

**22.01 DESIGN AND DEVELOPMENT POLICY**

This policy applies to the design of all development in Manningham (excluding planning proposals assessed under Clause 55 and all land in the Doncaster Hill Activity Centre as shown on Map 7DDO, Schedule 6 to the Design and Development Overlay, Doncaster Hill Activity Centre) and in particular to:

- Neighbourhood and streetscape character.
- Urban design considerations.
- Activity centres.
- Main Roads.
- Gateways.
- Energy efficiency.
- Residential interface.
- Car park and driveway construction.
- Subdivisions.

**22.01-1 Policy basis****Neighbourhood and streetscape character**

The municipality contains a range of different environments with distinct characteristics.

A range of factors determines the character of a neighbourhood and street including:

- Density of development.
- Subdivision pattern and period of development.
- Building style.
- Road construction.
- Topography.
- Orientation and views.
- Vegetation type and cover.
- Landscape features.
- Surrounding land use.

The development of land needs to respond to the above factors so that streetscape and neighbourhood character is enhanced.

The Municipal Strategic Statement (MSS) is consistent with the State Planning Policy Framework (SPPF), in providing for all buildings to be designed and landscaped in such a way that they make a positive contribution to neighbourhood character and the city's sense of place.

### **Urban design considerations**

In addition to the design principles contained at Clause 19.03 (Design and built form), design also involves other, more specific, considerations. These include:

- Scale.
- Visual bulk.
- Function.
- Amenity.
- Setbacks.
- Building facade.
- Roof form and pitch.
- Window and door proportions.
- Colours, patterns, textures and materials.
- Pedestrian safety and access.
- Entries.
- Integrated art.

How a development proposal responds to urban design principles and considerations will determine whether it is attractive, functional and makes a positive contribution to the streetscape and neighbourhood.

The SPPF, at Clause 19.03 (Design and built form) contains provisions that seek to achieve high quality urban design and architecture.

The MSS states that land use and development will be designed to provide high standards of amenity, convenience, accessibility, safety and energy efficiency creating a city which is appealing to its residents and those who visit.

### **Activity centres**

Activity centres within the municipality are identified on Framework Plan No. 4. New development should enhance activity centres and the wider Manningham area through:

- Design theme.
- Built form.
- Energy efficiency.
- Pedestrian environment.
- Car parks.
- Residential interface.
- Landscape treatment.

The SPPF at Clause 19.03 (Design and built form) seeks to enhance the amenity of the public realm and promote the attractiveness of towns and cities. It intends that planning authorities should emphasise urban design policies and frameworks for key locations or precincts.

The MSS seeks to guide the design, visual appearance and functionality of new commercial development, particularly within activity centres.

### **Main roads**

The SPPF at Clause 19.03 (Design and built form) seeks to protect and enhance streetscapes.

Arterial roads form major viewing corridors within the municipality and offer good views over the surrounding landscape and beyond.

The MSS encourages an appropriate scale of development along arterial roads including Doncaster Road.

### **Gateways**

The SPPF at Clause 19.03 (Design and built form) seeks to protect, enhance and where appropriate, create landmarks.

Major gateways to the municipality have been identified on Framework Plan No. 2.

The MSS encourages appropriate development at gateways to the municipality that reflects the character of the neighbourhood, promotes a positive image for the municipality and a sense of arrival.

### **Energy efficiency**

The SPPF, at Clause 19.03 (Design and built form) contains an urban design principle to promote more efficient use of resources and energy.

Manningham's Corporate Plan and Conservation Strategy envisage that there will be a reduced reliance on fossil fuels as the community moves towards its greenhouse reduction targets and makes a worthwhile contribution to reducing the global warming trend.

The MSS envisages that dependence on renewable energy will progressively increase and reliance on non-renewable energy be ultimately phased out.

### **Residential interface**

The SPPF at Clause 19.03 (Design and built form) seeks to achieve design outcomes that contribute positively to local urban character while minimising detrimental impacts on neighbouring properties.

A range of different uses are located outside commercial areas in or abutting residential areas. There is a need for these uses to take account of residential amenity and compatibility with neighbouring residential properties.

The MSS seeks to ensure that development is designed and landscaped to create a high quality built form which complements the scale of surrounding development and contributes positively to the neighbourhood character.

### **Car park and driveway construction**

The SPPF, at Clause 19.03 (Design and built form) strives for high standards of architectural quality and urban design.

The provision of car parking and driveway infrastructure that is appropriately designed, constructed and drained is necessary to ensure functionality, safety and to enhance visual amenity. Suitable trees within car parking areas can provide shade and an increase in visual amenity.

The MSS identifies the importance of enhancing the municipality's built and natural environment when development proposals are designed and constructed.

### **Subdivision**

The SPPF, at Clause 19.01 (Subdivision), seeks to control the subdivision and consolidation of land and the removal of easements and restrictions.

In Manningham, lot sizes vary from compact subdivisions in established urban areas to low density subdivisions in areas with environmental and servicing constraints.

The MSS encourages site responsive subdivision designs to assist in achieving the sustainable use and development of land.

## **22.01-2 Objectives**

The objectives of this policy are:

- To facilitate development which enhances the streetscape and neighbourhood character and reflects the distinctive qualities of Manningham.
- To encourage innovative contemporary built form.
- To ensure that the design, scale, location and appearance of any buildings harmonise with the streetscape and area.
- To achieve a 'boulevard' character and well-defined built edge along Doncaster Road.
- To discourage development that blocks prominent views from main roads.
- To ensure that the amenity of the locality is not adversely affected.
- To make provision for a high level of privacy and protection from overlooking and noise for abutting or nearby residents.
- To promote design which is functional, attractive and responsive to the site and surrounds.
- To discourage the over-development of land.
- To retain existing vegetation where possible and ensure that a high standard of landscaping is achieved.
- To facilitate the creation of functional and high quality urban spaces which encourage vibrant street-life and promenading.
- To promote appropriate development which enhances gateways.
- To encourage the efficient use of energy, solar orientation of buildings, and the use of energy from renewable energy sources.
- To promote land use and development which reduces the need to travel and that encourages multi-purpose trips.
- To ensure that land used for vehicle access and parking is properly designed, formed and drained to:
  - Minimise increases in stormwater runoff.
  - Protect environmental values.
  - Prevent stormwater damage to property.
  - Protect physical characteristics of watercourses from degradation by urban runoff.
  - Minimise the need for on-going maintenance of infrastructure.
- To ensure that subdivisions are designed in a site responsive manner that minimises the loss of vegetation, minimises earthworks and encourages energy efficient housing.

**22.01-3 Policy**

It is policy that:

**Neighbourhood and streetscape character**

- Development be designed to respond to the topography, orientation, townscape/built form, landscape features and site coverage of neighbouring and nearby land.
- Landscape treatment be compatible with the neighbouring area.
- The standard of road construction be compatible with the urban or non-urban character.
- The form of development and activity levels generated by the proposal be compatible with surrounding land use.

**Urban design principles**

- Development recognise and be sympathetic to the natural and built form elements and achieve a site responsive design.
- Development promotes innovative, contemporary built form which complements the surrounding built form with respect to height, scale, proportion, bulk, and roof form and pitch.
- Development be setback sufficient distances from side and rear boundaries to prevent detrimental impacts to neighbouring properties by way of building bulk, overshadowing and to enable appropriate landscape treatment to be provided to soften the appearance of buildings and works.
- Commercial building facades have visual interest, not exceed 70% glazing, and be articulated by non-glazed vertical and horizontal elements to accentuate windows and other openings.
- Entries be clearly defined.
- The choice of colours, patterns, textures and materials be appropriate to the neighbourhood character, and where appropriate reflect the natural environment.
- Pedestrians, cyclists and vehicles be able to move onto and around the site with safety and ease.
- Appropriate canopy trees be included throughout the development, where appropriate.
- Indigenous and other mature vegetation, including ground-storey, be retained on-site wherever possible.

**Activity centres**

- New development in activity centres be designed to:
  - Ensure continuity of adjacent setbacks.
  - Incorporate distinctive design elements into corner buildings.
  - Build up to and include active frontages along adjacent streets.
  - Promote and facilitate opportunities for safe, convenient and vibrant street life.
  - Create a framework of theme trees from the local area in setback areas and car parking areas and, where appropriate, plant indigenous vegetation.

### Main roads

- New buildings along main roads contribute to a boulevard character, where appropriate, and well defined built edge along main roads by:
  - Fronting all buildings onto the road to maintain visual interest and encourage street activity.
  - Ensuring that new buildings are in scale with the dominant pattern of the area.
  - Using building materials, where appropriate, that complement the dominant materials used in the area.
  - Setting back from the front and roadside boundaries by 5m or matching the dominant setback to create areas suitable for landscape treatment.
- A high standard of landscape treatment be achieved in frontage setback areas along main roads by:
  - Planting a row of large canopy trees which complement the boulevard theme along the front and roadside boundaries within the building set-back area ,where appropriate.
  - Locating carparking underneath and at the rear of buildings.
  - Incorporating elements such as garden beds, paving, artwork and floodlighting to provide interest and ‘human scale’.
- The following architectural features be incorporated where appropriate in order to create visual interest and appropriate scale:
  - Varying fenestration and roof lines.
  - Different architectural expression for various use components.
  - Two to three storey height.
  - Well defined building entrances that provide shelter and address.

### Gateways

- Development at gateways enhance entries to the municipality by:
  - Being designed with a “landmark quality” that helps define Manningham through it’s architectural form.
  - Incorporating innovative design approaches.
  - Incorporating art, and landscape treatment, that complements the wider gateway landscape.

### Energy efficiency

- Building layouts locate living and working spaces on the northern side and non-habitable rooms requiring minimum climate control away from the north side, wherever possible.
- Walls of buildings be setback sufficiently from north site boundaries and structures to enable winter solar access to main north-facing windows.
- An area of roof be provided, suitable for mounting solar collectors, being generally north facing (within 20° west and 30° east of north and pitched between 15° to 40° to the horizon).
- Buildings incorporate window-shading devices designed appropriate to the window’s orientation to protect from exposure to hot summer sun.
- Windows be located to facilitate thermal control by:
  - Ensuring that north-facing windows in main rooms be of sufficient area (i.e. 10% - 25% of total floor area) to substantially provide for the thermal energy requirements of the building in winter.
  - Limiting or double-glazing south-facing windows.

- Limiting windows (particularly west-facing) where strong summer sun can enter.
- Providing opportunities for good cross-ventilation to help cool buildings in summer.
- Utilising established trees where practical for air filtration and summer cooling and by planting or retaining deciduous trees to control north sun entry to windows.
- Buildings not significantly reduce winter solar access to large north-facing windows of main rooms of adjoining buildings.

### **Residential interface**

- A respectful interface be created with residential areas by:
  - Siting building and works to respond to site features such as topography, position of any adjoining buildings and existing vegetation.
  - Providing adequate setbacks to ensure the preservation of existing streetscapes adequate landscaping buffers, good solar access to any adjacent dwelling and its major area of open space, and privacy for abutting properties.
  - Internal and external service areas being sensitively located and designed.
  - Buildings being stepped back in height to achieve a suitable transition of scale.
  - Providing a planting strip of a minimum width of 1.5 metres along the residential boundary where car parking areas and driveways abut residential properties, in order to screen the parking area.
  - Requiring a detailed landscaping plan showing species, locations, approximate height and proposed spread of planting, hard surfaces, treatment of change in levels and other landscape features as a condition of any permit.
  - Existing vegetation being retained, where appropriate.
  - Providing appropriate noise attenuation measures that inhibit the transmission of noise from buildings, car parking areas and external plant equipment (eg. exhaust fans, air conditioning units).
  - Designing the car parking layout to minimise any adverse impacts to nearby properties.
  - Maintaining the privacy of adjoining properties through the sensitive siting and design of car parks, windows, doors, service areas, outdoor areas and the use of appropriate techniques including the treatment of windows, boundary fences, screening, and landscaping techniques.

### **Car park and driveway construction**

- Car parking areas and driveways contribute to the functioning, safety and appearance of the development by:
  - Being designed for convenient access, having well-defined vehicle entry points, preferably for one-way traffic flows, clearly separating vehicular and pedestrian circulation, and enabling vehicles to exit the site in a forward direction onto abutting roads.
  - Being designed, drained, graded and formed in accordance with good engineering practice and, where appropriate, in accordance with an engineering construction plan submitted to and approved by the responsible authority.
  - Requiring paved surfaces and other hard standing areas to be constructed with dark coloured concrete or bitumen, coloured patterned concrete or brick paving capable of adding visual interest to the development and compatible with the character of the area.
  - Landscaping car parking areas with appropriate canopy trees, where practical, and maintaining them in accordance with an approved landscape plan.
  - Being setback a minimum of 1.5m from the boundaries of the site to provide sufficient space for landscaping.
  - Being designed and landscaped to blend in with the character of the neighbourhood.
  - Incorporating undercroft parking where appropriate, visually integrating multi-deck car parks with adjoining streetscapes.
  - Incorporating adequate security lighting.

## Subdivision

- Subdivision be designed to achieve site responsive layouts that provide good levels of resident amenity by:
  - Ensuring that applications for subdivision are accompanied by a site analysis of the site and surrounds showing existing site contours, site features, existing vegetation, points of access and the location and use of buildings on adjoining land.
  - Providing walkways with a minimum width of 5 metres to connect subdivision with open space areas and surrounding development where appropriate.
  - Ensuring that the width of road and driveway pavement is appropriate for the number of lots and be adequate to enable convenient movement by service, emergency and waste collection vehicles.
  - Requiring building and, in the case of unsewered land, effluent envelopes to be delineated on sites with environmental or servicing constraints, implemented by an Agreement under Section 173 of the *Planning and Environment Act 1987*.

### 22.01-4 Policy references

Energy Victoria (1994) *Energy Efficient Commercial Buildings: Design Guidelines and Case Studies*, Energy Victoria, Fitzroy.

Energy Victoria (1994) *Energy Efficient Housing Manual: Design Guidelines and Case Studies*, Energy Victoria, Fitzroy.

Energy Victoria (1994) *Guidelines for Building an Energy Efficient Home: A Practical Guide to Building and Renovating*, Energy Victoria, Fitzroy.

Energy Victoria (1991) *Solar Access to Lots: Guidelines for Solar Efficient Residential Subdivision in Southern Victoria*, Energy Victoria, Fitzroy.

City of Manningham (1996) *Streetscape and Neighbourhood Character Study*, City of Manningham, Doncaster.

City of Manningham (March 1999) *Neighbourhood Character Study (Draft)* City of Manningham, Doncaster.

EnviroPlan (2000) *Building Bulk Guidelines (Draft)*, City of Manningham, Doncaster.

City of Manningham (November 1998) *Greenprint for a Sustainable City*, City of Manningham, Doncaster.