



MOORABOOL SHIRE COUNCIL

URBAN DESIGN GUIDELINES



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PART A

INTRODUCTION

STRATEGIC RESPONSE TO PROJECTED GROWTH

Moorabool has specifically been identified in Plan Melbourne and the Central Highlands Regional Growth Plan as a suitable location to accommodate growth due to its regional service centre role, its relative accessibility to Melbourne, Geelong and Ballarat, its well established town centres, and the availability of greenfield and infill development opportunities.

At the township scale, it is anticipated by 2041 that Bacchus Marsh will grow by approximately 24,127 residents and Ballan by approximately 4,218 residents.

To accommodate the projected population growth it is anticipated that there will be ongoing demand for both greenfield and infill development. This is largely due to the location and intrinsic characteristics of the municipality where opportunities for both greenfield and infill development exist.



Bacchus Marsh Main Street

STRATEGIC DIRECTION

In response to the need to manage growth in Moorabool's largest townships, Council has prepared strategic plans to provide clear strategic directions for residential growth.

The relevant Documents are:

- 🚩 *Bacchus Marsh Urban Growth Framework 2018;*
- 🚩 *Housing Bacchus Marsh to 2041, 2018;*
- 🚩 *Ballan Strategic Directions, 2018.*
- 🚩 *Small Towns and Settlements Strategy, 2016;* and
- 🚩 *Gordon Structure Plan, 2011.*

The documents identify preferred and non-preferred locations to accommodate growth with careful consideration also given to the unique characteristics of the towns. It is accepted within the documents that growth will be experienced, however it is critical that any new growth contributes to the sense of place and existing character.

Ensuring new development responds to the interface between private and public realm, is the key purpose of preparing the Urban Design Guidelines.



Ensuring growth *positively contributes* to the towns is challenging and is a key purpose to preparing the Urban Design Guidelines.

KEY ISSUES WITH DEVELOPMENT APPROVALS IN MOORABOOL

There is a clear gap between planning scheme provisions and housing design, which both inadequately address the interface between the public realm, being the street, and within front setback areas of dwellings. How built form responds to the site context and established character is also a gap. This area is critical in the establishment and enhancement of distinctive neighbourhood character.


As the towns within the municipality continue to grow, there will inevitably be an increased tension between existing and new development. There is a need to reduce this tension to ensure new development is positively contributing to the established character of towns and to ensure that the towns do not lose their valued characteristics.

As part of the Documents prepared for Moorabool, a number of issues and threats to the existing character and preferred character for new development have been identified, which include:

- 🚩 **new development that is not in harmony with the site and surrounding context.** This includes the natural landscape qualities of the area, in particular in Bacchus Marsh with the loss of rural views due to inappropriate development on surrounding ridgelines/hills and plateaus;
- 🚩 **new developments that have minimal landscaping, in particular street tree plantings** which are often inconsistently planted, not established or in some instances non-existent. The lack of landscaping has a significant impact on the character of the towns, whilst also not achieving sustainable development outcomes which all developments should be aspiring to;
- 🚩 **road cross section layouts** being applied that:
 - ➡ limit landscaping and street tree planting opportunities;
 - ➡ often create streets that are too narrow with several cul-de-sacs and dead ends, all of which provide poor vehicle access and manoeuvrability; and

➡ include overly wide street pavements. Although wide streets are often a feature of regional towns, there are a number of streets that have excessively wide road pavements. Such pavements do not contribute to sustainable design through significant amounts of hard surfaces and often a lack of landscaping. Further, excessively wide pavements encourage greater speed of vehicles and are often windswept if they are not heavily landscaped and therefore not contributing to creating pedestrian friendly environments.

- 🚩 multi-unit developments that **lack passive surveillance and have no sense of address.** Several multi-unit developments are dominated by hard paving, with insufficient soft landscaping and are inward focussed;
- 🚩 **new development that does not respond to adjacent public realm;** and
- 🚩 a number of **poor built form outcomes due to dwellings lacking articulation**, not responding to the context they sit within or complementing the character of the area.



There will often be an *increased tension* between existing and new development.

OBJECTIVES OF THE URBAN DESIGN GUIDELINES

Taking into account the projected growth and demand for new residential development, the directions of the Documents and the key issues identified in some development approvals across Moorabool, the Guidelines have been prepared to:



Fill the **strategic gaps** between planning scheme policy and housing design standards



Provide a clear link between design outcomes and outcomes intended within Moorabool's various strategic plans for residential growth



Achieve **site responsive design outcomes** that **complement their setting and the character** of the area



Improve sustainability within residential developments



Develop a guidance tool for applicants and statutory planners **to assist with the preparation of applications and assessment processes** to ensure improved urban design outcomes can be achieved

HOW WERE THE URBAN DESIGN GUIDELINES PREPARED?

In response to the issues identified with some recent infill and greenfield development approvals, there is a need for improved and consistent urban design outcomes which can be broadly applied across the municipality.

Council have therefore chosen to prepare these Urban Design Guidelines, to provide further guidance in regards to desired urban design outcomes for infill and greenfield developments.

In preparing the Guidelines the steps shown to the right were undertaken.

STEPS TAKEN:

Workshop with Council officers where Council officers identified:

- concerns with the inconsistency of the urban design assessments of planning permit applications;
- concerns with the lack of urban design direction in the Planning Scheme

Workshop with a number of key development industry representatives in the Municipality, where they identified:





- concerns with timeframes of issuing of planning permits;
- concerns with the inconsistency of the urban design assessments between Council officers; and
- identified their interest in a fast track planning permit application process.

Draft Guidelines provided to Council officers for review

Finalisation of the Guidelines with a recommendation for the Guidelines to be adopted by Council.

GUIDELINES FRAMEWORK

Building on the strategic directions, key issues, objectives and feedback from the development industry, the Guidelines have evolved under the following framework.

Framework	
	Responding to the strategic context (<i>Bacchus Marsh Urban Growth Framework, Housing Bacchus Marsh to 2041, Ballan Strategic Directions, Small Towns & Settlements Strategy, 2016 and Gordon Structure Plan, 2011</i>).
	Concerns regarding the standard of quality of some residential development.
	Identified the need for consistency and urban design guidance for both infill & greenfield developments.
	Taking into account the key urban design issues identified for Moorabool, the Guidelines have sought to provide guidance in the following key areas for all residential development :
	1) Neighbourhood Character - Streetscape emphasis
	2) Context – Site and wider context emphasis
	3) Built Form
	4) Sustainability
	Taking into account the key urban design issues identified for Moorabool, and in addition to the key areas identified for all residential development (as per above), the Guidelines have sought to provide guidance for the design and layout of lots within greenfield development .
	Promotion of high quality urban design and sustainability outcomes.

WHERE WILL THE GUIDELINES APPLY?

The Guidelines will apply to residential planning permit applications in residential zones (including in growth areas where the underlying zone is a residential zone) and overlays where the objectives seek to maintain visual amenity and scenic qualities of townships.

This includes planning permit applications for:

- ▀ subdivision in an infill and greenfield context;
- ▀ medium density housing proposals (two or more dwellings on a lot); and
- ▀ a single dwelling on a lot less than 300 sqm.



The location of these permit applications will be in the following zones and overlays:

↪ **General Residential Zone** (noting that strategic directions for Bacchus Marsh and Ballan encourage some growth within this zone).

↪ **Neighbourhood Residential Zone** (noting that strategic directions for Bacchus Marsh and Ballan generally does not encourage increased development in this zone).

↪ **Low Density Residential Zone** where land is proposed to be further subdivided.

↪ **Urban Growth Zone** (where the underlying zone is residential).

↪ **Township Zone** (where residential infill development can occur).

↪ **Mixed Use Zone** (where residential infill development can occur).

↪ **Environmental and Landscape Overlays** (where development can impact on visual amenity objectives).

↪ **Heritage and Built Form Overlays** (where development can impact on heritage significance, character and specific design objectives).

RELATIONSHIP TO CLAUSES 54, 55 & 56 OF THE MOORABOOL PLANNING SCHEME

The Moorabool Planning Scheme contains specific provisions in relation to development of dwelling/s on a lot and residential subdivision of land.

Clause 54 contains provisions relating to where dwellings are triggered under the zones or overlays or for single dwellings on lots less than 300 sqm.

Clause 55 relates to two or more dwellings on a lot and Clause 56 in relation to residential subdivision of land.

Clauses 54 and 55 have the following specific purpose:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.
- To encourage residential development that provides reasonable standards of amenity for existing and new residents.
- To encourage residential development that is responsive to the site and the neighbourhood.

In terms of its operation, Clauses 54 and 55 contain:

- **Objectives:** An objective describes the desired outcome to be achieved in the completed development.
- **Standards:** A standard contains the requirements to meet the objective. A standard should normally be met. However, if the responsible authority is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.
- **Decision guidelines:** The decision guidelines set out the matters that the responsible authority must consider before deciding if an application meets the objectives.

To ensure that the general purpose of Clauses 54 and 55 are achieved, detailed requirements are specified in relation to:

.01 | Neighbourhood and Site Description and Design Response

.02 | Neighbourhood Character (and Infrastructure)

.03 | Site Layout and Building Massing

.04 | Amenity Impacts

.05 | On Site Amenity and Facilities


.06 | Detailed Design

It is very important to state that the Guidelines do not seek to replace, override or vary from the objectives, standards and decision guidelines that are set out in Clauses 54 and 55 of the Planning Scheme but rather fill in the gaps within the interface between the street and built form.

The Guidelines, in relation to more than one dwelling on a lot – infill development, seek to provide further Moorabool specific guidance in relation to **four key areas**:

 **1. Neighbourhood Character**

 **2. Context**

 **3. Built Form**

 **4. Sustainability**

Clause 56 has the following specific purpose:

- 🚩 To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- 🚩 To create livable and sustainable neighbourhoods and urban places with character and identity.
- 🚩 To achieve residential subdivision outcomes that appropriately respond to the site and its context for:
 - ➡ Metropolitan Melbourne growth areas.
 - ➡ Infill sites within established residential areas.
 - ➡ Regional cities and towns.
- 🚩 To ensure residential subdivision design appropriately provides for:
 - ➡ Policy implementation.
 - ➡ Livable and sustainable communities.
 - ➡ Residential lot design.
 - ➡ Urban landscape.
 - ➡ Access and mobility management.
 - ➡ Integrated water management.
 - ➡ Site management.
 - ➡ Utilities.

In terms of its operation, Clause 56 contains:

- 🚩 **Objectives:** An objective describes the desired outcome to be achieved in the completed subdivision.
- 🚩 **Standards:** A standard contains the requirements to meet the objective. A standard should normally be met. However, if the responsible authority is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.
- 🚩 **Requirement:** An application to subdivide land:

- ➡ Must be accompanied by a site and context description and a design response.
- ➡ Must meet all of the objectives included in the clauses specified in the zone.
- ➡ Should meet all of the standards included in the clauses specified in the zone.

It is very important to state that the Guidelines do not seek to replace, override or vary from the objectives, standards and requirements that are set out in Clause 56 of the Planning Scheme.

HOW WILL THE GUIDELINES BE IMPLEMENTED?

The Guidelines will be implemented in the following ways:

- 🎁 The Guidelines will form part of the pre-application meeting for relevant planning permit applications.
- 🎁 Applicants will be encouraged to complete an assessment against the Guidelines and submit to Council as part of their planning permit application to demonstrate their proposal is complying with the Guidelines.

PART B

URBAN DESIGN GUIDELINES

KEY ELEMENTS OF RESIDENTIAL DEVELOPMENT

As identified in Part A, the Guidelines have included **four key elements** that are the focus for new residential development, particularly within infill subdivision.

The four elements have a particular focus on improving design outcomes between the public and private realm (front yards, front façade of a dwelling, fencing, landscaping and the streetscape).

Influencing the interface between the public and private realm has the ability to significantly enhance existing streetscapes and the preferred character of an area. Whilst landscaping is a critical component in achieving positive residential outcomes, complementary architectural styles and materials are also important elements.

Despite the Guidelines having a focus on improving the urban design outcomes between the public and private realm, the balance of the lot (backyards, side and rear of a dwelling) is still an important consideration, in particular ensuring new development achieves satisfactory amenity outcomes for future residents and the development has minimal impact on adjoining properties.

Clauses 54 and 55 include a number of objectives and standards in regards to achieving positive amenity outcomes and should be relied upon as part of the assessment of permit applications to ensure appropriate amenity outcomes are achieved.

It is for the above reasons that the Guidelines have a particular focus on improving the interface between the public and private realm, while ensuring new development is both site responsive and building on the strategic directions identified in

the relevant Strategies.

FOUR KEY ELEMENTS:

Neighbourhood Character

This element has a particular emphasis on enhancing the landscape within the public and private realm to assist in shaping the character of a neighbourhood.

Providing high quality streetscapes will encourage residents to walk, cycle and engage with one another. It will also play an important role in the perception of safety, and sense of place for the community.

Context

This element emphasises the importance for new development to take advantage of existing site features and views, whilst responding to the site and locality context.

Built Form

Built form provides a back drop to streetscapes and therefore housing design, in particular elements visible from the street, play a key role in shaping the neighbourhood character.

Sustainability

Encouraging residential development to achieve sustainable development outcomes can not only improve the environment, but also has the ability to increase energy efficiency.



1. Neighbourhood Character

The design and composition of streetscapes and their relationship to homes and front yards, shape the character of our neighbourhoods and the way we experience them in our daily lives. High quality streetscapes encourage residents to walk, cycle and engage with one another, and also play an important role in the perception of safety, and sense of place for the community.

A well landscaped streetscape can enhance a street character, provide shelter to paths, and help unite a street particularly in the absence of a consistent architectural or building style.

Front yards are an extension of the streetscapes. They define and consolidate the character and experience of neighbourhoods, and compliment the built form.

Key Elements

- ⇒ Streetscapes
- ⇒ Front yards and setbacks
- ⇒ Front fencing and retaining walls
- ⇒ Cross overs, car parking and access

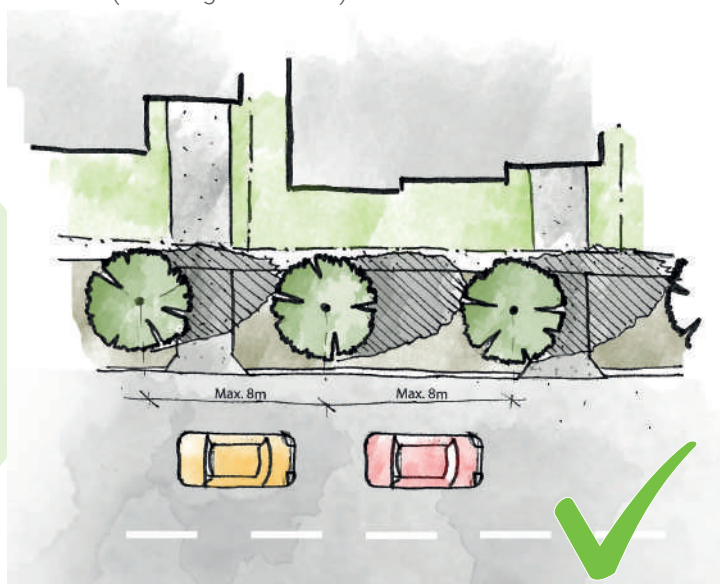




DESIGN GUIDELINES

Streetscapes

- ➔ Development within existing urban areas should be in keeping with surrounding streetscape character and contribute to the continuity, rhythm and unity of the streetscape.
- ➔ Existing trees within the streetscape (nature strip) should be protected from new development and appropriate tree protection zones should be applied. **Note: Tree removal should only be supported if it is proven to Council's satisfaction that no other viable options are available to the developer.**
- ➔ Nature strips should be planted and maintained as lawn. **Note: Plantings within the verge are subject to Council approval.**
- ➔ Development adjacent open space should address this interface as the primary frontage.
- ➔ Planting of streetscapes should be consistent with Councils approved street tree species guide.
- ➔ Street trees should be planted in the streets established pattern. In the absence of an established pattern, trees should be planted at 8m intervals, where possible, to maximise shade, cover and continuity of canopy cover. (see diagram below).



Front yards and setbacks

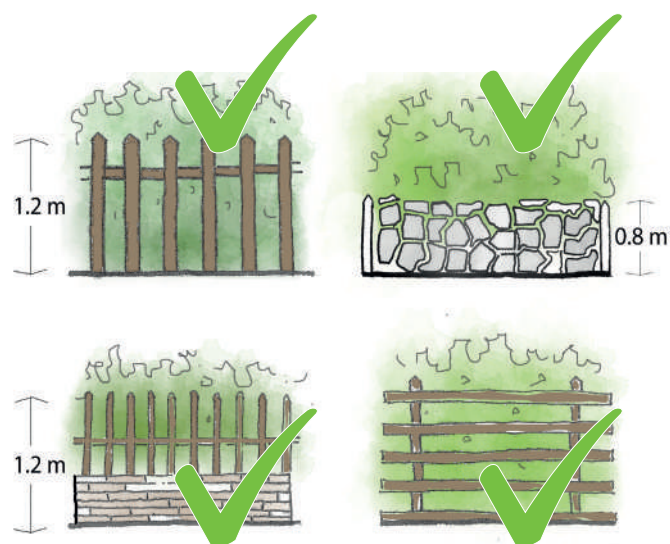
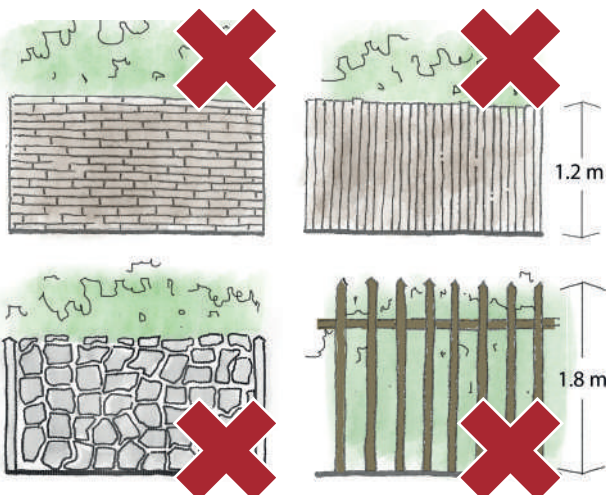
- ➔ Front setbacks should be landscaped to compliment the streetscape and at least one advanced canopy tree be planted within the front setback.
- ➔ Hard paving (driveways, paths and carparking) should not dominate the front setback or negatively impact on existing trees, with large expanses of concrete to be avoided.
- ➔ Hard paving, internal private access streets and shared driveways should be softened and complimented by low level landscaping, garden beds and vegetation.
- ➔ Streetscapes should clearly define the public and private realm, areas for car parking, verges and footpaths.
- ➔ Existing mature trees within the front setback of a lot, or within communal areas, should be protected from development and appropriate tree protection zones applied. **Note: Tree removal will only be considered if it is proven to Council's satisfaction that no other viable other options are available to the developer.**
- ➔ The communal areas of multi-unit developments visible from the public realm, should be landscaped to compliment the streetscape. At least one advanced canopy tree is required to be planted within the front setback or along internal private access streets or shared driveways.



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Front fencing and retaining walls

- ➔ Front fencing should not dominate the streetscape. It should be at least 50% transparent, comprise of natural materials or tones, and appropriately respond to the neighbourhood character (see diagram below).
- ➔ Front fencing should be complimentary in both tone and style with the dominant fencing style within the street (provided it meets the above guideline).
- ➔ Large continuous expanses of fencing and/or retaining walls, should be discouraged unless appropriate to the existing and preferred character of the streetscape. If appropriate, render should be in a neutral textured tone and consider use of articulation.
- ➔ Where no fencing is proposed (which is encouraged if this is the dominant character) landscaping should be used to define the public and private realm.
- ➔ Fencing height or transparency should allow for a visual relationship between the street and landscaping within a front yard or setback and communal areas. Fencing height should not exceed 1.2 metres.
- ➔ Side fencing within the front setback (between dwelling frontage and front property boundary) and visible from the street, should not dominate the streetscape and be consistent with the height of the front fence on the site.
- ➔ Where no front fence is proposed or exists on adjoining land, side fencing within the front setback should be low scale (less than 1.2 metres in height at the point closest to street, graduating up a height to match side fencing behind front setback) and comprise of natural materials.
- ➔ Where fences front a street or non-residential interface, fencing must be low scale and visually permeable to facilitate public safety and increased passive surveillance.
- ➔ Colorbond fencing is not considered appropriate where it is highly visible from the street. Exceptions can be made for side fencing forward of the dwelling frontage, which incorporates landscape screening, or is of a colour, height and scale which does not detract from the visual appearance of the streetscape.
- ➔ Where retaining walls are used in lieu of front fencing, they should generally be less than 1.2 metres in height and should incorporate natural elements such as timber and stone. **Note: Terracing is a preferred alternative to retaining walls and is highly encouraged.**

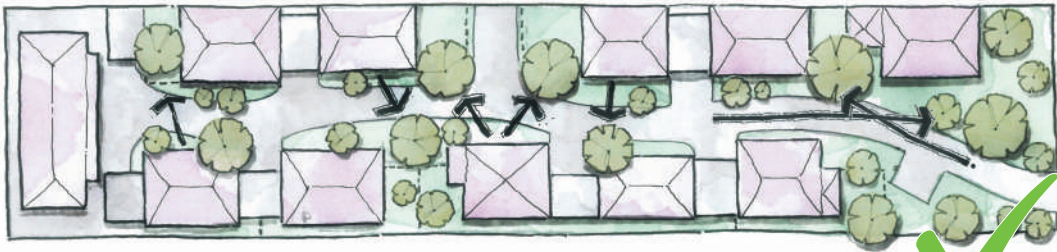




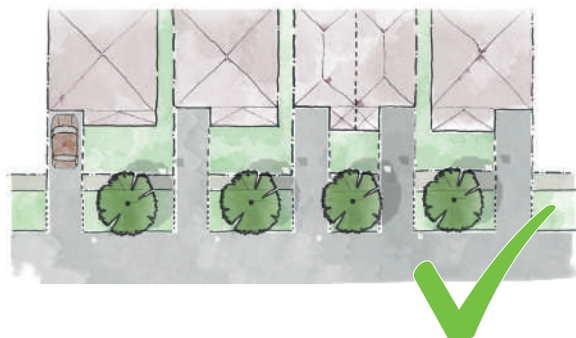
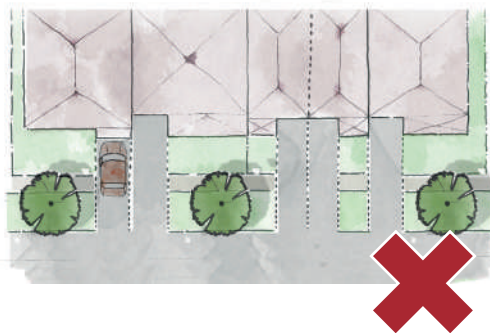
DESIGN GUIDELINES

Cross overs, carparking and access

- ➔ Cross overs should be located to minimise the impact on existing vegetation and provide appropriate space / buffers / tree protection zones for existing and additional tree planting(s).
- ➔ Multiple double crossovers should be discouraged unless in direct response to access or vegetation constraints, and the visual impact of these larger crossovers is minimised through appropriate landscaping.
- ➔ In multi-unit developments, car parking should not compromise the quality of the streetscape or limit the ability to plant street trees within the verge.
- ➔ For multi-unit developments, garages should be accessed from the rear where possible (via a laneway or internally positioned driveways) to manage the number of driveway and garages along the streetscape.
- ➔ For multi-unit developments, consideration should be given to the end view and view lines along internal private access roads and shared driveways to minimise the dominance of hardscape areas. This may be achieved through offsetting or meandering shared driveways / private access roads, strategic placement of landscaping and building placement (see diagram below).



- ➔ For multi-unit developments, internal private access roads or shared driveways should be designed to establish opportunities for internal vistas and landscape nodes within the development.
- ➔ In multi-unit developments, the number of crossovers should be kept to a minimum to minimise negative impacts on the streetscape and vegetation. (see diagram below)
- ➔ In multi-unit developments where more than one crossover is proposed, any loss of on street parking should be offset by setting back of garages / carports to accommodate additional onsite car parking opportunities. Large expanses of hard stand off street carparking should be avoided.
- ➔ In multi-unit developments, car parking should be clearly defined to avoid informal parking on verges, nature strips and footpaths.





2. Context

The Moorabool municipality offers a wide variety of natural features, housing typologies, character precincts, community facilities and infrastructure. An important component of the success of a new development is taking careful consideration of the physical environment within and around the site.

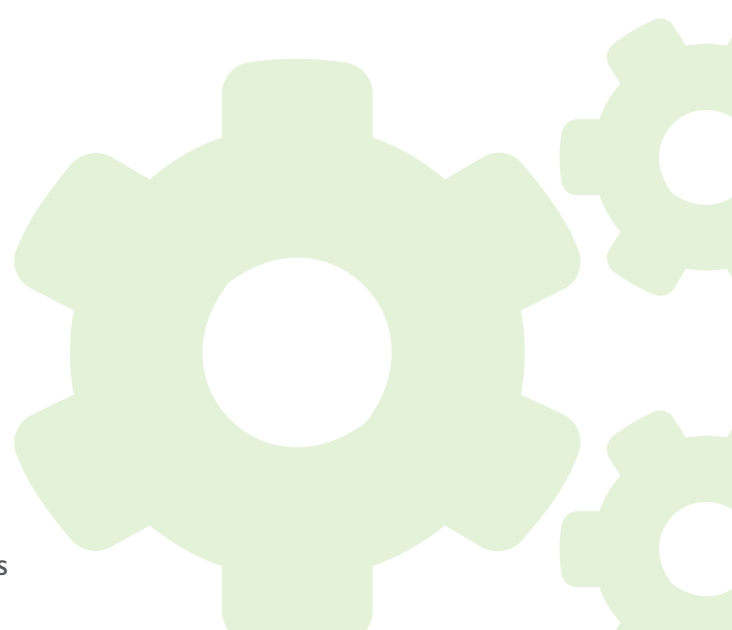
Development should demonstrate an appropriate response to the surrounding landform, landscape, key views, solar orientation, buildings and infrastructure, existing vegetation and biodiversity. It should also consider proximity to activity centres, community services and public transport.

A development or dwelling that takes full advantage of the opportunities presented by its context and site is more likely to sit comfortably within its setting and contribute to a broader sense of place.

Key Elements

Relationship to:

- ↔ Landform and views
- ↔ Vegetation and biodiversity
- ↔ Density and zoning
- ↔ Easements and infrastructure
- ↔ Heritage and Place
- ↔ Microclimate





DESIGN GUIDELINES

Landform and views

- ➔ Development should respond to the topography and slope of the site and be designed in a way which minimises the need for major earthworks.
- ➔ Where there is a significant level difference between the site and the street, the design response should seek to maintain a visual relationship between the dwelling and the street. This should be demonstrated by ensuring windows on the front façade are visible from, and look onto, the street. (see diagram below)
- ➔ In multi-unit developments, where landform is sloping or steep, dwellings should be designed to stagger up and down the slope.
- ➔ On steeper slopes, slope responsive building types should be explored that sit more sensitively in the landscape (split level or stepped, stumps, undercroft garages, pavilion style housing etc).
- ➔ Residential lots that are located on highly prominent hills or undulating topography should ensure future built form does not penetrate above the ridgeline of the hill and be softened by vegetation around the dwelling.
- ➔ In steep areas, wider front and side setbacks should be provided to allow transitioning of driveways and pathways to the dwelling/s.
- ➔ Meandering or switchback driveways and paths should be utilised where appropriate to manage slope and access.
- ➔ Vegetation should be used to stabilise sloped areas and screen dwellings that sit high in the landscape.
- ➔ Private open space should be landscaped to compliment the landform and views.
- ➔ Dwelling/s should be designed to respond to natural drainage lines, and ensure they do not interrupt natural drainage flows across the site.
- ➔ Retaining walls that are required for slope management should not dominate the streetscape or front setback.





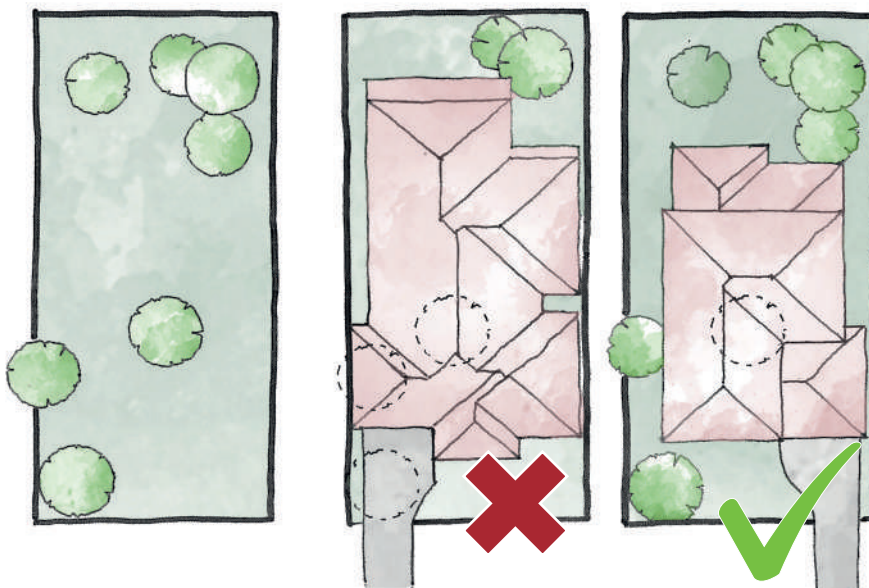
DESIGN GUIDELINES

Landform and views (continued)

- ➔ Retaining walls/fencing within the front setback and/or visible from the street should not exceed 1.2 metres in height in order to maintain a visual relationship between the public and private realm.
- ➔ Landscaping proposed at the base or top of retaining walls should soften their appearance from the street.
- ➔ Softer landscaping solutions such as terracing and plantings (low planting and boulders) should be used to manage slope and minimise the need for retaining walls within the front setback or boundary of the lot.
- ➔ Dwelling/s should be oriented and designed to sensitively respond to significant view corridors and vistas.
- ➔ Dwelling/s should be designed to maximise the relationship to the streetscape as a priority. The dwelling/s should not interrupt significant views from other adjacent dwellings, and manage solar orientation.

Vegetation & biodiversity

- ➔ Where there are no existing trees proposed for retention on the site, at least one advanced canopy tree per dwelling should be planted to provide shade and amenity for future residents and contribute to the broader amenity of the neighbourhood.
- ➔ Dwelling/s should avoid planting of known weed species and use native plantings, particularly if located close to creeks, waterways or conservation areas. **Note: Refer to 'Neighbourhood Character' section for further guidance around vegetation.**
- ➔ Existing established trees and vegetation with landscape amenity or biodiversity values within and adjacent to the lot, should be protected and retained, where possible, in common property, front setbacks or private open space (see diagram below). **Note: Tree removal within the lot will only be considered if the tree compromises development and no other options are available, however justification to the satisfaction of Council should be provided.**





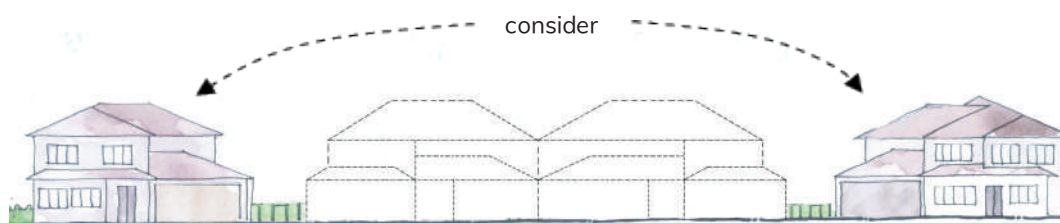
DESIGN GUIDELINES

Density and zoning

- ➔ Subject to zone and overlay requirements, dwellings proposed within close proximity to existing and planned activity centres, community facilities and public transport should be designed to reflect an urban character and include appropriate densities to support the vibrancy of these neighbourhoods.
- ➔ Dwellings in low density areas should be designed to respond sensitively to the character of the surrounding neighbourhood. Dwelling/s should reference elements or housing types found in the area, which may include vegetation coverage, open rural fencing styles and a general sense of openness.
- ➔ The development should respond to the context of any adjacent dwelling/s and the streetscape, contributing to the rhythm or pattern created by the positioning, desired character, zone objectives, orientation, setback and site coverage of the neighbourhood (see diagram below).
- ➔ The development should respect the privacy and amenity of neighbouring dwellings.

Easements and infrastructure

- ➔ The development should take into consideration any services, easements, building or infrastructure asset requiring protection.





DESIGN GUIDELINES

Heritage and Place

- ➔ New development should have complimentary scale, form, bulk, massing and setbacks to other heritage places either adjacent or within the immediate streetscape context of a precinct (see diagram below).
- ➔ Built form should strive for design excellence and achieve high aesthetic outcomes through either good contemporary design which responds to the heritage context in which it sits, or a simple design form which relies on overall design principles of the surrounding heritage buildings without resorting to mock heritage.
- ➔ Ensure that adjacent or nearby heritage places retain their prominence through careful consideration of the new development's scale, building volume, massing and form.
- ➔ New development should not visually dominate adjoining heritage buildings or block views to their principal elevations.
- ➔ Development of heritage places and adjacent to heritage places, should be clearly distinguishable as new work, while referencing and responding to the surrounding built form and character of heritage places.
- ➔ New development should seek to integrate harmoniously into the streetscape and reinforce the existing spatial and visual characteristics of the area if located within a heritage precinct.
- ➔ Ensure that key sight lines to heritage places are maintained through careful positioning of garages and front and side setbacks. Setbacks should be consistent with adjacent heritage buildings. Where the street has inconsistent setbacks, the average setback of the nearest heritage buildings on either side should be used as a guide.





DESIGN GUIDELINES

- ➔ Seek to avoid the integration of garages and carports into the façade of the new development.
- ➔ Ensure that garages and car parking are a subsidiary element. This can be achieved by any new garage being detached from the main building, set behind front wall of the heritage place (at a minimum) and designed to be of a scale and form which is respectful of the heritage place.
- ➔ Subdivision of a heritage place lot should retain separate elements with a shared significance on the same title.
- ➔ Ensure the subdivision of a heritage place retains principal views to major elevations of a heritage building.
- ➔ Maintain the heritage place to retain adequate setting and context when subdividing a heritage place lot.

Alterations and additions to existing heritage places

- ➔ Development should not adversely affect the significance, character and appearance of the heritage place or heritage precinct.
- ➔ Seek to retain as much of the original fabric of the heritage place as possible, with new development to read as secondary to the original.
- ➔ Ensure that where additions are proposed to heritage places on corner sites, the appearance, bulk, scale and massing does not detract from the adjacent heritage building/s.
- ➔ New development should present as fully concealed from the street frontage/s. Oblique views to the addition should also be largely concealed.
- ➔ Replication of heritage features or ornamentation, should be avoided.



DESIGN GUIDELINES

New development adjacent to Heritage Overlay

- ➔ Provide built form transitions in its scale, massing and setbacks that reference the significant characteristics of the heritage place or precinct.
- ➔ Provide a scaled transition from the heritage place to the new development, from the smaller to the greater scale.
- ➔ Demonstrate a clear design link between the lower levels of the new development and the adjacent heritage place.
- ➔ Reference prevailing eave or parapet heights and siting arrangements to ensure new development responds to the heritage place or precinct.



DESIGN GUIDELINES

Microclimate

- ➔ The development should maximise solar orientation into habitable rooms through the orientation of the building on the lot, and strategic positioning of windows and living areas.
- ➔ The development should retain vegetation where possible to provide shade to private open space areas and add amenity to the development and the broader neighbourhood (see diagram below).





3. Built Form

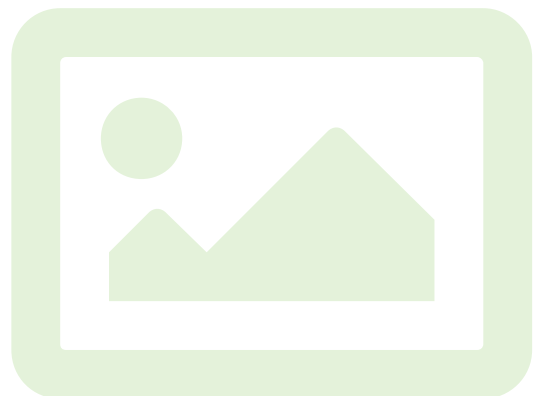
A variety of housing types exist across the Moorabool municipality, each adding to a diverse residential character. Whilst this diversity is encouraged to continue it is important to ensure that the resulting built form appropriately engages with the street and respects neighbouring built form.

Whilst landscaping in the verge and front setback can unite streetscapes, built form provides the important backdrop and containment of the public realm. The design and quality of the built form can therefore enrich streetscapes, contribute to a sense of safety for the community and reinforce the landscape setting and character, whilst building heights and setbacks are influential in framing our streetscapes.

In the absence of a consistent dominant architectural style across the municipality, a contemporary approach to new development presents an opportunity to define a new era of built form, set a new standard of innovation, utilise contemporary materials, form and styles to respond to and enhance existing character and streetscapes.

Key Elements

- ↔ Building facades and articulation
- ↔ Building height and massing
- ↔ Building styles, materials & colours
- ↔ Advertising Signs

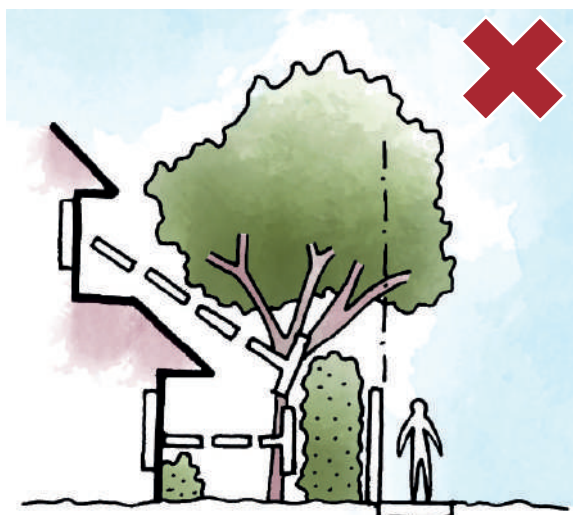




DESIGN GUIDELINES

Building facades and articulation

- ➔ Garages should be setback from the front façade and not present as a dominant element of a dwelling when viewed from the street.
- ➔ Where the opportunity exists, garages should be located and accessed from the rear or side of the lot. Garages should not dominate the frontage.
- ➔ At least one habitable room at the ground floor of a dwelling should be located fronting the street to encourage interaction with the public realm.
- ➔ For corner sites, the dwelling on a corner should be orientated to the primary frontage whilst also addressing the secondary street frontage through large windows or access (secondary), where appropriate
- ➔ Appropriately sized and consistent windows, should be positioned along the front façade of the dwelling at ground level (and any upper levels where appropriate) to promote passive surveillance.
- ➔ Dwellings should actively address and engage with the street promoting a strong relationship between the public and private realm, and passive surveillance of the street (see diagram below).
- ➔ Other architectural elements that promote interaction between the private and public realm such as porches, balconies, bay windows, pergolas, verandahs should be included in the design of the dwelling/s.
- ➔ Where appropriate, eaves should be incorporated into the design of dwelling/s to provide shade, articulation and visual interest to the dwelling/s.
- ➔ Front doors of a dwelling should be visible from the street, where possible, and include covered verandahs or porticos to highlight and provide shelter to the entry.
- ➔ Where front doors of a dwelling are positioned away from the street, they should have a clearly defined path from the street, particularly in multi dwelling developments.
- ➔ The second storey and upper levels of a dwelling should be setback or forward from the ground level to provide increased built form articulation.





DESIGN GUIDELINES

Building height and massing

- ➔ The rhythm of built form and spacing between dwellings in the streetscape should be maintained.
- ➔ Dwellings should be visually present at a pedestrian scale and interact with the street and public realm regardless of the density, scale or height of the development.
- ➔ For multi-unit developments the building envelopes of each dwelling should be staggered, where possible, to reduce the appearance of bulk and add interest and dynamism to the street.
- ➔ Where a string of dwellings is proposed to front a street, a suite of architectural elements and materials should be used to reduce the appearance of bulk, differentiate individual dwellings whilst maintaining a consistent architectural thread throughout.
- ➔ Where multiple dwellings are proposed along a streetscape, the bulk of the built form should be managed through staggering of the facades, varying setbacks, articulation, setbacks of a second storey and gaps in the built form at regular intervals.
- ➔ The roof profile of a dwelling should be well-considered, particularly where the building will be taller than adjacent dwellings in the area.
Note: Contemporary roofs such as skillion are appropriate in contemporary architecture responses.
- ➔ Contemporary roof lines should be in keeping with the style of the street.

Building Style, Materials and Colours

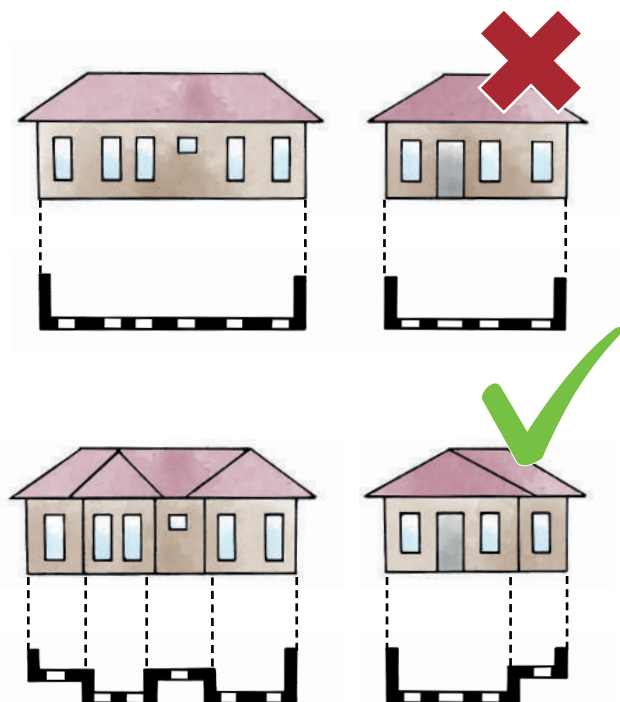
- ➔ In the absence of a distinct architectural style or building typology in the streetscape, contemporary buildings are encouraged that use contemporary materials and architectural forms, and where appropriate reference the materiality, architectural elements and proportions of any established or significant dwellings in the street.
- ➔ Contemporary architecture is encouraged and can define a new style for streetscapes that lack a defined character or architectural era. Dwellings that present exemplary high quality contemporary architectural design and respond to Section 1 and 2 of these guidelines should be assessed primarily on the contribution they make in terms of architectural quality, interest, innovation and sustainability.
- ➔ A natural pallet of materials such as stone, timber and weatherboard can be incorporated into key elements (such as of the dwelling facade and any the built form visible from the street).
- ➔ Where brick render is proposed, render should be in contrasting tones and large areas be broken with the introduction of feature element.



DESIGN GUIDELINES

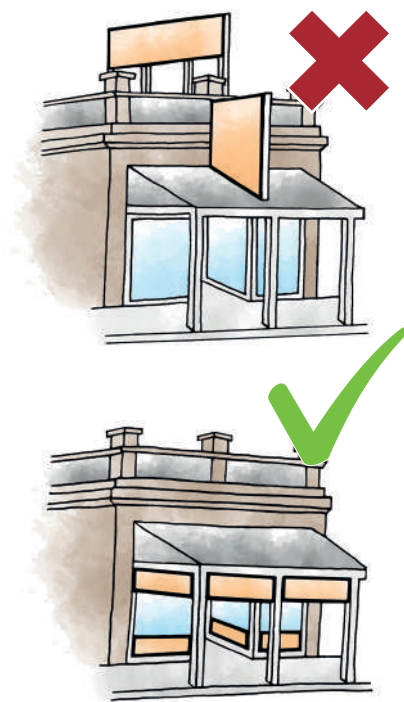
Building Style, Materials and Colours (continued)

- ➔ The façade should provide a diversity in materiality, in particular where masonry and brickwork is proposed within the front façade.
- ➔ Garage doors should be in tones that compliment the dwelling.
- ➔ All gutters, rain head overflows and down pipe profiles or treatments should be integrated into the design and materials of the dwelling.
- ➔ Articulation should be used on all visible sides of the dwelling/s to reduce the appearance of bulk from the streetscape (see diagram below).



Advertising Signs

- ➔ Signs for non-residential land uses should not dominate the street and be limited to one sign per site.
- ➔ Signs which are above verandah, illuminated or reflective should be avoided, especially where facing other residential areas.
- ➔ Signs within heritage buildings should adopt traditional locations, and ensure the original character of the building is maintained (see diagram below).
- ➔ Advertising signs on heritage places which are residential in style and form should generally be avoided. Where they are required, signs should be designed and placed carefully to ensure that they do not detract from or have a detrimental impact on the important heritage elements of the place or the precinct. On commercial heritage places, signs should be placed in traditional locations.
- ➔ Signs should not be located on walls which face existing residential areas.





4. Sustainability

Encouraging residential development to achieve sustainable development outcomes can reduce the development impact on the environment, but also can increase energy efficiency. Sustainable development can dramatically reduce energy and water costs over the long term while also contributing to creating a healthy residential environment.

Accordingly, the Guidelines encourage the incorporation of sustainable design features in residential development. Sustainable residential design results in benefits for the householder, the community and the environment, including:

- ⇒ reduced energy and water costs in the home;
- ⇒ greater natural comfort and amenity for residents of the home;
- ⇒ conservation of water supplies; and
- ⇒ reduced greenhouse gas emissions.

Key Elements

- ⇒ Site impacts
- ⇒ Dwelling design
- ⇒ Energy
- ⇒ Water



DESIGN GUIDELINES

Site impacts

- ➔ Development should limit its impact on the natural environment including significant existing native vegetation, where possible, through a site responsive design.
- ➔ Development should maintain the natural ground level of the site and minimise the need for removal of existing fill.
- ➔ Alterations to watercourse and drainage patterns should be avoided, unless an agreement has been reached with relevant authorities and to the satisfaction of Council.

Dwelling design

- ➔ Wide eaves should be used where appropriate as part of the design of a dwelling.
- ➔ Double glazed windows should be used strategically to reduce energy usage.
- ➔ Windows should be located to allow for a high level of cross ventilation.
- ➔ Dwellings and associated landscaping, should make use of recycled or sustainably sourced constructions materials.

Water

- ➔ Re-use of non-potable sources such as stormwater, rainwater and recycled water is encouraged to minimise ongoing water consumption.
- ➔ The design of the lot should allow for installation of a water tank to collect from the dwelling/s. The water tank should match the colour of the dwelling and not be visible from the street and/or public spaces.

Energy

- ➔ Solar panels which are located on roof planes should where possible, follow the roof pitch and should not be on separate elevated frames which create an undesirable visual outcome.
- ➔ Natural lighting is encouraged through multiple windows, sky-lights and doorways and should be provided for in more than one direction.
- ➔ The dwelling should be designed to ensure that no point within the house is further than 4 metres away from a source of daylight which is provided without solar glare issues, typically this would be a window, skylights or glass doorway.
- ➔ Dwellings should allow for a high level of ventilation of rising hot air through use of high ceiling heights.
- ➔ The design of the dwelling should efficiently use the landscape, through maximising the availability for outdoor living spaces and accommodating north facing daytime outdoor living spaces.
- ➔ Soft landscaping should be implemented to reduce soil degradation, sediment run-off and storm water run-off.
- ➔ Stormwater run-off should be reduced through materials used, permeable paving, pebble paths, infiltration trenches, lawn, garden areas, swales and the like.
- ➔ Landscaping is encouraged to use native plants to improve the efficiency of the garden to reduce the need for water.
- ➔ Planting that have low watering needs, little maintenance and are appropriate for the locality and its conditions are encouraged.

PART C

GREENFIELD DEVELOPMENT

KEY ELEMENTS OF GREENFIELD SUBDIVISIONS

In residential greenfield development, the relationship the subdivision layout has with the context of the site and wider context will play a critical role later on in achieving increased diversity in streetscapes, housing and landscaping.

The character of streetscapes can be defined through view lines to prominent locality features in addition to the relationship with future housing. Varied street widths and allowance for landscaping, can enhance the character and experience of neighbourhoods, and each providing a unique experience whilst acknowledging subtle similarities throughout Moorabool.

For the purposes of the guidelines, greenfield development is considered to apply to new developments of 60 lots or more. As per the zone requirements relating to residential subdivision, neighbourhood character is not a consideration for development of 60 lots or greater. Where subdivision of land occurs with 60 lots or less, generally these developments will be required to respond to existing neighbourhood character.

Key Elements

- ↔ Streetscape Character
- ↔ Site Planning
- ↔ Diversity and Amenity
- ↔ Landscaping



DESIGN GUIDELINES

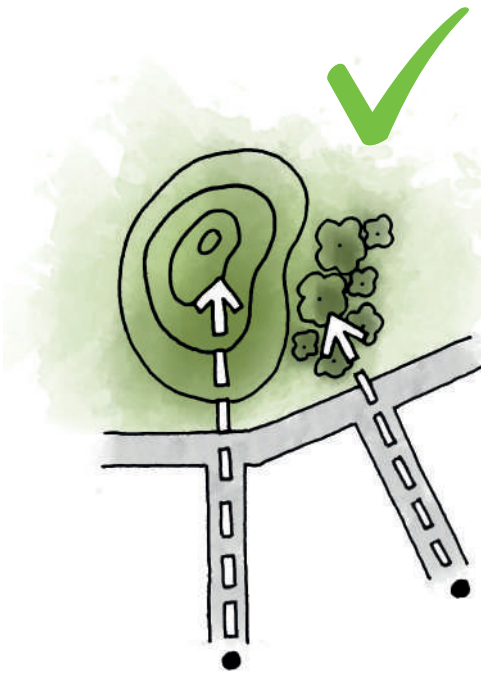
Streetscape Character

- ➔ Encourage consolidation of vehicle crossovers where practical to reduce the amount of hard surfaces and ensure no more than one crossover per lot is provided.
- ➔ Ensure roads are orientated to take advantage of key view lines and provide visual and physical connectivity to key site features, such as open space, community infrastructure and natural environmental assets such as water bodies, hilltops etc. (see diagram below)
- ➔ Encourage roads to follow the topography of the land and lot sizes that are responsive to slope, in order to reduce cut and fill and reduce the need for retaining walls.



Site Planning

- ➔ Ensure that across the development, the lot layout seeks to maximise the number of east-west orientated lots to give future dwellings good solar access, including within private open space.
- ➔ Wherever possible, ensure that pedestrian access is prioritised above vehicular movements.
- ➔ Avoiding the use of the irregular shaped lots, such as battle-axe lots, which can lead to a poor built form outcome.
- ➔ Avoid the use of culs-de-sacs, to increase movement and permeability across the development.





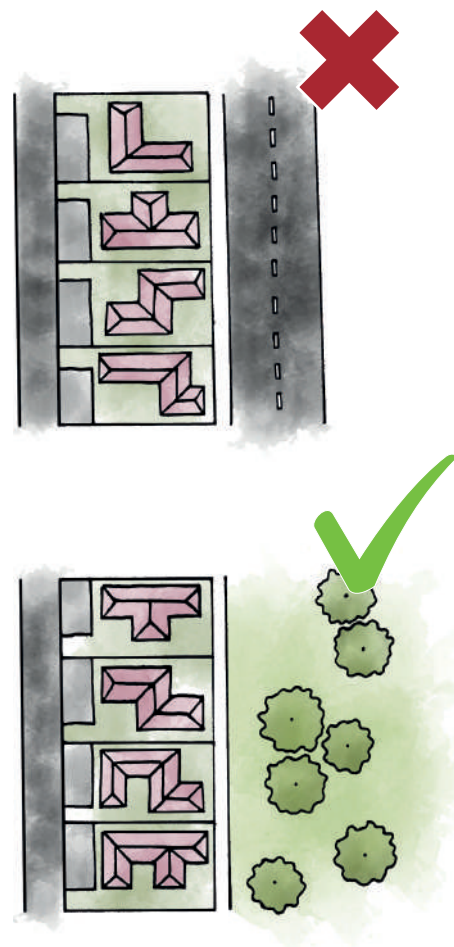
DESIGN GUIDELINES

Diversity and Amenity

- ➔ Encourage localised variation in local streets, including the number and type of street elements. Such as threshold paving, tree outstands, street furniture, car parking arrangements and alignments, in order to add visual interest and subtle changes from street to street.
- ➔ Support rear loaded housing and lot types, especially where lots have direct frontage to open space. Ensure side walls to open space are avoided (see diagram below).
- ➔ Encourage lot / housing diversity across developments, including lot widths / depths, reduced setbacks of medium density and townhouse development, and allowance for landscaping within street in lieu of front setbacks (with front setbacks being the preference).
- ➔ Align pedestrian connections to ensure travel paths are shortest possible, in consideration of the site topography.
- ➔ Sloping sites can utilise curved paths, which increase travel path distances, but ensure a more efficient outcome in relation to earthworks and retaining.
- ➔ Encourage the reduction in the scale of street blocks where possible through the introduction of pedestrian connections, including a well-connected road network.
- ➔ Encourage a single on street car park space per dwelling within reasonable walking distance to each lot / dwelling.
- ➔ Encourage variation in access arrangements to lots through the combination of side access for corner allotments and rear lanes for lots with narrow frontages.
- ➔ Subdivision design should be responsive to the features and slope of the site.
- ➔ Allow for the reservation of strategic sites for future medium density / integrated housing to support change over time.

Landscaping

- ➔ Introduce street tree theming across the site which reinforces movement hierarchies and creates unique neighbourhoods.
- ➔ Encourage street trees to be provided on both sides of all streets (except laneways), at intervals appropriate to the tree size at maturity.
- ➔ Where practical, incorporate and retain existing mature trees which contribute to maintaining the landscape character of the area.
- ➔ Retain key landscape features within the site which is clear of development.
- ➔ Incorporate and celebrate key heritage features within the site, including indigenous and post-European settlement heritage.



APPENDIX

GLOSSARY

Advanced Canopy Tree

A semi-mature tree to be planted which provides a degree of shading and medium sized canopy from the outset.

Articulation

Variety in the depth of the surface of a building facade or wall, such as columns, recessed windows, horizontal strips or decorative cornices.

Amenity

The elements of the built environment which contribute to better lifestyle and experience, such as visual, noise, air and odour.

Contributory heritage place

A place or building which contributes to the cultural significance of a precinct. They are not considered to be individually important, in the context of the heritage precinct play a key role in the overall cultural heritage significance of a precinct.

Dwelling

A building used as a self-contained residence which must include:

- a) a kitchen sink;
- b) food preparation facilities;
- c) a bath or shower; and
- d) a closet pan and wash basin.

It includes out-buildings and works normal to a dwelling.

Front Facade

The street facing wall of a building.

Front setback

The distance between the front facade and the boundary of the site which adjoins the street.

Greenfield

Land that is undeveloped in a growth area setting that is largely vacant and zoned for residential development. Typically for sites where more than 60 lots or more can occur.

Heritage Place

Is a place that has identified heritage value and could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land.

Infill

Land within existing urban areas that are either undeveloped or warrant redevelopment. Typically, redevelopment would seek to increase the density of housing on the site.

Internal Vistas

A view of high amenity, typically towards a prominent grouping of vegetation or high quality architectural features.

Landscape Nodes

Tight grouping of landscape elements such as plants, small trees.

Low density

A low concentration of dwellings, and can be relative to the context of the wider region, city or settlement.

Multi-unit

A property that has two or more units divided that can be occupied independently but have shared areas.

Primary frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

Rear loaded housing

Residential lots which have vehicular access from a rear laneway. The primary frontage of the dwelling would typically face open space or large areas of landscaping.

Secondary frontage

The property boundary that has access or is adjacent to more than one road or open space.

Streetscape

A collective appearance of all buildings, footpaths, gardens and landscaping along a street.



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