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SCHEDULE 2 TO THE DESIGN AND DEVELOPMENT OVERLAY

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

DROUIN TOWN CENTRE

1.0

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Design objectives

- To encourage high quality urban design that is responsive to and reinforces the locally distinctive topography, features, characteristics and landscape of the area.
- To ensure the height of future development is determined having regard to the appropriate future scale and character of the precinct within the town centre.
- To ensure that building setbacks define the street edge and provide a high amenity for users of the street.
- To ensure that pedestrian routes, streets, footpaths, open spaces and other public spaces including transport facilities interact with and are overlooked by buildings.
- To promote active frontages to streets, walkways and public spaces.
- To promote high quality and distinctive built form outcomes on prominent corners, gateways and infill sites.
- To ensure key community nodes and pedestrian streets have good access to sunlight, weather protection and clear pathways linking elements.
- To maintain and improve the provision and integration of quality public spaces, including streets, laneways and other public spaces.
- To encourage buildings to be designed to take advantage of views and vistas towards and within the town centre while retaining attractive long range vistas from key vantage points.
- To encourage high quality contemporary building design that protects visual amenity when viewed from surrounding residential and rural areas.
- To improve signage and way finding measures for users of the activity centre.

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Buildings and works

Permit requirement

A permit is required to construct a building or carry out works.

This does not apply to:

- Construction or carrying out the following within a Business Zone:
 - The installation of an automatic teller machine.
 - An alteration to an existing building facade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 80 per cent of the building facade at ground level is maintained as an entry or window with clear glazing.
 - An awning that projects over a road if it is authorised by the relevant public land manager.
 - Construction or extension of the following within a Residential Zone:
 - A single dwelling on a site greater than 300 sq.metres.
 - Works normal to a dwelling.
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- An open-sided pergola or verandah with a finished floor level not more than 800 mm above natural ground level and a maximum height not more than 3 metres above natural ground level.
- An outbuilding with a gross floor area not more than 10 metres and a maximum building height not more than 3 metres above natural ground level.
- A deck with a finished floor level not more than 800 mm above natural ground level.
- A domestic swimming pool or spa and associated mechanical equipment and safety fencing
- the construction or extension of a garage or carport

A permit may be granted for buildings and works that do not accord with any of the requirements of this schedule provided the design objectives and outcomes in Table 1 are satisfied.

New development should address the design requirements and outcomes to be achieved for the town centre as well as any design requirement/outcome specified for individual precincts in Table 1 to this schedule.

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Exemption from notice and review

An application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

This does not exempt any application from notification and review requirements under any other clause, zone or overlay.

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Information to be submitted with an application

In addition to other information required to be submitted with a planning application, if considered necessary, applications must be accompanied by the following plans and reports to the satisfaction of the responsible authority:

- A report detailing how the proposed development responds to the Design objectives of this schedule.
- Three dimensional diagrams or visualisation showing the proposed building in the context of the surrounding activity centre buildings.
- An assessment of the impact on key vistas and the amenity of public spaces for developments of three or more storeys.
- All major new developments are to include, where applicable, an assessment of the following Ecological Sustainable Design principles:
 - Energy efficiency achieved through such features as enhanced building fabric, efficient appliances and services, use of daylight, renewable energy generation, and use of alternative energy sources.
 - Conservation of water use through such features as water sensitive urban design, water efficient fittings, rainwater harvesting, greywater and blackwater treatment.
 - Indoor environmental qualities through such features as quality through natural ventilation, improved thermal comfort, good acoustics, visual comfort.
 - Management of waste during demolition, construction, and at the operational stage.
 - Reducing/recycling a percentage of demolition and construction waste.
 - A waste management plan (WMP) that ensures future waste from buildings will have adequate space and facilities for collecting, processing.
 - The selection of sustainable building materials.

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Decision guidelines

Before deciding on an application, the responsible authority must consider:

- The design objectives of this schedule.
- Whether the proposal achieves the design requirements and the outcomes to be achieved in Table 1 of this schedule.
- Whether subdivision associated with a development proposal that supports the objectives for the Drouin Town Centre will not result in fragmentation of sites.

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Reference

Drouin Town Centre Strategy November 2010

Local Government Planning For Sustainable Buildings Guide, 2010

Table 1

General Design Requirements	Outcome to be achieved
<p>Building Height</p> <p>Establish building heights appropriate to each part of the town centre, shown on the Plan 1.</p> <ul style="list-style-type: none"> ▪ Retain the two-storey scale (9 metres) of the Princes Way retail spine. ▪ Allow buildings up to three storeys (11 metres) within other core retail areas. ▪ Allow higher scale development along the railway corridor and key opportunity sites to the south of the railway line. ▪ Retain the scale of development within established residential areas. 	<p>Development retains the historic character of the Princes Way 'spine'.</p> <p>Development retains public views towards and within the town centre and ensures a connection between the private and public spaces.</p>
<p>Building appearance</p> <p>Building facade should be composed with an appropriate scale, rhythm and proportion that respond to the building's use and the character of the surrounding area.</p> <p>Where appropriate, provide opportunities for artwork within new development.</p>	<p>High architectural quality.</p>
<p>Maximise the development potential of sloping sites by creating additional levels where the land falls away that require minimal excavation.</p>	<p>Building facades define adjoining public spaces and achieve the desired streetscape character.</p>
<p>Buildings should be suitably capped with a roof form or feature parapet street wall with all plant and rooftop equipment concealed from the surrounding street views and contribute to a high-quality presentation in the streetscape and skyline context of the town centre.</p> <p>Provide a transitional building scale at the interface with residential uses or heritage buildings.</p>	<p>Building design retains a harmonious town centre skyline when viewed from surrounding areas</p>
<p>Bin enclosures and other storage should be located at the rear of buildings and screened from view to ensure a tidy presentation onto streets, pedestrian areas, laneways and public parking areas.</p>	<p>Building elements are integrated into the overall building form and facade design</p>
<p>Public/private interface</p>	
<p>The street facade and internal layout of the ground floor should be designed to facilitate and activated edge and passive surveillance between the building and the adjoining street.</p>	<p>Buildings contribute to enhanced street life.</p>

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General Design Requirements	Outcome to be achieved
<p>Pedestrian entries into buildings should promote safety for building users and should be clearly visible, well lit and directly face the street or adjoining public space.</p>	<p>Building frontages provide for natural surveillance and security of public spaces.</p>
<p>Entrances and key pedestrian routes should provide adequate weather protection.</p> <p>Buildings should be scaled appropriately to create an effective transition to adjoining residential uses or heritage buildings.</p>	<p>Development clearly connected to public spaces.</p> <p>Development to provide comfort and amenity to pedestrians.</p>
Vehicle access and parking	
<p>The number of vehicle crossovers should be reduced and where appropriate provided from laneways or secondary street frontages.</p> <p>Onsite parking for vehicles should be located to have a minimal visual impact on the streetscape and adjoining public spaces where appropriate.</p> <p>All parking areas, including entry and exit points, should be well lit and clearly identified with signage.</p>	<p>Vehicle movements and connections within the development and the street network are convenient, safe and efficient</p>
<p>Vehicle access points should be separate from pedestrian access points where appropriate.</p> <p>Car parking facilities to be rationalised and connected between adjoining outlets where appropriate.</p> <p>Tandem spaces should not be provided unless associated with a single occupancy.</p> <p>Basement car parks should be naturally ventilated.</p> <p>Views of cars on upper storeys should be screened from the public viewpoints.</p> <p>Where multi deck car parking buildings are located on retail streets, consider options to screen the car park with ground level shop fronts or other suitable screening treatments.</p> <p>Loading facilities should be located away from key pedestrian routes and screened from public spaces.</p>	<p>Sufficient car parking provided for building occupants and visitors.</p> <p>Parking and access areas are safe, practical and attractive and can be easily maintained.</p>
Landscaping	
<p>Landscaping should be designed to complement the landscape treatments of adjoining streets and public space where appropriate.</p> <p>New development to be well landscaped, including canopy trees where appropriate.</p>	<p>Landscaping is integrated with the design of the development and complements the landscaping of any adjoining public space.</p>
Signage	
<p>Signage should be of a size and height that is complementary to the built form of the building and surrounding landscape, and does not detract from public view lines.</p> <p>Sign structures and panels to be within parapet silhouette and architectural features so as not to visually dominate the building.</p> <p>Signs should be limited in number and incorporate limited detail other than is necessary to identify the building name and key tenants.</p> <p>Signs should be consolidated in mixed use and commercial developments to avoid the visual clutter of signage and displays.</p>	<p>Signage is integrated into the design of the building facade, surrounding streetscape and landscape setting.</p>

DDO2 - 1 Community, office and residential precinct (* all precincts shown in Plan 2)

Design Requirements	Outcomes to be achieved
<p>No specific design guidelines.</p>	

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DDO2 - 2 Core retail, services and offices precinct

Design Requirements	Outcomes to be achieved
<p>Building appearance</p> <p>Ensure development addresses all street frontages.</p> <p>All buildings with frontage to key pedestrian routes and car parking areas to provide a 75% active frontage. For buildings that require blank walls on street frontages, clear glazing should be employed.</p> <p>Development on the east side of Hope Street to provide dual frontage to Hope Street and the car park to the rear, and provide through access.</p>	<p>Development positively interacts with the street edge.</p> <p>Active retail frontages in the core retail areas and complementary uses located at upper levels or side streets.</p>
<p>Public/private interface</p> <p>Ensure that development on Young Street has an active frontage to Young Street.</p>	<p>Visual and pedestrian links between precinct and Civic Park are improved.</p>
<p>Vehicle access and parking</p> <p>All new car parking to be provided on site at basement level or multi deck.</p> <p>Encourage the redevelopment of at grade car parking.</p>	<p>Pedestrian safety and movement are improved.</p>
<p>Other</p> <p>Facilitate provision of a laneway or covered walkway as part of new development between the car park and Hope Street</p>	

DDO2 - 3 Boutique retail, tourism & entertainment precinct

Design Requirements	Outcomes to be achieved
<p>Building appearance</p> <p>Development to create active frontages along Princes Way, and key links to Young Street.</p> <p>Blanks walls, non-transparent windows, empty shopfronts and offices that do not generate pedestrian visits should be avoided at ground level.</p> <p>Maintain the 'existing 'fine grain' appearance of buildings within the core retail areas which is created by the width of individual shopfronts.</p> <p>All buildings with frontage to key pedestrian routes to provide a 75% active frontage.</p>	<p>Active retail frontages in the core retail areas and complementary uses located at upper levels or side streets.</p> <p>Consistency in horizontal and vertical design rhythms in the design of new facades is created.</p>
<p>Other</p> <p>Development to provide additional north –south pedestrian and laneway linkages.</p>	<p>Efficient pedestrian movement to key destinations.</p>

DDO2 - 4 Alex Goudie Park interface

Design Requirements	Outcomes to be achieved
<p>Landscaping</p> <p>Development facing Alex Goudie Park or Montague Avenue to provide adequate land for planting of canopy trees.</p>	<p>Development to provide an attractive interface to Alex Goudie Park.</p>
<p>Other</p> <p>Development to provide pedestrian linkages to provide access to Alex Goudie Park, key community uses and any future commuter car park to the north of the precinct.</p>	

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PLAN 1



PLAN 2

