

04/04/2014  
C86**SCHEDULE 8 TO THE DESIGN AND DEVELOPMENT OVERLAY**

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

**NORTHERN HIGHWAY ROCHESTER****1.0****Design objectives**04/04/2014  
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To ensure the design and layout of new development protects the amenity of existing buildings and adjoining residential areas and ensure appropriate interfaces are provided.

To encourage architectural outcomes in terms of building facades, roof forms and lines, colours and materials that reinforce an attractive gateway.

To ensure that signage does not dominate the streetscape, detract from its image or lead to visual clutter.

To ensure development provides landscape treatments that visually integrate the built form of the commercial area, reduces the visual impact of the large format retail buildings, and contributes to an aesthetically pleasing streetscape character.

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

To ensure safe and efficient parking and vehicular/pedestrian access are provided on the site, facilitate efficient car parking and movement between business outlets, avoid the construction of side fences within front setbacks, and consider coordination of parking, access and fences with neighbouring properties.

**2.0****Buildings and works**04/04/2014  
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All buildings and works should comply with the following requirements:

**Building height**

- Buildings should not exceed a maximum height of 7.5 metres above natural ground level.

**Building setbacks***Front setbacks*

- Building setbacks should be a minimum of 20 metres from the front boundary for lots abutting Northern Highway.

*Side setbacks*

- Building setbacks should be a minimum of 5 metres from any side street boundary.

**Fences**

- Any front fencing along the Northern Highway should be permeable and should have a maximum height of 1.8 metres.
- Where front fencing is proposed, a pool type fence or similar, black in colour, should be provided to contribute to an attractive streetscape character.
- Chain wire, mesh/cyclone, barbed or razor wire fencing is discouraged.

### *Side fences*

- Where side fences are proposed, they should be consistent with front fences and compliment their form and character.
- Side fences should be co-ordinated with neighbouring properties to allow any cross movement.
- Chain wire or mesh/cyclone fencing is discouraged between the front boundary and the façade of the building.

### *Rear fences*

- A minimum 1.8 metres high timber paling or colour bond fence should be erected on the rear boundary of each lot abutting a residential zone, the Farming Zone or the Public Park and Recreation Zone at the expense of the permit applicant.

### **Landscaping**

- A minimum of 15% of the front setback area should be landscaped to the satisfaction of the responsible authority and include a variety of shrubs and at least two significant trees (mature height 10 metres) with all plant species suitable to this area.
- A minimum 1.5 metre wide landscape buffer should be provided for a minimum distance of 50% of the length of the side boundary along all side boundaries.

### **Vehicle access**

- Direct vehicular access to the Northern Highway for any use, development or subdivision should be allowed only where access is not available to a local road.
- When allowed only one access location should be permitted to the highway and should where possible be shared with an adjoining property.

### **Design guidelines**

The aim of these guidelines is to assist with the design of development proposals so that a coherent and attractive character is created for the precinct.

#### *Building design*

- Buildings and associated works should be attractively designed, contemporary in style and progressive in design, concept and finish.
- A lower administration/reception/sales area or a veranda is encouraged along the street frontage with the larger storage or manufacturing building to the rear of the site.
- Buildings are encouraged to incorporate low pitched, flat or curved roof forms to the 'big box' elements with front offices reflecting a complementary roof form that is consistent with the rest of the development.
- Building facades should incorporate architectural features to the building frontage to address the street, provide legibility for customers, and reduce the visual impact of large building mass.
- Extensive blank facades should be avoided.
- Entrances should have well defined pedestrian access to car parking and street footpaths.

- Sustainable water use in buildings should be provided by implementing measures to collect rain water runoff from roof areas. Water storage tanks should be located away from public view, and not impact on neighbours visual amenity.
- Exterior walls should be of brick, concrete, steel, colorbond or glass.
- All external surfaces should be painted or finished with a quality textured coating.
- Tilt slab buildings should display a trowel finish or render in non-reflective earthy tones with a texture to avoid large bland areas.
- Bright, extravagant colour schemes that are indicative of franchise industries are strongly discouraged, to avoid visual chaos and protect the desired precinct character.
- Earthy colours are encouraged, with attention to the effective use of signage to display the advertiser's message.
- The landscape treatment should serve to soften and partially screen 'big box' retail and manufacturing buildings. Landscaping should be designed to enhance the appearance of the overall development and the streetscape.
- Paving materials should provide texture, patterns, subtle colour to the lot frontage.
- Large expanses of harsh grey cement or asphalt are discouraged.
- Plant equipment, vents and any other mechanical equipment should be screened from view by parapet walls or screens or incorporated into the roof design so as to avoid visibility from the street, surrounding properties and buildings.

#### ***Floodlighting***

- Lighting should not cast glare onto adjacent sites, the street or abutting residential or farming land.
- Overhead lights should not be higher than the building height and should be baffled to prevent light spilling onto adjoining lots.

#### ***Parking and access***

- Vehicular access points and driveways should be designed to allow convenient, safe and efficient vehicle movements and connections within the development and to the street network. All vehicles including those delivering to or servicing the site should be able to enter and exit the site in a forward direction.
- A maximum of one vehicular crossover (including combined vehicular crossovers) should be provided to individual lots, with a maximum crossover width of 6.4 metres.
- Driveways should be designed to minimise any conflict of vehicle movements with pedestrians including consideration of side fences and / or buildings that will impact on sight lines between pedestrians and vehicular traffic.
- Adequate on-site parking should be provided in a form and manner that will not reduce the amenity of the area.
- Car parks should be clearly marked to ensure efficiency and general safety.
- All driveways and car parking areas within the front setback of the building should be constructed of an impervious all-weather seal coat such as concrete or bitumen. All remaining areas should be sealed with a pervious all-weather seal (such as crushed rock).
- Parking and access ways should be setback a minimum of 3 metres from the rear boundary.
- Car parking should not encroach upon the required landscape setback areas, and clear delineation between car parking and landscaping areas should be provided.

***Loading, services and storage***

- Adequate provision should be made for loading and unloading of vehicles on-site together with an area set aside for industrial waste collection.
- All loading and unloading facilities should be located to the side of the site and where possible located within the building.
- Loading areas should be screened so as not to be visible from public view, and where possible screening devices should be integrated with the building form.
- Loading areas should not be located in the front setback areas.
- Loading and unloading areas and storage areas should be setback a minimum of 3 metres from the rear boundary.
- Materials, supplies or equipment should be stored within the building or screened from view with suitable fencing.

**Application requirements**

An application should be accompanied by a report that demonstrates how the application satisfactorily responds to the objectives and requirements of this schedule.

***Landscape plan***

A landscape plan should be submitted with any application for buildings and works and should provide for:

- The retention and incorporation of existing on-site vegetation in particular large native canopy trees and any tree that contributes to local amenity and character.
- Shade trees within the front setback car parking area.

**Exemption from notice and review**

An application under this overlay 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 exemption does not apply to advertising signs located within 60 meters of a freeway or arterial road declared under the Road Management Act 2004 from notice to the Roads Corporation only.

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**Advertising signs**

The provisions of Clause 52.05 for advertising signs apply except that Section 1 signs in Category 1 – Business areas and Category 2 – Office and Industrial require a permit.

A permit may be granted to vary the following requirements:

- Development which contains a number of premises should consolidate signage into a single directory board, low in profile and located within the landscaped front setback.
- One business identification sign attached to a building is permitted per development. Multiple business occupancies are to share space on the sign which has been designed to present as a single sign.
- Freestanding signs are discouraged except where the site is used for ‘motor vehicle sales’ and where signs are well designed and present corporate logos.
- Pole signs are discouraged.

- 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.
- The total advertisement area of all signs to each premises should not exceed 8sqm. This does not include a direction sign.
- Promotional signs are discouraged.
- Floodlit signs are discouraged in preference for internally illuminated signs.
- Above verandah signs including V-boards signs and advertising elements such as banners, flags and inflatables are discouraged.
- Colours and materials that interfere with the safety or efficiency of traffic circulation should be avoided.
- Visual clutter created by too many signs should be avoided.
- Signs should be designed to complement the style of the building and be proportionate in scale with the built form.
- Signs should not be located on the roof or exceed the parapet height of the building.
- Animated signs are discouraged, as is the use of coloured neon lighting.
- Advertising and business identification signage is not permitted at the rear of the property or on the rear façade of any building.

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#### Decision guidelines

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

- Whether the height of a proposed building accords with the scale of the local environment and the form of surrounding buildings.
- The effect of the development on the amenity of abutting buildings.
- Whether the proposed landscape treatment contributes to the character of the town entrance.
- Whether the design, siting and appearance of buildings improves the visual presentation of the frontages at the town entrance.
- The architectural quality and innovative response of the building design.
- Whether building setbacks demonstrate appropriate consideration of the streetscape and the residential and rural living interface.
- Whether the layout allows for safe access and egress from the site.
- The location of any proposed car parking.
- The inclusion of design elements which protect the amenity of abutting residents.
- Whether the design considers energy and resource efficient and sustainable design principles.

#### Reference documents

- Campaspe Entrances Strategy 1998
- Review of Design and Development Overlay 2010