

06/12/2012  
C103(Part 1)

## SCHEDULE 11 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO11**.

### CHIRNSIDE PARK ACTIVITY CENTRE

#### 1.0 Design objectives

06/12/2012  
C103(Part 1)

*To promote high-quality development that makes a positive contribution to the appearance and operation of the activity centre.*

*To create a boulevard landscape incorporating a pedestrian and bicycle trail along the Maroondah Highway.*

*To protect the amenity of adjoining areas of existing residential development.*

*To integrate new development with development on adjoining sites within the activity centre.*

*To encourage the adoption of Environmentally Sustainable Design techniques in new development.*

*To promote development that contributes to safe, accessible and vibrant public places.*

#### 2.0 Buildings and works

06/12/2012  
C103(Part 1)

A permit is not required for:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
  - The alteration does not include the installation of an external roller shutter.
  - At least 80 per cent of the building façade 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.

Buildings and works should comply with the requirements specified in Table 1 and Table 2 to this Schedule. A permit may be granted to construct a building or carry out works which are not in accordance with the requirements of Table 1 and Table 2 provided the design objectives and outcomes to be achieved as specified in Table 1 and Table 2 of this Schedule are satisfied.

##### *Storey*

For the purpose of interpreting the design requirements in the tables to this Schedule 'storey' does not include a basement.

In calculating the building height based on storeys the following floor to floor dimensions should apply:

- 4.5 metres for ground level
- 3.3 metres for upper levels.

##### *Exemplary design*

For the purpose of interpreting the design requirements in the tables to this Schedule 'exemplary design' means a building which:

- Satisfies the design objectives of this Schedule and achieves to the highest standard the relevant design outcomes set out in Tables 1 and 2 of this Schedule
- Meets the highest industry standard of environmentally sustainable design (ESD) as documented in a report detailing ESD techniques that is submitted with a planning permit application.

#### 3.0 Subdivision

06/12/2012  
C103(Part 1)

No content

#### **4.0 Advertising signs**

06/12/2012  
C103(Part 1)

Specific requirements relating to advertising signs are contained in Clause 22.04 (Local Planning Policy Advertising Signs).

#### **5.0 Application requirements**

06/12/2012  
C103(Part 1)

A development application should be accompanied by:

- An assessment detailing how the design of the proposed development responds to the design objectives, design requirements and outcomes to be achieved as specified in this schedule.
- Three dimensional illustrations showing the proposed development in the context of the surrounding buildings in the Activity Centre.
- Details of any effect a building or works may have on adjoining residential properties or public places.
- A report detailing how Environmentally Sustainable Design techniques such as energy and water conservation, waste minimisation, vegetation retention and promotion of alternative transport options have been incorporated in the proposed development.
- A Traffic Report which must include an assessment of:
  - The impact of traffic generated by the development on the surrounding road network
  - Measures required to address any adverse traffic impacts
  - The design concepts for any proposed site access road or intersection with the Maroondah Highway
  - Car parking to be provided on the site
  - The internal bicycle and pedestrian paths network and their connectivity with the external community.
- A Landscape Concept Plan detailing:
  - Key landscape design principles for any public places including streets, parkland, car parking areas
  - Opportunities for creating significant tree canopy throughout the site
  - The provision and management of any open space with pedestrian and bicycle links.
- A signage strategy detailing:
  - The provision for business signs on proposed buildings
  - The design and location of directional signage and free standing business signage

If in the opinion of the responsible authority the need to provide the above information is not relevant to the evaluation of an application, it may waive or reduce the requirement.

#### **6.0 Decision guidelines**

06/12/2012  
C103(Part 1)

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 contained in the relevant tables of this Schedule.

#### **7.0 Reference document**

06/12/2012  
C103(Part 1)

“Chirnside Park Urban Design Master Plan September 2010”.

TABLE 1 TO SCHEDULE 11

<b>General design requirements</b>	
<b>Design requirement</b>	<b>Outcome to be achieved</b>
<p><b><i>Building appearance</i></b></p> <p>New development should:</p> <ul style="list-style-type: none"> <li>▪ Adopt high quality contemporary architecture and be articulated through the use of varied colours, materials, setbacks and openings.</li> <li>▪ Use colours that complement those occurring in the natural environment with minimal use of accent colours.</li> <li>▪ Be designed to step down natural slopes to minimise visual bulk and limit the need for excavation.</li> <li>▪ Adopt an appropriate balance of cladding materials, avoiding excessive use of glass or heavy materials such as concrete.</li> <li>▪ Provide appropriate facilities for the storage, collection and recycling of waste materials, and screen them from public view.</li> </ul>	<p>New development comprises buildings of high architectural quality that positively contribute to the form, character and identity of Chirnside Park.</p>
<p><b><i>Interface with public places</i></b></p> <p>New development should:</p> <ul style="list-style-type: none"> <li>▪ Be designed so the frontage and internal layout of the ground floor provides visual and physical links between the building and the street.</li> <li>▪ Provide pedestrian entrances into buildings that are at the same level as the footpath, clearly visible from the street, well lit, and allow for mobility-impaired access.</li> <li>▪ Actively address both frontages of corner sites and ensure that the corner allows for safe and comfortable pedestrian movement.</li> <li>▪ Provide verandahs for pedestrian weather protection along frontages to streets where zero setbacks are required.</li> <li>▪ Provide passive surveillance of adjoining public places through design elements such as the inclusion of overlooking windows and balconies, location of outdoor dining areas and the provision of pedestrian access links.</li> <li>▪ Avoid expanses of blank walls to streets or other public places.</li> <li>▪ Not significantly overshadow adjoining public spaces.</li> </ul>	<p>The safety and amenity of public places is enhanced and levels of pedestrian activity are increased.</p> <p>Buildings relate positively and add life to adjacent public places.</p> <p>Building frontages provide for passive surveillance and security of public places.</p>
<p><b><i>Landscaping</i></b></p> <p>Frontage setbacks are to be landscaped with vegetation that allows views between the dwelling and the street.</p> <p>Landscaping within streets should</p>	<p>Landscaping is integrated with new development and complements the landscaping of any adjoining public places.</p>

<b>General design requirements</b>	
<b>Design requirement</b>	<b>Outcome to be achieved</b>
<p>incorporate Water Sensitive Urban Design principles.</p> <p>New development should provide for consistent avenue tree planting along the abutting streets.</p> <p>Species selection should predominantly comprise locally indigenous and other native species.</p>	
<p><b>Access and parking</b></p> <p>Car parking associated with new development should:</p> <ul style="list-style-type: none"> <li>▪ Minimise the number of additional access points on to Maroondah Highway.</li> <li>▪ Be located and designed to minimise the visual impact on the streetscape and adjoining public places.</li> <li>▪ Not be provided between the front of the building and the street.</li> <li>▪ Be provided in basement or undercroft areas wherever feasible, to maximise useable floor space in the activity centre.</li> <li>▪ Provide natural ventilation for any basement car parks.</li> <li>▪ Be designed so that views of cars on upper levels and loading facilities are screened from public places.</li> <li>▪ Be well lit and clearly identified with appropriate signage.</li> <li>▪ Be landscaped with trees that provide shade in open lot car parks and incorporate Water Sensitive Urban Design principles.</li> </ul> <p>Vehicle access associated with new development should be:</p> <ul style="list-style-type: none"> <li>▪ Located to minimise the number of vehicle crossovers to streets and where feasible be provided from laneways or secondary street frontages.</li> <li>▪ Located to facilitate safe vehicle and pedestrian movements.</li> <li>▪ Separated from pedestrian access points.</li> </ul> <p>Internal access roads are to be of sufficient width to accommodate through traffic, pedestrian and cycling paths, on street parking, and avenue style landscaping with canopy trees.</p>	<p>Traffic movement is convenient, safe and efficient.</p> <p>Car parking and access ways are safe, practical, visually unobtrusive and do not conflict with pedestrian movement.</p>

**TABLE 2 TO SCHEDULE 11**

<b>DDO11.1 – Town Centre Precinct</b>	
<b>Design requirement</b>	<b>Outcomes to be achieved</b>
<p><b>Building height</b></p> <p>13.5 metres (4 storeys)</p>	<p>The Town Centre is reinforced as the main</p>

<b>DDO11.1 – Town Centre Precinct</b>	
<b>Design requirement</b>	<b>Outcomes to be achieved</b>
<p><b>Setbacks</b></p> <p><i>Maroondah Highway frontage-</i> 25 metres from road pavement of through traffic lanes in the Maroondah Highway.</p> <p><i>Kimberley Drive-</i> 12 metres from road pavement</p> <p><i>View Point Drive / El Centro-</i> 5 metres</p> <p>An upper level setback of at least 2 metres from the frontage to Kimberley Drive (north of Black Springs Road), View Point Drive and El Centro, is required for any development above 2 storeys.</p>	<p>focus of pedestrian oriented retail and entertainment activity.</p> <p>The height of new development contributes to a pedestrian scale character that encourages activity at street level.</p> <p>A sense of openness to the sky is retained</p> <p>Adequate daylight is available for the healthy growth of substantial street trees.</p> <p>A compatible interface is created with adjoining residential areas.</p> <p>A distinctive landscaped boulevard character is created along the Maroondah Highway.</p>
<p><b>Public/Private interface</b></p> <p>New development should:</p> <ul style="list-style-type: none"> <li>▪ Improve pedestrian connectivity with surrounding precincts.</li> <li>▪ Provide for the redevelopment of a public transport interchange that services the wider activity centre.</li> <li>▪ Create active frontages to Kimberley Drive and the 'Green Spine' landscaped pedestrian and bicycle trail.</li> <li>▪ Be landscaped in a form that complements the 'Green Spine'.</li> <li>▪ Include narrow shopfronts facing Kimberley Drive opposite the Urban Park.</li> <li>▪ Create a broad 12 metres wide footpath on the eastern side of Kimberley Drive south of Black Springs Road.</li> <li>▪ In the case of the ground floor level of buildings fronting the Maroondah Highway, match the natural ground level for the majority of the frontage.</li> <li>▪ Provide cantilevered awnings to Kimberley Drive south of Black Springs Road which extend over the footpath for a distance of 2.5 metres. Awnings are to be of consistent height.</li> </ul>	<p>A sense of entry to the town centre is created at the key intersection of Maroondah Highway and Kimberley Drive.</p> <p>A well defined pedestrian pathway and associated outdoor dining opportunities is created in Kimberley Drive to link the town centre with the Lacola site to the south.</p> <p>Opportunities are retained for views across the activity centre from adjoining areas.</p>
<p><b>Design requirements for key site</b></p> <p>Redevelopment of the shopping centre should create visually interesting frontages to adjoining streets.</p> <p>New development fronting the intersection of Maroondah Highway and Kimberley Drive should:</p> <ul style="list-style-type: none"> <li>▪ adopt exemplary design standards;</li> <li>▪ be designed to emphasise the corner location with elements such as additional building height up to 6 storeys and 19.5 metres, varied roof forms, changes in materials and projected and recessed elements in the facades.</li> </ul>	

<b>DDO11.2 – Maroondah Highway frontage sites</b>	
<b>Design requirement</b>	<b>Outcomes to be achieved</b>
<p><b>Building height</b> 13.5 metres (4 storeys)</p>	<p>A distinctive landscaped boulevard character is created along the Maroondah Highway.</p> <p>New buildings create an appropriate interface with adjoining development.</p> <p>The height of new development contributes to a pedestrian scale character that encourages activity at street level.</p> <p>A sense of openness to the sky is retained</p> <p>Adequate daylight is available for the healthy growth of substantial street trees.</p> <p>Development at the key intersection of Maroondah Highway and Fletcher Road contributes to a sense of entry to the town centre.</p> <p>Opportunities are retained for views across the activity centre from adjoining areas.</p>
<p><b>Setbacks</b> 25 metres from road pavement of through traffic lanes in the Maroondah Highway. An upper level setback of at least 2 metres for any development above 2 storeys.</p>	
<p><b>Public/Private interface</b> New development should:</p> <ul style="list-style-type: none"> <li>▪ Be landscaped in a form that complements the 'Green Spine' landscaped pedestrian and bicycle trail.</li> <li>▪ Provide active frontages to the 'Green Spine'.</li> <li>▪ The ground floor level of buildings fronting the Maroondah Highway should match the natural ground level for the majority of the frontage.</li> </ul>	
<p><b>Design requirements for key site</b> New development fronting the intersection of Maroondah Highway and Fletcher Road should:</p> <ul style="list-style-type: none"> <li>▪ adopt exemplary design standards;</li> <li>▪ be designed to emphasise the corner location with elements such as additional building height <u>up to</u> 19.5 m (6 storeys), varied roof forms, changes in materials and projected and recessed elements in the facades.</li> </ul>	

<b>DDO11.3 Fletcher Road frontage sites</b>	
<b>Design requirement</b>	<b>Outcomes to be achieved</b>
<p><b>Building height</b> <i>For mixed use development –</i> 13.5 metres (4 storeys) with up to 19.5 metres (6 storeys) permissible for developments that adopt exemplary design standards. <i>For residential development –</i> 4 storeys (12.0 metres)</p>	<p>Development along Fletcher Road contributes to a street environment that encourages pedestrian activity.</p> <p>The height of new development contributes to a pedestrian scale character that encourages activity at street level.</p> <p>A sense of openness to the sky is retained</p> <p>Adequate daylight is available for the healthy growth of substantial street trees.</p> <p>A compatible interface is created with adjoining residential areas.</p> <p>Opportunities are retained for views across the activity centre from adjoining areas.</p>
<p><b>Setbacks</b> <i>For mixed use development –</i> Zero setback at ground floor level An upper level setback of at least 2 metres for any development above 2 storeys. <i>For residential development-</i> 2.5 metres at ground floor level An upper level setback of at least 2 metres should be provided above the second storey.</p>	

<b>DDO11.3 Fletcher Road frontage sites</b>	
<b>Design requirement</b>	<b>Outcomes to be achieved</b>
<p><b>Public/Private interface</b></p> <p>New development should:</p> <ul style="list-style-type: none"> <li>▪ Provide active frontages to Fletcher Road.</li> <li>▪ Complement the 'Green Spine' landscaped pedestrian and bicycle trail and its associated landscaping.</li> <li>▪ Provide active frontages to the 'Green Spine'.</li> <li>▪ The ground floor level of buildings fronting the Maroondah Highway should match the natural ground level for the majority of the frontage.</li> </ul>	

<b>DDO11.4 Industrial sites</b>	
<b>Design requirement</b>	<b>Outcomes to be achieved</b>
<p><b>Building height</b></p> <p>10.5 metres (3 stories)</p>	<p>A distinctive landscaped boulevard character is created along the Maroondah Highway.</p> <p>New development is integrated with the Brushy Creek wetlands to create a sense of entry to the activity centre.</p> <p>New buildings create a compatible interface with adjoining residential development.</p> <p>Opportunities are retained for views across the activity centre from adjoining areas.</p>
<p><b>Setbacks</b></p> <p>25 metres from Maroondah Highway road pavement of through traffic lanes in the Maroondah Highway.</p> <p>15 metres from the adjoining Brushy Creek reserve.</p> <p>15 metres from land in a Residential Zone.</p>	
<p><b>Public/private interface</b></p> <p>Avoid large bland structures that visually dominate the southern approach into the activity centre.</p> <p>New development should be designed and landscaped in a form that:</p> <ul style="list-style-type: none"> <li>▪ Complements the 'Green Spine' landscaped pedestrian and bicycle trail.</li> <li>▪ Provides an unobtrusive backdrop to the Brushy Creek wetland and recreational trail.</li> </ul>	