

05/07/2018
C325**SCHEDULE 63 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO63**.

MACAULAY URBAN RENEWAL AREA, KENSINGTON AND NORTH MELBOURNE**1.0****Design objectives**23/10/2017
C190(Part 1)

- To create a compact, high density, predominantly mid-rise, 6 – 12 storey walkable neighbourhood that steps down at the interface with the low scale surrounding established residential neighbourhoods.
- To provide for higher development that delivers identified demonstratable benefits on large sites that do not interface with the low scale surrounding established residential neighbourhoods.
- To create urban streetscapes that are defined by a generally consistent plane of building facades that enclose streets but allow daylight and sunlight to penetrate to the streets and to lower building levels.
- To ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.
- To encourage the ground floor of buildings to be designed so that they can be used for a variety of uses over time.

2.0**Buildings and works**05/07/2018
C325

A permit is not required for buildings and works that do not alter the height or setback of an existing building.

An application must be accompanied by a site analysis and urban context report which demonstrates how the proposed building or works achieve each of the Design Objectives and Built Form outcomes of this schedule, and any local planning policy requirements and the following:

- Design objectives and built form outcomes contained in this schedule.
- Detailed elevation and section drawings at a minimum of 1:50 scale at all street interfaces for at least the lower levels.
- Any local planning policy requirements.

The specified building height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other architectural features and equipment provided the following criteria are met:

- The equipment is located in a position on the roof so as to minimise overshadowing of neighbouring properties and public spaces.
- The equipment is designed to the satisfaction of the responsible authority.

Building Heights

Development should not exceed the Preferred maximum height in Table 1.

All developments that exceed the **Preferred maximum height in Table 1** must demonstrate each of the following:

- A demonstrable benefit to the broader community that include among others:
- Exceptional quality of design.
- A positive contribution to the quality of the public realm.
- High quality pedestrian links where needed.
- Good solar access to the public realm.

A permit cannot be granted to exceed the **Absolute maximum height in Table 1** except in Area 5 where the following applies:

Area 5:

The absolute maximum building height does not apply to Area 5.

Any redevelopment of this area above the preferred height should include a master plan that reintegrates the whole area with the surrounding urban fabric, including:

- improved interfaces with surrounding streets through innovative urban design treatments, visually recessive built form closer to the road frontages, and
- improved pedestrian and cycling connections to and from the site.

Table 1: Building heights

Area	Preferred maximum height	Absolute maximum height
A1	10.5m (3 storeys)	14m (4 storeys)
A2	14m (4 storeys)	20m (6 storeys)
A3, A4	20m (6 storeys)	26m (8 storeys)
A5	26m (8 storeys)	N/A
A6	20m (6 storeys)	26m (8 storeys)
A7	28m (9 storeys)	36.4m (12 storeys)
A8	30m (9 storeys)	39m (12 storeys)

Table 2: Built form outcomes

Area	Built Form Outcomes
A1	<p>Deliver a scale of development that complements the established low-scale residential area.</p> <p>Protect the amenity of existing residential areas by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</p>
A2	<p>Set back higher building form along Melrose Street to deliver scale of development that responds appropriately to the existing context.</p>
A3	<p>Deliver a scale of development that provides street definition and a pedestrian friendly scale.</p> <p>Deliver a scale of development that provides appropriate access to sunlight and daylight.</p> <p>Protect the amenity of existing residential development by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</p>
A4, A5	<p>Deliver a scale of development that provides street definition and a pedestrian friendly scale.</p> <p>Deliver a scale of development that provides appropriate access to sunlight and daylight.</p> <p>Deliver a scale of development at the interface with established low-scale residential development that provides an appropriate transition in height and minimises the visual impact of upper levels.</p> <p>Solar access is maintained to ground floors on western side of Thompson Street and southern side of Scarborough Place.</p> <p>Deliver the reintegration of Office of Housing estates into the surrounding urban fabric.</p>
A6, A7	<p>Deliver a scale of development that provides street definition and a pedestrian friendly scale.</p>

Area	Built Form Outcomes
	<p>Deliver a scale of development that provides appropriate access to sunlight and daylight.</p> <p>Provide limited opportunities for taller buildings that deliver significant public realm outcomes.</p>
A8	<p>Deliver a scale of development that provides street definition and a pedestrian friendly scale.</p> <p>Deliver a scale of development that provides appropriate access to sunlight and daylight.</p> <p>Deliver a scale of development at the interface with established low-scale residential development that provides an appropriate transition in height and minimises the visual impact of upper levels.</p>
All areas	<p>Ensure laneways have appropriate levels of access to daylight and sunlight.</p> <p>Deliver developments that maximise surveillance of public and communal areas and nearby creek environs.</p> <p>Deliver a scale of development setbacks from the Moonee Ponds Creek environs which respond appropriately to creek/public space conditions and provision of public thoroughfares in the public and private domain adjacent to the creek, as appropriate.</p> <p>Where development respond to flood risk by providing ramp structures or other measures flood mitigation measure, high quality urban design outcomes must be provided at the building and public interfaces.</p>

Street wall and setbacks

A permit cannot be granted to increase the Street Wall Height in Table 3.

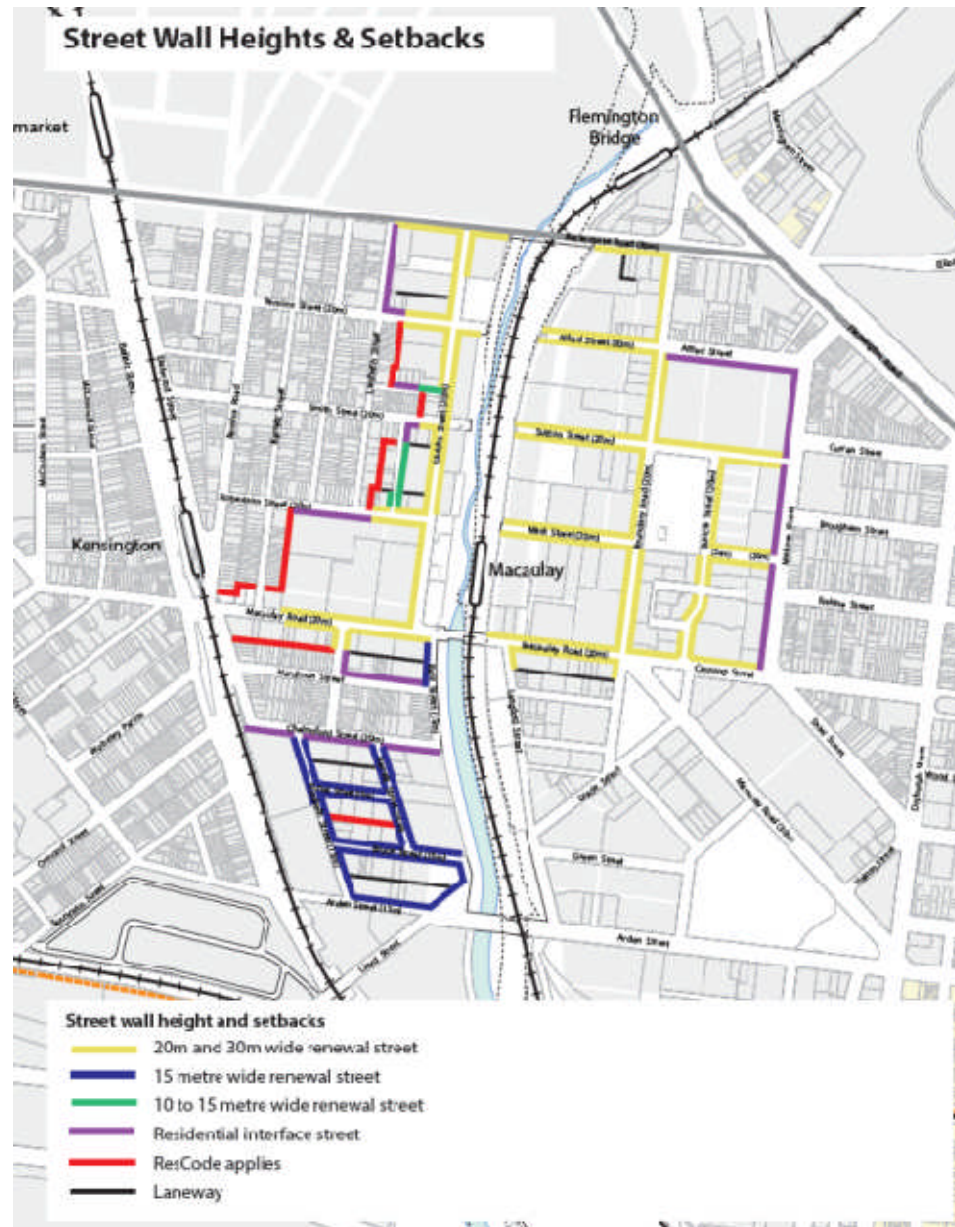
Development should be setback from all streets identified in Map 1 in accordance with Table 3. This applies even if the site does not have frontage to the identified street.

Buildings should be built to street edge at ground level to provide a clearly delineated and fronted public realm.

Buildings should be setback from existing low scale residential development in accordance with Table 3.

Table 3: Street wall height and setbacks

Interface type shown on Map 1	Street wall height Setback of buildings above street wall
20 and 30 metre wide renewal street	Development at the frontage must not exceed a height of 6 storeys. Development should be set back 1 metre for every metre of height above 20 metres.
15 metre wide renewal street	Development at the frontage must not exceed a height of 4 storeys. Development should be set back 1 metre for every metre of height above 15 metres.
10 to 15 metre wide renewal street	Development at the frontage must not exceed a height of 3 storeys. Development should be set back 1 metre for every metre of height above the street wall.
Residential interface street	Development at the frontage must not exceed a height of 3 storeys. Development above the street wall should be setback at least 10 metres and be visually recessive.
Laneway	Development along the laneway must not exceed a height of 3 storeys. Development above the street wall should be setback 4 metres. In addition, development on the northern side of an east-west laneway should be set back 1 metre for every metre of height above the preferred maximum height.
Shiel Street	Development at the frontage must not exceed a height of 3 storeys. Development above the street wall should be set back at least 2 metres for every 1 metre of height.
Interface type shown on Plan	Set back from boundary with low scale residential development
ResCode Applies	A new building not on or within 200mm of a boundary should be set back from the boundaries 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.



Map 1 – Street wall height and setbacks

Active Street Frontages

A building in a Commercial Zone, with ground-level frontage should provide:

- At least 5 metres or 80 per cent of the street frontage (whichever is the greater) as an entry or display window to a shop and/or a food and drink premises, or as other uses, customer service areas and activities, which provide pedestrian interest and interaction.
- Clear glazing (security grilles must be transparent).

A building with ground-level frontage to a street identified on Map 2 should present an attractive pedestrian oriented frontage with commercial uses where practical.

Buildings with ground-level frontage to all other streets, should provide an active and physically connected street interface, for example by providing multiple entrances off the street.

Weather protection and facade treatment

A building with a road frontage to a street identified on Map 2, should provide a veranda for weather protection over the footpath unless this would cause detriment to the integrity of a heritage building or streetscape.

The articulation of a building facade should express a fine grain variety and modulation that assists in reducing the visual dominance of buildings, particularly a wide street frontage. Expressing the vertical elements is encouraged to further minimise the dominance of wide building frontages.



Map 2 – Frontages to primary streets

Connectivity and laneways

Development must provide for a high quality pedestrian link generally along the eastern side of CityLink to provide direct pedestrian connection to Macaulay and Flemington Bridge Stations for land between Macaulay Road and Racecourse Road.

Development should provide for a fine-grained system of laneways and pedestrian connections that are:

- Safe, direct and attractive;
- Publicly accessible;
- Aligned with other lanes or pedestrian connections to provide direct through routes.

Development along new and existing laneways and pedestrian connections must comply with the laneway controls in Table 3.

Heritage

When new developments adjoin heritage buildings located in a Heritage Overlay, the design of new buildings should have regard to the height, scale, rhythm of and proportions of the heritage buildings.

Reference documents

Arden-Macaulay Structure Plan 2012

3.0

Subdivision

23/10/2017
C190(Part 1)

None specified.

4.0

Advertising signs

23/10/2017
C190(Part 1)

None specified.

5.0

Decision guidelines

23/10/2017
C190(Part 1)

None specified.

Expiry

The requirements of this overlay cease to apply after 30 September 2019.