

19/01/2006  
VC37

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

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

### **THE JUNCTION AREA**

#### **1.0**

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#### **Design objectives**

To achieve high quality outcomes for commercial and residential premises and to improve the visual amenity and image of High Street and Plenty Road.

To ensure development enables pedestrian and bicycle connections south of Raglan Street between High Street and Plenty Road to increase connectivity.

To ensure development enables pedestrian and bicycle connections from Plenty Road to Dundas Street via the current Preston South Shopping Centre.

To ensure development creates a cohesive built form along High Street and Plenty Road to assist in creating a sense of place.

To promote design excellence on sites suitable for multi storey buildings.

To ensure the design and layout of new developments consider the amenity of existing residences and minimises potential amenity conflicts between uses.

To ensure the design, layout and materials used for new developments provides a high quality level of amenity for future residents.

To promote excellent design outcomes that take advantage of The Junction corner exposure.

To promote design that contributes to the provision of safe, walkable and attractive environments.

To encourage the retention of the fabric of industrial and commercial buildings of heritage value within new developments.

To encourage open spaces at specified corner sites for landscaping and specimen trees that are integrated with the public realm.

To promote environmentally sustainable development through passive design elements such as siting, layout, design and development of buildings.

To encourage development on larger sites and site consolidation to create efficient development footprints that can create high quality internal amenity and environmentally sustainable design.

To ensure private development contributions to improve the public realm of the Junction Precinct.

To discourage the under development of land within the Junction Area.

#### **2.0**

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#### **Buildings and works**

A permit is required to construct a building or carry out works.

A permit is not required 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 contained in this schedule.

New development must follow the buildings and works requirements below and as per Table 1.

### General Requirements

- The bulk of buildings must be located towards street frontages and the overall principles of human scale should be applied.
- Building design must maintain a regular streetscape rhythm (especially at ground level), with wider buildings and frontages being broken into smaller vertical and horizontal sections in order to reflect a finer grain of development, having regard to nearby existing traditional development patterns.
- 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.
- Facades of buildings within the Heritage Overlay should be retained with upper levels of development appropriately setback.
- Site services must not dominate the frontage to either High Street or Plenty Road and must be internally located where practical to achieve the principle of active frontages.
- In a Commercial 1 Zone fixed verandahs, canopies, awnings etc. should be provided towards High Street and 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 clerestory windows above the verandah and provide direct access to daylight for the commercial spaces.
- Commercial spaces on strategic sites should provide a mix of small (e.g. 100square metres) and middle sized spaces that is suitable for a variety of commercial uses.
- 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 with a minimum 3.6 metres floor to ceiling height;
  - Ground floors of buildings should be developed to be “retail or commercial capable” even when developed for residential use with a minimum 3.6m basement floor to first floor height;
  - Residential layouts that allow for the combination or separation of units; and

- Building access and residential layouts that allow for universal access, e.g. for people with limited mobility;
- Buildings in the Commercial 1 Zone (or active frontages in a Mixed Use Zone) 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).
- Long street walls should be activated by residential entries and include sufficient possibilities for passive surveillance.
- Residential entries must not dominate the frontages of buildings in a commercial zone.
- Residential development should, where practical, having regard to 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.
- 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.

- 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.
- The height of the buildings is the height of its highest point, measured at the permanent footpath at the centre of the site frontage.
- Open spaces at ground level should be designed so as:
  - To create openness without blind spots
  - To include low ground vegetation to maintain openness despite vegetation
  - To include publicly available street furniture
  - To be lit
  - To be maintained to the satisfaction of the Responsible Authority

### **Environmentally Sustainable Design Requirements**

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 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 building
- 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.
- Minimising 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 applicable, vehicle access should be created from side streets or rear laneways, except where alternative access is not available or reasonable practical. In mid-block locations, lots should be consolidated and vehicle crossovers to Plenty Road and High Street 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: Area Specific Buildings and Works requirements**

AREA	SETBACK	HEIGHT	OTHER REQUIREMENTS
<p><b>Area south of Raglan Street between Plenty Road and High Street, Preston</b></p>	<p>A 7 x 7 metre splay is to be included at street corners on the corner of Raglan and High Street and Raglan and Plenty Road within which mature specimen trees to be planted and maintained.</p>	<p>Buildings must not exceed a height of 8 metres towards the Plenty Road or High Street frontages. However, passive uses such as offices may be up to 12 metres at the street frontage with a 3 metre landscaped setback at ground level.</p> <p>The maximum building height be no less than 24 metres and up to to maximum of 48 metres (8-18 storeys).</p>	<p>Strategic sites must provide a pedestrian connection between Plenty Road and High Street that is accessible to the public; provides a visual connection between the two streets, and has a sense of openness. The connection must be landscaped with low vegetation and be designed to ensure pedestrian safety; e.g. avoid blind spots and building corners should be splayed by 1 x 1 metre.</p> <p>To exceed 13 storeys, development must demonstrate an exemplary design high ESD performance, and net community benefit such as the inclusion of social housing.</p> <p>Where applicable, Plenty Road and High Street setbacks must be landscaped with canopy trees.</p> <p>Development at 31 Plenty Road is a strategic landmark site with other nearby development being subordinate in height to contrast with the landmark site</p>

			development.
<b>Area on the west side of High Street, between Miller Street and 37 High Street</b>	<p>Front setbacks should be zero.</p> <p>Rear setbacks must be within a 30 degree angle, measured at a height of 3 metres above natural ground level from the residential site boundaries abutting the laneway.</p>	<p>The maximum building be no less than 13 metres and no more than 19 metres (4-6 storeys).</p> <p>Buildings must not be greater than 12 metres in height at a street frontage.</p>	Where existing structures abutting the rear laneway remain, the upper floor setback angle applies to any levels above those existing structures.
<b>Area on the west side of High Street, between 39 High Street and Oakover Road</b>	Buildings should be set back four metres from High Street.	<p>The maximum building height be no less than 19 metres and no more than 24 metres (6-8 storeys).</p> <p>Buildings must not be greater than 12 metres in height at the street frontage.</p>	Front setbacks must be landscaped with canopy trees.
<b>Area bound by Oakover Road, Railway Place East, Warrs Avenue and High Street</b>	Buildings should be set back four metres from High Street.	<p>The maximum building be no less than 13 metres and no more than 19 metres (4-6 storeys).</p> <p>Buildings must not be greater than 12 metres in height at the street frontage .</p>	<p>Front setbacks must be landscaped with canopy trees.</p> <p>Ensure that habitable rooms face north, and that windows and other openings to the south be limited and include appropriate physical acoustic protection measures to minimise any potential amenity conflicts with Australia Post.</p> <p>Ensure that dwellings are designed to minimise potential amenity conflicts with the rail line.</p>
<b>Area north of (and including) 105 High Street and north of Raglan Street, including Raglan Street (north side only)</b>	<p>Front setbacks should be zero along High Street. Front setbacks along Raglan Street must be 3 metres.</p> <p>Rear setbacks must be within a 30 degree angle, measured at a height of 3 metres above natural ground level from the residential site boundaries</p>	<p>The maximum building be no less than 13 metres and no more than 19 metres (4-6 storeys).</p> <p>Buildings must be no higher than 8 metres towards frontages.</p>	<p>Frontage to High Street must comprise a min of 70% by active commercial uses. Pedestrian entrances must be easily identifiable and visible and take up a maximum of 30% of the frontage.</p> <p>Front setbacks must be landscaped with canopy trees.</p>

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	abutting the laneway.		
<b>Area on the east side of Plenty Road, between Dundas Street, Plenty Road and Milton Crescent</b>	<p>Buildings must be set back by 3 metres from Plenty Road.</p> <p>Rear setbacks to fall within a 45 degree angle, measured at a height of 3 metres above natural ground level from the residential site boundaries abutting the DDO area.</p>	<p>The maximum building height be no less than 24 metres and no more than 36 metres (8-12 storeys).</p>	<p>Frontage to Plenty Road must comprise a min of 70% by active commercial uses. Pedestrian entrances must be easily identifiable and visible and take up a maximum of 30% of the frontage. Vehicle crossovers are to be kept to a minimum and pedestrian entrances must be easily identifiable and visible.</p> <p>The front setback must be landscaped with canopy trees.</p>
<b>Area north of Milton Crescent and north of Raglan Street, including the area bound by Plenty Road, Osborne Grove, Hotham Street and Bell Street</b>	<p>Front setbacks may be zero along Plenty Road. Front setbacks along Bell Street must be 3 metres.</p> <p>Rear setbacks must fall within a 45 degree angle where laneways abut a development site to the rear. Where there is no laneway or a heritage overlay abuts the development site, the angle must be 30 degrees.</p> <p>The angles must be measured at a height of 3 metres above natural ground level from the residential site boundaries abutting the common laneway or the development site.</p> <p>Within residential zones, the side setback requirements of Clause 55.04-1 apply.</p>	<p>The maximum building height be no less than 13 metres and no more than 24 metres (4-8 storeys).</p> <p>Buildings must be no higher than 12 metres towards the Plenty Road frontage.</p>	<p>Frontage to Plenty Road must comprise a min of 80% by active commercial uses. Vehicle crossovers are to be kept to a minimum and pedestrian entrances must be easily identifiable and visible.</p> <p>The front setback must be landscaped with canopy trees.</p>

### 3.0 Subdivision

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Subdivision of lots is discouraged unless in accordance with an approved concept plan. Lot consolidation is generally encouraged.

### 4.0 Advertising signs

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Other than the permit requirements 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 Buildings and Works Requirements of this schedule
- The architectural quality and innovative response of the building design.
- The character of groups, streets or precincts of buildings in which similarity of height is an important factor.
- The design and layout of the building to ensure minimisation of:
  - Overshadowing of any amenity areas on adjoining properties.
  - Loss of privacy caused by overlooking.
- The contribution the development makes to urban design, walkability and streetscapes of the area, including pedestrian and car parking areas.
- The impact on the ongoing viability of any adjoining industrial use.
- The impact of any non-residential component of development including:
  - Any off-site impacts;
  - The level of noise generated and hours of operation;
  - The location and type of ventilation equipment including extractors;
  - Provision of storage, including waste which must be adequately secured and screened;
  - The location of any noisy plant and equipment to ensure adequate noise attenuation measures and screening;
- The amenity provided within proposed residential development with particular regard to physical noise attenuation measures and outlook from habitable rooms and balconies. The Responsible Authority may require an acoustic engineering report to be provided demonstrating the use of suitable materials and building treatments to ensure internal noise levels are satisfactory taking into account current noise levels.
- The environmental sustainability of the proposed development including the use of permeable surfaces, energy efficient design and practices, use of low embodied energy materials, water reuse, stormwater best practice and recycling.
- The Strategies and Guidelines of the *Plenty Road Urban Design Framework 2013*.



**Reference Documents**

*Junction Integrated Development Plan, December 2001.*

*Plenty Road Urban Design Framework 2013.*