Appendix A:
Exhibited DDO Controls

xx/xx/xxxx
Propsed
C231

SCHEDULE 16 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO16.**

QUEENS PARADE

1.0 General design objectives

xx/xx/xxxx
Proposed C231

- To recognise and respond to the distinct character, heritage streetscape and varying development opportunities defined by the five precincts along Queens Parade,
- To support a new mid rise character behind a consistent street wall in precincts 2-5.
- To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors garage.
- To ensure new development responds to the grand, tree-lined boulevard character of Queens Parade.
- To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

xx/xx/xxxx
Proposed C231

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

2.1 Definitions

1:1 ratio heritage street wall to new built form is where the height of the heritage street wall equals the height of the new development above street wall when viewed from the opposite side of the street from the centre of the footpath at a height of 1.6 metres above ground level

Street wall is the façade of a building at the street boundary. Street wall height is measured at 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, with the exception of architectural features and building services.

Building height is the vertical distance from *natural ground level* to the roof or parapet at any point.

Building height does not include non structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:

- The total roof area occupied by the service equipment (other than solar panels) is minimised;
- The service equipment is located in a position on the roof so as to minimise its visibility;
- The non structural elements and service equipment do not cause additional overshadowing of neighbouring properties and public spaces;
- The non structural elements and service equipment do not extend higher than 3.6 metres above the maximum building height; and
- The non structural elements and service equipment are integrated into the design of the building to the satisfaction of the responsible authority.

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

Setback is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the boundary.

Upper level is 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 carry out works and must be read in conjunction with the relevant precinct design requirements.

- A permit cannot be granted to construct a building or carry out works which are not in accordance with the mandatory requirements specified in the relevant Precinct Tables.
- A permit cannot be granted to construct a building or carry out works which exceeds the preferred building height and setbacks shown in the relevant Precinct Tables unless the following requirments are met, to the satisfaction of the responsible authority:
  - The built form outcome as a result of the proposed variation satisfies the general design objectives in Clause 1.0; and
  - The built form outcome as a result of the proposed variation satisfies the relevant requirements specified in this schedule.
- Facades at ground level must be designed with floor to floor ceiling heights suitable to accommodate commercial activity in the Commercial 1 Zone and the Mixed Use Zone.
- Development must create a consistent street wall height along the streetscapes.
- Future vehicle access and services must be provided from a rear laneway or side street where possible.
- Development must provide setbacks which ensure that upper level additions seen from the public realm are high quality and do not diminish the appreciation of the heritage building and streetscape.
- Development must avoid repetitive stepped built form at upper levels of development.
- Unless specified in another table in this schedule, any part of a building adjacent to land in a residential zone must comply with the following:

Table to Clause 2.2 boundary wall height and setback requirements for development adjoining a residential zone

	boundary wall height	setback
Common boundary	5 metres	45 degrees above boundary wall height
Laneway interface	8 metres	45 degrees above boundary wall height

2.3 Heritage design requirements

Design requirements for development on land affected by a Heritage Overlay or immediately adjacent to a heritage building

The following requirements apply to an application to construct a building or carry out works and must be read in conjunction with the relevant precinct design requirements.

Element	Design Requirement
Building facades and street frontages	**Infill buildings and development adjoining a heritage building** Façade treatments and the articulation of infill buildings on land affected by a heritage overlay or immediately adjoining a heritage building must: • ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth century buildings • respect the vertical proportions of the nineteenth and twentieth century facades in the heritage streetscape and/or the adjoining heritage building(s) avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts • avoid large expanses of glazing with a horizontal emphasis except for ground floor shopfrontsavoid the use of unarticulated curtain glazing and highly reflective glass • reflect the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building(s) **Adaption of contributory or individually significant buildings must:** • avoid highly reflective glazing in historic openings • encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings • maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings
Upper level behind heritage street wall	**Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:** • be visually recessive and not visually dominate the heritage building and the heritage streetscape • retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism' • utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades • incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape • be articulated to reflect the fine grained character of the streetscape

2.4 Precinct design requirements

The following precinct specific design requirements apply in addition to the general design requirements outlined in Clause 2.2.

2.4.1 Precinct 1 – Brunswick Street

Shown on the planning scheme map as **DDO16-1**

The design requirements for Precinct 1 are as follows:

- Development must:
  - ensure that upper level development is visually recessive
  - retain the visual prominence of the individually significant corner building that forms the southern gateway to Queens Parade and to Fitzroy North more broadly
  - be low rise
  - reinforce the heritage values of the precinct
  - provide for vehicular access off the laneway

Map of Precinct 1

Table 1B – Front street wall height, building height setbacks for Precinct 1B

Built Form	Mandatory Control	Preferred Control
Development at and adjoining 460 Brunswick Street		
Building height	Maximum 9 metres	
Street wall height and front setback	Match the parapet height of 460 Brunswick Street	Built to boundary at ground level
Upper level setback	Minimum 5 metres	
Setbacks from side and rear boundary		Res Code B17
Development on Brunswick Street, Queens Parade and land fronting the laneway known as Lot 1 on Title Plan TP806921 (apart from land at and adjoining 460 Brunswick Street)		
Building height	Maximum 9 metres on Lot 1	Maximum 9 metres elsewhere

	on Title Plan TP806921	
Street wall or façade height and setback	Retain existing	Match the parapet or eaves height of taller adjacent heritage building
Setbacks from side and rear boundary and a laneway		Res Code B17
Upper level setback		6 metres from the facade

2.4.1 Precinct 2 – Boulevard Precinct

Shown on the planning scheme map as **DDO16-2**

The design requirements for Precinct 2 are as follows:

- Development must:
  - not diminish or detract from the heritage values of the boulevard streetscape, the heritage street wall and the heritage trees along Queens Parade.
  - deliver an appropriate interface arrangement to neighbouring properties and minimise visual bulk and mass when viewed from the adjoining properties.
  - avoid a repetitive stepped form within the 45 degree angle profile.
- Development in Precinct 2A must also:
  - ensure projections above the street wall are not dominant in the skyline when viewed from the north side of Newry Street and of Coleman Street and the WT Peterson Oval, the Fitzroy Grandstand and other locations in the southern part of Edinburgh Gardens.
  - ensure adequate solar access is provided to the Queens Parade boulevard and Napier Street Reserve at the equinox from 9am-3pm.
  - maintain the prominence and significance of the art deco facade.
  -
  - recognise the low scale, buildings and fine grain subdivision pattern of existing development to the north and west.
  - encourage pedestrian permeability within and through the precinct.
- Development in Precincts 2C and 2D must also:
  - maintain the prominence of heritage buildings along Napier Street when viewed from Napier Reserve.
  - be appropriately setback at upper levels from the heritage buildings along Napier Street.
  - provide an appropriate transition in scale from the heritage buildings along Napier Street and Alexandra Parade.
  - provide vehicular access from laneways
  - provide building separationto reduce visual bulk

Map of Precinct 2

Table 2 – Street wall height, building height and setbacks for Precincts 2A, 2C and 2D

Built form	Mandatory requirement	Preferred requirement
Precinct 2A		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height	Maximum of 31m	
Front street wall height	Retain height of existing heritage façade. Maximum of 10 metres where no heritage façade exists.	Street wall of development adjoining the individually significant building must not exceed the parapet height of the taller adjoining heritage building
Front setback		0 metres to maximum 10 metres
Upper level setback from front of building		Above existing heritage façade: • Minimum 8 metre setback from 10 metres to 16 metres • Minimum 10 metre setback from 16 metres Above new street wall (where no existing heritage façade): • Minimum of 5 metre setback from 10 metres to 16 metres • Minimum of 8 metres setback from 16 metres

Setback(s) from rear boundaries north and west adjacent to NRZ and GRZ		ResCode B17 from rear boundary of adjoining properties to 10 metres Setback within 45 degree angle measured from 10-25 metres (
Setbacks from side boundary east adjacent to NRZ		0 metre setback to match party wall of existing adjoining development to 10 metres Setback within 45 degree angle measured from 10-25 metres
Setbacks from side boundary east adjacent to MUZ		0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. Minimum of 9 metre setback from the windows/ balconies of adjoining apartments up to 16 metres Minimum of 15 metre setback above 16 metres
Setbacks from side and rear boundaries west and north-west adjacent to MUZ		0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. Setback within 45 degree angle measured from 10-25 metres
Precinct 2C		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height		Maximum of 28 metres
Front street wall height		Maximum 18 metres for development on Queens Parade, George Street and Alexandra Parade Development on Napier Street should not exceed the parapet height of the adjoining heritage buildings.
Upper level setback		5 metres minimum
Setback(s) from boundary of 472 to 484 Napier Street		Setback within a 45 degree angle line measured from 12 metres
Side and rear setbacks		ResCode B17
Precinct 2D		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height		18 metres
Front street wall	Retain existing parapet height	

height		
Upper level setback	Minimum 6 metres from facade	

2.4.2 Precinct 3 – St John's Precinct

Shown on the planning scheme map as **DDO16-3**

The design requirements for Precinct 3A are as follows:

- Development must maintain views of the belfry and spire of St John's church and maintain clear sky between the belfry and spire and new development when viewed from the centre of the footpath on the south-east corner of the intersection with Queens Parade and Smith Street. A permit cannot be granted to construct a building or carry out works if it does not meet this requirement.
- Development must
  - achieve a consistent street wall height along Queens Parade, extending along Smith Street.
  - respond to the low scale form of existing development outside Precinct 3 on Hodgkinson Street through an appropriate transition in building height.
  - recognise the fine grain character of heritage streetscapes and minimise the dominance of wide building frontages.
  - deliver high quality architectural detailing that respects the heritage qualities of Queens Parade and Smith Street.
  - maintain the prominence of the heritage street wall in the streetscape and the vista along Queens Parade.
  - ensure that upper level development is visually recessive and does not detract from the heritage streetscape.
  - use materials at upper levels that are recessive in finish and colour.
  - be designed so that side walls are articulated and read as part of the overall building design.
  - avoids continuous built form at upper levels.

Map of Precinct 3

Table 3 – Street wall height, building height and setbacks for Precinct 3A

Built Form	Mandatory requirement	Discretionary requirement
Building height		Maximum of 18m
Front street wall height	Maximum 11 metres for 15-33 Queens Parade Retain height of existing heritage façade. Development adjoining a heritage building must match the parapet height of adjacent taller heritage building. Maximum of 14m elsewhere	
Upper level setback	Minimum of 6 metres at 664 Smith Street (former Fire Station) and Minimum 6 metres at 15-41 Queens Parade	6 metres elsewhere
Street wall setback		0 metres - built to front boundary at ground level
Rear setback		45° above 8 metres from rear boundary to a laneway 45° above 5 metres from rear boundary (no laneway)
Side setback		If adjoins NRZ, ResCode B17 0 metres elsewhere

2.4.3 Precinct 4 – Activity Centre Precinct

Shown on the planning scheme map as **DDO16-4**

The design requirements for Precinct 4 are as follows:

- Development must protect and maintain key view lines and visual prominence of the former ANZ Building from the south-west and north-east, in particular to the upper floor, roof form and chimneys. A permit cannot be granted to construct a building or carry out works if it does not meet this requirement.
- Development must:
  - retain the visual prominence of heritage buildings, their street wall and significant 'High Street' streetscapes when viewed from the opposite side of Queens Parade.
  - facilitate the appropriate mid rise infill of the sites located to the rear of commercial properties fronting Queens Parade.
  - retain the visual prominence of the return facades of buildings that front Queens Parade, Delbridge, Gold and Michael Streets.
  - ensure that facades at ground floor incorporate verandahs which are consistent with the form and scale of adjoining verandahs.
  - retain chimneys visible from the public realm.
  - enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.
  - respect the low scale, fine grain subdivision pattern of existing development on Hodgkinson Street and McKean Street.

Map of Precinct 4

Table 4 – Street wall height, building height and setbacks for Precinct 4

Built Form	Mandatory requirement	Preferred requirement
Building height	21.5 metres	
Front street wall	Retain height of existing	

Built Form	Mandatory requirement	Preferred requirement
height on Queens Parade	heritage façade. Where no heritage façade exists, development must be: • a minimum of 8 metres a maximum of 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.	
Front street wall height in side streets.		Retain height of existing heritage façade. Where no heritage façade exists development should be: • a minimum of 8 metres a maximum of 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres
Upper level setback Queens Parade	Minimum 6 metres in significant heritage streetscape area Minimum 8 metres at 364 Queens Parade	Minimum 6 metres at 167-197 Queens Parade
Upper level setback in side streets		Minimum 6 metres
Street wall setback	0 metres - built to front boundary at ground level	
Side and rear setback (NRZ interface)		45 degree angle above 8 metres from rear boundary to laneway 45 degree angle above 5 metres where no laneway

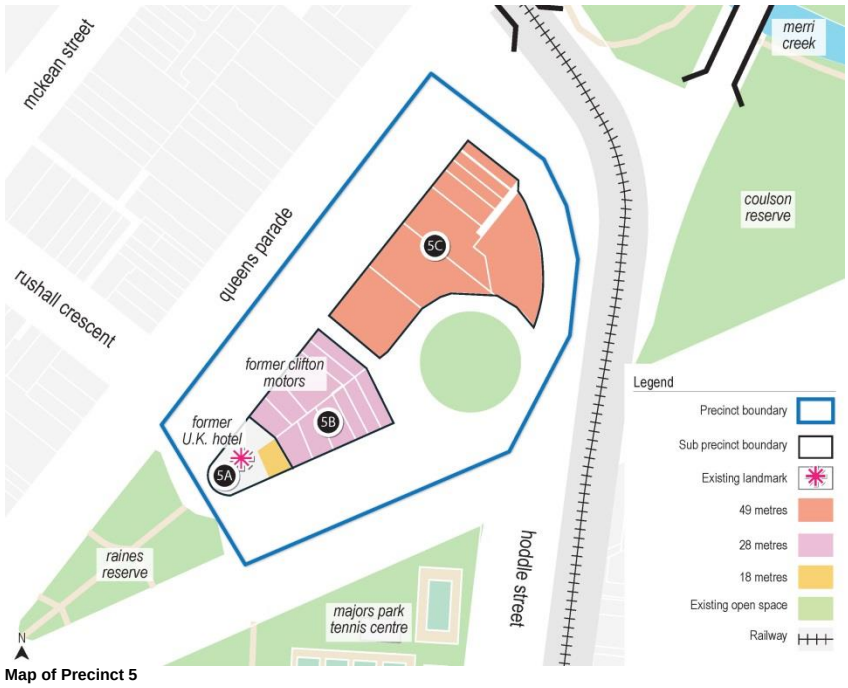
2.4.4 Precinct 5 – North Eastern Precinct

Shown on the planning scheme map as **DDO16-5**

The design requirements for Precinct 5 are as follows:

- Development must
  - retain the visual prominence and not visually dominate the three dimensional forms of the former United Kingdom Hotel when viewed from Raines Reserve and the former Clifton Motors Garage when viewed from the opposite side of Queens Parade.
  - retain, conserve and incorporate the moderne façade of the former Clifton Motor Garage (205-211 Queens Parade) in any redevelopment of the site and ensure that the three dimensional form of the façade remains prominent and the decorative vertical fin remains a prominent freestanding element when viewed from the public realm.
  - be designed above street wall in Precincts 5B and 5C as a series of separate development parts with building separation.

- establish a transition and gradual stepping down of building heights from taller forms in Precicnt 5C to existing heritage form in Precinct 5A.



Map of Precinct 5

Table 5— Street wall height, building height and setbacks for Precincts 5A, 5B and 5C

Built form	Mandatory requirement	Preferred requirement
Precinct 5A		
Building height		18 metres
Street wall height	Match existing parapet or eaves height	
Upper level setback		Minimum 5 metres
Precinct 5B		
Building height		1:1 heritage street wall to new built form behind Clifton Motors and 203 Queens Parade visible from the opposite side of Queens Parade 28 metres elsewhere
Front street wall height	Match parapet height of former Clifton Motor Garage and eaves line of former UK Hotel	11 metres for non contributory buildings facing Queens Parade and Dummett Crescent
Street wall setback	0 metres	
Setback from side and rear boundary	0 metres	
Upper level	6 metres for development at former Clifton Motor Garage	6 metres elsewhere

setback		
Precinct 5C		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height		49 metres
Front street wall height		35 metres
Upper level setback		10 metres

3.0 Subdivision

xx/xx/xxxx
Proposed C231

None specified.

4.0 Advertising

xx/xx/xxxx
Proposed C231

None specified.

5.0 Decision guidelines

xx/xx/xxxx
Proposed C231

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 General Design Requirements, Heritage Design Requirements and the Precinct Design Requirements in Clauses 2.2, 2.3 and 2.4 are met.
- If roof decks are proposed, whether they are set back from lower levels and are recessive in appearance.
- The profile and impact of development along Queens Parade when viewed from from the north side of McKean Street and the south side of Hodgkinson Street.
- The design response at the interface with existing, low scale residential properties.
- The design of the streetscape interface along the primary street frontage.
- Whether side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- How any proposed buildings and works will impact on solar access to Queens Parade and Napier Street Reserve.
- Whether heritage buildings on street corners retain their prominence when viewed from both streets.
- Whether heritage buildings retain their three-dimensional form when viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- The impact of development on views to:
  - the former ANZ Bank building's tower, roof, chimney and upper level
  - the St John the Baptist Church belfry and spire
  - the former Clifton Motor Garage's Moderne façade and fin
- The wind effects created by the development.

Reference Documents

Queens Parade, Clifton Hill Built Form Review prepared by Hansen Partnership – December 2017.

Appendix B: Clause 18 of the Yarra Planning Scheme

18.01 INTEGRATED TRANSPORT

31/07/2018
VC148

18.01-1S Land use and transport planning

31/07/2018
VC148

Objective

To create a safe and sustainable transport system by integrating land use and transport.

Strategies

Develop integrated and accessible transport networks to connect people to jobs and services and goods to market.

Plan urban development to make jobs and services more accessible by:

- Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
- Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
- Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
- Focussing major government and private sector investments in regional cities and centres on major transport corridors, particularly railway lines, in order to maximise the access and mobility of communities.

Integrate public transport services and infrastructure into new development.

Improve transport links that strengthen the connections to Melbourne and adjoining regions.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)
- *Principal Public Transport Network 2017* (Department of Economic Development, Jobs, Transport and Resources, 2017)

18.01-2S Transport system

31/07/2018
VC148

Objective

To coordinate development of all transport modes to provide a comprehensive transport system.

Strategies

Reserve land for strategic transport infrastructure.

Require transport system management plans for key transport corridors and for major investment proposals.

Incorporate the provision of public transport, cycling and walking infrastructure in all major new state and local government road projects.

Locate transport routes to achieve the greatest overall benefit to the community to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity.

Locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Plan or regulate new uses or development of land near an existing or proposed transport route to avoid detriment to and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.

Facilitate infrastructure that connects and improves train services between key regional cities and townships and Melbourne.

Ensure that pedestrian and cyclist access to public transport is facilitated and safeguarded.

Ensure the design, construction and management of all transport modes reduces environmental impacts.

Ensure careful selection of sites for freight generating facilities to minimise associated operational and transport impacts to other urban development and transport networks.

Consider all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Policy guidelines

Consider as relevant:

- Any applicable highway strategy published by VicRoads.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Public Transport: Guidelines for land use and development* (Victorian Government, 2008)

18.02 MOVEMENT NETWORKS

31/07/2018
VC148

18.02-1S Sustainable personal transport

31/07/2018
VC148

Objective

To promote the use of sustainable personal transport.

Strategies

Ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure cycling routes and infrastructure are constructed early in new developments.

Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end-of-trip facilities in commercial buildings.

Policy documents

Consider as relevant:

- *Guide to Road Design, Part 6A: Paths for Walking and Cycling*
- *Cycling into the Future 2013–23* (Victorian Government, 2012)

18.02-1R Sustainable personal transport - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

18.02-2S Public Transport

31/07/2018
VC148

Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

Strategies

Maintain and strengthen passenger transport networks.

Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.

Plan for bus services to meet the need for local travel.

Ensure development supports the delivery and operation of public transport services.

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development.

Provide for bus routes and stops and public transport interchanges in new development areas.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)

18.02-2R Principal Public Transport Network

31/07/2018
VC148

Strategies

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.

18.02-3S Road system

31/07/2018
VC148

Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road users through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.
- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Ensure access to jobs and services in growth areas and outer suburban areas by improving roads for all road users.

Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.

18.02-4S Car parking

31/07/2018
VC148

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Strategies

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking by consolidating car parking facilities.

Design and locate local car parking to:

- Protect the role and function of nearby roads.
- Enable easy and efficient use.
- Enable the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Make adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)

18.03 PORTS

31/07/2018
VC148

18.03-1S Planning for ports

31/07/2018
VC148

Objective

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels and to facilitate their ongoing sustainable operation and development.

Strategies

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

Policy documents

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Victorian Ports Strategic Framework* (Department of Infrastructure, 2004)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

18.03-2S Planning for port environs

31/07/2018
VC148

Objective

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

Policy documents

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

18.04 AIRPORTS

31/07/2018
VC148

18.04-1S Planning for airports and airfields

31/07/2018
VC148

Objective

To strengthen the role of Victoria's airports and airfields within the state's economic and transport infrastructure, facilitate their siting and expansion and protect their ongoing operation.

Strategies

Protect airports from incompatible land uses.

Ensure that in the planning of airports, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Ensure the planning of airports identifies and encourages activities that complement the role of the airport and enables the operator to effectively develop the airport to be efficient and functional and contribute to the aviation needs of the state.

Ensure the effective and competitive operation of Melbourne Airport at both national and international levels.

Protect the environs of Avalon Airport so it can operate as a full-size jet airport focussing on freight, training and services.

Recognise Essendon Airport's current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.

Recognise Moorabbin Airport as an important regional and state aviation asset by supporting its continued use as a general aviation airport, ensuring future development at the site encourages uses that support and enhance the state's aviation industry and supporting opportunities to extend activities at the airport that improve access to regional Victoria.

Maintain Point Cook Airfield as an operating airport complementary to Moorabbin Airport.

Preserve long-term options for a new general aviation airport south-east of Metropolitan Melbourne by ensuring urban development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airfields in areas that have greater long-term value to the community for other purposes.

Plan the location of airfields, nearby existing and potential development, and the land-based transport system required to serve them as an integrated operation.

Plan the visual amenity and impact of any use or development of land on the approaches to an airfield to be consistent with the status of the airfield.

Plan for areas around all airfields such that:

- Any new use or development that could prejudice the safety or efficiency of an airfield is precluded.
- The detrimental effects of aircraft operations (such as noise) are taken into account in regulating and restricting the use and development of affected land.
- Any new use or development that could prejudice future extensions to an existing airfield or aeronautical operations in accordance with an approved strategy or master plan for that airfield is precluded.

Policy documents

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)

- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/AeroSpace Technologies of Australia, 1993) and its associated Aircraft Noise Exposure Concepts

18.04-1R Melbourne Airport

31/07/2018
VC148

Strategies

Protect the curfew-free status of Melbourne Airport and ensure any new use or development does not prejudice its operation.

Ensure any new use or development does not prejudice the optimum usage of Melbourne Airport.

Policy documents

Consider as relevant:

- *Melbourne Airport Master Plan 2013 - People Place Prosperity* (Australia Pacific Airports (Melbourne) Pty Ltd, 2013)
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

18.05 FREIGHT

31/07/2018
VC148

18.05-1S Freight links

31/07/2018
VC148

Objective

To develop the key Transport Gateways and freight links and maintain Victoria's position as the nation's premier logistics centre.

Strategies

Support major Transport Gateways as important locations for employment and economic activity by:

- Protecting designated ports, airports, freight terminals and their environs from incompatible land uses.
- Encouraging adjacent complementary uses and employment generating activities.

Improve the freight and logistics network to optimise freight handling and maintain the efficiency and effectiveness of the network.

Support the development of freight and logistics precincts in strategic locations along key regional freight corridors.

Plan for improved freight connections that are adaptable to commodity, market and operating changes.

Link areas of production and manufacturing to export markets.

Improve freight efficiency and increase capacity of Transport Gateways while protecting urban amenity.

Facilitate increased capacity of Interstate Freight Terminals, both in regional areas and Metropolitan Melbourne.

Ensure an adequate supply of land is zoned to allow high-volume freight customers to locate adjacent to Interstate Freight Terminals.

Minimise negative impacts of freight movements on urban amenity.

Limit incompatible uses in areas expected to have intense freight activity by identifying and protecting key freight routes on the Principal Freight Network.

Policy documents

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)

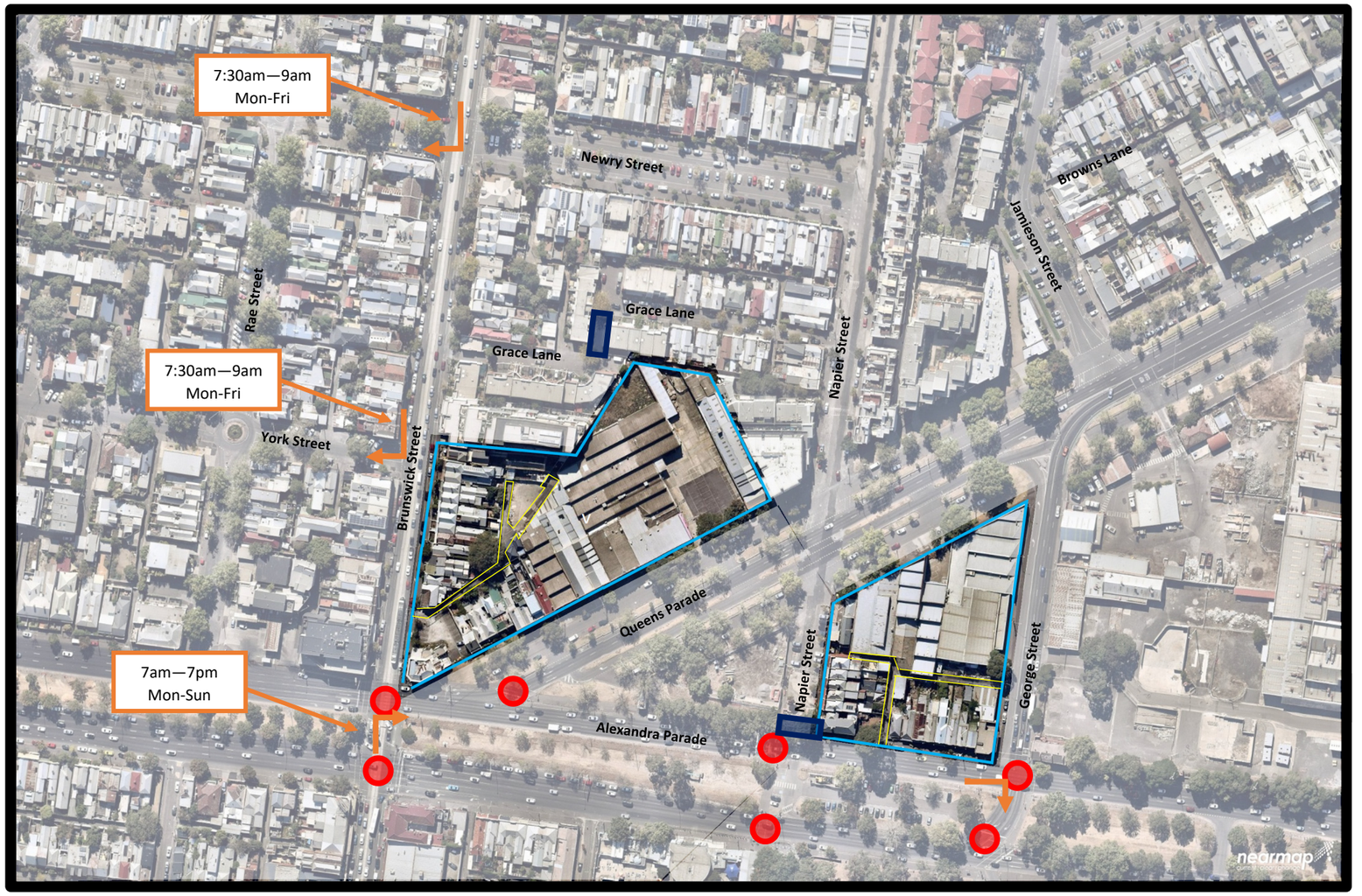
18.05-1R Freight links - Metropolitan Melbourne

31/07/2018
VC148

Strategy

Ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the Western Interstate Freight Terminal.

Appendix C: Existing Traffic Management Conditions

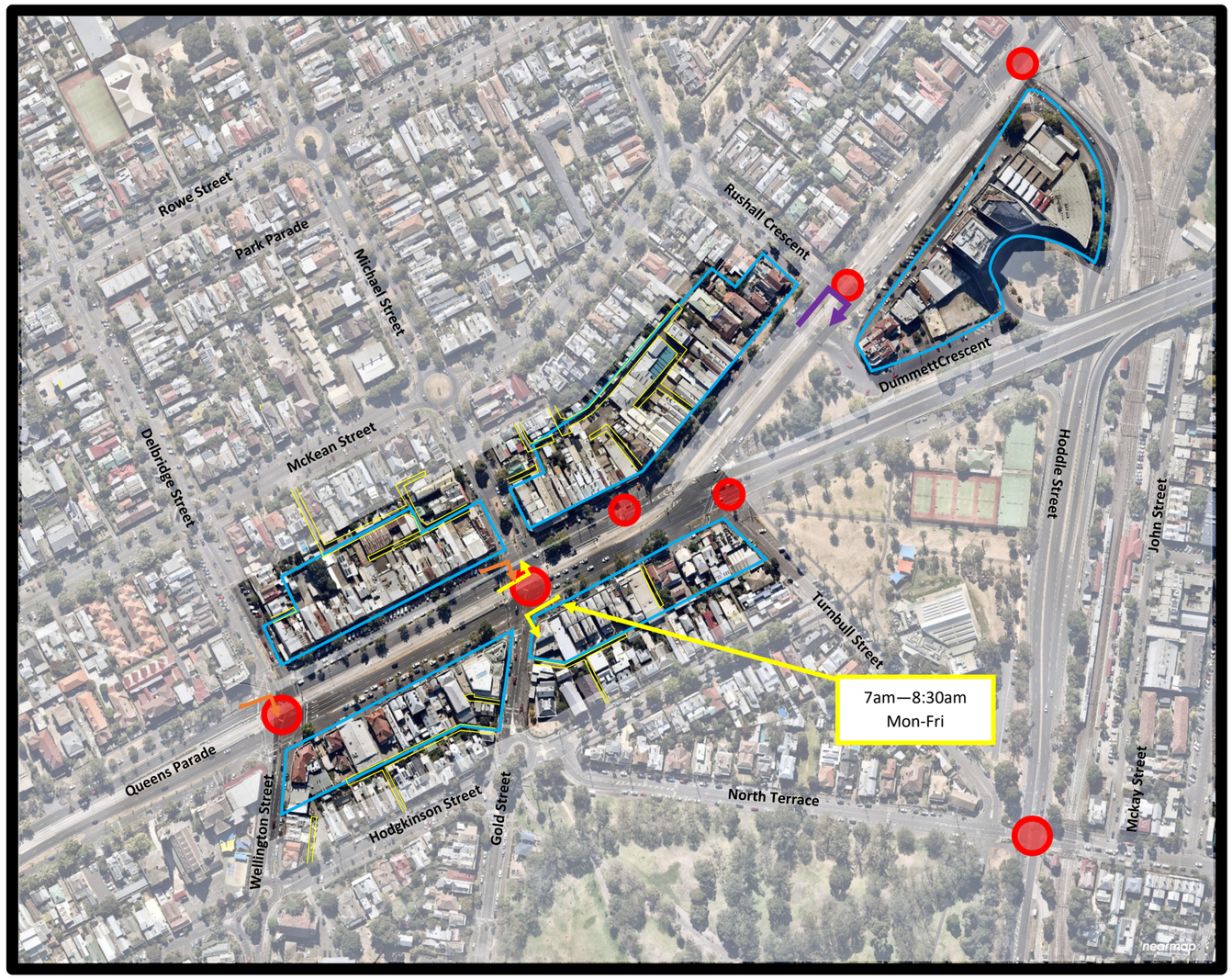


Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- No Left-Turn
- One-way
- No Through Road Blockade

Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- No Left-turn
- One-way
- No Through Road Blockade

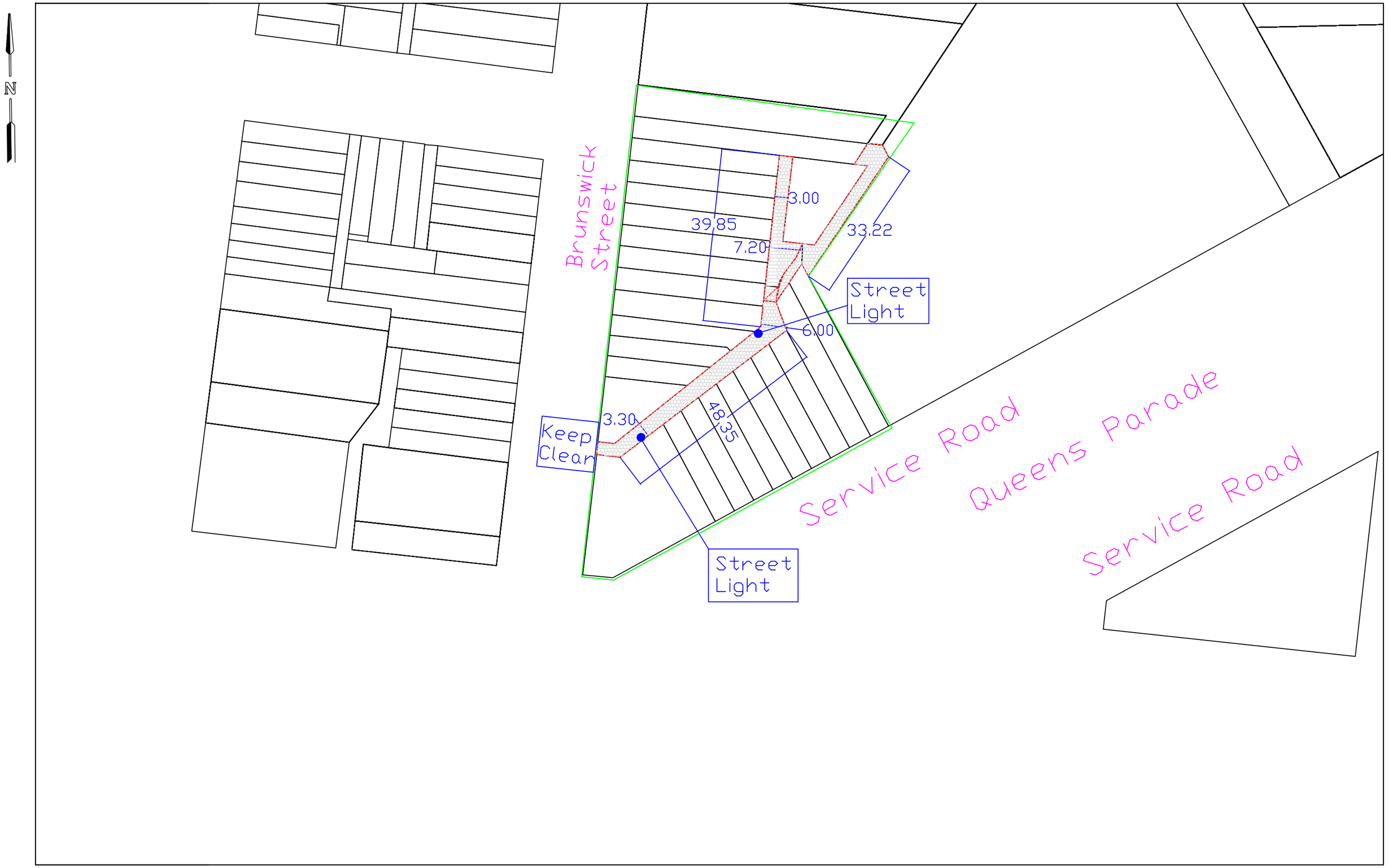


Legend – Existing Conditions

- Study Area Boundary
- Traffic Signals
- Pedestrian Signals
- Threshold Treatment
- No Entry (Exit Only)
- Right Turn Ban
- No Left-Turn
- One-way
- No Through Road Blockade
- No U-Turn

Appendix D:
Existing Laneway Conditions

PRECINCT 1 - BRUNSWICK STREET - PHYSICAL CHARACTERISTICS



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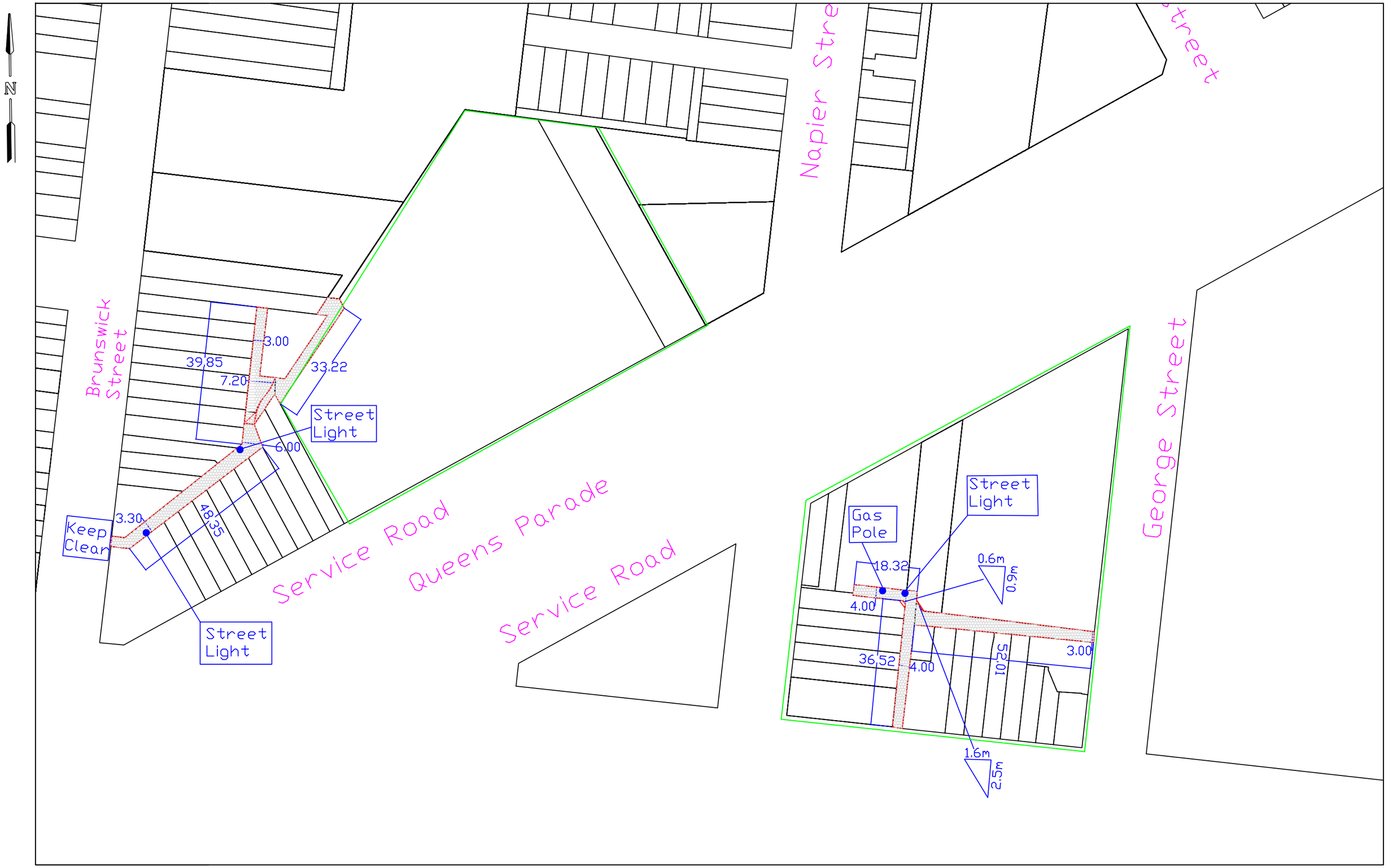
QUEENS PARADE ACTIVITY CENTRE, CLIFTON HILL

PRECINCT 1 - BRUNSWICK STREET

YARRA PLANNING SCHEME AMENDMENT C231

SCALE: 1:200 (A3) 0 8 16
SHEET NO.: 01/04
DRAWING NO.: G26233

PRECINCT 2 - BOULEVARD PRECINCT - PHYSICAL CHARACTERISTICS



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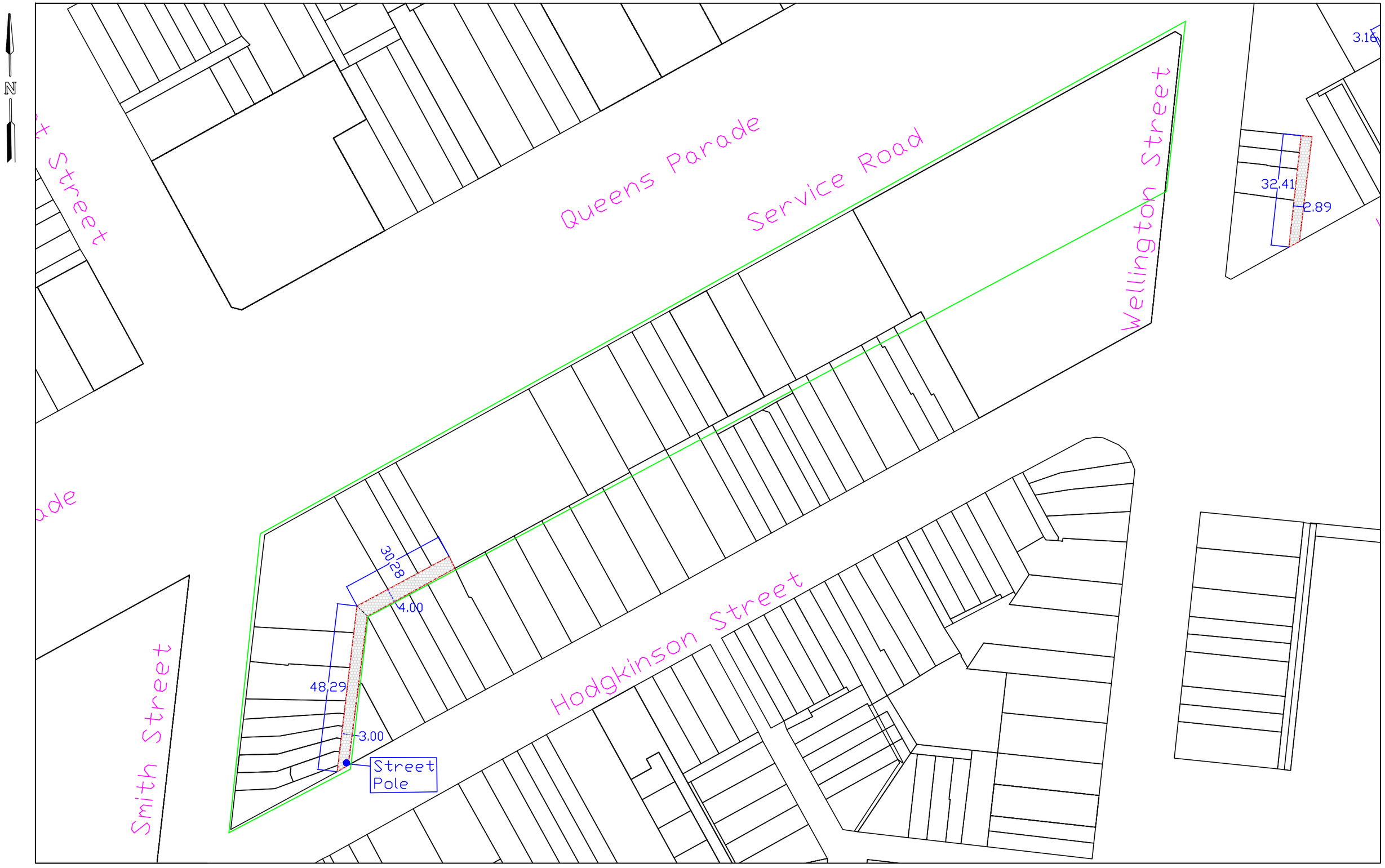
PRECINCT 2 - BOULEVARD PRECINCT

YARRA PLANNING SCHEME AMENDMENT C231

SCALE: 1:200 (A3) 0 10 20
SHEET NO.: 02/04
DRAWING NO.: G26233

PRECINCT 3 - ST. JOHNS PRECINCT - PHYSICAL CHARACTERISTICS



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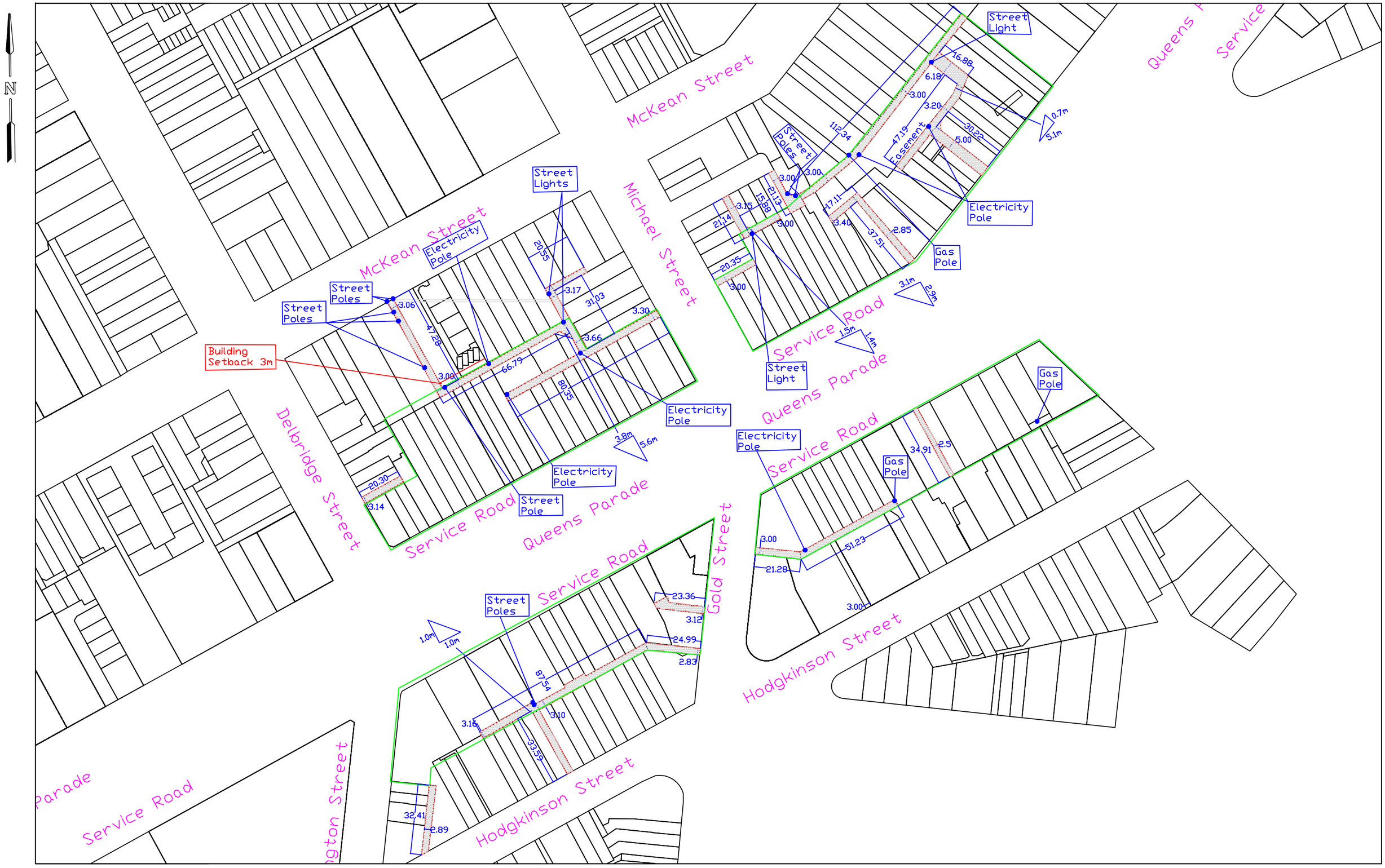
PRECINCT 3 - ST. JOHNS PRECINCT

YARRA PLANNING SCHEME AMENDMENT C231

SCALE: 1:200 (A3) 0 10 20
SHEET NO.: 03/04
DRAWING NO.: G26233

PRECINCT 4 - ACTIVITY CENTRE PRECINCT - PHYSICAL CHARACTERISTICS



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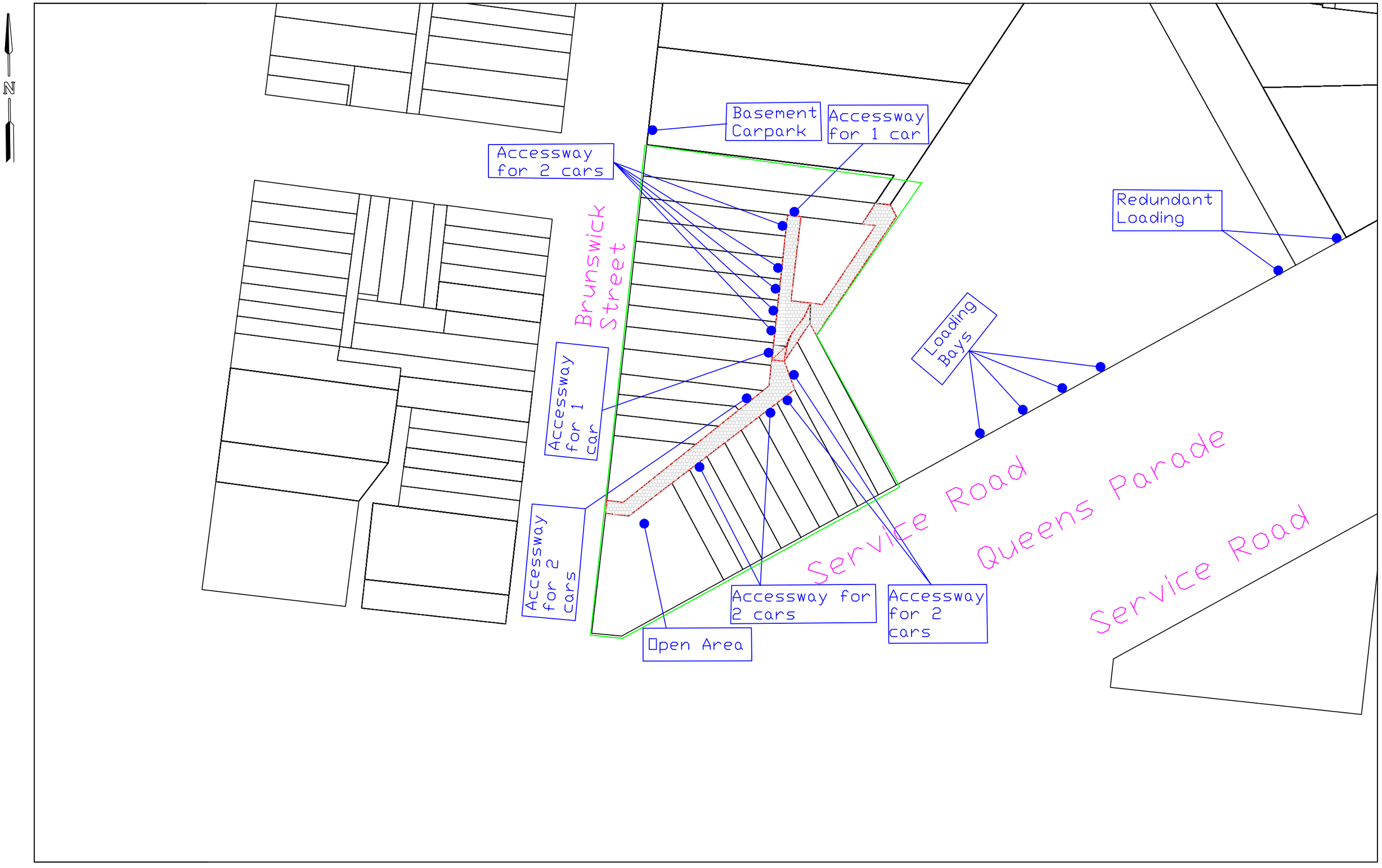
PRECINCT 4 - ACTIVITY CENTRE PRECINCT

YARRA PLANNING SCHEME AMENDMENT C231

SCALE: 1:200 (A3) 0 16 32
SHEET NO.: 04/04
DRAWING NO.: G26233

Appendix E: Existing Vehicle Access Arrangements

PRECINCT 1 - BRUNSWICK STREET - ACCESSPOINTS



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PRECINCT 1 - BRUNSWICK STREET

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PRECINCT 2 - BOULEVARD PRECINCT - ACCESSPOINTS

N

Napier Street

Basement Carpark

Accessway for 1 car

Accessway for 2 cars

Redundant Loading

Brunswick Street

Loading Bays

Accessway for 1 car

Accessway for 2 cars

Service Road

Queens Parade

Accessway for 2 cars

Accessway for 2 cars

Open Area

Service Road

Loading Area

Unknown loading

Open Carpark

Loading Area

Loading Bays

Open Area

Accessway for 1 car

Accessway to Garage

Accessway for 1 car

Accessway for 1 car

Roller door entrance

George St

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PRECINCT 2 - BOULEVARD PRECINCT

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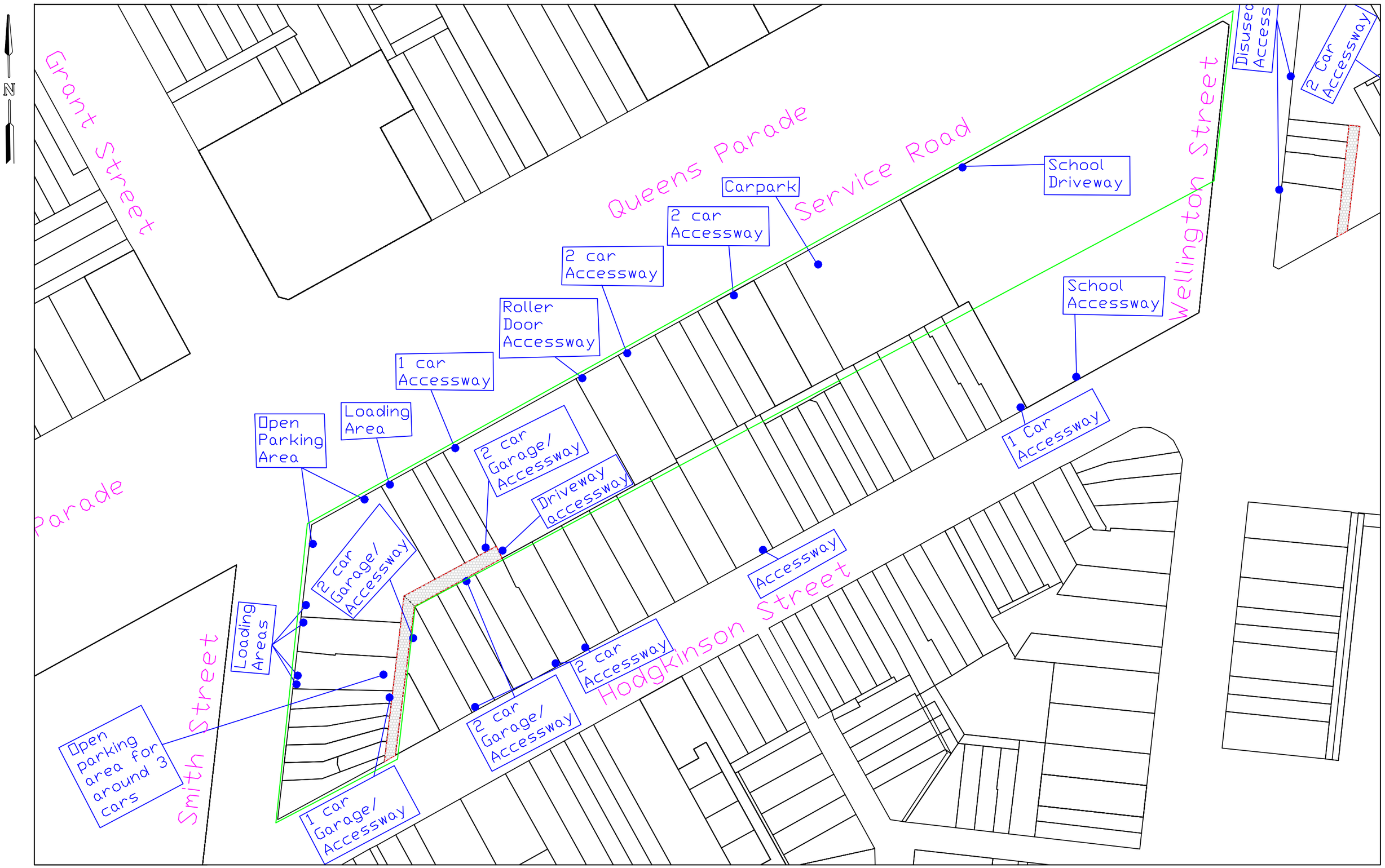
PRECINCT 3 - ST. JOHNS PRECINCT - ACCESSPOINTS



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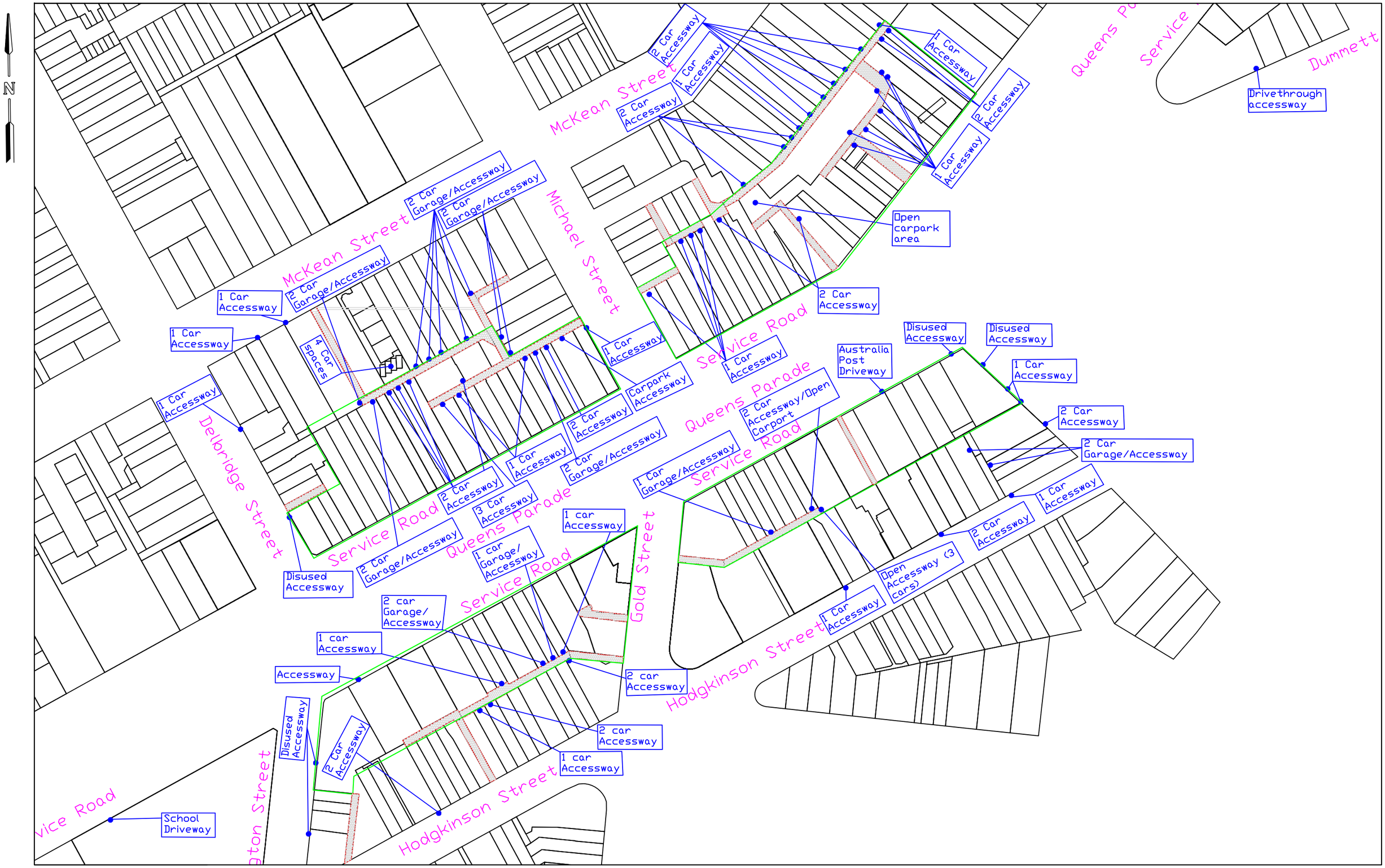
PRECINCT 4 - ACTIVITY CENTRE PRECINCT - ACCESSPOINTS



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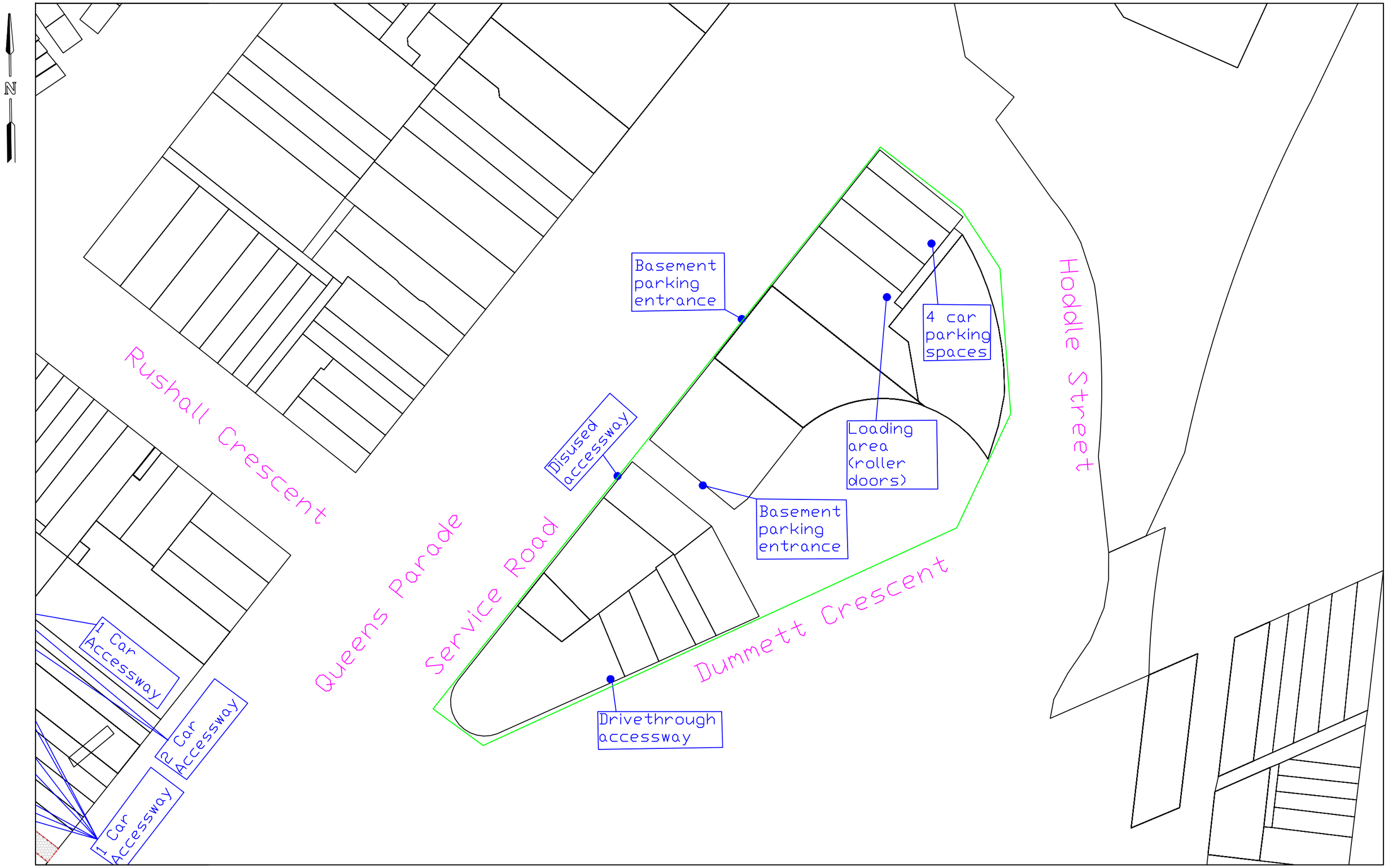
PRECINCT 5 - NORTH EAST PRECINCT - ACCESSPOINTS



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PRECINCT 5 - NORTH EAST PRECINCT

YARRA PLANNING SCHEME AMENDMENT C231

SCALE: 1:200 (A3) 0 10 20
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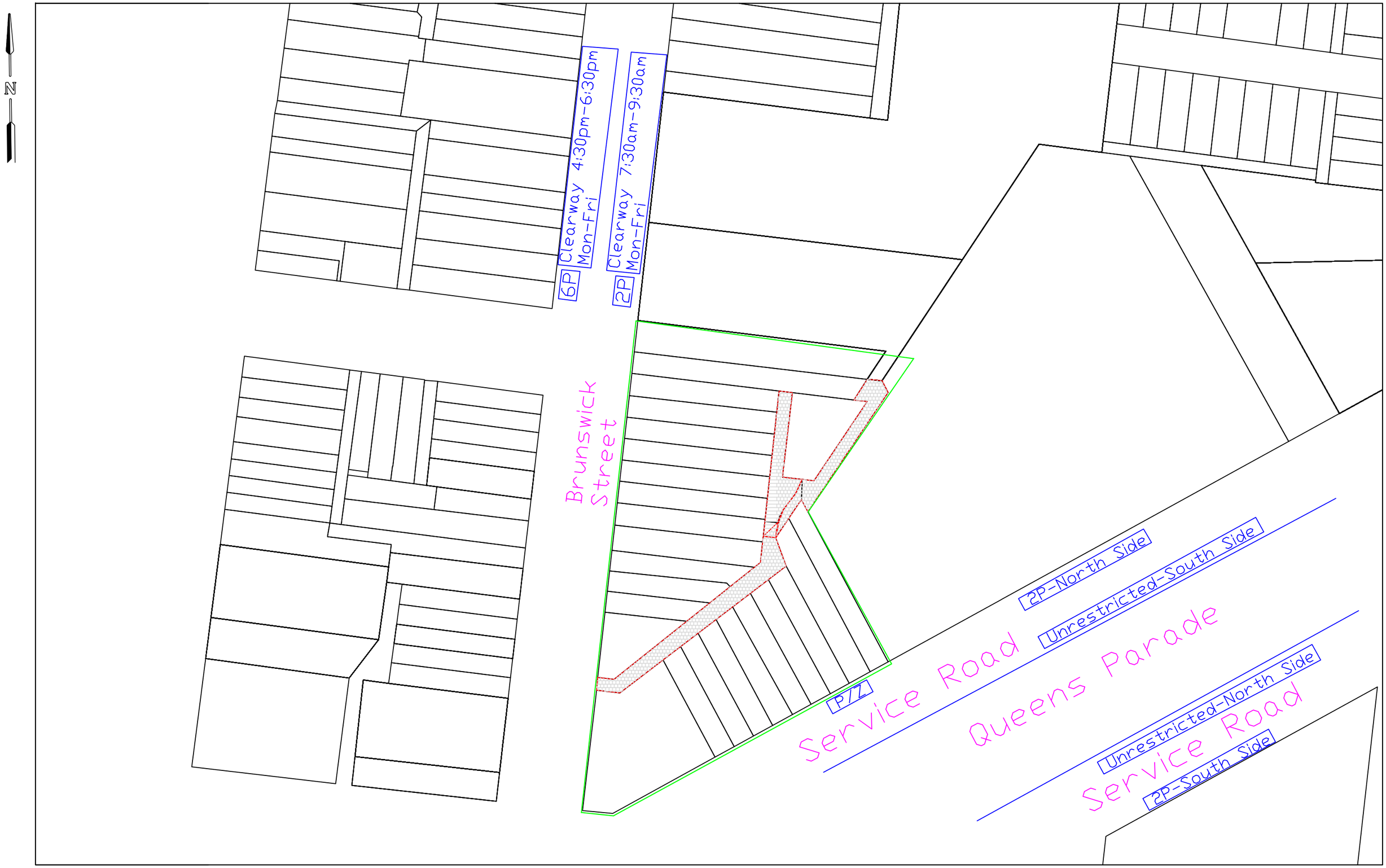
Appendix F:
Local Parking Restrictions

PRECINCT 1 - BRUNSWICK STREET - MAJOR PARKING RESTRICTIONS



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PRECINCT 2 - BOULEVARD PRECINCT - MAJOR PARKING RESTRICTIONS

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PRECINCT 2 - BOULEVARD PRECINCT

YARRA PLANNING SCHEME AMENDMENT C231

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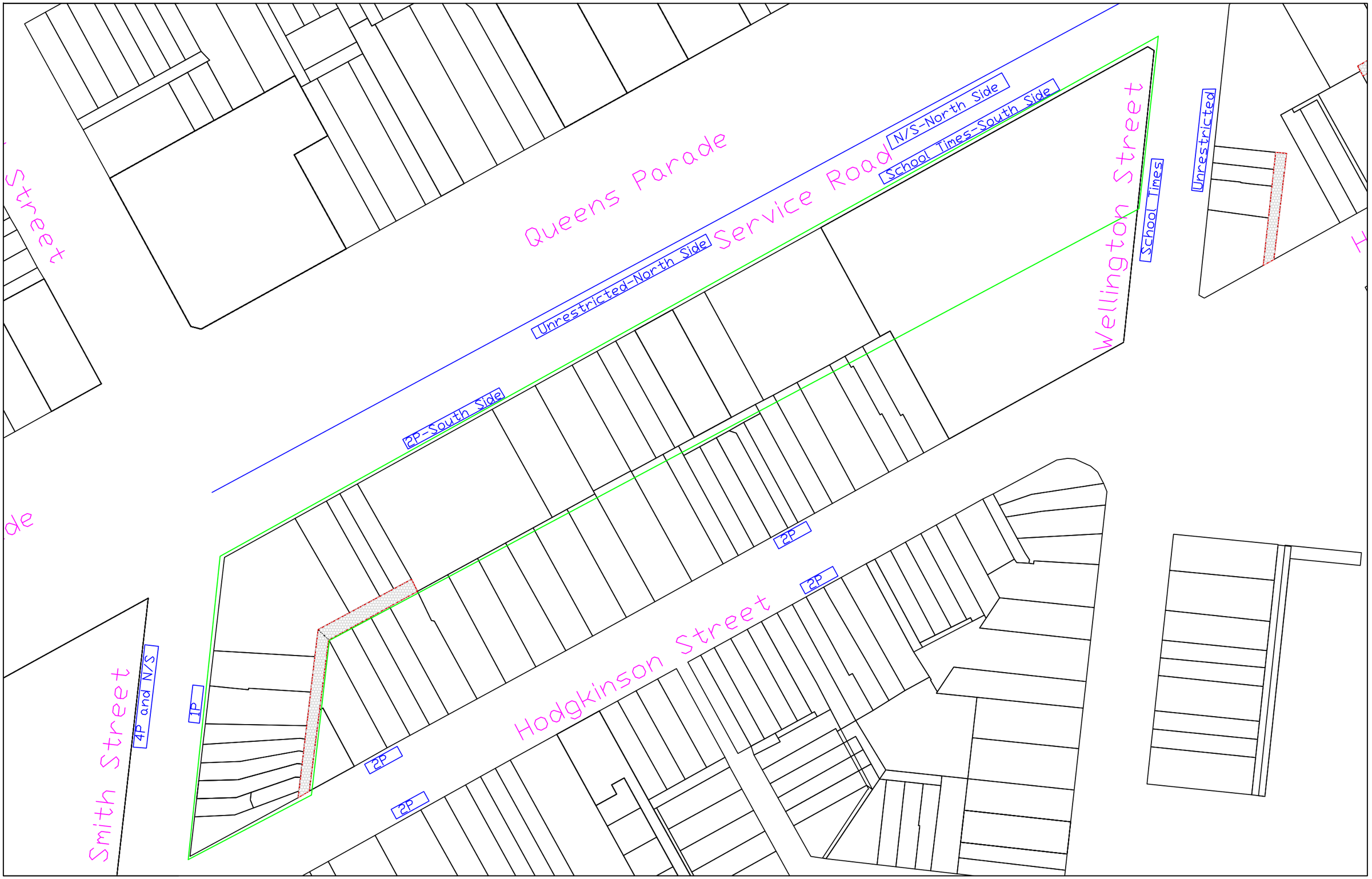
PRECINCT 3 - ST. JOHNS PRECINCT - MAJOR PARKING RESTRICTIONS



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PRECINCT 3 - ST. JOHNS PRECINCT

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PRECINCT 4 - ACTIVITY CENTRE PRECINCT - MAJOR PARKING RESTRICTIONS

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PRECINCT 5 - NORTH EAST PRECINCT - MAJOR PARKING RESTRICTIONS

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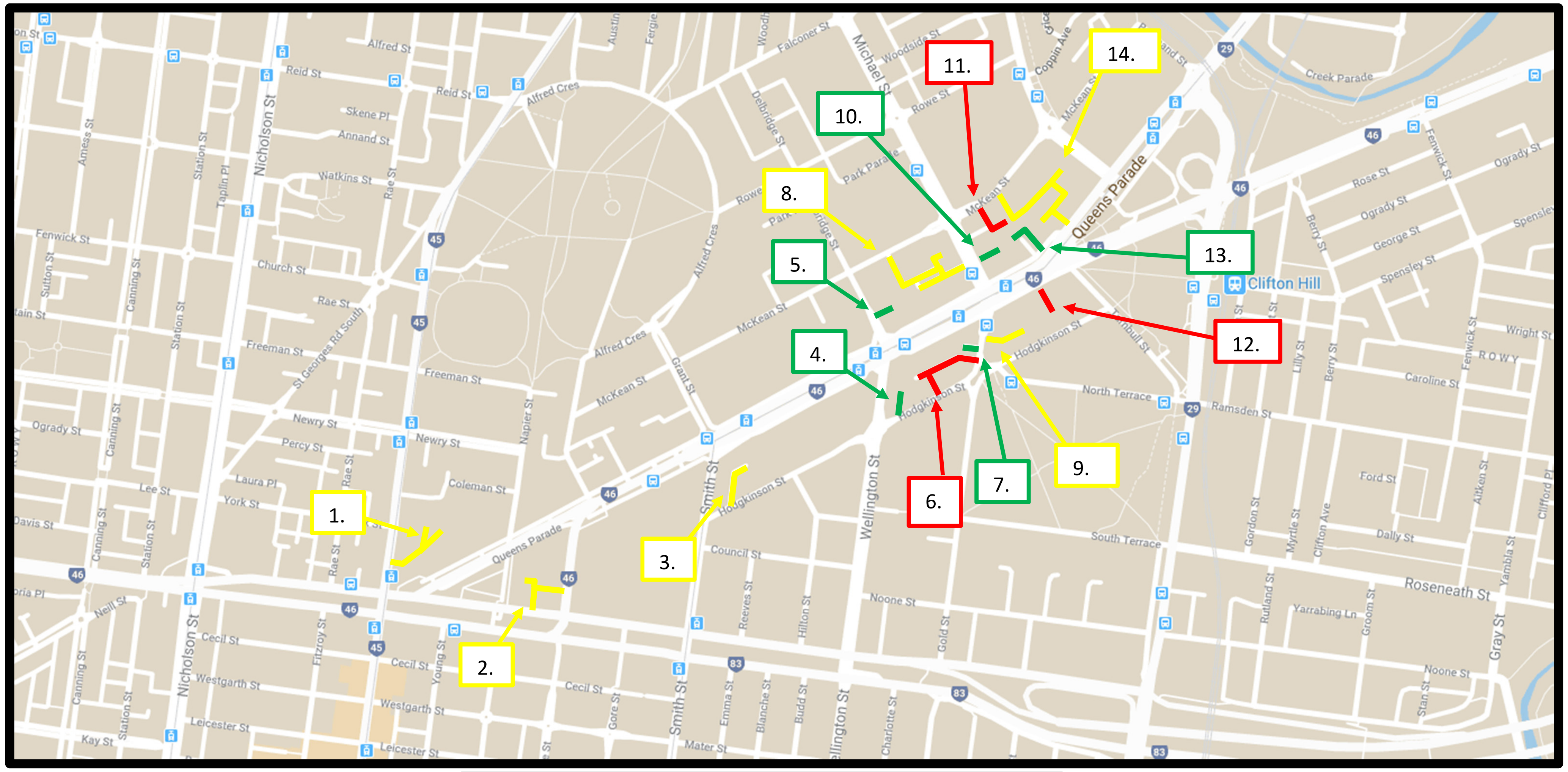
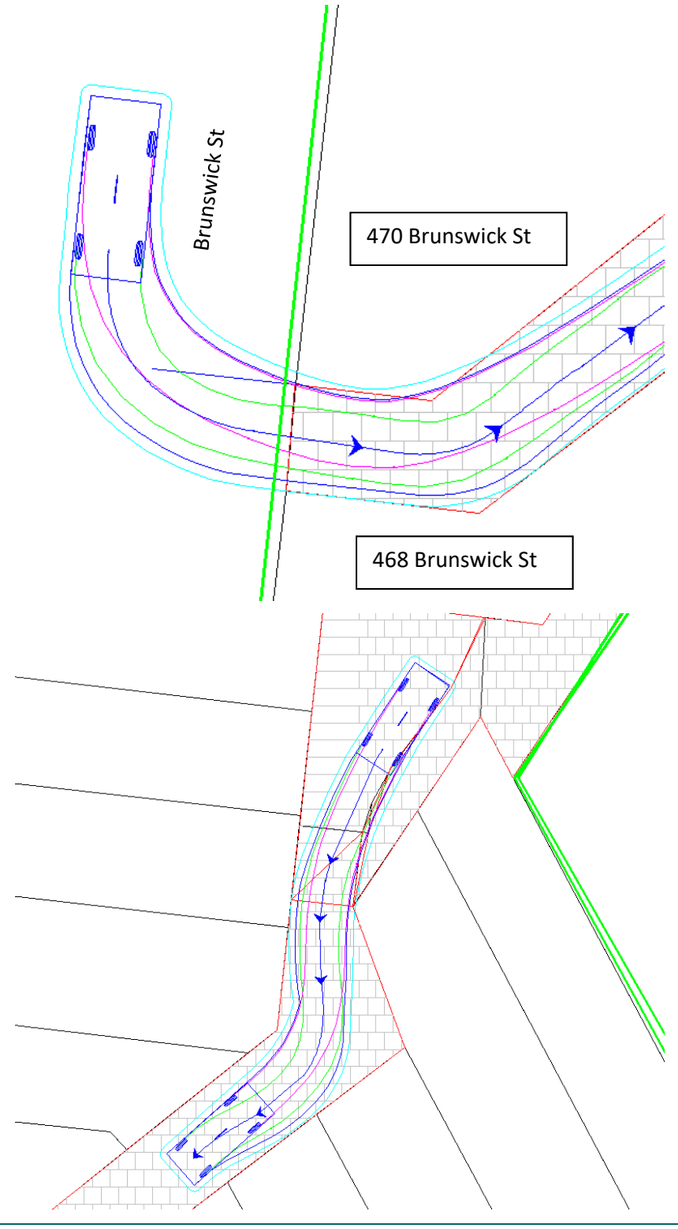
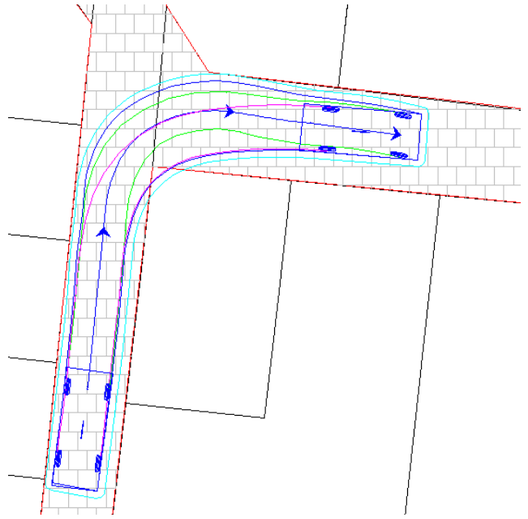
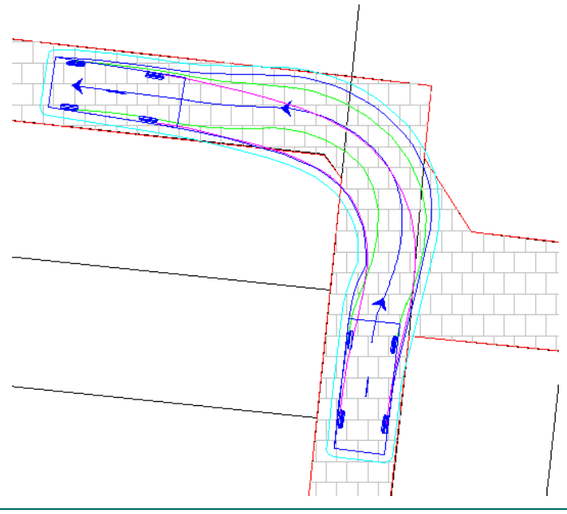
Appendix G:
Detailed Laneway Review

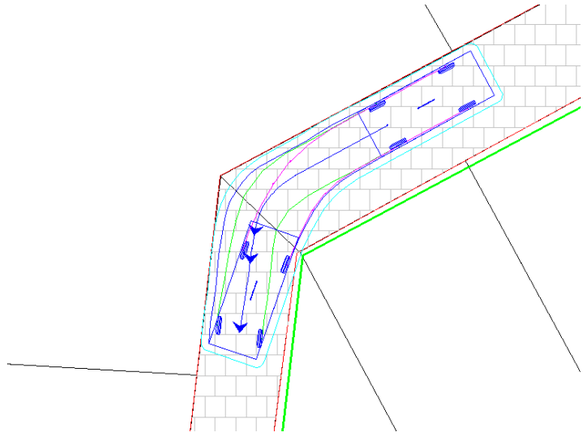


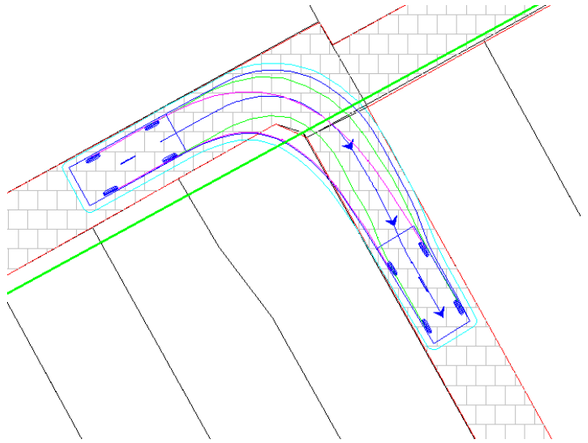
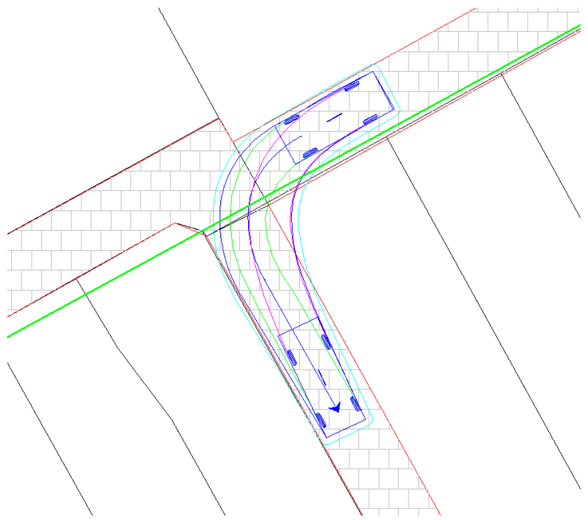
Legend

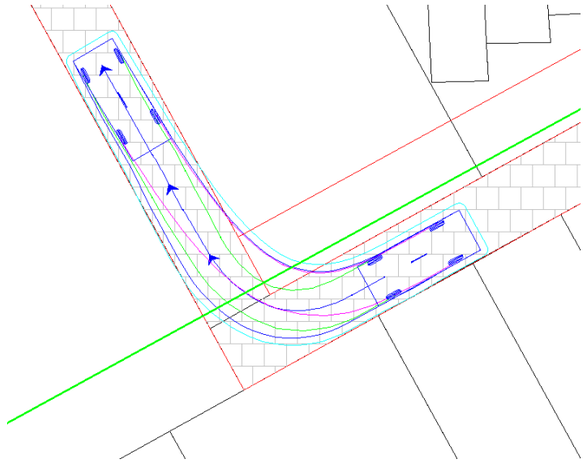
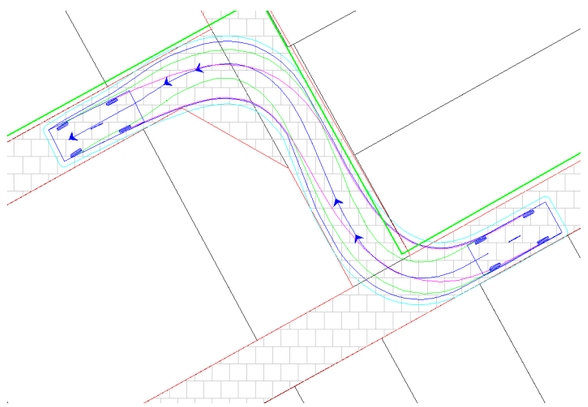
- Unconstrained Laneway
- Partially Constrained/Minor Improvement Required
- Highly Constrained/Challenging to Remedy

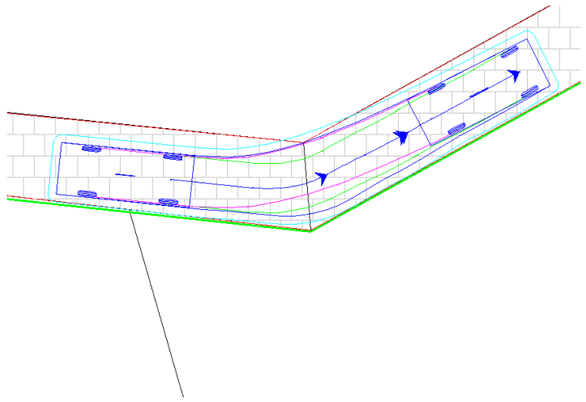
Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
1: ROW (from Brunswick Street to END)	• Carriageway width – 3m-7.2m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone/Asphalt • Layout Features – two dead end sections which split in the middle bend of the laneway		**Partially Constrained** • Single lane for two-way traffic • Long. • Ability to pass other vehicles around the fork in the laneway, but not at Brunswick Street. • Two bends obstruct site distance. • B99 can enter/exit the laneway only by relying on the land at 470 Brunswick Street, (which is open to the ROW) of 468 Brunswick Street (which has an open carpark entrance) – see right.	

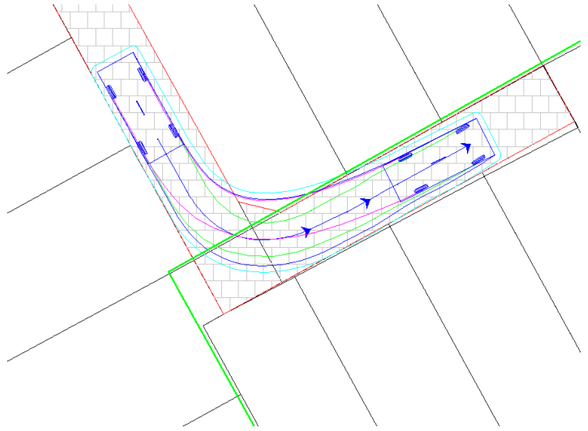
Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
2: ROW (from Alexandra Parade to END)	• Carriageway width – 3m-4m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – 90 degree bend in the middle section which allows for connection between Alexandra Parade and George Street. 90 degree left turn bend which leads to a dead end.		**Partially Constrained** • Single lane for two-way traffic • All bends within the ROW are unnavigable by the B99 design car (see right).	
2: ROW (from George Street Street to END)				

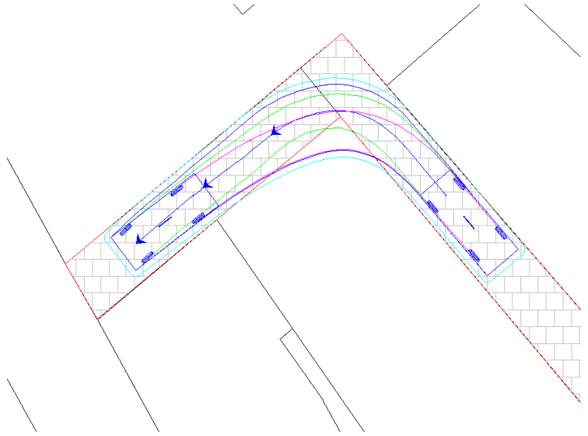
Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
3: ROW (from Hodgkinson Street to END)	• Carriageway width – 3m-4m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone/Asphalt • Layout Features – 60 degree bend in the middle section leading to a dead end on the eastern side of the laneway.		**Partially Constrained** • Single lane for two-way traffic • Relatively long at approximately 74m. • Bend within the ROW is constrained for the B99 design car (see right).	
4: ROW (from Hodgkinson Street Street to END)	• Carriageway width – 3m • Traffic management – Two-way • Parking – Laneway is part of a parking area • Footpaths – No footpaths • Material – Bluestone/Asphalt • Layout Features – Laneway forms part of an open carpark area		**Unconstrained** • Relatively short	

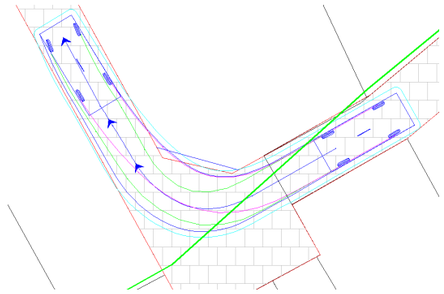
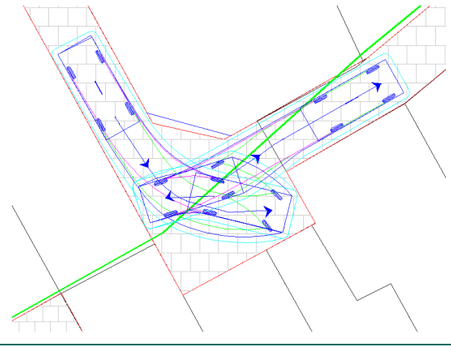
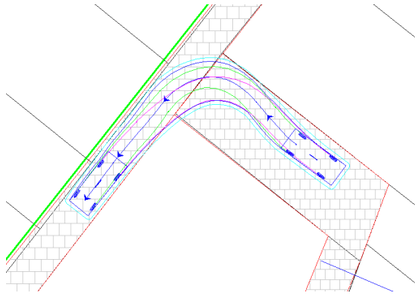
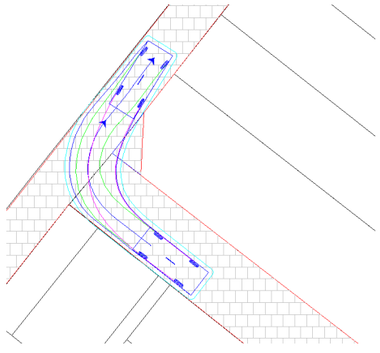
Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
5: ROW (from Delbridge Street to END)	• Carriageway width – 3.14m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – Straight ROW leading into wider open area.		**Unconstrained** • Relatively short	
6: ROW (from Hodgkinson Street Street to END)	• Carriageway width – 2.83m-3.16m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone/Asphalt/Gravel • Layout Features – Long laneway which connects between Hodgkinson Street and Gold Street. The laneway also leads into a dead end on the western side.		**Highly Constrained** • 3m wide providing a single lane for two-way traffic. • Long – 110m in the east-west section. • Internal T-intersection is unnavigable by the B99 design car in either direction due to lack of splays. • Shallow bend near Gold Street obstructs site distance. • Services a large number of properties.	
6: ROW (from Gold Street to END)				

Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
7: ROW (from Gold Street to END)	• Carriageway width – 3.12m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – Straight laneway with a dead end on the western side. Currently being occupied by construction scaffolding.		**Unconstrained** • Relatively short	
8: Koormiel Lane (from McKean Street Street to Michael Street)	• Carriageway width – 3m-3.66m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – Long laneway which connects continuously between the southern side of McKean St and Barruth Lane which provides access to Michael Street in the east.		**Partially Constrained** • Single lane for two-way traffic • Long. • Numerous bends obstructing sight distance. • No vehicle can navigate bend to McKean Street at bend without relying on garage setback of 180 McKean Street. • The B99 design can cannot navigate the bend towards Michael Street due to lack of splays at corners.	
8: Barruth Lane (from Michael Street Street to McKean Street)				

Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
9: ROW (from Gold Street to END)	• Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – 60 degree bend towards the middle section leading to a dead end on the eastern side of the laneway.		**Partially Constrained** • Single lane for two-way traffic • Long. • Shallow bend block sight distance • Bend on ROW is not navigable by the B99 design car without relying on open land at 141-147 Queens Pde.	

Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
10: ROW (from Michael Street to END)	• Carriageway width – 3m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – Straight laneway with a dead end on the eastern side (fenced off).		**Unconstrained** • Relatively short	
11: ROW (from Howe Street to END)	• Carriageway width – 3m-3.15m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – 90 degree left turn, dead end on the western end.		**Highly Constrained** • Bend in ROW is unnavigable by B99 design car. • Single lane for two-way traffic.	

Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
12: ROW (from Queens Parade to END)	• Carriageway width – 2.5m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Untreated • Layout Features – Straight narrow section which is currently fenced off from public use		**Highly Constrained** • 2.5m wide – too narrow for vehicle access.	
13: ROW (from Queens Parade Service Lane)	• Carriageway width – 2.85m-3.40m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – 90 degree left turn, dead end on the western end.		**Partially Constrained** • Relatively short • Bend unnavigable by B99 car without splay, but only services 1 property.	

Street Name	Existing Conditions	Photo	Constraints	B99 Swept Path
14: ROW (from Howe Street to Queens Parade Service Lane)	• Carriageway width – 3m-6.18m • Traffic management – Two-way • Parking – No parking • Footpaths – No footpaths • Material – Bluestone • Layout Features – Long laneway which connects continuously between the southern side of Howe St and northern side of Queens Parade service lane.	 	**Partially Constrained** • Has some passing areas. • Some bends unnavigable by B99 car without splays or relying on private land. • Long. • Has a number of bends.	   

Appendix B
Exhibited DDO Controls

xx/xx/xxxx
Propsed
C231

SCHEDULE 16 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO16.**

QUEENS PARADE

1.0 General design objectives

xx/xx/xxxx
Proposed C231

- To recognise and respond to the distinct character, heritage streetscape and varying development opportunities defined by the five precincts along Queens Parade,
- To support a new mid rise character behind a consistent street wall in precincts 2-5.
- To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors garage.
- To ensure new development responds to the grand, tree-lined boulevard character of Queens Parade.
- To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

xx/xx/xxxx
Proposed C231

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

2.1 Definitions

1:1 ratio heritage street wall to new built form is where the height of the heritage street wall equals the height of the new development above street wall when viewed from the opposite side of the street from the centre of the footpath at a height of 1.6 metres above ground level

Street wall is the façade of a building at the street boundary. Street wall height is measured at 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, with the exception of architectural features and building services.

Building height is the vertical distance from *natural ground level* to the roof or parapet at any point.

Building height does not include non structural elements that project above the building height and service equipment including plant rooms, lift overruns, structures associated with green roof areas, screens to service areas or other such equipment provided that all of the following criteria are met:

- The total roof area occupied by the service equipment (other than solar panels) is minimised;
- The service equipment is located in a position on the roof so as to minimise its visibility;
- The non structural elements and service equipment do not cause additional overshadowing of neighbouring properties and public spaces;
- The non structural elements and service equipment do not extend higher than 3.6 metres above the maximum building height; and
- The non structural elements and service equipment are integrated into the design of the building to the satisfaction of the responsible authority.

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

Setback is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the boundary.

Upper level is 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 carry out works and must be read in conjunction with the relevant precinct design requirements.

- A permit cannot be granted to construct a building or carry out works which are not in accordance with the mandatory requirements specified in the relevant Precinct Tables.
- A permit cannot be granted to construct a building or carry out works which exceeds the preferred building height and setbacks shown in the relevant Precinct Tables unless the following requirments are met, to the satisfaction of the responsible authority:
  - The built form outcome as a result of the proposed variation satisfies the general design objectives in Clause 1.0; and
  - The built form outcome as a result of the proposed variation satisfies the relevant requirements specified in this schedule.
- Facades at ground level must be designed with floor to floor ceiling heights suitable to accommodate commercial activity in the Commercial 1 Zone and the Mixed Use Zone.
- Development must create a consistent street wall height along the streetscapes.
- Future vehicle access and services must be provided from a rear laneway or side street where possible.
- Development must provide setbacks which ensure that upper level additions seen from the public realm are high quality and do not diminish the appreciation of the heritage building and streetscape.
- Development must avoid repetitive stepped built form at upper levels of development.
- Unless specified in another table in this schedule, any part of a building adjacent to land in a residential zone must comply with the following:

Table to Clause 2.2 boundary wall height and setback requirements for development adjoining a residential zone

	boundary wall height	setback
Common boundary	5 metres	45 degrees above boundary wall height
Laneway interface	8 metres	45 degrees above boundary wall height

2.3 Heritage design requirements

Design requirements for development on land affected by a Heritage Overlay or immediately adjacent to a heritage building

The following requirements apply to an application to construct a building or carry out works and must be read in conjunction with the relevant precinct design requirements.

Element	Design Requirement
Building facades and street frontages	**Infill buildings and development adjoining a heritage building** Façade treatments and the articulation of infill buildings on land affected by a heritage overlay or immediately adjoining a heritage building must: • ensure façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of nineteenth century buildings • respect the vertical proportions of the nineteenth and twentieth century facades in the heritage streetscape and/or the adjoining heritage building(s) avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts • avoid large expanses of glazing with a horizontal emphasis except for ground floor shopfrontsavoid the use of unarticulated curtain glazing and highly reflective glass • reflect the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building(s) **Adaption of contributory or individually significant buildings must:** • avoid highly reflective glazing in historic openings • encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings • maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings
Upper level behind heritage street wall	**Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:** • be visually recessive and not visually dominate the heritage building and the heritage streetscape • retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism' • utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades • incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape • be articulated to reflect the fine grained character of the streetscape

2.4 Precinct design requirements

The following precinct specific design requirements apply in addition to the general design requirements outlined in Clause 2.2.

2.4.1 Precinct 1 – Brunswick Street

Shown on the planning scheme map as **DDO16-1**

The design requirements for Precinct 1 are as follows:

- Development must:
  - ensure that upper level development is visually recessive
  - retain the visual prominence of the individually significant corner building that forms the southern gateway to Queens Parade and to Fitzroy North more broadly
  - be low rise
  - reinforce the heritage values of the precinct
  - provide for vehicular access off the laneway

Map of Precinct 1

Table 1B – Front street wall height, building height setbacks for Precinct 1B

Built Form	Mandatory Control	Preferred Control
Development at and adjoining 460 Brunswick Street		
Building height	Maximum 9 metres	
Street wall height and front setback	Match the parapet height of 460 Brunswick Street	Built to boundary at ground level
Upper level setback	Minimum 5 metres	
Setbacks from side and rear boundary		Res Code B17
Development on Brunswick Street, Queens Parade and land fronting the laneway known as Lot 1 on Title Plan TP806921 (apart from land at and adjoining 460 Brunswick Street)		
Building height	Maximum 9 metres on Lot 1	Maximum 9 metres elsewhere

	on Title Plan TP806921	
Street wall or façade height and setback	Retain existing	Match the parapet or eaves height of taller adjacent heritage building
Setbacks from side and rear boundary and a laneway		Res Code B17
Upper level setback		6 metres from the facade

2.4.1 Precinct 2 – Boulevard Precinct

Shown on the planning scheme map as **DDO16-2**

The design requirements for Precinct 2 are as follows:

- Development must:
  - not diminish or detract from the heritage values of the boulevard streetscape, the heritage street wall and the heritage trees along Queens Parade.
  - deliver an appropriate interface arrangement to neighbouring properties and minimise visual bulk and mass when viewed from the adjoining properties.
  - avoid a repetitive stepped form within the 45 degree angle profile.
- Development in Precinct 2A must also:
  - ensure projections above the street wall are not dominant in the skyline when viewed from the north side of Newry Street and of Coleman Street and the WT Peterson Oval, the Fitzroy Grandstand and other locations in the southern part of Edinburgh Gardens.
  - ensure adequate solar access is provided to the Queens Parade boulevard and Napier Street Reserve at the equinox from 9am-3pm.
  - maintain the prominence and significance of the art deco facade.
  -
  - recognise the low scale, buildings and fine grain subdivision pattern of existing development to the north and west.
  - encourage pedestrian permeability within and through the precinct.
- Development in Precincts 2C and 2D must also:
  - maintain the prominence of heritage buildings along Napier Street when viewed from Napier Reserve.
  - be appropriately setback at upper levels from the heritage buildings along Napier Street.
  - provide an appropriate transition in scale from the heritage buildings along Napier Street and Alexandra Parade.
  - provide vehicular access from laneways
  - provide building separationto reduce visual bulk

Map of Precinct 2

Table 2 – Street wall height, building height and setbacks for Precincts 2A, 2C and 2D

Built form	Mandatory requirement	Preferred requirement
Precinct 2A		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height	Maximum of 31m	
Front street wall height	Retain height of existing heritage façade. Maximum of 10 metres where no heritage façade exists.	Street wall of development adjoining the individually significant building must not exceed the parapet height of the taller adjoining heritage building
Front setback		0 metres to maximum 10 metres
Upper level setback from front of building		Above existing heritage façade: • Minimum 8 metre setback from 10 metres to 16 metres • Minimum 10 metre setback from 16 metres Above new street wall (where no existing heritage façade): • Minimum of 5 metre setback from 10 metres to 16 metres • Minimum of 8 metres setback from 16 metres

Setback(s) from rear boundaries north and west adjacent to NRZ and GRZ		ResCode B17 from rear boundary of adjoining properties to 10 metres Setback within 45 degree angle measured from 10-25 metres (
Setbacks from side boundary east adjacent to NRZ		0 metre setback to match party wall of existing adjoining development to 10 metres Setback within 45 degree angle measured from 10-25 metres
Setbacks from side boundary east adjacent to MUZ		0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. Minimum of 9 metre setback from the windows/ balconies of adjoining apartments up to 16 metres Minimum of 15 metre setback above 16 metres
Setbacks from side and rear boundaries west and north-west adjacent to MUZ		0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. Setback within 45 degree angle measured from 10-25 metres
Precinct 2C		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height		Maximum of 28 metres
Front street wall height		Maximum 18 metres for development on Queens Parade, George Street and Alexandra Parade Development on Napier Street should not exceed the parapet height of the adjoining heritage buildings.
Upper level setback		5 metres minimum
Setback(s) from boundary of 472 to 484 Napier Street		Setback within a 45 degree angle line measured from 12 metres
Side and rear setbacks		ResCode B17
Precinct 2D		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height		18 metres
Front street wall	Retain existing parapet height	

height		
Upper level setback	Minimum 6 metres from facade	

2.4.2 Precinct 3 – St John's Precinct

Shown on the planning scheme map as **DDO16-3**

The design requirements for Precinct 3A are as follows:

- Development must maintain views of the belfry and spire of St John's church and maintain clear sky between the belfry and spire and new development when viewed from the centre of the footpath on the south-east corner of the intersection with Queens Parade and Smith Street. A permit cannot be granted to construct a building or carry out works if it does not meet this requirement.
- Development must
  - achieve a consistent street wall height along Queens Parade, extending along Smith Street.
  - respond to the low scale form of existing development outside Precinct 3 on Hodgkinson Street through an appropriate transition in building height.
  - recognise the fine grain character of heritage streetscapes and minimise the dominance of wide building frontages.
  - deliver high quality architectural detailing that respects the heritage qualities of Queens Parade and Smith Street.
  - maintain the prominence of the heritage street wall in the streetscape and the vista along Queens Parade.
  - ensure that upper level development is visually recessive and does not detract from the heritage streetscape.
  - use materials at upper levels that are recessive in finish and colour.
  - be designed so that side walls are articulated and read as part of the overall building design.
  - avoids continuous built form at upper levels.

Map of Precinct 3

Table 3 – Street wall height, building height and setbacks for Precinct 3A

Built Form	Mandatory requirement	Discretionary requirement
Building height		Maximum of 18m
Front street wall height	Maximum 11 metres for 15-33 Queens Parade Retain height of existing heritage façade. Development adjoining a heritage building must match the parapet height of adjacent taller heritage building. Maximum of 14m elsewhere	
Upper level setback	Minimum of 6 metres at 664 Smith Street (former Fire Station) and Minimum 6 metres at 15-41 Queens Parade	6 metres elsewhere
Street wall setback		0 metres - built to front boundary at ground level
Rear setback		45° above 8 metres from rear boundary to a laneway 45° above 5 metres from rear boundary (no laneway)
Side setback		If adjoins NRZ, ResCode B17 0 metres elsewhere

2.4.3 Precinct 4 – Activity Centre Precinct

Shown on the planning scheme map as **DDO16-4**

The design requirements for Precinct 4 are as follows:

- Development must protect and maintain key view lines and visual prominence of the former ANZ Building from the south-west and north-east, in particular to the upper floor, roof form and chimneys. A permit cannot be granted to construct a building or carry out works if it does not meet this requirement.
- Development must:
  - retain the visual prominence of heritage buildings, their street wall and significant 'High Street' streetscapes when viewed from the opposite side of Queens Parade.
  - facilitate the appropriate mid rise infill of the sites located to the rear of commercial properties fronting Queens Parade.
  - retain the visual prominence of the return facades of buildings that front Queens Parade, Delbridge, Gold and Michael Streets.
  - ensure that facades at ground floor incorporate verandahs which are consistent with the form and scale of adjoining verandahs.
  - retain chimneys visible from the public realm.
  - enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.
  - respect the low scale, fine grain subdivision pattern of existing development on Hodgkinson Street and McKean Street.

Map of Precinct 4

Table 4 – Street wall height, building height and setbacks for Precinct 4

Built Form	Mandatory requirement	Preferred requirement
Building height	21.5 metres	
Front street wall	Retain height of existing	

Built Form	Mandatory requirement	Preferred requirement
height on Queens Parade	heritage façade. Where no heritage façade exists, development must be: • a minimum of 8 metres a maximum of 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.	
Front street wall height in side streets.		Retain height of existing heritage façade. Where no heritage façade exists development should be: • a minimum of 8 metres a maximum of 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres
Upper level setback Queens Parade	Minimum 6 metres in significant heritage streetscape area Minimum 8 metres at 364 Queens Parade	Minimum 6 metres at 167-197 Queens Parade
Upper level setback in side streets		Minimum 6 metres
Street wall setback	0 metres - built to front boundary at ground level	
Side and rear setback (NRZ interface)		45 degree angle above 8 metres from rear boundary to laneway 45 degree angle above 5 metres where no laneway

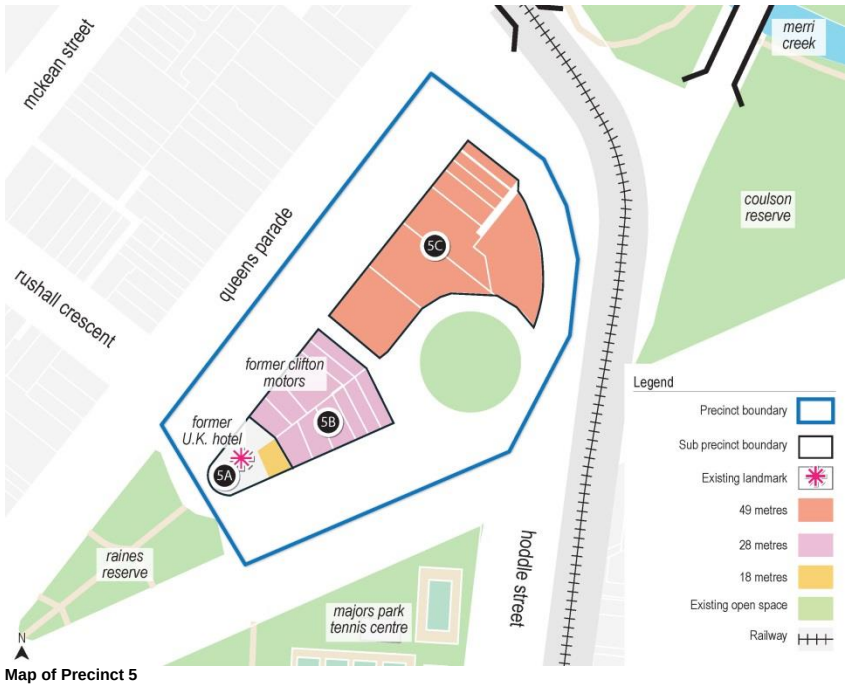
2.4.4 Precinct 5 – North Eastern Precinct

Shown on the planning scheme map as **DDO16-5**

The design requirements for Precinct 5 are as follows:

- Development must
  - retain the visual prominence and not visually dominate the three dimensional forms of the former United Kingdom Hotel when viewed from Raines Reserve and the former Clifton Motors Garage when viewed from the opposite side of Queens Parade.
  - retain, conserve and incorporate the moderne façade of the former Clifton Motor Garage (205-211 Queens Parade) in any redevelopment of the site and ensure that the three dimensional form of the façade remains prominent and the decorative vertical fin remains a prominent freestanding element when viewed from the public realm.
  - be designed above street wall in Precincts 5B and 5C as a series of separate development parts with building separation.

- establish a transition and gradual stepping down of building heights from taller forms in Precicnt 5C to existing heritage form in Precinct 5A.



Map of Precinct 5

Table 5— Street wall height, building height and setbacks for Precincts 5A, 5B and 5C

Built form	Mandatory requirement	Preferred requirement
Precinct 5A		
Building height		18 metres
Street wall height	Match existing parapet or eaves height	
Upper level setback		Minimum 5 metres
Precinct 5B		
Building height		1:1 heritage street wall to new built form behind Clifton Motors and 203 Queens Parade visible from the opposite side of Queens Parade 28 metres elsewhere
Front street wall height	Match parapet height of former Clifton Motor Garage and eaves line of former UK Hotel	11 metres for non contributory buildings facing Queens Parade and Dummett Crescent
Street wall setback	0 metres	
Setback from side and rear boundary	0 metres	
Upper level	6 metres for development at former Clifton Motor Garage	6 metres elsewhere

setback		
Precinct 5C		
Built Form	**Mandatory requirement**	**Preferred requirement**
Building height		49 metres
Front street wall height		35 metres
Upper level setback		10 metres

3.0 Subdivision

xx/xx/xxxx
Proposed C231

None specified.

4.0 Advertising

xx/xx/xxxx
Proposed C231

None specified.

5.0 Decision guidelines

xx/xx/xxxx
Proposed C231

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 General Design Requirements, Heritage Design Requirements and the Precinct Design Requirements in Clauses 2.2, 2.3 and 2.4 are met.
- If roof decks are proposed, whether they are set back from lower levels and are recessive in appearance.
- The profile and impact of development along Queens Parade when viewed from from the north side of McKean Street and the south side of Hodgkinson Street.
- The design response at the interface with existing, low scale residential properties.
- The design of the streetscape interface along the primary street frontage.
- Whether side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- How any proposed buildings and works will impact on solar access to Queens Parade and Napier Street Reserve.
- Whether heritage buildings on street corners retain their prominence when viewed from both streets.
- Whether heritage buildings retain their three-dimensional form when viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- The impact of development on views to:
  - the former ANZ Bank building's tower, roof, chimney and upper level
  - the St John the Baptist Church belfry and spire
  - the former Clifton Motor Garage's Moderne façade and fin
- The wind effects created by the development.

Reference Documents

Queens Parade, Clifton Hill Built Form Review prepared by Hansen Partnership – December 2017.

Appendix C
Council 'preferred' DDO Controls

xx/xx/xxxx Propsed C231

SCHEDULE 16 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO16.**

QUEENS PARADE

1.0 Design objectives

xx/xx/xxxx Proposed C231

- To support:
  - the existing low-rise character in precincts 1, 4 and part of 5 abutting the former UK Hotel
  - a new mid rise character behind a consistent street wall in precincts 2, 3 and part of 5 abutting the former Clifton Motors
  - higher rise development in precinct 5, west of Dummett Crescent

  while ensuring development responds appropriately to heritage character, heritage streetscapes, sensitive interfaces and varying development opportunities.
- To protect the integrity of historical streetscapes and clusters of heritage buildings of a similar scale and materiality by limiting new development.
- To ensure development respects the architectural form and qualities of heritage buildings and streetscapes and maintains the visual prominence of the St John the Baptist church belfry and spire, the former ANZ Bank building, the former United Kingdom Hotel and the former Clifton Motors garage.
- To ensure new development respects the wide, open boulevard character of Queens Parade where historic trees remain the dominant visual feature.
- To ensure that the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.0 Buildings and works

xx/xx/xxxx Proposed C231

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

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant.

Laneway means a road reserve of a public highway 9 metres or less wide.

Street wall means the façade of a building at 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 is measured at 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, with the exception of architectural features and building services.

Building height means the vertical distance from *natural ground level* to the roof or parapet at any point.

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

Setback is the shortest horizontal distance from a building, including projections such as balconies, building services and architectural features, to the boundary.

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

2.2 General Requirements

The following requirements apply to an application to construct a building or carry out works and must be read in conjunction with the relevant precinct design requirements.

- A permit must not be granted or amended (unless the amendment would not increase the extent of non-compliance) to construct a building or construct or carry out works which exceed the mandatory maximum building height, mandatory maximum street wall height, mandatory maximum street wall setback or are less than the mandatory minimum upper level setbacks, mandatory minimum side setbacks or mandatory minimum rear setbacks specified in the relevant Precinct Tables. A permit cannot be granted to vary this requirement.
- A permit must not be granted or amended (unless the amendment would not increase the extent of non-compliance) to construct a building or carry out works which exceeds the preferred building height and setbacks specified in the relevant Precinct Tables unless the following requirements are met, to the satisfaction of the responsible authority:
  - The built form outcome as a result of the proposed variation satisfies the design objectives in Clause 1.0; and
  - The built form outcome as a result of the proposed variation satisfies the other relevant requirements specified in this schedule.

  Architectural features may exceed the preferred or mandatory height.

  Service equipment / structures including plant rooms, lift overruns, structures associated with green roof areas and other such equipment may exceed the preferred or mandatory 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 (other than solar panels); and
  - The equipment does not cause additional overshadowing; and
  - The equipment does not extend higher than 3.6 metres above the maximum building height.

Projections such as balconies and building services must not intrude into a setback.

2.3 Street wall requirements

- The street-wall height must match the parapet height of a neighbouring heritage building, where present, for a minimum length of 6 metres from the heritage building.

2.4 Upper levels requirements

- Development must:
  - provide setbacks which ensure that upper level additions seen from the public realm do not diminish the appreciation of the heritage building and streetscape.
  - avoid repetitive stepped built form at upper levels of development.
  - ensure that upper level development is visually recessive.
  - use materials at upper levels that are recessive in finish and colour.
  - be designed so that side walls are articulated and read as part of the overall building design.
  - avoid continuous built form at upper levels.

2.5 Corner site requirements

- New development on a corner site with a frontage to Queens Parade must continue the street wall height established at the Queens Parade frontage along the side street, with a transition in height to match the rear interface where required. This requirement does not apply to a lane.

2.6 Ground floor design requirements

- Facades at ground level must be designed with floor to floor ceiling heights suitable to accommodate commercial activity in the Commercial 1 Zone and the Commercial 2 Zone.

2.7 Vehicular access, car parking, and loading areas requirements

- New vehicle crossovers onto Queens Parade must be avoided
- Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
- Development on a laneway must include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access.

2.8 Heritage design requirements

The following design requirements apply to development on land affected by a Heritage Overlay or immediately adjacent to a heritage building.

Element	Design Requirement
Building facades and street frontages	**Infill buildings and development adjoining a heritage building** Façade treatments and the articulation of infill buildings must: • be simple and not compete with the more elaborate detailing of nineteenth century buildings • respect the vertical proportions of the nineteenth and twentieth century facades in the heritage streetscape and/or the adjoining heritage building(s) • avoid large expanses of unarticulated curtain glazing, highly reflective glass and glazing with a horizontal emphasis, except for ground floor shopfronts • reflect the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building(s) **Adaption and reuse of contributory or individually significant buildings must:** • maintain existing openings and avoid highly reflective glazing in historic openings • encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings • maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings
Upper levels behind heritage street wall	Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must: • be visually recessive and not visually dominate the heritage building and the heritage streetscape • retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism'

Element	Design Requirement
	• utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades • incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape • reflect the rhythm of the wider streetscape, fine grained character and subdivision pattern of the streetscape, especially on larger sites.
Upper level setbacks	Upper level setbacks in excess of a minimum mandatory upper level setback must be provided where: • It would facilitate the retention of the roof form of the principal building facing Queens Parade • A building has a prominent roof form clearly visible from the public realm • The relevant Statement of Significance identifies the principal roof or elements to the rear of the building as significant elements of the building to be retained • It would maintain the perception of the three-dimensional form and depth of the building. ▪ a smaller setback would detract from the character of the streetscape when viewed directly or obliquely along Queens Parade.

2.9 Precinct design requirements

The following precinct specific design requirements apply in addition to the general design requirements outlined in Clauses 2.2-2.8.

2.9.1 Precinct 1 – Brunswick Street

Shown on the planning scheme map as **DDO16-1**

Preferred character statement

Buildings and works must help deliver the following preferred precinct character:

- Properties fronting Brunswick Street and turning the corner to Queens Parade will continue to be defined by fine grained low scaled heritage buildings.
- The precinct will provide the opportunity for moderate low rise future infill behind the main heritage frontage, supported by rear laneway access.
- The visual prominence of the individually significant heritage building on the corner of Brunswick Street and Queens Parade that forms the southern gateway to Queens Parade and to Fitzroy North more broadly, will be retained.

Design requirements

The design requirements for Precinct 1 are as follows:

- Development must:
  - ensure low rise additions behind the front sections of the terraced houses of Brunswick Street and Queens Parade respects the prevailing streetscape character and subdivision grain.
  - retain and conserve the heritage values of this low scale Victorian residential area.
  - ensure upper level elevations that are exposed to the public domain are high quality, visually recessive and do not diminish the appreciation of the heritage building at 460 Brunswick Street

- limit amenity impacts of building bulk, overlooking and overshadowing of existing residential properties.
- provide for vehicular access and servicing off the laneway.

Map 1 – Precinct 1

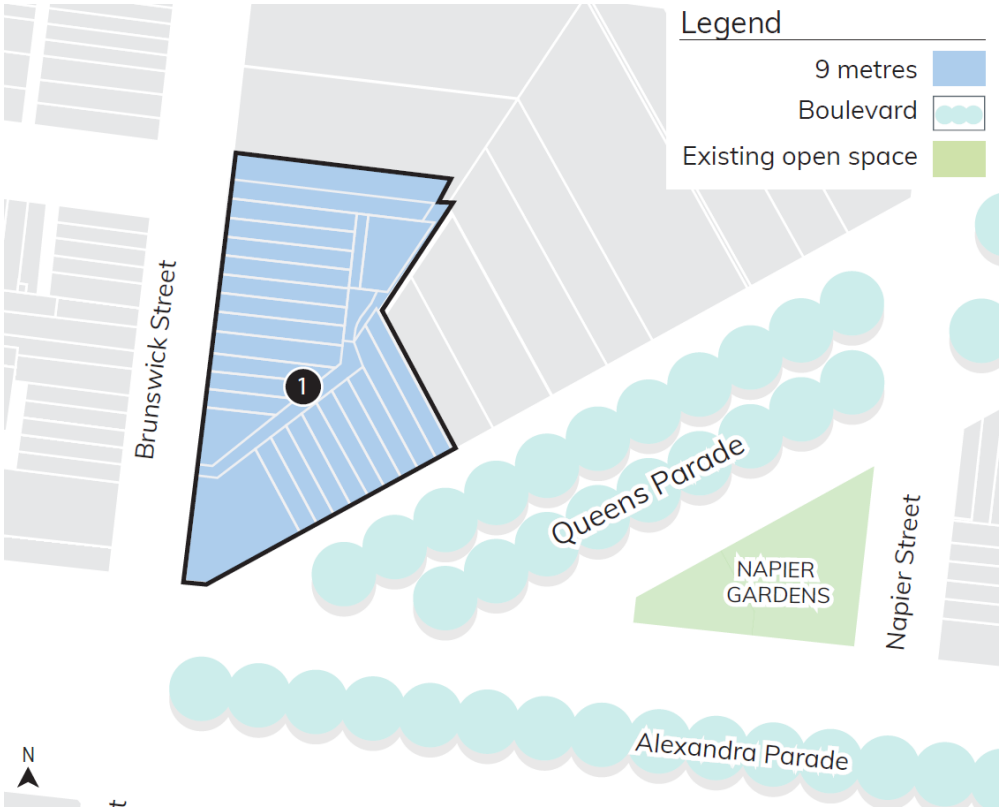


Table 1 – Street wall height, building height and setbacks for Precinct 1

Built Form	Mandatory Requirement	Preferred Requirement
Maximum building height	460 Brunswick Street and Lot 1 on Title Plan TP806921 - 9 metres	Elsewhere – 9 metres
Maximum street wall height	460 Brunswick Street - match the parapet height of the existing heritage building Elsewhere - Retain existing street wall	Match the parapet or eaves height of taller adjacent heritage building
Maximum street setback	460 Brunswick Street – Match the setback of the existing heritage building	Built to boundary at ground level
Minimum upper level setback	460 Brunswick Street - 6 metres	Elsewhere – 6 metres
Mininum setbacks from side and rear boundary	None specified	ResCode Standard B17

2.9.2 Precinct 2 – Boulevard Precinct

Shown on the planning scheme map as **DDO16-2**

Preferred character statement

- Buildings and works in Precinct 2 must help deliver the following preferred precinct character:
  - Precinct 2 will become a preferred location for housing and employment growth within the activity centre.
  - The precinct will support well designed mid-rise development, which complements the boulevard and matches the scale of development on the Gasworks site and bookends higher rise development in Precinct 5.
  - Development will be designed to ensure the visual dominance of the double avenue of trees along the south western part of Queens Parade over built form is retained.
  - Precinct 2A will accommodate mid rise infill behind a distinct moderne heritage frontage, addressing the boulevard and its sensitive heritage context and providing a transition down to the established surrounding residential neighbourhood.
  - Precincts 2B and 2C will become vibrant and attractive business areas with a mixture of innovative new architecture and clusters of heritage buildings attracting a wide range of commercial development and employment.

Design requirements

The design requirements for Precinct 2 are as follows:

- Development must:
  - not diminish or detract from the heritage values of the boulevard streetscape, the heritage street wall and the heritage trees along Queens Parade.
  - deliver an appropriate interface arrangement to neighbouring properties and minimise visual bulk and mass when viewed from the adjoining properties.
  - avoid a repetitive stepped form within the 45 degree angle profile.
  - ensure adequate solar access is provided to the Queens Parade and Napier Street Reserve at the equinox from 9am-3pm.
  - provide building separation along side and rear boundaries to reduce visual bulk and protect amenity of occupants and neighbours.

- Development in Precinct 2A must also:
  - ensure projections above the street wall are not dominant in the skyline when viewed from the north side of Newry Street and of Coleman Street and the WT Peterson Oval, the Fitzroy Grandstand and other locations in the southern part of Edinburgh Gardens.
  - maintain the prominence and significance of the art deco facade.
  - recognise the low scale, buildings and fine grain subdivision pattern of existing development to the north and west.
  - encourage pedestrian permeability within and through the precinct.
- Development in Precincts 2B and 2C must also:
  - ensure a gradual transition in development scale from east of George Street (Former Gasworks Site) to south west (heritage properties along Napier Street).
  - maintain the prominence of heritage buildings along Napier Street when viewed from Napier Reserve.

- be appropriately set back at upper levels from the heritage buildings along Napier Street.
- provide an appropriate transition in scale from the heritage buildings along Napier Street and Alexandra Parade.
- provide vehicular access from laneways.
- provide building separation to enhance amenity between commercial buildings and reduce building bulk and provide a transition to existing heritage buildings by ultilising existing laneways and building setbacks.
- create a new commercial frontage to George Street to form an active edge complementary to the proposed Gasworks redevelopment.

Map 2 – Precinct 2

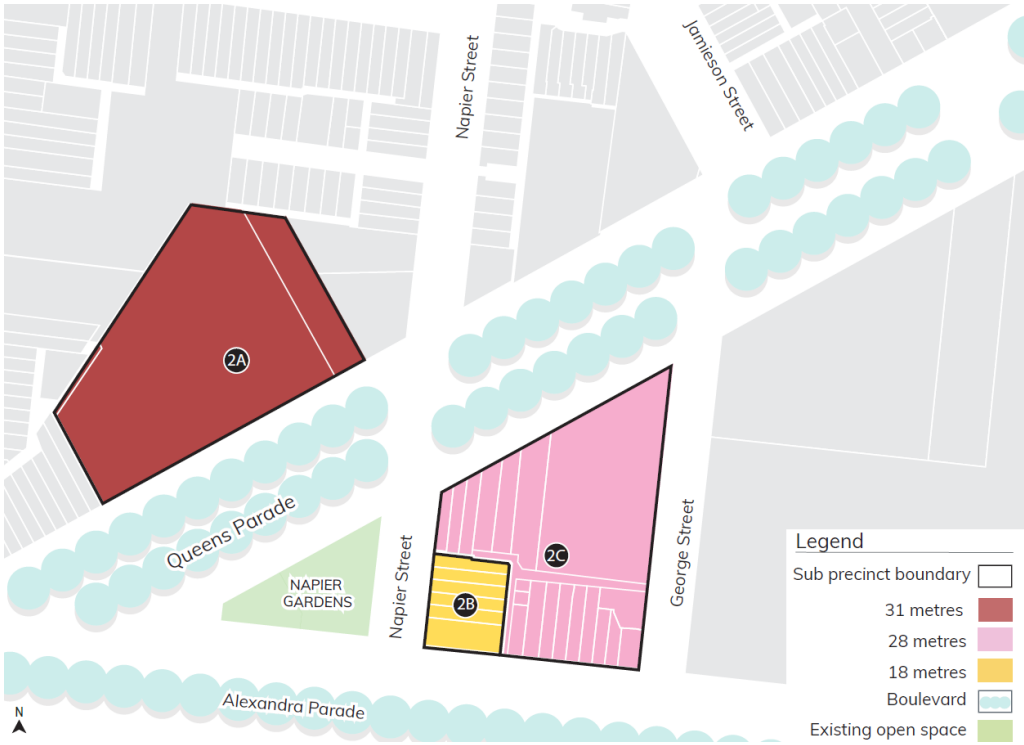


Table 2 – Street wall height, building height and setbacks for Precincts 2A, 2B and 2C

Built form	Mandatory requirement	Preferred requirement
Precinct 2A		
Maximum building height	31 metres	None specified
Maximum street wall height	Retain height of existing heritage façade 10 metres where no heritage façade exists	Street wall of development adjoining the individually significant building must not exceed the parapet height of the taller adjoining heritage building
Minimum & maximum setback to Queens Parade	None specified	0 metres to maximum 10 metres
Minimum upper level setback	None specified	Above existing heritage façade:

Built form	Mandatory requirement	Preferred requirement
		• 8 metre setback from 10 metres to 16 metres • 10 metre setback from 16 metres Above new street wall (where no existing heritage façade): • 5 metre setback from 10 metres to 16 metres • 8 metres setback from 16 metres
Minimum setback(s) from rear boundaries - north and west adjacent to NRZ and GRZ	None specified	ResCode Standard B17 from rear boundary of adjoining properties to 10 metres Setback within 45 degree angle measured from 10 25 metres
Minimum setbacks from side boundary - east adjacent to NRZ	None specified	0 metre setback to match party wall of existing adjoining development to 10 metres Setback within 45 degree angle measured from 10-25 metres
Minimum setbacks from side boundary - east adjacent to MUZ	None specified	0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. 9 metre setback from the windows/ balconies of adjoining apartments up to 16 metres 15 metre setback above 16 metres
Setbacks from side and rear boundaries west and north-west adjacent to MUZ	None specified	0 metre setback to match party wall of existing adjoining development, or 10 metre where no party wall exists. Setback within 45 degree angle measured from 1025 metres
Precinct 2B		
Maximum building height	None specified	18 metres
Maximum street wall height	Napier Street - Retain existing parapet height	None specified
Minimum upper level setback	6 metres	None specified
Minimum rear setback	None specified	4.5m from centreline of laneway for height of the entire building
Precinct 2C		
Maximum building height	None specified	28 metres

Built form	Mandatory requirement	Preferred requirement
Maximum street wall height	Napier Street – 10 metres	Queens Parade, George Street and Alexandra Parade - 18 metres
Minimum upper level setback	Napier Street – 6 metres	Elsewhere - 6 metres
Minimum side and rear setbacks	None specified	Rear setback: 4.5m from centreline of laneway for height of the entire building Side setbacks: For upper levels, where a habitable room window is proposed: • 4.5 metres from the common boundary or from the centre line of the laneway. For upper levels, where a non-habitable room window or commercial window is proposed: • 3 metres from the common boundary or the centre line of the laneway (on a where the laneway is less than 6 metres wide)

2.9.3 Precinct 3 – St John's Precinct

Shown on the planning scheme map as **DDO16-3**

Preferred character statement

Buildings and works in Precinct 3 must help deliver the following preferred precinct character:

- Precinct 3 will become an attractive mixed use area with active frontages to the street, well designed new buildings mixed with residential and commercial heritage fabric.
- Development along Queens Parade will create a consistent street wall with recessed upper levels.
- Development will retain the primacy of the St John's Church landmark and view to its belfry and spire.
- The precinct will provide for new development at and around the Smith Street junction.
- The prominent corner of Queens Parade and Smith Street will be marked by a higher street wall with development set back at the upper level.
- Development will retain the intact streetscape on Smith Street through existing buildings and existing street wall with new development set back from the façade and designed to not dominate the Victorian era buildings.
- Development will provide an effective transition to the residential areas to the south and east.

Design requirements

The design requirements for Precinct 3 are as follows:

Development must:

- deliver high quality architectural detailing that respects the heritage qualities of Queens Parade and Smith Street.

- maintain the prominence of the heritage street wall in the streetscape.
- recognise the fine grain character of heritage streetscapes and minimise the dominance of wide building frontages.
- respond to the low scale form of existing development outside Precinct 3 on Hodgkinson Street through an appropriate transition in building height.
- ensure that where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.

  If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

Development in Precinct 3A must also:

- maintain views of the belfry and spire of St John's church and maintain clear sky between the belfry and spire and new development when viewed from the pedestrian refuge on the south-west corner of the intersection with Queens Parade and Smith Street. A permit cannot be granted to vary this requirement.
- emphasise the corner of Queens Parade and Smith Street with a higher street wall.

Development in Precinct 3B must also:

- reinforce the traditional street wall on Smith Street.
- ensure that upper level development is visually recessive and does not detract from the heritage streetscape.

Map 3 - Precinct 3

Table 3 – Street wall height, building height and setbacks for Precincts 3A and 3B

Built Form	Mandatory requirement	Discretionary requirement
Precinct 3A		
Maximum building height	18 metres	None specified
Maximum street wall height	15-33 & 41 Queens Parade - 11 metres 35-37 Queens Parade - retain height of existing heritage façade Development adjoining a heritage building must match the parapet height of an adjacent taller heritage building. 14 metres elsewhere	None specified
Minimum upper level setback	6 metres at 15-41 Queens Parade	6 metres elsewhere
Maximum street wall setback	None specified	0 metres - built to front boundary at ground level
Minimum rear setback	None specified	Where there is a laneway: • Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: • Modified ResCode Standard B17. (See Figure 2)
Minimum side setback	None specified	If side boundary adjoins NRZ, ResCode Standard B17 0 metres elsewhere
Precinct 3B		
Maximum building height	14 metres	None specified
Maximum street wall height	Retain height of existing heritage façade	None specified
Minimum upper level setback	6 metres	None specified
Maximum street wall setback	None specified	0 metres - built to front boundary at ground level
Minimum rear setback	None specified	Where there is a laneway: • Modified ResCode Standard B17 (See Figure 1) Where there is no laneway: • Modified ResCode Standard B17. (See Figure 2)
Minimum side setback	None specified	If side boundary adjoins NRZ, ResCode Standard B17 0 metres elsewhere

2.9.4 Precinct 4 – Activity Centre Precinct

Shown on the planning scheme map as **DDO16-4**

Preferred character statement

Buildings and works in Precinct 4 must help deliver the following preferred precinct character:

- The unique and vibrant Victorian era shopping strip is reinforced as the retail and activity focus of Queens Parade.
- The distinctive heritage qualities of this Victorian era shopping strip are protected.
- New development is designed to complement the scale of heritage buildings in this precinct.
- The consistent heritage streetwall height of Queens Parade is continued.
- Sympathetic upper level infill will reinforce the prevailing street wall and subdivision grain of significant streetscapes and transition down to residential abuttals to the rear.
- The pedestrian experience of this part of Queens Parade as a vibrant retail centre and hub for the local community is enhanced through the design of building frontages and the public realm.
- The profile of upper level redevelopment acknowledges the importance of significant heritage corner forms and retain key view lines to local landmarks (former ANZ Building).

Design requirements

The design requirements for Precinct 4 are as follows:

- Development must protect and maintain key view lines and visual prominence of the former ANZ Building from the south-west and north-east, in particular to the upper floor, roof form and chimneys. A permit cannot be granted to vary this requirement..
- Development must:
  - respect the consistent scale, grain and architectural quality of the highly intact heritage streetscapes and the heritage buildings in the precinct.
  - retain the visual prominence of heritage buildings, their street wall and heritage streetscape when viewed from the opposite side of Queens Parade.
  - facilitate the appropriate low rise infill of the sites located to the rear of commercial properties fronting Queens Parade.
  - ensure that any upper level development is set back from the heritage façade, is visually recessive and does not detract from the heritage streetscape.
  - retain the visual prominence and heritage fabric of the return facades of heritage buildings that front Queens Parade, Delbridge, Gold, Michael and Wellington Streets.
  - ensure that facades at ground floor incorporate verandahs which are consistent with the form and scale of adjoining verandahs.
  - retain chimneys visible from the public realm.
  - enhance the amenity and safety of laneways that provide pedestrian and vehicular access to buildings.
  - maintain service access from the laneways in order to facilitate commercial use of the properties fronting Queens Parade.
  - respect the low scale, fine grain subdivision pattern of existing development on Hodgkinson Street and McKean Street through an appropriate transition in building height and setbacks.
  - ensure that where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum

dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.

If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

Map 4 - Precinct 4

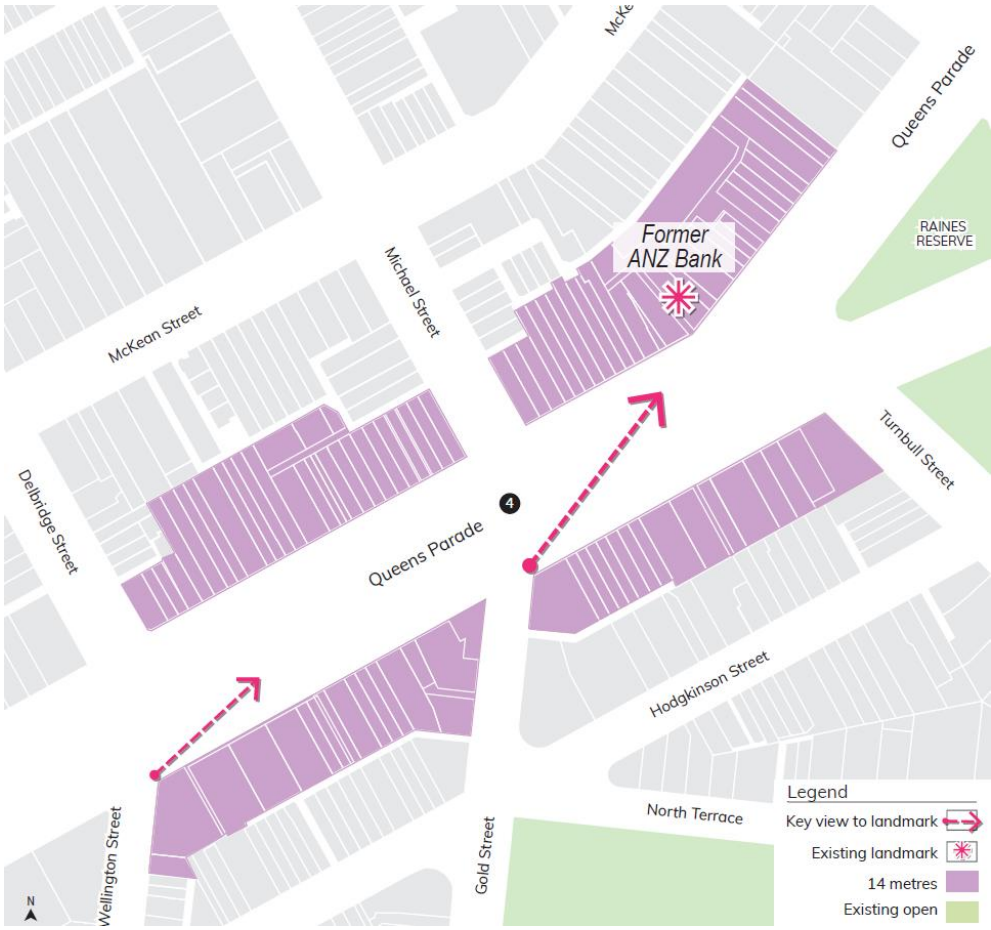


Table 4 – Street wall height, building height and setbacks for Precinct 4

Built Form	Mandatory requirement	Preferred requirement
Maximum building height	14 metres	None specified
Maximum and minimum street wall height on Queens Parade	Retain height of existing heritage façade Where no heritage façade exists, development must be: • Minimum - 8 metres Maximum - 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.	None specified
Maximum and minimum street	None specified	Retain height of existing heritage façade

Built Form	Mandatory requirement	Preferred requirement
wall height in side streets		Where no heritage façade exists, development must be: • Minimum - 8 metres • Maximum - 11 metres or where there is an adjacent heritage building, the parapet height of that building if taller than 11 metres.
Minimum upper level setback on Queens Parade	8 metres	None specified
Minimum upper level setback in side streets	None specified	6 metres
Street wall setback	0 metres - built to front boundary at ground level	None specified
Rear setback (NRZ interface)	None specified	Where there is a laneway: • set back at least 1 metre, plus 0.3 metres for every metre of height over 4 metres up to 7.3 metres, plus 1 metre for every metre of height over 8 metres. (See Figure 1) Where there is no laneway: • set back at least 4 metres, plus 0.3 metres for every metre of height over 4 metres up to 7.3 metres, plus 1 metre for every metre of height over 8 metres. (See Figure 2)
Rear setback (C1Z interface)	None specified	3 metres above 11 metres

2.9.5 Precinct 5 – North Eastern Precinct

Shown on the planning scheme map as **DDO16-5**

Preferred character statement

Buildings and works in Precinct 5 must help deliver the following preferred precinct character:

- Facilitate the renewal of Precinct 5 as a preferred location for housing growth within the activity centre.
- Development will ensure the significant heritage fabric (the Former UK Hotel and the former Clifton Motors garage – both listed on the Victorian Heritage Register) remains a prominent feature in any redevelopment.
- The north-eastern end of Precinct 5, south of the intersection of Queens Parade and Hoddle Street, will develop as an area of contemporary higher rise development and will bookend the mid-rise development in Precinct 2.

- The scale of development in Precinct 5 will step down in distinct increments from the north-east junction significant heritage buildings (the Former Clifton Motors and UK Hotel buildings) to the south-west.
- New development will provide suitable separation between buildings to enable development equity and amenity, while also contributing to the management of building / visual bulk.

Design requirements

The design requirements for Precinct 5 are as follows:

- Development must:
  - retain the visual prominence and not visually dominate the three dimensional forms of the former United Kingdom Hotel when viewed from Raines Reserve and the former Clifton Motors Garage when viewed from the opposite side of Queens Parade.
  - retain and incorporate the former Clifton Motor Garage (205-211 Queens Parade) in any redevelopment of the site and ensure that the three dimensional form remains prominent and the decorative vertical fin remains as a freestanding element when viewed from the public realm.
  - adopt a street wall height for new development adjacent to the former United Kingdom Hotel that respects the façade height of the building.
  - ensure buildings in Precincts 5B and 5C read as a series of separate development parts with building separation above the street wall.
  - establish a transition and gradual stepping down of building heights from taller forms in Precinct 5C to existing heritage form in Precinct 5A.
  - ensure that adverse wind effects on the public realm are avoided.
- In Precinct 5C, development must:
  - reinforce the scale of existing high-rise buildings in the precinct (of 10-14 storeys), avoiding taller buildings which detract from thi scale.
  - ensure high quality development that enhances the prominent corner of Queens Parade and Hoddle Street through creating a strong address to each street frontage.
  - ensure that the height and design of the street wall creates and reinforces a 'human scale' to provide visual interest at street level along Queens Parade and Hoddle Street.

Map 5 - Precinct 5

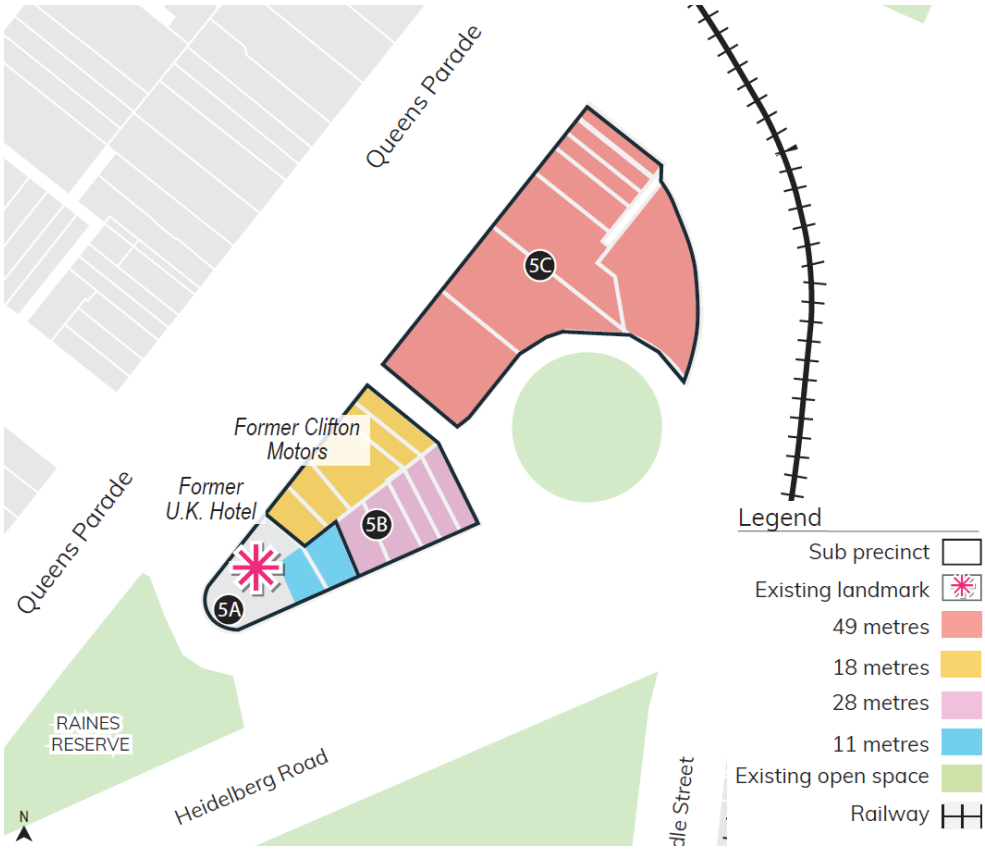


Table 5 – Street wall height, building height and setbacks for Precincts 5A, 5B and 5C

Built form	Mandatory requirement	Preferred requirement
Precinct 5A		
Maximum building height	11 metres	None specified
Maximum street wall height	Match existing parapet or eaves height	None specified
Minimum upper level setback	None specified	6 metres
Precinct 5B		
Maximum building height	201-215 Queens Parade - 18 metres	28 metres elsewhere
Maximum street wall height	201-215 Queens Parade - Match parapet height of former Clifton Motor Garage and eaves line of former UK Hotel	4-10 Dummett Crescent - 11 metres

Built form	Mandatory requirement	Preferred requirement
Street wall setback	0 metres – built to the boundary	None specified
Minimum upper level setback	201-215 Queens Parade - 8 metres	6 metres elsewhere
Minimum side and rear setbacks	None specified	For upper levels, where a habitable room window is proposed: • 4.5 metres from the common boundary or from the centre line of the laneway; For upper levels, where a non-habitable room window or commercial window is proposed: ▪ 3 metres from the common boundary or from the centre line of the laneway (on a where the laneway is less than 6 metres wide).
Precinct 5C		
Maximum building height	None specified	43 metres
Maximum street wall height	None specified	18 metres
Minimum Upper level setback	None specifed	6 metres
Minimum side and rear setbacks	None specified	For upper levels, where a habitable room window is proposed: • 4.5 metres from the common boundary or from the centre line of the laneway. For upper levels, where a non-habitable room window or commercial window is proposed: • 3 metres from the common boundary or from the centre line of the laneway (on a where the laneway is less than 6 metres wide).

3.0 Subdivision

xx/xx/xxxx Proposed C231

None specified.

4.0 Advertising

xx/xx/xxxx Proposed C231

None specified.

5.0 Application requirements

xx/xx/xxxx Proposed C231

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 must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and Requirements of this schedule.
- Development proposals for buildings over 20 metres in height must be accompanied by a wind study analysis to demonstrate that pedestrian spaces will not be affected by additional wind.
- A Traffic and Parking Assesssment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct.

6.0 Decision guidelines

xx/xx/xxxx Proposed C231

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 General Design Requirements, Heritage Design Requirements and the Precinct Design Requirements in Clauses 2.2-2.9 are met.
- Whether the proposal delivers design excellence.
- If roof decks are proposed, whether they are set back from lower levels and are recessive in appearance.
- The profile and impact of development along Queens Parade when viewed from from the north side of McKean Street and the south side of Hodgkinson Street.
- The design response at the interface with existing, low scale residential properties.
- The design of the streetscape interface along the primary street frontage.
- Whether side and rear setbacks are sufficient to limit the impact on the amenity of existing dwellings.
- How any proposed buildings and works will impact on solar access to Queens Parade and Napier Street Reserve.
- Whether heritage buildings on street corners retain their prominence when viewed from both streets.
- Whether heritage buildings retain their three-dimensional form when viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- The impact of development on views to:
  - the former ANZ Bank building's tower, roof, chimney and upper level
  - the St John the Baptist Church belfry and spire
  - the former Clifton Motor Garage's Moderne façade and fin
- The wind effects created by the development.

Reference Documents

Queens Parade, Clifton Hill Built Form Review prepared by Hansen Partnership – December 2017

Queens Parade Built Form Heritage Analaysis and Recommendations prepared by GJM Heritage – December 2017

Figure 1

REAR SETBACKS WHERE THERE IS A LANEWAY AT THE REAR

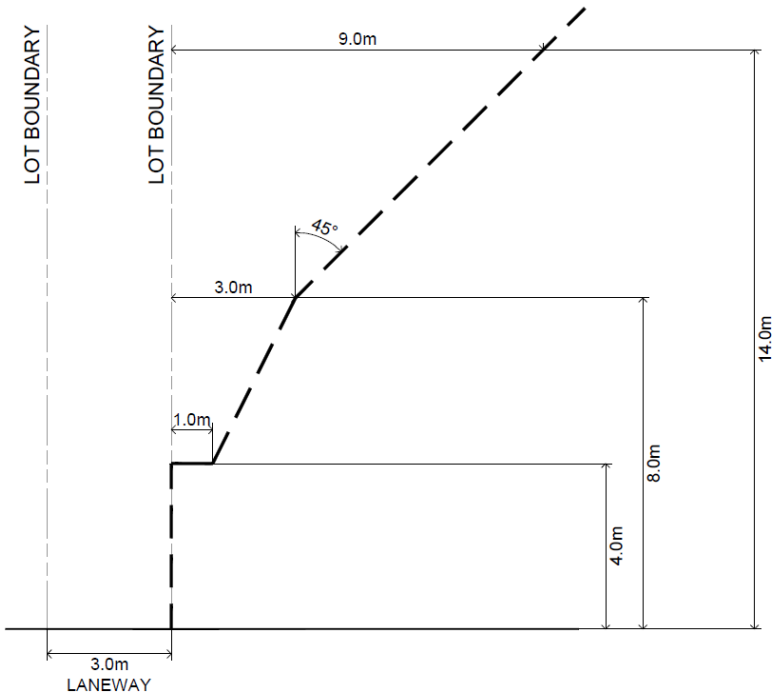


Figure 2

REAR SETBACKS WHERE THERE IS NO LANEWAY TO THE REAR