

20/12/2018
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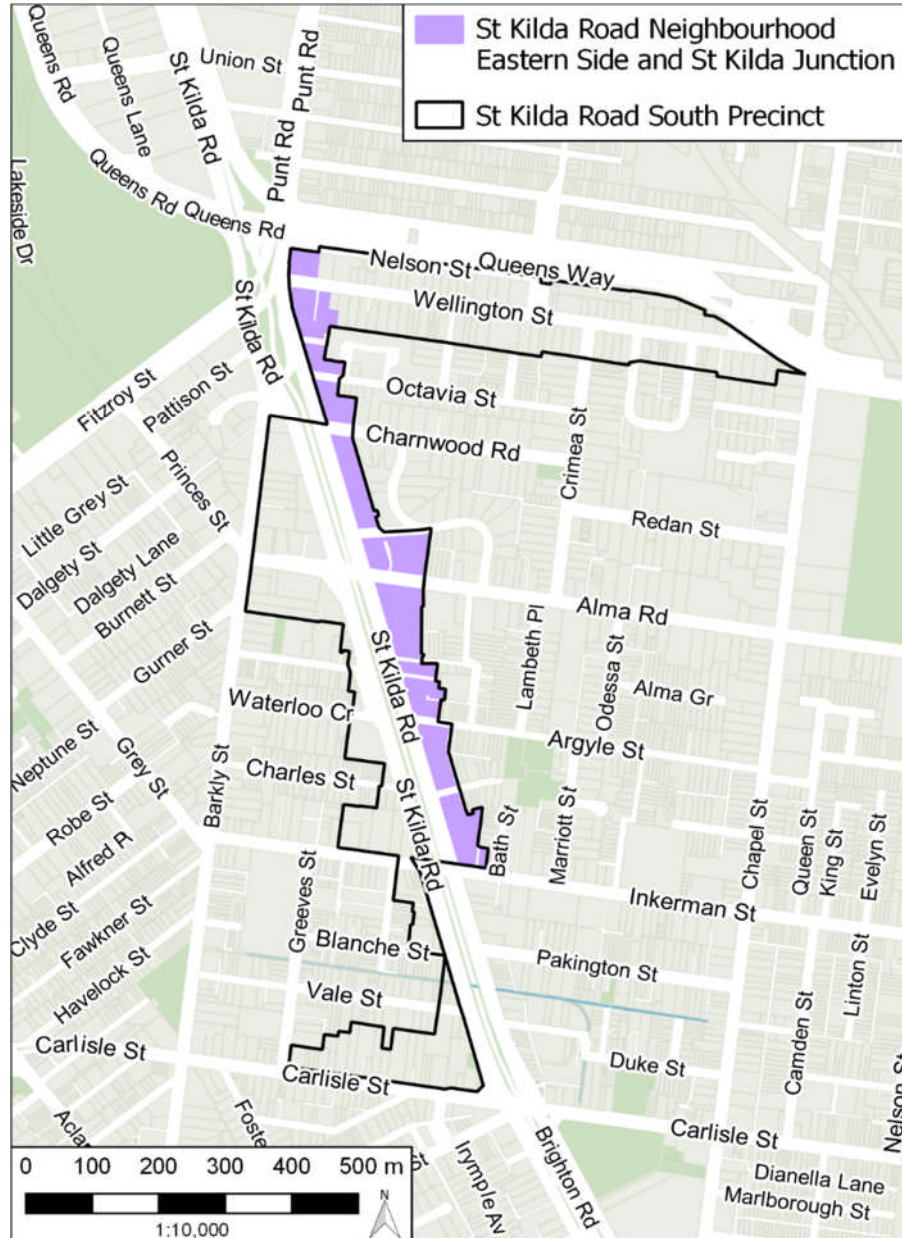
SCHEDULE 34 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO34**.

ST KILDA ROAD SOUTH – ST KILDA JUNCTION AND EASTERN SIDE

The overlay applies to the eastern side of the St Kilda Road Neighbourhood between the St Kilda Junction and Inkerman Street, as shown in Map 1.

Map 1: Neighbourhood and Precinct context



Definitions

Street-wall is the front façade of a building where it is built on or within 5 metres of the street boundary. The height is to be measured from the pavement or ground level adjoining the site.

Green roof is a vegetated landscape built up from a series of layers that are installed on the roof surface as 'loose laid' sheets or modular blocks.

1.0 Design objectives

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To strengthen the boulevard character and visual cohesion of St Kilda Road through; a greater consistency in street wall height and overall building scale within sections of the streetscape; and the regular spacing of buildings.

To ensure the scale of buildings reinforce the topographic high point of St Kilda Hill and the entry point of St Kilda Junction, whilst avoiding higher scale intrusions within other sections of the streetscape.

To reinforce the fine grain streetscape character of the Victorian-era shop-fronts between Charnwood Road and Alma Road, re-establish a fine grain of development on larger sites, and ensure buildings contribute to an enhanced public realm through ground floor activation, passive surveillance and solar access to footpaths.

To ensure new development reinforces prominent corners along St Kilda Road at Wellington Street, Alma Road and Inkerman Street by creating a strong address to each street frontage.

To ensure that new development protects the amenity of, and achieves a transition down in scale to established residential areas, and does not compromise the heritage values of adjoining or nearby properties.

2.0 Buildings and works

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2.1 Requirements

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The following buildings and works requirements apply to an application to construct a building or construct or carry out works.

An application for buildings and works must achieve all of the relevant:

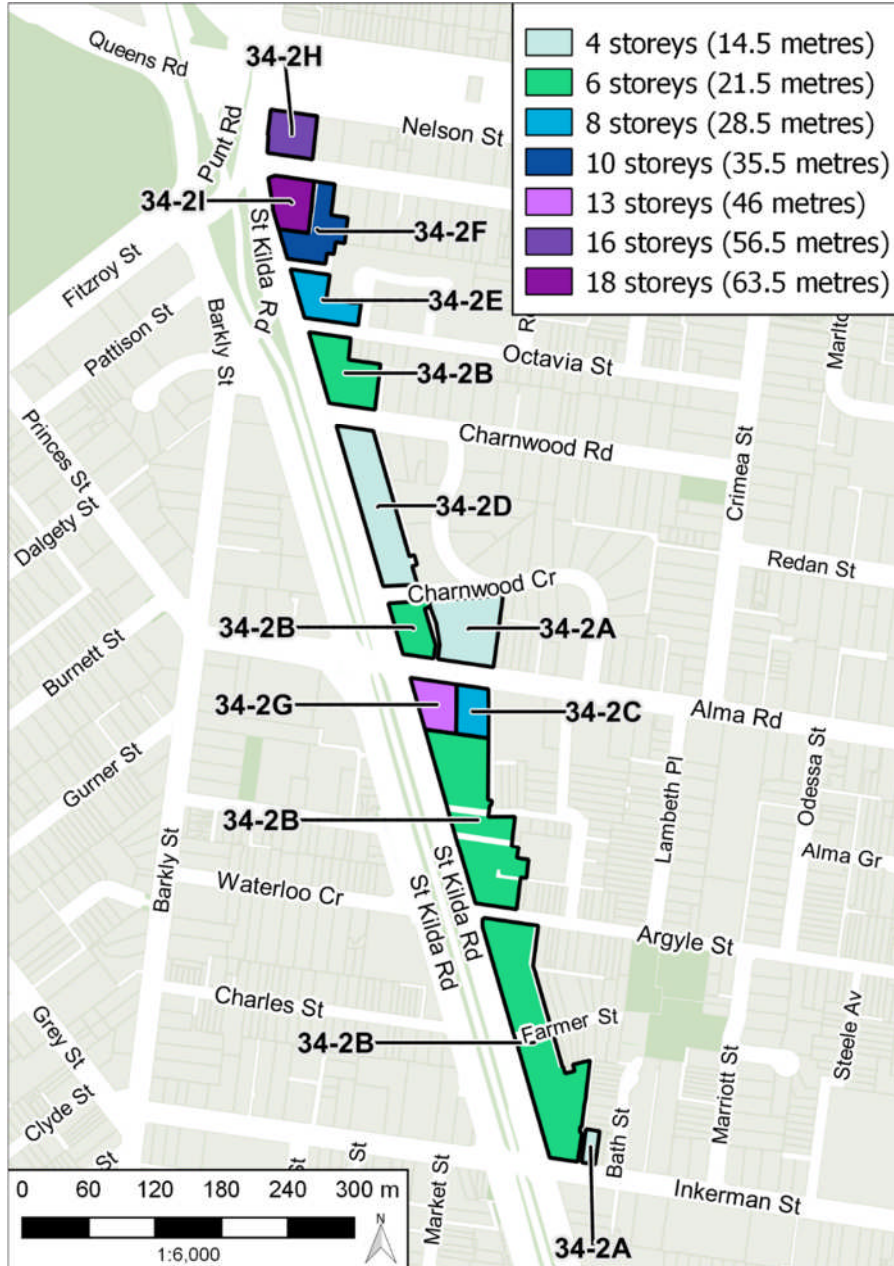
- Design Objectives contained within section 1 of this Schedule; and
- Built Form Outcomes contained within the Tables in this Schedule.

2.2

Building heights

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Map 2: Maximum building heights



Development should not exceed the Built Form Requirements specified in Table 1.

One additional storey will be considered above any maximum discretionary height where that maximum discretionary height is up to seven storeys. Up to two additional storeys will be considered above the maximum discretionary height where the maximum discretionary height is eight storeys, or greater.

In addition to meeting all of the relevant Built Form Outcomes in Table 1, areas where a discretionary maximum height of up to seven storeys is specified, development must:

- not overwhelm adjoining properties in a residential zone in terms of building scale or bulk, access to daylight, outlook and overshadowing;
- achieve a greater overall consistency of scale within the streetscape and moderate the difference between mid-rise development and existing taller high rise structures;
- be designed to reduce the visual dominance of levels above the street wall;

- not detract from the distinct higher-rise built form outcomes sought at St Kilda Hill or the Junction; and
- respect the fine grain of adjoining sensitive residential interfaces.

In addition to meeting all of the relevant Built Form Outcomes in Table 1, areas where a discretionary maximum height of eight storeys or greater is specified, development must:

- moderate the height of buildings on adjoining sites, including the site on the opposite street or laneway for corner sites;
- transition down in height to adjacent areas that have a lower height limit, so as not to visually dominate, overwhelm or compromise the character of adjacent existing lower scale development areas;
- provide a visual distinction between upper and lower levels to create ‘human scale’ visual interest, activity for pedestrians at the street edge, ameliorate wind effects and provide access to sunlight and sky views;
- not overwhelm adjoining and / or adjacent residential dwellings in terms of building scale or bulk, access to daylight, outlook and overshadowing;
- be of a high architectural standard in terms of form, scale, massing, vertical articulation, use of materials and provide a positive address to all street frontages; and
- support high levels of pedestrian amenity through street definition, the retention of sky views and the minimisation of the impacts of overshadowing and wind tunnelling.

Table 1: Discretionary maximum building heights

Area	Built Form Requirements	Built Form Outcomes
2A	14.5 metres (4 storeys)	<ul style="list-style-type: none"> ▪ Achieve a transition down in scale and respect the established fine grain, low scale of the adjoining residential area. ▪ Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing. ▪ Respect the heritage values of adjoining and nearby heritage places. ▪ Maintain solar access to the southern kerb-line of Inkerman Street and Alma Road.
2B	21.5 metres (6 storeys)	<ul style="list-style-type: none"> ▪ Achieve greater consistency in overall building scale along St Kilda Road between Inkerman Street and 166 St Kilda Road, and Alma Road and Octavia Street. ▪ Avoid building heights which create intrusions in the streetscape and detract from the higher scale clusters at St Kilda Hill and St Kilda Junction. ▪ Achieve a transition down in scale and respect the established fine grain, low scale of the adjoining residential area. ▪ Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing. ▪ Preserve view lines and maintain the visual prominence of the landmark St Kilda Post Office Hotel. ▪ Respect the heritage values of adjoining and nearby heritage places. ▪ Maintain solar access to the southern kerb-line of Inkerman Street and Alma Road.

Area	Built Form Requirements	Built Form Outcomes
2C	28.5 metres (8 storeys)	<ul style="list-style-type: none"> ▪ Provide a transition in scale from taller development on the corner of Alma Road and St Kilda Road (St Kilda Hill) to the established residential area to the east. ▪ Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing.
2D	14.5 metres (4 storeys)	<ul style="list-style-type: none"> ▪ Respect the scale and reinforce the fine grain streetscape character of the Victorian-era shop-fronts between Charnwood Road and Alma Road. ▪ Encourage the adaptive reuse of buildings which contribute to the heritage or built form character of the streetscape. ▪ Achieve greater consistency in overall building scale along St Kilda Road between Alma Road and Octavia Street. ▪ Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing.
2E	28.5 metres (8 storeys)	<ul style="list-style-type: none"> ▪ Provide a transition in scale from higher development at St Kilda Junction to lower scale heritage buildings in Area 2D. ▪ Avoid building heights which detract from the higher scale clusters at St Kilda Hill and St Kilda Junction. ▪ Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing. Provide a transition in scale from higher development at St Kilda Junction to lower scale heritage buildings in Area 2D.
2F	35.5 metres (10 storeys)	<ul style="list-style-type: none"> ▪ Moderate existing high scale development with the low to mid-rise scale areas to the south-east. ▪ Development that supports the emerging activity hub at the western end of Wellington Street. ▪ Ensure the amenity of adjoining and nearby residential development is not unreasonably impacted in terms of visual bulk, access to daylight, outlook and overshadowing.
2G	46 metres (13 storeys)	<ul style="list-style-type: none"> ▪ Reinforce the higher scale development cluster at the entry point to St Kilda Junction. ▪ Reinforce the intersection of Alma Road and St Kilda Road through building height that corresponds to development on the opposite side of St Kilda Road.
2H	56.5 metres (16 storeys)	<ul style="list-style-type: none"> ▪ Ensure high quality development that enhances the prominent corner of Wellington Street (north-side) and St Kilda Road, and reinforces the higher scale development cluster as the entry point to St Kilda Junction and the precinct. ▪ Development that supports the emerging activity hub at the western end of Wellington Street.
2I	63.5 metres (18 storeys)	<ul style="list-style-type: none"> ▪ Ensure high quality development that enhances the prominent corner of Wellington Street (north-side) and St Kilda Road, and reinforces the higher scale development cluster as the entry point to St Kilda Junction and the precinct.

Area	Built Form Requirements	Built Form Outcomes
		<ul style="list-style-type: none"> Development that supports the emerging activity hub at the western end of Wellington Street.

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Street wall heights

A permit cannot be granted to exceed a Built Form Requirement specified in Table 2. This does not apply to:

- increases to the height of a street wall by up to 1 metre:
 - to accommodate a balcony; or
 - on sites with a street frontage of greater than 8 metres and where the slope of the natural ground level is greater than 2.5 degrees;
- where land is subject to the Special Building Overlay, the overall building height and / or the height of the street wall may be increased by the minimum floor level determined by the relevant drainage authority.

Development should not exceed the Built Form Requirements specified in Table 3.

Table 2: Mandatory maximum street wall heights

Area	Built Form Requirements	Built Form Outcomes
2D	11 metres (3 storeys)	<ul style="list-style-type: none"> Conserve the existing well-established street wall. Maintain a human scale streetscape. Respect and respond to the heritage values of existing buildings between Charnwood Road and Alma Road through a comparable street wall height. Reduce the dominance of buildings by ensuring upper levels are visually recessive when viewed from the street. Facilitate modern retail / commercial development.
2F / 2H / 2I	11 metres (3 storeys) to Wellington Street	<ul style="list-style-type: none"> Create a cohesive streetscape through a consistent street-wall edge along Wellington Street. Maintain solar access to the southern kerb-line of Wellington Street. Reinforce the established streetscape character and scale of buildings to the east. Create a human scale streetscape.

Table 3: Discretionary maximum street wall heights

Area	Built Form Requirements	Built Form Outcomes
2A / 2G	11 metres (3 storeys) to St Kilda Road	<ul style="list-style-type: none"> Create human scale streetscapes. Strengthen the boulevard character along St Kilda Road through creating a more coherent and consistent streetscape, having regard to the scale and form of buildings on adjacent sites. Facilitate modern retail / commercial development.

Area	Built Form Requirements	Built Form Outcomes
2B / 2C	11 metres (3 storeys) to St Kilda Road	<ul style="list-style-type: none"> ▪ Maintain the visual prominence of and preserve view lines to the landmark St Kilda Post Office Hotel. ▪ Create human scale streetscapes. ▪ Strengthen the boulevard character along St Kilda Road through creating a more coherent and consistent streetscape, having regard to the scale and form of buildings on adjacent sites. ▪ Facilitate modern retail / commercial development.

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Upper level setbacks

Development should meet the Built Form Requirement specified in Table 4.

Table 4: Discretionary upper level setbacks

Area	Built Form Requirements	Built Form Outcomes
2D	<p>All buildings should be set back above the street wall by a minimum of 5 metres from the front façade.</p> <p>This can be reduced by up to 2 metres where the site is not included within, or adjoining land within a Heritage Overlay and all of the built form outcomes are met. A permit cannot be issued to further vary this requirement.</p>	<ul style="list-style-type: none"> ▪ Reduce the visual dominance of levels above the street wall through upper levels which: <ul style="list-style-type: none"> • are visually recessive when viewed from the street; • respect the scale of adjoining heritage buildings; and • maintain open views to the sky. ▪ Create a visual distinction between the lower (street wall) levels and upper levels of a building through: <ul style="list-style-type: none"> • setbacks / recessed development; • well-articulated design; and • the use of varying materials and colour.
All other areas	<p>All buildings should be set back above the street wall by a minimum of 5 metres from the front façade.</p>	<ul style="list-style-type: none"> ▪ Reduce the visual dominance of levels above the street wall through upper levels which: <ul style="list-style-type: none"> • are visually recessive when viewed from the street; • respect the scale of adjoining heritage buildings; and • maintain open views to the sky. ▪ Create a visual distinction between the lower (street wall) levels and upper levels of a building through: <ul style="list-style-type: none"> • setbacks / recessed development; • well-articulated design; and • the use of varying materials and colour.

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Front setbacks

Development must meet the requirements specified in Table 5. A permit cannot be issued to vary this requirement.

Development should meet the requirements specified in Table 6.

Table 5: Mandatory front setbacks

Area	Built Form Requirements
2D	Zero setback to the St Kilda Road street frontage.

Table 6: Discretionary front setbacks

Area	Built Form Requirements	Built Form Outcomes
All parts of St Kilda Road frontage except for Area 2D	Zero setback on St Kilda Road street frontage.	Reinforce the characteristic hard-edge alignment of built form to the street.
All other areas	<p>Zero, minimal or landscaped front setback to Charnwood Crescent, Alma Road, Inkerman Street, Argyle Street, Charnwood Road and Octavia Street, except on corner sites.</p> <p>New development located on a corner site should be built to the front and side property boundary and provide a transition to the setbacks of adjoining properties in the side street.</p> <p>Where a corner site abuts a lane or other street at its rear, a transition to the adjoining properties in the side street is not required.</p> <p>Where front setbacks greater than 1 metre are provided, the setback area should:</p> <ul style="list-style-type: none"> ▪ include well-designed landscaping and planting; ▪ not include open / at-grade car parks; ▪ provide either low or no front fencing; and ▪ include clearly defined pedestrian access-ways that are visible from the street. 	<ul style="list-style-type: none"> ▪ Front setbacks have regard to the setbacks of adjoining properties to create a cohesive streetscape. ▪ Reinforce prominent corners through a strong address to each street frontage. ▪ Ensure development on corners transitions to the setbacks of adjoining properties. ▪ Reinforce the landscape character of side streets.

2.6 Building separation / side and rear setbacks

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The following applies to developments with an an overall building height of 5 storeys or more:

- The entire building must be set back a minimum of 4.5 metres from any common side or rear boundary or at least 9 metres from any existing building with habitable room windows or balconies on the same or an adjoining site (whichever is the greater), if an adjoining site has an existing building with a habitable room window a balcony facing that boundary; or
- A building can be built with a zero setback blank wall to a common side boundary, where:
 - a building on the adjoining site has a blank boundary wall which has been constructed on or within 200 milimetres of the boundary; or

- the adjoining site has not been developed above the street wall height, or, to or above the preferred height where no street wall height is specified;
- providing:
 - there are no existing habitable windows or balconies on the adjoining site within 4.5 metres of the proposed development;
 - the primary living areas of all proposed dwellings have a main window and balcony oriented to the front or rear of the site; and
 - the proposed development does not unreasonably compromise the ability of the adjoining sites to be developed.

A permit cannot be issued to vary this requirement.

Where an adjoining site has an existing habitable room window or a balcony facing the shared side or rear boundary, development should provide a positive address to this boundary and avoid blank walls.

2.7 Overshadowing

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New development should not cast a shadow beyond the southern kerb-line of Alma Road and the southern kerb-line of Inkerman Street between 10am and 3pm on 21 September.

2.8 Active frontages

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Development should meet the Built Form Requirements specified in Table 7.

In addition to the Built Form Outcomes of Table 7, all development should:

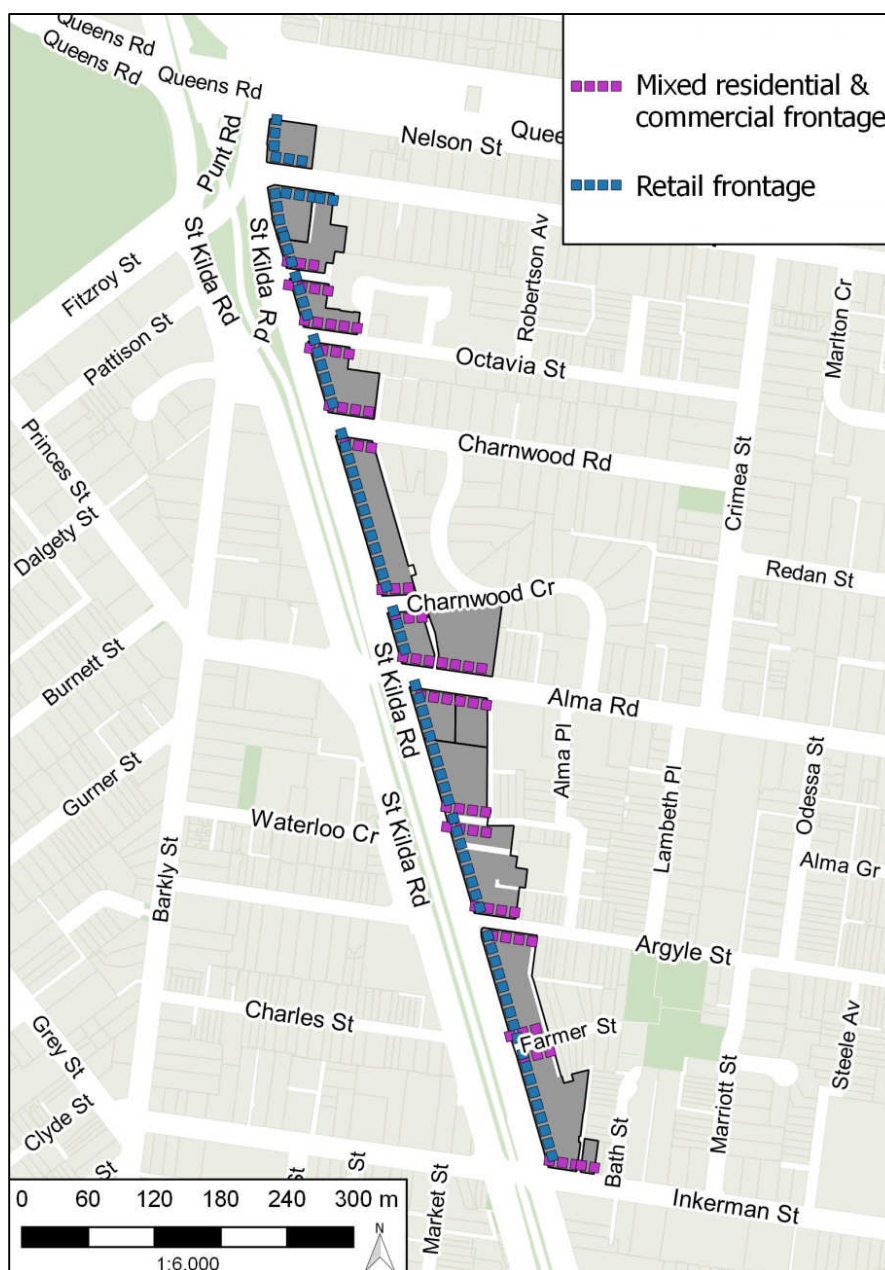
- provide an active frontage to any adjoining street (not including laneways);
- provide pedestrian entrances which open directly to the street, have adequate weather protection, are clear glazed and designed as a key feature of the façade;
- be designed to avoid blank walls, large areas of reflective surfaces and high fences;
- incorporate lighting in the façade design to provide visual interest and to contribute to a sense of safety at night;
- include windows and balconies or terraces at upper levels which overlook the street and laneways to maximise passive surveillance of the public realm; and
- include lighting, entry doors and habitable room windows, to provide for passive surveillance, where they abut laneways.

Table 7: Active frontages

Type shown on Map 3	Built Form Requirements	Built Form Outcomes
Retail	<p>A clear glazed façade for at least 80% of the width of the street frontage (for each individual premises) and from footpath level to a height of 2 metres.</p> <p>Pedestrian entries should be every 10-15 metres.</p> <p>Ground floor levels should provide a minimum floor to floor height of 4 metres.</p> <p>Ground floor entries should be level with the footpath.</p>	<ul style="list-style-type: none"> ▪ Activate the public realm. ▪ Support an emerging activity hub at the western end of Wellington Street through active frontages. ▪ Reinforce the fine grain commercial streetscape character of St Kilda Road through active frontages. ▪ Encourage a diverse range of retail and complementary commercial uses at street level.

Type shown on Map 3	Built Form Requirements	Built Form Outcomes
Commercial	<p>At least 60% clear-glazing between a height of 1-2 metres above the footpath level.</p> <p>Pedestrian entries should be at least every 30 metres.</p>	<ul style="list-style-type: none"> ▪ Enhance the experience of St Kilda Road as a pedestrian movement corridor. ▪ Enhance the human scale and 'village feel' of Wellington Street. ▪ Create a safe and high-quality interface between the public and private realm.
Residential	<p>A clear address to any adjoining street (except on laneways) that incorporates multiple entries and clear-glazing at street level to allow for surveillance whilst still providing privacy.</p>	

Map 3: Active frontages



2.9 Architectural quality and design details

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New development should use materials, colours and finishes that complement the appearance and character of the neighbourhood and street.

The design of upper levels of buildings should render them distinctly different to lower levels through variations in form, openings and the use of a variety of materials and colours.

All visible sides of a building should be fully designed and include variations in form, materials, openings and colour.

Corner sites should achieve a high quality design outcome and address both street frontages with either door openings or street level windows.

On sites with a frontage over 10 metres in width, building facades should be well-articulated through variations in form, materials, openings, colours and the inclusion of vertical design elements.

New development, particularly on larger sites, should express the scale and rhythm of the wider streetscape.

Balconies should be designed as an integral part of the street-wall or building façade.

Awnings or verandahs providing weather protection should be constructed to match the height and coverage of the footpath of awnings or verandahs on adjoining properties.

2.10 Residential amenity

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New residential developments should be sited, oriented and configured to ensure that dwellings receive adequate solar access, natural light and natural ventilation.

Roof and vertical gardens should be provided in new or refurbished buildings.

New residential development within commercial and mixed use zones should incorporate acoustic attenuation measures.

2.11 Interfaces with residential zones

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Development adjoining properties in a residential zone should incorporate upper level setbacks to avoid amenity impacts from overshadowing of existing secluded private open space or habitable room windows, overlooking or visual bulk.

2.12 Vehicular access, car parking, and loading areas

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The visibility of car parking areas and vehicle entrances from the public realm should be minimised.

Open and at-grade car parks should not be located in front of setback areas.

Vehicle crossovers should be:

- no more than 6 metres wide;
- provided only where a site does not already have one;
- provided from the rear or side of lots wherever possible; and
- integrated with the design of the building and be visually permeable so as to not dominate the façade and to allow passive surveillance.

Where car parks are located above ground, they should be at the rear of the site, and must be sleeved with habitable rooms presenting to the street.

Exhaust stacks or vents from underground car parks should be located away from main pedestrian areas and incorporated into the building design or adequately screened.

The height of car parking levels within a building should match the height of other uses in the same building to enable future adaptation for habitable uses.

2.13 Waste management and building services

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New development should provide on-site bin and waste material storage areas which should be located at the rear of the site, be screened from public view and not impede pedestrian access.

New buildings should provide on-site loading facilities and service vehicle parking within, or at the rear of the buildings.

Rooftop building services such as lift over-runs and plant rooms should be integrated into the design of the building, screened from surrounding streets and adjoining properties, and attenuated to mitigate unreasonable noise impacts.

Developments should incorporate noise attenuation measures and suppression techniques to ensure noise does not unreasonably affect the amenity of public areas and nearby residences.

3.0 Subdivision

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None specified.

4.0 Advertising signs

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None specified.

5.0 Application requirements

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An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A site analysis and urban context report which demonstrates how the proposal achieves the Design Objectives and Requirements.
- Development proposals for buildings over 5 storeys should be accompanied by a wind study analysis to demonstrate that pedestrian spaces will not be affected by additional wind.
- A Traffic and Parking Assessment Report which includes an assessment of the cumulative impacts of traffic and parking in the Precinct.
- Development proposals must be accompanied by a shadow analysis to demonstrate solar access will be maximised on southern footpaths, key spaces and adjoining properties between 10am and 3pm at the Equinox.
- A Sustainable Design Assessment or a Sustainability Management Plan.

6.0 Decision guidelines

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The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the Responsible Authority:

- Whether the proposed buildings or works achieve the Design Objectives.
- Whether the proposed buildings or works are in accordance with the Built Form Requirements and Built Form Outcomes.