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SCHEDULE 8 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO8**

MOORoopNA TOWN ENTRY WEST PRECINCT

The construction of the Shepparton Bypass will include an interchange at the Midland Highway, which will elevate the use and importance of the western entry to Mooroopna. As a result, there is a need for high quality and well planned development within the Mooroopna Town Entry West Precinct.

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Design objectives

To encourage a vibrant and active business precinct with new commercial development that respects the scale and character of the surrounding residential area.

To reinforce the role of this precinct as an entrance to the Mooroopna town centre.

To ensure a sensitive and appropriate interface is provided with adjoining streetscapes, buildings and residential areas.

To ensure that the use and development of land does not prejudice the levels of service, safety and amenity of the Midland Highway (McLennan Street).

To encourage innovative built form and landscaping.

To provide clearly defined, legible and attractive gateways to the residential areas behind the commercial activity areas.

To encourage front landscape treatment that will reduce the visual mass of new developments.

To ensure appropriate interfaces between the commercial and residential areas by providing robust, suitably scaled landscape treatments to integrate the built form, provide an appropriate scale and reduce its visual impact of commercial development on residential land.

To ensure building facades are of a simple modern architectural style, and reflect a bulky goods retailing, light industrial or commercial character, as appropriate.

To encourage environmentally sustainable designs that incorporate solar orientation, natural ventilation, efficient use of energy and water.

To ensure vehicle access to and from a development is safe, manageable and convenient.

To minimise the impact of driveways on pedestrian paths and streetscapes.

To provide for the parking needs of building occupants and visitors without adverse impacts on streetscape

To provide access to the site via a service road along McLennan Street.

To provide for signage that contributes to the commercial activities along McLennan Street without dominating the streetscape.

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Buildings and works requirements

Height

- Buildings must not exceed a building height of two storeys (or 9 metres) above natural ground level.
- The street wall height of a building frontage must not be more than 6.9 metres above natural ground level.

Setbacks

- Buildings should be setback from front boundary so as to provide for adequate areas for car parking and landscaping to the satisfaction of the Responsible Authority.
- Where new development has a rear boundary with a residential lot, a minimum building set back of 3 metres incorporating a landscape buffer must be provided.

External finishes

- Colour schemes of all external surfaces of new developments must complement those found in the local neighbourhood. Contrasting colours may be used to highlight architectural elements or façade definition. Bright, extravagant colour schemes are to be avoided.
- Buildings should create a cohesive streetscape character based on the following considerations:
 - Materials for all external surfaces of new developments should complement those used in existing buildings in the area, such as brickwork and timber. The use of rendered concrete may be used where it is complemented by the use of specific claddings such as timber and metals that highlight façade definition.
 - Reflective glass, PVC, unrelieved painted render, unarticulated concrete surfaces and unarticulated cladding systems must be avoided.

Fences

- Front fences should have a maximum pier / post height of 1.2 metres, and have a transparency ratio of at least 50%, including piers, columns and bases.
- Rear fences which abut residential development should be of solid construction and have a minimum height of 2 metres. Appropriate sound attenuation measures should be incorporated into the fence to the satisfaction of the Responsible Authority.

Landscaping

A landscape plan must be provided

- Plant species should be suitable to this area and environmental weeds and invasive tree species should be avoided to the satisfaction of the responsible authority.
- The front building setback should be landscaped to include a variety of shrubs and ground covers. Plant species should be suitable to this area and to satisfaction of the responsible authority.
- Paving materials that provide texture, patterns, subtle colour and permeability to the lot frontage should be used. Large expanses of harsh grey cement or asphalt should be avoided.
- Where space permits, small to medium sized trees should be planted to provide scale, aesthetic relief and shade to front entrances.

- A minimum 3 metre landscape buffer must be provided along rear boundaries to ensure suitable interface to residential properties.

3.0 Design Requirements

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- Encourage a lower administration/reception/sales area or a verandah to the street frontage with a larger storage or manufacturing building to the rear of the site.
- Roof design should be consistent with building design and bulky roof forms should be avoided.
- Black metal picket fences are encouraged.

4.0 Parking and access requirements

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- No direct access from the Midland Highway to the site is permitted. All access is to be via a service road, constructed to the satisfaction of VicRoads and the Responsible Authority.

5.0 Subdivision requirements

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An application for subdivision 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 if generally in accordance with an approved Development Plan.

The layout of lot boundaries and road layout, including the provision of a service road to McLennan Street, must facilitate implementation of the design objectives and requirements as set out in this Schedule.

7.0 Advertising signs requirements

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- One freestanding business identification sign is permitted per development.
- Signs attached to a building are encouraged and should be a maximum height of 1.0 metre, and a maximum width of 3.0 metres. Exemptions may be made for signs composed of individual letters that form an integral part of the building façade.
- Promotional signs should be avoided.
- Above verandah signs including V-boards signs and advertising elements such as banners, flags and inflatables should be avoided.
- Colours and materials that interfere with the safety or efficiency of traffic circulation should be avoided.

8.0 Decision guidelines

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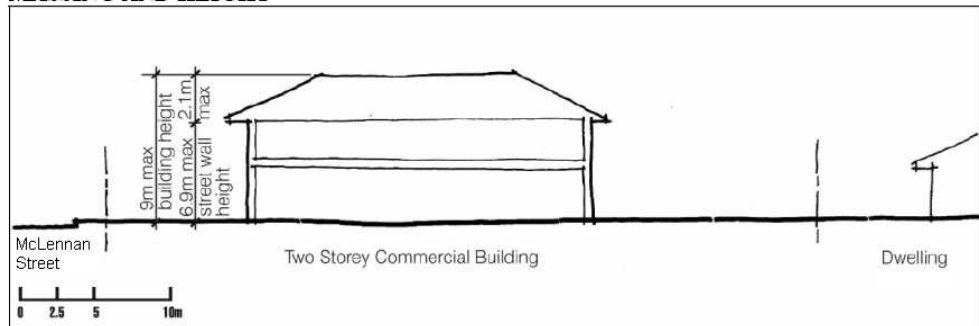
Before deciding on an application, the responsible authority must consider, as appropriate:

- The character of the area as a whole including a design that is responsive to the streetscape and the neighbouring buildings.
- The architectural quality of the building design.
- The interface with existing and future residential dwellings and the inclusion of design elements which protect the amenity of abutting residential land, including acoustic fencing or other sound attenuation measures to the satisfaction of the Responsible Authority.

- Any loss of privacy caused by overlooking of developments to residential land.
- Whether building setbacks demonstrate appropriate consideration of the streetscape and the residential interface.
- Whether the layout allows for safe access and egress from the site.
- The location of any proposed car parking.
- Whether the proposal promotes the continued road safety, amenity and visibility of McLennan Street.
- Whether the design considers energy and resource efficient and sustainable design principles.
- Whether the materials and colour scheme of all external surfaces of new developments complement those found in the local neighbourhood to achieve a cohesive streetscape character.

EXPLANATORY DIAGRAMS

MASSING AND HEIGHT



STREET WALL HEIGHT & UPPER BUILDING SETBACKS

