

# Yarra Ranges Planning Scheme

## Municipal Planning Strategy

### Clause 02.03-1 Settlement

#### Activity centres

Yarra Ranges' network of activity centres (shown in Table 2 below and on the Economic Activity Plan at 02.04-3) plays an important role in providing a range of services and employment opportunities and a complementary range of housing types, commercial services and community infrastructure.

Activity Centre Type	Role
Major Activity Centres  Chirnside Park and Lilydale	<p>These centres provide a large, diverse and intensive mix of retail, commercial, entertainment, cultural and other uses.</p> <p>They have strong public transport links, serve a large regional-sized catchment, and are priority locations for future private and public sector development.</p> <p>Land within and adjoining these centres is the preferred location for additional and more diverse residential development.</p>

The existing activity centre network located in the suburban areas of the municipality, offers sufficient opportunities to meet projected future retail requirements in established centres that are accessible to residents.

The creation of a sustainable urban form that consolidates development around a network of activity centres also has environmental and social benefits including reducing car dependency, efficient use of community infrastructure, and reducing the need for urban development in rural areas.

Council's strategic directions for activity centres are to:

- Locate retail, commercial, entertainment, community services and facilities and other intensive employment generating activities within established activity centres.
- Accommodate additional retail and office floor space within larger activity centres.
- Discourage activity centre functions in out of centre locations.

- Support housing within and adjoining activity centres.
- Support well-designed and integrated activity centres that service the needs of local residents and visitors and contribute to a sense of local identity.

### **Clause 02.03-7 Economic Development**

Yarra Ranges has a narrow economic base with a limited range of higher-level employment opportunities. Many residents travel outside the municipality for jobs and high-order services, including tertiary education and regional shopping centres.

Much of the local employment is in sectors such as manufacturing and retailing which have limited long term prospects for job growth. There are a significant number of home based businesses in Yarra Ranges.

A number of large manufacturing businesses operate in Yarra Ranges, however recent expansion in industrial floorspace has been in smaller scale units that accommodate businesses catering for more localised markets.

There are limited opportunities within the Urban Growth Boundary for further industrial development however many existing industrial areas contain under-developed sites that offer potential for more intensive industrial use.

Yarra Ranges includes local industry sectors that support the growth of social enterprises. Opportunities exist for the development of local business incubator sites to support local business ideas and agribusiness.

The Green Wedge contains extensive areas of productive agricultural land which support a strong agricultural sector.

Processing of sustainable timber resources provides significant local employment and economic activity in some of Yarra Ranges' rural towns.

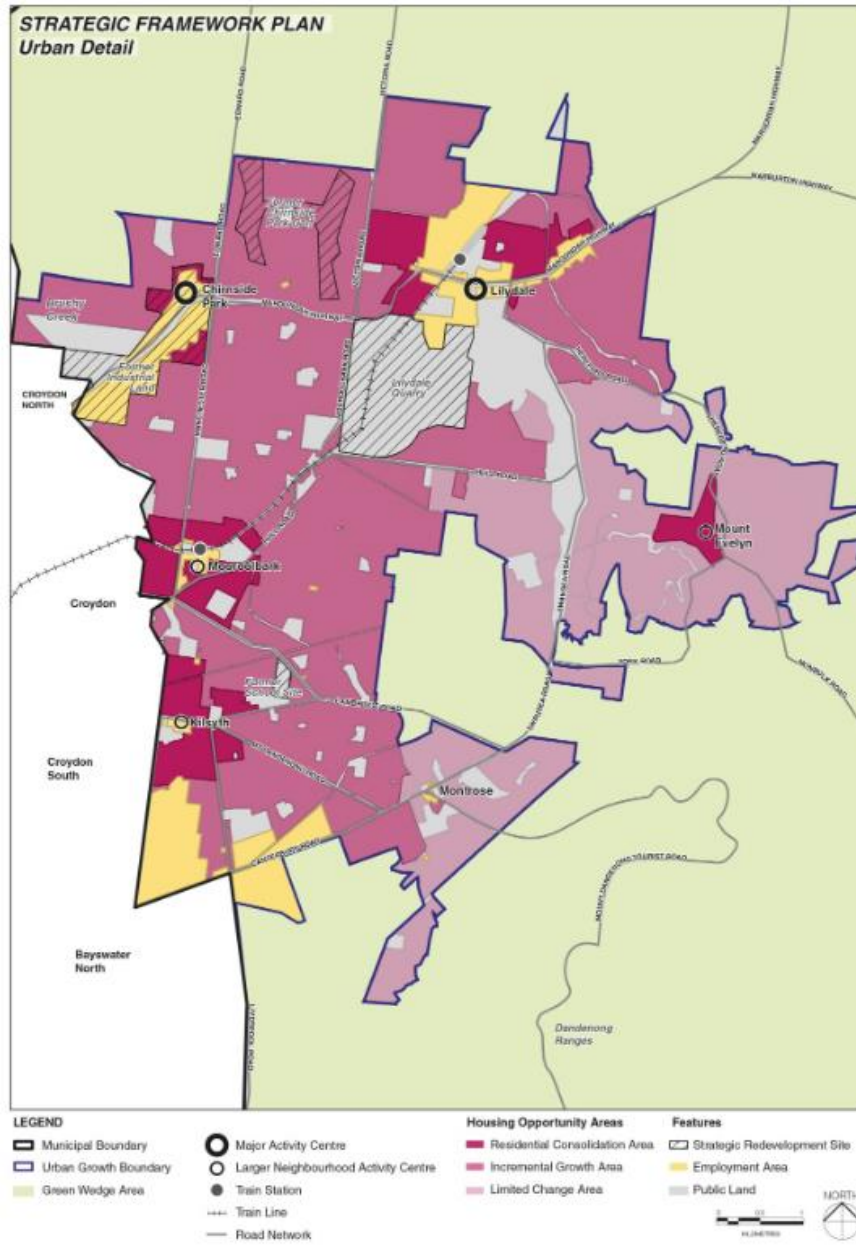
Council's strategic directions for economic development are to:

- Consolidate retail and office-based businesses in activity centres.
- Provide for new businesses in accessible locations that broadens the economic base and range of employment opportunities in Yarra Ranges.
- Retain a broad range of industrial based employment and support efficient use of industrial land.
- Manage industrial areas to provide opportunities for future changes and innovation within the local employment sector.
- Support the timber industry that adds value to the timber resources that are available in Yarra Ranges.

- Accommodate, rural industries and other infrastructure that support the ongoing use of rural land for agriculture in the Green Wedge.

## Clause 02.04-2 Strategic Framework Plan

### Strategic Framework Plan – Urban



## Planning Policy Framework

### Clause 11.01-1S Settlement

### Objective

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

### Strategies

Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

Plan for development and investment opportunities along existing and planned transport infrastructure.

Encourage a form and density of settlements that supports healthy, active and sustainable transport.

Promote and capitalise on opportunities for urban renewal and infill redevelopment.

Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Ensure retail, office-based employment, community facilities and services are concentrated in central locations.

## **Clause 11.01-1L-01 Settlement**

### Strategies

Cluster businesses, community facilities and housing within activity centres.

Support residential infill development in the consolidation areas of large neighbourhood activity centres or where appropriate to the role of the town or suburb consistent with Table 2 to Clause 2.03-1.

## **Clause 15.01-1S Urban Design**

### Objective

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

### Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

## **Clause 15.01-1L Urban Design is Activity Centres**

### Strategies

Provide active frontages to main streets and other key public domain areas of activity centres to encourage pedestrian activity.

Encourage pedestrian links between an activity centre, car parking, public transport facilities, recreational trails and parklands.

Design new development to respect the amenity of adjoining residential areas.

Design car parking, vehicle accessways and drive through facilities to avoid disruption to continuous retail frontages or create impediments to pedestrian circulation.

Design development to provide accessibility including accommodating motorised scooters, wheelchairs and prams.

Encourage underground cabling, cable bundling or co-location of services and telecommunications infrastructure to improve the amenity of streetscapes and increase opportunities for substantial street trees.

## **Clause 15.01-2S Building Design**

### Objective

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

### Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

## **Clause 15.01-2L Environmentally Sustainable Development**

### Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

### Strategies

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- Is consistent with the type and scale of the development.
- Responds to site opportunities and constraints.
- Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

### *Energy performance*

Reduce both energy use and energy peak demand through design measures such as:

- Building orientation.
- Shading to glazed surfaces.
- Optimising glazing to exposed surfaces.
- Inclusion of or space allocation for renewable technologies.

### *Integrated water management*

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).

Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

#### *Indoor environment quality*

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of low-toxicity materials.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

#### *Transport*

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

#### *Waste management*

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

Encourage use of durable and reuseable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

#### *Urban ecology*

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

### **Clause 17.01-1S Diversified Economy**

### Objective

To strengthen and diversify the economy.

### Strategies

Protect and strengthen existing and planned employment areas and plan for new employment areas.

Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.

Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.

Improve access to jobs closer to where people live.

Support rural economies to grow and diversify.

## **Clause 17.02-1S Business**

### Objective

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

### Strategies

Plan for an adequate supply of commercial land in appropriate locations.

Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

Locate commercial facilities in existing or planned activity centres.

Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.

Locate cinema based entertainment facilities within or on the periphery of existing or planned activity centres.

Apply a five year time limit for commencement to any planning permit for a shopping centre or shopping centre expansion of more than 1000 square metres leasable floor area.



## **Clause 18.02-1S Walking**

### Objective

To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

### Strategies

Plan and develop walking networks to:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as a part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars.
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

Develop principal pedestrian networks for local areas that link with the transport system.

Provide walking infrastructure in all major transport projects.

Design walking routes to be comfortable by providing shelter from the sun through canopy trees, verandahs and other structures.

Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

## **Clause 18.02-3L Public Transport**

### Strategies

Encourage development that reinforces public transport use and multi-purpose trips.

Preserve opportunities to improve the public transport network that would serve anticipated future needs, such as the provision of a new railway station between Lilydale and Mooroolbark.

Facilitate high quality public transport and non-motorised transport facilities in activity centres as appropriate to the role of the centre.

Clause 18.02-4L-01 Roads

## **Clause 18.02-4L-02 Car Parking**

### Strategies

Support car parking reductions for major development in activity centres that are well served by public transport.

### **Clause 19.03-2S Infrastructure Design and Provision**

Clause 19.03-3S Integrated Water Management

### **Clause 19.03-3L Water Management**

#### Strategies

Incorporate Water Sensitive Urban Design principles and best practice stormwater management standards in development proposals.

Support the use of drought proof landscaping and retention of existing vegetation to reduce water consumption.

Minimise the impacts of reticulated services infrastructure on the landscape and environment.

### **Zone**

#### **Clause 34.01 Commercial 1 Zone**

#### Purpose

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

To provide for residential uses at densities complementary to the role and scale of the commercial centre.

#### Decision Guidelines

##### General

- The Municipal Planning Strategy and the Planning Policy Framework.
- The interface with adjoining zones, especially the relationship with residential areas.

##### Building and works

- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.

- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.
- The storage of rubbish and materials for recycling.
- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Housing Choice and Transport Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.
- The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Housing Choice and Transport Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.
- The availability of and connection to services.
- The design of buildings to provide for solar access.
- The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development.
- For an apartment development, the objectives, standards and decision guidelines of Clause 58.

## Overlay

### Clause 43.02 Design and Development Overlay – Schedule 4

#### Purpose

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To identify areas which are affected by specific requirements relating to the design and built form of new development.

#### Schedule 4 – Design Objectives

To promote high-quality development that makes a positive contribution to the appearance and operation of the town centre.

To create a more compact and vibrant town centre through multi-level redevelopment of underutilised sites.

To retain Main Street as a visually interesting mix of pedestrian scale development that provides a focus of commercial activity.

To reinforce the distinctive characteristics of the town centre such as its valley setting, heritage buildings, tree lined streets, and parkland areas.

To encourage the adoption of Environmentally Sustainable Design techniques in new development.

To promote development that contributes to safe and vibrant public places.

### Design Requirements

Table 1 To Schedule 4	
General design requirements	
Design requirement	Outcome to be achieved
<b>Building appearance</b>  New development should: <ul style="list-style-type: none"><li>• Adopt a scale, rhythm and proportion that reflects the character of the street and encourages pedestrian activity and linkages to adjoining public spaces.</li><li>• Incorporate the design elements specified in the Building Frontages and Weather Protection Map.</li><li>• Incorporate articulated facades, window detailing, parapet treatments and other detailing and materials in the upper levels of buildings.</li><li>• Adopt façade designs that provide visual interest from both streets of corner sites.</li><li>• Emphasise key corner sites by adopting building designs of high architectural quality and including features such as a low tower, articulated roof form, or more prominent verandah design.</li><li>• Use glazing and roofing materials of low reflectivity.</li></ul>	New development will comprise buildings of high architectural quality that positively contribute to the form, character and identity of Lilydale.

<ul style="list-style-type: none"> <li>• Provide appropriate facilities for the storage, collection and recycling of waste materials, and screen them from public view.</li> </ul>	
<p><b>Building height</b></p> <p>New development should adopt building heights as set out on the Building Heights Map.</p>	<p>The height of new development will respect valued characteristics of the town centre.</p> <p>Opportunities for distant views from new development to surrounding rural areas will be maximised.</p>
<p><b>Setbacks</b></p> <p>New development should adopt frontage and side setbacks as shown on the Building Setbacks Map.</p>	<p>New development will reinforce valued streetscape characteristics and increase pedestrian activity in public places.</p>
<p><b>Interface with public places</b></p> <p>New development should:</p> <ul style="list-style-type: none"> <li>• Be designed so the frontage and internal layout of the ground floor provides visual and physical links between the building and the street.</li> <li>• Provide pedestrian entrances into buildings that are at the same level as the footpath, clearly visible from the street, well lit, and allow for mobility-impaired access.</li> </ul>	<p>Buildings will relate positively and add life to adjacent public places.</p> <p>Building frontages will provide for passive surveillance and</p>

<ul style="list-style-type: none"> <li>• Actively address both frontages of corner sites and ensure that the corner allows for safe and comfortable pedestrian movement.</li> <li>• Provide verandahs for pedestrian weather protection in locations identified on the Building Frontages and Weather Protection Map. Verandahs should be provided for the full width of properties and the height of verandahs should be consistent with adjoining properties.</li> <li>• Provide passive surveillance of adjoining public places through design elements such as the inclusion of overlooking windows, location of outdoor dining areas and the provision of pedestrian access links.</li> <li>• Minimise overshadowing of adjoining streets and other public spaces.</li> </ul>	<p>security of public spaces.</p>
<p><b>Landscaping</b></p> <p>Landscaping should complement the species selection and design treatments of established landscaping in adjoining streets and other public realm areas.</p> <p>Existing canopy trees should be retained and protected wherever feasible when constructing new buildings.</p> <p>New development should provide for the retention, enhancement and continuation of consistent avenue tree planting along the abutting streets</p>	<p>Landscaping will be integrated with new development and complement the landscaping of any adjoining public places.</p>
<p><b>Access and parking</b></p> <p>Car parking associated with new development should:</p> <ul style="list-style-type: none"> <li>• Be located to minimise the visual impact on the streetscape and adjoining public spaces.</li> <li>• Not be provided between the front of the building and the street.</li> <li>• Be provided in basement or undercroft areas wherever feasible, to maximise useable floor space in the activity centre.</li> <li>• Provide natural ventilation for any basement car parks.</li> </ul>	<p>Traffic movement will be convenient, safe and efficient.</p> <p>Car parking and access ways will be safe, practical, visually unobtrusive and not conflict with</p>

- Be designed so that views of cars on upper levels and loading facilities are screened from public places.
- Be landscaped with trees that provide shade in open lot car parks.

pedestrian movement

Vehicle access associated with new development should be:

- Located to minimise the number of vehicle crossovers to streets and where feasible be provided from laneways or secondary street frontages.
- Located to facilitate safe vehicle and pedestrian movements.
- Separated from pedestrian access points.

All car parking areas, including entry and exit points, should be well lit and clearly identified with signage.

### **Development adjoining Heritage buildings**

New buildings adjoining heritage buildings and other buildings constructed prior to 1945 that are a prominent feature of the streetscape, should:

- Use simple building forms with similar proportions to the heritage building. The reproduction of traditional details is to be avoided.
- Generally adopt front and side setbacks of adjoining heritage buildings. Where the heritage building has atypical setbacks adopt the predominant setbacks in the street or provide a transition in setbacks from the adjoining heritage building to the predominant setback in the street.
- Generally adopt facade heights of adjoining heritage buildings and avoid building facades that are substantially lower. Where the heritage building is atypically tall, adopt the predominant facade height in the street.
- The height of a new building may exceed the facade height of an adjoining heritage building, if the additional height is recessed so that it is not visible from key public viewing areas. Where it is not

New development will complement the character and appearance of existing heritage buildings

practical to prevent visibility of the upper level, provide an upper level setback of at least 5 metres for additional height.

**Table 2 To Schedule 4**

**DDO4 - Precinct A Main Street - Design requirements**

Design requirement	Outcome to be achieved
<p><b>Building appearance</b></p> <p>New development fronting the main street should adopt a ‘fine grain’ scale that reinforces high levels of pedestrian activity and visual interest in Main Street.</p> <p>Renovations to the Olinda Creek Hotel should be undertaken in a way that is sympathetic to the architectural style of the building.</p>	<p>The Main Street will continue to be the focus of retail and civic activity.</p> <p>New development will reinforce a strong sense of identity for Lilydale.</p>
<p><b>Setbacks</b></p> <p>The heritage-listed olive tree on John Street should be protected by an 8 metre setback from the canopy of the tree to any building, possibly providing the opportunity for an entrance plaza to a new development.</p> <p>Any new development fronting the south side of Main Street between Hutchinson Street and Olinda Creek, should provide a rear setback of 3 metres in order to establish a 6 metre wide access way along the rear of properties. A rear setback is not required where a laneway reserve of at least 3 metres wide already exists.</p> <p>Any new buildings at the north western corner of Main Street and Anderson Street, should extend from Main Street through to Morecroft Place.</p>	<p>The prominent scale of heritage buildings will be maintained while allowing for increases in the intensity of development.</p> <p>Development will enhance the safety and amenity of public places and increase levels of pedestrian activity.</p>
<p><b>Public/Private interface</b></p> <p>New development:</p> <ul style="list-style-type: none"> <li>• Should provide active frontages to Main Street, John Street and Hutchinson Street, and to the intersecting</li> </ul>	



side streets on corner sites in accordance with the Building Frontages and Weather Protection Map.

- On the north side of Main Street between the rail line and Olinda Creek, should provide offices and secondary entries along the north side of allotments to improve passive surveillance of the adjoining reserve.
- Adjoining the Olinda Creek Parklands or Melba Park should adopt high quality architectural designs that provide an attractive frontage and passive surveillance of the adjoining open space.

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### **Access and parking**

On sites with frontages to both Main Street and Hardy Street, or Main Street and Market Street, the design of any new development should provide for pedestrian access linkages between those streets.

On sites on the south side of Main Street between Olinda Creek and Anderson Street, direct vehicle access to properties from Main Street should be avoided and provided from Hardy Street and rear access laneways wherever feasible.

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### **DDO4 - Precinct H John Street & Hardy Street Mixed Use – Design requirements**

<b>Design requirement</b>	<b>Outcome to be achieved</b>
<b>Building appearance</b>  New development should incorporate individual shop fronts rather than large unarticulated facades.	Development will strengthen the visual and functional links between the Main Street retail area and the Lilydale MarketPlace shopping centre.
<b>Building height</b>  New development should not exceed a maximum of 10.5 metres (3 storeys).	Buildings will be designed to improve passive surveillance of key public spaces.
<b>Setbacks</b>	

New development should:

- Provide 3 metre landscaped front setback to John Street with zero setbacks to side boundaries.
- Provide zero front and side setbacks for properties fronting to Hardy Street, Clarke Street or Anderson Street.
- For properties fronting the north side of John Street between Hutchinson Street and Olinda Creek, provide a rear setback of 3 metres to establish a 6 metre wide access way along the northern boundary of the properties.

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### **Public/private interface**

New development should provide pedestrian entry points from the street frontage and rear car parking areas.

Building forms facing the Olinda Creek should be of high architectural quality to provide an attractive interface with the open space corridor. Windows should be provided at ground and upper levels to improve passive surveillance of the adjoining open space.

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### **Access and parking**

Vehicle access should be provided from existing and future rear laneways.

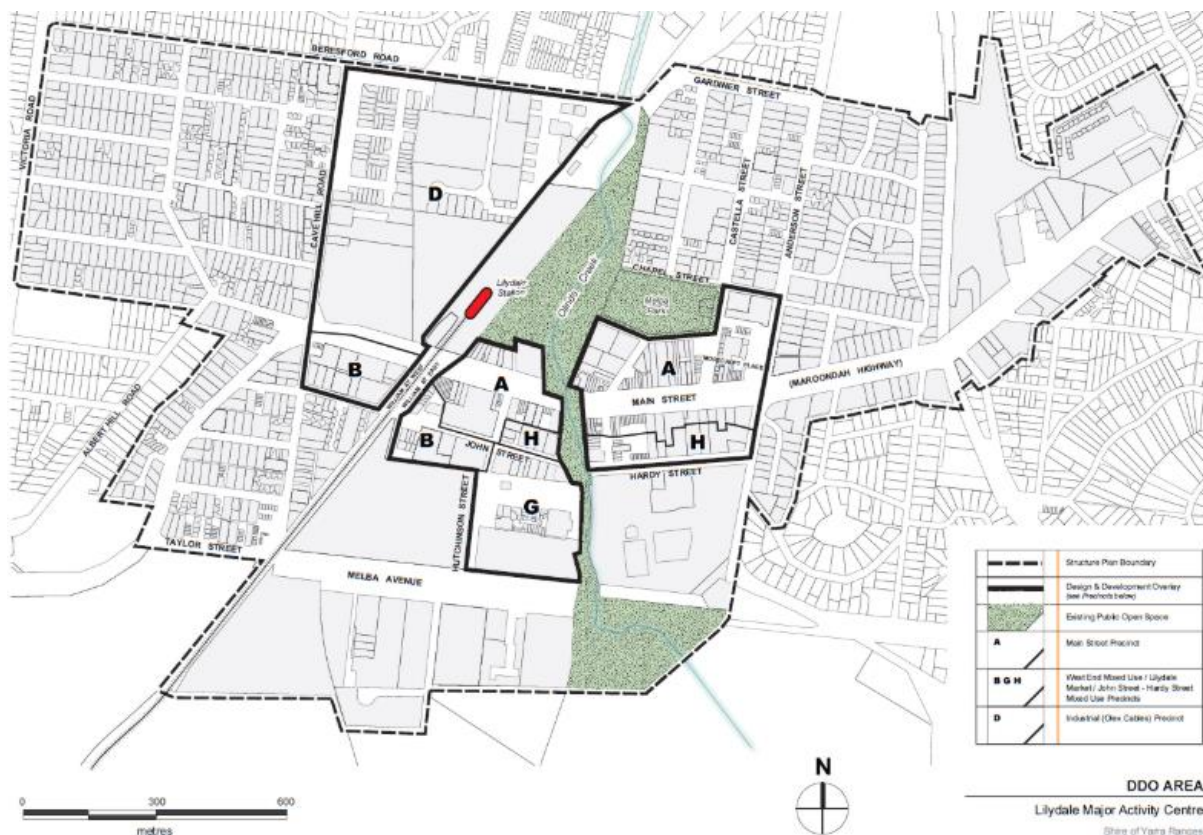
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Car parking should be provided to the rear of properties away from the street frontage.

Underground or undercroft car parking should be provided where feasible to maximise useable floor space.

Where no side or rear vehicular access to properties along Hardy Street exists, the number of driveway crossovers should be limited so that interruption to the footpath is minimised.

On sites with frontages to both Main Street and Hardy Street, the design of any new development should provide for pedestrian access linkages between those streets.



Lilydale Major Activity Centre



LEGEND	
	Design & Development Overlay Area
	Structure Plan Precincts
	Existing Public Open Space
	Key Sites (see associated design requirements for detail)
	Provide prominent corner element on key entry buildings
	Existing Heritage Buildings
	Heritage listed olive tree

PROPOSED BUILDING HEIGHTS	
	Development should not exceed 3 storeys (10.5m) and the third storey should be set back from the street boundary by at least 5 metres
	Development should not exceed 3 storeys (10.5m). Allow for additional height of up to 4 storeys if it can be hidden when viewed from the opposite footpath
	Development should not exceed 4 storeys (13.5m) and the fourth storey should be set back from the street boundary by at least 5 metres
	Areas of additional building height



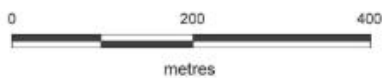
**BUILDING HEIGHTS**  
Lilydale Major Activity Centre  
Shire of Yarra Ranges

## Lilydale Major Activity Centre – Building Heights





LEGEND	
	Design & Development Overlay Area
	Existing Public Open Space
	Provide zero front and side setbacks
	Provide 3m landscaped front setback and zero side setbacks
	Heritage Overlay Buildings - Adjoining properties to provide a transition in front and side setbacks

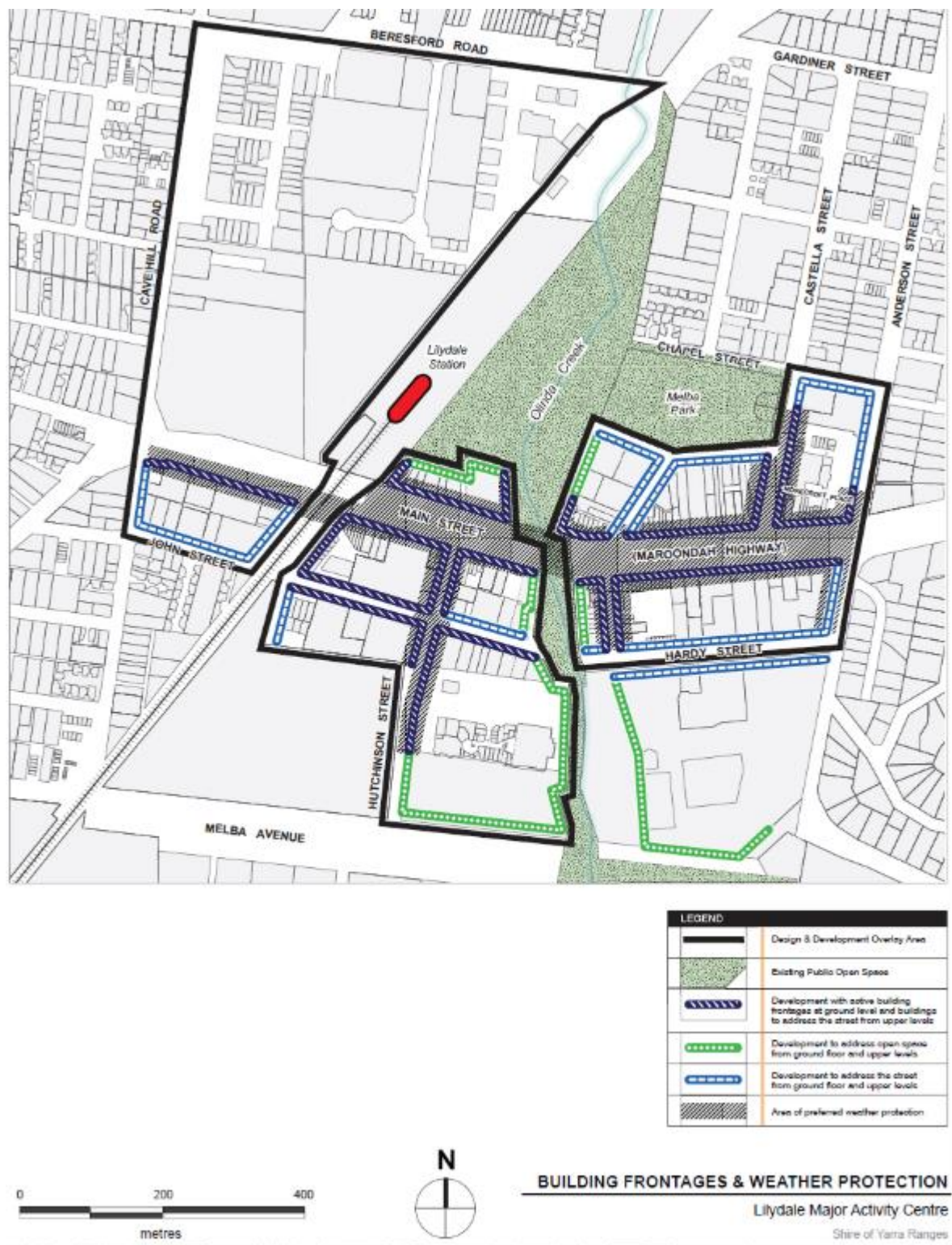


## BUILDING SETBACKS

Lilydale Major Activity Centre

Shire of Yarra Ranges

## Lilydale Major Activity Centre – Building Setbacks



## Lilydale Major Activity Centre – Building Frontages & Weather Protection

### Decision Guidelines

- The Municipal Planning Strategy and the Planning Policy Framework.
- The design objectives of the relevant schedule to this overlay.

- The provisions of any relevant policies and urban design guidelines.
- Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.
- Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the period, style, form, proportion, and scale of any identified heritage places surrounding the site.
- Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.
- The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking
- Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape or the area.
- Any other matters specified in a schedule to this overlay.
- Whether the proposal achieves the design requirements and the outcomes contained in the relevant tables of this Schedule.

## **Particular Provisions**

### **Clause 52.02 Easement, Restrictions and Reserves**

#### Purpose

To enable the removal and variation of an easement or restrictions to enable a use or development that complies with the planning scheme after the interests of affected people are considered.

#### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in clause 65, the responsible authority must consider the interests of affected people.

### **Clause 52.06 Car Parking**

#### Purpose

To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.

To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

To support sustainable transport alternatives to the motor car.

To promote the efficient use of car parking spaces through the consolidation of car parking facilities.

To ensure that car parking does not adversely affect the amenity of the locality.

To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

### Decision guidelines

Before deciding that a plan prepared under Clause 52.06-8 is satisfactory the responsible authority must consider, as appropriate:

- The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.
- The ease and safety with which vehicles access and circulate within the parking area.
- The provision for pedestrian movement within and around the parking area.
- The provision of parking facilities for cyclists and disabled people.
- The protection and enhancement of the streetscape.
- The provisions of landscaping for screening and shade.
- The measures proposed to enhance the security of people using the parking area particularly at night.
- The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.
- The workability and allocation of spaces of any mechanical parking arrangement.
- The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.
- The type and size of vehicle likely to use the parking area.
- Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.



- The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.
- Whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street) and AS2890.6-2009 (disabled).
- The relevant standards of Clauses 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 for residential developments with accessways longer than 60 metres or serving 16 or more dwellings.
- Any other matter specified in a schedule to the Parking Overlay.

## **Clause 52.29 Land Adjacent To The Principal Road Network**

### Purpose

To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in clause 65, the responsible authority must consider:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The views of the relevant road authority.
- The effect of the proposal on the operation of the road and on public safety.
- Any policy made by the relevant road authority pursuant to schedule 2, clause 3 of the *Road Management Act 2004* regarding access between a controlled access road and adjacent land.

## **Clause 52.34 Bicycle Facilities**

### Purpose

To encourage cycling as a mode of transport.

To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

### Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the proposed number, location and design of bicycle facilities meets the purpose of this clause.
- The location of the proposed land use and the distance a cyclist would need to travel to reach the land.
- The users of the land and their opportunities for bicycle travel.
- Whether showers and change rooms provided on the land for users other than cyclists are available to cyclists.
- The opportunities for sharing of bicycle facilities by multiple uses, either because of variation of bicycle parking demand over time or because of efficiencies gained from the consolidation of shared bicycle facilities.
- *Australian Standard AS2890.3:2015, Parking Facilities Part 3: Bicycle Parking* (Standards Australia, 2015)
- Any relevant bicycle parking strategy or equivalent.

### **Clause 65 Decision Guidelines**

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in section 60 of the Act.
- Any significant effects the environment, including the contamination of land, may have on the use or development.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the environment, human health and amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.

- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.
- The impact the use or development will have on the current and future development and operation of the transport system.