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SCHEDULE 14 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO14**.

462-482 SWAN STREET RICHMOND

1.0

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Design objectives

- To provide for high density, taller development that delivers significant public realm outcomes.
- To reinforce the corner of Swan Street and Burnley Street as a vibrant commercial, retail and residential location.
- To strengthen connectivity to Burnley Station and establish a highly walkable and cycle friendly public realm.
- To ensure new development provides well-located accessible and safe car parking areas that do not visually dominate the streetscape.
- To ensure that new development does not result in unreasonable overshadowing of the public realm including the adjoining streets, the Burnley Railway Station or neighbouring residential areas.

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Buildings and Works

Buildings and works should be constructed in accordance with the following requirements:

Building heights

- The building height should not exceed a maximum of 42 metres.
- The maximum height does not include building services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Building services include but are not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.

Buildings and works should be constructed in accordance with the following requirements:

Building setbacks

- Reinforce the street wall height along Swan Street and Burnley Street to create a consistent 3 storey built form.
- Upper levels should be setback from the podium at all site boundaries, except for façade articulation of up to 0.5m, as follows:
 - A minimum of 6m from Swan Street to provide upper level setbacks from the primary street frontage.
 - A 5m setback from the eastern boundary to provide upper level building separation between the subject site and any future redevelopment of the abutting property.
 - A minimum of 3m setbacks from the south (rail corridor) and west (Burnley Street).
- Provide building separation between built form elements at upper levels.
- Ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.

Building design

- Provide active frontages at ground level and overlooking of the public realm, including station environs from upper levels.
- Ensure development is of a high architectural standard in terms of its form, scale, massing, articulation and materials and that these design elements respond to the site context.

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- Ensure development is designed to ameliorate adverse wind conditions at street level, communal open spaces, balconies and adjoining properties.
- Ensure building services are screened from the public realm and communal open spaces.

Traffic and access

- Ensure convenient and adequate bicycle parking is provided at street level to cater for the general public.
- Integrate carparking into the building design and conceal from the public realm.
- Ensure vehicular access and egress and loading bay arrangements are designed to maximise pedestrian safety.

Public realm

- Provide improved connectivity between Swan Street, Burnley Street and Burnley Station.
- Improve the interface between the development and the east-west pedestrian link abutting the southern site boundary.
- Enhance the amenity and appearance of the public realm along the Swan Street and Burnley Street frontage and east-west pedestrian link, including elements such as improved footpath treatments, lighting, street trees and street furniture.
- Ensure new or improved pedestrian links promote a sense of safety for day and night-time conditions.
- Minimise overshadowing of adjoining streets, the public realm and existing residential areas.
- Ensure no unreasonable overshadowing impact to Burnley Station.

Amenity

- Provide acoustic treatments to address the impact of existing and potential noise from the rail corridor, the Burnley Street overpass and Swan Street.
- Provide awnings over footpaths to Swan Street and Burnley Street to provide weather protection.
- Ensure built form and internal building layout are designed to maximise solar access, access to daylight, ventilation and outlook.

Permit Requirements

A permit may be granted to construct a building or construct or carry out works which varies the specified height and/or setbacks specified in Clause 2.0, where the applicant demonstrates, to the satisfaction of the responsible authority, that all of the following would be satisfied:

- that the built form outcome as a result of the proposed variations satisfies the Design Objectives of this Schedule;
- that the proposal will achieve:
 - An exemplary built form outcome;
 - An exemplary public realm outcome;
 - Innovative environmentally sustainable development;
 - Minimal additional overshadowing (beyond that which would be generated by a proposal that complies with the specified setback requirements) of the public realm;
 - Minimal adverse amenity impacts to adjoining properties (beyond that which would be generated by a proposal that complies with the specified setback requirements).

Application requirements

An application for a permit to construct a building or construct or carry out works must be accompanied by the following information to the satisfaction of the Responsible Authority:

- Site context and existing conditions plan including, levels, any existing buildings, public realm and evaluation of opportunities and constraints.
- Detailed design drawings including elevation drawings to scale showing the colour and materials of all buildings and works.
- A report demonstrating that the development will achieve all of the Design Objectives included in this schedule.
- A landscape plan prepared by a suitably qualified landscape designer.
- An acoustic report prepared by a suitably qualified acoustic engineer, demonstrating how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2, sleep disturbance criteria and any other relevant Australian Standards, as applicable, will be met and must prescribe the form of acoustic treatment taking into consideration the agent of change principle. Where necessary vibration isolation methods must be prescribed to control structure borne sound to reduce vibration from Burnley Station, mechanical equipment, car lifts and transformers.
- A traffic, and car parking report providing the following details:
 - The appearance, layout and allocation of car parking - including visitor and flexi car parking.
 - Bicycle parking provision including number and location.
 - Vehicular ingress and egress to and from the site.
 - Location and arrangements for loading and unloading of heavy vehicles.
- A waste management plan prepared by a suitably qualified waste management expert.
- A 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note – 3D Digital Modelling. Where substantial modifications are made to the proposed building envelope, a revised 3D digital mode must be submitted to the Responsible Authority.

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Subdivision

None specified.

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Advertising signs

None specified.

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Decision guidelines

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

- Any minor variations from the required setbacks resulting from façade articulation.
- How the proposal improves the pedestrian environment and other areas of the public realm.
- The effectiveness of new development in protecting the amenity of occupants from the off-site impacts of existing uses and activities.
- The views of relevant referral authorities.

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- How a proposal to vary the specified heights and setbacks specified in this Schedule responds to the permit requirements outlined in Clause 2.0.