

22/12/2011  
C115**SCHEDULE 15 TO THE DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO15**.**195-209 ST GEORGES ROAD, NORTHCOTE****1.0****Design objectives**22/12/2011  
C115

To support the integrated redevelopment of the site.

To encourage the creation of a high quality public realm through quality architectural design and attractive frontages.

To ensure that the height, siting and design of new development does not adversely impact on the amenity of neighbouring residential properties.

To ensure redevelopment provides a high level of amenity for site occupants.

To limit unreasonable visual bulk of new development to the public realm and adjacent properties through appropriate scale, form and articulation.

To promote environmentally sustainable design.

To ensure that development does not adversely impact on local traffic conditions and promotes a safe pedestrian friendly environment.

**2.0****Buildings and works**22/12/2011  
C115

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

**Building height and setbacks**

- Building height and building setbacks to all frontages and boundaries should generally comply with the Preferred Building Envelope plan forming part of this schedule.
- Development proposals which seek to exceed the Preferred Building Envelope plan forming part of this schedule must be of exemplary design standard and demonstrate compliance with the design objectives of this schedule.
- Rooftop building, plant or equipment should be located and designed to minimise its visibility from any adjoining road and residential properties to the satisfaction of the responsible authority.

**Building form**

- Development should be orientated towards street frontages with an appropriate degree of articulation and variation of materials and finishes.
- Ground level frontages to St Georges Road should be attractively designed, with glazing and articulation enabling passive surveillance to the street, and have clearly defined pedestrian entry points.
- Development is to step down in height to the western boundary and generally comply with the Preferred Building Envelope plan forming part of this schedule to minimise impacts on adjacent residential properties.
- Development should be designed to avoid unreasonable impacts on the amenity of adjoining residential properties in terms of visual bulk, overshadowing, overlooking and noise.
- The design and layout of development should provide appropriate levels of amenity to occupants of the site, including protection of residential or other noise-sensitive uses from excessive noise, provision of adequate ventilation and access to natural daylight.

**Pedestrian access and movement**

- Pedestrian entry (s) to any development should be provided from main street frontages via a central lobby (s) that is easily identifiable and visible.

**Car parking and vehicle access**

- Car parking or loading areas should not dominate the streetscape or building design and should, where possible, be located in basements or to the rear of the site away from the St Georges Road frontage.
- Access to car parking should be provided via the side streets or where practical utilising the rear right of way.
- The number of access points to the site should be minimised and vehicle access directly off St Georges Road should be avoided.

#### **Environmentally sustainable design**

- Development should incorporate innovative design that achieves high standards of environmental sustainability. Opportunities for passive solar design, natural ventilation and cooling, natural lighting, integrated water management and water sensitive urban design principles are strongly encouraged to be incorporated into any new development.
- The responsible authority may require an Environmentally Sustainable Development Management Plan as a means of documenting and delivering sustainability outcomes.

### **3.0**

22/12/2011  
C115

#### **Application requirements**

Any application to develop the site must include:

- An Environmentally Sustainable Development Management Plan that demonstrates how the development provides for environmentally sustainable design in relation to:
  - Passive solar design.
  - Natural ventilation.
  - Water conservation and re-use.
  - Energy efficiency.
  - Orientation and layout of the development.
  - Materials.
- An Amenity Impact Assessment that demonstrates how the amenity of occupants of any residential and other noise-sensitive use in the development are not detrimentally affected by other uses on the site.

The Responsible Authority may waive or reduce any of these application requirements if in its opinion the application is minor in nature or a requirement is not relevant to the evaluation of the application.

### **4.0**

22/12/2011  
C115

#### **Decision guidelines**

Before deciding on an application, the responsible authority must consider:

- The design objectives of this schedule.
- The architectural quality and innovative response of the building design.
- The proposed streetscape design.
- The layout and appearance of areas set aside for car parking, vehicular access and loading and unloading.
- The design and location of pedestrian and vehicular access and egress from the site.
- The extent to which the development minimises the impact of traffic and parking on the road network.
- The views of the relevant road management authority.
- The effect of new development on the amenity of neighbouring residential properties.
- The height and form of development to the public realm.
- The environmental performance of the development.
- The extent to which the development achieves the design objectives set out in the *Design Guidelines for Higher Density Residential Development* published by the Department of Sustainability and Environment (2004).

