

18/02/2016
C121

SCHEDULE 9 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO9**.

HOLMESGLEN NEIGHBOURHOOD ACTIVITY CENTRE

1.0

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Design objectives

- To facilitate and guide the development of office, retail, residential and other buildings within the Holmesglen Neighbourhood Activity Centre.
- To encourage active street frontages.
- To encourage pedestrian connections to and from the site and within the site.
- To ensure that development, including front setbacks, is in keeping with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.
- To encourage a landscape strip containing a significant number of mature native trees between buildings and the road where an active frontage is not required.
- To encourage a high standard of architecture and ensure that the building scale and form in terms of height and bulk complements the area and does not visually overwhelm surrounding buildings.
- To ensure that development is appropriately designed given the residential interface to Collins Street.
- To discourage non-residential traffic opportunities in Collins Street.
- To encourage safe and efficient vehicular access.
- To ensure that streetscape engineering details of new developments integrate with the existing streetscape.
- To retain existing on-site vegetation if possible.
- To ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements, such as trees and nature strips.
- To minimise visual clutter.

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Buildings and works

Design requirements

Architecture of a contemporary design that is energy efficient and sustainable is encouraged.

Building design should minimise the number of blank walls that are visible from outside the site.

Development should provide pedestrian connections to and from the site and within the site.

The visual mass of buildings should be minimised by articulation in both the horizontal and vertical planes so that long or high walls in a single plane are eliminated.

Development should feature the articulation of facades and rooflines, variable colours and materials. Highly reflective building materials should not be used.

Building design should ensure that there are active street frontages at ground level.

Streetscape elements should create a neighbourhood identity with the use of design elements, including lighting and art works.

Development should be framed and softened by vegetation when viewed from any point in the public realm.

Building design should respect the residential interface on Collins Street by positively responding to the existing residential development on the east side of the street.

MONASH PLANNING SCHEME

Landscaping materials should be consistent with and/or compliment the existing vegetation of the neighbourhood.

Height of Building and Works

Architectural features, including parapets and roof forms, that enhance the articulation of the built form and improve the appearance of the building may exceed the maximum height.

Mechanical plant and/or equipment must be screened from view from the front street frontages and adjoining properties.

Table and Map of Preferred Building Heights

Sites	Preferred Building Height
Land within 40 metres of Collins Street:- Balance of all site	10.5 metres (equivalent to 3 storey residential development) , and 17.5 metres (equivalent to 5 storey residential development)



Building and car park setbacks

Building and car park areas must be set back from the boundary of Collins Street by 7.5 metres.

A landscaped setback to Warrigal Road, Waverley Road and Batesford Road is encouraged where active street frontages at ground level are not appropriate.

Carparking should not be within setbacks.

Vehicle access and egress

General

- New access/ egress points to Warrigal Road and Waverley Road are discouraged.
- Reduced utilisation or removal of southern- most Warrigal Road access point at 657-673 Warrigal Road is encouraged.

Commercial/Office Use

- Access/egress for staff and customer vehicles, goods delivery and loading access should be via existing access points on Warrigal Road and Waverley Road or via Batesford Road.
- New access/egress points to Collins Street, Warrigal Road and Waverley Road are discouraged.
- The removal of existing access/egress points to Collins Street and the southernmost Warrigal Road access to 657-673 Warrigal Road is encouraged.

Residential Use

- Access/egress to Batesford Road or Collins Street is encouraged. Access/egress to Warrigal Road and Waverley Road via existing access points may also be appropriate.

Engineering design

Established engineering treatments must be used where new streets or access ways, including kerb radii, kerb and channel materials, nature strips and road surface details, meet existing streets.

New access ways and streets must be designed so that they fit in with existing streetscape details. In particular:

- The access way or street must be no wider than other accessways or streets within the neighbourhood that perform a similar function.
- Kerb details and corner radii of accessways and streets must be consistent with those in similar locations in the street.

Fences in front setback areas

A permit is required to construct a fence in the area between the front wall of a building and the street. This includes a front fence and a side boundary fence between the street boundary and the alignment of the front wall nearest the street. Front fences must be setback from the front boundary of a site at least the minimum setback distance specified in this Clause.

A fence should be:

- No higher than 2 metres.
- Screened by trees and shrubs planted between the front property boundary and the fence.
- Designed to reflect the style, materials and common characteristics of fences in the neighbourhood.
- Painted in muted tones. Unpainted galvanised steel or wire fencing is not acceptable.

Services

All services, including electricity and telecommunication facilities, must be located underground.

Rubbish enclosures and service areas must be screened and located to the rear of buildings.

Rubbish bins, enclosures and loading docks must not be visible from a street.

Mechanical plant and/or equipment must be screened from view from the front street frontages and abutting properties.

An application for a permit for development must be accompanied by:

- A Plan of Survey prepared by a Licensed Surveyor that shows existing features and occupation, the extent of any fill or excavation, site levels, levels of adjoining properties adjacent to common boundaries, adjacent footpath and kerb levels, all to Australian Height Datum (AHD).
- A Plan that shows how the proposed development satisfies the building height and setback requirements of this Schedule.

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Decision guidelines

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

- Whether building heights and setbacks comply with the provisions of this Clause.
- Whether buildings are presenting active street frontages to the street.
- Whether the design of the site improves pedestrian connectivity within and to and from the site.
- Whether non-residential vehicle access/egress points to Collins Street, Warrigal Road and Waverley Road have been minimised.
- Whether the design of the proposal is respectful of the residential interface to Collins Street.
- Whether streetscape and engineering details are consistent with streetscape and engineering details within the existing streets.
- Whether side and front fences are in keeping with the character of the neighbourhood.
- Whether the landscape treatment in the side and front setbacks contributes to the Garden City Character.
- Whether any existing vegetation that contributes to the neighbourhood character will be removed by the development.
- Whether any large native or exotic trees that are proposed to be planted will contribute to neighbourhood character.
- Whether any steps have been taken to minimise visual clutter caused by overhead services.
- Whether adequate on-site car parking has been provided.
- Whether driveway crossovers have been located to ensure the retention of existing street trees.