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# SCHEDULE 1 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO1.**

## WARRAGUL TOWN CENTRE

## 1.0 Design objectives

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- 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 front setbacks achieve appropriate spatial proportions of the street, 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 public realm areas and pedestrian accessways and any 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.
- To recognise and support development of the town centre at key strategic redevelopment sites, including the Butter Factory site, as an integrated part of the town centre.
- To encourage redevelopment of key strategic sites in an integrated manner, avoiding fragmented redevelopment of sites.

## 2.0 Buildings and works

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### 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.

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 anydesign requirement/outcome specified for individual precincts in Table 1 to this schedule.

## 3.0 Exemption from notice and review

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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 Information to be submitted with an application

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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:
  1. 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.
  2. Conservation of water use through such features as water sensitive urban design, water efficient fittings, rainwater harvesting, greywater and blackwater treatment.
  3. Indoor environmental qualities through such features as quality through natural ventilation, improved thermal comfort, good acoustics, visual comfort.
  4. Management of waste during demolition, construction, and at the operational stage.
  5. Reducing/recycling a percentage of demolition and construction waste.
  6. A waste management plan (WMP) that ensures future waste from buildings will have adequate space and facilities for collecting, processing.
  7. The selection of sustainable building materials.

## 5.0 Decision guidelines

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

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

## 6.0 Reference

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*Local Government Planning For Sustainable Buildings Guide 2010*

*Warragul Town Centre Urban Design Framework and Station Precinct Masterplan, April 2010.*

**Table 1**

| General Design Requirements | Outcome to be achieved |
|---|---|
| **Building appearance** | |
| Building facades should be designed with an appropriate scale, rhythm and proportion that respond to the building's use and the character of the surrounding area. | High architectural quality. |
| Maximise the development potential of sloping sites by creating additional levels where the land falls away that require minimal excavation. | Building facades define adjoining public spaces and achieve the desired streetscape character. |
| 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. | Building design retain a harmonious town centre skyline when viewed from surrounding areas. |
| Bin enclosures and other storage should be appropriately located 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 and internal layout of the ground floor of developments should be designed to facilitate an activated edge and passive surveillance between the building and the adjoining street. | Buildings contribute to enhanced street life. |
| Pedestrian entries into buildings should promote safety for building user s and should be clearly visible, well lit and directly face the street or adjoining public space. | Building frontages provide for natural surveillance and security of public spaces. |
| Entrances and key pedestrian routes should provide adequate weather protection.<br>Buildings should be scaled appropriately to create an effective transition to adjoining residential uses or heritage buildings. | Development clearly connected to public spaces.<br>Development to provide comfort and amenity to pedestrians. |
| **Vehicle access and parking** | |
| The number of vehicle crossovers should be reduced and where appropriate provided from laneways or secondary street frontages.<br>Onsite parking for vehicles should be located to have a minimal visual impact on the streetscape and adjoining public spaces where appropriate.<br>All parking areas, including entry and exit points, should be well lit and clearly identified with signage. | Vehicle movements and connections within the development and the street network are convenient, safe and efficient. |
| Vehicle access points should be separate from pedestrian access points where appropriate.<br>Car parking facilities to be rationalised and connected between adjoining outlets where appropriate.<br>Tandem spaces should not be provided unless associated with a single occupancy.<br>Basement car parks should be naturally ventilated.<br>Views of cars on upper storeys should be screened from public viewpoints.<br>Where multi deck car parking buildings are located on retail streets, consider options to screen the car park | Sufficient car parking provided for building occupants and visitors.<br>Parking and access areas are safe, practical and attractive and can be easily maintained. |

| General Design Requirements | Outcome to be achieved |
|---|---|
| with ground level shop fronts or other suitable screening treatments.<br>Loading facilities should be located away from key pedestrian routes and screened from public spaces. | |
| **Landscaping** | |
| Landscaping should be designed to complement the landscape treatments of adjoining streets and public spaces where appropriate.<br>New development to be appropriately landscaped, including canopy trees where appropriate. | Landscaping is integrated with the design of the development and complements the landscaping of any adjoining public space. |
| **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.<br>Sign structures and panels to be within parapet silhouette and architectural features so as not to visually dominate the building.<br>Signs should be limited in number and incorporate limited detail other<br>than is necessary to identify the building name and key tenants.<br>Signs should be consolidated in mixed use and commercial developments to avoid the visual clutter of signage and displays. | Signage is integrated into the design of the building facade, surrounding streetscape and landscape setting. |

**DDO1 - 1 <u>Bulky goods / main road sales precinct</u> (*all precincts shown in Plan 4)**

| Design requirements | Outcome to be achieved |
|---|---|
| **Building Height** | |
| Building height to be generally limited to three storeys (11 metres). | Development retains public views towards and within the town centre and ensures a connection between the private and public spaces. |
| **Building appearance** | |
| Buildings located on the north side of Alfred Street should ensure that appropriate landscaping and articulation of rear facades is provided to ensure an attractive view from the rail line, station and Hazel Creek area. | The sense of arrival is strengthened at a key gateway location. |
| **Setbacks** | |
| Front setbacks should be no more than 20 metres (limited parking to the front of buildings may be allowed, provided the bulk of parking is provided to the side or rear). | Development positively interacts with the street edge. |
| **Gateway sites (south east and south west corners of Howitt and Alfred Street intersection)** | |
| Development should reinforce the gateway presentation to the intersection of Howitt Street and Alfred Street.<br>Development should be setback no more than 5m from Howitt Street and Alfred Street. | Building design of new development reflects the gateway role of this prominent location.<br>Heritage assets are protected from adjoining development |

| Design requirements | Outcome to be achieved |
|---|---|
| Development should be setback a minimum of 3m from other boundaries.<br>A 3m soft landscape buffer should be established around the site perimeter.<br>The heritage trees along Permewan Lane will be protected by locating vehicle crossovers via other street frontages with a preference for vehicle and service access via the southern laneway.<br>*The general form anticipated for development to the south east of Howitt and Alfred Street intersection is shown in Plan 1.* | |
| **Other** | |
| Support the incorporation of water sensitive urban design into developments to the west of Howitt Street given the proximity to Hazel Creek and flood prone land. | Impacts of flood water in this area are mitigated. |

**DDO1 - 1a Bulky goods / main road sales precinct**

| Design requirements | Outcome to be achieved |
|---|---|
| **Building Height** | |
| Building height to be generally limited to three storeys (11 metres). | Development retains public views towards and within the town centre and ensures a connection between private and public spaces. |

**DDO1 – 2 Trinca Lane Precinct**

| Design requirements | Outcome to be achieved |
|---|---|
| **Building Height** | |
| Building height to be generally limited to three storeys (11m) – not *including gateway site).* | Development retains public views towards and within the town centre and ensures a connection between private and public spaces. |
| **Building Appearance** | |
| Buildings to incorporate windows, balconies and entrances to activate the Trinca Lane streetscape. | Design provides high quality presentation from the railway line. |
| **Setbacks** | |
| Provide a minimum 3m landscape setback from Trinca Lane. | Design provides high quality presentation from the railway line. |
| **Gateway site (land at western edge of precinct)** | |
| Provide a minimum 5m landscape setback from the eastern boundary for planting of canopy trees.<br>Establish a parapet street wall of up to three storeys (11m) to Queen Street which transitions to two storeys (8m) at the eastern part of the site.<br>A maximum building height of four storeys above the Queen Street footpath level which steps down to three storeys at the eastern part of the site.<br>The western 'wedge' of the site should contain a distinctive corner feature treatment which wraps from the Queen Street frontage to Trinca Lane.<br>Building entries should be logically placed and | Building design of new development reflects the gateway role of this prominent location. |

| Design requirements | Outcome to be achieved |
|---|---|
| designed towards the Queen Street frontage with secondary access to Trinca Lane.<br>Development should ensure a high quality presentation of equal resolution is achieved to both the Queen Street and Trinca Lane frontages.<br>Use the fall of the land to provide undercroft / semi-basement car parking which is concealed from views along Queen Street.<br>Visitor or customer car parking may be accommodated within a setback from the eastern boundary provided a landscape buffer of 5m is provided.<br>Vehicle access can be achieved via a maximum of one centralised vehicle crossover to Queen Street and/or vehicle access via Trinca Lane which is sited and designed to ensure that a row of shadow canopy trees can be established within/adjacent to the site along this frontage.<br>*The general form anticipated for the western gateway development is shown in Plan 2.* | |

**DDO1 – 3a Major development site – Bonlac factory precinct**

| Design requirements | Outcomes to be achieved |
|---|---|
| **Building Height** | |
| Buildings should be generally limited to parapet street wall height of 11m.<br>Development to be generally limited to four storeys (and 16m) measured at street level to the nearest street / accessway frontage from which the development will be visible. New development can be higher where appropriate. | Development retains public views towards and within the town centre and ensures a connection between the private and public spaces. |
| **Building appearance** | |
| Primary active retail frontages should be resolved and focussed along primary street frontages where possible.<br>Buildings should be sited and designed to follow the site slope and avoid excessively elevated buildings which result in exposed blank walls (particularly at ground level). | New development improves physical and visual connectivity to the rest of the town centre and allow for the orderly expansion of the primary retail core. |
| **Setbacks** | |
| Commercial development to Mason Street should have a zero boundary setback where appropriate. | Commercial development interacts appropriately with adjoining uses. |
| **Vehicle parking and access** | |
| The number of vehicle crossovers to Mason Street, Queen Street and Gladstone Street should be reduced and where appropriate provided from laneways or secondary street frontages.<br>A pedestrian precinct is to be provided on the site opposite the intersection of Palmerston Street and Mason Street and this is to extend into the site to provide a pedestrian link through the site between Mason Street and Gladstone Street.<br>Servicing and loading areas should be visually appropriate and designed to avoid conflict with pedestrians, bicycle or car parking areas. | New development provides a legible and well connected network of streets or accessways with safe pedestrian and bicycle access within the site which integrate with the broader activity centre network. |

**DDO1 – 3b Opportunity site – Williams Square precinct**

| Design requirement | Outcome to be achieved |
|---|---|
| **Building Height** | |
| Development to be generally limited to a parapet street wall of up to 11m.<br>Development above the parapet street wall should be setback a minimum of 3m to have a recessive presentation | Development retains public views towards and within the town centre and ensures a connection between the private and public spaces. |
| **Building Appearance** | |
| Conceal large retail forms (e.g. supermarket, mini major stores and discount department stores) behind active retail frontages which incorporate regularly spaced and well placed entries including highly glazed frontages at street level.<br>Buildings should have a zero lot setback from Palmerston Street and Mason Street to create a consistent built form within the retail core of the activity centre.<br>Blank walls should be avoided to Palmerston Street and Mason Street and achieve a minimum 80% active frontage to each street, whilst buildings interfacing Williams Street should include at least 20% active frontages comprising logically placed building entries and glazed retail frontage which integrate with the surrounding development. | Development regenerates and consolidates the retail core and the key pedestrian axis of Palmerston Street. |
| **Vehicle parking and access** | |
| Maintain Williams Street as a public vehicle thoroughfare with pedestrian link along its southern edge.<br>Provide for laneway widening (to a minimum width of 6m) along the western boundary of the Centrepoint shopping centre site to accommodate service vehicles for the precinct. | |
| **Williams Square car park** | |
| Retain the Williams Square Council car park and redevelop with a three storey deck car park subject to the following:<br>• Setback a minimum of 6m from the south, east and west boundaries and minimise unreasonable loss of daylight to the frontage of interfacing private properties interfacing with the car park;<br>• Any roof feature or weather protection over the third storey is lightweight in design and is well articulated;<br>• The overall design makes a positive contribution to the pedestrian environment; and<br>• Connect decked car parking areas on the Council and privately owned sites, as appropriate, to provide legibility and improved permeability of the precinct car parking. | Decked car parking is designed to ake a positive contribution to adjoining public space. |

**DDO1 – 3c Opportunity site – Triangle precinct**

| Design requirement | Outcome to be achieved. |
|---|---|
| **Building Height** | |

| Design requirement | Outcome to be achieved. |
|---|---|
| Development to be generally limited to four storeys (16m above natural ground level) with upper levels setback from the Palmerston shared zone to avoid overshadowing the pedestrian plaza. Building height should maintain vistas of the heritage listed church to the north. | Development retains public views towards and within the town centre and ensures a connection between the private and public spaces. |
| **Setbacks** | |
| Establish a parapet street wall with a zero lot setback and a height of up to 12m (equivalent two to three storeys) Development above the parapet street wall should be recessed a minimum of 5 metres from the front elevation. | The Triangle Precinct reinvigorates the image of the retail core with an inspiring and articulated built form. |
| **Vehicle parking and access** | |
| New driveways and access ways should be located to maximise separation from existing and planned pedestrian crossings, with the primary access via Victoria Street.<br>Conceal car parking in a basement where possible and ensure the location of vehicle crossovers minimises impact to key pedestrian routes such as Palmerston Street. New driveways and access ways should be located to maximise separation from existing and planned pedestrian crossings, with a primary access via Victoria street.<br>Maintain service laneway access to the rear of 41-47 Smith Street and 15-17 Palmerston Street unless alternative access arrangements can be found.<br>Pedestrian spaces should be suitably designed for DDA compliance and where abutting service laneways, they should be established as a safely designed shared pedestrian/vehicle space. | Vehicle movements and connections within the development and the street network are convenient, safe and efficient. |

**DDO1 – 4 Retail Preinct**

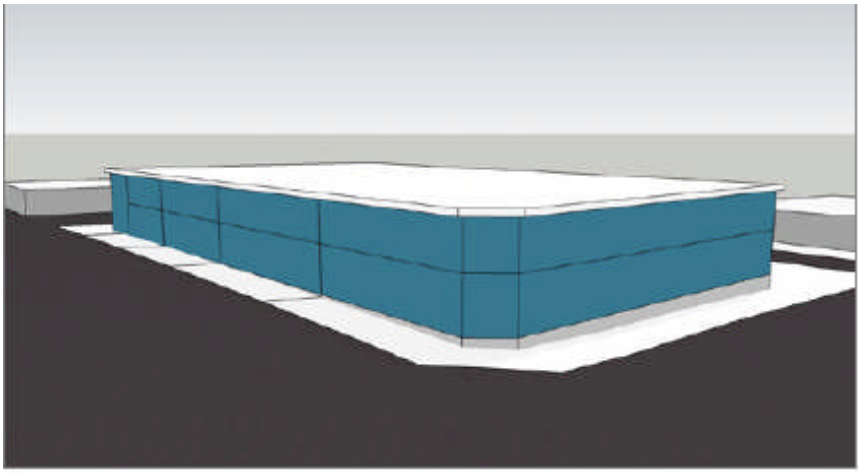
| Design requirements | Outcomes to be achieved |
|---|---|
| **Building height** | |
| Preferred height up to 3 storeys (11 metres).<br>Ensure development maintains retail focus of the precinct and addresses all street frontages. | Development retains public views towards and within the town centre and ensures a connection between the private and public spaces.<br>Active retail frontages in the core retail areas and complementary uses located at upper levels or side streets. |

**DDO7 –5 TAFE Precinct**

| Design requirements | Outcomes to be achieved |
|---|---|
| **Building Height** | |
| Any future redevelopment of the TAFE to be designed so as to allow commuters exiting via the existing pedestrian overpass to have clear visibility towards the Queen/ Mason intersection and views of the railway station are maintained. | Development retains public views towards and within the town centre and ensures a connection between the private and public spaces. |
| **Building Appearance** | |

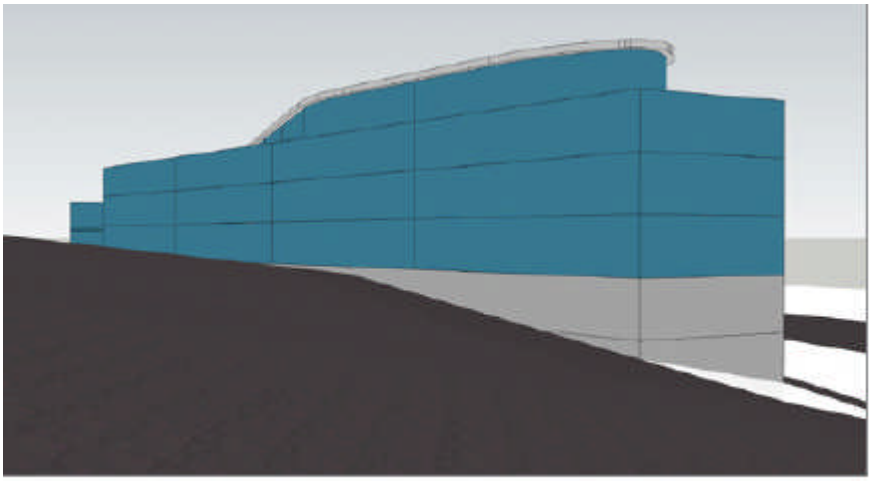
| Design requirements | Outcomes to be achieved |
|---|---|
| Integrate the design of the TAFE with pedestrian links to the town centre.<br>Support the development of a new 'landmark' sustainable building over the new TAFE car park to the east. | Redevelopment to functionally integrate with the town centre. |

**PLAN 1**

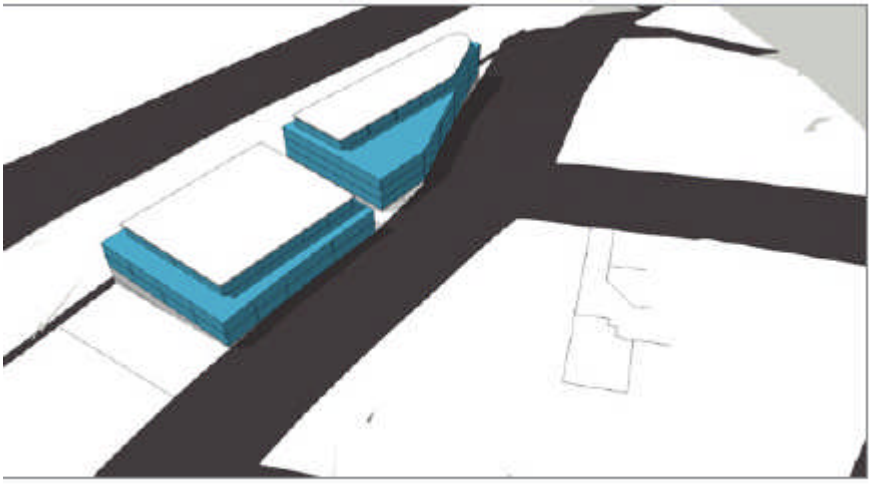


southern gateway view from the corner of howitt and alfred streets

**PLAN 2**

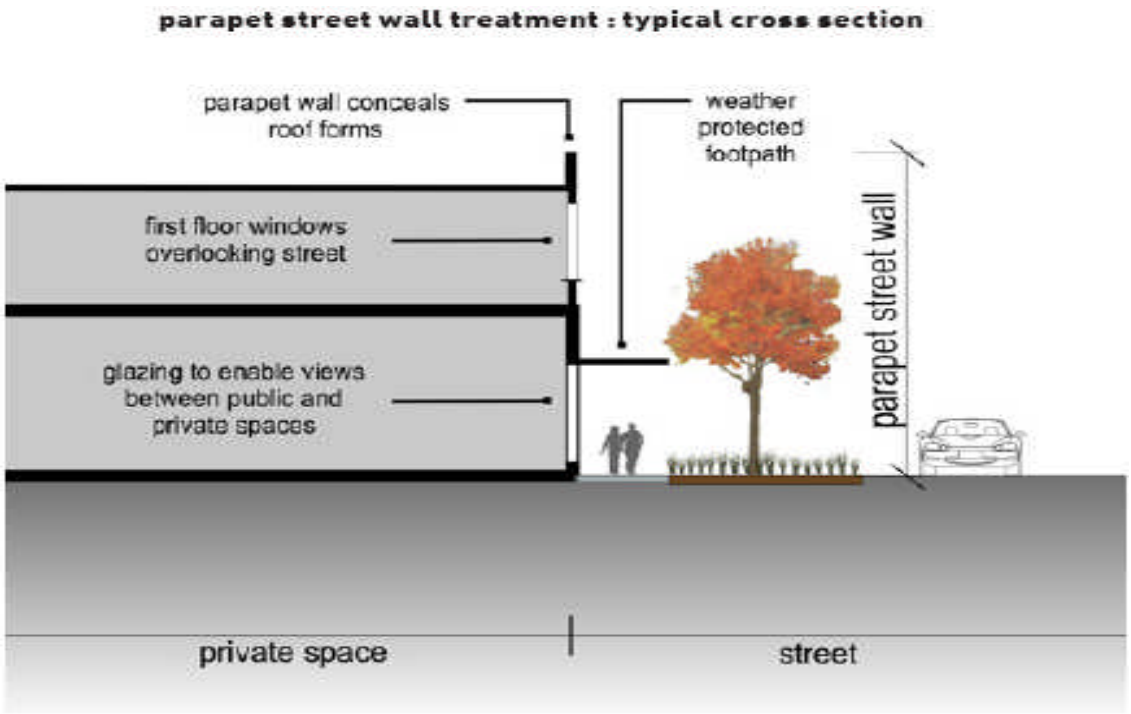


view from queen street and trinca lane intersection of the corner feature form



aerial view of gateway buildings from queen street (east).

**PLAN 3**




**PLAN 4**

**Design and Development Overlay**