

16/05/2013
C67

SCHEDULE 13 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO13**

IRYMPLE STRUCTURE PLAN AREA

1.0

Design objectives

16/05/2013
C67

General objectives

To implement the Irymple Commercial Development Design Guidelines in accordance with the Irymple Structure Plan (July 2012).

To implement building heights in accordance with the Irymple Structure Plan (July 2012).

To implement site specific design guidelines for land at the north-east corner of Karadoc Avenue and Fifteenth Street, Irymple, in accordance with the Irymple Structure Plan (July 2012).

To implement site specific design guidelines for land at the south-east of the corner of Sandilong Avenue and Fifteenth Street, Irymple, in accordance with the Irymple Structure Plan (July 2012).

Land use objectives

To create a new commercial 'heart' for Irymple as a focus for new retail activity and orientation.

To create new local employment opportunities through support for industrial growth and tourism opportunities.

To provide for more housing choice and diversity in Irymple.

To provide community services, activities and infrastructure, recognising their role in creating a healthy, engaged local community.

Built form objectives

To apply the principles of ESD (Environmentally Sustainable Design) in the siting and design of new buildings, streets and places.

To create a strong image and identity for Irymple.

To facilitate the redevelopment of existing underutilised/ vacant land.

To ensure that new development is sensitively designed and complements or enhances the existing character of Irymple.

To facilitate the activation of buildings at the street level.

Access and open space objectives

To provide equitable access for all.

To enhance the overall cohesion, connectivity and safety of Irymple.

To enhance the sustainability of Irymple.

To manage the road network to optimise safety, amenity and efficiency for all road users, including cars and bicycles.

To improve the quality of public transport services and stops in Irymple.

To create a vibrant, interesting and safe pedestrian environment.

To facilitate pedestrian linkages across Fifteenth Street to ensure that this route reflects an activity corridor.

To create a high quality public realm that encourages people to move about by foot or bicycle.

To strengthen Irymple's sense of place, character and identity.

To provide a variety of experiences and opportunities for people to meet, enjoy and relax within the township.

To create accessible gathering places/ spaces that encourage a variety of activities.

Vision for Irymple Township

- Irymple will be a distinct township with a strong sense of place and identity and a goal to create a sustainable township into the future.
- A neighbourhood centre will be the focus of commercial activity in Irymple, providing local shopping needs and a meeting place for residents. A community hub focused around Henshilwood Reserve will provide for the recreation, education and leisure needs of the community. Residential growth will be supported through well designed neighbourhoods offering a range of housing types.
- Streets will be attractive and safe, and improved connections between activity hubs will help to create a balance between private vehicle based transport and walking and cycling in the township.
- Development of the township will be supported through adequate infrastructure provision.

2.0

16/05/2013
C67

Buildings and works

Building heights

New buildings and works and/or extensions to existing buildings should not exceed the preferred building heights specified in Table 1 and Map 1.

An application to exceed the preferred building height must be accompanied by a site analysis plan and a written urban context report documenting how the development will achieve the general requirements of this Schedule.

Activity

Development should avoid large internal retail spaces that do not encourage a street based retail environment.

Ground floor uses should include a component of active frontage to any street frontage/ pedestrian route.

Traders are encouraged to provide outdoor seating and dining/ other external areas to activate edges of buildings and maximise solar access opportunities.

The scale of development and design of noise attenuation measures should respect adjoining residential uses.

Residential development at upper levels is encouraged.

The design of development should address off site amenity impacts such as noise generation.

Access

Direct, high quality pedestrian connections (footpaths, tree planting, WSUD, and weather protection where possible) should be provided along building frontages/ key pedestrian desire lines.

Permeability should be achieved between the existing retail core and any new development. In particular, fences should be limited between developments to maximise pedestrian movement.

Street alignments which are not parallel to Fifteenth Street or adjoining side streets and winding street alignments which increase walking/ cycling distances should be avoided.

The number and width of vehicle ingress and egress points (crossovers) along Fifteenth Street should be minimised.

Secondary vehicular and pedestrian access points should be provided along side streets where possible.

Safe, direct links should be provided to surrounding neighbourhoods, particularly for pedestrians and cyclists.

Safe, direct pedestrian links should be provided from shopping areas to car parking areas.

Bicycle parking facilities, change facilities and bicycle storage should be provided where possible.

Adequate access should be provided for commercial vehicles, service vehicles and loading activities separate to main vehicular access areas, building entrances and pedestrian routes to minimise potential conflicts. This should be located to the rear of buildings where possible.

Adequate access should be provided for emergency and service vehicle access to all developments.

Car parking

Car parking should be provided in the form of a single, compact on-site car parking area that provides direct, high quality and safe pedestrian access to shops, encouraging people to walk around the area by foot.

Large areas of grade level car parking without substantial landscaping should be avoided.

Options should be investigated for the inclusion of caravan/ recreation vehicle (RV) parking. This should be located in an area that is easily accessible, with clear signage to direct users to parking areas.

Building scale and siting

The recommended building heights as detailed on the Irymple Town Structure Plan Building Heights Map (Map 1) should be implemented.

New development should make best use of available space, achieving a more compact and sustainable urban form.

A narrow shop front pattern should be provided where buildings are sited and oriented to front onto new streets/ pedestrian environments and a strong, consistent active edge should be provided.

The scale of new development should respect the character and amenity of adjoining residential areas. Built form which is adjacent to residential areas should step down to

match the height of neighbouring buildings and dwellings, in keeping with the requirements of ResCode.

Large free-standing buildings (built form 'islands') should be avoided in car parking areas.

The scale, bulk and placement of a building should minimise the overshadowing of adjoining lots and allow for sufficient sunlight penetration and natural ventilation.

Building design

The development of contemporary, high quality and sustainable architecture should be encouraged, that incorporates principles of Ecologically Sustainable Design (ESD) and Crime Prevention through Environmental Design (CPTED), as part of creating a distinctive image and identity for Irymple.

Adaptable building designs should be provided that can be readily altered or expanded for alternate uses over time.

Durable, sustainable, quality materials should be used that are consistent with the local character and responsive to the climate of Irymple.

Large continuous masses of the same finish should be avoided.

Buildings should be designed to overlook streets, footpaths and public spaces where possible.

New retail/ commercial buildings should have 60-80% of all visible facades activated with doors and/ or windows (using clear glazing) at the lower levels, offering a visual connection between the occupants of the building and people on the street.

The use of blank walls and reflective glazing that hides the presence of activity within buildings should be avoided.

Wide building frontages with a single use should be avoided.

Balconies or terraces should be incorporated in upper levels where appropriate to enhance the architectural articulation of buildings and provide passive surveillance and connection with the street.

Lighting should be incorporated into the design of the facade to contribute to a sense of security at night.

Service related areas such as loading and storage should be integrated with the building fabric where possible.

Solid roller door shutters should be avoided along ground level frontages.

Air conditioning services, antennas and other utilities should be effectively screened from public view using roof structures and architectural elements designed as an integral part of the building.

New buildings should be designed with the ground floor at street level to avoid the need for ramp or staircase access.

Building design should provide for the safety and accessibility of all users, including access by people of all mobilities in accordance with the Disability Discrimination Act 1992 (DDA).

Continuous weather protection (verandahs, shade cloths or canopies) should be provided along key pedestrian routes.

Landscaping

Front setbacks along Fifteenth Street should be attractively landscaped and have primary regard for any overall landscape theme for the highway.

Tree planting should be incorporated along the public domain of new streets. Species chosen should be proportionate with adjacent built form.

One large canopy tree should be incorporated for every 6 to 8 cars within the central medians of parking bays to provide shelter and offer an attractive appearance to ground-level car parking. Trees should be provided as established species with no lower level branches or foliage to impinge on visibility. The expected mature height of the underneath of the canopy should be a minimum of 2.4m above ground level.

Landscaping should be used to screen unsightly car parking areas and utility areas without compromising user safety.

Water Sensitive Urban Design (WSUD) treatments should be incorporated where possible throughout the site for the collection and treatment of stormwater.

Plant species should be incorporated for environmental benefit by using:

- Deciduous trees for summer shade and winter sun penetration (i.e. adjacent to windows, car parking areas and outdoor dining areas);
- Drought tolerant and low water usage species; and
- Plants with low fertiliser requirements.

Service areas and garbage collection points should be screened from view by walls, fencing, planting or any combination of these.

3.0

16/05/2013
C67

Advertising signs

Signage should be integrated within the building facade, so that it complements the design of the building.

Areas of signage and advertising should be consolidated so as to not dominate the streetscape.

Signage which is visually obtrusive or out of proportion with the built form of the area should be avoided.

4.0

16/05/2013
C67

Decision guidelines

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

- The design objectives of this Schedule.
- Whether the proposal meets the design requirements and outcomes to be achieved in Table 1 and Map 1 of this Schedule.
- Where applicable, whether the proposal meets the design requirements and outcomes to be achieved in the site specific design guidelines for land at the north-east corner of Karadoc Avenue and Fifteenth Street or for land south-east of the corner of Sandilong Avenue and Fifteenth Street, in accordance with the Irymple Structure Plan (July 2012).

Table 1 – Commercial Building Heights

Area	Preferred height	Outcome
H1	12 metres	To achieve commercial development that is designed to better address the streetscape context and make a positive contribution to the pedestrian experience along main roads and neighbouring side streets.

Area	Preferred height	Outcome
H2	12 metres (Refer to site specific urban design guidelines)	To achieve the site specific design guidelines for land at the north-east corner of Karadoc Avenue and Fifteenth Street and for land south-east of the corner of Sandilong Avenue and Fifteenth Street, in accordance with the Irymple Structure Plan (July 2012).

Note: Building heights are to be measured from the central point at the adjoining footpath level.

Map 1 – Irymple Town Structure Plan Building Heights

IRYMPLE TOWN STRUCTURE PLAN BUILDING HEIGHTS

