

15/10/2015  
C196**SCHEDULE 61 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO61**.

**CITY NORTH****1.0**15/10/2015  
C196**Design objectives**

- To encourage City North to develop as a central city precinct characterised by university, research and medical buildings.
- To establish a mid-rise scale of buildings (6 to 15 storeys) that is distinct from the tall built form in the Hoddle Grid area to the south, which steps down at the interface to the lower scale surrounding established neighbourhoods in North and West Melbourne.
- To support increased density and diversity of uses along the Victoria Street, Flemington Road, Elizabeth Street and Swanston Street tram corridors and around the proposed Grattan and CBD North Metro Rail stations.
- To establish built form that creates a strong sense of street definition by adopting a building height at the street edge determined by a 1:1 (building height to street width) ratio.
- To ensure development responds appropriately with suitable building scale, heights and setbacks to the existing character, context, and interfaces with established residential areas, and immediate amenity.
- To ensure that new buildings respect the rich heritage fabric of the area and that new buildings that adjoin the heritage buildings respect their height, scale, character and proportions.
- To develop a fine grain urban form by encouraging buildings with a wide street to be broken into smaller vertical sections,
- To develop the Haymarket area as a central city gateway precinct and public transport interchange.
- To ensure university, research and medical buildings are actively integrated with the surrounding public realm.
- To design buildings to provide passive surveillance and activation of ground floors addressing the streets.
- To ensure development allows good levels of daylight and sunlight to penetrate to the streets and to lower storeys of buildings by providing adequate separation between buildings.
- To deliver a scale of development that provides a high level of pedestrian amenity having regard to sunlight, sky views and wind conditions.
- To improve the walkability of the precinct by encouraging new laneways and pedestrian connections.
- To encourage the ground floor of buildings to be designed so that they can be converted to a range of alternative active uses over time.

**2.0**15/10/2015  
C196**Buildings and Works**

A permit is not required for public works or minor alterations or the installation of service fixtures to existing buildings.

All buildings and works requiring a permit should

- be constructed in accordance with the preferred maximum street edge height, preferred maximum building height and preferred upper level setback requirements for the specific areas as identified in Part 1.0 and Table 1 of this Schedule
- meet the Design objectives and Design Requirements as set out in Table 2 of this Schedule.

An application to exceed the preferred maximum building height should demonstrate achievement of the relevant the Design objectives and Built Form Outcomes as identified in Part 1.0 and Table 1 of this Schedule.

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

### 3.0

15/10/2015  
C196

#### Subdivision

A permit is not required to subdivide land.

### 4.0

15/10/2015  
C196

#### Application requirements

An application for permit, other than an application for minor buildings or works as determined by the responsible authority, must be accompanied by a comprehensive site analysis and urban context report documenting the key planning influences on the development. The urban context report must identify the development opportunities and constraints, and demonstrate how the development, addresses:

- State Planning Policy Framework and the Local Planning Policy Framework, zone and overlay objectives.
- The objectives, design requirements and outcomes of this Schedule.
- Built form and character of adjacent and nearby buildings.
- Heritage character of adjacent and nearby heritage places.
- Microclimate including sunlight, daylight and wind effects on streets and public spaces.
- Energy efficiency and waste management.
- Ground floor and lower level street frontages, including visual impacts and pedestrian safety.
- Public infrastructure, including reticulated services, traffic and car parking impact.

### 5.0

15/10/2015  
C196

#### Decision guidelines

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

- Whether the proposal achieves the design objectives in Part 1.0 of this Schedule
- Whether the proposal achieves the built form outcomes contained in Table 1.
- Whether the proposal achieves the design requirements contained in Table 2.
- Whether the development maintains and enhances the character and amenity of the streetscape.
- The wind effect at ground level as demonstrated by wind effects studies as necessary.

### 6.0

15/10/2015  
C196

#### Exemption from notice and appeal

An application to construct a building or carry out works on land located within the Capital

City Zone (CCZ5) is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act

## 7.0

### Reference documents

15/10/2015  
C196

City North Structure Plan 2012

**Table 1 – Preferred Built Form Outcomes for Specific Areas**

DDO Area	Building Height	Street edge height and upper level setback	Built Form Outcome
1	24 metres	<p><b>Buildings fronting O’Connell, Cobden and Princess Street:</b></p> <p>20 metre street edge height.</p> <p>Any part of the building above the 20 metre setback 4 metres from the street.</p>	<p>Development that:</p> <ul style="list-style-type: none"> <li>▪ Respects the heritage character of the Queen Victoria Market Buildings;</li> <li>▪ Avoids overshadowing the Queen Victoria Market buildings;</li> <li>▪ Delivers an even transition in scale from the lower built form in Peel Street and adjacent areas in North Melbourne.</li> </ul>
2	24 metres	<p><b>Buildings fronting Harcourt Street:</b></p> <p>14 metre street edge height.</p> <p>Any part of the building at the street edge of Harcourt Street above 14 metres setback from the street behind a 45 degree line.</p> <p><b>Buildings adjacent to DDO32:</b></p> <p>14 metre building height at the property boundary.</p> <p>For sites adjacent to DDO32, any part of the building above 14 metres setback from the street behind a 45 degree line in accordance with Figures 1.</p> <p><b>Buildings facing all other streets:</b></p> <p>24 metre street edge height</p> <p>Any part of the building above 24 metres setback from the street behind a 45 degree line.</p>	<p><b>Development that:</b></p> <ul style="list-style-type: none"> <li>▪ Delivers an appropriate transition in scale of development from the lower scale built form in Courtney Street to the higher scale built form in Flemington Road.</li> <li>▪ Limits amenity impacts of excessive building bulk, overlooking and overshadowing on existing buildings in DDO 32</li> </ul>
3	40 metres	<p>Building facing all streets:</p> <p>40 metre street edge height</p> <p>Any part of the building above 40 metres setback 6 metres from the street.</p>	<p>Development that:</p> <ul style="list-style-type: none"> <li>▪ Creates strong definition to the streetscape.</li> <li>▪ Does not dominate buildings in Area 2.</li> <li>▪ Has a scale that reinforces Flemington Road as a civic spine and facilitates the</li> </ul>

DDO Area	Building Height	Street edge height and upper level setback	Built Form Outcome
			enhancement of its landscape character
4.1	40 metres	<p><b>Buildings fronting Grattan, Pelham, Queensberry, Bouverie, Leicester, Barry, Berkeley and Lincoln Square North and South streets:</b></p> <p>24 metre street edge height.</p> <p>Any part of the building above 24 metres setback 6 metres from the street.</p> <p><b>Buildings fronting O'Connell Street:</b></p> <p>20 metre street edge height.</p> <p>Any part of the building above 20 metres setback 6 metres from the street.</p> <p><b>Buildings fronting Swanston Street:</b></p> <p>32 metre street edge height.</p> <p>Any part of the building above 32 metres should be setback 6 metres from the street.</p> <p><b>Buildings facing all other streets:</b></p> <p>40 metre street edge height</p> <p>Any part of the building above 40 metres setback 6 metres from the street.</p>	<p>Development that:</p> <ul style="list-style-type: none"> <li>▪ Reinforces Elizabeth Street as a civic spine and facilitates the enhancement of its landscape character.</li> <li>▪ Creates stronger definition to the streetscape.</li> <li>▪ Complements the existing character established by the university, research and medical buildings.</li> <li>▪ Ensures sunlight reaches the lower floors of new developments.</li> <li>▪ Facilitates an integrated built form on both sides of the Swanston Street.</li> <li>▪ Delivers a scale of development that provides street definition and a high level of pedestrian amenity, having regard to access to sunlight, sky views and a pedestrian friendly scale.</li> <li>▪ Provides a street edge height that integrates new development with lower scale heritage buildings.</li> </ul>
4.2	32 metres	<p><b>Buildings facing all streets;</b></p> <p>24 metre street edge height</p> <p>Any part of the building above 24 metres setback 6 metres from the street.</p>	<p>Development that:</p> <ul style="list-style-type: none"> <li>▪ Delivers a scale of development that provides a high level of pedestrian amenity, including access to sunlight at ground floor (to Berkeley Street), sky views and a pedestrian friendly scale.</li> <li>▪ Respects the scale of existing heritage buildings.</li> </ul>
5	60 metres	<p><b>Buildings fronting Pelham and Berkely Street:</b></p> <p>24 metre street edge height.</p> <p>Any part of the building above 24 metres should be setback 6 metres from the street.</p> <p><b>Buildings facing O'Connell Street:</b></p> <p>20 metre street edge height.</p> <p>Any part of the building above</p>	<p>Development that:</p> <ul style="list-style-type: none"> <li>▪ Supports the gateway role of the Haymarket.</li> <li>▪ Has a scale of development that is complementary to the proposed medium level built form of its surrounds.</li> <li>▪ Has a consistent streetscape built form that integrates Elisabeth Street with Flemington Road.</li> </ul>

DDO Area	Building Height	Street edge height and upper level setback	Built Form Outcome
		<p>20 metres setback 6 metres from the street.</p> <p><b>Buildings facing Blackwood Street:</b></p> <p>40 metre street edge height</p> <p>Any part of the building above 40 metres setback 10 metres from the street.</p>	<ul style="list-style-type: none"> <li>▪ Does not overshadow the proposed civic space within the Haymarket.</li> <li>▪ Delivers a scale of development that provides an appropriate transition to the lower scale built form in Berkeley and Pelham Street.</li> <li>▪ Provides a high level of pedestrian amenity, including access to sunlight to ground floor and sky views.</li> </ul>
1-5		On the street edge of laneway frontages, any part of the building above 10.5 metres should be setback 4 metres.	Development that ensures laneways have appropriate access to daylight and sunlight.

**Table 2-Design Requirements for all DDO Areas**

Design Objective	Design Requirement
<b>Building Heights, Scale and Setbacks</b>	
<p>To ensure that the height of new buildings reinforces the built form character of specific areas as defined in Table 1 in this Schedule.</p> <p>To ensure appropriate building scale, height and setbacks at interfaces with established residential areas having regard to existing character, context and amenity.</p> <p>To ensure appropriate building scale on the side and rear boundaries of new buildings and works that respects the scale of existing adjoining buildings.</p> <p>To avoid to exposed blank walls</p> <p>To assist in limiting visual impact and adverse amenity on adjacent development sites.</p> <p>To promote articulated rooflines with architectural interest and variation.</p> <p>To establish a generally consistent built form to the street edge that creates a strong sense of definition and place.</p> <p>To ensure that the scale of built form provides an urban environment that is comfortable for pedestrians.</p> <p>To ensure equitable and good access to sunlight / daylight for occupants of buildings and in public places.</p> <p>To ensure that new development is adaptable over the long term to a range of alternate uses.</p>	<p>Deliver a scale of development at the street edge in accordance with Table 1 in this Schedule.</p> <p>Buildings should be constructed to the street boundary of the site.</p> <p>Upper levels above the maximum street wall heights should be visually recessive and more diminutive than the building's base.</p> <p>On corner sites where two different street edge heights are nominated, buildings should "turn the corner" and apply the higher street edge and transition to the lower nominated street edge height.</p> <p>Buildings should have a minimum ground floor to floor height of 4 metres at ground floor and a minimum floor to floor height of 3.2 metres in levels above the ground floor.</p>
<p>To ensure that new buildings and works adjoining individually significant heritage buildings or buildings within a heritage precinct respects the character, form,</p>	<p>The design of new buildings should respect the character, height, scale, rhythm and proportions of the heritage buildings.</p> <p>New buildings should step down in height</p>

Design Objective	Design Requirement
massing and scale of the heritage buildings.	<p>to adjoining lower scale heritage buildings.</p> <p>New buildings should consider retaining the traditional heritage street wall (as opposed to defining a new higher street wall) where appropriate.</p>
<b>Building Facades and Street Frontages</b>	
<p>To ensure that buildings are well designed and enhance the amenity of City North.</p> <p>To deliver a fine grain built form with architectural variety and interest.</p> <p>To encourage high quality facade and architectural detailing.</p>	<p><b>Addressing the Street</b></p> <p>The articulation of building facades should express a fine grain. Expressing the vertical elements is encouraged to minimise the dominance of wide building frontages.</p> <p>Multiple doors/entrances to buildings and windows should be provided off the street to improve activation of the street.</p> <p>The facades of buildings should maintain the continuity, and traditional characteristic vertical rhythm of streetscapes.</p> <p>All visible sides of a building should be fully designed and appropriately articulated and provide visual interest.</p> <p>Blank building walls that are visible from streets and public spaces should be avoided.</p> <p>Buildings on corner sites should address both street frontages.</p> <p><b>Service areas</b></p> <p>Service areas (plant, exhaust, intake vents and other technical equipment and other utility requirements) should be treated as an integral part of the overall building design and visually screened from public areas.</p> <p>Buildings should be designed to integrate attachments (including antennae) without disrupting the appearance of the building.</p> <p><b>Building Projections</b></p> <p>Building projections outside the property boundary should accord with Council's Road Encroachment Guidelines.</p>
<b>Active and Safe Street Frontages</b>	
<p>To create safe streets.</p> <p>To ensure all streets are pedestrian oriented and contribute to pedestrian safety.</p> <p>To ensure development presents welcoming, engaging and active edges to streets and other public spaces at ground floor and the street frontages of lower storeys.</p> <p>To ensure development contributes to passive surveillance of the public domain.</p>	<p>Ground floor frontages should contribute to city safety by providing lighting and activity.</p> <p>At least the first five levels of a building should provide windows and balconies, fronting the street or lane.</p> <p>Access to car parking and service areas should minimise impact on street frontages and pedestrian movement.</p> <p>Carparking should not be located at ground floor and should not occupy more than 20% of the length of the street frontage above ground floor.</p> <p>Facades at ground level should not have</p>

Design Objective	Design Requirement
	alcoves and spaces that cannot be observed by pedestrians.
To provide continuity of ground floor shops and food and drink premises in proposed activity nodes.	Buildings with ground-level street frontages along Royal Parade at the Haymarket area and Victoria Street as shown on <b>Map 1</b> should contribute to the appearance and support the proposed retail function of the area to the satisfaction of the responsible authority, by providing: <ul style="list-style-type: none"> <li>▪ At least 5 metres or 80% of the street frontage (whichever is the greater) as an entry or display window to a shop and/or a food and drink premises.</li> <li>▪ Clear glazing (security grilles should be transparent)</li> </ul>
To ensure ground floor frontages to major pedestrian area add interest and vitality.	Buildings with ground-level street frontages to Elizabeth Street, Peel Street, Grattan Street, Swanston Street and Queensberry Streets as shown on <b>Map 1</b> should present an attractive pedestrian oriented frontage to the satisfaction of the responsible authority, by providing: <ul style="list-style-type: none"> <li>▪ At least 5 metres or 80 % of the street frontages (whichever is the greater) as: <ul style="list-style-type: none"> <li>· an entry or display window to a shop and/or a food and drink premises; or</li> <li>· as any other uses, customer service areas and activities, which provide pedestrian interest or interaction.</li> </ul> </li> <li>▪ Clear glazing (security grilles must be transparent).</li> </ul>
<b>Provision of Public Places</b>	
To encourage the provision of well-designed and publicly accessible spaces	The opportunity for the inclusion of public spaces should be promoted.
<b>Sunlight to Public Places</b>	
To ensure that new buildings allow daylight and sunlight penetration to public spaces, and open space throughout the year.  To protect sunlight to public spaces.  To ensure that overshadowing of public spaces by new buildings or works does not result in significant loss of sunlight.	Buildings and works should not cast a shadow between 11.00 am and 2.00 pm on 22 March and 22 September over public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, and privately owned plazas open to the public. A permit may only be granted if the overshadowing will not prejudice the amenity of those areas.  Maximise the extent of the northerly aspect of public open spaces.  Ensures sunlight reaches the lower floors of new developments.
<b>Pedestrian Links</b>	
To encourage the creation of new lanes and connections, particularly in locations where block lengths exceed 100m.  To ensure new laneways are aligned to respect the street pattern;	Pedestrian through block connections should be provided where the average length of a street block exceeds 100 metres. For street blocks exceeding 200metres in length at least two connections should be provided.

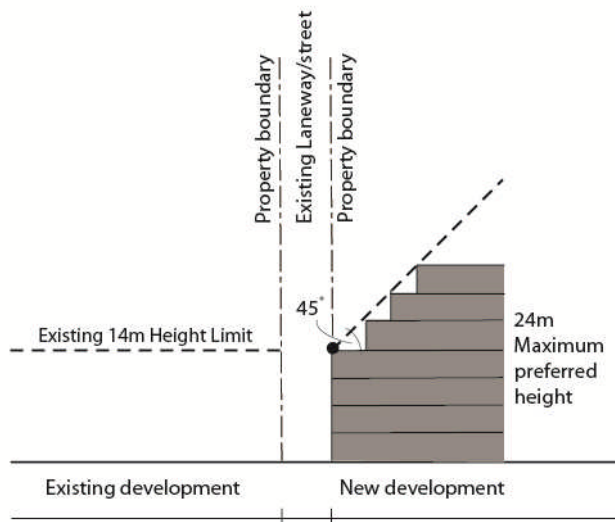
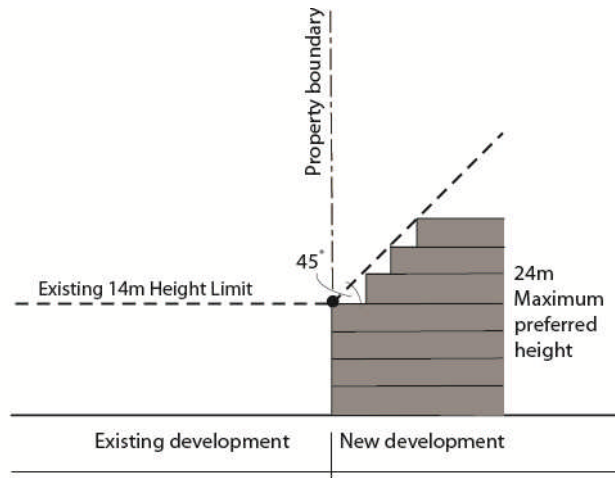
Design Objective	Design Requirement
<p>To ensure new laneways integrate with the pattern of development of adjacent areas,</p> <p>To accommodate vehicular and service access to developments.</p>	<p>Connections should be located towards the centre of the street block, no more than 70 metres from the next intersection or pedestrian connection.</p> <p>Where a development site is suitably located for a pedestrian connection but does not exceed the full depth of the block, the development should include a connection which would be completed when a connection is provided through the adjoining site.</p> <p>Where a development site has the potential to achieve a through block connection by extending an existing or proposed connection on an adjoining site, the new development should provide for the completion of the through block connection.</p> <p>Development should provide pedestrian connections that are aligned with other lanes or pedestrian connections in adjacent blocks (or not offset by more than 30 metres) so as to provide direct routes through City North.</p> <p>Bluestone lanes, kerbs and guttering within heritage precincts must be retained, and should also be retained outside heritage precincts.</p> <p><b>Laneway design and character</b></p> <p>Developments should provide pedestrian connections which are:</p> <ul style="list-style-type: none"> <li>▪ Safe, direct, attractive and which provide a line of sight from one end of the connection to another.</li> <li>▪ Publicly accessible.</li> <li>▪ At least 3-6 metres wide.</li> <li>▪ Open to the sky or if enclosed at 7.6 metres.</li> <li>▪ Flanked by active frontages.</li> </ul> <p>Existing lanes should not be covered.</p> <p>The pedestrian amenity of lanes which are primarily used for servicing and car parking, should be improved through the use of materials, lighting and designated areas for pedestrians and vehicles.</p> <p><b>Buildings and works adjoining lanes</b></p> <p>The design and management of access and loading areas along lanes should not impede pedestrian movement.</p> <p>New development should respond to the fine grain pattern, vertical articulation and division of building frontages where this forms part of the lane way character.</p> <p>New development along lanes should provide highly articulated and well detailed facades that create visual interest,</p>



Design Objective	Design Requirement
	particularly at the lower levels.
<p><b>Weather Protection</b></p> <p>To promote pedestrian amenity.</p> <p>To ensure built form does not increase the level of wind at ground level and that buildings are designed to minimise any adverse effect on pedestrian comfort.</p>	<p>The design of the building should minimise the potential for ground-level wind and any adverse effect on pedestrian comfort as follows:</p> <ul style="list-style-type: none"> <li>▪ In the proposed activity nodes shown on Map 1 the peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.5° wind direction sector should not exceed 10 ms<sup>-1</sup>. This speed is generally acceptable for stationary, long term exposure (&gt;15 minutes); for instance, outdoor restaurants/cafes, theatres</li> <li>▪ Along major pedestrian areas shown on Map 1 the peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.5° wind direction sector should not exceed 13 ms<sup>-1</sup>. This speed is generally acceptable for stationary, short term exposure (&lt;15 minutes); for instance, window shopping, standing or sitting in plazas;</li> <li>▪ Along all other streets the peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.5° wind direction sector should not exceed 16 ms<sup>-1</sup> (which results in half the wind pressure of a 23ms<sup>-1</sup> gust) which is generally acceptable for walking in urban and suburban areas.</li> </ul> <p>Landscaping within the public realm should not be relied on to mitigate wind.</p>
<p>To protect pedestrians from the elements by providing shelter from the rain and sun, without causing detriment to building or streetscape integrity.</p>	<p>Buildings should include protection from the weather in the form of canopies, verandas and awnings.</p> <p>The design, height, scale and detail of canopies, verandas and awnings:</p> <ul style="list-style-type: none"> <li>▪ should be compatible with nearby buildings, streetscape and precinct character;</li> <li>▪ may be partly or fully transparent to allow light penetration to the footpath and views back up the building façade;</li> <li>▪ should be setback to accommodate existing street trees; and</li> <li>▪ should be located so that verandah support posts are at least 2 metres from tree pits.</li> </ul> <p>Protection need not be provided where it would interfere with the integrity or character of heritage buildings, heritage precincts or streetscapes and lanes.</p>

Figure 1

Provisions for Area 2 (Land adjoining DDO32)



**Map 1 – Street Frontages**

