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C137**SCHEDULE 3 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO3**.

**THE JUNCTION AREA****1.0**-/-/20-  
C137**Design objectives****General**

- To encourage high quality urban redevelopment that achieves higher residential densities within the Junction Precinct via lot consolidation.
- To ensure development promotes active modes of transport and supports ongoing investment in public transport infrastructure.
- To ensure new development supports activating areas along High Steet, Plenty Road, Raglan Street, Dundas Street and Oakover Road.
- To improve the visual amenity of built form along High Steet, Plenty Road, Raglan Street, Dundas Street and Oakover Road and the adjoining public realm.
- To ensure development achieves a balance between high quality design, the provision of high quality internal amenity to new developments and the consideration of off-site amenity impacts.
- To ensure development achieves a high quality pedestrian amenity towards the public realm.
- To ensure the cumulative effect of development within the Junction Precinct leads to the creation of high quality design outcomes, including ensuring similar future development potential and high quality design outcomes on adjoining land within the Junction Precinct.
- To encourage adaptable building layouts that can support a variety of commercial and/or residential uses over time.
- To ensure building design and layout achieves highly environmentally sustainable development, especially regarding water and energy efficiency.
- To ensure rear building setbacks are not visually dominant to adjoining residential sites and are sympathetic to the topography of the land, stepping up or down with the fall of the land.

**Access and Parking**

- To encourage convenient pedestrian connectivity across strategic development sites.
- To ensure development provides convenient bicycle and vehicle parking and access conditions.
- To maximise the retention of existing on street car parking spaces where possible and avoid proliferation of vehicle crossovers, especially on to High Steet, Plenty Road, Raglan Street, Dundas Street and Oakover Road.

**2.0****Buildings and works**-/-/20-  
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New development should be constructed in accordance the objectives and general requirements of this schedule.

A permit is required to construct a front fence that is above 1.2 metres above Natural Ground Level.

A permit is not required:

- To extend a single dwelling, or carry out works associated with an existing single dwelling on a lot in excess of 300 square metres, provided the buildings and works do not exceed or breach the preferred building heights and front, side and rear setback requirements in Clause 2.1 to this schedule.
- To construct or extend an out-building, garage, car port or other structure associated with an existing single dwelling, provided that it is set back from 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 Clause 2.1 to this schedule.

## **2.1 General building envelope requirements**

### **2.1.1 Minimum frontage width to High Steet, Plenty Road, Raglan Street, Dundas Street and Oakover Road**

Land should be consolidated as follows to enable higher densities and create favourable conditions for high quality development outcomes:

- Land to be developed in a Commercial 1 Zone and Mixed Use Zone 1 should have a minimum frontage of 15 metres.
- Land to be developed in other residential zones should have a minimum frontage of 20 metres.
- Where a development does not achieve the frontage width requirements above, it should demonstrate to the satisfaction of the Responsible Authority how the proposal intends to achieve exemplary design outcomes (including but not limited to best practice in environmentally sustainable design). Such a development may not be eligible to build to the maximum height.
- The minimum frontage width requirements do not apply to maintenance works to existing buildings, façade works, internal restructuring and ground floor extensions to existing structures or to heritage overlay areas.

### **2.1.2 Building height**

Any new building must not exceed the maximum height shown on the maps to this schedule. Heights are calculated at 4 metres for a ground floor level and 3 metres per upper floor level plus 1 metre for potential parapets.

- For the purpose of this schedule:
  - 6 storeys means a maximum height of 20 metres;
  - 8 storeys means a maximum height of 26 metres;
  - 12 storeys means a maximum height of 38 metres;
  - 18 storeys means a maximum height of 56 metres.
- The height above is to be measured above the permanent footpath at the centre of the site frontage. If there is no footpath, the natural surface level at the centre of the site frontage is the base level. If a site has two primary frontages the measurement is to be taken from the primary frontage with the higher natural ground level.
- Rooftop plant and equipment and equipment associated with communal areas can exceed the specified height but such parts should not be visible from the surrounding public realm and adjoining properties to the rear (including laneway separation).
- The maximum heights shown on the precinct maps to this schedule cannot be varied with a permit.

### 2.1.3 Building setbacks

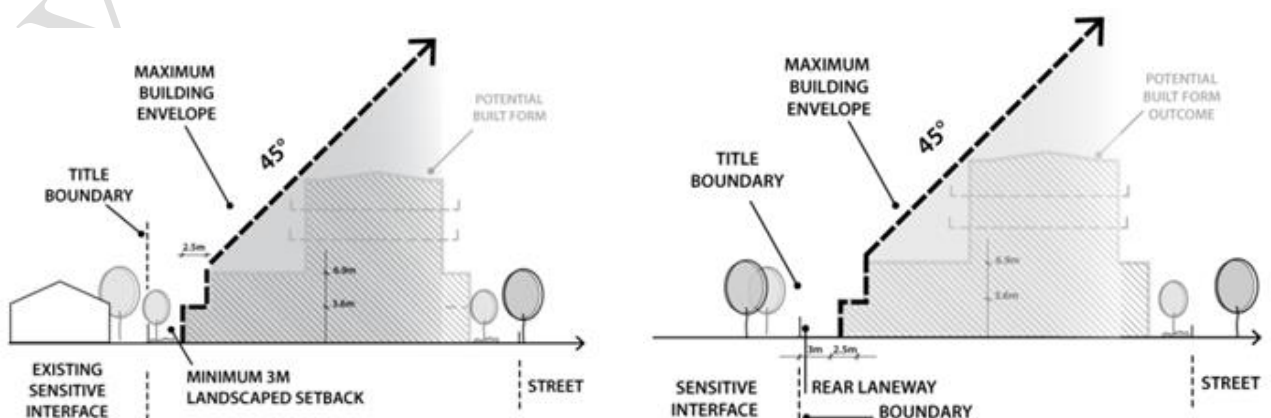
Towards High Street, Plenty Road, Raglan Street, Dundas Street and Oakover Road buildings should create the following continuous street wall conditions to retain a pedestrian scale:

- In a Commercial 1 and Mixed Use Zone 1, the front setback should be zero for the first four storeys (inclusive), unless specified otherwise.
- Development fronting the west side of High Street between 53 High Street and Warrs Avenue should be set back from High Street by 4 metres.
- Development fronting Plenty Road on the east side between Dundas Street and Milton Crescent and between Osborne Grove and 218 Plenty Road and development fronting Raglan Street on the north side between Plenty Road and High Street should be set back from the relevant street by 3 metres.
- Development along Bell Street should be set back by 3 metres.
- Higher storeys should be setback from the street wall and either side boundary at an adequate distance to create a separation between the lower and upper parts of a building.

Except for the area bound by High Street, Plenty Road and Raglan Street, the following rear setback conditions must be met to minimise unreasonable amenity impacts on residential land to the rear:

- At ground level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 3 metres (including a laneway where applicable).
- At first floor level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 5.5 metres (including a laneway where applicable).
- Any upper levels are to be set back from an adjoining residential site's boundary in accordance with the 45 degree setback envelope as shown in Figures 1 and 2 below, unless identified otherwise. The angle is to be measured perpendicular to the adjoining residential site's boundary from a height of 3 metres above natural ground level, taken from the middle point of the adjoining site's width.

Figures 1 and 2: Potential Rear Setback Conditions



The following site layout conditions should be met:

- Dwellings should be orientated towards front and rear boundaries where possible, in order to provide a high level of daylight access and internal amenity. On deeper sites, buildings should be separated, mid-lot, to create an internal courtyard. Upper levels should be set back to allow good daylight access to dwellings at lower levels, and create a quality primary outlook for the dwellings facing the internal courtyard.
- Where light courts are proposed, their footprint should be usable for secluded private open spaces, and their bounding walls at upper levels are to be set back gradually to provide a wider light court and good quality solar access to lower levels.
- Overall, development should be designed and sited so that adjacent lots can be developed in a similar manner, creating a development pattern that has consistent street edge condition, mid-lot separation of built form, and/or light court locations as described in this schedule.

## 2.2 Building design requirements

- The building mass should be directed towards High Street, Plenty Road, Raglan Street, Dundas Street or Oakover Road and secondary street frontages, where applicable.
- Land at 6-34 High Street and 31 Plenty Road has the status of a strategic landmark site with other development being subordinate in height to contrast with the landmark site development.
- Building structures and layouts should be adaptable so as to allow for:
  - a variety of commercial spaces and potential for combining commercial units where in a commercial zone or Mixed Use Zone 1;
  - floor to ceiling heights at ground level to be commercial capable where in a commercial zone or Mixed Use Zone 1 and facing a primary street frontage;
  - adaptable residential layouts that allow for the combination and/or separation of units over time;
  - adaptable residential layouts that allow access for people with limited mobility.
- Buildings should be laid out and include measures to achieve a high level of environmentally sustainable design, including the minimisation of south facing habitable rooms, use of external shading devices, access to natural light access for habitable and non-habitable rooms, natural ventilation capacity for single aspect dwellings and water tanks or biofiltration measures, where practicable.
- The building design should achieve a regular streetscape rhythm (especially at ground level), with wider buildings or frontages being broken into smaller vertical sections having regard to the former or prevailing development patterns.
- The visual interest of buildings should be derived from the articulation of the three dimensional built form. Considerations include: providing a suitable ratio of solid and void elements; providing a well-considered combination of horizontal and vertical building elements; creating visual interest through the arrangement of fenestration, balconies and the application of architectural features such as external shading devices, window sills etc; the application of a limited palette of materials, as suited to their location on the building. The creation of visual interest should not be overly reliant on the complex application of a variety of materials or colours.

- Development should activate the public realm via passive surveillance and blank walls and high solid side fences should be avoided, including side street frontages.
- Where a blank wall is proposed in a mid block location as an interim condition subject to future adjoining development, the colour, texture or finish of the wall should be designed to provide visual interest to passing pedestrians.
- Building corners should be splayed at the ground floor level by a minimum of 1 metre by 1 metre to provide for open pedestrian sightlines, unless specified otherwise.
- Buildings should be splayed by 7 x 7 metres at ground level to create a sense of openness and provide for canopy landscaping at the following locations:
  - Southern corner of Raglan Street and High Street;
  - South-western corner of Raglan Street and Plenty Road;
  - Southern corner of Oakover Road and High Street;
  - Southern corner of Milton Crescent and Plenty Road;
  - Northern corner of Dundas Street and Plenty Road; and
  - Meeting point of High Street and Plenty Road
- Development should allow for landscaping within front and rear setbacks (including but not limited to canopy trees, green walls and green roofs) to soften the street edge towards the public realm and assist in screening development to adjoining properties to the rear.
- Site services such as air conditioning units, gas metres etc. should not be visible from the public realm or a sensitive interface on and off-site.

#### Building Design Requirements Relating to Commercial Development

- In commercial and mixed use areas, a continuous street edge should be created, including boundary to boundary development.
- In the Commercial 1 Zone and the Mixed Use Zone 1 fixed verandahs, canopies etc. should be provided along High Street, Plenty Road, Raglan Street, Dundas Street and Oakover Road and along side streets to provide weather protection and improve the pedestrian amenity. Such structures should be set back from the kerb by 0.75 metres.
- The built form at ground floor in commercial zones and in a Mixed Use Zone 1 should provide for active frontages towards High Street, Plenty Road, Raglan Street, Dundas Street and Oakover Road and along side streets via shop-window openings and clear glazing to allow direct visual interaction with the public realm.
- Residential entries must not dominate the frontages of buildings in a Commercial 1 Zone or in a Mixed Use Zone 1. Residential entries must not take up more than 30% of such frontages.

#### Building Design Requirements Relating to Residential Development

- Development should be sited, designed and treated to mitigate impacts from noise sources such as vehicle access ways, roads, commercial uses etc. via e.g. well-considered building layout and the use of double glazing or other suitable attenuation measures.
- Privacy screening should be designed so it is integrated into the building. Screening should allow for distant views whilst preventing overlooking and allow for a high level of direct daylight access, e.g. built in planter boxes with higher outer edges or horizontal louvres.
- Privacy screening to rear facing dwellings can protrude into the rear setback envelope by up to 1 metre beyond the setback line in order to accommodate larger secluded

private open spaces, provided balconies or terraces are not enclosed via side walls and/or solid fixed roof structures.

- Development of more than 10 dwellings should provide for easily maintainable and conveniently accessible communal outdoor areas that include weather protection, seating and landscaping.
- Storage should be conveniently accessible.

#### Strategic Sites

- Commercial spaces on strategic sites should provide a mix of small (e.g. 100 square metres) and middle sized spaces that are suitable for a variety commercial uses.
- Where logical connections can be created to increase the permeability and accessibility to destinations (including, but not limited to access to public transport, open spaces, schools or shops), development on strategic sites or within block lengths that exceed 100 meters should allow for pedestrian and potentially bicycle links as to the satisfaction of the Responsible Authority.
- Access linkages should be designed so as to provide for an open visual sightline at eye level, include canopy landscaping and be activated by passive surveillance or active frontages, where applicable.
- Any development of land at 6-34 High Street and 31 Plenty Road should provide for an open and publicly accessible pedestrian and bicycle connection along the southern side boundary between High Street and Plenty Road.
- Any development of land at 2-4 High Street should provide for an open and publicly accessible pedestrian and bicycle connection along the northern side boundary.
- Development on 50 Plenty Road should:
  - Be limited to no more than a maximum of four storeys above ground level where within a transition buffer of 10 metres. The transition buffer distance is to be measured perpendicular to the eastern boundary of the development site;
  - Provide for an open and publicly accessible pedestrian and bicycle connection between Plenty Road and Dundas Street;
  - Provide for deep root landscaping to soften the street edge towards Plenty Road by setting buildings back 4 metres and for screening of new development to adjoining sensitive interfaces to the rear.

### **2.3 Access and parking**

- Pedestrian access to buildings should be achieved via High Steet, Plenty Road, Raglan Street, Dundas Street and Oakover Road or secondary frontages, where applicable, and must be clearly visible, secure and have an identifiable sense of address. Residential and commercial entrances should be distinguishable from each other.
- The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.
- Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.
- Where reasonably practicable, vehicle access should be created from side streets or rear laneways.
- Development should limit the amount and width of vehicle crossovers onto High Steet, Plenty Road, Raglan Street, Dundas Street and Oakover Road.

- Avoid right turning vehicles across the Plenty Road tram tracks including U-turns and encourage the use of 'Left in' and 'Left out' only vehicle access in accordance with the *Public Transport Guidelines for Land Use and Development, 2008*.
- Under-croft car parking may be considered if it is sleeved within development so that it is concealed from the public realm.

### 3.0

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#### Application requirements

An application for development should include, as appropriate and to the satisfaction of the Responsible Authority, the following:

- Urban design context report and design response.
- Sustainability assessment.
- Traffic assessment and management plan, including a bicycle parking plan.
- Acoustic assessment.
- Waste management plan.

### 4.0

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#### Advertising signs

Other than the permit requirements of the zone and Clause 52.05, the following requirements apply:

- Any signage above the ground floor level (including above verandahs, canopies etc.) is discouraged.
- Signs should fit within the architectural forms and be integrated with the design of the building and must not exceed or protrude above verandahs, canopies etc.

### 5.0

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#### Decision guidelines

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

- Whether the objectives and design requirements of this schedule have been met, in particular:
  - Whether the potential for land consolidation has been utilised to achieve higher dwelling density and to ensure high quality design outcomes;
  - Whether the development is of high architectural quality and contributes to a high quality streetscape and pedestrian environment;
  - Whether the development represents a well-considered design response, including the provision of:
    - adaptable floor layouts to allow for different uses and/or the combination of units over time;
    - a building design that achieves front and rear facing dwellings to reduce the reliance on side boundary facing light courts;
    - innovative building siting and massing that allows for the replication of those conditions on adjoining sites, achieving a development pattern with a positive cumulative effect for potential off- and on-site amenity conditions.
  - Whether the development achieves high quality internal amenity, including a high level of daylight access and natural ventilation capacity;
  - Whether the development demonstrates the sophisticated application of environmentally sustainable design principles, including a passive solar design

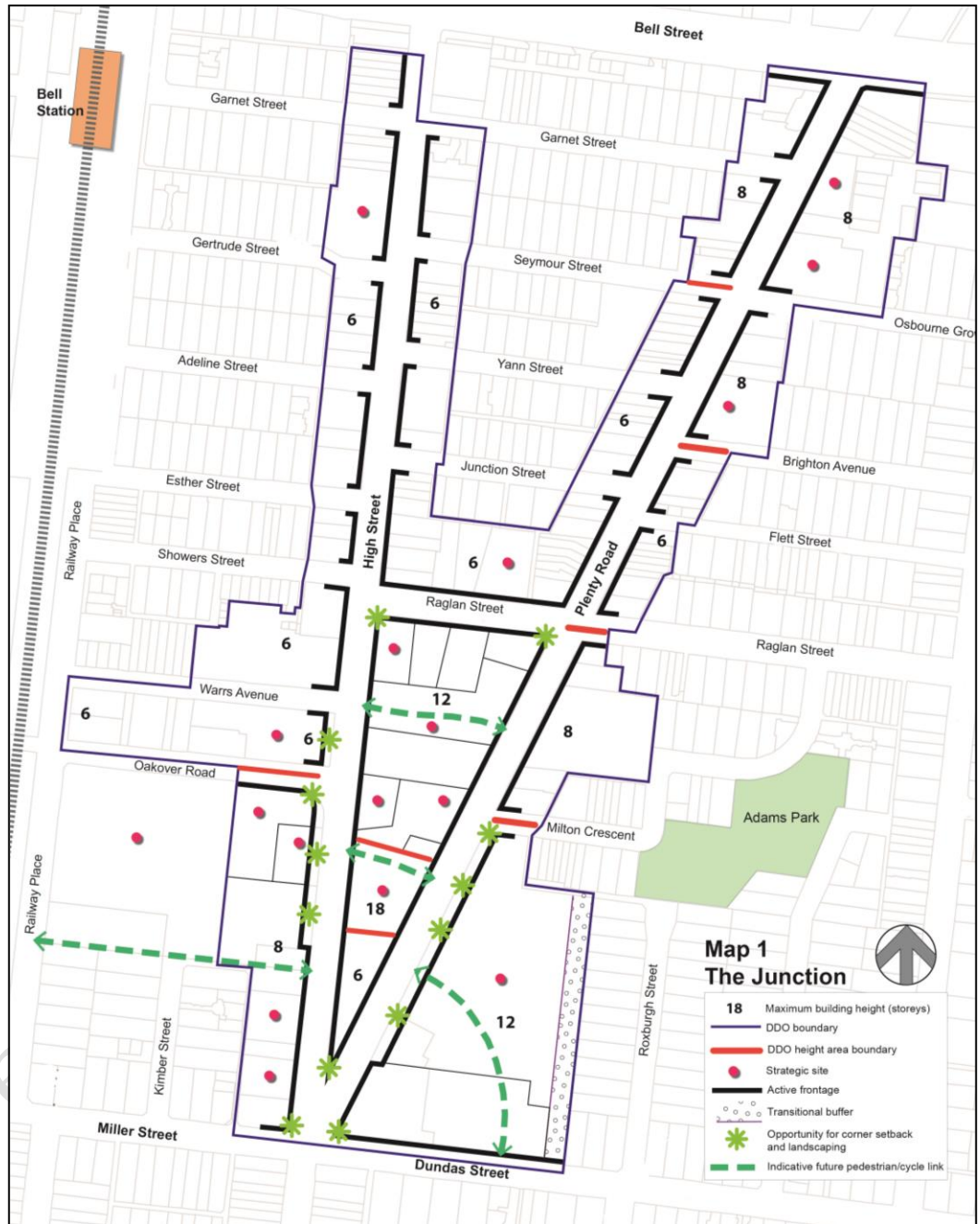
layout and water sensitive urban design measures to maximise energy and water efficiency;

- Whether new pedestrian linkages are logical and achievable and the quality of such connections, including achieving straight pedestrian sightlines, light access and landscaping;
- Whether the development complies with the rear setback requirements.
- Whether the amount and size of vehicle crossovers to High Steet, Plenty Road, Raglan Street, Dundas Street or Oakover Road and side streets have been kept to a minimum.
- Whether the objectives and design guidelines of Clause 22.06 have been met.
- Whether the design strategies and guidelines of the *Plenty Road Corridor Urban Design Framework 2013* have been met.
- The extent to which negative amenity impacts from new development on land that is outside the Schedule 3 area is minimised.
- The extent to which a development achieves a transition in scale at a zoning interface where within the Schedule 3 area.



6.0 Precinct Maps

Map 1: Junction Precinct



7.0 Reference Documents

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*Local Planning Policy at Clause 22.06 - Multi-Residential and Mixed Use Development*

*Plenty Road Corridor Urban Design Framework 2013*

*Public Transport Guidelines for Land Use and Development, 2008*