

19/06/2014  
C126

## SCHEDULE 15 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO15**.

### BELGRAVE TOWN CENTRE

#### 1.0 Character statement

19/06/2014  
C126

This overlay applies to the Belgrave Town Centre.

The Belgrave town centre will continue to be dominated by its winding main street lined by an informal collection of predominantly narrow fronted shop buildings. It will continue to sit comfortably in a hills landscape dominated by the tall trees, lush vegetation and steeply sloping topography of its surroundings. The built form of new development will reinforce this hills town character and retain the distinctive features associated with the historic development of Belgrave.

#### 2.0 Design objectives

19/06/2014  
C126

- To enhance the distinctive built form and streetscape characteristics of the Belgrave town centre.
- To reinforce Burwood Highway as the main street and the focus of business and pedestrian activity in the town centre.
- To create stronger pedestrian links between the main street and the Puffing Billy Railway.
- To encourage the redevelopment of key sites in a form that will improve the appearance and range of activities in the town centre.
- To maintain visual links between the town centre and the surrounding hills.
- To protect and enhance the amenity of public places within the town centre and adjoining residential areas.
- To provide safe and convenient on site car parking that has a minimal visual impact on public places.

#### 3.0 Buildings and works not requiring a permit

19/06/2014  
C126

A permit is not required for:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
  - The alteration does not include the installation of an external roller shutter.
  - At least 80 per cent of the building façade 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.

#### 4.0 Design requirements

19/06/2014  
C126

All buildings and works requiring a permit should be constructed in accordance with the following design requirements.

### **Town centre character**

- New development should reinforce the pattern of existing development in the town centre with mostly narrow fronted shops and strongly articulated facades.
- Building heights should not exceed two storeys (7.5 metres). A third level may be permitted on key redevelopment sites where the overall height of the building will be set back so as not to be easily discernible from the opposite side of the street.
- For the purpose of this schedule 'Building height' means the vertical distance between the highest point of the building and the natural ground level immediately below that point. It does not include architectural features and building services.
- New development should complement the character and appearance of existing heritage buildings.
- Views from the main street to surrounding hills should be retained.
- Verandahs should be provided on the street frontage of buildings to provide continuous weather protection.
- Building facades should be articulated by incorporating a variety of materials, textures and colours that enhance the particular qualities of buildings in the town centre.
- The facades of new development on corner lots should be detailed to provide visual interest from both streets.
- Big box structures with bland facades, and building bulk that is out of proportion with other elements of the town centre, are discouraged.
- Building designs should reinforce a hills town character of Belgrave adopting disaggregated building forms, articulated facades, and design detailing that uses lighter materials such as timber.
- Buildings and works that comprise drive through sales facilities are discouraged.
- Any larger buildings that are likely to generate significant pedestrian movement should abut the main street or be designed to provide a pedestrian connection with the main street.
- Contemporary design that complements the scale and detail of existing buildings in the town centre is preferred.
- All roof-mounted mechanical equipment should be concealed by screens that are designed as an integral part of the building.

### **Landscaping**

- Landscaping should be integrated with the design of the development and complement the landscaping of adjoining public places.
- Established canopy trees should be retained, protected and incorporated into the landscaping of the site.
- Additional canopy trees should be planted, wherever practical, to provide shade and visual interest.

### **Interface with public places and residential areas**

- New buildings should be constructed with zero setbacks from the street frontage.
- Buildings should provide an active interface with Burwood Highway and passive surveillance to all abutting streets and other public places using techniques such as clear glazed windows and upper level balconies.

- Development at the rear of lots fronting the north west side of Burwood Highway should be designed to provide passive surveillance and active frontages wherever practical, to the adjoining Alexanders public car park.
- Buildings on the south eastern side of Burwood Highway are encouraged to activate the frontage to Blacksmiths Way at the rear of the site.
- Reflective and opaque glazing is discouraged particularly on street frontages.
- Buildings should avoid large expanses of blank walls particularly at street level.
- New crossovers and car parking between a building and its frontage are discouraged.
- New buildings abutting a residential property should meet the side and rear setback objectives in Clauses 54.04-1 and 55.04-1, and the overshadowing open space objectives in Clauses 54.04-5 and 55.04-5 of this planning scheme.
- Pedestrian access to buildings should be located at the same level of the footpath, be well lit and clearly visible from the street, and provide for mobility impaired access.
- Soft visual screening techniques such as landscape planting and mounding are preferred to hard screening structures such as fences and walls.
- Where fences are necessary for safety or security they should avoid creating imposing or bland structures that detract from the safety and appearance of abutting public places.

#### **Car park design**

- Car parking should be designed as an integral part of a development.
- On site parking for vehicles should be located to have a minimal visual impact on the streetscape and adjoining public spaces. Parking between the front of the building and the street should generally be avoided.
- The number of vehicle crossovers should be minimised and where possible provided from laneways or secondary street frontages.
- On site parking should be provided through underground or undercroft car parking where possible to maximise useable floor space in the town centre.
- Basement car parks should be naturally ventilated wherever possible.
- Views of cars on upper level car parks should be screened from the public realm.
- Entry and exit points should be located to facilitate safe vehicle and pedestrian movements.
- All car parks should provide for safe and convenient pedestrian access from parked vehicles to adjoining areas.
- All car parks, including entry and exit points, should be well lit and clearly identified with signage.
- Lighting should be unobtrusive, with more low rather than few high-mast poles used. Light spill beyond the car park should not occur.
- Loading facilities should be screened from the public realm.
- Trees should be used to provide shade in open lot car parks.
- Water sensitive urban design treatments should be adopted in the design of car park areas and associated landscaping.

**5.0**19/06/2014  
C126**Design guidelines for key redevelopment sites**

These guidelines apply in addition to those in Section 4.0 of this Schedule. If there is an inconsistency between the site specific provisions in this section and those in Section 4.0, the site specific provisions prevail.

**Nos. 2-14 Monbulk Road (Belgrave Motors Site)**

The design objective for this site is to create a landmark development that enhances the appearance and operation of the northern entry to the town centre.

Any new development should:

- Utilise the sloping site to create a multi level development with under cover parking below the street level.
- Not exceed a height of three storeys (10.5 metres) above the pavement level of Monbulk Road. Buildings above this height may be permitted where the upper levels are not easily discernible from the opposite side of adjoining streets and where the other design requirements of this schedule are met.
- Retain views across the site from the public park opposite the subject land, and from the Burwood Highway south of its intersection with Blacksmiths Way, to the treed ridgelines that provide a visual backdrop to the town centre.
- Design building frontage setbacks to address the street frontages, whilst also providing for variation as necessary to accommodate landscaping, pedestrian areas, and to provide for articulation of the built form.
- Provide active frontages to both Monbulk Road and Belgrave Gembrook Road.
- Facilitate pedestrian movement between the Puffing Billy Railway Station and the main street.
- In the design of the east elevation of buildings on the site:
  - incorporate features that enhance the appearance and reduce the perception of visual bulk when viewed from Puffing Billy railway station
  - provide opportunities for passive surveillance of the station area from within the development.

**No. 1629 Burwood Highway (Existing supermarket market site)**

The design objectives for this site are to:

- Provide for its redevelopment in a form that increases the commercial floor area.
- Enhance the appearance and safety of the main street frontage and the public land adjoining its rear boundary.

Any new development should:

- Utilise the sloping site to create a multi level development with under cover parking at the rear of the site.
- Create active frontages to the Burwood Highway frontage and to the Alexanders public car park at the rear of the site.
- Provide a pedestrian link between Burwood Highway and the Alexanders public car park.
- Not exceed a height of 10.5 metres (three storeys) above Burwood Highway street level, with the third storey being setback so that it is not visible from the adjoining street frontage.

**Nos. 1634-1638 Burwood Highway (Hayes Public Car Park)**

The design objective for this site is to provide for the more intensive development of the existing car park in a form that makes a positive contribution to the main street character of the town centre.

Any new development should:

- Utilise the topography of the site to create a multi level development with under cover parking at the lower level.
- Include shop front style floor space on the Burwood Highway frontage in a form that contributes to the continuity of the streetscape.

**6.0**

19/06/2014  
C126

**Subdivision**

No content

**7.0**

19/06/2014  
C126

**Advertising signs**

All signs requiring a permit under any other provision of this planning scheme must be constructed in accordance with the following:

- External facades, windows or walls of buildings should not be painted or coloured in a way that creates a form of advertising.
- Larger sky signs, pole signs, panel signs and promotional signs are discouraged.
- Signs should be designed to form an integrated part of the building and not dominate the architecture of the building.
- Signs should not be located on the roof of a building or extend above the parapet of the building.
- Animated signs are discouraged.
- Visual clutter associated with signs should be avoided.

**8.0**

19/06/2014  
C126

**Application requirements**

A development application must be accompanied by a report explaining how the proposal responds to the design objectives and requirements of this overlay. The report should include:

- A description of the predominant town centre character and an explanation of how this character has influenced the siting, form, massing and design of the proposed building.
- Details of any effect the proposed building may have on views to the surrounding landscape features.
- Details of any effect a building or works may have on the amenity and safety of adjoining residential properties or public places.
- If the proposed development exceeds a floor area of more than 1500 square metres, a management plan is required which shows how the proposed development adopts environmentally sustainable design principles.
- If in the opinion of the responsible authority the need to provide the above information is not relevant to the evaluation of an application, it may waive or reduce the requirement.

**9.0**

19/06/2014  
C126

**Decision guidelines**

Before deciding on an application, the responsible authority must consider in addition to the matters set out in Clause 65, as appropriate:

- The design objectives of this schedule;
- Whether the proposal meets the design requirements of this schedule.

**10.0**

19/06/2014  
C126

**Reference document**

*Vision 2020 by Design – Shire of Yarra Ranges (May 2008)*

*Belgrave Town Centre Study – Shire of Yarra Ranges (April 2010)*