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SCHEDULE 17 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO17.**

PLENTY ROAD CORRIDOR

1.0 Design objectives

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General

- To encourage high quality urban redevelopment that achieves higher residential densities via lot consolidation along Plenty Road.
- To ensure development promotes active modes of transport and supports ongoing investment in public transport infrastructure.
- To ensure new development supports activating areas along Plenty Road, in particular:
  - In the Tyler Street, Summerhill and Lancaster Gate Activity Centres;
- To encourage commercial and residential development to improve the visual amenity of built form along Plenty Road and the adjoining public realm via high quality urban design and architecture, including reflecting the fine-grain rhythm of traditional shopfronts and residential development.
- To ensure development achieves a balance between intensification, the provision of high quality internal amenity within new developments and the consideration of off-site amenity impacts.
- To ensure development achieves a high quality pedestrian amenity towards the public realm and promotes a safe pedestrian friendly environment.
- To ensure the cumulative effect of development along Plenty Road 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 Plenty Road corridor.
- 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 development on corner lots provides a transition in scale along the side street frontage that responds to the character of adjoining sites to the rear. To ensure a diversity of dwelling sizes and configurations with easy accessibility to public transport and commercial services.
- 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 Plenty Road.

- To encourage development that minimises vehicle crossovers to Plenty Road and provides rear lane or side street vehicular access instead.

2.0 Buildings and works

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New development should be constructed in accordance with 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 in association 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 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 this schedule.

2.1 General building envelope requirements

2.1.1 Minimum frontage width to Plenty 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 width of 15 metres.
- Land to be developed in the General Residential Zone or the Residential Growth Zone should have a minimum frontage width 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:
  - 3 storeys means a maximum height of 11 metres;
  - 4 storeys means a maximum height of 14 metres;
  - 5 storeys means a maximum height of 17 metres;
  - 6 storeys means a maximum height of 20 metres;
  - 12 storeys means a maximum height of 38 metres;

- The maximum height applies across the entire site above existing natural ground level, where within the allowable building envelope. Reference points are to be taken from each site corner to direct heights across sloping site levels.
- 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

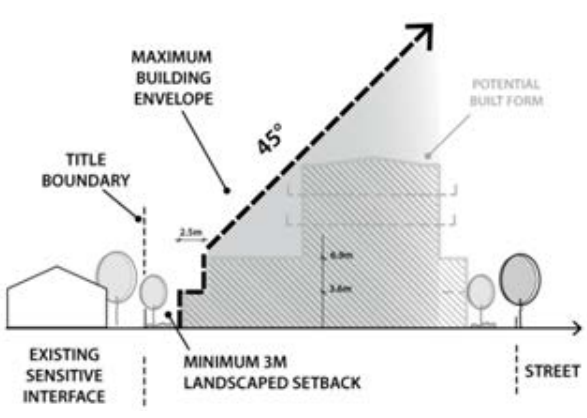
Towards Plenty Road buildings should create the following continuous street wall conditions to retain a pedestrian scale:

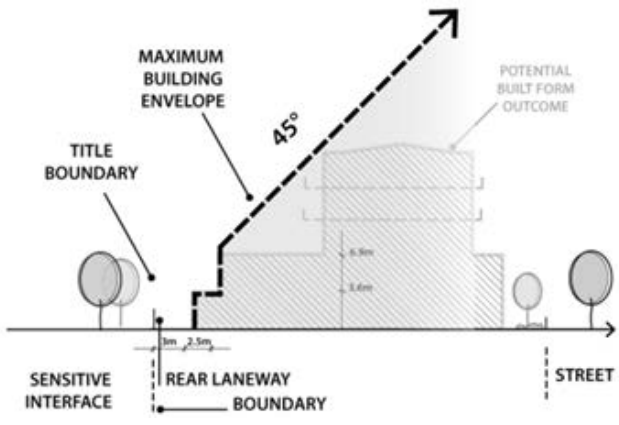
- In a Commercial 1 and Mixed Use Zone 1, the front setback from Plenty Road should be zero for the first four storeys (inclusive). Development on the west side of Plenty Road between Boldrewood Parade and Reservoir High School, Reservoir, should be set back from Plenty Road by 3 metres.
- In a Residential Growth Zone 1, the front setback from Plenty Road should be 3 metres minimum for the first three storeys (inclusive).
- In a General Residential Zone 2, the front setback from Plenty Road should be 3 metres minimum for the first two storeys (inclusive).
- Where active frontages are required in Clause 6, boundary to boundary construction towards the frontage and along side boundaries is encouraged.
- 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. Such space should be usable for secluded private open space.

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 must be set back by 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 must be set back by a minimum of 5.5 metres (including a laneway where applicable).
- Any upper levels must be set back from the boundary of an adjoining residential site in accordance with either a 30 degree or 45 degree setback envelope as shown on the maps in Clause 6 below.
- The envelope's 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 unobstructed daylight access and internal amenity. On deeper sites over 45 metres, 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 orientation to side boundaries cannot be avoided, increasing side setbacks should be provided to enable a high level of daylight access and high quality internal amenity.
- 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 cumulative development pattern that has consistent street edge condition, mid-lot separation of built form, and/or light court locations and side setbacks as described in this schedule.

2.1.4 Site coverage, permeability and walls on boundaries requirements

- Buildings should not exceed the maximum site coverage in Table 1 below.
- Permeable surfaces should not be less than the minimum in Table 1 below.
- A new wall constructed on or within 150mm of a side boundary of a lot or a carport constructed on or within 1 metre of a side boundary of lot should not abut the boundary for a length of more than the length specified in Table 1 below. This does not apply where the length of an existing or simultaneously constructed wall or carport abutting the boundary on an abutting lot is greater than the maximum allowed in Table 1.

Table 1: Site Coverage and Permeability

Zone	Maximum site coverage	Minimum site permeability	Walls on side boundaries
Commercial 1 Zone and Mixed Use Zone (Schedule 1)	100 per cent	Zero	100 per cent of the length of the side boundary
Residential Growth Zone (Schedule 1)	80 per cent	10 per cent	80 per cent of the length of the side boundary

2.2 Building design requirements

- The building mass should be directed towards St Georges Road and secondary street frontages, where applicable.
- 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 1 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;
  - a variety of residential layouts that allow for the combination and/or separation of units over time;

- residential layouts that provide access for people with limited mobility.

- Buildings should be designed to achieve a high level of environmentally sustainability, including the minimisation of south facing habitable rooms, use of external shading devices, access to unobstructed 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 avoid blank walls and high solid side fences, 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 on side streets should be splayed at the ground floor level by a minimum of 1 metre by 1 metre to provide for open pedestrian sightlines.
- 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. Landscaping should ensure a sense of openness is maintained at pedestrian height to enable passive surveillance and increase safety.
- 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.

<u>Building Design Requirements Relating to Commercial Components</u>

- 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 St Georges 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 the Commercial 1 Zone and in a Mixed Use Zone 1 should provide for active frontages towards St Georges 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.

<u>Building Design Requirements Relating to Residential Components</u>

- 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

In addition to the above, strategic sites should also achieve the following:

- 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 to the satisfaction of the Responsible Authority.
- Access linkages should be designed to provide for an open visual sightline at eye level, include canopy landscaping and facilitate passive surveillance or active frontages, where applicable.
- On strategic sites and sites with frontages exceeding 100 metres development should be sited and designed to accommodate new pedestrian links between streets.
- Large strategic sites formed as a result of lot consolidation should make use of the increased flexibility to manage and minimise potential negative off-site amenity impacts.
- Development should contribute to a greater mix of dwelling sizes due to their greater development potential.
- Development should achieve a transition in scale to the surrounding area, especially along sensitive interfaces.
- Development should provide for high quality communal spaces that are lined with building fronts and with areas for deep root planting for canopy trees.
- A clear separation between public and private uses should be achieved without the use of high fences.
- Incorporate the potential in the built form for a mix of uses in locations where an active frontage condition can be achieved.
- For land at 800, 800A and 820 Plenty Road, Reservoir, the following should also be achieved:
  - Within 10m of the rear boundaries with adjoining the sensitive residential interfaces, the built form should be no higher than two storeys above the height of the existing adjoining dwellings to address potential off-site amenity impacts;

- Taller built forms should be positioned closer to Plenty Road with a distinctive podium to give proportion and scale to the lower levels that reinforce a pedestrian scale and active frontage to the street frontage.

- For land at 830 and 850 Plenty Road, Reservoir, the following should also be achieved:
  - Multi-storey residential with mixed use at ground level. High quality front of building design consisting of a podium between 1 – 4 storeys with taller built form set back from Plenty Road towards the middle of the site and set back from sensitive interfaces to the south;
  - Within 10m of the rear boundaries with adjoining the sensitive residential interfaces, the built form should be no higher than two storeys above the height of the existing adjoining dwellings to address potential off-site amenity impacts;
  - Taller built forms should be positioned closer to Plenty Road with a distinctive podium to give proportion and scale to the lower levels that reinforce a pedestrian scale and active frontage to the street frontage;
  - New development designed to minimise unreasonable wind turbulence at ground level.

- For land 1091 Plenty Road, Reservoir, the following should also be achieved:
  - Consolidate the tallest built form towards the middle of the site;
  - Increase the separation from and respect for the sensitive interface with Bundoora Park through a transition buffer in the form of a new local street and landscaping at the park interface;
  - Setback development from Bundoora Park boundaries to allow for deep root landscaping with canopy trees;
  - No development within tree protection zones of park trees;
  - Encourage adaptive built form through higher floor to ceiling heights at ground level to facilitate a mix of uses and provide active public frontages;
  - Upper level balconies and living room windows should be located to address the park and allow for passive surveillance of the public realm;
  - Provide high quality landscaping of communal areas within the site to achieve a high level of safety and amenity;
  - Provide clear separation between public and private uses without the need for solid fences at site boundaries.

2.3 Access and parking

- Pedestrian access to buildings should be achieved via Plenty Road or side streets, 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 Plenty 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 Application requirements

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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 Advertising signs

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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 Decision guidelines

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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 as described in this schedule;
  - Whether the development is of high architectural quality and contributes to a high quality streetscape and pedestrian environment as prescribed in this schedule;
  - 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 unobstructed daylight access and natural ventilation capacity;
  - Whether the development demonstrates the sophisticated application of environmentally sustainable design principles, including a passive solar design

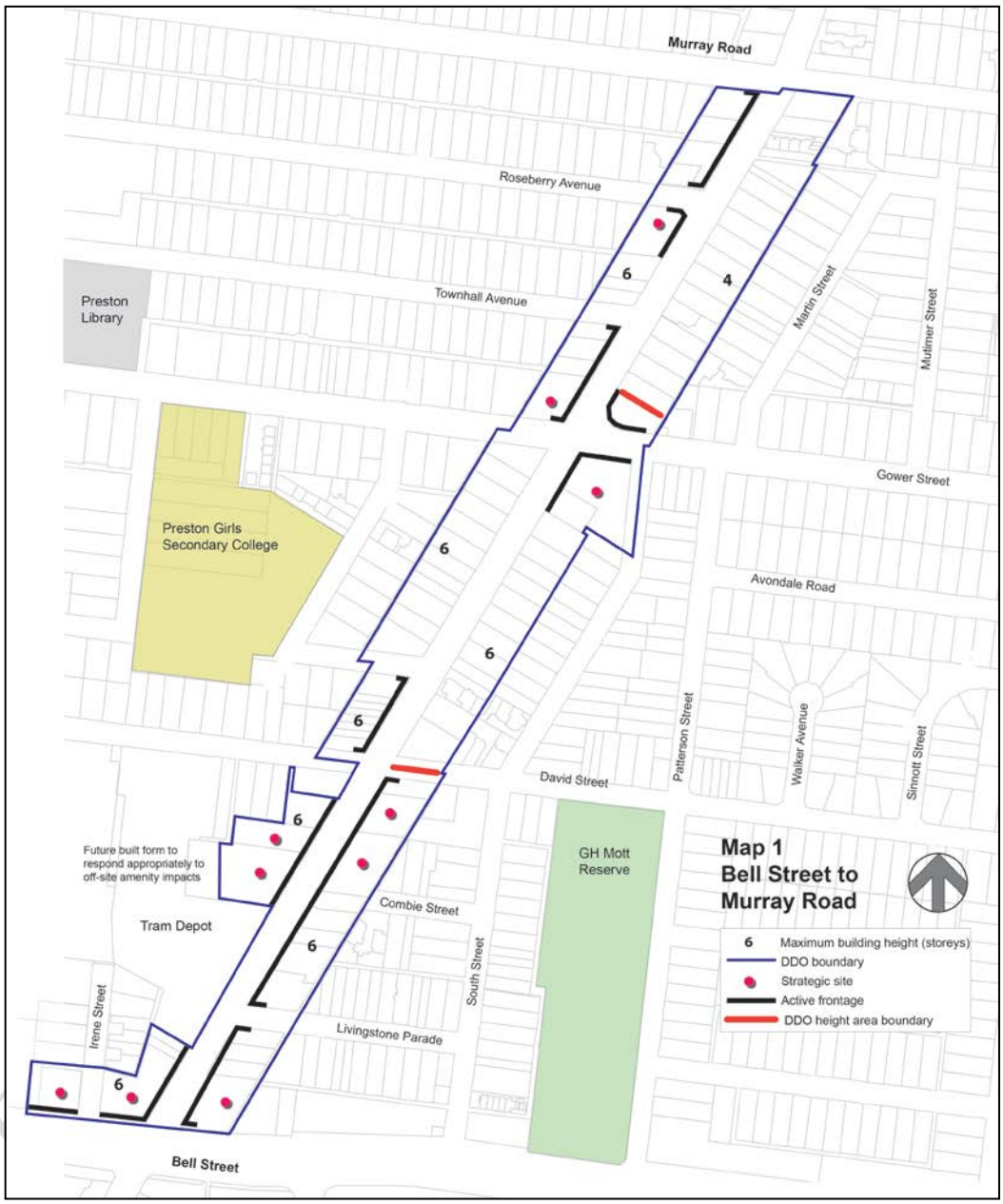
layout and water sensitive urban design measures to maximise energy and water efficiency;

- 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.

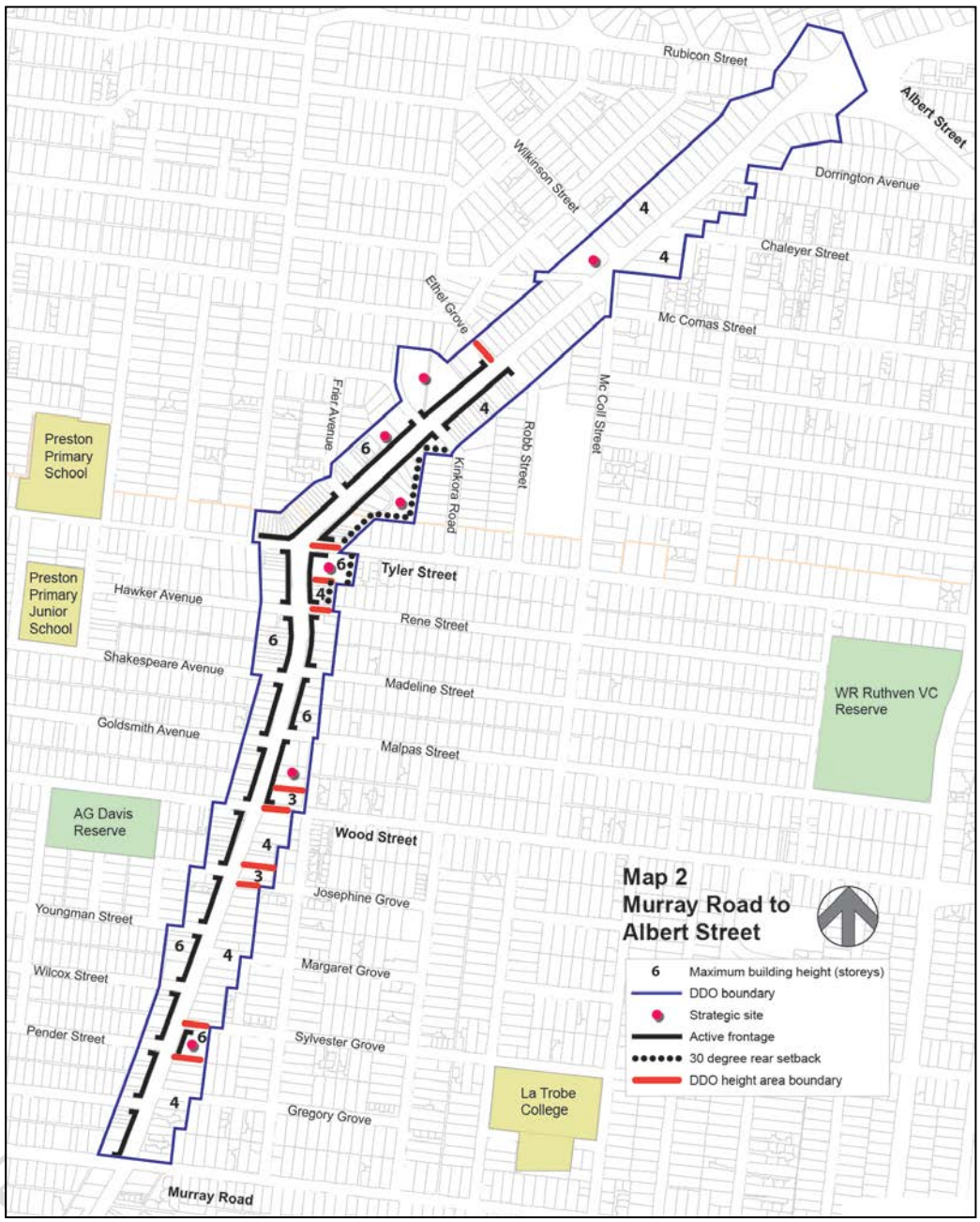
- Whether the amount and size of vehicle crossovers to Plenty Road and side streets have been kept to a minimum.
- Whether the design strategies and guidelines of the *Urban Design Framework 2015 St Georges Road and Plenty Road Corridors* have been met.
- Whether local planning policies regarding commercial, residential or mixed use development have been met.
- The extent to which negative amenity impacts from new development on land that is outside the Design and Development Overlay Schedule 17 area is minimised.
- The extent to which a development achieves a transition in scale at a zoning interface where within the Design and Development Overlay Schedule 17 area.

6.0 Precinct Maps

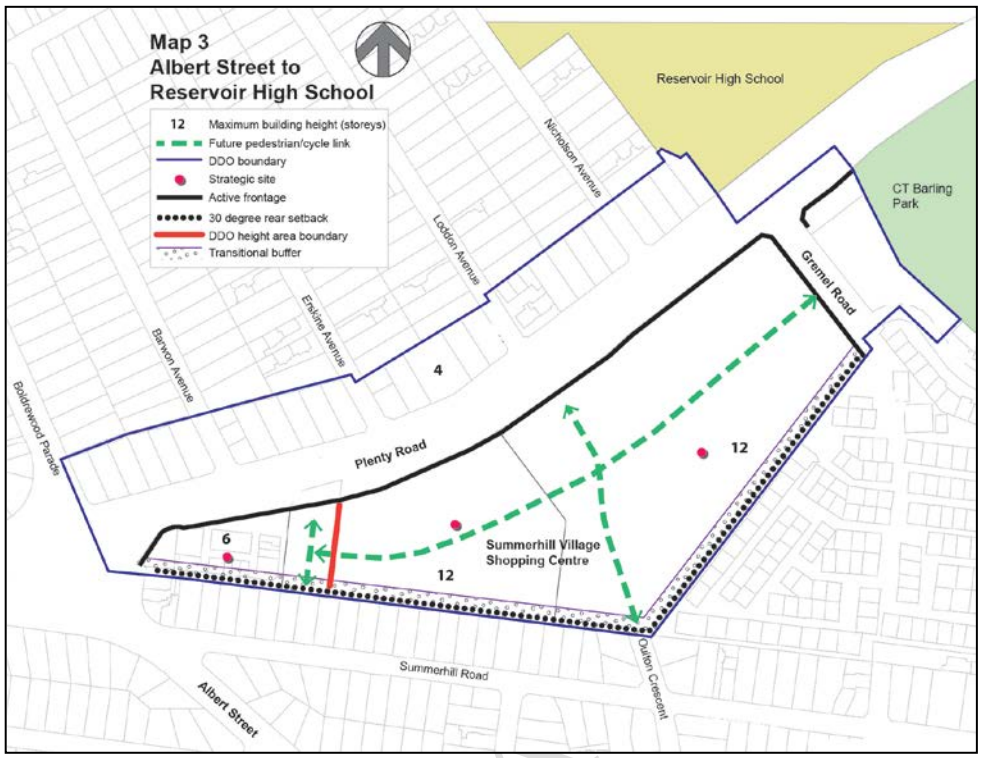
Precinct Map 1: Bell Street to Murray Road



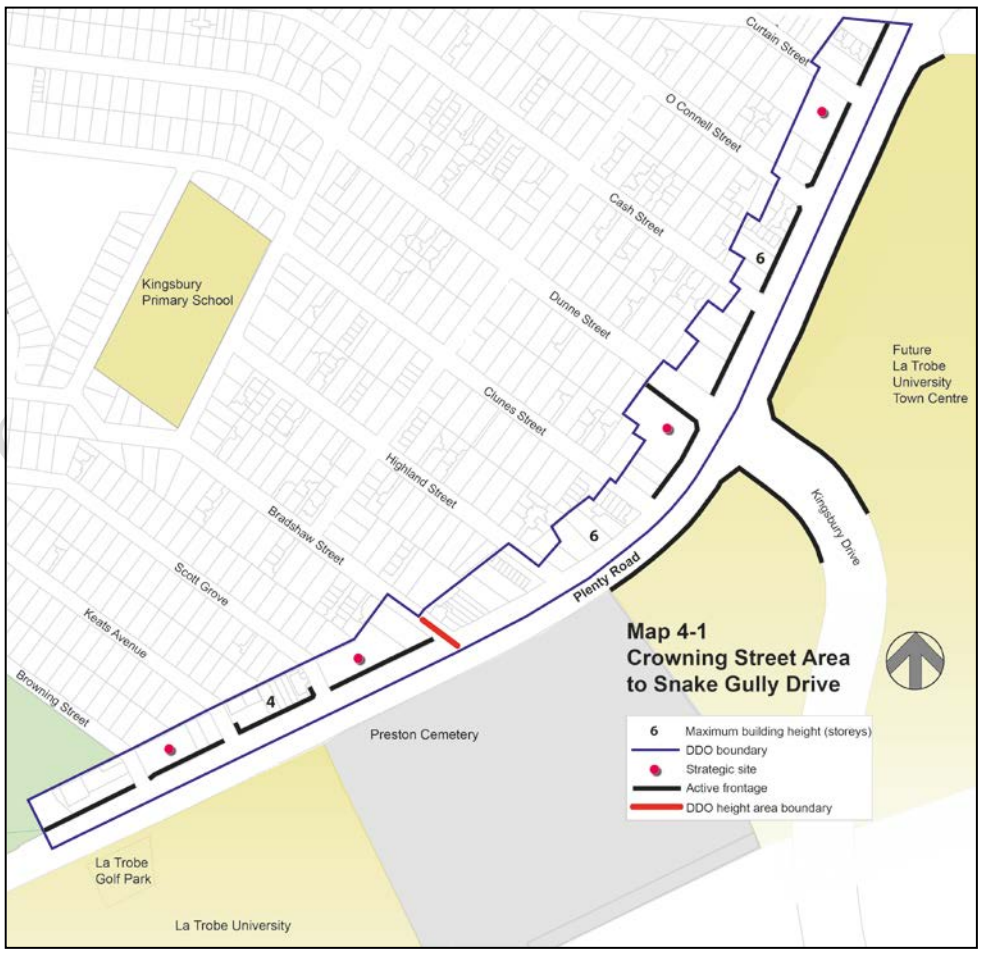
Precinct Map 2: Murray Road to Albert Street



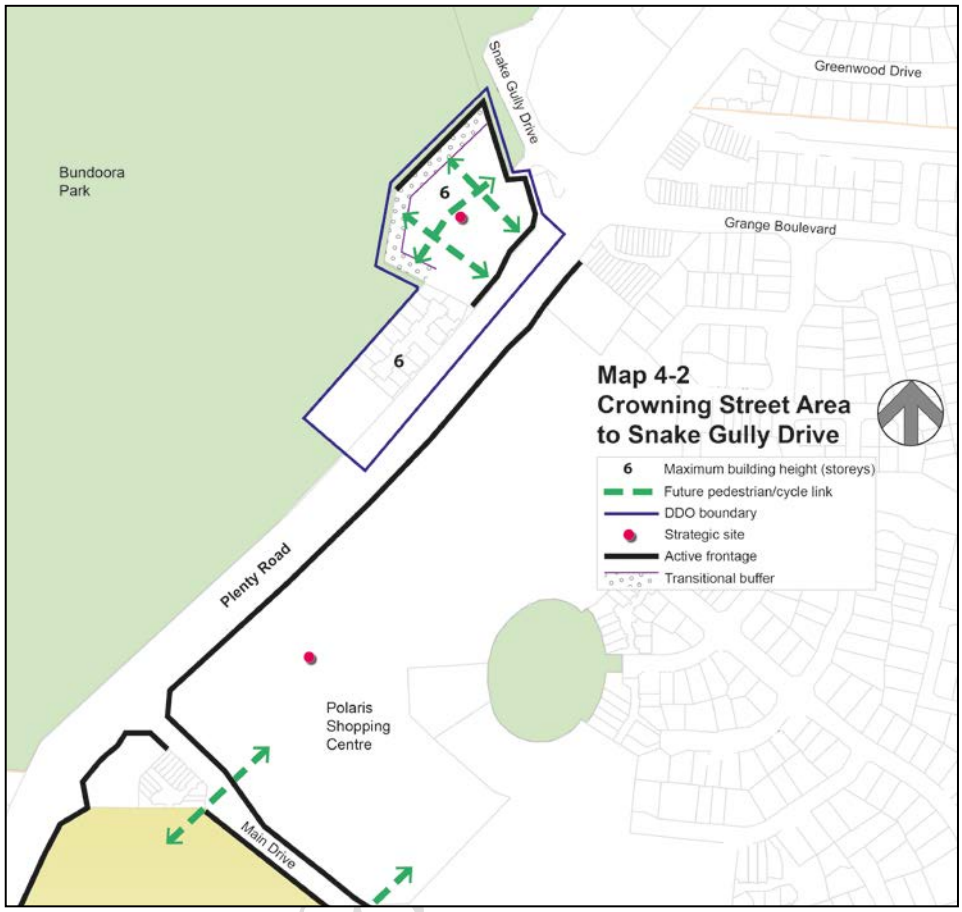
Precinct Map 3: Albert Street to Reservoir High School



Precinct Map 4-1: Crowning Street Area to Snake Gully Drive



Precinct Map 4-2: Crowning Street Area to Snake Gully Drive



7.0 Reference Documents

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Urban Design Framework 2015 St Georges Road and Plenty Road Corridors

Darebin Housing Strategy 2013 (Revised 2015)

Public Transport Guidelines for Land Use and Development, 2008