Glismann Road, Beaconsfield

Landscape Management Framework

for Cardinia Shire Council

prepared by
hansen partnership

August 2014

Table of Contents

Version	Title	Date	Issuer	Comments
P	Landscape Management Framework	30/05/14	DM	DRAFT
-	Landscape Management Framework	28/07/14	DM	
A	Landscape Management Framework	11/08/14	DM	Minor Revisions
B	Landscape Management Framework	18/08/14	DM	

1 Introduction

This report expands on the findings of the Glismann Road Landscape Assessment in the form of a Landscape Management Framework (LMF). The LMF outlines a number of items including general strategies for maintaining identified landscape areas of either a high relative value or that are more visually sensitive. The LMF proceeds to identify and list a number of design and built form guidelines, which are intended to provide the basis for potential policy responses distinct from planning scheme provisions, as required by the project brief.

The LMF is based on the background analysis demonstrated in the Glismann Road Landscape Assessment and is to be read in conjunction with that report. The Landscape Assessment demonstrated a number of items which provide the analytical foundation for the recommendations outlined in this report, including: spatial analysis, planning framework analysis, viewshed analysis, landscape characterisation, landscape values assessment and the visual sensitivity assessment.

The LMF is intended to provide guidance for the subsequent Development Plan for the Glismann Road study area. It is acknowledged that this is an area for future development and growth in Beaconsfield, due to its proximity to numerous amenities in Beaconsfield. The LMF will identify and demonstrate how this area can potentially be developed in a manner that is sympathetic to the landscape of the study area, based on the analysis conducted in the previous Landscape Assessment.

Project Overview

Landscape Assessment

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Landscape Management Framework

- Strategies
- Design & Built Form Guidelines

↓

- Potential Development Plan
- Post-Development Visualisations

View northwest from the central ridgeline

2 Development Strategies

The following strategies have been listed as a means of summarising methods to achieve one of the overarching aims of this project; to maintain and enhance existing high quality or visually sensitive landscape areas. The strategies are intended to apply to the entire Glismann Road study area and as a means of guiding implementation strategies which seek to retain valued landscape areas, while allowing for appropriate development. The strategies listed here were developed as a result of the analysis process undertaken for the landscape assessment, and are demonstrated within the following pages.

Development:

- Utilise assigned visual sensitivity areas to guide development in the Glismann Road study area. This is to be done by adhering to the following:
  - Avoid higher density development or development entirely (where possible) in areas assigned with either a 'Very High' or 'High' visual sensitivity rating.
  - Prioritise development in suitable areas with an assigned 'Moderate' to 'None' level of visual sensitivity.
- Any proposed development mainly; dwellings and associated structures, should adhere to the guidelines outlined in Section 3 and be:
  - Located away from significant view lines, ridgelines or high points. This is of prime importance when considering views into the study area, for instance from Beaconsfield Railway Station and from surrounding suburban areas. If located within a significant view line, efforts should be made to make the structure inconspicuous.
  - Designed and sited in a sympathetic nature towards the surrounding landscape character and terrain.
  - Be of a low to medium scale while maintaining a small building footprint.
  - Fencing should be of a rural character/form and of a suitable height to allow the continuation of significant views.
  - Car parking, formed driveways, access tracks and roads should be visually recessive within the landscape.
  - Buildings and structures should demonstrate a high standard of contemporary design and respond to the principles of environmental sustainability.
- Development of overtly visible, large-scale utility installations should be avoided. Continuation of lower-scale utilities should be encouraged. These should be sited either underground or so as to not interfere with existing and proposed landscape features, in particular established vegetation.
- Encourage connections in the proposed built environment to nearby facilities and amenities, such as: roads, bus stops, existing areas of public open space, new development (particularly to the east), schools, central Beaconsfield, Beaconsfield Railway Station.
- Provide linkages within the study area, including the provision of pedestrian and bicycle paths. These should take into account safety concerns created by undulating terrain in the study area.
- Provide a connection from Glismann Road through to Patrick Place suitable for emergency vehicles.
- Design open space to take advantage of significant views.

Existing windbreak vegetation

Vegetation:

- To protect and enhance areas of significant vegetation as a key, valued character element of the Glismann Road study area, particularly at roadsides, where it references historic land uses and where groups of well-established native vegetation is present in groups.
- Encourage the maintenance and protection of vegetation cover in the wider study area so it may be strengthened over time. This is to be achieved with the establishment of additional landscaping where applicable of locally appropriate native (ideally) and non-invasive exotic species.
- Incorporate significant vegetation into proposed allotments, road reserves or open space areas where possible.
- Consider siting potential open space to take advantage of the variety landscape character areas within the study area, with the intention of creating visually interesting and varied public open spaces.
- Consider adding facilities within open spaces that take advantage of any panoramic views where present. These vantage points should also be unobstructed by vegetation if possible.
- Preserve and maintain historic, exotic windbreaks (if they are not approaching the end of their life cycle) as they are one of the only remaining references to the past agricultural use of the study area.
- Consider incorporating any necessary drainage infrastructure (i.e. retarding basins, drainage lines) within a wider network of open space that is accessible to the public. This will enable these infrastructure items to be functional while contributing to the public realm.
- Identify and remove invasive environmental weeds as listed in the Cardinia Shire Council: Weed Identification Guide.

Other:

- Identify areas or artefacts of cultural heritage value within areas of new development and ensure their ongoing protection.
- Maintain the visual presence of the study area's undulating terrain, internally and externally.
- Current fire protection, safety and bushfire recovery guidelines should be strictly observed in the study area.

3 Design & Built Form Guidelines

The following Design & Built Form Guidelines provide general best practice design guidelines for proposed development in the Glismann Road study area.

- 3.1 Vegetation & Landscaping
- 3.2 Views & Vistas
- 3.3 Buildings & Structures: Siting
- 3.4 Buildings & Structures: Design
- 3.5 Property Entrances, Front Boundary Fencing & Gates
- 3.6 Car Parking, Formed Driveways & Roads

It is intended that these design and built form guidelines be used as a means of guiding future development within the study area to be consistent with the broad goals of the previously outlined strategies. The primary goal or strategy being to protect valued landscapes within the Glismann Road study area, and to protect significant view lines.

It also is intended that these design and built form guidelines provide the basis for policy responses distinct from planning scheme provisions, as required by the project brief.

3.1 Vegetation & Landscaping

3.1.1 Objectives

- To protect and enhance areas of native vegetation as a key, valued character element of the Glismann Road study area, particularly at roadsides and in established bushland areas
- To ensure vegetation continues to positively contribute to the landscapes of the Glismann Road study area.

3.1.2 Design Response

a. Protect and, where necessary, rehabilitate significant stands of vegetation, particularly on prominent hill faces/ridgelines and at roadsides, subject to considerations such as fire protection and safety.

b. Minimise vegetation removal in new development. Development which requires removal of any vegetation should aim to replace or rehabilitate an equivalent vegetation cover using locally appropriate species.

c. Screen buildings, structures and large areas of hard surfaces with appropriately scaled informal landscaping, suitable to the landscape character of the area.

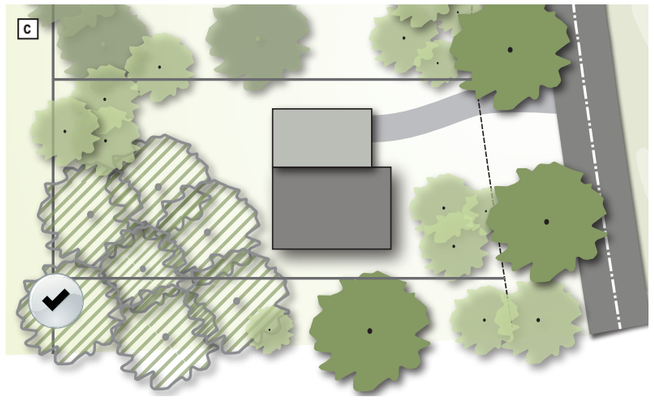
d. Remove environmental weeds and replace with local native and indigenous species, particularly those that are drought- resistant and have fire retardant properties (refer CFA, 'Landscaping for Bushfire' document).

e. Consider the existing landscape character of the area as a guide to the selection of vegetation and the layout of private gardens and public spaces, extending the existing character into private and public domain landscaping.

f. Reinforce vegetative linkages to natural features such as creek environs and public recreation locations where possible.

3.1.3 Discourage:

- *Loss of significant stands of vegetation, particularly on prominent hill faces/ridgelines and at roadsides.*
- *Ad-hoc clearing and removal of vegetation.*
- *Development which requires excessive clearing of vegetation, when alternative design considerations could be applied to mitigate this.*
- *Reduction in the overall vegetation coverage of the area.*
- *Landscaping that provides little connection to the surrounding environment and existing landscape character.*
- *Hard surfaces and hard edges in landscaping.*
- *Continuous spreading/planting of environmental weeds.*



Refer also to Cardinia Shire Council: Indigenous Plant Guide, Cardinia Shire Council: Weed Identification Guide, and the State Government's Native Vegetation Management: A Framework for Action.

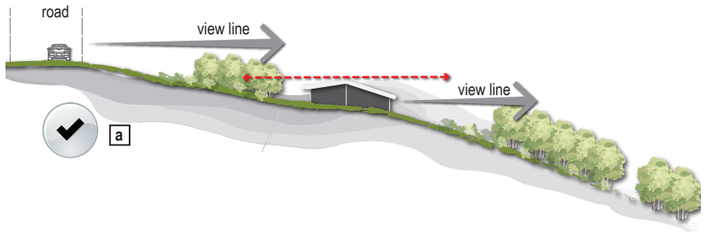
3.2 Views & Vistas

3.2.1 Objectives

- To preserve and enhance valued scenic views from within the Glismann Road study area.
- To protect and maintain the visual prominence of vegetated hilltops and hillsides when viewed from outside the study area. The prominence of vegetated hilltops could be considered an important wider landscape character element of Beaconsfield.

3.2.2 Design Response

a. Site buildings, structures and other infrastructure away from prominent views available from main roads/key viewing corridors and other publicly accessible locations.



b. Consider the cumulative impact of developments visible from main roads/ key viewing corridors on the character of the roadside environment and surrounding landscapes.

c. Consider the impact of development on immediate views within the area.

3.2.3 Discourage:

- *Unsympathetic/intrusive buildings and structures that obscure prominent views.*
- *Conspicuous or incongruous (out of place) buildings, structures or infrastructure visible in the foreground of views from Beaconsfield.*

View from Glismann Road showing existing dwellings sited below the level of the road which allow continuation of panoramic views.

3.3 Buildings & Structures: Siting

3.3.1 Objectives

- To site buildings and structures to reflect the natural topography and complement the landscape character of the area.
- To ensure that buildings and structures are sited so that they do not visually dominate the landscape.
- To minimise overall disturbance to the terrain.

3.3.2 Design Response

a. Site buildings and structures:
   - in groups/clusters to consolidate building footprints.
   - away from visually prominent locations such as ridgelines, hill faces and elevated areas;
   - below the alignment of ridgelines to ensure silhouetting against the skyline does not occur.
   - to minimise the area of exposed batter/embankment and avoid excessive disturbance to existing topography;
   - to be set back from property boundaries, river and creek corridors and roads; and
   - amongst existing vegetation and/or in areas where substantial landscaping of locally appropriate species is proposed.

b. If the site is in an area that is cleared of vegetation ensure substantial landscaping is proposed.

c. Utilise the following table as a guide for what type of development can be accommodated on what slope type or degree of slope:

Slope Typology	Degree of Slope	Development Potential
Flat	(0% to 10%)	Generally suitable for all development and uses. Best suited for vehicle manoeuvrability and roads.
Moderate Slope	(11% to 20%)	Suitable for moderate to low density residential development, however great care should be used larger non-residential developments (i.e. commercial, or community facilities). Best suited for vehicle manoeuvrability and roads.
Steep Slope	21% to 30%	Suitable for low density residential and some recreational uses. Narrow road widths also recommended.
Very Steep Slope	31% to 40%	Generally not recommended for development.
Extreme Slope	Over 41%	Not recommended for development.

3.3.3 Discourage:

- *Buildings and structures which are highly visible or located in prominent locations.*
- *Buildings and structures which break the ridgeline silhouette.*
- *Buildings that do not follow the natural contours of the site, and require excessive cut and fill.*
- *Buildings and structures set close to property boundaries and roads.*
- *Buildings and structures that do not have sufficient vegetative screening.*

Residence off Glismann Road shown amongst substantial planting of locally appropriate species.

3.4 Buildings & Structures: Design

3.4.1 Objectives

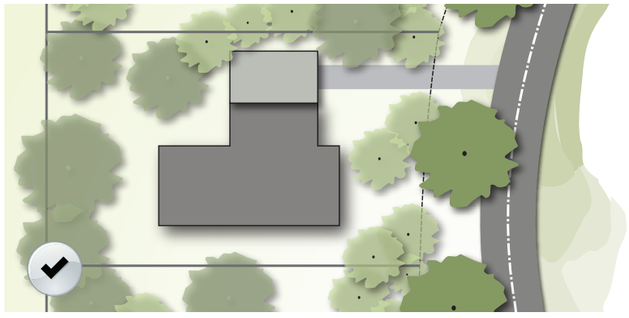
- To design buildings and structures to reflect the natural topography and complement the landscape character of the area.
- To ensure that buildings and structures are designed so that they do not visually dominate the landscape.
- To ensure buildings and structures demonstrate a high standard of contemporary design and respond to the principles of environmentally sustainable design.

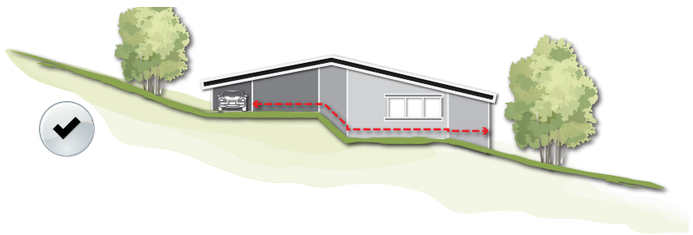
3.4.2 Design Response

a. Design new development to respond to the character of its surrounds, and not derive from urban building forms and styles.

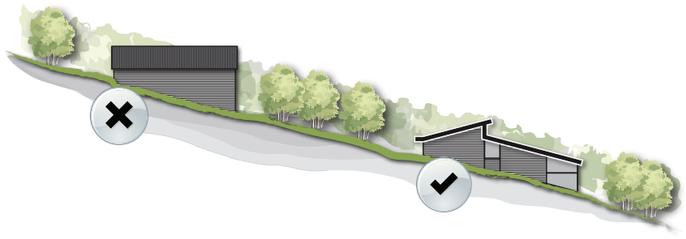
b. Building height and massing should:

- be of a scale and design, which does not dominate the surrounding environment;
- achieve a minimal building footprint, ensuring that adequate space is available on the site for the retention of existing vegetation and /or new landscaping;



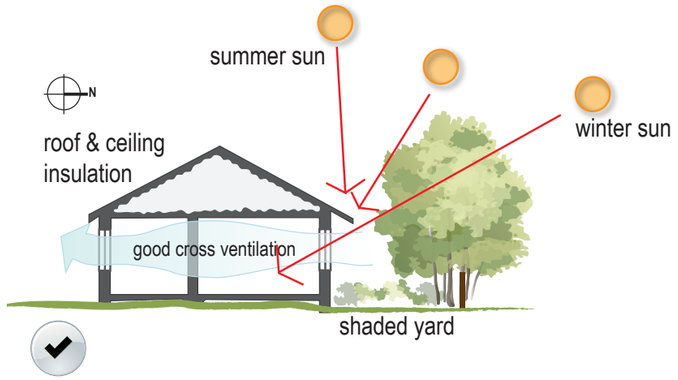


- recess and articulate upper level(s) to reduce the dominance of the upper level and impacts in terms of overlooking and visual bulk;
- have an articulated façade which reflects the natural landscape and is in proportion with the rest of the structure;
- flow with and emphasise the topography by adapting building footprints and including level changes to follow the natural form of the landscape; and
- use building forms and heights which sit beneath the dominant tree height.



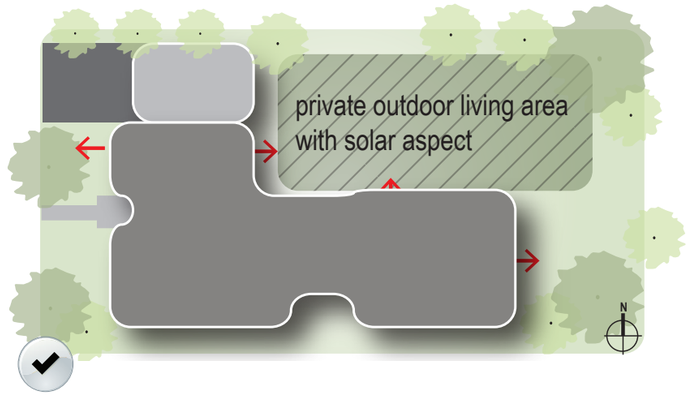
c. Building materials and design detail should:

- use simple detailing;
- have visible roofs, eaves and verandahs of appropriate proportions;
- use external materials that are appropriate to their natural setting (e.g. timber, stone, corrugated iron, mud brick render). Bricks and other rendered surfaces should be used only as minor elements of a building's exterior; and
- be constructed of non-reflective materials and finishes in muted tones which reduce distant visibility (e.g. darker colours on hill slopes, within vegetated areas and lighter colours on skylines).



d. Design buildings to incorporate principles of environmentally sustainable design:

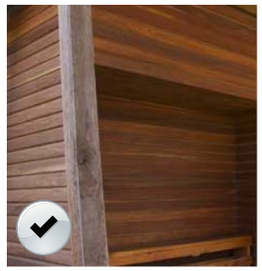
- maximise energy efficiency with regard to solar access, heat loss, cross ventilation, and the thermal capacity of materials; and
- orient buildings to optimise thermal performance, utilise natural light and protect solar access for future development.
- encourage shading devices and eaves to suit building orientation which reduce reflected glare. This is mainly applicable to outward facing windows.



Refer also to the Building Code of Australia, ResCode and Council's Environmental Sustainability Policies.

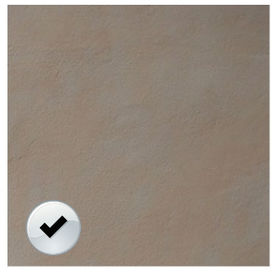
e. Colours - Primary building colours should reflect a muted earthy tone that will blend with the landscape setting. Accent colours are encouraged to be strategically used for feature architectural elements.

f. Material & Finishes Palette - The following palette provides a general, summary illustration of the external materials, colours and finishes that are considered to complement the existing rural setting of the Glismann Road study area and those materials, colours and finishes that should be discouraged.

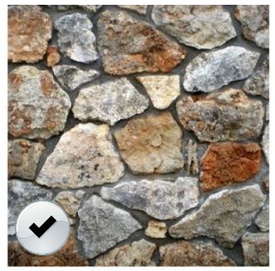


Encouraged: traditional rural materials & finishes such as timber

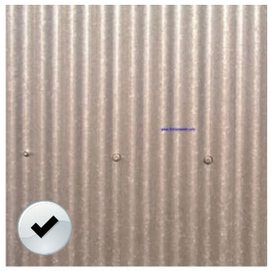
Encouraged: traditional rural materials & finishes such as timber



Muted tones



Stone



Corrugated iron

Discouraged: reflective materials and surfaces

Discouraged: reflective materials and surfaces

Bland boxes

Bright colours

Excessive use of brick

3.4.3 Discourage:

- *Buildings or structures that do not harmonise with the character of the surrounding environment.*
- *Large, bulky building masses/footprints that are conspicuous elements within the spacious setting of the site.*
- *Buildings or structures which require substantial vegetation removal.*
- *Bland, boxy, unarticulated building forms.*
- *Sheer, visually dominant elevations.*
- *Buildings that do not follow the natural contours of the site, and require excessive cut and fill.*
- *Buildings and structures that protrude above the dominant tree height of the vegetated (or proposed vegetated) backdrop.*
- *Mock historical style housing, poorly proportioned, with excessive use of 'reproduction' or decorative detailing.*
- *Overuse of heavy looking materials such as masonry or brick detailing.*
- *Use of reflective building materials, such as zincalume, in visually exposed areas.*

3.5 Property Entrances, Front Boundary Fencing & Gates

3.5.1 Objectives

- To minimise the visual impact of property entrances, front boundary fencing and gates on the landscape, particularly when visible from main road/ key viewing corridors and other publicly accessible locations.

3.5.2 Design Response

a. Construct front boundary fencing and entry gateways to a low height and/ or use traditional materials (e.g. timber, post and wire) or materials that harmonise with the surrounding landscape character and allow a view to the property frontage.

b. Encourage the development of front yards that naturally merge with the road reserve so as to increase perceptions of spaciousness and of being within a more natural setting.

c. Use landscaping with locally appropriate species to screen unsightly materials or equipment along property frontages.

d. Formal avenues of trees should not detract from the landscape character of the area.

3.5.3 Discourage:

- *Property entrances, front boundary fencing and gates that dominate the landscape.*
- *Front boundary treatments that include urban or suburban-style fences and landscaping.*
- *Large entry features, particularly in heavy materials such as brick, wrought iron, cast iron or concrete.*
- *Visually dominant signage, entry features or letterboxes.*
- *Excessive use of lighting at property frontages.*
- *Extensive areas of hardscaping.*

Suitable rural style fencing and gate, which is of a low height and uses traditional materials, in this instance timber.

3.6 Car Parking, Formed Driveways & Roads

3.6.1 Objectives

- To minimise the visual impact of car parking, formed driveways, access tracks and roads on the landscape, particularly when visible from main road/ key viewing corridors and other publicly accessible location.

3.6.2 Design Response

a. Site and design roads, access tracks, driveways and car parking areas to reduce visual intrusion by following the topography and maintaining vegetation as a screen.

b. In highly visible locations, use dark, locally sourced material for gravel roads and driveways where possible.

c. Site buildings and structures to utilise existing access roads and car parks where possible.

d. Limit the extent of large hard/paved surfaces, including driveways, yards, car parks, footpaths, and roads, in both the private and public domain.

e. Locate on site parking for vehicles at the rear of buildings.

3.6.3 Discourage:

- *Roads, access tracks, driveways and car parking areas which are a visually prominent feature of the landscape.*
- *Straight roads that do not reflect the natural contour of the slope.*
- *Roads, access tracks and driveways, which require the removal of substantial vegetation and/or are constructed of bright or highly contrasting materials.*
- *Construction of additional roads and car parking areas, where existing infrastructure is adequate.*
- *Car parking areas located between the road frontage and buildings on the site.*

An unsealed driveway off Glismann Road which follows the terrain, uses vegetation as a screen and uses dark gravel.

3.7 Implementation Table

The Implementation Table demonstrated opposite outlines what design response (from the previously listed design and built from guidelines) is recommended or required for each of the three residential development types. These residential development types as provided by Council comprise the following:

- Medium Density:
  200-400m2 lots, 20-30% of developable area.
- Conventional (Standard) Density:
  700m2 lots, 30-40% of developable area.
- Low Density:
  1000 (+) m2 lots, 20-30% of developable area.

		Residential Development Type		
Design & Built Form Item	Design Response	Medium Density Residential (200-400m²)	Standard Density Residential (700m² approx.)	Low Density Residential (1000m²+)
3.1 Vegetation & Landscaping	3.1.2:			
	a	■	■	■
	b	■	■	■
	c	□	■	■
	d	□	■	■
	e	□	■	■
	f	□	□	■
3.2 Views & Vistas	3.2.2:			
	a	□	■	■
	b	■	■	■
	c	□	■	■
3.3 Buildings & Structures: Siting	3.3.2:			
	a	■	■	■
	b	■	■	■
	c	■	■	■
3.4 Buildings & Structures: Design	3.4.2:			
	a	□	■	■
	b	■	■	■
	c	■	■	■
	d	■	■	■
	e	■	■	■
	f	■	■	■
3.5 Property Entrances, Front Boundary Fencing & Gates	3.5.2:			
	a	□	■	■
	b	□	■	■
	c	■	■	■
	d	■	■	■
3.6 Car Parking, Formed Driveways & Roads	3.6.2:			
	a	□	□	■
	b	■	■	■
	c	■	■	■
	d	□	■	■
	e	□	■	■

Table Key:	Design Response Recommended	Design Response Required

4 Potential Development Plan

Demonstrated on the page opposite is the 'Potential Development Plan' for the Glismann Road study area. The plan demonstrates a design outcome that intends to appropriately utilise the study area to accommodate development while working to preserve significant views and landscape features, as identified in either the previously conducted 'Landscape Assessment' or other background reports (further explanation of the design rationale is included as notes on the plan itself).

While primarily informed by these assessments, the plan is also based around parameters for development in the study area provided by Council. This enables the 'Potential Development Plan' to be more representative of how a finalised development plan may eventually appear. Design recommendations adhered to in the plan include the following:

- A total public open space (unencumbered) contribution of 8%.
- This development layout should consider existing dwellings on site.
- Road widths are in accordance with the road typologies outlined in the 'Officer Precinct Structure Plan'.
- Topography; with roads designed to follow existing terrain where possible and ideally with a maximum grade of 1:10. Low density residential has also been recommended in areas with steeper terrain.
- Linkages have been encouraged to the existing nearby road network and areas of public open space.
- Identified significant landscape features, including remnant vegetation patches and 'very large old trees' from: "Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Ecology and Heritage Partners (2010)"
  (Note: the historical windbreaks present on site were assessed as being near the end of their life-cycle and hence unlikely to be retained).

It is acknowledged that many more factors outside the scope of this landscape assessment and landscape management framework will need to be considered to complete the development plan process for the Glismann Road study area. Hence, the plan has been labelled as 'Potential' as subsequent assessments for the study area will likely yield results that will require alternative development methods be implemented in certain areas.

Key considerations for informing development in the study area based on the 'Potential Development Plan' , which has been developed from results of the preceding 'Landscape Assessment' include the following:

- Locating public open space in visually sensitive areas with identified significant landscape features and elevated areas, while still contributing to a cohesive open space network within the study area;
- Locating lower density residential development in visually sensitive areas where required, and higher density development in lower-lying areas that are not as visually sensitive; and
- Development of an appropriate road network that provides access to all areas of the subdivision layout, as per recommendations above, while avoiding steep terrain where possible.

glismann road landscape assessment

potential development plan (incorporating very high visual sensitivity areas)

hansen

Potential vehicular connections to proposed multi-unit development

Site of proposed multi-unit development.

A narrow road width may be required here due to the close proximity of existing dwellings.

Potential conservation open space protects identified significant vegetation habitat while contributing to the greater open space network

Road and open space adjacent to Beaconsfield Primary School assists in the mitigation of views to development from the school.

Potential central open space provides recreation / habitat link whilst mitigating views to development, as it encompasses a large visually sensitive area.

There is an opportunity for higher density development to be situated on the flatter, less visually exposed areas near Old Princes Highway. These areas are also closer to central Beaconsfield.

Glismann Road development area entry/intersection upgrade (from Beaconsfield Structure Plan).

Existing drainage basin.

Emergency vehicle access to Patrick Place.

There is an opportunity to locate lower density development on steeper, more visually exposed hillsides. This will assist in lowering the cumulative visual impact of development in these keys part of the study area.

Potential open space on the part of the visually sensitive central ridge assists in softening views of development from Beaconsfield, whilst keeping panoramic views from the a high point in the study area within the public realm.

Laneway provides access to lots fronting onto the central public open space.

Access laneway for retarding basin maintenance purposes and to continue pedestrian link between Glismann Road and the recreation reserve.

Pedestrian access to the recreation reserve, Janet Bowman Boulevard and Beaconsfield Community Complex are encouraged through this connection.

Indicative location of wetland / drainage basin. It is acknowledged that Council has investigated two other locations. This location represents the preferred location, which also provides an entry feature to the development area and is covered by an area of very high visual sensitivity.

Development Summary

Open Space:

Type	Area (Ha)	% of total
Public Open Space and Reserves	1.69	7.28%
Drainage Open Space (Encumbered)	0.70	3.00%
Conservation Open Space (Encumbered)	0.18	0.77%

Total Developable Area	23.25

legend

- study area (overall)
- developable area
- area for residential development
- access streets
- main access street
- access laneway
- existing dwellings within developable area
- existing lot boundaries
- main study area entry point / intersection upgrade
- potential future emergency vehicle access
- potential connections
- areas of very high visual sensitivity
- existing contours (1m intervals)
- open space link
- public open space and reserves
- encumbered open space (drainage reserves, shown indicatively)
- potential conservation open space
- vegetation patches to be retained (high conservation significance - HZ2A)*
- identified scattered trees to be retained in open space
- vegetation patches to be removed (habitat zone 2A, degraded treeless vegetation)*

* = refer "Biodiversity Assessment for Area 1, 'Beaconsfield', Beaconsfield, Ecology and Heritage Partners (2010)"

0 20 40 60 80 100m

Project Ref: 14.007
Dwg No.: LCD-014
Scale: 1:2,000@A1, 1:4,000@A3
Date: 18.08.14
Revision: A

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5 Post Development Visualisations

Three post development visualisations have been prepared which indicate how the development in accordance with the 'Potential Development Plan' demonstrated in Section 4 could appear.

It is intended that these visualisations concentrate on landscape interventions for the sake of visual sensitivity, as this is the key design parameter for the 'Potential Development Plan'. To achieve this, both views from within the study area and views looking towards the study area have been used.

It is important to note that these visualisations are not photomontages, and have not been developed with the same level of accuracy required for photomontages. These visualisations represent an indicative view of what future development may look like in the Glismann Road study area.

5.1 Selected Viewpoints

The key plan shown below demonstrates the location of the selected visualisation viewpoints, which are as follows:

Viewpoint 1 - Central Ridgeline

Viewpoint 2 - Glismann Road

Viewpoint 3 - Beaconsfield Primary School

5.3 Viewpoint 1 - Central Ridgeline (Current View)

5.4 Viewpoint 1 - Central Ridgeline (Post Development)

5.5 Viewpoint 2 - Glismann Road (Current View)

5.6 Viewpoint 3 - Beaconsfield Primary School (Post Development)

5.7 Viewpoint 2 - Glismann Road (Current View)

5.8 Viewpoint 3 - Beaconsfield Primary School (Post Development)