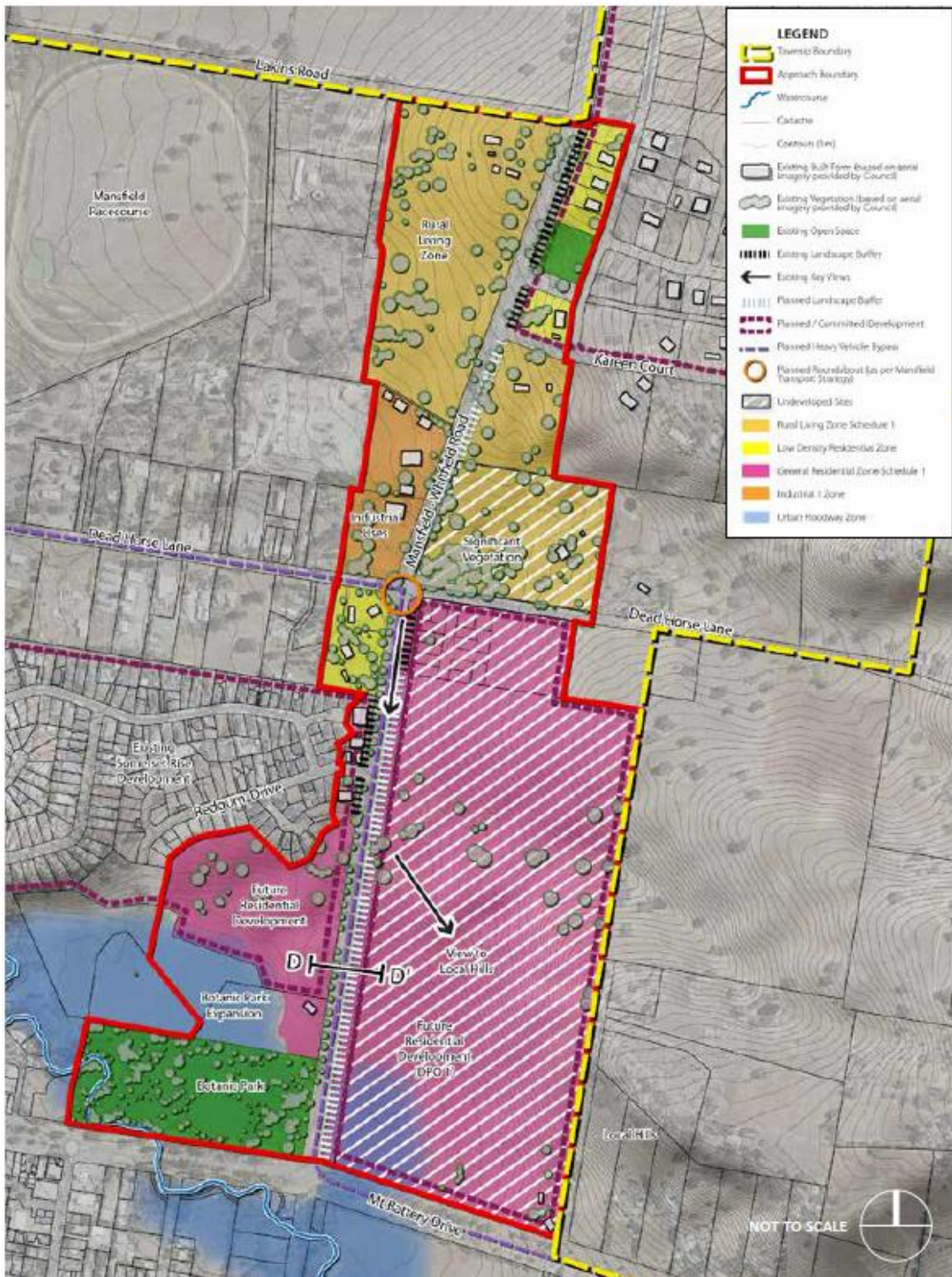


Figure 4: Mansfield-Whitfield Road (North) Approach