

27/11/2014
C104(Part 1)

SCHEDULE 5 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO5**.

YARRAGON TOWNSHIP CHARACTER

Precinct 1 – Boutique retail, tourism, offices, restaurant and arts

Precinct 2 – Offices, bulky goods, business and commercial services

Precinct 3 – Industrial

Refer to Plan 1 to Schedule 5 for precinct boundaries

1.0

27/11/2014
C104(Part 1)

Design objectives

Precinct 1 - Boutique retail, tourism, offices, restaurant and arts; and

Precinct 2 - Offices, bulky goods, business and commercial services

- To build on the historic rural character of the town, through the appropriate design and style of commercial buildings and advertising signs.
- To encourage high quality urban design that is responsive to and reinforces the locally distinctive features, characteristics and landscape of the area.
- To encourage high quality, fine grained building design that provides an attractive and articulated form when viewed from surrounding residential and rural areas.
- To ensure that development is of a low-rise scale and design that is compatible with the streetscape character of the town.
- To ensure that building setbacks achieve the desired spatial proportion of the street, define the street edge and provide a high amenity for users of the street, with adequate space for landscaping in the front setback of development in Precinct 2.
- To ensure that pedestrian routes, streets, footpaths, open spaces and other public spaces are overlooked by buildings.
- To promote active frontages to streets, walkways and public spaces.
- To maintain and improve the provision and integration of quality public spaces, including streets, laneways, public car parks and other public spaces.
- To ensure that advertising signs are used for business identification purposes rather than product advertising and that signs do not dominate or detract from the visual amenity, rural character or identity of the town.

Precinct 3 – Industrial

- To encourage high quality building design that provides an attractive and articulated form when viewed from the Princes Highway.
- To ensure that development is of a low-rise scale and design that is compatible with the streetscape character of the town.
- To ensure that building setbacks provide adequate space for landscaping.
- To ensure that pedestrian routes, streets, footpaths, open spaces and other public spaces are overlooked by buildings.
- To promote active frontages to streets, walkways and public spaces.

- To ensure that advertising signs are used for business identification purposes rather than product advertising and that signs do not dominate or detract from the visual amenity, rural character or identity of the town.

2.0

27/11/2014
C104(Part 1)

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 Commercial 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.

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

New development and alterations to existing buildings should address the design requirements and outcomes specified for in Table 1 to this schedule.

3.0

27/11/2014
C104(Part 1)

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.

4.0

27/11/2014
C104(Part 1)

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. The report must demonstrate the design responses to the objectives.
- Elevation drawings and three dimensional diagrams or visualisation showing the proposed building in the context of the surrounding buildings and the streetscape.

5.0

27/11/2014
C104(Part 1)

Signage

Advertising sign requirements are at Clause 52.05, Category 1 – Commercial Areas for land in the C1Z, B1Z, C2Z and B4Z and Category 2 – Office and Industrial for land in the Industrial 1 Zone.

The following signs are strongly discouraged:

- Promotion sign
- Pole sign

- Reflective sign
- Illuminated sign
- Fence sign
- Signs protruding above the parapet or roof line

6.0 Decision guidelines

27/11/2014
C104(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 to be achieved in Table 1 of this schedule.
- Whether subdivision is associated with a development proposal that supports the objectives for Yarragon Township Character and will not result in fragmentation of sites.
- Whether the appearance of a sign will have a detrimental impact on the visual amenity of the streetscape or the Princes Highway/Freeway.

7.0 Reference

27/11/2014
C104(Part 1)

Yarragon Structure Plan October 2010

Table 1 DDO5 Precinct 1 - Boutique retail, tourism, office, restaurant and arts

Design Requirements	Outcome to be achieved
Building Height and Setbacks	
To preserve the scale built character of the town, retaining the 1-2 storey building height.	Development retains the existing character of the Princes Highway 'commercial spine'.
Retain buildings of single storey scale at street frontage.	Building height retains a harmonious town centre skyline when viewed from the Princes Highway and public places.
Allow buildings up to two storey scale (9 metres) to top of hip or gable roof along the Princes Highway retail spine.	Commercial development interacts appropriately with adjoining uses.
Any building of two storeys should set back the upper level (at least 5 metres from the front boundary) to avoid overshadowing of public streets.	
The ground floor of commercial development fronting the Princes Highway should have a zero boundary setback where appropriate.	
A permit may be granted to vary the preferred maximum building height or encroach into the recommended upper storey setback where it can be demonstrated that the variation: <ul style="list-style-type: none"> ▪ meets the design objectives of this schedule; and ▪ protects heritage places on the site or in proximity to the site. 	
Building appearance	
Building facade should be composed with an appropriate rhythm and proportion that respond	High architectural quality.

Design Requirements	Outcome to be achieved
<p>to the building's use and the character of the surrounding area.</p> <p>Buildings should be scaled appropriately to create an effective transition to buildings on adjoining sites.</p> <p>Where appropriate, provide opportunities for artwork within new development.</p>	<p>Building facades define adjoining public spaces and achieve the desired streetscape character.</p>
<p>Buildings should be suitably capped with a pitched roof form or feature parapet street wall with pitched roof form behind 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>The main roof of the building or dwelling has a pitch greater than 25 degrees.</p> <p>Provide a transitional building scale at the interface with heritage buildings.</p>	<p>Building design retains a harmonious town centre skyline when viewed from the Princes Highway and public places.</p>
<p>The dominant cladding of the building is weatherboard, brick or rendered masonry with corrugated iron roofing.</p> <p>Blanks walls should be avoided to Princes Highway and secondary streets and achieve a minimum 70% active frontage to each street, whilst buildings interfacing with the public car park accessed from Hanns Lane should include at least 20% active frontage comprising logically placed building entries and glazed retail frontage which integrate with the surrounding development.</p> <p>The use of a combination of solid material and non-reflective glass is preferred to fully glazed shop fronts.</p>	<p>Design and choice of materials should be reflective of the Yarragon architecture in the Princes Highway 'commercial spine'.</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 an activated edge and passive surveillance between the building and the adjoining street.</p>	<p>Buildings contribute to enhanced street life and pedestrian safety.</p>
<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>Entrances and key pedestrian routes should provide adequate weather protection.</p>	<p>Building frontages provide for natural surveillance and security of public spaces.</p> <p>Development clearly connected to public spaces.</p> <p>Development to provide comfort and amenity to pedestrians.</p>
<p>Vehicle access and parking</p>	
<p>Development of sites fronting the Princes Highway should provide for rear parking accessed from Hanns Lane where possible.</p> <p>The number of vehicle crossovers should be</p>	<p>Vehicle movements and connections within the development and the street network are convenient, safe and efficient with minimal visual impact on the streetscape and adjoining public spaces.</p>

Design Requirements	Outcome to be achieved
<p>reduced and where possible 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 access points should be separate from pedestrian access points where appropriate.</p>	
<p>Signage</p>	
<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>Advertisement signs as at Clause 52.05 – Category 1 - Commercial Areas.</p>	<p>Signage is integrated into the design of the building facade, surrounding streetscape and landscape setting.</p>

DDO5 Precinct 2 - Offices, bulky goods, business and commercial services

Design Requirements	Outcomes to be achieved
<p>Building Height and Setbacks</p>	
<p>To preserve the scale built character of the town, retaining the 1-2 storey building height.</p> <p>Allow buildings up to two storey scale (9 metres) to top of hip or gable roof.</p> <p>Buildings should be set back at least 5 metres from the front boundary to provide a transition between the town entry approach and Precinct 1.</p> <p>A landscaping buffer is to be provided in the front setback.</p> <p>A permit may be granted to vary the preferred maximum building height or encroach into the recommended front setback where it can be demonstrated that the variation:</p> <ul style="list-style-type: none"> ▪ meets the design objectives of this schedule. 	<p>Building height retains a harmonious skyline when viewed from the Princes Highway and public places.</p> <p>Commercial development interacts appropriately with adjoining uses.</p>
<p>Building appearance</p>	
<p>Building facade should be composed with an appropriate rhythm and proportion that respond to the building's use and the character of the surrounding area.</p> <p>Buildings should be scaled appropriately to create an effective transition to buildings on adjoining sites.</p> <p>Where appropriate, provide opportunities for artwork within new development.</p>	<p>High architectural quality.</p> <p>Building facades achieve the desired streetscape character objectives.</p>

Design Requirements	Outcomes to be achieved
<p>Buildings should be suitably capped with a pitched roof form or feature parapet street wall with pitched roof form behind 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>The main roof of the building or dwelling has a pitch greater than 25 degrees.</p>	<p>Building design retains a harmonious skyline when viewed from the Princes Highway.</p>
<p>The dominant cladding of the building is weatherboard, brick or rendered masonry with corrugated iron roofing.</p> <p>Blanks walls should be avoided to Princes Highway and secondary streets and achieve a minimum 70% active frontages to the Princes Highway and Rollo Street.</p> <p>The use of a combination of solid material and non-reflective glass is preferred to fully glazed shop fronts.</p>	<p>Design and choice of materials should be reflective of the Yarragon architecture in the Princes Highway 'commercial spine'.</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 an activated edge and passive surveillance between the building and the Princes Highway and Rollo Street.</p>	<p>Buildings contribute to enhanced street life and pedestrian safety.</p>
<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>Entrances and key pedestrian routes should provide adequate weather protection.</p>	<p>Building frontages provide for natural surveillance and security of public spaces.</p> <p>Development clearly connected to public spaces.</p> <p>Development to provide comfort and amenity to pedestrians.</p>
<p>Vehicle access and parking</p>	
<p>Development of sites fronting the Princes Highway should provide for rear parking and loading where possible.</p> <p>A small number of onsite carparks for vehicles may be located in the front setback provided that landscaping is provided around the perimeter of the carparks and that the car parks have a minimal visual impact on the streetscape.</p> <p>All parking areas, including entry and exit points, should be well lit and clearly identified with signage.</p> <p>Vehicle access points should be separate from pedestrian access points where appropriate.</p>	<p>Vehicle movements and connections within the development and the street network are convenient, safe and efficient with minimal visual impact on the streetscape and adjoining public spaces.</p> <p>Sufficient car parking provided for building occupants and visitors.</p> <p>Car parking is satisfactorily landscaped to achieve desired character objectives.</p>
<p>Signage</p>	
<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</p>	<p>Signage is integrated into the design of the building facade, surrounding streetscape and landscape setting.</p>

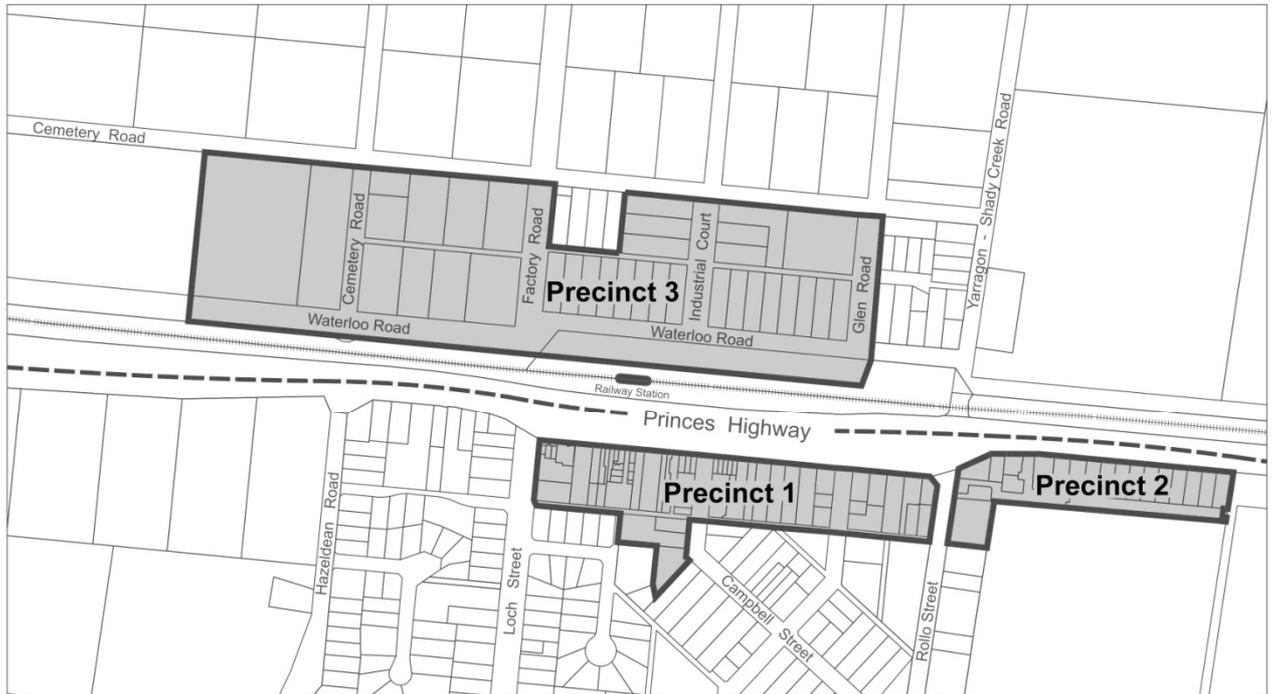
Design Requirements	Outcomes to be achieved
<p>detract from public view lines.</p> <p>Sign structures and panels to be within parapet silhouette and architectural features so as not to visually dominate the building.</p> <p>Signs should be limited in number and incorporate limited detail other than is necessary to identify the building name and key tenants.</p> <p>Advertisement signs as at Clause 52.05 – Category 1 - Commercial Areas.</p>	
<p>Landscaping</p>	
<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>

DDO5 Precinct 3 - Industrial

Design Requirements	Outcomes to be achieved
<p>Building Height and Setbacks</p> <p>To preserve the scale built character of the town, retaining the 1-2 storey building height.</p> <p>Allow buildings up to two storey scale (9 metres) to top of hip or gable roof.</p> <p>Buildings should be set back at least 7 metres from the front boundary to provide sufficient space for landscaping buffer to be provided in the front setback.</p> <p>A permit may be granted to vary the preferred maximum building height or encroach into the recommended front setback where it can be demonstrated that the variation:</p> <ul style="list-style-type: none"> ▪ meets the design objectives of this schedule; and ▪ protects heritage places on the site or in proximity to the site. 	<p>Building height retains a harmonious skyline when viewed from the Princes Highway and public places.</p> <p>Industrial development interacts appropriately with adjoining uses.</p>
<p>Building appearance</p>	
<p>Buildings should be scaled appropriately to create an effective transition to buildings on adjoining sites.</p>	<p>High architectural quality.</p>
<p>Buildings should be suitably capped with a pitched roof form.</p> <p>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 heritage buildings.</p>	<p>Building design retains a harmonious skyline when viewed from the Princes Highway.</p>
<p>The dominant cladding of the building is corrugated iron, brick or rendered masonry with corrugated iron roofing.</p> <p>Offices or shopfronts, where proposed, should be</p>	<p>Design and choice of materials should be reflective of the Yarragon architecture in the Yarragon industrial area.</p>

Design Requirements	Outcomes to be achieved
located at the front of the building and should be constructed of brick or rendered masonry with corrugated iron roofing.	
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.	Building elements are integrated into the overall building form and facade design
Public/private interface	
The street facade should be designed to facilitate passive surveillance between the building and Waterloo Road and secondary streets. Blanks walls should be avoided to Princes Highway, Waterloo Road and secondary streets.	Buildings contribute to enhanced pedestrian safety.
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. Entrances and key pedestrian routes should provide adequate weather protection.	Building frontages provide for natural surveillance and security of public spaces. Development clearly connected to public spaces. Development to provide comfort and amenity to pedestrians.
Vehicle access and parking	
Development of sites fronting the Princes Highway should provide for parking and loading at the side or rear of the building where possible. A small number of onsite carparks for vehicles may be located in the front setback provided that landscaping is provided around the perimeter of the carparks and that the car parks have a minimal visual impact on the streetscape. All parking areas, including entry and exit points, should be well lit and clearly identified with signage. Vehicle access points should be separate from pedestrian access points where appropriate.	Vehicle movements and connections within the development and the street network are convenient, safe and efficient with minimal visual impact on the streetscape and adjoining public spaces.
Signage	
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. Sign structures and panels to be within parapet silhouette and architectural features so as not to visually dominate the building. Signs should be limited in number and incorporate limited detail other than is necessary to identify the building name and key tenants. Advertisement signs as at Clause 52.05 – Category 2 - Office and Industrial.	Signage is integrated into the design of the building facade, surrounding streetscape and landscape setting.
Landscaping	
New development to be well landscaped, including canopy trees where appropriate.	Landscaping is integrated with the design of the development.

PLAN 1 – Precinct Plan



LEGEND

- Precinct 1- Boutique retail, tourism, offices, restaurants and arts
- Precinct 2 - Offices, bulky goods, business and commercial services
- Precinct 3 - Industrial