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SCHEDULE [NUMBER] TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO[number].**

PLENTY ROAD CORRIDOR

1.0 Design objectives

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To encourage higher density development along Plenty Road that achieves greater integration between different compatible land uses and public transport with particular emphasis on active transport including walking and cycling, access to public transport and key services and facilities.

To ensure new development supports the role and vitality of key activities areas along Plenty Road at The Junction (DDO3), Tyler Street, Summerhill and Lancaster Gate.

To encourage commercial and residential development that improves the visual amenity of the Plenty Road public realm by providing attractive and thoughtfully designed frontages that make a positive contribution to the pedestrian environment.

To encourage development that minimises vehicle crossovers to Plenty Road and side streets, provides rear lane or side street vehicle access and retains existing on street parking spaces where applicable and to minimise adverse impacts of development on local traffic conditions, and promotes a safe pedestrian friendly environment.

To encourage lot consolidation which maximises development yield whilst providing a contextual response to sensitive residential interfaces.

To support the development of corner and landmark sites with strong and robust forms, and within activity areas.

To ensure a diversity of dwelling sizes and configurations with easy accessibility to public transport and commercial services.

To encourage adaptable building layouts that can support a mix of uses over time so that built form can flexibly accommodate for a variety of future commercial and/or residential uses.

To ensure that the design, layout and materials are of a high quality, consider maintenance requirements and and achieve principles of Environmentally Sustainable Development

To encourage high quality urban design and architecture that responds to the site and its context, including the achievement of human scale development principles and the provision of appropriate acoustic measures where applicable.

To encourage active frontages at the ground floor of developments within commercial zones and mixed use zones where appropriate.

To ensure that development strikes an appropriate balance between protecting the amenity of existing uses and development with providing a high level of amenity for future residents.

To ensure the design and layout of new developments avoids unreasonable amenity impacts on adjoining sensitive residential interfaces; e.g. due to overshadowing, loss of privacy and unreasonable visual intrusion.

To ensure that new development is sympathetic to the identified values of adoining heritage overlays

2.0 Buildings and works

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A permit is not required:

- To extend a single dwelling, or carry out works in association with the use of a single dwelling on a lot in excess of 300m^2, provided the buildings and works do not exceed or breach the preferred building heights and front, side and rear setback requirements in Table 1 to this schedule.
- To construct or extend an out-building, garage, car port or other structure associated with a dwelling provided that it is behind the front facade of the dwelling and does not exceed the preferred building heights or encroaches on the minimum front, side and rear setback requirements in Table 1 to this schedule.
- To construct a front fence up to 1.2m in height above natural ground level.
- To construct a side or rear fence.

New development must be constructed in accordance with the design objectives identified in Section 1 of this schedule and the following requirements, as well as any additional requirements specified for individual precincts in Table 1 and Maps 1-8 contained in this schedule.

Minimum Lot Frontage Width Requirements to Plenty Road

- Lots to be developed in a Commercial 1 Zone must have a minimum frontage to Plenty Road of 15 metres.
- Lots to be developed in a Mixed Use Zone or a residential zone must have a minimum frontage to Plenty Road of 20 metres.
- Development proposals on lots to be developed that do not meet the minimum width requirements of 15 or 20 metres (whichever is applicable) under this subsection must demonstrate exceeding the other requirements in Section 2 of this schedule.
- Any works in heritage overlay areas, minor buildings and works such as maintenance, façade works, internal restructuring and ground floor extensions to existing structures and uses are permissible despite lot frontage width requirements. Any permit must not be contrary to the objectives of the schedule or the *Plenty Road Corridor Urban Design Framework 2013*.

Building Height and Setback Requirements

- Rear building setbacks should be sympathetic to the topography of the land, e.g. step down or up with the fall of the land in order not to visual dominate on a significantly lower lying adjacent secluded private open space that is to the rear of the lot that is to be developed, where reasonably applicable. Buildings are required to apply the following setbacks:
    - Rear upper floor set backs must comply with a 30 degree angle, starting at the adjoining site boundary that is to the rear of the development site, at a height of 3 metres above natural ground level. The 30 degree angle is to be measured perpendicular to the said adjoining site boundary.
    - In addition to the above, where there is no laneway to the rear or no existing wall or fixed roofed structure (e.g. a boundary wall or a garage) on an abutting residential site, a minimum setback of 3 metres at ground floor level applies.
    - In addition to the above, a minimum setback of 5.5 metres at first floor level from a lot in General Residential Zone or Neighbourhood Residential Zone boundary applies.

- Where rear laneways of 3 metres minimum width separate the development site and adjacent residential zoned land, or where the topography of the land significantly falls from the residential zoned land to the development site, or where residential zoned land is located to the north of a development site, a 45 degree angle is to be applied (starting at the adjoining site boundary to the rear of the development site, at a height of 3 metres. The 45 degree angle is to be measured perpendicular to the said adjoining site boundary).

Building heights and rear setbacks of new development are shown in in Table 1 of this schedule.

- Front setbacks in a Commercial 1 Zone should be zero to Plenty Road and side streets.
- Front setbacks in a Residential Growth Zone and where active frontages are not required (as per maps in Section 2) should be a minimum of 3 metres.
- Where in a Residential Growth Zone, a street wall on a side street should be set back in transition to adjacent residential zoned land as is considered appropriate, depending on the site context (e.g. the location of adjoining habitable room windows, secluded private open spaces).
- Where active frontages are required as per maps in Section 2 below, boundary to boundary construction towards the frontage and along side boundaries is encouraged.
- Where a development lot side boundary is adjacent to a residential zone, the requirements of Clause 55.04-1 (side setbacks only) apply.
- Where within a Residential Growth Zone or in an area where active frontages are not required (as per maps in Section 2), the requirements of Clause 55.04-1 (side setbacks only) and Clause 55.04-2 (walls on boundary) apply.

Building Design Requirements

General Building Design Requirements

- Pedestrian access to commercial and residential buildings must be via Plenty Road or side streets were applicable and be clearly visible, have an identifiable sense of address, be secure and also distinguishable from each other where sharing a frontage.
- All visible building facades must be fully designed and blank building walls visible to the street and public space be avoided.
- Buildings at street corners should emphasise the corner and the building be splayed at the corner (e.g. where built on boundary the street wall be offset from the corner junction a minimum of 1 metre by 1 metre) so as to create an open sightline and physical access for pedestrians at ground level.
- Building design must maintain a regular streetscape rhythm (especially at ground level), with wider buildings or frontages being broken into smaller vertical sections having regard to the adjoining development patterns.
- The mass of buildings must be located towards street frontages and the overall principles of human scale should be applied.
- Upper level extensions to buildings located within a Heritage Overlay should be setback at least three metres from the existing front façade(s) so as to be distinguishable from the original structure / building fabric. This requirement applies to front facades of an existing building.

- Rear and side setbacks should be utilised for deep root planting opportunities (unless the application for development relates to commercially zoned land or where active frontages are required as per maps in Section 2) to provide softening landscaping.
- Adaptable building structures and layouts that allow for:
    - Structures and internal layouts at ground level to be adaptable to suit a variety of commercial uses
    - Ground floor layouts and floor to ceiling heights of buildings in Mixed Use Zones should be developed to be "retail or commercial capable" even when developed for residential use
    - Adaptable residential layouts that allow for the combination or separation of units
    - Adaptable residential layouts that allow for universal access, e.g. for people with limited mobility
- Development should reuse and/or incorporate existing buildings and structures into the new proposal, where reasonably practical and appropriate.
- Design and architectural detailing should use a range of materials and finishes of longevity to reduce maintenance costs and must not be:
    - Made of a single material
    - made of fake cladding
    - made of reflective materials at upper floors

  The visual interest of buildings must be derived from the articulation of the three dimensional built form in conjunction with materials and finishes and cannot be overly reliant on diverse and complex application of materials or colours.

Building Design Requirements Relating to Commercial Development

- Commcercial spaces on strategic sites should provide a mix of small (e.g. 100square metres) and middle sized spaces that is suitable for a variety commcercial uses.
- New buildings in Commercial 1 Zone (and where active frontages are required as per maps in Section 2) must be sympathetic to the subdivision pattern and fine grain built form of traditional commercial frontages towards Plenty Road, especially where in and/or adjacent to heritage overlays.
- In a Commercial 1 Zone fixed verandahs, canopies, awnings etc. should be provided towards Plenty Road to provide weather protection. The location and design of such structures should:
    - complement that of surrounding commercial buildings where applicable, or
    - be at a height of around 2.7 to 3 metres above the footpath, and
    - be set back by around 750mm from the curb
    - leave 5 metres of space for tree planting opportunities above the foot path towards the frontage at every 11.5 metres or 7.5 metres interval, whichever subdivision pattern is applicable. The 5 metres space may be shared equally between developments.
- Verandahs, canopies, awnings etc. over footpaths should relate to the internal floor to ceiling height so as to enable small clerestorey windows above the verandah and provide direct access to daylight for the commercial spaces.

- Buildings in commercial zones (or active frontages in Mixed Use Zones as shown in Maps 1 to 8) should provide for active frontages (facades with pedestrian entries where a minimum of 70% clear glazing is maintained for commercial uses that enliven public streets and spaces and provide passive surveillance and a greater sense of safety).
- Residential entries must not dominate the frontages of buildings in a commercial zone or in an area where active frontages are required (as per maps in Section 2). Residential entries must not take up more than 30% of such frontages.

Building Design Requirements Relating to Residential Development

- Developments adjacent to major roads (e.g. Plenty Road, Bell Street, Murray Road , Wood Street, Albert Street, Boldrewood Parade) and adjacent to potentially noisy infrastructure, existing or proposed industrial or commercial operations (e.g. tram depot, existing manufacturing, music venues) must include noise attenuation measures such as:
    - An internal layout responsive to the site's surroundings; e,g. to locate habitable rooms such as bedrooms and primary living areas away from the above mentioned possible noise sources
    - Double glazing to habitable room windows
- High front fencing and privacy screening of 1.2 metres above Natural Gournd Level towards a frontage is discouraged. Where active frontages are not required (as per maps in Section 2), apartment buildings can be slightly elevated above natural ground level (or ground level, whichever is the lesser) towards the public interface to create a sense of separation and privacy.
- Where within a residential zone or an area where active frontages are not required (as per maps in Section 2), landscaping within the front setback should include deep root landscaping to provide screening and to improve the visual amenity.
- Long street walls should be activated by residential entries and include sufficient possibitlies for passive surveillance.
- Residential development should, where practical and depending on the scale of development, provide for a diversity of dwelling types in a range of sizes and configurations, including those suitable for residents with limited mobility.
- Internal car parking and vehicle access areas and communal spaces and service equipment ought to be located away from internal and adjoining bedrooms. This may be varied subject to demonstration of adequate noise attenuation measures and recommendations of acoustic assessments from a qualified acoustic engineer.
- Overlooking into secluded private open spaces and habitable room windows of adjoining residential zoned land should be managed through building and privacy screen designs that enable outlook without overlooking and may incorporate the following techniques:
    - Wall and balustrade setbacks that utilise the building edge below to block downward views;
    - Building design and orientation of windows and balconies towards the public realm or within the development;
    - Screening that obscures direct downward views but allows distance views where applicable (e.g. deep horizontal fixed louvres); or
    - Fixed planter boxes with higher outer and/or side edges.

  Screening located along the rear interface of a development can protrude into the respective degree setback requirements (as per maps in Section 2) by up to 1 metre

above the setback line, provided balconies or terraces are not enclosed via side walls and solid fixed roof structures. Screening on side boundaries with residential zones must comply with the requirements of Clause 55.04-1 (side setbacks only).

The distances to assess overlooking as per Clause 55.04-6 apply.

- The following Clauses are to be considered to prevent unreasonable amenity impacts on existing dwellings:
    - Clause 55.04-3 (daylight to existing windows)
    - Clauses 55.04-4 (north-facing windows) and 55.04-5 (overshadowing of open space) in relation to adjoining dwellings in an abutting residential zone. This also applies when the subject land is separated by a laneway from abutting residential development.
- Roof top or other communal spaces are encouraged, providing they are an integral part of the design and designed to include useable features such as shelter, seating arrangements, landscaping/gardening opportunities and do not add to the buiding bulk visible from adjoining secluded private open spaces or habitable room windows in residential zones and fulfil the overlooking requirements in this schedule. Large developments over 10 dwellings should include well designed communal spaces.
- Any plant or equipment (e.g. bin storage, gas metres, air conditioning units etc.) must be located and designed so as to minimise visibility from the adjoining public realm and from residential properties. Such equipment must not be located adjacent to bedroom windows, neither be located on balconies or terraces unless the secluded private open space exceeds 10sqm.
- Storage spaces must be easily accessible and usable, not be located above car parking spaces and their size must relate to the size of the dwelling.

Environmentally Sustainable Design Requirements

All buildings must demonstrate environmentally sustainable design principles, including:

- A passive solar design layout such as :
    - Limit south facing habitable rooms and apartments to a minimum
    - Maximise north facing living rooms and apartments.
    - Natural light and ventilation to common areas such as hallways and carparks.
    - Light courts to side boundaries on narrow lots are generally discouraged. A separation of buildings within the lot creating a usable courtyard in between building parts is encouraged so as to secure independent solar access.
    - Light courts within lots must have a usable courtyard at the base and must gradually widen towards the top of the bulding
    - Where a light court on a side boundary to a residential use exists, a new development should include a light court in a mirroring position.
- Energy efficient window design and treatments such as double glazing, fixed horizontal shading to the north, adjustable east and west shading to habitable room windows.
- High level access to daylight; e.g. habitable rooms relying on borrowed daylight are discouraged. Clerestory windows and light shelves to reflect light into deeper rooms (above 6 metres in depth) are encouraged where energy efficiency is increased.

- Cross ventilation, e.g. operable windows and doorways must not be located directly across from each other and be off-set by a minimum of 1 metre, including single sided apartments.
- Operable windows to all rooms where possible and utilising windows that maximise ventilation opportunities.
- Reducing energy use through solar and heat pump hot water, solar electricity, energy efficient lighting and external clothes lines.
- Integrated water management through water use minimisation and stormwater management.
- Minmimising water use by drought tolerant gardens, water efficient fittings and fixtures, greywater for gardens and toilets and water tanks connected to toilets.
- Stormwater management to reduce the volume, flow rate and pollution of stormwater. Water sensitive urban design techniques such as water tanks connected to toilets, raingardens, green roofs, swales, modular filters and permeable paving are encouraged.
- The installation of waste and recycling chutes or waste rooms that are easily accessed by residents.
- Where reasonably practical, planting and landscaping is to be provided for passive heating and cooling opportunities.
- Water sensitive urban design or passive irrigation measures and integrated water management measures, such as water tanks, grey water reuse and rain gardens etc.
- Bicycle parking which is well designed, easily accessible and convenient to support increased active transport modes.
- The responsible authority may require a Sustainable Management Plan or a Sustainable Design Assessment, as appropriate.

Car Parking and Vehicle Access Requirements

- Where reasonable practical, vehicle access should be created from side streets or rear laneways. In mid-block locations, lots should be consolidated and vehicle crossovers to Plenty Road minimised to avoid disruption to pedestrian movement, on-street car parking and traffic flow.
- Vehicle access and spaces must be designed to allow for vehicles to enter and exit the site in a forward direction.
- Vehicle parking spaces should be concealed within buildings and visibility from the public realm kept to a minimum. They should be concealed with landscaping or be surrounded by other uses such as commercial or residential uses.
- Any vehicle parking spaces and associated structures (e.g. garages, car ports, open spaces etc.) must not dominate the street frontage or front facades of any buildings.
- Any open vehicle parking spaces in Activity Centres must provide a sufficient amount of canopy trees so as to assist in shading.

Table 1 – Precinct Specific Guidelines

Precinct 1 - Preston Central – Eastern Edge

Area between Bell Street and Murray Road

Objective:
To encourage new development that supports the role and function of the Preston Central Principal Activity Centre through a built form of 3 – 6 storeys with active frontages at ground level in commercial and mixed used zones which affords the provision of small scale businesses and the opportunity for local employment.

Location	Height (expressed as min – max)	Rear Setbacks	Additional Guidelines
East side	**4 - 6 storeys** 13m – 19m in a commercial zone	30^0 at abutting residential zones 45^0 between Bell and David Streets	Increased residential density in a multi-storey 'apartment' style development. Encourage consolidated lots to create a more efficient development parcel and access options. Active frontages at ground floor level with residential above.
Plenty Road East side between Gower St and Murray Road	**3 - 4 storeys** 10m – 13m	30^0 at abutting residential zones	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.
West side	**4 - 6 storeys** 13m – 19m	45^0	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options. Active frontages at ground floor level with residential above

Precinct 2 - Tyler Street

Area between Murray Road and Albert Street

Objective:
To encourage new development that supports the role and function of the Tyler Street Neighbourhood Activity Centre, bound by Wood Street and Ethel Grove.

To encourage new development that has active frontages at ground level and residential uses above at increased densities in 4 – 6 storey built form between Murray Road and Wood Street.

To encourage new residential development at increased densities north of Ethel Grove that responds to the local conditions and sensitive interfaces.

Location	Height (expressed as min – max)	Rear Setbacks	Additional Guidelines
Murray Road to Wood Street, east side	**3 - 4 storeys** 10m – 13m	30^0	Consider higher built form on corners where there are a number of consolidated lots and the sensitive interface issues can be managed
Murray Road to Wood Street, west side	**4 - 6 storeys** 13m – 19m	45^0	Active frontages at ground floor level with residential above. Encourage consolidated lots to create a more efficient development parcel and access options.

Tyler Street Neighbourhood Activity Centre, Wood Street to Ethel Grove	**4 - 6 storeys** 13m – 19m	30^0 south side between Rene Street and Kinkora Road 45^0	Active frontages at ground floor level with residential above
Ethel Grove to Albert Street	**3 – 4 storeys** **10m-13m**	30^0 south side 45^0 north side	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.

Precinct 3 - Summerhill Village

Area from Albert Street and Boldrewood Parade to 853 Plenty Road and 870 Plenty Road, Reservoir

Objective:
To encourage new development that contributes to the consolidation of the Activity Centre through the development of an integrated taller built form that presents a strong high quality pedestrian friendly environment and frontage to Plenty Road that respects the sensitive interfaces with the surrounding residential uses.

Location	Height (expressed as min – max)	Rear Setbacks	Additional Guidelines
Summerhill Village Precinct, south side	**4 - 6 storeys** 13m – 19m	30^0	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options. Active frontages at ground floor level
Strategic sites 830 and 850 Plenty Road	**6 – 12 storeys** 13m – 36m	30^0	Multi-storey residential with mixed use at ground level. High quality front of building design consisting of a podium (1 – 4 storeys) with taller built form set back from Plenty Road towards the middle of the site and away from sensitive interfaces to the south. Active frontages at ground floor level
Plenty Road north side	**4 - 6 storeys** 13m – 19m	30^0	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.

Precinct 4 - Lancaster Gate
Area between Browning Street to Grange Boulevard

Objective:
To support the growth of the neighbourhood activity centre by implementing the Lancaster Gate Development Plan.

To facilitate the redevelopment of the Strategic Site at 1091 Plenty Road for a mix of uses that complement the role and function of the Lancaster Gate Neighbourhood activity centre with residential uses above at increased densities, high quality landscaped communal spaces at ground level and an adequate transition buffer within the site between Bundoora Park and the taller built form.

Location	Height (expressed as min – max)	Rear Setbacks	Additional Guidelines
895 Plenty Road, Kingsbury to Bradshaw Street	**3 - 4 storeys** 10m – 13m	45^0	Encourage consolidated lots to create a more efficient development parcel and access options. In a Commcercial 2 Zone car parking areas should be located towards the sides of structures and the Plenty Road frontage be activated through customer and office spaces.
Bradshaw Street to Clunes Street	**4 – 6 storeys** 13m – 19m	30^0 or 45^0 as per maps in Section 2	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.
Clunes Street to 1053 Plenty Road, Kingsbury	**4 – 6 storeys** 13m – 19m	45^0	Active frontages at ground floor level with residential above. Encourage consolidated lots to create a more efficient development parcel and access options.
1083 – 1089 Plenty Road, Bundoora	**4 – 6 storeys** 13m – 19m	30^0	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.
Strategic Site – 1091 Plenty Road	**4 – 6 storeys** 13m – 19m	30^0	Multi-storey residential with mixed use at ground level. High quality front of building design consisting of a podium (1 – 4 storeys) with taller built form set back from Plenty Road towards the middle of the site. A transition buffer within the site based on the 30^0 built form envelope, may include a new local street and landscaping to increase the separation and respect the sensitive interface with Bundoora Park. There is also the opportunity to include a mix of uses at ground level fronting onto the Park to activate this edge and increase casual surveillance and perceptions of safety. **Design Principles** • Active frontage to Plenty Road and Bundoora Park • Development to be set back from Bundoora Park boundaries to allow for deep root landscaping with canopy trees • Gradual transition between the park and built form; • Transition to occur on proposed development site • High quality landscaping of communal space • Clear separation between public and private uses without the use of fences

			• Sensitive residential interfaces to be managed • No development within tree protection zones of park trees • Direct height towards centre of the site

<Insert Maps 1-4 which are detailed precinct maps showing building height, front and rear setback and active frontage requirements>

An application for development must include, as appropriate and to the satisfaction of the responsible authority, the following:

- Urban design context report and design response
- Sustainability assessment as appropriate
- Acoustic assessment
- Waste management plan
- Traffic assessment and management plan /bicycle parking plan

3.0 Subdivision

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Lot consolidation is generally encouraged.

4.0 Advertising signs

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Other then the permit requriements as per the zone and Clause 52.05, the following requirements apply:

- Promotional signage is discouraged
- Signage above verandahs, canopies etc. is discouraged
- Business identification signage on the face of a verandah, canopy etc. must not exceed or protrude above the height of such a structure

5.0 Decision guidelines

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Before deciding on an application, the responsible authority must consider:

- The design objectives, and buildings and works requirements of this schedule.
- The architectural quality and innovative response of the building design.
- The proposed streetscape design and interface of development with the public realm, including the visual and physical permeability of large sites where applicable.
- The design and location of pedestrian and vehicular access and egress from the site.
- The extent to which the development minimises the impact of traffic and parking on the road network.

- The quantity, siting and design of bicycle parking to support active transport principles.
- The views of the relevant road management authority, as required.
- The effect of new development on the amenity of neighbouring residential properties.
- The relation and interaction of development to the public realm.
- The future development potential of adjacent lots with frontage to the Plenty Road corridor.
- The environmental performance of the development.
- The design strategies and guidelines of the *Plenty Road Corridor Urban Design Framework 2013*.
- The extent to which the development achieves the design objectives set out in the *Design Guidelines for Higher Density Residential Development* published by the Department of Sustainability and Environment (2004).