

14/07/2016
C212**SCHEDULE 15 TO THE DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO15**.**Malvern Road – Burke Road Neighbourhood Activity Centre And Rail Corridor****1.0**14/07/2016
C212**Design objectives**

- To ensure that the overall scale and form is mid rise and steps down with the slope of the land.
- To ensure that development protects adjoining residential areas from unreasonable loss of amenity.
- To ensure that building design supports increased street level activity.
- To ensure that development enhances the appearance, amenity and safety of adjoining streets, open space and commuter car parking.
- To enhance connectivity and access within and to the activity centre and Gardiner Station.
- To encourage vehicle access to Precincts B and C in the activity centre from Glenarm Road and to facilitate development of access to Precinct A from Burke Road.
- To ensure that significant railway heritage fabric is retained.
- To ensure that future development of Gardiner Station complements the centre and station forecourt design.

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C212**Requirements****Buildings and works**

A planning permit is not required to construct a building or construct or carry out works for:

- Installation of an automatic teller machine.
- An alteration to an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.
- Railway and railway infrastructure including signals (and related control buildings), new tracks, track work and realignment, overhead power lines, gantries, stabling (excluding buildings), car parks (excluding buildings) and any other work required under the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*.
- A railway station provided:
 - The area is less than 350m² and

- The building height is storeys or less.

Application requirements

An application for buildings and works should be accompanied by the following information (as appropriate):

- A digital 3D model of the development to Council's specifications if the building is 4 storeys or more.
- A site analysis, urban context report, shadow assessment which demonstrates how the proposed development achieves:
 - The Design Objectives at Clause 1.0 and the buildings and works requirements in Clause 3.0 of this schedule.

Design Guidelines

Development should incorporate:

- Scale, mass, form and vertical articulation and rhythm which respects adjoining residential areas and complements Gardiner Station and station forecourt.
- Building height which is stepped down with the slope of the land when viewed from the east and reinforces the prominence of the building on the Burke Road/Malvern Road corner.
- Balconies and windows in residential accommodation overlooking streets, pedestrian links and the station forecourt.
- Active frontages for buildings adjacent to pedestrian links to Gardiner Station and the station forecourt.
- A sustainable design approach that minimises environmental impact and resource use.
- Pedestrian entries which are clearly visible and easily identifiable from the street.
- Vehicle access from Glenarm Road or laneways off Glenarm Road (except commuter parking) for Precincts B and C; and vehicle access from Burke Road for Precinct A.
- Car parking which is integrated into the building design or located underground.
- Direct, attractive, safe, and well-lit pedestrian and cycle access between Gardiner Station, Glenarm Road, Carroll Crescent, tram stops and commuter car parking.
- Universal pedestrian access to Gardiner Station, the station forecourt and tram stops.
- Loading bays on service lanes.

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Precinct Design Guidelines

This clause includes specific objectives and guidelines for the precincts shown on Map 1 Built Form Precincts which forms part of this Schedule.

Precinct A Burke Road

Design Objectives

- To ensure that development provides a consistent street wall height and is recessive at upper levels.

- To ensure that development makes a positive contribution to the amenity and street level activity of Burke Road.

Design Guidelines

Development should:

- Be constructed across the full width of the site at the Burke Road frontage at least at the lowest two levels.
- Be designed to ensure that development provides a consistent street wall height (following the slope of the land) and is recessive above the street wall.
- Retain the visual prominence of the building on the Burke Road/Malvern Road corner.
- Be designed to step down in height with the slope of Burke Road.
- Provide vehicle access to this precinct alone from Burke Road permitting left in/left out turns only.
- Incorporate continuous weather protection into the building design over the Burke Road footpath, extending to approximately 750mm from the kerb and with its underside no higher than 3.6 metres above footpath level.
- Incorporate clear glazing for a minimum width of 65% of the facade width at ground floor level.
- Consolidate lots where practical.
- Not exceed the preferred height and setbacks specified in Table 1.

Table 1: Preferred Built Form Precinct A

Precinct No.	Preferred maximum building height*	Preferred street level setback	Preferred streetwall height	Preferred setback** above 11 metres
A	24 metres (7 storeys)	0 metres	11 metres (3 storeys)	5 metres

* Preferred maximum building height is whichever is lesser (metres or storeys) and excludes rooftop plant and lift overruns provided they are well set back from the edge of the roof.

**Measured from the front property boundary.

Precinct B Central

Design Objectives

- To ensure that development makes a positive contribution to the amenity of Burke Road, Gardiner Station, Glenarm Road and the station forecourt.
- To ensure that upper level built form is recessive to and has a low visual impact from Glenarm Road.
- To ensure that development provides street level activity and opportunities for passive surveillance of Burke Road and the station forecourt.

Design Guidelines

Development should:

- Be designed to ensure that development provides an appropriate street wall height on the Glenarm Road extension.
- Be designed to ensure that upper level built form (above the streetwall) is recessed behind the front building volume on the Glenarm Road extension and has a low visual impact from Glenarm Road.
- Provide vehicle access from Glenarm Road or laneways off Glenarm Road where possible.
- Be oriented to frame the railway station forecourt creating a well defined public open space which provides for social interaction.
- Incorporate active frontages into buildings adjacent to the station forecourt and other pedestrian links.
- Provide a sensitive transition in terms of built form, scale, setbacks, overlooking and overshadowing to residential development on the western side of Glenarm Road.
- Incorporate a high quality, coherent and attractive building facade composition through the pattern of windows and balconies, articulation and variation in textures and materials.
- Incorporate balconies and windows in residential accommodation overlooking the station forecourt.
- Incorporate clear glazing for a minimum width of 65% of the facade width at ground floor level.
- Incorporate weather protection for pedestrians between Glenarm Road and Burke Road.
- Not exceed the preferred height and setbacks specified in Table 2.

Table 2: Preferred Built Form Precinct B

Precinct No.	Preferred maximum building height*	Preferred street level setback** (extension of Glenarm Road only)	Preferred streetwall height (Glenarm Road extension only)	Preferred setback** above 11 metres (Glenarm Road extension only)	Preferred setback above 21 metres (Glenarm Road extension only)
B	27 metres (8 storeys)	3 metres	11 metres (3 storeys)	8 metres	15 metres

* Preferred maximum building height is whichever is lesser (metres or storeys) and excludes rooftop plant and lift overruns provided they are well set back from the edge of the roof.

**Measured from a line extending north from the front property boundary of 3 Glenarm Road.

Precinct C Glenarm Road and Malvern Road

Design Objectives

- To improve pedestrian amenity and safety along Glenarm Road.
- To ensure a sensitive transition to residential development on the western side of Glenarm Road.
- To ensure that upper level built form is recessive and has a low visual impact from Glenarm Road.
- To provide low level landscaping in the front setback of Glenarm Road.
- To ensure that development makes a positive contribution to the amenity and street level activity of Malvern Road.

Design Guidelines

Development fronting Glenarm Road should:

- Be designed to ensure that development steps down with the slope of Glenarm Road.
- Be designed to provide a consistent street wall height (while following the slope of the land).
- Be designed to ensure that upper level built form (above the streetwall) is recessed behind the front building volume on Glenarm Road and has a low visual impact from Glenarm Road.
- Provide a sensitive transition in terms of built form, scale, setbacks, overlooking and overshadowing to residential development on the western side of Glenarm Road.
- Include landscaping and low fencing in the street level setback from Glenarm Road.
- Incorporate clear glazing for a minimum width of 65% of the facade width at ground floor level.
- Not exceed the preferred height and setbacks specified in Table 3.

Development fronting Malvern Road should:

- Be designed to ensure that development provides a consistent street wall height (while following the slope of the land).
- Be designed to ensure that upper level built form (above the streetwall) is recessed behind the front building volume on Malvern Road.
- Incorporate continuous weather protection into the building design over the Malvern Road footpath, extending to approximately 750mm from the kerb and with its underside no higher than 3.6 metres above footpath level.
- Incorporate clear glazing for a minimum width of 65% of the facade width at ground floor level.
- Not exceed a preferred height and setbacks specified in Table 3.

Table 3: Preferred Built Form Precinct C

Precinct No.	Preferred maximum building height*	Preferred street level setback	Preferred streetwall height	Preferred setback above 11 metres**
C	21 metres (6 storeys)	3 metres	11 metres (3 storeys)	8 metres

* Preferred maximum building height is whichever is lesser (metres or storeys) and excludes rooftop plant and lift overruns provided they are well set back from the edge of the roof.

**Measured from the front property boundary.

Precinct D Gardiner Station and Forecourt

Design Objectives

- To retain the visual prominence of Gardiner Station viewed from Burke Road.
- To retain a high quality station forecourt around Gardiner Station which incorporates the heritage fabric of the signal box and switch house.
- To ensure that development responds to the scale, mass and design of Gardiner Station, the station forecourt, the activity centre, and Carroll Crescent..

Design Guidelines

Future development at Gardiner Station and the station forecourt should:

- Not exceed a preferred maximum height of 8 metres (2 storeys).
- Provide a sensitive transition to the residential area to the north of Carroll Crescent.
- Retain a 4 metre front setback from Carroll Crescent to accommodate landscaping and a footpath where practicable.
- Retain and complement key design elements of the Gardiner Station design and station forecourt including:
 - The visually distinct urban form and architectural roof structure.
 - The principal building facade which frames the station forecourt.
 - The visual prominence of station entries.
 - High quality materials and landscaping including medium scale trees (with sufficient above and below ground space to allow for growth).
- Integrate additional facilities into the Gardiner Station building underneath the roofline.
- Retain the heritage fabric of the switch house and signal box.

Precinct E Commuter Parking and Rail Corridor

Design Objectives

- To retain railway and railway infrastructure.
- To retain at grade commuter parking.

- To retain safe, convenient, universal access to Gardiner Station and to the commuter parking in a landscaped setting.
- To retain a landscaped buffer between the commuter car park and adjoining residential properties.
- To provide vehicle access to the commuter car park from Carroll Crescent only.

Design Guidelines

Commuter car parking should:

- Provide vehicle access for Gardiner Station from Carroll Crescent.
- Incorporate well lit pedestrian access which is separated from vehicles and connects to pedestrian and cycle links.
- Incorporate landscaping to screen the visual impact of the car park and rail cutting on adjoining residential properties and the streetscape while maintaining clear sight lines.
- Be located preferably below ground level and not at grade or in a multi-storey building.

Definitions

Gardiner Station means the station building/s developed as part of the Burke Road Level Crossing Removal Project (2015-2016).

Station forecourt means the open space between Gardiner Station and Burke Road and Glenarm Road developed as part of the Burke Road Level Crossing Removal Project (2015-2016).

Mid rise development means development between 4 - 8 storeys (13.5 metres - 27 metres).

Glenarm Road extension means a line extending north from the front property boundary of 3 Glenarm Road.

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Exemption from notice and review

A permit application for buildings and works or subdivision 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. This exemption does not apply to:

- An application for buildings and works that exceeds the preferred maximum building height or does not meet preferred setbacks.

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Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 43.02-5 and Clause 65, the responsible authority must consider:

- Whether the objectives and buildings and works requirements of this schedule are satisfied.
- Malvern Road – Burke Road Neighbourhood Activity Centre Urban Design Framework, David Lock Associates, 2015.

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Reference Documents

Malvern Road – Burke Road Neighbourhood Activity Centre Urban Design Framework, David Lock Associates, 2015.

Public Transport Guidelines for Land Use and Development, Department of Transport, 2006

Map 1: Built Form Precincts

