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SCHEDULE 12 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO12**

HIGHETT ACTIVITY CENTRE

1.0

Design objectives – General

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All buildings should achieve a high standard of building design and articulation.

Highett Road

- To revitalise the Highett Activity Centre as an attractive, vibrant and well used ‘Main Street’ and community focal point by implementing the objectives of the *Highett Structure Plan, 2006*.
- To achieve an acceptable balance between the opportunities for increased built form, bulk and height, and maintaining a reasonable level of residential amenity.
- To ensure the built form and building siting respects the dominant street patterns.
- To achieve high quality, well designed new buildings, works and additions that are compatible with the existing architectural and streetscape character of Highett Activity Centre.
- To ensure that active frontages are achieved.
- To protect and enhance the visual amenity of the Highett Activity Centre including sunlight to pedestrian areas.
- To encourage the appropriate redesign of car parking areas to compliment the streetscape of the Highett Activity Centre.

Preferred Medium Density Residential Areas

- To encourage apartment style residential development of up to three storeys in height on consolidated lots in residential areas close to the Highett Activity Centre.
- To retain the amenity of existing low density residential development by ensuring that adequate side and rear setbacks are provided to taller buildings to allow screen planting and a landscape setting, and to prevent unreasonably overlooking, overshadowing and visual bulk.
- To encourage car parking to be provided within buildings rather than at ground level, to maximise the opportunity to use ground level open space for landscaping, and communal and private open space.
- To encourage consolidation of land that facilitates the creation of viable development sites capable of achieving the outcomes promoted by the Scheme and the *Highett Structure Plan, May 2006*.

Increased Density Highway West

- To ensure integrated development of the whole Increased Density Highway West Precinct.
- To encourage the use of contemporary architecture combined with innovative urban design principles.

- To ensure buildings within Precinct H6 (Increased Density Highway West) address Nepean Highway, any new network of streets established and open space areas throughout and adjoining the precinct to provide for surveillance.
- To achieve residential development within Precinct H6 (Increased Density Highway West) that provides a mixture of building heights sizes and formats and varying built forms and layouts to provide visual interest.
- To ensure that building heights increase to a maximum furthest from established residential areas to the north to minimise visual impact from surrounding residential areas.
- To encourage a transition of building heights across Precinct H6 (Increased Density Highway West) from 7.5 metres adjacent to established residential areas up to a maximum building height of 17 metres near the south-east corner of the precinct.
- To protect historic features of Precinct H6 (Increased Density Highway West) by ensuring that adequate setbacks, scale and height are provided to taller buildings to ensure views are not compromised and development responds to the significance of the site.
- To create treed boulevards and high quality landscape treatment along new network or public streets and open spaces.
- To achieve development of circulation networks that focus on providing strong linkages within the Increased Density Highway West precinct with the Lyle Anderson Reserve west of the Railway line, the Highett Activity Centre, the Sir William Fry Reserve south of the precinct and Southland Principal Activity Centre.
- To achieve development that provides accessible, safe, attractive and functional private and public open space opportunities, which are well connected and integrated within a permeable urban environment.
- To provide solar access in mid winter to key boulevards within the precinct to contribute to a comfortable, pedestrian friendly urban environment.
- To facilitate the enjoyment of public urban spaces, streetscapes, pedestrian and bicycle paths by ensuring that these areas are not excessively overshadowed or affected by wind tunnelling from new buildings and works.
- To encourage consolidation of land that facilitates the creation of viable development sites capable of achieving the outcomes promoted by the Scheme and the *Highett Structure Plan, May 2006* for land within this precinct.
- To discourage the fragmentation of sites other than in association with a development proposal that achieves the outcomes promoted by this Scheme and the *Highett Structure Plan, May 2006* for the precinct.
- Buildings with unique architectural or design features that substantially contributes to the overall building form and appearance as identified by the *Highett Structure Plan, May 2006*, must:
 - Substantially contribute to the overall building form and appearance by forming part of a distinctive architectural design feature;
 - Be based on contemporary architectural and innovative urban design elements;
 - Be located where higher built form outcomes are identified in the *Highett Structure Plan, May 2006*;
 - Not cast additional overshadowing upon adjacent and nearby properties and public spaces at 12 noon on 22 June.

2.0 Buildings and works

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Permit Requirements

A permit is not required for buildings and works associated with environmental audit and site remediation.

A permit for buildings, works and subdivision must not be granted prior to approval (by the responsible authority) of an outline development plan for the whole Increased Density Highway West Precinct which shows:

- The proposed use of each part of the land.
- A loop road connecting the Nepean Highway south of the Moorabbin Courthouse with the Nepean Highway north of the Courthouse.
- Open space.
- Stormwater drainage infrastructure.

unless the responsible authority is satisfied that the application is in accordance with the design objectives of this Clause and the Highett Structure Plan, May 2006.

Any application to develop land must be accompanied by a drainage strategy showing existing and proposed stormwater drainage scheme and a drainage report that shows how:

- Stormwater from a 1:100 year event will be retarded and the rate of discharge from the development site into the existing drainage scheme underneath the railway line determined by the responsible drainage authorities;
- Road layout and other site design will accommodate overland flows;
- The approved drainage strategy and overland flows from the Moorabbin Courthouse development have been considered;
- The natural contours of the land have been considered and the likely impact that they will have to any drainage strategy developed;
- It is proposed to detain stormwater pending release;
- Stormwater re-use.

The drainage report and strategy must be developed in accordance with all landowners within the Increased Density Highway West Precinct, the City of Kingston, Bayside City Council and Melbourne Water.

Height

Areas H1, H2, H3 and H4

Buildings and works must not exceed the maximum building height set out in the Table to this Schedule for Areas H1, H2, H3 and H4.

A permit cannot be granted to vary the maximum building height set out in the Table to this Schedule for Areas H1, H2, H3 and H4.

Areas H5 and H6

Buildings and works should not exceed the maximum building height set out in the Table to this Schedule for Areas H5 and H6.

A permit may be granted to exceed the height limit if the additional height is necessary to achieve the design objectives. The development must continue to comply with the design objectives and design standards for that area.

Landscape Design

Landscape design must:

- Provide canopy trees and native and indigenous plantings;
- Provide landscape treatments to soften the urban built form environment; and
- Create private and public open space areas/links to established public open spaces areas within the surrounding area that are accessible, safe, attractive and functional for all users.

Setbacks

Buildings and works must be constructed in accordance with the setback requirements in the Table to this Schedule.

A permit cannot be granted to vary any of the setback requirements in the Table to this Schedule unless otherwise specifically stated in the Table to this Schedule.

Table to Schedule 12

HEIGHT CONTROL AREA AS SHOWN ON THE PLAN TO SCHEDULE 12	MAXIMUM BUILDING HEIGHT	DESIGN STANDARD
<p>DDO12 - H1</p> <p>Northwest and southwest corners of Nepean Highway and Highett Road</p>	<p>4 storeys (14 metres) subject to site consolidation</p>	<p>New development on the northwest corner must be setback to not intrude on viewlines into the centre from Nepean Highway and further east.</p> <p>Development on the north west corner must respect the scale of, and provides a transition down to, adjoining lower scale residential buildings.</p> <p>Setbacks of new development on the southwest corner from street frontages on the southern side of Highett Road are not required.</p> <p>New development must present a gateway to the commercial area and reinforce Highett Road as a Neighbourhood Activity Centre. Ground floors must comprise active commercial uses.</p> <p>The scale of development on these gateway sites should take advantage of the opportunities of consolidated sites but maintain a comfortable relationship with the surrounding low scale and pedestrian oriented built form character of the shopping centre. It should not unreasonably overshadow Highett Road and streets in the precinct.</p> <p>The quality of architecture should be high to respond to its visibility from Nepean Highway.</p>
<p>DDO12 - H2</p> <p>Corner of Railway Parade and</p>	<p>3 storeys (11 metres)</p>	<p>New development on consolidated land should reinforce the prominence of the corner.</p> <p>A consistency of building height, built form and a strong urban edge to Highett Road</p>

HEIGHT CONTROL AREA AS SHOWN ON THE PLAN TO SCHEDULE 12	MAXIMUM BUILDING HEIGHT	DESIGN STANDARD
Highett Road		should be provided with a strong urban edge and zero front setbacks.
<p>DDO12 - H3</p> <p>Highett Road (north & south)</p>	<p>3 storeys (11 metres)</p>	<p>Any 3rd storey must be setback a minimum of 8 metres from the frontage and appear as a two storey building form from Highett Road.</p> <p>This setback may be reduced where the building height is reduced and it can demonstrate sunlight access to the street and public spaces.</p> <p>Any 3rd storey must be setback 4 metres from the rear boundary to respect the scale of, and provide adequate setback to, adjoining lower residential buildings.</p> <p>A feeling of openness and intimate scale for pedestrians should be maintained.</p> <p>The scale of development should have a comfortable relationship with the low-scale, built form character of the Highett Activity Centre.</p>
<p>DDO12 - H4</p> <p>Civic Plaza south of the Highett Road shops, between Station Street, the railway line and incorporating the Highett Library and the RSL</p>	<p>3 storeys (11 metres)</p>	<p>An attractive and active pedestrian environment should be provided.</p> <p>Development should not overshadow the Square. Lower building forms with a maximum height of 2 storeys should be provided along the edges of the Square and Highett Road.</p> <p>New buildings around the Square should provide a transition from 2 storeys along the edges of the Square and Highett Road to higher 3 storey built forms. Any 3rd storey must be setback a minimum of 8 metres from the street frontages.</p>
<p>DDO12 - H5</p> <ul style="list-style-type: none"> ▪ View and Station Streets south of Highett Road; ▪ the residentially zoned properties fronting the east and west side of Nepean Hwy north of Bay Road and south of Wickham road; ▪ the immediate residential areas north and south of the Highett Shopping Centre; and ▪ the residential area north of Highett Road and south of 	<p>3 storeys (11 metres)</p>	<p>On sites of 1,000sqm or less and with a frontage of 20 meters or less buildings and works should not exceed a maximum height of 7.5 metres (comprising 2 storeys).</p> <p>On sites (comprising one or more lots) of greater than 1,000sqm and with a frontage of greater than 20 metres buildings and works should not exceed a maximum height of 11.0 metres (comprising 3 storeys). The preference is for residential apartment style developments on larger consolidated lots, rather than villa units or townhouses.</p> <p>Where sites are consolidated new development must be setback a minimum of 6 metres from the front property boundary.</p>

HEIGHT CONTROL AREA AS SHOWN ON THE PLAN TO SCHEDULE 12	MAXIMUM BUILDING HEIGHT	DESIGN STANDARD
Wickham Road.		<p>New development must be setback from side and rear boundaries to provide greater side and rear setbacks than the standards of Clause 55 of this Scheme. Setbacks are to provide for substantial landscaping and to preserve the amenity of adjoining residences.</p> <p>Car parking spaces be provided primarily within new developments rather than at ground level, in order to maximize the opportunity to use ground level areas for landscaping, and communal open space.</p>
<p>DDO12 - H6</p> <p>Former Gas and Fuel land and adjoining two industrial properties to its south.</p>	<p>DDO12 - H6 (a)</p> <p>3 storeys (11 metres)</p>	<p>Development must respect the scale of, and provides a transition to, adjoining lower scale residential buildings and proposed higher scale residential buildings within the precinct.</p> <p>Development must be setback to provide for a landscaped and tree-lined new network of streets.</p> <p>High quality architecture must respond to and address the new and existing network of public streets, and open and public spaces.</p>
	<p>DDO12 - H6 (b)</p> <p>3 storeys (11 metres) for a depth of 15 metres along Nepean Highway</p> <p>4 storeys (14 metres) for the remaining precinct</p>	<p>The scale of development must have a comfortable relationship with the lower-scale, built form of adjoining development.</p> <p>Development must setback to provide for a landscaped and tree-lined new network of streets.</p> <p>High quality architecture must respond to its visibility from Nepean Highway and makes a positive contribution to Nepean Highway.</p>
	<p>DDO12 - H6 (c)</p> <p>4 storeys (14 metres)</p>	<p>Development must be setback to provide for a landscaped and tree-lined new network of streets.</p> <p>Development must respect the scale of, and provides a transition to, lower scale residential buildings and proposed higher scale residential buildings within the precinct.</p> <p>High quality architecture must respond to and addresses the new and existing network of public streets, and open and public spaces.</p> <p>The scale of development should take advantage of the opportunities of an uninhibited site but must not restrict views to</p>

HEIGHT CONTROL AREA AS SHOWN ON THE PLAN TO SCHEDULE 12	MAXIMUM BUILDING HEIGHT	DESIGN STANDARD
		<p>and should maintain a comfortable relationship with the historic features within the precinct.</p> <p>New buildings must provide a transition from 2 storeys to higher storey built forms. Any 4th or higher storey must be setback from the street frontages to minimise its visual bulk.</p>
	<p>DDO12 - H6 (d)</p> <p>4 storeys (14 metres)</p>	<p>Development must be setback to provide for a landscaped and tree-lined new network of streets.</p> <p>Development must respect the scale of, and provides a transition to, adjoining lower scale buildings and proposed higher scale residential buildings within the precinct.</p> <p>High quality architecture must respond to and addresses the new and existing network of public streets, and open and public spaces.</p> <p>New buildings to provide a transition from 3 storeys to higher storey built forms. Any 4th or higher storey must be setback from the street frontages to minimise its visual bulk.</p> <p>The scale of development should take advantage of the opportunities of an uninhibited site but must not restrict views to and should maintain a comfortable relationship with the historic features within the precinct.</p>
	<p>DDO12 - H6 (e)</p> <p>5 storeys (17 metres)</p>	<p>Development must be setback to provide for a landscaped and tree-lined new network of streets.</p> <p>High quality architecture must respond to and addresses the new network of public streets, open and public spaces and Sir William Fry Reserve.</p> <p>High quality architecture must respond to its visibility from Nepean Highway and make a positive contribution to Nepean Highway.</p> <p>New buildings to provide a transition from 4 storeys to higher storey built forms. Any 5th or higher storey must be setback from the street frontages to minimise its visual bulk.</p> <p>Development must provide a transition to adjoining lower scale residential buildings within the precinct.</p>

Building height is the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building, with the exception of architectural features and building services.

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Subdivision

A permit for buildings, works and subdivision must not be granted prior to approval (by the responsible authority) of an outline development plan for the whole Increased Density Highway West Precinct which shows:

- The proposed use of each part of the land.
- A loop road connecting the Nepean Highway south of the Moorabbin Courthouse with the Nepean Highway north of the Courthouse.
- Open space.
- Stormwater drainage infrastructure.

unless the responsible authority is satisfied that the application is in accordance with the design objectives of this Clause and the Highett Structure Plan, May 2006.

Subdivision within the Increased Density Highway West Precinct must be consistent with the integrated development of the whole precinct and the overall design objectives of this Clause.

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Decision guidelines

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

- The site analysis and urban context report.
- The visibility of the building form and height on the scale and character of Highett Road.
- Whether opportunities exist to avoid the building being visually obtrusive by the use of alternative building designs and staggered building forms.
- On a corner site, the architectural style and detail of the building, and whether it will make a positive statement as a corner element.
- The amenity impacts on any adjoining land in a Residential 1 Zone, particularly with respect to overshadowing, privacy and visual bulk.
- The use of materials, finishes and colour.
- The visual impact of any balcony or roof deck and associated access when viewed from the street and surrounding area.
- Whether the third and fourth storeys are visually intrusive when viewed from the street and surrounding area.
- Whether the subdivision is associated with a development proposal that supports the objectives promoted by this Scheme and does not result in fragmentation of sites.
- Whether the proposed buildings achieve the desired mix of building heights, sizes, formats and layouts throughout Precinct H6.
- Whether appropriate surveillance of open space links and open space and public areas is achieved through building design and placement.
- The impact of new development on historic features and views to historic features.
- The ability for new development within Precinct H6 to integrate with adjoining built forms.

- The visual impact and integration of new development within Precinct H6 when viewed from the surrounding area.

5.0

Reference Documents

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Highett Structure Plan, May 2006

KINGSTON PLANNING SCHEME - AMENDMENT C99 - SCHEDULE TO DDO12



LEGEND

H1	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H1)	H6(a)	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H6(a))
H2	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H2)	H6(b)	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H6(b))
H3	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H3)	H6(c)	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H6(c))
H4	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H4)	H6(d)	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H6(d))
H5	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H5)	H6(e)	DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 12 (AREA H6(e))