

19/01/2006  
VC37

## **SCHEDULE 6 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as DDO6

### **HAWTHORN TRAM DEPOT DESIGN AND DEVELOPMENT AREA**

**1.0**  
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#### **Design objectives**

- To protect the surrounding residential area and abutting residential properties from traffic, parking and any adverse amenity impacts associated with any development of the site.
- To enhance and recognise the heritage significance of the Tram Depot building and the significance of the adjacent open space area of the Yarra River environs.
- To recognise the site as an important gateway to the City of Boroondara generally, with views over or to the Yarra River and Wallen Reserve, the CBD and Arts Centre Spire to the west and axial views along Riversdale Road to the east.

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#### **Buildings and works**

Buildings and works must be constructed in accordance with the following requirements:

##### **Setbacks**

- Building setbacks from all frontages and boundaries must comply with the requirements specified on Maps 2 and 3 to this Schedule.

##### **Height, scale and mass**

- Building height, scale and mass must comply with the requirements specified on Maps 2 and 3 to this Schedule.

##### **Site access**

- Primary vehicle and pedestrian access must correspond with the existing crossing to the west end of the site on Wallen Road.
- Secondary vehicle and pedestrian access must be obtained at the east end of the site via the existing service road.
- The existing tram tracks on the Wallen Street crossing must be retained and used for the heritage tram fleet operations.
- The public footpath access from the service road off Riversdale Road to Wallen Reserve must be retained.

##### **Car parking**

- The development must provide adequate off-street parking for the tenants of the building. In this respect, the development must comply with the car parking provisions set out in Clause 22.03.

### **Building forms and materials**

- Design forms must respect the building's interfaces, especially with the public park to the south.
- Plant and equipment, including lift shafts and ventilation mechanisms, must be designed so as not to distract from the overall appearance of the building.

### **Wallen Reserve**

- The portion of the site forming part of the Wallen Reserve oval must be retained as publicly accessible open space with no development to take place on this portion of the site.

### **Main external views**

- Development of the site must preserve the key views from and to the site from eye level vantage points.
- Any proposed development must not obstruct the existing viewlines from Riversdale Road of the Arts Centre spire on St Kilda Road or the general views of the city skyline. Any development must also preserve the general viewlines from Wallen Road and Power Street.
- Viewlines from the Yarra River environs and Wallen Reserve must also be addressed in an appropriate manner.

### **Landscaping**

- A minimum landscaping buffer of 4 metres width must be created between the edge of the oval at Wallen Reserve, demarcated by the concrete spoon drain, and any development.
- Landscaping treatments of any development must recognise the different character of the urban interface to Wallen and Riversdale Roads and the riverside interface with Leonda and Wallen Reserve. These landscaping treatments must seek to integrate development with these surrounding precincts.
- Significant trees identified on Map 4 to this Schedule must be retained.

### **Potential development area**

- Any development must be located generally within the building footprint set out on Map 1 to this Schedule.

### **Street frontage**

- Any development of the frontages to Wallen Road and the service road off Riversdale Road must involve the conservation of the principal facade of the heritage Tram Depot building.
- If new entries are proposed, their design must be sympathetic to the original facade treatment of the heritage Tram Depot building.

**Forecourt**

- The existing forecourt must be retained as open space and function as a forecourt for the heritage Tram Depot building and any new development. The existing trackwork and overhead infrastructure must be retained and conserved as appropriate, as part of the heritage Tram Depot building.

**Potential demolition**

- Within the framework of any development proposal for the site which must include the conservation of the brick heritage Tram Depot building and Tram Shed 1, there is the potential to demolish the following specified buildings and structures, subject to the acceptability and compatibility of the proposed development:
  - Shed 2 including east facade and basement.
  - Overhead structures associated with Shed 2.
  - Brick retaining wall at south end of forecourt.
  - Post and rail fence, path and iron shed adjacent to retaining wall.
  - Cyclone mesh fencing to the street frontage.
  - Bluestone retaining wall adjoining Leonda car park.

**Adaptation and conservation of the main building**

- Any adaptation and recycling of the heritage Tram Depot building must accord with any conservation policies developed for the building by Heritage Victoria.

A permit cannot be granted to construct a building or construct or carry out works which are not in accordance with these requirements. However, a permit may be granted to construct architectural features or building services outside the building envelope specified on the maps forming part of this Schedule.

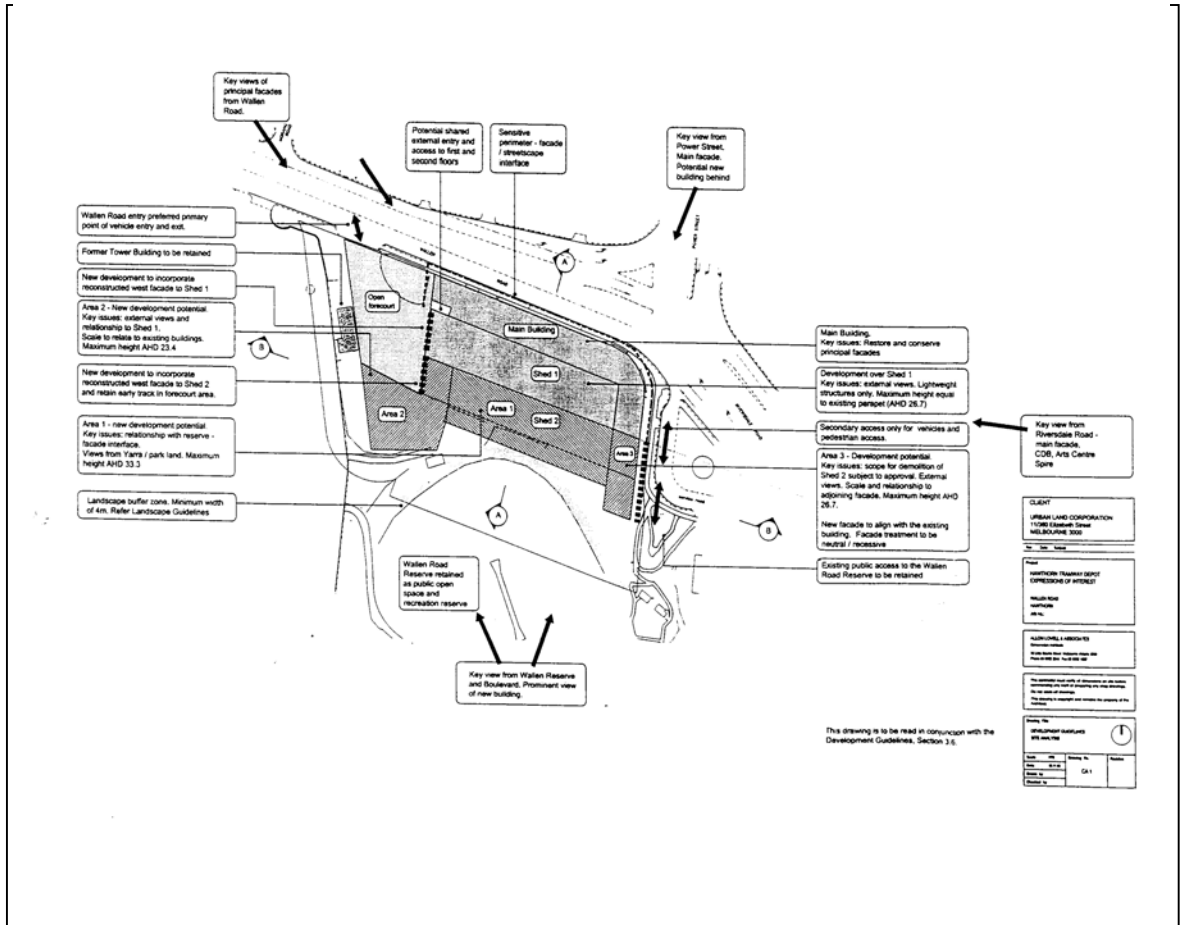
**3.0**19/01/2006  
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Before deciding on an application, the responsible authority must consider, as appropriate:

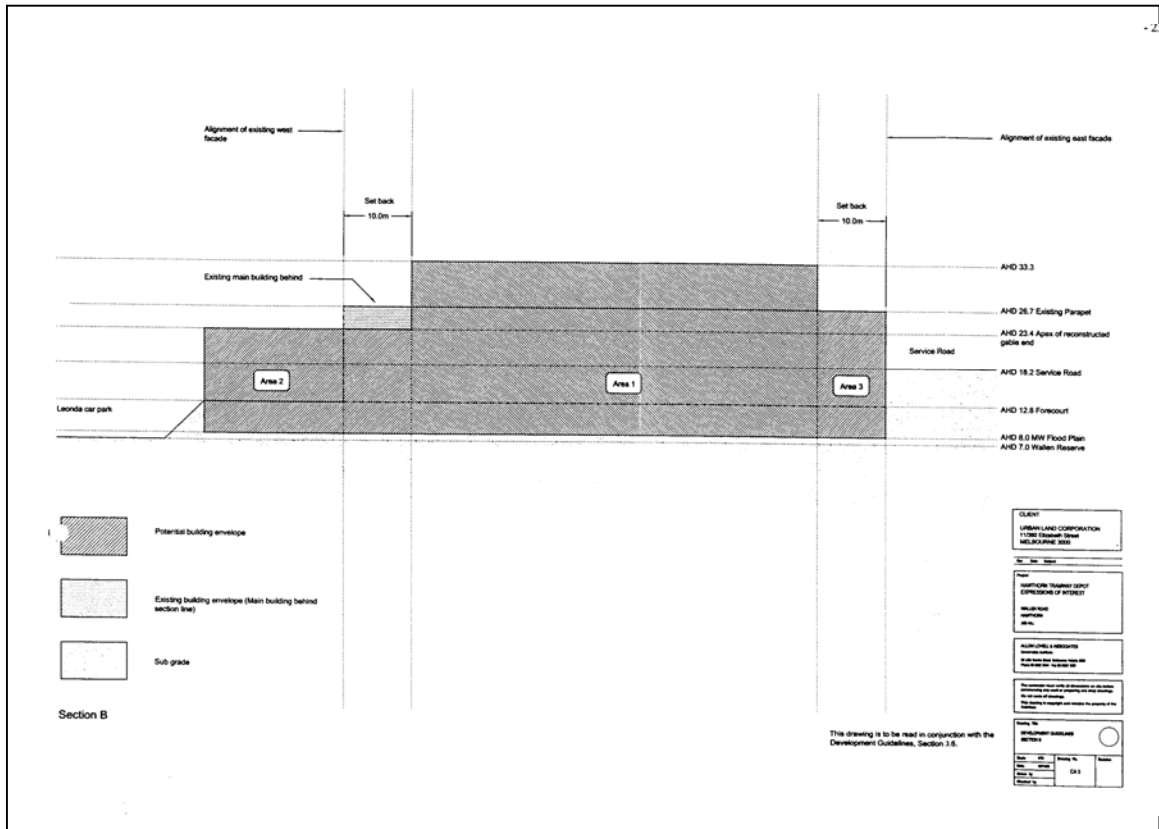
- Whether the bulk, location and external appearance of any proposed building or works will be in keeping with the character and appearance of adjacent buildings, the streetscape and the area.
- Whether the design, form, layout, proportion and scale of any proposed building or works is compatible with the period, style, form, proportions and scale of any identified heritage places surrounding the site.
- Whether the proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape and the area.
- The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any off-street car parking.
- Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape and the area.
- The views of Melbourne Water in relation to any application for building or works.

Map 1

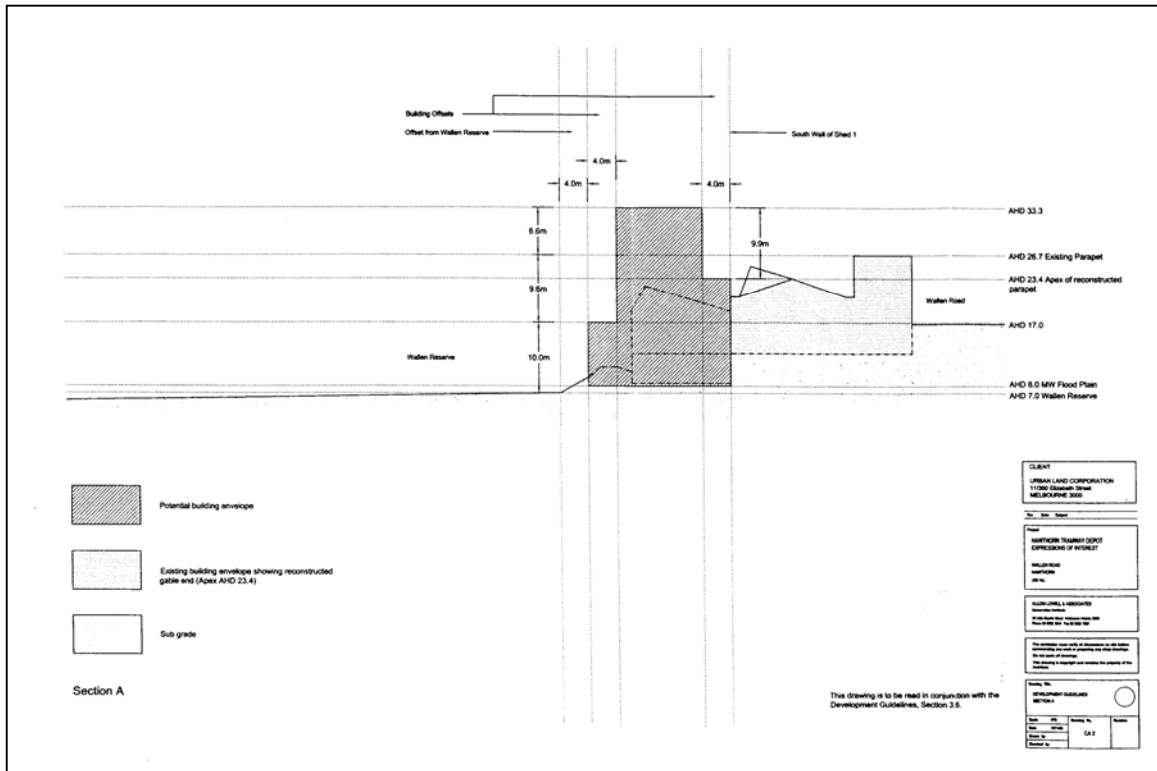
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**Map 2**



Map 3



Map 4

