

/xx/20xx

## SCHEDULE 51 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO51**.

### CREMORNE ENTERPRISE PRECINCT – CREMORNE WEST

#### 1.0 Design objectives

xx/xx/20xx

To create a thriving enterprise precinct that delivers high quality, innovative and environmentally sustainable development to support a wide range of commercial and employment opportunities.

To support a new mid-rise built form character with taller built form on the Cremorne Street activity spine and the northern portion of Stephenson Street, lower built form on narrow streets and a lower mid-rise form at the interfaces with adjoining low rise residential areas.

To reinforce Cremorne West's industrial character through a mix of innovative architecture and heritage places and identified character buildings that reinforce a human scale, reflect the fine grain character and do not overwhelm narrow streets.

To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets through street activation, sunlight access to Cremorne Street and Balmain Street and open spaces, comfortable wind conditions, and street setbacks at ground level.

To ensure development responds to interfaces with residential precincts by providing a suitable transition in scale and form that minimises amenity impacts through visual bulk, overlooking and overshadowing.

#### 2.0 Buildings and works

xx/xx/20xx

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

#### 2.1 Definitions

**Additional shadow** means any shadow cast beyond any shadow cast by existing buildings or works, but not a shadow cast by incidental elements such as canopies, kiosks, artworks, screens or trees.

**Boundary Wall** means the wall of a building at the property boundary at the side and rear that is not a street.

**Character buildings** means buildings that contribute to Cremorne's visual character but are not protected under a heritage overlay. These may include pubs, factories, warehouses and offices. Character buildings are buildings that:

- are architecturally distinct;
- demonstrate a link to the industrial and commercial history of the area;
- have a three dimensional form of the building that can be seen from the public domain;
- contain interesting detailing and provide visual interest at street level; and/or

- have large window openings with potential for a positive interface with the public domain.

**Green roof** means a vegetative landscape grown in a substrate installed on top of a roof surface for the purpose of growing vegetation. Green roofs are almost all vegetation with no trafficable areas and access for garden maintenance purposes only..

**Heritage building** means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

**Parapet height** does not include features such as brackets, pediments, urns, finials or other decorative elements.

**Public realm** means all streets and spaces open to the public but does not include laneways.

**Street wall** means the facade of a building at or near the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

**Street wall height** means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

**Upper level** means development above the height of the street wall.

## 2.2 General Design Requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term ‘must’ or listed in a ‘Mandatory’ column of a table.

## 2.3 Building Height Requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in Plan 1 and Table 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve design excellence through each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - provide a safe and generous ground level setbacks and publicly accessible spaces to enhance the public realm and accommodate building entrances, spaces for outdoor dining, landscaping or street level bike parking;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height;
  - where a site contains a character building it is retained and incorporated within the design of a future building; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms in excess of the requirements of Clause 52.34.

Architectural features may exceed the preferred height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels and green roofs);
- The equipment and/or structures do not cause additional overshadowing at the September Equinox of secluded private open space to residential land, opposite footpaths, kerb outstands, or planting areas in the public realm; and
- The equipment/structures extend no higher than 3.6 metres above the maximum building height.

## 2.4 Street Wall Height and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street walls should:

- be designed to reinforce a pedestrian scale along streets and laneways.
- include architectural detailing such as high quality tactile materials and depth and articulation to ensure an engaging pedestrian experience.

The street wall height of development adjoining a heritage building should not exceed the street wall height of the adjoining heritage building for a minimum length of 6 metres, unless specified elsewhere this Schedule.

Development should:

- provide chamfered building corners at intersections (where appropriate) to create additional public space at points of pedestrian congestion.
- expand the public realm through inset building entrances and integrated seating with foot clearance (where appropriate).

Where heritage is not a constraint, sites should provide ground level setbacks to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping that respond to the circumstances of the street.

Where an adjacent site has provided a ground level setback, development should provide a similar setback to achieve a consistent approach along a street frontage.

## 2.5 Upper Level Setback Requirements

Development should:

- provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.
- incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.
- be setback from heritage buildings to ensure they do not detract from their visual prominence when viewed directly or obliquely along the street.
- be set back to ensure architectural features of heritage buildings remain visible.

2.6 Cremorne West Precinct Heights, Setbacks and Interface Plan

Plan 1: Building Height, Setbacks and Interface Plan - Cremorne West Precinct

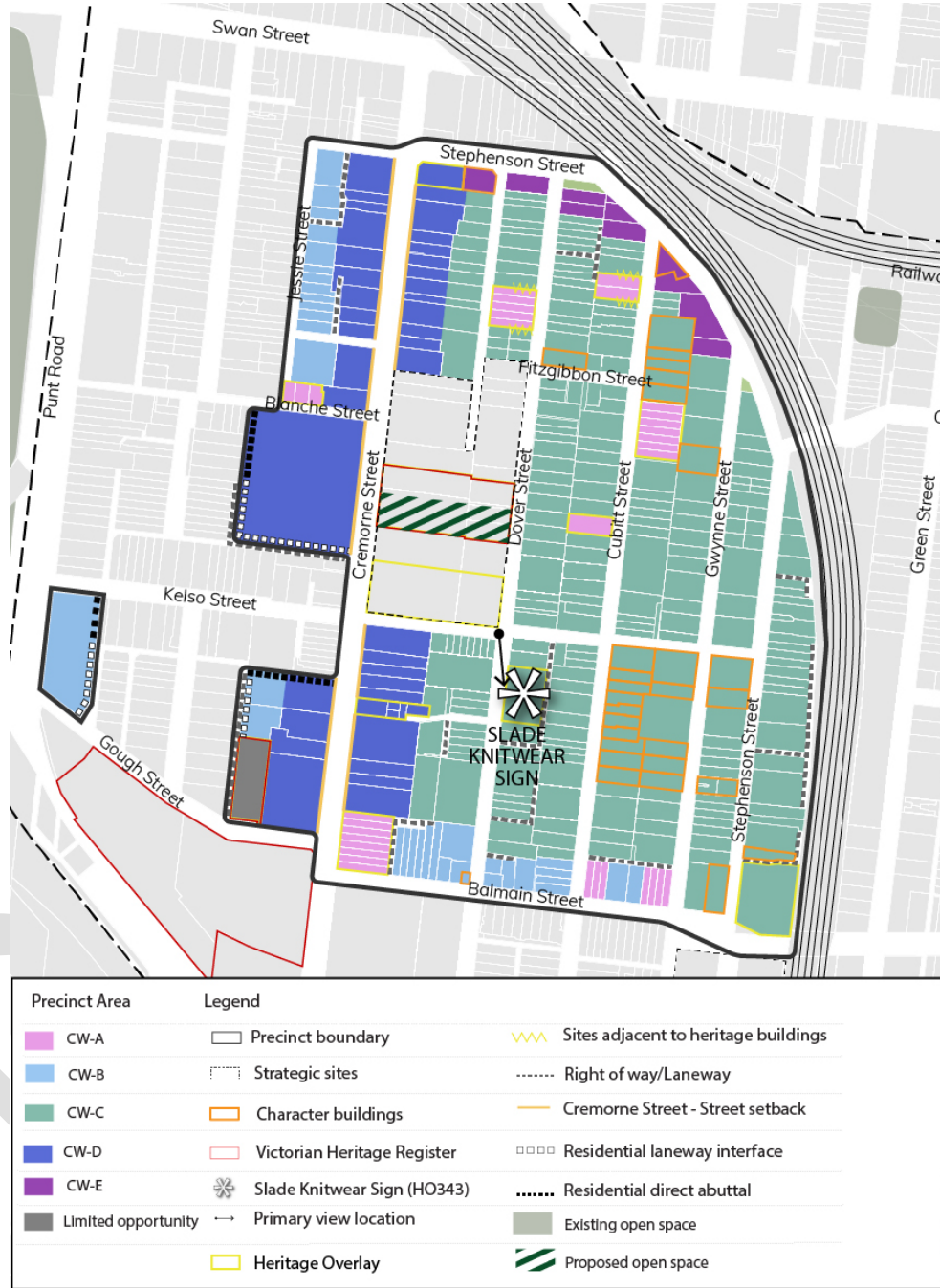


Table 1: Heights and setbacks - Cremorne West Precinct

Built Form	Preferred Requirement	Mandatory Requirement
<b>Area CW-A</b>		
Maximum building height	12m	None specified

Built Form	Preferred Requirement	Mandatory Requirement
Minimum and maximum street wall setback	Retain existing heritage building setbacks	None specified
Maximum street wall height	137-157 Cremorne Street, 16-18 Cubitt Street, 58-60 Cubitt Street and 30-38 Dover Street – Retain existing street wall height	None specified
Minimum upper level setback (measured from the property boundary)	137-157 Cremorne Street - Retain heritage fabric to 14m 16-18 Cubitt Street - Retain heritage fabric to 12m 21-33 Cubitt Street – Retain heritage fabric to 10m 58-60 Cubitt Street - Retain heritage fabric to 14m 30-38 Dover Street - Retain heritage fabric to 16m	None specified
Maximum boundary wall height	None specified	None specified
<b>Area CW-B</b>		
Maximum building Height	20m	None specified
Maximum and minimum street wall setback	None specified	None specified
Maximum street wall height	12m	None specified
Minimum upper level setback	Balmain Street and Jessie Street - 5m Elsewhere - 3m	None specified
Maximum boundary wall height	20m	None specified
<b>Area CW-C</b>		
Maximum building height	28m	None specified
Maximum and minimum street wall setback	12 and 20 Cubitt Street - Match the front setback of heritage buildings for a minimum of 6 metres measured from the common property boundary Elsewhere - None specified	None specified
Maximum street wall height	12m	None specified
Minimum upper level setback	112 Stephenson Street and 49-51 Balmain Street - 15m from Balmain Street Elsewhere - 3m	105-115 Dover Street and 117-129 Dover Street - 11m
Minimum side setback	28 Dover Street and 44 Dover Street - 2.5 metres from side boundaries above 12m for a depth	None specified

Built Form	Preferred Requirement	Mandatory Requirement
	of 16m to protect views to chimneys at 30-38 Dover Street 20 Cubitt Street and 12 Cubitt Street - 2.5 metres from side boundaries above 12m for a depth of 12m to protect views to double gables at 16-18 Cubitt Street Elsewhere - None specified	
Maximum boundary wall height	20m	None specified
<b>Area CW-D</b>		
Maximum building height	32m	None specified
Minimum street wall setback	9-11 Cremorne Street - 0m 119 Cremorne Street - 0m	Western side of Cremorne Street - 3m whole building setback Eastern side of Cremorne Street - 1.5m ground floor setback
Maximum street wall height	9-11 Cremorne Street - Retain heritage street wall 119 Cremorne Street - Retain existing heritage street wall Elsewhere - 16m	None specified
Minimum upper level setback (measured from the property boundary)	119 Cremorne Street – 12m with the two uppermost levels setback a further 3m to retain the entire heritage building including all chimneys and roof form Elsewhere - 5m	None specified
Maximum boundary wall height	24m	None specified
<b>Area CW-E</b>		
Maximum building height	36m	None specified
Maximum and minimum street wall setback	None specified	None specified
Maximum street wall height	16m	None specified
Minimum upper level setback	3m	None specified
Maximum boundary wall height	24m	None specified

## 2.7 Building Separation Requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight, sunlight penetration and views to the sky above the street wall.

For sites with a frontage of less than 20m, development above the boundary wall height may be built to the boundary, limited to one side.

For sites with a frontage of 20m or more, upper level development at common side and rear property boundaries should be set back above the boundary wall height as shown in Table 2.

Where a site adjoins an existing blank boundary wall, development may be constructed on that boundary to the height of that existing wall.

Where development is proposed on the boundary above the boundary wall height, it should:

- Be well articulated if visible from the street;
- Not run the full length of the boundary; and
- Not result in a continuous wall of buildings when viewed from the street.

Development with multiple buildings on a site should be setback at upper levels above the boundary wall height as shown in Table 2.

Where the common boundary is a right of way / laneway shown on Plan 1, the setback is measured from the centre of the laneway.

**Table 2: Building separation distances**

Overall height of the building	Minimum setback from common property boundary or laneway centreline	Minimum separation between buildings where there are multiple buildings on a site
1-3 levels above boundary wall height	3m	6m
4 or more levels above boundary wall height	4.5m	9m

## 2.8 Overshadowing Requirements

A permit must not be granted to construct a building or construct or carry out works that would cast any additional overshadowing of the following space between 10am and 2pm at 22nd September for a minimum of 3 hours:

- Any part of the opposite footpath of Cremorne Street, measured from the property boundary to the existing kerb (including any kerb outstands, seating or planting).

A permit must not be granted to construct a building or construct or carry out works that would cast any additional overshadowing of the following spaces between 10am and 2pm at 22nd September:

- Southern footpath and front gardens of the properties on the south side of Balmain Street between Cremorne Street and Gwynne Street
- The northern and southern portions of the Balmain Street Plaza (defined as the area within the bollards).

Development should ensure there is no additional overshadowing of existing public spaces at the spring equinox (22 September) between 10am and 2pm identified on Plan 1.

In locations where new public open space is identified on Plan 1, adjoining development should consider how building heights and massing would minimise additional overshadowing on any potential public open space.

## 2.9 Interface to properties in Neighbourhood Residential Zone or General Residential Zone Requirements

Development should protect the amenity of properties in a residential zone in terms of visual bulk, overshadowing of private open space and overlooking.

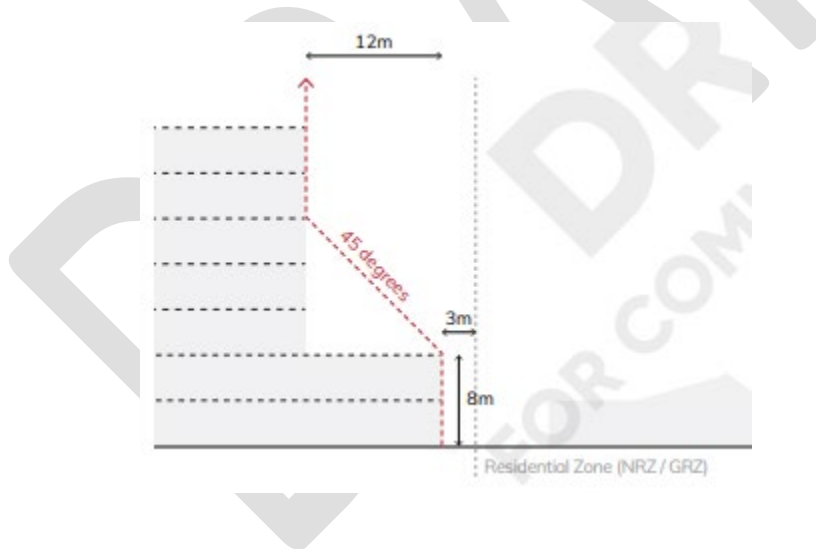
Development with an interface to a residential zone as shown in Plan 1 should not exceed the maximum heights and setbacks set out in Table 3 and Figures 1 and 2.

Development should provide a maximum of two steps in building form to avoid overly stepped outcomes.

**Table 3: Residential interface heights, ground and upper level setbacks**

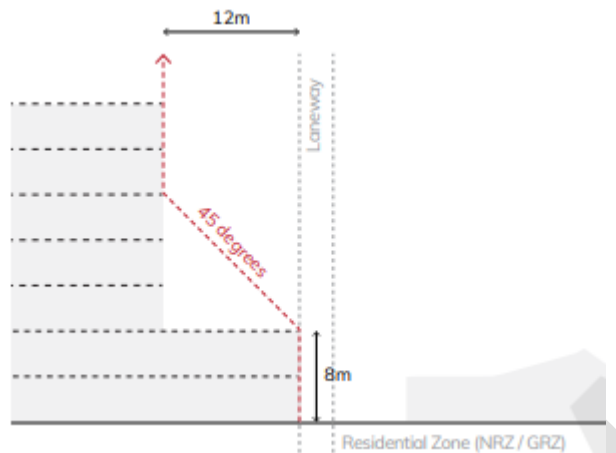
Interface	Maximum interface wall height	Minimum interface wall Setback	Minimum upper level setback
Direct Abuttal	8m	3m from property boundary	Upper level setback of 45 degrees above the interface wall height, for up to a minimum distance of 12m from the interface wall.
Laneway Interface	8m	0m from property boundary	Upper level setback of 45 degrees above the interface wall height, for up to a minimum distance of 12m from the interface wall.

**Figure 1: Residential interface – Direct abuttal**



**Figure 2: Residential interface – Laneway Interface**





## 2.10 Character Buildings Requirements

Development should facilitate the adaptive reuse of character buildings set out in this schedule and identified on Plan 1:

- 17 Balmain Street
- 1 Cubitt Street
- 11-19 Cubitt Street
- 64 Cubitt Street
- 79, 81, 83, 85, 87, 89, 91, 93 and 95 Cubitt Street
- 47 Dover Street
- 65 and 67 Dover Street
- 10-12 Gwynne Street
- 54 Gwynne Street
- 64, 66 and 68 Gwynne Street
- 42 Kelso Street
- 48 Kelso Street
- 2-4 Stephenson Street
- 79 Stephenson Street
- 84 Stephenson Street
- 112 Stephenson Street

Development should retain all or a substantial part of a character building, as viewed from the street.

Development should incorporate materials that complement the existing character building in the new design.

## 2.11 Building Design and Quality Requirements

Development should:

- achieve urban design and architectural excellence.
- reinforce the industrial character of Cremorne West through the use of robust materials and references to industrial typologies.
- avoid the use of surfaces at facades which cause unacceptable glare to the public realm.
- break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

- provide a high level of design detail at the ground floor and lower levels of buildings.
- provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface
- provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.
- carefully design upper levels adjacent to heritage buildings to minimise visual bulk.
- use high quality materials that are complementary to the materiality of the adjacent heritage building.
- create well designed building edges and facades on buildings that are visible from the elevated railway line or Yarra River (Birraring)
- avoid continuous walls of buildings when viewed from the street by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.
- avoid blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide visual interest.
- on larger sites be broken into a series of smaller building forms that contribute positively to their context and their historic urban grain form.

Development should deliver comfortable wind conditions in the public realm and communal open space.

Building services should not be visible on primary building facades, occupy less than 40 percent of the ground floor area of the site, and be integrated into the overall design of the building.

Services should occupy a minimal proportion of any facade including the primary facade, if not possible to locate them elsewhere.

Development should locate sub-stations below ground, where possible. Access should be provided from right of ways/laneways or located off the primary street.

Development should ensure floor to ceiling heights are appropriate to a range of uses over time.

Development should enable subdivision of floorplates into smaller tenancies over time.

Car parking should be designed to enable conversion to other uses over time, especially parking on the ground level and above.

Development should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should maximise access to daylight through windows, lightwells, shallow floorplates, adequate floor to ceiling heights and building separation.

Development should achieve a high standard of internal amenity within the development.

Development should provide access to balconies, terraces and courtyards to enhance amenity for building occupants.

Development should provide opportunities for greening, especially at the lower levels of the building.

Development should minimise, where possible, the impact of development on solar access to adjacent solar panels.

## **2.12 Views to Landmarks Requirements**

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the following landmarks (as shown on Plan 1 and listed below):

- The entire Nylex Sign when viewed from centre of eastern footpath of the Morell Bridge

- The entire Slade Knitwear Sign when viewed from the footpath on the north-west corner of Dover Street and Kelso Street.

Development should provide adequate setbacks and building separation to maintain clear sky between the identified architectural elements of the landmark and the new development.

### 2.13 Vehicle Access and Laneways Requirements

Vehicle access should be achieved from right of way/laneways or side streets (in that order of preference).

Where access is required from streets, right of ways or laneways of 6m or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.

Where a property extends the full length of the laneway or street, the development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the laneway.

Car parking should be located within a basement or concealed from the public realm (in that order of preference).

Separate entries for car parking entries and loading bays should be avoided.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by:

- ensuring a high standard of pedestrian amenity
- limiting potential conflict between vehicle movements and pedestrian activity
- avoiding wide crossover points
- ensuring adequate spacing between crossovers.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

At the intersection of laneways and footpaths, development to non-heritage buildings should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.

Properties on the inside corner of bends in laneways or at intersections between two right of way/laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

### 2.14 Pedestrian and Bicycle Design Requirements

Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Development should provide well-designed bicycle infrastructure and end-of-trip facilities.

Visitor and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

### 2.15 Exemption from notice and review

An application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

## 3.0

### Subdivision

xx/xx/20xx

None specified.

#### 4.0 Signs

xx/xx/20xx None specified.

#### 5.0 Application requirements

xx/xx/20xx

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Site analysis and urban design context report which demonstrates how the proposal achieves the design objectives and requirements of this schedule
- A wind study analysis for the proposed development greater than 15m in height to assess the wind impact on:
  - the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
  - the safety and effects on cyclists travelling along bicycle routes that are adjacent to the development.
- Where a character building (or part thereof) is proposed to be retained:
  - a retention and refurbishment plan, detailing all the building fabric to be retained and/or refurbished.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that:
  - demonstrates how the development minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services).
  - demonstrates how the development reduces car dependence and promotes sustainable transport modes.
  - includes an assessment of the impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

#### 6.0 Decision guidelines

xx/xx/20xx

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal achieves adaptable and practicable floor plan layouts for various uses over time.
- Whether the proposal provides a high quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface.
- Whether the design of the development reflects the industrial character of Cremorne West.
- Whether the development allows for the adaptive re-use of identified character buildings.
- Whether development responds to local and state significant heritage places within Cremorne.
- Whether the design considers the impact of glare on the safety of pedestrians and vehicles.
- Whether heritage buildings retain their three dimensional form as viewed from the public realm, including from the opposite side of the street.
- Whether street wall height and overall building height respond to the width and character of the street.

- Whether a proposed awning, verandah or overhang impacts on street tree planting in the public realm.
- Whether the development delivers design excellence including but not limited to building siting, scale, massing, articulation and materials.

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## SCHEDULE 52 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO52**.

### CREMORNE ENTERPRISE PRECINCT – RAILWAY PRECINCT

#### 1.0 Design objectives

xx/xx/20xx

To support the Railway Precinct as a linear employment precinct in Cremorne that delivers high quality, innovative and environmentally sustainable development fronting green, walking and cycling connections on Green, Chestnut and Balmain Streets.

To support new mid-rise built form that reinforces the fine grain industrial character and human scale of the precinct transitioning to a lower mid-rise form at the interface with adjoining low rise residential area to the north.

To reinforce the Railway Precinct's industrial character through a diverse mix of innovative architecture that centres on the cluster of heritage buildings at the Green Street and Balmain Street intersection.

To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets through street activation, sunlight access to Balmain Street and open spaces, comfortable wind conditions, and street setbacks at ground level.

To ensure development responds to interfaces with Green Street residential precinct by ensuring new development provides a suitable transition downwards in scale and form and that minimises amenity impacts through visual bulk, overlooking and overshadowing.

#### 2.0 Buildings and works

xx/xx/20xx

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

#### 2.1 Definitions

**Additional shadow** means any shadow cast beyond any shadow cast by existing buildings or works, but not a shadow cast by incidental elements such as canopies, kiosks, artworks, screens or trees.

**Boundary Wall** means the wall of a building at the property boundary at the side and rear that is not a street.

**Character buildings** means buildings that contribute to Cremorne's visual character but are not protected under a heritage overlay. These may include pubs, factories, warehouses and offices. Character buildings are buildings that:

- are architecturally distinct;
- demonstrate a link to the industrial and commercial history of the area;
- have a three dimensional form of the building can be seen from the public domain;
- contain interesting detailing and provide visual interest at street level; and/or
- have large window openings with potential for a positive interface with the public domain.

**Green roof** means a vegetative landscape grown in a substrate installed on top of a roof surface for the purpose of growing vegetation. Green roofs are almost all vegetation with no trafficable areas and access for garden maintenance purposes only.

**Heritage building** means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

**Parapet height** does not include features such as brackets, pediments, urns, finials or other decorative elements.

**Public realm** means all streets and spaces open to the public but does not include laneways.

**Street wall** means the facade of a building at or near the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

**Street wall height** means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

**Upper level** means development above the height of the street wall.

## 2.2 General Design Requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

## 2.3 Building Height Requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in Plan 1 and Table 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve design excellence through each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - provide a safe and generous ground level setbacks and publicly accessible spaces to enhance the public realm and accommodate building entrances, spaces for outdoor dining, landscaping or street level bike parking;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height;
  - where a site contains a character building that is retained and incorporated within the design of a future building; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms in excess of the requirements of Clause 52.34.

Architectural features may exceed the preferred height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels and green roofs);

- The equipment and/or structures do not cause additional overshadowing at the September Equinox of secluded private open space to residential land, opposite footpaths, kerb outstands, or planting areas in the public realm; and
- The equipment/structures extend no higher than 3.6 metres above the maximum building height.

## 2.4 Street Wall Height and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule;

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street walls should be designed to reinforce a pedestrian scale along streets and laneways. They should include architectural detailing such as high quality tactile materials and depth and articulation to ensure an engaging pedestrian experience.

The street wall height of development adjoining a heritage building should not exceed the street wall height of the adjoining heritage building for a minimum length of 6 metres, unless specified elsewhere this Schedule.

Development should:

- provide chamfered building corners at intersections (where appropriate) to create additional public space at points of pedestrian congestion.
- expand the public realm through inset building entrances and integrated seating with foot clearance (where appropriate).

Where heritage is not a constraint, sites should provide ground level setbacks to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping.

Where an adjacent site has provided a ground level setback, development should provide a similar setback to achieve a consistent approach along a street frontage.

## 2.5 Upper Level Setback Requirements

Development should:

- provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.
- incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.
- be setback from heritage buildings to ensure they do not detract from their visual prominence when viewed directly or obliquely along the street.
- be set back to ensure architectural features of heritage buildings remain visible.



2.6 Railway Precinct Heights, Setbacks, and Interface Plan

Plan 1: Height, Setbacks and Interface plan - Railway Precinct

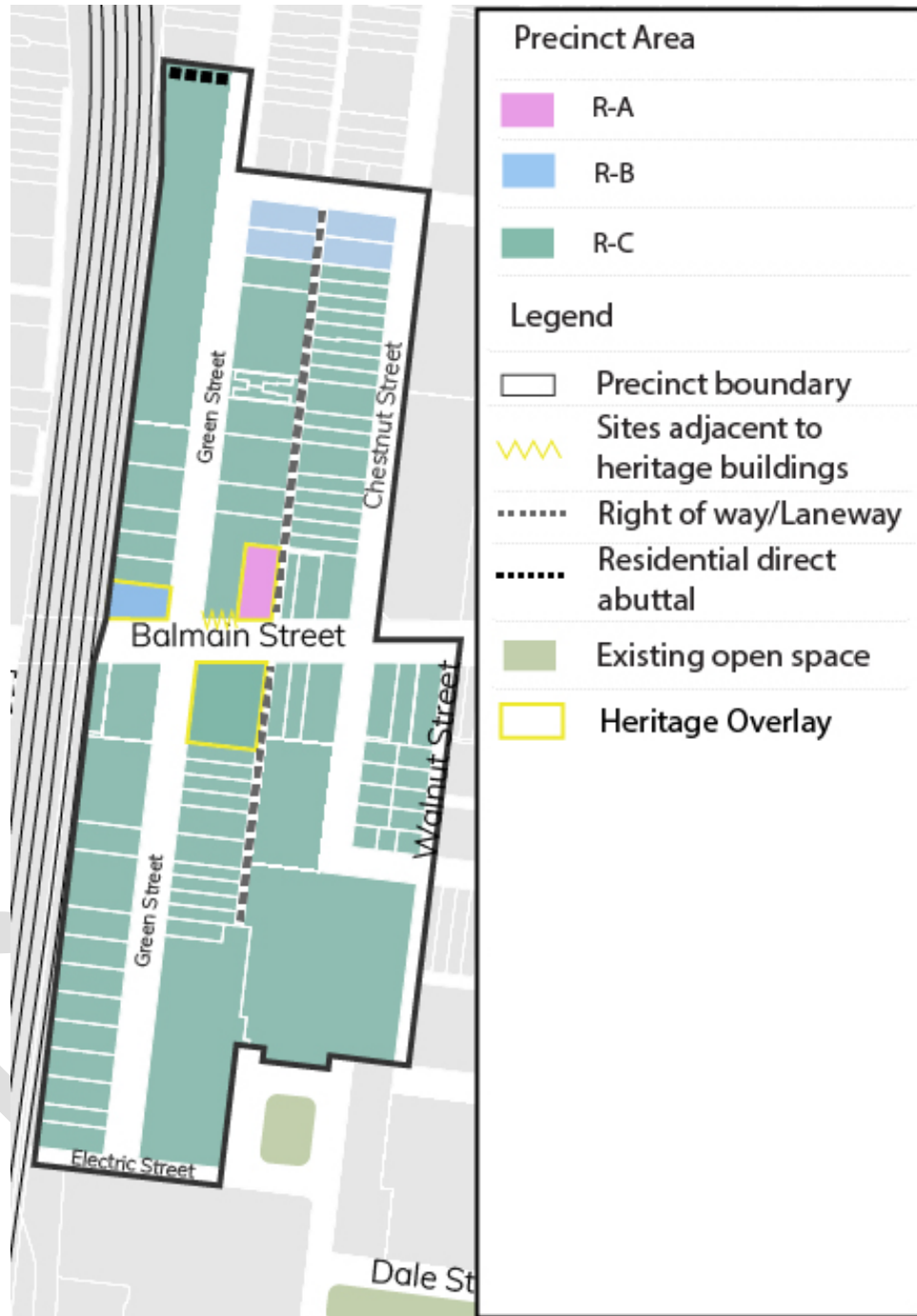


Table 1: Heights and setbacks - Railway Precinct

Built Form	Preferred Requirement	Mandatory Requirement
<b>Area CW-A</b>		
Maximum building height	12m	None specified

Built Form	Preferred Requirement	Mandatory Requirement
Maximum and minimum street wall setback	Retain existing front setback	None specified
Maximum street wall height	Retain heritage façade	None specified
Minimum upper level setback	10m measured from front property boundary	None specified
Maximum boundary wall height	None specified	None specified
<b>Area CW-B</b>		
Maximum building height	20m	None specified
Maximum and minimum street wall setback	69 Balmain Street - Retain existing street setback Elsewhere - None specified	None specified
Maximum street wall height	69 Balmain Street - Retain heritage street wall. Infill development match the parapet wall height of heritage building. Elsewhere - 12m	None specified
Minimum upper level setback	69 Balmain Street - 10m from Balmain and Green Street frontage for the heritage building and 3m for infill development on Balmain Street Elsewhere - 3m	None specified
Maximum boundary wall height	20m	None specified
<b>Area CW-C</b>		
Maximum building height	28m	None specified
Maximum and minimum street wall setback	80-82 Balmain Street - Retain existing heritage setback Elsewhere - None specified	None specified
Maximum street wall height	80-82 Balmain Street - Retain heritage street wall Elsewhere - 12m	None specified
Minimum upper level setback	80-82 Balmain Street - Green Street frontage – 7m; Balmain Street frontage – 5m Elsewhere - 3m	None specified
Maximum boundary wall height	20m	None specified
Maximum boundary wall height	20m	None specified

## 2.7 Building Separation Requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight, sunlight penetration and views to the sky above the street wall.

For sites with a frontage of less than 20m, development above the boundary wall height may be built to the boundary, limited to one side of the site.

For sites with a frontage of 20m or more, upper level development at common side and rear property boundaries should be setback above the boundary wall height as shown in Table 2.

Where a site adjoins an existing blank boundary wall, development may be constructed on that boundary to the height of that existing wall.

Where development is proposed on the boundary above the boundary wall height, it should:

- Be well articulated if visible from the street;
- Not run the full length of the boundary; and
- Not result in a continuous wall of buildings when viewed from the street.

Development with multiple buildings on a site should be setback at upper levels above the boundary wall height as shown in Table 2.

Where the common boundary is a right of way/laneway shown on Plan 1, the setback is measured from the centre of the laneway.

**Table 2: Building separation distances**

Overall height of the building	Minimum setback from common property boundary or laneway centreline	Minimum separation between buildings where there are multiple buildings on a site
1-3 levels above boundary wall height	3m	6m
4 or more levels above boundary wall height	4.5m	9m

## 2.8 Overshadowing Requirements

A permit must not be granted to construct a building or construct or carry out works that would cast any additional overshadowing of the following space between 10am and 2pm at 22nd September:

- Southern footpath of Balmain Street, east of the railway underpass, measured from the property boundary to the existing kerb (including any kerb outstands, seating or planting).

Development should ensure there is no additional overshadowing of existing public spaces at the spring equinox (22 September) between 10am and 2pm identified on Plan 1.

## 2.9 Building Design and Quality Requirements

Development should:

- achieve urban design and architectural excellence.
- reinforce the industrial character of the Railway Precinct through the use of robust materials and references to industrial typologies.
- avoid the use of surfaces at facades which cause unacceptable glare to the public realm.
- break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.
- provide a high level of design detail at the ground floor and lower levels of buildings.

- provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface
- provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.
- carefully design upper levels adjacent to heritage buildings to minimise visual bulk.
- use high quality materials that are complementary to the materiality of the adjacent heritage building.
- create well designed building edges and facades on buildings that are visible from the elevated railway line
- avoid continuous walls of buildings when viewed from the street by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.
- avoid blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide visual interest.
- on larger sites be broken into a series of smaller building forms that contribute positively to their context and their historic urban grain form.

Development should deliver comfortable wind conditions in the public realm and communal open space.

Building services should not be visible on primary building facades, occupy less than 40 percent of the ground floor area of the site, and be integrated into the overall design of the building.

Services should occupy a minimal proportion of any facade including the primary facade, if not possible to locate them elsewhere.

Development should locate sub-stations below ground, where possible. Access should be provided from right of ways/laneways or located off the primary street.

Development should ensure floor to ceiling heights are appropriate to a range of uses over time.

Development should enable subdivision of floorplates into smaller tenancies over time.

Car parking should be designed to enable conversion to other uses over time, especially parking on the ground level and above.

Development should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should maximise access to daylight through windows, lightwells, shallow floorplates, adequate floor to ceiling heights and building separation.

Development should achieve a high standard of internal amenity within the development.

Development should provide access to balconies, terraces and courtyards to enhance amenity for building occupants.

Development should provide opportunities for greening, especially at the lower levels of the building.

Development should minimise, where possible, the impact of development on solar access to adjacent solar panels.

## **2.10 Vehicle Access and Laneways Requirements**

Vehicle access should be achieved from right of way/laneways or side streets (in that order of preference).

Where access is required from streets/laneways of 6m or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.

Where a property extends the full length of the laneway or street, the development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the right of way/laneway.

Car parking should be located within a basement or concealed from the public realm (in that order of preference).

Separate entries for car parking entries and loading bays should be avoided.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by:

- ensuring a high standard of pedestrian amenity
- limiting potential conflict between vehicle movements and pedestrian activity
- avoiding wide crossover points
- ensuring adequate spacing between crossovers.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

At the intersection of laneways and footpaths, development to non-heritage buildings should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

## 2.11 Pedestrian and Bicycle Design Requirements

Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Development should provide well-designed bicycle infrastructure and end-of-trip facilities.

Visitor and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

## 2.12 Exemption from notice and review

An application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

### 3.0 Subdivision

xx/xx/20xx

None specified.

### 4.0 Signs

xx/xx/20xx

None specified.

### 5.0 Application requirements

xx/xx/20xx

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Site analysis and urban design context report which demonstrates how the proposal achieves the design objectives and requirements of this schedule
- A wind study analysis for the proposed developments greater than 15min height to assess the wind impact on:

- the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- the safety and effects on cyclists travelling along bicycle routes that are adjacent to the development.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that:
  - demonstrates how the development minimises impacts on the level of service and safety and amenity of the arterial road network (including tram services).
  - demonstrates how the development reduces car dependence and promotes sustainable transport modes.
  - includes an assessment of the impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

## 6.0 Decision guidelines

xx/xx/20xx

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal achieves adaptable and practicable floor plan layouts for various uses over time.
- Whether the proposal provides a high quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface.
- Whether the design of the development reflects the industrial character of Cremorne.
- Whether development responds to local and state significant heritage places within Cremorne.
- Whether the design considers the impact of glare on the safety of pedestrians and vehicles.
- Whether heritage buildings retain their three dimensional form as viewed from the public realm, including from the opposite side of the street.
- Whether street wall height and overall building height respond to the width and character of the street.
- Whether a proposed awning, verandah or overhang impacts on street tree planting in the public realm.
- Whether the development delivers design excellence including but not limited to building siting, scale, massing, articulation and materials.

/xx/20xx

## SCHEDULE 53 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO53**.

### CREMORNE ENTERPRISE PRECINCT – CHURCH STREET PRECINCT

#### 1.0 Design objectives

xx/xx/20xx

To support the Church Street Precinct as a thriving commercial and retail precinct in Cremorne that delivers high quality, innovative and environmentally sustainable development.

To support a new mid-rise built form character with taller built form reinforcing the Church Street activity spine and transitioning to a lower built form on narrow east-west side streets and at the interfaces with adjoining low rise residential areas.

To reinforce the ‘high street’ character and vibrancy of Church Street through a mix of innovative architecture, heritage places and identified character buildings while ensuring development reinforces a human scale and fine grain pattern of development in its narrow side streets.

To ensure new development enhances the public realm and contributes to a network of pedestrian friendly streets through street activation, sunlight access to Church and Balmain Streets and open spaces, comfortable wind conditions, and street setbacks at ground level.

To ensure development responds to interfaces with residential precincts by providing a suitable transition in scale and form that minimises amenity impacts through visual bulk, overlooking and overshadowing.

#### 2.0 Buildings and works

xx/xx/20xx

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

##### 2.1 Definitions

**Additional shadow** means any shadow cast beyond any shadow cast by existing buildings or works, but not a shadow cast by incidental elements such as canopies, kiosks, artworks, screens or trees.

**Boundary Wall** means the wall of a building at the property boundary at the side and rear that is not a street.

**Character buildings** means buildings that contribute to Cremorne’s visual character but are not protected under a heritage overlay. These may include pubs, factories, warehouses and offices. Character buildings are buildings that:

- are architecturally distinct;
- demonstrate a link to the industrial and commercial history of the area;
- have a three dimensional form of the building that can be seen from the public domain;
- contain interesting detailing and provide visual interest at street level; and/or
- have large window openings with potential for a positive interface with the public domain.

**Green roof** means a vegetative landscape grown in a substrate installed on top of a roof surface for the purpose of growing vegetation. Green roofs are almost all vegetation with no trafficable areas and access for garden maintenance purposes only.

**Heritage building** means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

**Parapet height** does not include features such as brackets, pediments, urns, finials or other decorative elements.

**Public realm** means all streets and spaces open to the public but does not include laneways.

**Street wall** means the facade of a building at or near the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

**Street wall height** means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

**Upper level** means development above the height of the street wall.

## 2.2 General Design Requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

## 2.3 Building Height Requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in Plan 1 and Table 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve design excellence through each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - provide a safe and generous ground level setbacks and publicly accessible spaces to enhance the public realm and accommodate building entrances, spaces for outdoor dining, landscaping or street level bike parking;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height;
  - where a site contains a character building that is retained and incorporated within the design of a future building; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms in excess of the requirements of Clause 52.34.

Architectural features may exceed the preferred height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels and green roofs);



- The equipment and/or structures do not cause additional overshadowing at the September Equinox of secluded private open space to residential land, opposite footpaths, kerb outstands, or planting areas in the public realm; and
- The equipment/structures extend no higher than 3.6 metres above the maximum building height.

## 2.4 Street Wall Height and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule; and
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule;

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street walls should be designed to reinforce a pedestrian scale along streets and laneways. They should include architectural detailing such as high quality tactile materials and depth and articulation to ensure an engaging pedestrian experience.

The street wall height of development adjoining a heritage building should not exceed the street wall height of the adjoining heritage building for a minimum length of 6 metres, unless specified elsewhere this Schedule.

Development should:

- provide chamfered building corners at intersections (where appropriate) to create additional public space at points of pedestrian congestion.
- expand the public realm through inset building entrances and integrated seating (where appropriate).

Where heritage is not a constraint, sites should provide ground level setbacks to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping.

Where an adjacent site has provided a ground level setback, development should provide a similar setback to achieve a consistent approach along a street frontage.

## 2.5 Upper Level Setback Requirements

Development should:

- provide upper level setbacks above the street wall to reduce the visual impact of buildings experienced from the street.
- incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.
- be setback from heritage buildings to ensure they do not detract from their visual prominence when viewed directly or obliquely along the street.
- be set back to ensure architectural features of heritage buildings remain visible.

2.6 Church Street Precinct Heights, Setbacks and Interface Plan

Plan 1: Height, Setbacks and Interface Plan - Church Street Precinct

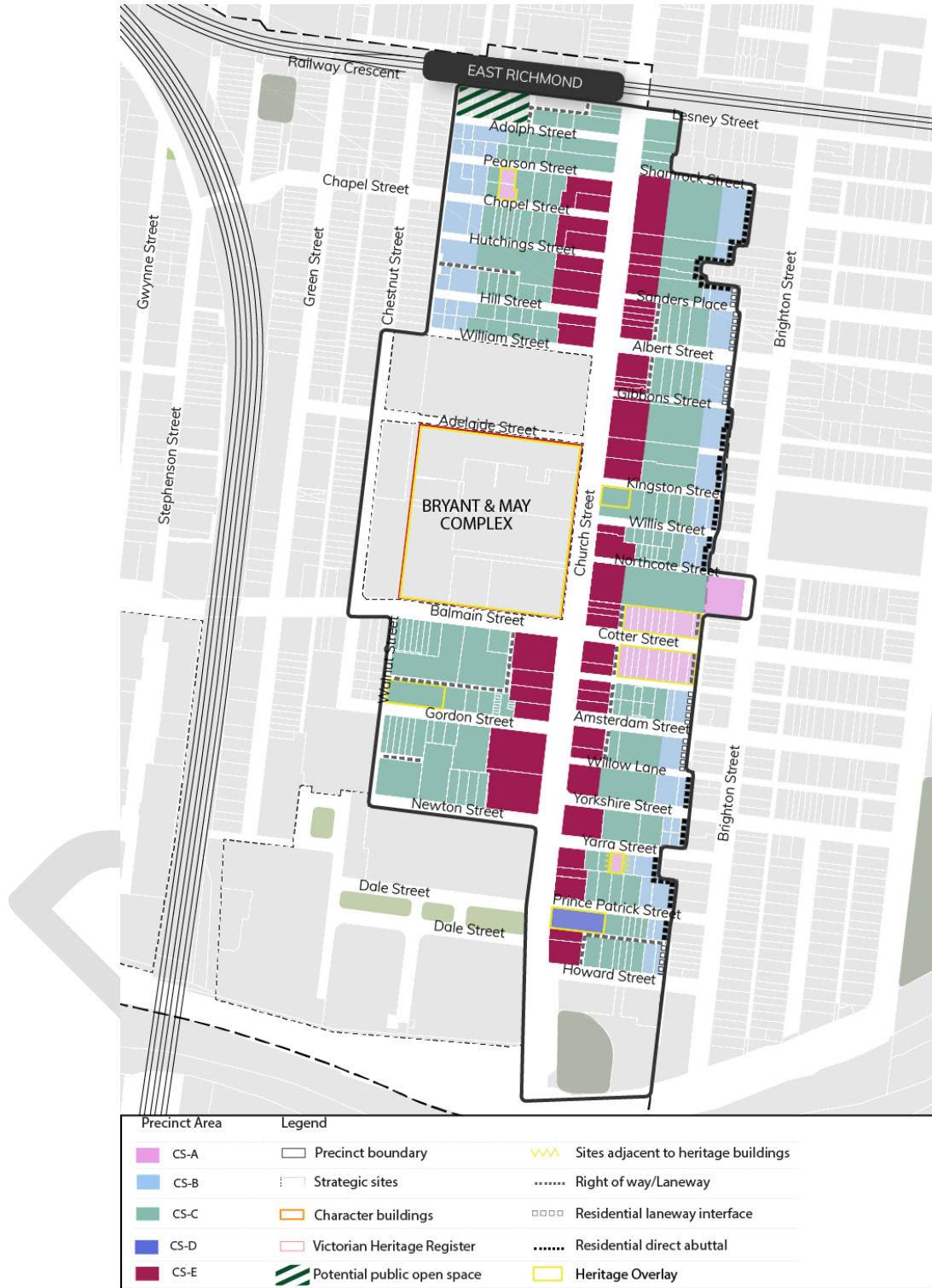


Table 1: Heights and Setbacks - Church Street Precinct

Built Form	Preferred Requirement	Mandatory Requirement
<b>Area CS-A</b>		

Built Form	Preferred Requirement	Mandatory Requirement
Maximum building height	12m	None specified
Maximum and minimum street wall setback	<p>6 Yarra Street - Retain existing setback</p> <p>11 Chapel Street and 10 Pearson Street - Retain existing setbacks for heritage buildings, along with the eastern and southern façade and original roof form. Infill buildings to match setbacks of heritage buildings</p> <p>3 to 13, 17 to 19 and 4 to 18 Cotter Street – For heritage buildings - retain existing heritage setbacks</p> <p>For non-heritage buildings - match the adjacent heritage building setbacks</p>	None specified
Maximum street wall height	<p>6 Yarra Street - Retain heritage façade</p> <p>11 Chapel Street and 10 Pearson Street - Retain heritage façades. Infill development to match the parapet height of the heritage buildings</p> <p>3 to 13, 17 to 19 and 4 to 18 Cotter Street – For heritage buildings - retain heritage street wall</p> <p>For non-heritage buildings – match adjacent heritage building</p>	None specified
Minimum upper level setback	<p>6 Yarra Street – 7m</p> <p>11 Chapel Street and 10 Pearson Street - 10m to the Chapel Street frontage and 9m to the Pearson Street frontage</p> <p>3 to 13, 17 to 19 and 4 to 18 Cotter Street - Upper levels setback behind the front two rooms.</p> <p>Non heritage buildings – None specified</p>	None specified
Maximum boundary wall height	None specified	None specified
<b>Area CS-B</b>		
Maximum building height	20m	None specified
Maximum and minimum street wall setback	<p>8 Yarra Street - Match front setback of the adjacent heritage building at 6 Yarra Street for a minimum distance of 6m</p> <p>Elsewhere - None specified</p>	None specified
Maximum street wall height	12m	None specified
Minimum upper level setback	3m	None specified

Built Form	Preferred Requirement	Mandatory Requirement
Maximum boundary wall height	20m	None specified
<b>Area CS-C</b>		
Maximum building height	28m	None specified
Maximum and minimum street wall setback	533-537 Church Street - Retain existing heritage setback 2-4 Yarra Street and 8 Yarra Street - Match front setback of adjacent heritage building at 6 Yarra Street for a minimum of 6m Elsewhere - None specified	None specified
Maximum street wall height	533-537 Church Street - Retain heritage street wall. Infill development on the site to match the height of heritage street wall Elsewhere - 12m	None specified
Minimum upper level setback	533-537 Church Street - Above heritage building – 7m on the Church Street frontage and 5m at the Kingston Street frontage to retain heritage buildings and stepped parapet visible on Kingston Street; Infill development on the site – 3m Elsewhere - 3m	None specified.
Minimum side setback	8 Yarra Street - 2.5m from the western side boundary for a length of 6m measured from the northern property boundary to ensure views to the side stone work are retained Elsewhere - None specified	None specified
Maximum boundary wall height	20m	None specified
<b>Area CS-D</b>		
Maximum building height	32m	None specified
Maximum and minimum street wall setback	Retain the existing heritage street setback Infill development on the site – 0m	None specified
Maximum street wall height	Retain heritage façade Infill development on the site to match the heritage parapet	None specified
Minimum upper level setback	Heritage Building - 12m from the Church Street frontage and 16m from the Prince Patrick Street frontage Infill development - 3m	None specified.
Maximum boundary wall height	18m	None specified

Built Form	Preferred Requirement	Mandatory Requirement
<b>Area CS-E</b>		
Maximum building Height	40m	None specified
Maximum and minimum street wall setback	None specified	None specified
Maximum street wall height	16m	None specified
Minimum upper level setback	5m	None specified
Maximum boundary wall height	24m	None specified

## 2.7 Building Separation Requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight, sunlight penetration and views to the sky above the street wall.

For sites with a frontage of less than 20m, development above the boundary wall height may be built to the boundary, limited to one side of the site.

For sites with a frontage of 20m or more, upper level development at common side and rear property boundaries should be setback above the boundary wall height as shown in Table 2.

Where a site adjoins an existing blank boundary wall, development may be constructed on that boundary to the height of that existing wall.

Where development is proposed on the boundary above the boundary wall height, it should:

- Be well articulated if visible from the street;
- Not run the full length of the boundary; and
- Not result in a continuous wall of buildings when viewed from the street.

Development with multiple buildings on a site should be setback at upper levels above the boundary wall height as shown in Table 2.

Where the common boundary is a laneway shown on Plans 1, the setback is measured from the centre of the laneway.

**Table 2: Building separation distances**

Overall height of the building	Minimum setback from common property boundary or laneway centreline	Minimum separation between buildings where there are multiple buildings on a site
1-3 levels above boundary wall height	3m	6m
4 or more levels above boundary wall height	4.5m	9m

## 2.8 Overshadowing Requirements

A permit must not be granted to construct a building or construct or carry out works that would cast any additional overshadowing of the following space between 10am and 2pm at 22nd September for a minimum of 3 hours:

- Opposite footpath on Church Street, measured from the property boundary to the existing kerb (including any kerb outstands, seating or planting).

A permit must not be granted to construct a building or construct or carry out works that would cast any additional overshadowing of the following space between 10am and 2pm at 22nd September:

- Southern footpath of Balmain Street east of the railway underpass, measured from the property boundary to the existing kerb (including any kerb outstands, seating or planting).

Development should ensure there is no additional overshadowing of existing public spaces at the spring equinox (22 September) between 10am and 2pm identified on Plan 1.

In locations where new public open space is identified on Plan 1, adjoining development should consider how building heights and massing would minimise additional overshadowing on any potential public open space.

## 2.9 Interface to properties in Neighbourhood Residential Zone or General Residential Zone Requirements

Development should protect the amenity of existing residential zones in terms of visual bulk, overshadowing of private open space and overlooking.

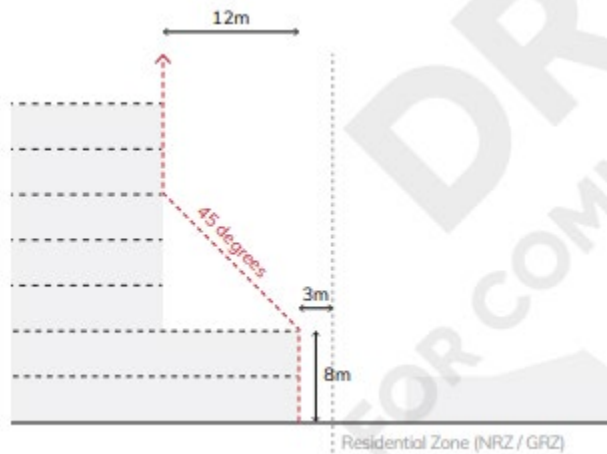
Development with an interface to a residential zone as shown in Plans 1 should not exceed the maximum heights and setbacks set out in Table 3 and Figures 1 and 2.

Development should provide a maximum of two steps in building form to avoid overly stepped outcomes.

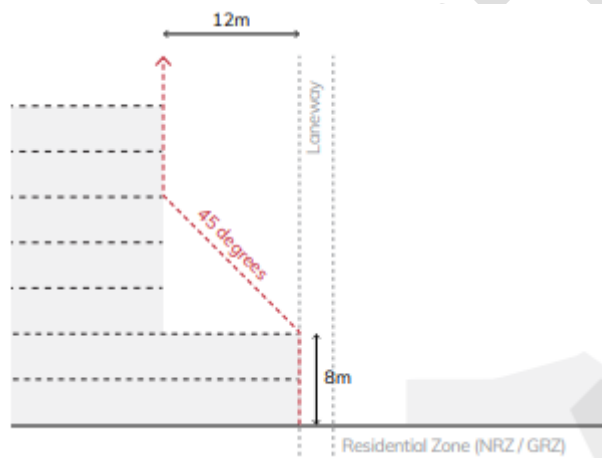
**Table 3: Residential interface heights, ground and upper level setbacks**

Interface	Maximum interface wall height	Minimum interface wall Setback	Minimum upper level setback
Direct Abuttal	8m	3m from property boundary	Upper level setback of 45 degrees above the interface wall height, for up to a minimum distance of 12m from the interface wall.
Laneway Interface	8m	0m from property boundary	Upper level setback of 45 degrees above the interface wall height, for up to a minimum distance of 12m from the interface wall.

**Figure 1: Residential interface – Direct abuttal**



**Figure 2: Residential interface – Laneway Interface**



## 2.10 Character Buildings Requirements

Development should facilitate the adaptive reuse of character buildings within Cremorne set out in this schedule and identified on Plans 1:

Development should retain all or a substantial part of a character building, as viewed from the street.

Development should incorporate materials that complement the existing character building in the new design.

## 2.11 Building Design and Quality Requirements

Development should:

- achieve urban design and architectural excellence.
- reinforce the industrial character of Cremorne through the use of robust materials and references to industrial typologies.
- avoid the use of surfaces at facades which cause unacceptable glare to the public realm.
- break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.
- provide a high level of design detail at the ground floor and lower levels of buildings.
- provide well-designed entrance spaces to buildings that create a transition between the public and private realm and encourage activity to occur at the street interface

- provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.
- carefully design upper levels adjacent to heritage buildings to minimise visual bulk.
- use high quality materials that are complementary to the materiality of the adjacent heritage building.
- create well designed building edges and facades on buildings that are visible from the elevated railway line or Yarra River (Birraring)
- avoid continuous walls of buildings when viewed from the street by providing visual breaks, articulated massing and/or separation between building forms at street level and upper levels.
- avoid blank walls visible from the public realm. Where a solid external wall is unavoidable, walls should be detailed and include articulation to provide visual interest.
- on larger sites be broken into a series of smaller building forms that contribute positively to their context and their historic urban grain form.

Development should deliver comfortable wind conditions in the public realm and communal open space.

Frontages along Church Street at ground floor should incorporate awnings or verandahs.

Building services should not be visible on primary building facades, occupy less than 40 percent of the ground floor area of the site, and be integrated into the overall design of the building.

Services should occupy a minimal proportion of any facade including the primary facade, if not possible to locate them elsewhere.

Development should locate sub-stations below ground or above ground level (in that order of preference), where possible.

Access should be provided from right of ways/laneways or located off the primary street.

Development should ensure floor to ceiling heights are appropriate to a range of uses over time.

Development should enable subdivision of floorplates into smaller tenancies over time.

Car parking should be designed to enable conversion to other uses over time, especially parking on the ground level and above.

Development should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should maximise access to daylight through windows, lightwells, shallow floorplates, adequate floor to ceiling heights and building separation.

Development should achieve a high standard of internal amenity within the development.

Development should provide access to balconies, terraces and courtyards to enhance amenity for building occupants.

Development should provide opportunities for greening, especially at the lower levels of the building.

Development should minimise where possible the impact of development on solar access to adjacent solar panels.

## **2.12 Vehicle Access and Laneways Requirements**

Vehicle access should be achieved from right of way/laneways or side streets (in that order of preference).

Where access is required from streets, right of ways or laneways of 6m or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between



ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.

Where a property extends the full length of the laneway or street, the development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the laneway.

Car parking should be located within a basement or concealed from the public realm (in that order of preference).

Separate entries for car parking entries and loading bays should be avoided.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by:

- ensuring a high standard of pedestrian amenity;
- limiting potential conflict between vehicle movements and pedestrian activity;
- avoiding wide crossover points; and
- ensuring adequate spacing between crossovers.

Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.

At the intersection of right of way/laneways and footpaths, development to non-heritage buildings should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.

Properties on the inside corner of bends in laneways or at intersections between two right of way/laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.

### 2.13 Pedestrian and Bicycle Design Requirements

Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.

Development should provide well-designed bicycle infrastructure and end-of-trip facilities.

Visitor and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

### 2.14 Exemption from notice and review

An application to construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

## 3.0 Subdivision

xx/xx/20xx

None specified.

## 4.0 Signs

xx/xx/20xx

None specified.

## 5.0 Application requirements

xx/xx/20xx

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Site analysis and urban design context report which demonstrates how the proposal achieves the design objectives and requirements of this schedule
- A wind study analysis for the proposed developments greater than 15m in height to assess the wind impact on:

- the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- the safety and effects on cyclists travelling along bicycle routes that are adjacent to the development.
- Where a Character Building (or part thereof) is proposed to be retained:
  - a retention and refurbishment plan, detailing all the building fabric to be retained and/or refurbished.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that:
  - demonstrates how the development minimises impacts on the level of service, safety and amenity of the arterial road network (including the operation of tram services).
  - demonstrates how the development reduces car dependence and promotes sustainable transport modes.
  - includes an assessment of the impacts of traffic and parking in the Precinct including an assessment of the ongoing functionality of laneway/s, where applicable.

## 6.0

### Decision guidelines

xx/xx/20xx

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal achieves adaptable and practicable floor plan layouts for various uses over time.
- Whether the proposal provides a high quality public realm interface that either activates the street edge or provides an engaging and well-designed street interface.
- Whether the design of the development reflects the industrial character of Cremorne.
- Whether the development allows for the adaptive re-use of identified Character Buildings.
- Whether development responds to local and state significant heritage places within Cremorne.
- Whether the design considers the impact of glare on the safety of pedestrians and vehicles.
- Whether heritage buildings retain their three dimensional form as viewed from the public realm, including from the opposite side of the street.
- Whether street wall height and overall building height respond to the width and character of the street.
- Whether a proposed awning, verandah or overhang impacts on street tree planting in the public realm.
- Whether the development delivers design excellence including but not limited to building siting, scale, massing, articulation and materials.

# YARRA PLANNING SCHEME - LOCAL PROVISION

## AMENDMENT C318yara



### LEGEND

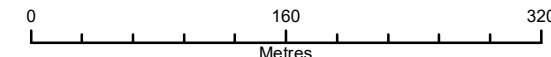
- DDO51 - Design and Development Overlay - Schedule 51
- DDO52 - Design and Development Overlay - Schedule 52
- DDO53 - Design and Development Overlay - Schedule 53
- Local Government Area

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