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Proposed C317yara

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

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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

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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

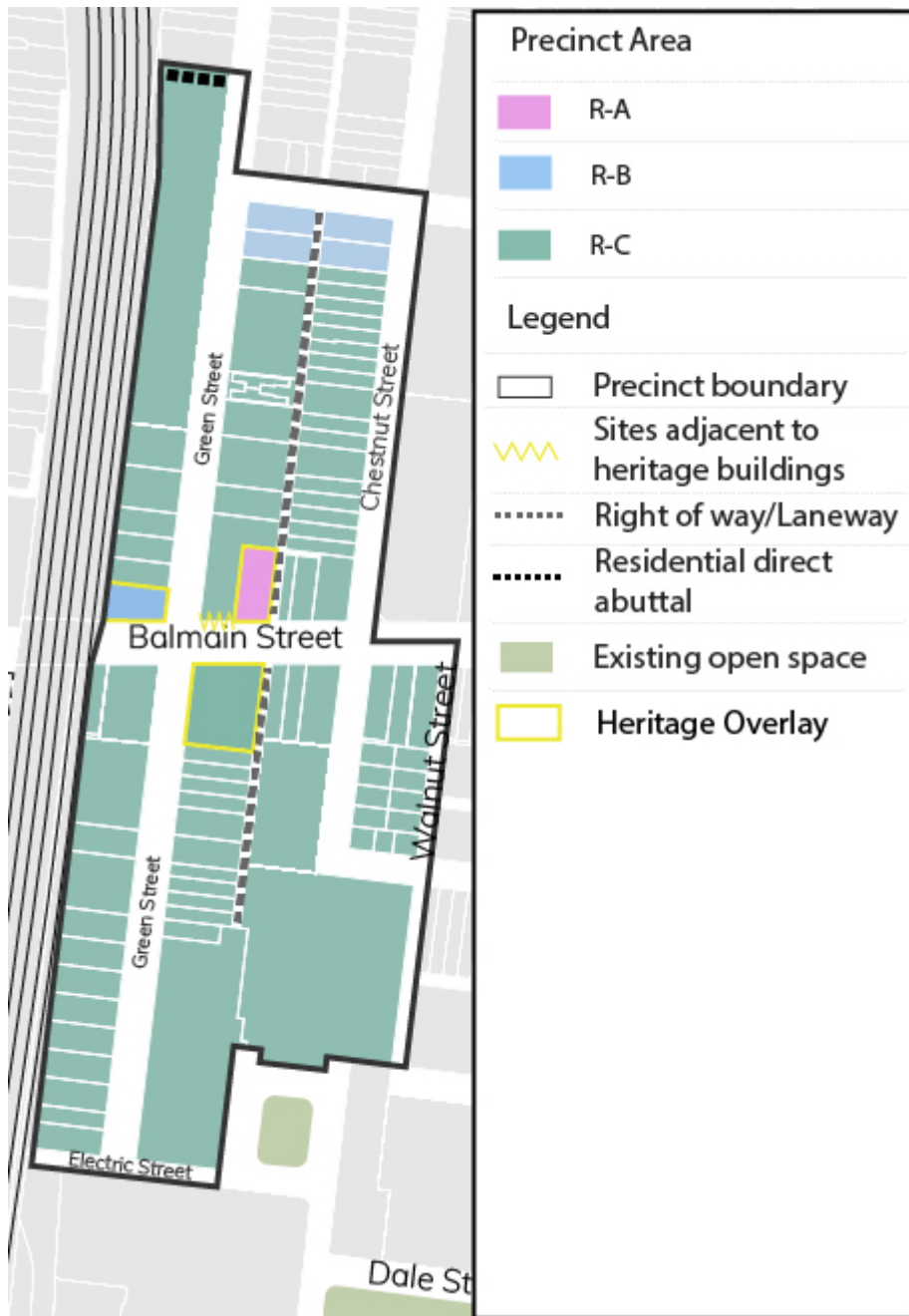


Table 1: Heights and setbacks - Railway Precinct

Built Form	Preferred Requirement	Mandatory Requirement
Area R-A		
Maximum building height	12m	None specified
Maximum and minimum street wall setback	Retain existing front setback	None specified
Maximum street wall height	Retain heritage facade	None specified
Minimum upper level setback	10m measured from front property boundary	None specified

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Built Form	Preferred Requirement	Mandatory Requirement
Maximum boundary wall height	None specified	None specified
Area R-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
Area R-C		
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

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 should be set back as shown in Table 2 and 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

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None specified.

4.0 Signs

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None specified.

5.0 Application requirements

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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:

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- 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.

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Decision guidelines

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.