<table>
<thead>
<tr>
<th>Attachment</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DDO10 of the Melbourne Planning Scheme as at 9 April 2018</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>&quot;Promoting High Quality Urban Design Outcomes in the Central City and Southbank Synthesis Report&quot; January 2018</td>
<td>14</td>
</tr>
<tr>
<td>3</td>
<td>Agenda Item 6.1 Report to the Future Melbourne (Planning) Committee on 20 February 2018 and Proposed DDO1 of the Melbourne Planning Scheme</td>
<td>21</td>
</tr>
<tr>
<td>4</td>
<td>City of Melbourne Presentation on Amendment C308 dated 20 February 2018</td>
<td>40</td>
</tr>
<tr>
<td>5</td>
<td>DDO63 of the Melbourne Planning Scheme as at 9 April 2018</td>
<td>61</td>
</tr>
<tr>
<td>6</td>
<td>DDO61 of the Melbourne Planning Scheme as at 9 April 2018</td>
<td>69</td>
</tr>
<tr>
<td>7</td>
<td>NSW Apartment Design Guide Part 2 Extracts</td>
<td>81</td>
</tr>
</tbody>
</table>
Attachment 1: DDO10 of the Melbourne Planning Scheme as at 9 April 2018
SCHEDULE 10 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO10.

GENERAL DEVELOPMENT AREA- BUILT FORM

1.0 Design objectives

- To ensure development achieves a high quality of pedestrian amenity in the public realm in relation to human scale and microclimate conditions such as acceptable levels of sunlight access and wind.
- To ensure that development respects and responds to the built form outcomes sought for the Central City.
- To encourage a level of development that maintains and contributes to the valued public realm attributes of the Central City.
- To ensure that new buildings provide equitable development rights for adjoining sites and allow reasonable access to privacy, sunlight, daylight and outlook for habitable rooms.
- To provide a high level of internal amenity for building occupants.
- To ensure the design of public spaces and buildings is of a high quality.
- To encourage intensive developments in the Central City to adopt a podium and tower format.

2.0 Buildings and works

2.1 Definitions

For the purpose of this schedule:

- street means a road reserve of a public highway more than 9 metres wide.
- main street means a road reserve of a public highway more than 20 metres wide.
- laneway means a road reserve of a public highway 9 metres or less wide.
- street wall means any part of the building constructed within 0.3 metres of a lot boundary fronting the street.
- street wall height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the street wall, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the street wall.
- total building height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the façade.
- tower means a building that exceeds the street wall, excluding an addition.
- addition means a building that exceeds the street wall and which is less than 40 metres in height.
- floorplate means the area of each floor above the street wall defined by the setback from street frontages and setbacks from side and rear boundaries.
- **Setback** is the shortest horizontal distance from a building façade, including projections such as balconies, building services and architectural features greater than 300mm, to the boundary.
- **Separation** is the shortest horizontal distance from a building façade, including projections such as balconies, building services and architectural features greater than 300mm to another building on the same site.
- **Unsafe wind conditions** means the hourly maximum 3 second gust which exceeds 20 metres/second from any wind direction considering at least 16 wind directions with the corresponding probability of exceedance percentage.
- **Comfortable wind conditions** means a mean wind speed from any wind direction with probability of exceedance less than 20% of the time, equal to or less than:
  - 3 metres/second for sitting areas
  - 4 metres/second for standing areas
  - 5 metres/second for walking areas.
- **Mean wind speed** means the maximum of:
  - Hourly mean wind speed, or
  - Gust equivalent mean speed (3 second gust wind speed divided by 1.85).
- **Additional shadow** means any shadow cast outside any existing shadow from buildings or works, but not a shadow cast by incidental elements such as canopies, kiosks, artworks, screens or trees.

### 2.2 Buildings and works for which no permit is required

A permit is not required for:
- Buildings and works at ground level, including external works to provide access for persons with disabilities that comply with all legislative requirements.
- Buildings and works to install or modify plant and service fixtures to an existing building.
- Buildings and works to an existing building(s) which do not alter the height or setback of any part of an existing building or result in any additional habitable or occupiable floor area.
- Buildings and works which would cast a shadow across the Yarra River Corridor between 11.00 am and 2.00 pm on 22 June caused by unenclosed structures associated with the construction of gangways, mooring poles and pontoons which are constructed by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the *Water Industry Act 1994*, the *Water Act 1989*, the *Marine Act 1988*, the *Port of Melbourne Authority Act 1958*, the *Parks Victoria Act 1998*, or the *Crown Land (Reserves) Act 1978*.

### 2.3 Requirements

#### Built form

Buildings and works:
- must meet the Design Objectives specified in this schedule;
- must satisfy the Built Form Outcomes specified for each relevant Design Element in Table 3 to this schedule; and
- should meet the Preferred Requirement specified for each relevant Design Element in Table 3 to this Schedule.

An application to vary the Preferred Requirement for any Design Element specified in Table 3 to this schedule must document how the development will achieve the relevant Design Objectives and Built Form Outcomes.
An application which does not meet the Preferred Requirement, must be considered under the Modified Requirement for each relevant Design Element.

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) for buildings and works that do not meet the Modified Requirement for any relevant Design Element specified in Table 3 to this schedule.

**Wind effects**

A permit must not be granted for buildings and works with a total building height in excess of 40 metres that would cause unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all façades, or half the total height of the building, whichever is greater as shown in Figure 1.

A permit should not be granted for buildings and works with a total building height in excess of 40 metres that do not achieve comfortable wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 40 metres in height measured from all façades, or half the total height of the building, whichever is greater as shown in Figure 1.

**Figure 1**

![](image)

**Overshadowing**

With the exception of minor works or minor changes to existing buildings within that defined space, a permit must not be granted for buildings and works which would cast any additional shadow across a space listed within Table 1 to this schedule and shown in Figure 2 of this schedule during the hours and dates specified as follows:

**Table 1 to Schedule 10**

<table>
<thead>
<tr>
<th>Space</th>
<th>Hours between</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Yarra River corridor, including 15 metres from the edge of the north bank of the river</td>
<td>11.00am and 2.00pm</td>
<td>22 June</td>
</tr>
<tr>
<td>Location</td>
<td>Time</td>
<td>Dates</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------</td>
<td>-----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Federation Square, City Square, State Library Forecourt, Shrine of Remembrance and its northern forecourt</td>
<td>11.00am and 3.00pm</td>
<td>22 April to 22 September</td>
</tr>
<tr>
<td>Bourke Street Mall south of tram tracks, Boyd Park</td>
<td>12.00pm and 2.00pm</td>
<td>22 April and 22 September</td>
</tr>
</tbody>
</table>
Figure 2
A permit must not be granted for buildings and works which would cast any additional shadow across a space listed within Table 2 to this schedule during the hours and date(s) specified, unless the overshadowing will not unreasonably prejudice the amenity of the space:

**Table 2 to Schedule 10**

<table>
<thead>
<tr>
<th>Space</th>
<th>Hours between</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parliament Gardens</td>
<td>11.00am and 3.00pm</td>
<td>22 April to 22 September</td>
</tr>
<tr>
<td>Treasury Gardens</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gordon Reserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parliament Steps and Forecourt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old Treasury Steps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flinders Street Railway Station Steps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Batman Park</td>
<td>11.00am and 2.00pm</td>
<td>22 April to 22 September</td>
</tr>
<tr>
<td>Birrarung Marr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sturt Street Reserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grant Street Reserve and the Australian Centre for Contemporary Art Forecourt, south side of Grant Street between Sturt Street and Wells Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dodds Street between Southbank Boulevard and Grant Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swanston Street between south bank of the Yarra River and Latrobe Street</td>
<td>12.00pm and 2.00pm</td>
<td>22 April to 22 September</td>
</tr>
<tr>
<td>Elizabeth Street between Flinders Street and Flinders Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware Lane and McKillop Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The southern footpath of Bourke Street between Spring Street and Exhibition Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The southern building line of Little Bourke Street between Spring and Swanston Streets and Cohen</td>
<td>12.00pm and 2.00pm</td>
<td>22 April and 22 September</td>
</tr>
<tr>
<td>Space</td>
<td>Hours between</td>
<td>Date(s)</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>-----------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Place/Chinatown Plaza</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liverpool Street and Crossley Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Market Street between Collins Street and Flinders Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flagstaff Gardens and proposed new public open space within Queen Victoria Market</td>
<td>11.00am and 2.00pm</td>
<td>22 June</td>
</tr>
<tr>
<td>Any public space, public parks and gardens, public squares, open spaces associated with a place of worship and privately owned public spaces accessible to the public</td>
<td>11.00am and 2.00pm</td>
<td>22 September</td>
</tr>
</tbody>
</table>

Table 3 to Schedule 10

<table>
<thead>
<tr>
<th>Design Element</th>
<th>Preferred Requirement (Figure 3)</th>
<th>Modified Requirement (Figure 3)</th>
<th>Built Form Outcomes</th>
</tr>
</thead>
</table>
| Street wall height | Up to 20 metres                  | The street wall height must be no greater than:  
|                  |                                  | • 40 metres; or  
|                  |                                  | • 80 metres where it:  
|                  |                                  |    • defines a street corner where at least one street is a main street and the 80 metre high street wall should not extend more than 25 metres along each street frontage, and/or  
|                  |                                  |    • fronts a public space including any road reserve wider than 80 metres.  
| Building setback(s) above street wall | Above the street wall, towers and additions should be setback 10 metres from the title boundary. | Above the street wall, towers must be setback a minimum of 5 metres from the title boundary. | Towers and additions are setback to ensure:  
|                  |                                  |                                  | • large buildings do not visually dominate the street or public space.  
|                  |                                  |                                  | • the prevalent street wall scale is maintained.  
|                  |                                  |                                  | • overshadowing and wind impacts are mitigated.  
|                  |                                  |                                  | • The tower or addition includes a distinctly different form or
<table>
<thead>
<tr>
<th>Design Element</th>
<th>Preferred Requirement (Figure 3)</th>
<th>Modified Requirement (Figure 3)</th>
<th>Built Form Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building setbacks from side boundaries and rear boundaries (or from the centre line of an adjoining laneway) and tower separation within a site</td>
<td>Above the street wall or 40 metres (where there is no street wall), towers and additions should be setback a minimum of 5 metres or 6% of the total building height whichever is greater.</td>
<td>Towers and additions up to 80 metres in height: Above the street wall or 40 metres (where there is no street wall), towers and additions must be setback a minimum of 5 metres. Towers and additions of no more than 80 metres in height may be constructed up to one side or rear boundary, excluding a laneway, if an existing, approved, proposed or potential building on an adjoining site is built to that boundary and if a minimum setback of 5 metres is met to all other side and rear boundaries and the centre line of any adjoining laneway. Buildings of no more than 80 metres in height, may be constructed to a second side or rear boundary if an adjoining site cannot, by legal restriction benefiting the application site, be developed above the street wall height. Towers exceeding 80 metres in total height: Above the street wall or 40 metres (where there is no street wall), towers and additions must be setback a minimum of 5 metres and must meet the design element requirements for tower floorplate. Tower separation within a site: Towers must be separated by a minimum of 10 metres.</td>
<td>Towers and additions are designed and spaced to ensure: • sun penetration and mitigation of wind impacts at street level. • provision of reasonable sunlight, daylight, privacy and outlook from habitable rooms, for both existing and potential developments on adjoining sites. • floorplate layout or architectural treatment limits direct overlooking between habitable rooms. • buildings do not appear as a continuous wall at street level or from nearby vantage points and maintain open sky views between them. • buildings do not visually dominate heritage places and streetscapes, nor significant view lines.</td>
</tr>
<tr>
<td>Tower floorplate</td>
<td>The tower floorplate is determined by the preferred requirement for building setbacks from side and rear boundaries and tower separation within a site, and the modified requirement for building setback(s) above the street</td>
<td>The tower floorplates above the street wall for a tower above 80 metres in height may be adjusted in terms of location and/or shape but must not: • Result in an increase in the floorplate area; • be situated less than 5 metres from a side or rear boundary (or from the centre line of an adjoining laneway); • be less than 5 metres to a street boundary;</td>
<td>The adjusted floorplate is designed and spaced to: • reduce impact on existing and potential neighbours in terms of privacy, outlook, daylight and sunlight access. • minimise visual bulk. • reduce impact on public spaces, including overshadowing and wind effects and reduced visual dominance. • buildings do not visually dominate heritage places</td>
</tr>
</tbody>
</table>
Figure 3 to Table 3

**TOWERS UP TO 80 METRES IN TOTAL HEIGHT**

**Preferred Requirement:**
- Street setbacks = 10m minimum
- Side & rear setbacks = 5m minimum

**Modified Requirement:**
- Building to one boundary
- Street setbacks = 5m minimum
- Building to corner or public space

**Wall**
- Be less than 10 metres to an adjoining tower on the site.
- Buildings do not appear as a continuous wall at street level or from nearby vantage points and maintain open sky views between them.

and streetscapes, nor significant view lines.
2.4 Exemption from notice and appeal

An application to construct a building or construct or carry out works 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.

2.5 Application Requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.

Urban context report

An application for permit must be accompanied by a written and illustrated urban context report.

The urban context report must:

- explain the key planning, design and contextual considerations and influence on the proposed buildings and works.
- describe the existing urban context of the area in which the proposed buildings and works are to be located.
- explain how the proposed buildings and works relate to and respond to their urban context including:
  - built form character of adjacent and nearby buildings.
  - equitable outcomes for potential development on adjoining sites.
  - heritage character of adjacent and nearby heritage places.
- identify the key opportunities and constraints supporting the design response.
- explain the effect of the proposed buildings and works, including on:
- microclimate, including sunlight, daylight and wind impacts on streets and other public spaces.
- vistas.

- Explain how the proposed buildings and works respond to each of the Design Objectives and the Built Form Outcomes in Table 3 of this schedule, as appropriate.

**Wind analysis report**

An application for a permit for a building with a total building height in excess of 40 metres must be accompanied by a wind analysis report prepared by a suitably qualified person. The wind analysis report must:

- explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all façades, or half the total height of the building, whichever is greater.
- at a minimum, model the wind effects of the proposed development and its surrounding buildings (existing and proposed) using wind tunnel testing.
- identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
- not rely on street trees or any other element such as screens, within public areas for wind mitigation.

**3D digital model of buildings and works**

An application for a permit must be accompanied by a 3D digital model of the proposed buildings and works in a format to the satisfaction of the responsible authority. The model may be used for assessing overshadowing and visual impacts caused by the proposal and for general archive, research and public information purposes.

**3.0 Subdivision**

A permit is not required to subdivide land.

**4.0 Advertising signs**

None specified.

**5.0 Decision guidelines**

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

- The Design Objectives.
- The Built Form Outcomes of Table 3 to this schedule.
- Whether the development respects the built form scale and urban structure of the precinct where it is located.
- Whether the development provides a high quality architectural response.
- Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm, in relation to human scale and microclimate conditions including overshadowing and wind impacts.
- Whether the development provides a high level of amenity for building occupants.
- Whether the proposed street wall height responds appropriately to the prevalent parapet height of adjoining buildings, respects the scale of adjoining heritage places and provides a human scale.
- Whether the proposed tower setbacks are sufficient to allow for equitable access to privacy, sunlight, daylight and outlook from habitable rooms for both existing and potential development of adjoining sites.
- An appropriate mechanism to restrict development on an adjoining site where the proposed development relies on that site.
- Securing the floor area ratio across a site where a site is developed in part to ensure:
  - that an agreement be entered into to acknowledge that the remaining site cannot be later developed;
  - that when a heritage building being retained, that an agreement be entered into to conserve the heritage building in perpetuity;
  - that the proposed building is sited so that adequate setbacks are maintained in the event that the land is subdivided or separate land holdings are administratively effected to create a future development site.
- The location of the site and whether it has an interface with the Westgate Freeway and/or is an island site.
- The effect of the proposed buildings and works on solar access to existing and proposed open spaces and public places.
- The potential for increased ground-level wind gust speeds and the effect on pedestrian comfort and the amenity of public places, with allowance to exceed uncomfortable conditions only if the wind effects of the proposed development do not exceed the existing wind condition(s).

6.0 Reference documents

7.0 Transitional arrangements
The requirements of this schedule do not apply to:
- an application (including an application to amend the permit) made before the commencement of Amendment C262 to this planning scheme. For such applications, the requirements of this scheme, as they were in force immediately before the commencement of Amendment C262, continue to apply.
- an application (including an application to amend the permit) made after the commencement of Amendment C262 but before the commencement of Amendment C270 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C270, continue to apply.
Attachment 2: "Promoting High Quality Urban Design Outcomes in the Central City and Southbank Synthesis Report" January 2018
Promoting high quality Urban Design outcomes in the Central City and Southbank

Synthesis Report

January 2018
Contents

### Executive summary

Urban Design in the City of Melbourne – an appraisal

**Why is it needed?**

- A changing urban environment
- Good design matters
- Effective processes & tools
- Policy context
- Achieving a high quality public realm

**Scope**

- Geographical extent of scope
- Scope of Policy Themes

**Research and Analysis**

- Development application review process
- Planning Policy Audit
- Built Form Analysis
- Stakeholder workshops
- Detailed investigation

**Key findings**

- Issues Summary
- Opportunities summary

**Conclusion and recommendations**
Executive summary

As a custodian for the quality of our environment in the Central City and as a land owner, advocate, Responsible Authority, and Recommending Referral Authority, the City of Melbourne has a critical role in investing in and advocating for good design. While the City has developed a strong reputation for urban quality on the national and international stage, it is imperative that we continue to invest in good design through our procurement of capital works projects as well as our influence through the planning framework on the development of private property.

The Central City and Southbank have undergone rapid growth in recent years. The resultant influx of new residents, workers and visitors that has coincided with new development has had positive effects on the vitality of the City; however there is evidence to suggest that the urban design outcomes which have resulted have not met the expectations of design quality of the City of Melbourne. Excluding matters addressed by the recently adopted Amendment C270, the key areas where poor outcomes have been noted include:

- The impact of parking including access and podium parking on the quality of the public realm
- The impact of building services on the public realm through location, integration and design detail
- The lack of design investment in the lower 20m of building facades and in particular in shop front design to provide a high quality public realm interface

Based on a review of recent completed development, engagement with industry experts and government agencies through workshops as well as benchmarking of comparable city strategies, it is clear that there is an excellent opportunity to address these issues through a co-ordinated approach comprising regulatory, advocacy and process improvements. The proposed actions to optimise urban design outcomes in the Central City and Southbank include the following:

- Amendments to the Melbourne Planning Scheme to consolidate existing fragmented policy and overlays into a consolidated Design and Development Overlay Schedule 1 with a focus on urban design in order to provide clarity and certainty to applicants, development planners and the community.

- Introduction of a Central Melbourne Design Guide document which provides a visual aid to assist in the interpretation of the Design and Development Overlay and increase the understanding of the City of Melbourne’s expectations regarding design quality.

In addition to this primary strategy a series of additional processes are identified for further exploration:

- Introduction of a revised City of Melbourne Design Review Process for major projects in order to provide timely, and high quality advice on major projects.

- Investigation of the opportunities for a Competitive Design Policy which requires the undertaking of Design Competitions to achieve design excellence in major projects.

The following report outlines these matters in more detail.
**Key findings**

**Issues Summary**

The following summary of issues with process, planning policy and built form outcomes has arisen from the fieldwork, workshops, desktop analysis and benchmarking of best practice which can be addressed through this project.

**Policy**

- The planning scheme is fragmented and repetitive in regard to urban design.
- The present Clause 22.01 does not provide sufficient coverage of urban design elements typically considered within design review.
- The structure of the current Clause 22.01 does not clearly articulate in a logical sequence the objectives and requirements for good urban design.
- A lack of direct and clear policy guidance regarding the interface of private development with laneways in the Central City and Southbank.
- Policy does not presently require a high level of detail to be submitted with applications, making it difficult to secure high quality outcomes.
- Current policy does not require the consideration of long term adaptability of structures including carparking above ground.
- Evidence suggests that a Local Policy alone will be insufficient to aid effective design negotiation and improve urban design outcomes in the Central City and Southbank due to the limitations within the Victorian Planning Provisions.

**Process**

- There is no requirement for a Competitive Design Process as part of development applications and assessment.
- There are presently limited abilities to influence the selection of quality design teams through assistance with the framing of Expressions of Interest and Request for Proposals from private developers.
- There lacks a structure to provide high level, timely and pointed advice on major projects within the City of Melbourne, outside of regular Referrals or the OVGA Design Review Panel process.

**Urban Design Outcomes**

- There is a disconnect between the high quality and high level of investment in the public realm by the City of Melbourne over the last 20 year period and the lesser quality of much contemporaneous and interfacing private development.
- New development was not contributing to the extension of the fine grain pedestrian oriented environments which are so valued within the Retail Core.
- High intensity development by global standards on small allotments is resulting in poor urban design outcomes at street level through the way access to parking, loading and waste facilities are managed.
- Above ground parking has proliferated since 1999, resulting in inactive and street frontages with inadequate surveillance in the critical lower 20m of a building, while sloped floorplates and low ceiling heights in carparks preclude adaptation.
- The management of building services, through their location and integration in the design of the street façade is resulting in poor quality outcomes at the public interface: they are consuming frontage and floor...
space that could otherwise be used for commercial or retail purposes, thus creating active street frontages.

- The level of design and detailing invested in the ground floor of buildings has been inadequate, including shop fronts, service cabinets and building entries.
- Building massing and in particular podium heights and facades have not adequately responded to context with appropriate steps in scale to adjacent built form, establishment of rhythm and grain, use of depth, and materialist which respond to a prevailing street character (for example within Little Lonsdale Street to the west of Elizabeth Street.
- Contemporary development had resulted in a monoculture of building use, with dominant residential or office and limited supporting ground level uses.
- Through links are not being provided in development in order to reduce block lengths and increase walkability within Southbank. The impermeable post-industrial urban structure in Southbank was observed to restrict the benefits of proximity and connectivity, with less public life as a result.
- While a number of through links have been provided in Central City developments, they often take the form of low quality arcades with low ceiling heights, indirect routes and inadequate widths to feel ‘public’
- Private arcades are an important contributor to the city’s permeability, but a majority of the existing arcades have little or no protection or requirement for retention, and are at risk of loss in redevelopment.
- Privately owned public spaces (plazas) provided as historic public benefit schemes are being lost to infill development. These are an increasingly important amenity for respite / repose and with potential for refurbishment
- In areas where there exist clusters of recent curtain wall glass facades, the identity of individual buildings has eroded through lack of differentiation.

Opportunities summary

There is strong evidence to suggest that a contemporary, clear and specific urban design policy or provision remains a necessary component of the Melbourne Planning Scheme in the attempt to secure high quality design outcomes. The following summary of opportunities that can influence the quality of urban design outcomes through policy structure, process improvements and requirements for specific outcomes has been developed through fieldwork, workshops, desktop analysis and benchmarking of best practice:

Policy

- The existing fragmented urban design provisions within Overlays and Local Policy within the Melbourne Planning Scheme could be integrated within a streamlined provision for urban design in the Central City and Southbank
- A Design and Development Overlay can integrate more specific requirements including mandatory provisions, consistent with the recommendations of the Legal Review.
- Clearer guidance as to the role of urban design within the Central City and Southbank context could greatly assist in framing the context of design negotiation and any design review or competitive design process.
- A clear and accessible graphic guideline document which is integrated within the Melbourne Planning Scheme could greatly aid interpretation of the policy for planners and applicants with a combination of diagrams and benchmark images.
- A new policy structure based on best practice could increase the ease of use by development planners and applicants. This structure should adopt a clear hierarchy of large scale – to detail in order to step through the full spectrum of urban design objectives and requirements in a logical, easy to understand sequence.
• Gaps within the existing policy in areas typically covered by best practice urban design review including building program could be introduced into any new policy in order to address the relationship between interior spaces and public realm impact.

• The content of any new policy could be drafted in a manner that learns from the findings of the policy audit. Objectives and requirements should provide more directive guidance and performance tests for planners and applicants. Requirements should be framed in such a way that is direct, free from design or architectural jargon and less susceptible to erosion through legal interpretation.

• Incorporation of definitions for any urban design terms which are not common English could greatly assist in ensuring a broad understanding of the intended outcomes of policy.

• Specific articulation within policy and any guideline as to what outcomes should be avoided could assist in eliminating the worst urban design outcomes, while allowing flexibility in how the design objectives and requirements may be achieved

• Application requirements can be utilised to require more information about the design of the ground and first floor through more detailed drawings. This will enable planners to assess proposals better, while requiring applicants to investigate the immediate pedestrian interface in the preparation of their designs.

• Design Guide documents that incorporate diagrams and benchmark imagery can encourage the innovative placement and design of building services.

Process

• Design Review Panels have been demonstrated to be effective in elevating the standards of design outcomes, whilst providing cross organizational upskilling around urban design quality.

• Sydney’s Competitive Design Process has been proven to be highly successful in improving design outcomes as well as the process of selection of the design team. There exists opportunity to learn from Sydney and explore how a tailored model could be implemented within the Melbourne context.

• Design review can achieve higher quality ground plane outcomes through continued emphasis on the design detail of the lower level and ground level facades of buildings

• Planning permit conditions can be used in a strategic way to secure sufficiently detailed design drawings to secure design quality, as well as to protect high quality design outcomes against value management processes after the issue of a permit.

• Planning permit conditions can be used to allow for flexibility in shop front design at the time a permit is issued, pending tenant selection in order to ensure fit for purpose shop fronts and high quality public realm interfaces. This can take the form of a ‘prior to completion’ or ‘prior to occupancy’ permit condition.

• Planning permit conditions can be used to enable well designed temporary hoardings to be installed within shop fronts in order to allow tenants to fit out high quality, custom shop fronts to their specification, avoiding the waste of premature demolition of unsuitable shop fronts.

• An advocacy tool which complements DELWP’s Advisory Note on Building Services could assist in the assessment and negotiation of ground level building service outcomes for applicants, planners and designers. This tool could compiles typical servicing requirements, as well as allowing for the input of height, density and allotment size in order to clearly communicate the impact on ground level spatial design (and activation as a result).

• Education can have a key role in influencing design outcomes. Training sessions with Development Planners, Urban Designers and applicants could provide education on the importance of design quality, as well as the specific elements to focus on within the development assessment process.
Attachment 3: Agenda Item 6.1 Report to the Future Melbourne (Planning) Committee on 20 February 2018 and Proposed DDO1 of the Melbourne Planning Scheme
Report to the Future Melbourne (Planning) Committee

Amendment C308 Central City and Southbank Urban Design

Presentor: Emma Appleton, Manager Urban Strategy

Agenda item 6.1

20 February 2018

Purpose and background

1. The purpose of this report is to present a new Central City and Southbank Urban Design policy package (Amendment C308), as a significant step to improve the quality of urban design of private developments. An improved and streamlined regulatory framework, alongside advocacy and supporting processes such as structured, expert design reviews, aim to support a culture of design excellence in Melbourne.

2. Management seeks the Future Melbourne Committee’s endorsement to request the authorisation of the Minister for Planning to prepare and exhibit Amendment C308 to the Melbourne Planning Scheme (MPS), which applies to land generally within the Hoddle Grid and Southbank (see Attachment 2). Amendment C308 implements the 2016–17 Council Plan Action 1.1.3 to ‘engage with the Victorian Government’s Central City Built Form Review, consider its outcomes and determine any further necessary work to continue to improve urban design outcomes.’

3. Amendment C270, gazetted on 23 November 2016, implemented the Victorian Government’s Central City Built Form Review. Amendment C270 specifies minimum setbacks from streets and laneways, building separation requirements and overshadowing and wind requirements in two types of precincts, defined as Special Character Areas and the General Development Area. It also introduced density controls, comprising a floor area ratio threshold with public benefits. It did not consider the interface of buildings with the street, public realm and architectural quality, which is the focus of Amendment C308.

4. This is the first comprehensive review of urban design policies in the Planning Scheme since 1999. Currently clause 22.01 Urban Design in the Capital City Zone and various Design and Development Overlays (DDOs) in the MPS are used to guide decisions on development applications.

Key issues

5. Council has invested significantly to improve the quality of our streets and public spaces. A review of recent permit applications and built projects on privately owned land demonstrated that planning policy needs to be updated to respond to current development practices, to support the delivery of well-designed buildings that contribute positively to the public realm. The research underpinning Amendment C308 identified street frontages were dominated by services, podium parking and the lack of design detail and poor material selection detracted from the quality of streets and laneways.

6. Amendment C308 proposes to replace the existing Design and Development Schedule 1 (DDO1) with a new Schedule 1. This will consolidate into one DDO, the policies of clause 22.01 Urban Design in the Capital City Zone, Schedule 1 (Active Street Frontages) and Schedule 4 (Weather Protection – Capital City Zone). The new DDO1 is structured to reflect the different scales which are considered in a design process from site context, through to details of the building materials.

7. The new DDO1 contains mandatory requirements including:

7.1 car parking in buildings within the Hoddle Grid to be underground (in line with current practice)

7.2 car parking in buildings within Southbank must be sleeved with active uses and configured to be adaptable to future uses (including floor to ceiling heights)

7.3 less than 40 per cent of the ground floor of a building to be occupied by building services to reduce blank facades along streets

7.4 the existing Retail Core requirement for 80 per cent active frontages to main streets and streets is to be expanded to encompass the Special Character Area boundaries to contribute to the activation, appearance and function of the area.

8. To provide increased certainty and clarity for applicants, the new DDO also lists outcomes that should be avoided. These statements describe building examples which are not desirable as they cumulatively detract from a high quality public realm.

9. The new DDO1 is supported by a synthesis report: Promoting high quality Urban Design outcomes in the Central City and Southbank (see Attachment 3) and the Central Melbourne Design Guide (see Attachment 4), which will provide developers, consultants and planners with an illustrated guide showing how the proposed DDO1 requirements can be achieved.
Recommendation from management

10. That the Future Melbourne Committee:

10.1. Seeks authorisation from the Minister for Planning to prepare and exhibit Melbourne Planning Scheme Amendment C308 (Attachment 2).

10.2. Notes the synthesis report ‘Promoting high quality Urban Design outcomes in the Central City and Southbank’ which outlines the rationale and evidence which underpins the proposed policy changes (Attachment 3).


10.4. Notes the stakeholder engagement that has occurred to date, which has informed the development of Amendment C308 and the Central Melbourne Design Guide (see Attachment 1).

10.5. Notes that management will continue to engage proactively with the design and development industry and the community, in addition to the investigation of design quality processes, to drive a culture change and support the implementation of the policy to deliver high quality urban design.

10.6. Authorises the Acting Director, City Strategy and Place to make any further minor editorial changes to the amendment documentation, synthesis report and reference document if required.
Supporting Attachment

Legal

1. Divisions 1 and 2 of Part 3 of the Planning and Environment Act 1987 address planning scheme amendments.

2. Legal advice has been obtained in request to the drafting of the planning policy and to inform the synthesis report.

Finance

3. The costs for preparing and processing Melbourne Planning Scheme Amendment C308 are provided for within the 2017–18 budget.

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

5. The formal exhibition of Amendment C308 will be undertaken in early 2018 subject to authorisation being granted by the Minister for Planning. A full program of consultation will be undertaken including a series of workshops to be held to inform key stakeholders of the amendment. The outcomes of the public exhibition will be reported to Future Melbourne Committee (FMC) in mid 2018.

6. Detailed stakeholder consultation has been undertaken through the development of the draft planning scheme policy, synthesis report and guideline document. External stakeholder consultation has included workshops and individual meetings with representatives of the Department of Environment, Land, Water and Planning (DELWP), Office of the Victorian Government Architect (OVGA), CitiPower, Metropolitan Fire Brigade (MFB), Melbourne Water, and a number of experts in development, planning, architecture and urban design.

Relation to Council policy

7. The following Council plans and policies are relevant:

7.1 Council Plan 2017–21 Goal 8 – A City Planning for Growth specifically: ‘Champions high quality design in buildings, streets and public spaces, as the basis of a healthy, safe and people-friendly environment.’

7.2 Melbourne Planning Scheme’s Municipal Strategic Statement (MSS), specifically clause 21.06-1 Urban Design:

Objective 1: To reinforce the City’s overall urban structure.
Objective 5: To increase the vitality, amenity, comfort, safety and distinctive City experience of the public realm.
Objective 6: To improve public realm permeability, legibility and flexibility.
Objective 7: To create a safe and comfortable public realm.

Environmental sustainability

8. The proposed amendment will have positive environmental effects by encouraging high quality design that can individually and cumulatively contribute to the public realm. The proposed amendment also has an emphasis on the use of high quality building materials to ensure the built form has longevity with minimal deterioration over time in order to reduce building material waste through replacement.
SCHEDULE 1 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO1

Urban Design in the Central City and Southbank

1.0 Design objectives

- To achieve a high standard of urban design, architecture and landscape architecture in all development proposals, befitting the profile of the Central City and Southbank as the social, cultural and economic heart of metropolitan Melbourne.
- To ensure that development integrates with and makes a positive contribution to the immediate surrounding context through a demonstrated response to Urban Structure, Site Layout, Building Program, Massing, Public Interfaces and achievement of Design Quality.
- To ensure that development responds to the positive attributes of the Central City and Southbank and provides a high quality human scaled environment through the maintenance of the City’s distinctive vertical rhythm and the design of building interfaces which ensure a safe, high quality, and comfortable edge to the public realm.
- To ensure that development responds to the characteristic hierarchy of main streets, streets and laneways through the arrangement of fronts and backs, and promotes a walkable, attractive pedestrian environment through the introdution of additional pedestrian connections.
- To ensure that the internal configuration and layout of a building promotes interaction with the public realm, supports the wellbeing of occupants and is adaptable for alternative uses.

2.0 Definitions

For the purpose of this schedule:

- **street** means a road reserve of a public highway more than 9 metres wide.
- **main street** means a road reserve of a public highway more than 20 metres wide.
- **laneway** means a road reserve of a public highway 9 metres or less wide.
- **public accessible private plazas** means a privately owned space provided and maintained by the property owner for public use.
- **fine grain** means a network of small parcel sizes or detailed buildings and/or streetscapes.
- **vertical rhythm** means the division of a broad building mass into smaller scale parts with vertical proportions and variations of parapet heights along the length of a building or several adjoining buildings.
- **building services** includes areas used for the purposes of loading, waste management, in addition to electrical, communications, gas, water and fire prevention infrastructure.
- **stationary activity** means activities by pedestrians that involve extended stays within a space, such as sitting and eating, rather that simply walking through.
- **sleevng** a carpark or building services area means surrounding it in spaces for other, more active uses (or smaller buildings) in order to screen it from the public realm.
3.0 Buildings and works for which no permit is required

A permit is not required for:

- Buildings and works to provide access for persons with disabilities that comply with all legislative requirements to the satisfaction of the responsible authority.
- To develop a heritage place which is included on the Victorian Heritage Register if either:
  - A permit for the development has been granted under the Heritage Act 1995.
  - The development is exempt under Section 66 of the Heritage Act 1995.
- Buildings or works carried out by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
- Buildings or works for Railway purposes.
- Bus and tram shelters required for public purposes by or for the Crown or a public authority in accordance with plans and siting to the satisfaction of the responsible authority.
- Decorations, gardens and planting required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Street furniture.
- A work of art, statue, fountain or similar civic works required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Buildings or works on public land for which a current permit exists under a City of Melbourne local law.
- The erection of information booths and kiosks required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Traffic control works required by or for the Crown, a public authority or the City of Melbourne.
- A flagpole.
- Changes to glazing of existing windows to not more than 15% reflectivity.

4.0 Requirements

A permit cannot be granted to vary the Mandatory Requirements in Table 1 to this Schedule.

5.0 Subdivision

A permit is not required to subdivide land.

6.0 Application Requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.

An application for permit, other than an application for minor buildings or works as determined by the responsible authority, must be accompanied by:

- A comprehensive site analysis and urban context report documenting the key contextual influences on the development.
Written and diagrammatic demonstration of how the development addresses the objectives, design requirements and outcomes of this Schedule.

A 3D model of the proposed development in accordance with relevant City of Melbourne guidelines for buildings and works above 20 metres in height.

Photographic and or diagrammatic study of prevailing materiality and architectural elements in the surrounding streetscape including any heritage elements.

Photomontage studies of the proposal within its streetscape context from pedestrian eye level from street level. (Including relevant proposals and approvals).

Analysis of relationship between the proposal and adjacent buildings (including likely adjacent development envelopes) and open space in order to maximise the amenity of public and private realm.

Street elevations of the block showing how the development proposal sits and contributes to its context.

Detailed plan, elevation and section drawings (1:50 or 1:20) and written statement describing the design of the lower levels of the building including entries, shop front design, service doors or cabinets, weather protection canopies and integrated signage elements.

Concept landscape plan for any publicly accessible podium and rooftop spaces detailing hard and soft landscape elements and evidence of the structural depth required to accommodate any deep soil planting.

For development within Southbank, provide a statement by a suitably qualified professional demonstrating that any above ground parking can be easily adapted for alternative uses.

Where car parking is proposed at or above ground level, provide appropriately annotated plan and section drawings for relevant levels to demonstrate the capacity to adapt to alternate uses.

Layout plans demonstrating the potential for conversion to alternative uses with an acceptable level of amenity where student housing, hotel or serviced apartments are proposed.

7.0 Decision Guidelines

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

- Demonstrated high quality response to the Design Objectives and Design Requirements.

Where a proposal does not respond to the preferred Design Requirement, the proposal should demonstrate how it has responded to the Design Objectives in addition to the following considerations:

- Whether the retention of a heritage structure necessitates a site specific alternate siting and massing outcome.
- Whether innovative sustainable infrastructure is proposed which necessitates an alternate design response.

8.0 Exemption from notice and appeal

An application to construct a building or carry out works on land is exempt from the notice requirements of Section 52(1)(a), (b) and (d) the decision requirements of section 64(1), (2) and (3) the review rights of Section 82(1) of the Act.
9.0 **Reference Documents**

Towards an Integrated Urban Design Approach for the Central City & Southbank (City of Melbourne, 2017)

Melbourne Design Guide (City of Melbourne, 2017)
Table 1 to Schedule 1

Urban Structure

Urban Structure relates to the network of main streets, streets and lanes and open space which define the size and shape of urban blocks. The urban structure of the Hoddle Grid is enhanced by the fine network of public and private lanes and arcades that provide choice and ease of pedestrian movement, and support the diversity of social and economic activity in the Central City. The urban structure of Southbank is characterised by larger block sizes which provide opportunity for improved walkability.

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development should provide new, direct and convenient pedestrian connections that are aligned with other lanes or pedestrian connections on nearby sites.</td>
<td>Provide new pedestrian connections where the average length of a street block exceeds 100 metres, except within 200 metres of a rail station where more frequent connections are desirable to manage high pedestrian volumes.</td>
</tr>
<tr>
<td>Development should maintain and reinforce existing pedestrian connections and arcades where they complement the street network of the City.</td>
<td>For street blocks exceeding 200 metres in length, at least two pedestrian connections should be provided.</td>
</tr>
<tr>
<td>In Southbank, development should contribute to a reduction in urban block size and improve walking distances through new shared streets and pedestrian connections.</td>
<td>Pedestrian connections should be located centrally within the street block and where possible, less than 70 metres from the next intersection or pedestrian connection.</td>
</tr>
<tr>
<td>Development is to provide new pedestrian connections which are:</td>
<td>Development is to provide new pedestrian connections which are:</td>
</tr>
<tr>
<td>▪ Safe, direct, attractive, well lit and which provide a line of sight from one end of the connection to the other</td>
<td>▪ Safe, direct, attractive, well lit and which provide a line of sight from one end of the connection to the other</td>
</tr>
<tr>
<td>▪ Publicly accessible and appropriately secured with a legal agreement</td>
<td>▪ Publicly accessible and appropriately secured with a legal agreement</td>
</tr>
<tr>
<td>▪ At least six metres wide</td>
<td>▪ At least six metres wide</td>
</tr>
<tr>
<td>▪ Open to the sky</td>
<td>▪ Open to the sky</td>
</tr>
<tr>
<td>▪ Lined by active frontages.</td>
<td>▪ Lined by active frontages.</td>
</tr>
<tr>
<td>Redevelopment of an existing pedestrian connection or arcade is to maintain and or achieve the following:</td>
<td>Redevelopment of an existing pedestrian connection or arcade is to maintain and or achieve the following:</td>
</tr>
<tr>
<td>▪ Safe, direct, attractive, well lit and which provide a line of sight from one end of the connection to the other</td>
<td>▪ Safe, direct, attractive, well lit and which provide a line of sight from one end of the connection to the other</td>
</tr>
<tr>
<td>▪ Publicly accessible and appropriately secured with a legal agreement</td>
<td>▪ Publicly accessible and appropriately secured with a legal agreement</td>
</tr>
<tr>
<td>▪ At least six metres wide</td>
<td>▪ At least six metres wide</td>
</tr>
<tr>
<td>▪ Lined by active frontages.</td>
<td>▪ Lined by active frontages.</td>
</tr>
<tr>
<td>New high quality arcades should be incorporated in the Central City only where open to sky pedestrian connections are not possible.</td>
<td>New high quality arcades should be incorporated in the Central City only where open to sky pedestrian connections are not possible.</td>
</tr>
<tr>
<td>Development with a frontage to two or more streets or lanes should provide for</td>
<td>Development with a frontage to two or more streets or lanes should provide for</td>
</tr>
</tbody>
</table>
pedestrian connections where this improves walkability through the block.

- Development should provide direct and convenient pedestrian connections that align with other lanes or pedestrian connections on nearby sites through the following:
  - Partial pedestrian connections which can be completed when adjacent site development occurs.
  - Connect or extend existing or proposed adjacent pedestrian connections on an adjoining site.

### Avoid

- Covered pedestrian connections in Southbank.
- The creation of pedestrian connections with entrapment space or limited passive surveillance.

### Site Layout

Site layout refers to the arrangement of buildings and spaces including the position of entries, servicing, and circulation cores and how these elements reinforce the hierarchy of streets and laneways within the urban structure. The configuration of the ground level establishes relationships that inform building mass and floorplate depth. These factors impact on the quality of the public realm and internal amenity.

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure that the site layout of development responds to the function and character of surrounding main streets, streets and lanes.</td>
<td>Development with more than one street frontage, should position entries, circulation and services to respond to the function of adjoining main streets, streets and laneways.</td>
</tr>
<tr>
<td>Provide streetscape continuity through the alignment of built form frontages to adjoining streets.</td>
<td>New buildings should align to the street at ground level without setback, unless the design response includes a purposeful, open-to-sky setback to provide a publicly accessible space with a high level of amenity including good solar access, comfortable wind conditions and seating and landscape elements.</td>
</tr>
<tr>
<td>Provide opportunities for stationary activity in well designed and oriented publicly accessible exterior spaces.</td>
<td>Retain a minimum of 50% of existing publicly accessible private plazas oriented to a main street or street which contribute to reducing pedestrian congestion or where there is good potential through retrofit and repurposing to achieve a high quality space with opportunities for stationary activity.</td>
</tr>
<tr>
<td>Retain existing exterior spaces on ground level where these provide for stationary activity or alleviate congestion within the public realm.</td>
<td>Internal spaces and building entries should be positioned away from corners</td>
</tr>
</tbody>
</table>

-
or points of congestion in order to manage anticipated pedestrian volumes within the adjacent public realm.

Avoid

- Low height colonades or deeply recessed ground floor facades adjacent to the public realm.
- Small narrow publicly accessible spaces, alcoves and recesses that lack a clear public purpose.
- The positioning of vehicle access, loading and services on main street frontages.
- The removal or significant reduction in the area of existing publicly accessible private plazas that contribute to the pedestrian amenity of the central city.

Building Mass

Building mass comprises the three dimensional form of a building, including its scale, height, proportions and composition. The shape of a building has an impact on how it fits within and contributes to its broader context, including adjacent buildings, the street interface and key public vantage points.

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built form should respect the height, scale, and proportions of adjoining heritage places or buildings within the Special Character Area.</td>
<td>Buildings with a wide street frontage to be broken into smaller vertical sections, with a range of parapet heights and rebates.</td>
</tr>
<tr>
<td>Encourage a variety of street wall heights which reinforce the traditional fine grain, vertical rhythm and visual interest of streetscapes.</td>
<td>The massing of built form within streets and lanes should adopt lower street wall heights to respond to their characteristic narrow profile and reduced daylight conditions.</td>
</tr>
<tr>
<td>Where taller built form above the street wall is appropriate, promote slender, well spaced towers to maximise solar access to the adjacent public realm.</td>
<td>Built form should adopt streetwall heights, front and side setbacks that respond to the scale of adjacent heritage buildings.</td>
</tr>
<tr>
<td>Ensure the design of built form above 40 metres addresses views from public vantage points.</td>
<td>Ensure that the massing of tall buildings adjacent to Special Character Areas provides an appropriate step down in both streetwall and overall building height.</td>
</tr>
<tr>
<td></td>
<td>Within the Special Character Area, ensure that any upper level built form is visually recessive to reinforce the streetwall as the dominant component.</td>
</tr>
<tr>
<td></td>
<td>Encourage the spacing and shape of new towers to maximise sunlight and daylight penetration at street level.</td>
</tr>
<tr>
<td></td>
<td>Floorplates in new tall buildings should be shaped and oriented to maximise views toward the public realm and away from adjacent development sites.</td>
</tr>
</tbody>
</table>
Avoid

- Streetwalls or podiums on wide street frontages which present a continuous facade to the street without articulation.
- Reliance on surface effects with limited depth to provide articulation and modulation of broad building frontages.
- The use of flat facades with reliance on surface or decorative effects where a setback is required to achieve a transition in height and mass to an adjacent heritage place or precinct.
- Built form that fails to provide appropriate building separation or setbacks in response to adjacent heritage buildings.
- Abrupt transitions in scale between tower and adjacent low or mid-rise built form at the edge of the Special Character Areas.
- Towers which present as a wall of built form when viewed from key public vantage points.

Building Program

Building program comprises the position and configuration of uses internal to a building. This is a key urban design consideration due to the direct relationship of internal areas on the public realm. For example, foyers, reception areas and active uses can contribute to the safety and vitality of the public realm, whilst the placement of building services, storage and car parking can have negative impacts on the public realm at the ground and upper levels. The internal design of buildings should be able to adapt to other uses over time to extend the useful life of a building and avoid the creation of spaces that cannot be retrofitted over time.

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
<th>Mandatory Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure the arrangement of uses internal to a building promote a safe and high quality interface between the public and private realm.</td>
<td>Position active uses to address main streets, streets and laneway frontages.</td>
<td>Vehicle parking in the Central City must be located within the basement levels of a building.</td>
</tr>
<tr>
<td>Minimise the impact of car parking and building services on the public realm.</td>
<td>Locate service areas away from main streets, streets and public spaces, or within basement or upper levels to maximise activation of the public realm within main streets, streets and laneways.</td>
<td>Where podium parking is proposed within Southbank, the carpark must be:</td>
</tr>
<tr>
<td>The internal configuration of development should secure a high level of wellbeing for building occupants, through natural light, ventilation, outlook and thermal comfort.</td>
<td>Co-locate service cabinets internal to loading, waste or parking areas where possible to avoid impact on the public realm.</td>
<td>· located on the first floor or above;</td>
</tr>
<tr>
<td>Ensure the structural and spatial design of buildings allow for adaptation to other uses over time.</td>
<td>Ensure the location and width of vehicle entries minimises impacts on the pedestrian network.</td>
<td>· sleeved by active uses to main streets and streets.</td>
</tr>
<tr>
<td>Ensure the lower levels of the building are</td>
<td>Locate new publicly accessible areas in the lower levels of a building</td>
<td>Parking structures must be designed with floor to floor heights of at least 3.5 metres to enable future adaptation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The area of any ground floor of a building occupied by building services, including waste, loading and parking must be less than 40% of the total site</td>
</tr>
</tbody>
</table>
designed to accommodate a range of tenancy sizes including smaller tenancies.

- Ensure the parts of the building accessible to the public are designed to promote a strong physical and visual relationship with the street.
- Internal common areas or podium-roof top spaces should be positioned and designed to maximise surveillance and interaction with the public realm.

so that they have a direct visual and physical connection to the public realm.

- Parts of the building accessible to the public should be co-located with public space or a pedestrian connection to activate the public realm.
- Maximise the number of pedestrian building entries along main street, street and laneway frontages, to provide for public interaction and long term flexibility of tenancies.
- The arrangement of spaces within a building should maximise privacy, daylight and outlook.
- Provide ceiling heights of at least 3.5 metres floor to floor within the lower 20 metres of a building.

Avoid

- Car parking on small sites where it impacts on the activation and safety of the public realm.
- Ramped parking structures which preclude adaptation for other uses.
- Large floorplate tenancies directly at a boundary to a street, lane or pedestrian connection unless sleeved by fine grain uses at ground level.
- Long expanses of frontage with limited building entries at ground level.
- Tenancy configuration which relies upon queuing within the public realm unless on a pedestrian only laneway where this is the established character.

Public Interfaces

Public interfaces comprise the boundary between the internal program of a building and the public realm within main streets, streets, laneways and open spaces. The detailed design of the interface at the ground level and the lower 20 metres of a building have a significant impact upon activation, surveillance, safety and quality of the public realm.

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
<th>Mandatory Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active frontages</td>
<td>Active frontages</td>
<td>Active frontages</td>
</tr>
<tr>
<td>- To ensure building frontages contribute to the use, activity, safety and interest of the public</td>
<td>- Within the General Development Area, buildings with ground level main street, street</td>
<td>- Within the Special Character Areas buildings with ground-level main street and</td>
</tr>
</tbody>
</table>
• To provide continuity of ground floor activity along streets and lanes within the Special Character Areas.
• To allow unobstructed views into the ground floor of buildings.

and laneway frontages should present an active and attractive pedestrian-oriented frontage to the satisfaction of the Responsible Authority, by providing:

- At least 5 metres or 80% (whichever is the greater) of the frontage as an entry or window to 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. This measurement excludes stall-risers to a maximum height of 700mm in addition to window and door frames.
- Clear glazing (security grilles or mesh should be transparent and mounted internal to the shop front).
- Any signage or product display should maintain views to and from the tenancy interior to the public realm.

Within the Special Character Areas buildings with ground-level laneway frontages should contribute to the appearance and function of the area, by providing:

- At least 5 metres or 80% (whichever is the greater) of the frontage as an entry or window to an entry or display window to street frontages **must** contribute to the appearance and function of the area, by providing:
  - At least 5 metres or 80% (whichever is the greater) of the frontage 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. This measurement excludes stall-risers to a maximum height of 700mm in addition to window and door frames.
  - Clear glazing (security grilles or mesh) must be transparent and mounted internal to the shop front.
  - Any signage or product display should maintain views to and from the tenancy interior to the public realm.
• Encourage innovation in the design of building services to maximise the quality and activation of the public realm.
• Where services must be located on a street, ensure these do not dominate the pedestrian experience and are designed as an integrated component of the design.

Services, Waste and Loading

- Clear glazing (security grilles or mesh should be transparent and mounted internal to the shop front).
- Positioning of signage or product display should maintain views to and from the tenancy interior to the public realm.
- In flood prone areas, ensure a direct connection on grade to ground level tenancies, with level transitions contained within the building envelope.
- Integrate seating or perches into street facades, where narrow footpaths preclude on-street dining.

Ensure that access doors to any waste, parking or loading area are positioned at or within 500mm of the street edge and an integrated component of the design.

Ensure the location and access for waste complies with the
- Ensure the design of waste collection facilities are considered as an integral component of the building design.

**Public Realm Projections and Weather Protection**

- Provide protection from rain, wind and summer sun to provide for pedestrian comfort.
- Ensure weather protection canopies are functional, of high design quality, and contribute to the human scale of the street.
- Ensure the width of weather protection canopies provide for choice of exposure to winter sun and shelter from summer sun within the public realm.
- Ensure that minor building projections above ground level contribute to the depth and visual interest of building facades.
- Where projections are considered appropriate, they should be discrete rather than prevailing elements of the design.
- Projections should balance addition and subtraction in the facade to provide streetscape interest and facade depth.
- Projections should maintain the service functions of a main street, street or laneway through adequate clearance heights.

- Sleeve internal waste collection areas with active uses that interface with the public realm.

- Provide continuous weather protection along main streets within the Central City and Southbank except where a heritage place warrants an alternative approach.
- Encourage the use of canopies which allow upward views to podium levels of a building through the use of transparent materiality.
- Weather protection canopies should be between 3.5m and 5m in height to provide enclosure to the public realm.
- Ensure canopies are of a high design quality including the design and materiality of soffits.
- Ensure that weather protection canopies provide for rhythm to reflect the fine grain of ground floor shop fronts.
- Projections and weather protection canopies should allow for future growth of street trees, including planned street trees as specified in any adopted City of Melbourne plan.
- Building projections shall maintain the levels of daylight within a street or laneway.
Balcony projections, where appropriate should provide a vertical clearance of at least 5m from any public space.

Main streets:
- Unenclosed first floor balconies may project to 1.6m in depth or 800mm from the back of kerb, whichever is the lesser if in association with an active commercial or communal use.
- Lightweight, Juliette balconies, adjustable screens or windows, cornices or other architectural features may project to 600mm from the title boundary from the first floor to the top of the street wall.

Streets and laneways:
- Lightweight Juliette balconies, adjustable shading devices, windows, cornices or other architectural features may project to 300mm from the title boundary from the first floor to the top of the street wall.

Avoid
- Long expanses of floor to ceiling glass without frequent well-defined entries.
- The use of tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior within the lower levels of a building.
- Opaque or translucent security installations which obscure views into tenancies at night.
- External stairs or ramps in flood prone areas where a transition in floor levels between exterior and interior spaces is required.
- Service cabinets with low quality materiality which dominate street frontages.
- Large setback undercroft spaces for waste or loading which impact on the safety and continuity of the pedestrian realm.
- Alcoves and spaces related to service doors which result in entrapment space.
- Weather protection canopies on laneways which enclose more than one third of the width of the laneway.
- Enclosed balconies or habitable floor space projecting over main streets, streets,
Design Quality

Design quality is the resolution of contextually responsive buildings and open spaces through a clear concept that expresses a distinct identity and contributes to the quality of the public and private realm. Design quality as realised through the execution of design detail secures the long term value and durability of buildings and spaces in the city.

### Design Objective

- Development should establish a strong design narrative to establish a clear relationship with the valued characteristics of its context.
- Ensure that tall buildings are designed to maintain a diverse and interesting skyline which carefully considers relationships to adjacent tall buildings.
- Ensure that the selection, scale and quality of design elements reflect the distance at which the building is viewed and experienced from the public realm.
- To ensure that the lower levels of a building incorporate sufficient design detail to ensure a high quality City at eye level.

### Design Requirement

- Encourage the use of Competitive Design Processes for the development of large sites with multiple buildings or sites of strategic significance.
- Encourage the use of multiple practices where a development comprises multiple buildings to achieve building diversity and distinction between components of a development.
- Encourage the visual expression and sensitive integration of innovative sustainable building technologies to provide legibility and public education.
- Design all visible sides of a building to a high standard.
- Provide for depth and a balance of light and shadow in upper level facade design through the use of balconies, integrated shading, rebates and expression of structural elements.
- Where blank walls are proposed to be visible from the public realm, ensure these are designed as an integrated three dimensional component of the building.
- Employ robust, low maintenance materials in the higher parts of a building, and natural, tactile and visually interesting materials at the lower levels near the public interface to reinforce a human scale.

Avoid

- Building materials and finishes such as painted concrete or ventilation louvres which undermine the visually rich, tactile quality of laneway environments.
- Development of multiple buildings on large sites which adopt the same form, typology and architectural language.
- Visually prominent buildings which do not have adequate regard to vistas on arrival to the Central City and Southbank.
- The use of finishes and surfaces which will deteriorate over time.
- Materials that lack tactility and appropriate sense of scale at the public realm interface.
- High reflectivity building materials which result in unacceptable levels of glare or have

laneways or open space.
- Facade elements which rely on public realm projections as the primary design feature.
- Projecting balconies which extend the full width of a frontage and increase the visual bulk of a streetwall.
reduced visibility between the interior and public realm.
Attachment 4: City of Melbourne Presentation on Amendment C308 dated 20 February 2018
Amendment C308
Promoting high quality Urban Design outcomes in the Central City and Southbank

Date: 20/02/2018
Presenter: Emma Appleton
Version: B
• We have invested in a high quality public over an extended period of time
Why have we undertaken this work?

- Low quality urban design outcomes in recent tower development in the Central City and Southbank.
- Our current urban design policies are no longer performing as intended and require review.
What challenges are we facing?

1956 > 2013 (P4P) 177 TOWERS
2013 > 2017 70 TOWERS
2017 > (APPLIED / APPROVED) 115 TOWERS
What challenges are we facing?
What challenges are we facing?
What challenges are we facing?

DESIGN AT EYE LEVEL
Promoting high quality design - a new approach

PLANNING TOOL
- Design and Development Overlay Schedule 1

ADVOCACY
- Central Melbourne Design Guide

PROCESS
- Raising the Profile of Design
- Long Term Program Around Design Quality

2018

CoM Design Review

Competitive Design Policy
How does the policy integrate with existing provisions?

- **URBAN DESIGN POLICY**
  - **AMENDMENT C270**
    - Qualitative Control
      - High impact on design quality
    - Quantitative Control
      - Low impact on design quality

- **EXISTING POLICY CONTEXT**
  - DD01
  - DD04
  - 22.01

- **NEW DD01**
Where will the new DDO1 apply?

Spring Street
Victoria Street
Dudley Street
Wurundjeri Way
West Gate Freeway
Kings Way
Dorcas Street
St Kilda Road
Peel Street
King Street
Swanston Street
Exhibition Street
Queen Street
Flinders Street
La Trobe Street
City Road
Sturt Street
Clarendon Street
Boulevard
Southbank
Collins Street
The Central Melbourne Design Guide provides a resource for pre-application discussions between applicants and assessment planners. The guide is the tool that assists in the interpretation of the urban design policy (DDO1) when preparing development applications. It also aims to assist planning professionals with the assessment of development proposals.

The Guide mirrors the DDO1 structure, with objectives and design requirements ordered into a series of six themes. The themes are structured in order of scale from the neighbourhood or precinct, down to the scale of building interfaces and design detail. The structure is as follows:

- Urban structure
- Site Layout
- Building Mass
- Building Program
- Public Interface
- Design Quality

In addition to design requirements, each of the six themes contain an 'avoid' section at the conclusion of the chapter. The images are intended to complement rather than duplicate the design requirements, and provide specific guidance of outcomes that we are seeking to avoid.
What are the key components of the policy?

**Mandatory** elements include:

- Limitation of above ground parking in the Central City.
- Activation of podium levels in Southbank and adaptability for future uses.
- Building services limitation to promote innovation.
- Extension of the active frontage (80%) measure within Special Character Areas.
What are the key components of the policy?
What are the key components of the policy?

39. Allow for street trees

Provisions and weather protection canopies should allow for future growth of street trees, including street trees to be specified in any adopted City of Melbourne plan.

40. Ensure projections are discrete or lightweight

Balcony projections, where appropriate, should provide an unobstructed view of at least 70% from the public space.

Main streets:
- Unenclosed first floor balconies may project to a depth of 800mm from the wall of the building and/or the kerb or 1.6m from the wall of the building and/or the kerb in association with an active commercial or recreational use.
- Lightweight juliette balconies, adjustable screens or windows, cornices or other architectural features may project to 600mm from the first floor to the top of the street wall.

Streets and laneways:
- Lightweight juliette balconies, adjustable shading devices, windows, cornices or other architectural features may project to 300mm from the first floor to the top of the street wall.

27. Active street frontages in General Development Areas

Within the General Development Area, buildings with ground level main street, street and laneway frontages should present an active and attractive frontage to the satisfaction of the Responsible Authority by providing:

- At least 5 metres or 80% (whichever is the greater) of the frontage as an entry or window to an entry or display window to a shop and or display window to a shop and or display window to a shop and or display window or as other uses, customer service areas and activities, which provide pedestrian interest and interaction. This measurement excludes stall risers to a maximum height of 700mm in addition to window and door frames.
- Clear glazing (security grilles or mesh should be transparent and mounted internal to the shop front).
- Any signage or product display should maintain views to and from the tenancy interior to the public realm.

28. What to avoid?

Opaque or translucent security installations which obscure views into tenancies at night.

External stairs or ramps in flood prone areas where a transition in floor levels between exterior and interior spaces is required.

The use of tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior.

Long expanses of floor to ceiling glass without frequent well-defined entries.

Ensure projections are discrete or lightweight

Balcony projections, where appropriate, should provide a vertical clearance of at least 5m from any public space.

Main streets:
- Unenclosed first floor balconies may project to a depth of 800mm from the wall of the building and/or the kerb or 1.6m from the wall of the building and/or the kerb in association with an active commercial or recreational use.
- Lightweight juliette balconies, adjustable screens or windows, cornices or other architectural features may project to 600mm from the first floor to the top of the street wall.

Streets and laneways:
- Lightweight juliette balconies, adjustable shading devices, windows, cornices or other architectural features may project to 300mm from the first floor to the top of the street wall.
What are the key components of the policy?

- The Synthesis Report provides an evidence base and background to support our approach.
- The Appendices provide additional detail to support the study at Planning Panels.
Elevating a Culture of Design Excellence

CATALYST
CITY OF MELBOURNE

DESIGN PROFESSION

UNIVERSITIES

MEDIA

DEVELOPMENT INDUSTRY
What do we want more of?
What do we want more of?
Attachment 5: DDO63 of the Melbourne Planning Scheme as at 9 April 2018
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

- 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

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

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

### Table 2: Built form outcomes

<table>
<thead>
<tr>
<th>Area</th>
<th>Built Form Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Deliver a scale of development that complements the established low-scale residential area. Protect the amenity of existing residential areas by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</td>
</tr>
<tr>
<td>A2</td>
<td>Set back higher building form along Melrose Street to deliver scale of development that responds appropriately to the existing context.</td>
</tr>
<tr>
<td>A3</td>
<td>Deliver a scale of development that provides street definition and a pedestrian friendly scale. Deliver a scale of development that provides appropriate access to sunlight and daylight. Protect the amenity of existing residential development by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</td>
</tr>
<tr>
<td>Area</td>
<td>Built Form Outcomes</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------</td>
</tr>
<tr>
<td>A4, A5</td>
<td>Deliver a scale of development that provides street definition and a pedestrian friendly scale. Deliver a scale of development that provides appropriate access to sunlight and daylight. 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. Solar access is maintained to ground floors on western side of Thompson Street and southern side of Scarborough Place. Deliver the reintegration of Office of Housing estates into the surrounding urban fabric.</td>
</tr>
<tr>
<td>A6, A7</td>
<td>Deliver a scale of development that provides street definition and a pedestrian friendly scale. Deliver a scale of development that provides appropriate access to sunlight and daylight. Provide limited opportunities for taller buildings that deliver significant public realm outcomes.</td>
</tr>
<tr>
<td>A8</td>
<td>Deliver a scale of development that provides street definition and a pedestrian friendly scale. Deliver a scale of development that provides appropriate access to sunlight and daylight. 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.</td>
</tr>
<tr>
<td>All areas</td>
<td>Ensure laneways have appropriate levels of access to daylight and sunlight. Deliver developments that maximise surveillance of public and communal areas and nearby creek environs. 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. 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.</td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Interface type shown on Map 1</th>
<th>Street wall height</th>
<th>Setback of buildings above street wall</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 and 30 metre wide renewal street</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>15 metre wide renewal street</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>10 to 15 metre wide renewal street</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Residential interface street</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Laneway</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Interface type shown on Plan</th>
<th>Set back from boundary with low scale residential development</th>
</tr>
</thead>
<tbody>
<tr>
<td>ResCode Applies</td>
<td>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.</td>
</tr>
</tbody>
</table>
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

None specified.

### 4.0 Advertising signs

None specified.

### 5.0 Decision guidelines

None specified.

**Expiry**

The requirements of this overlay cease to apply after 30 September 2019.
Attachment 6:  DDO61 of the Melbourne Planning Scheme as at 9 April 2018
SCHEDULE 61 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO61.

CITY NORTH

1.0 Design objectives

- To encourage City North to develop as a central city precinct characterised by university, research and medical buildings.
- To establish a mid-rise scale of buildings (6 to 15 storeys) that is distinct from the tall built form in the Hoddle Grid area to the south, which steps down at the interface to the lower scale surrounding established neighbourhoods in North and West Melbourne.
- To support increased density and diversity of uses along the Victoria Street, Flemington Road, Elizabeth Street and Swanston Street tram corridors and around the proposed Grattan and CBD North Metro Rail stations.
- To establish built form that creates a strong sense of street definition by adopting a building height at the street edge determined by a 1:1 (building height to street width) ratio.
- To ensure development responds appropriately with suitable building scale, heights and setbacks to the existing character, context, and interfaces with established residential areas, and immediate amenity.
- To ensure that new buildings respect the rich heritage fabric of the area and that new buildings that adjoin the heritage buildings respect their height, scale, character and proportions.
- To develop a fine grain urban form by encouraging buildings with a wide street to be broken into smaller vertical sections.
- To develop the Haymarket area as a central city gateway precinct and public transport interchange.
- To ensure university, research and medical buildings are actively integrated with the surrounding public realm.
- To design buildings to provide passive surveillance and activation of ground floors addressing the streets.
- To ensure development allows good levels of daylight and sunlight to penetrate to the streets and to lower storeys of buildings by providing adequate separation between buildings.
- To deliver a scale of development that provides a high level of pedestrian amenity having regard to sunlight, sky views and wind conditions.
- To improve the walkability of the precinct by encouraging new laneways and pedestrian connections.
- To encourage the ground floor of buildings to be designed so that they can be converted to a range of alternative active uses over time.

2.0 Buildings and Works

A permit is not required for public works or minor alterations or the installation of service fixtures to existing buildings.

All buildings and works requiring a permit should
be constructed in accordance with the preferred maximum street edge height, preferred maximum building height and preferred upper level setback requirements for the specific areas as identified in Part 1.0 and Table 1 of this Schedule

meet the Design objectives and Design Requirements as set out in Table 2 of this Schedule.

An application to exceed the preferred maximum building height should demonstrate achievement of the relevant the Design objectives and Built Form Outcomes as identified in Part 1.0 and Table 1 of this Schedule.

The street wall height is measured at the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building at the street edge, with the exception of architectural features and building services.

### Subdivision

A permit is not required to subdivide land.

### Application requirements

An application for permit, other than an application for minor buildings or works as determined by the responsible authority, must be accompanied by a comprehensive site analysis and urban context report documenting the key planning influences on the development. The urban context report must identify the development opportunities and constraints, and demonstrate how the development, addresses:

- The objectives, design requirements and outcomes of this Schedule.
- Built form and character of adjacent and nearby buildings.
- Heritage character of adjacent and nearby heritage places.
- Microclimate including sunlight, daylight and wind effects on streets and public spaces.
- Energy efficiency and waste management.
- Ground floor and lower level street frontages, including visual impacts and pedestrian safety.
- Public infrastructure, including reticulated services, traffic and car parking impact.

### Decision guidelines

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

- Whether the proposal achieves the design objectives in Part 1.0 of this Schedule
- Whether the proposal achieves the built form outcomes contained in Table 1.
- Whether the proposal achieves the design requirements contained in Table 2.
- Whether the development maintains and enhances the character and amenity of the streetscape.
- The wind effect at ground level as demonstrated by wind effects studies as necessary.

### Exemption from notice and appeal

An application to construct a building or carry out works on land located within the Capital
City Zone (CCZ5) 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

7.0 Reference documents

City North Structure Plan 2012

Table 1 – Preferred Built Form Outcomes for Specific Areas

<table>
<thead>
<tr>
<th>DDO Area</th>
<th>Building Height</th>
<th>Street edge height and upper level setback</th>
<th>Built Form Outcome</th>
</tr>
</thead>
</table>
| 1        | 24 metres       | Buildings fronting O’Connell, Cobden and Princess Street: 20 metre street edge height. Any part of the building above the 20 metre setback 4 metres from the street. | Development that:  
- Respects the heritage character of the Queen Victoria Market Buildings;  
- Avoids overshadowing the Queen Victoria Market buildings;  
- Delivers an even transition in scale from the lower built form in Peel Street and adjacent areas in North Melbourne. |

| 2        | 24 metres       | Buildings fronting Harcourt Street: 14 metre street edge height. Any part of the building at the street edge of Harcourt Street above 14 metres setback from the street behind a 45 degree line. Buildings adjacent to DDO32: 14 metre building height at the property boundary. For sites adjacent to DDO32, any part of the building above 14 metres setback from the street behind a 45 degree line in accordance with Figures 1. Buildings facing all other streets: 24 metre street edge height | Development that:  
- Delivers an appropriate transition in scale of development from the lower scale built form in Courtney Street to the higher scale built form in Flemington Road.  
- Limits amenity impacts of excessive building bulk, overlooking and overshadowing on existing buildings in DDO 32 |

| 3        | 40 metres       | Building facing all streets: 40 metre street edge height Any part of the building above 40 metres setback 6 metres from the street. | Development that:  
- Creates strong definition to the streetscape.  
- Does not dominate buildings in Area 2.  
- Has a scale that reinforces Flemington Road as a civic spine and facilitates the |
<table>
<thead>
<tr>
<th>DDO Area</th>
<th>Building Height</th>
<th>Street edge height and upper level setback</th>
<th>Built Form Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>enhancement of its landscape character</td>
</tr>
<tr>
<td>4.1</td>
<td>40 metres</td>
<td>Buildings fronting Grattan, Pelham, Queensberry, Bouverie, Leicester, Barry, Berkeley and Lincoln Square North and South streets: 24 metre street edge height. Any part of the building above 24 metres setback 6 metres from the street. Buildings fronting O’Connell Street: 20 metre street edge height. Any part of the building above 20 metres setback 6 metres from the street. Buildings fronting Swanston Street: 32 metre street edge height. Any part of the building above 32 metres should be setback 6 metres from the street. Buildings facing all other streets: 40 metre street edge height Any part of the building above 40 metres setback 6 metres from the street.</td>
<td></td>
</tr>
</tbody>
</table>
|          |                 | Development that:  
|          |                 | • Reinforces Elizabeth Street as a civic spine and facilitates the enhancement of its landscape character.  
|          |                 | • Creates stronger definition to the streetscape.  
|          |                 | • Complements the existing character established by the university, research and medical buildings.  
|          |                 | • Ensures sunlight reaches the lower floors of new developments.  
|          |                 | • Facilitates an integrated built form on both sides of the Swanston Street.  
|          |                 | • Delivers a scale of development that provides street definition and a high level of pedestrian amenity, having regard to access to sunlight, sky views and a pedestrian friendly scale.  
|          |                 | • Provides a street edge height that integrates new development with lower scale heritage buildings. |
| 4.2      | 32 metres       | Buildings facing all streets; 24 metre street edge height Any part of the building above 24 metres setback 6 metres from the street. |
|          |                 | Development that:  
|          |                 | • Delivers a scale of development that provides a high level of pedestrian amenity, including access to sunlight at ground floor (to Berkeley Street), sky views and a pedestrian friendly scale.  
|          |                 | • Respects the scale of existing heritage buildings. |
| 5        | 60 metres       | Buildings fronting Pelham and Berkley Street: 24 metre street edge height. Any part of the building above 24 metres should be setback 6 metres from the street. Buildings facing O’Connell Street: 20 metre street edge height. Any part of the building above |
|          |                 | Development that:  
|          |                 | • Supports the gateway role of the Haymarket.  
|          |                 | • Has a scale of development that is complementary to the proposed medium level built form of its surrounds.  
<p>|          |                 | • Has a consistent streetscape built form that integrates Elisabeth Street with Flemington Road. |</p>
<table>
<thead>
<tr>
<th>DDO Area</th>
<th>Building Height</th>
<th>Street edge height and upper level setback</th>
<th>Built Form Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>20 metres setback 6 metres from the street.</td>
<td>• Does not overshadow the proposed civic space within the Haymarket.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Buildings facing Blackwood Street: 40 metre street edge height Any part of the building above 40 metres setback 10 metres from the street.</td>
<td>• Delivers a scale of development that provides an appropriate transition to the lower scale built form in Berkeley and Pelham Street.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Does not overshadow the proposed civic space within the Haymarket.</td>
<td>• Provides a high level of pedestrian amenity, including access to sunlight to ground floor and sky views.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Development that ensures laneways have appropriate access to daylight and sunlight.</td>
<td></td>
</tr>
</tbody>
</table>

1-5 On the street edge of laneway frontages, any part of the building above 10.5 metres should be setback 4 metres.

### Table 2-Design Requirements for all DDO Areas

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Heights, Scale and Setbacks</td>
<td>Deliver a scale of development at the street edge in accordance with Table 1 in this Schedule.</td>
</tr>
<tr>
<td>To ensure that the height of new buildings reinforces the built form character of specific areas as defined in Table 1 in this Schedule.</td>
<td>Buildings should be constructed to the street boundary of the site.</td>
</tr>
<tr>
<td>To ensure appropriate building scale, height and setbacks at interfaces with established residential areas having regard to existing character, context and amenity.</td>
<td>Upper levels above the maximum street wall heights should be visually recessive and more diminutive than the building’s base.</td>
</tr>
<tr>
<td>To ensure appropriate building scale on the side and rear boundaries of new buildings and works that respects the scale of existing adjoining buildings.</td>
<td>On corner sites where two different street edge heights are nominated, buildings should “turn the corner” and apply the higher street edge and transition to the lower nominated street edge height.</td>
</tr>
<tr>
<td>To avoid to exposed blank walls</td>
<td>Buildings should have a minimum ground floor to floor height of 4 metres at ground floor and a minimum floor to floor height of 3.2 metres in levels above the ground floor.</td>
</tr>
<tr>
<td>To assist in limiting visual impact and adverse amenity on adjacent development sites.</td>
<td>To promote articulated rooflines with architectural interest and variation.</td>
</tr>
<tr>
<td>To establish a generally consistent built form to the street edge that creates a strong sense of definition and place.</td>
<td>To ensure that the scale of built form provides an urban environment that is comfortable for pedestrians.</td>
</tr>
<tr>
<td>To ensure that new buildings and works adjoining individually significant heritage buildings or buildings within a heritage precinct respects the character, form,</td>
<td>To ensure equitable and good access to sunlight / daylight for occupants of buildings and in public places.</td>
</tr>
<tr>
<td></td>
<td>To ensure that new development is adaptable over the long term to a range of alternate uses.</td>
</tr>
<tr>
<td>To ensure that new buildings and works adjoining individually significant heritage buildings or buildings within a heritage precinct respects the character, form,</td>
<td>The design of new buildings should respect the character, height, scale, rhythm and proportions of the heritage buildings.</td>
</tr>
<tr>
<td></td>
<td>New buildings should step down in height.</td>
</tr>
<tr>
<td>Design Objective</td>
<td>Design Requirement</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>massing and scale of the heritage buildings.</td>
<td>to adjoining lower scale heritage buildings. New buildings should consider retaining the traditional heritage street wall (as opposed to defining a new higher street wall) where appropriate.</td>
</tr>
</tbody>
</table>

**Building Facades and Street Frontages**

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>To ensure that buildings are well designed and enhance the amenity of City North.</td>
<td><strong>Addressing the Street</strong> The articulation of building facades should express a fine grain. Expressing the vertical elements is encouraged to minimise the dominance of wide building frontages.</td>
</tr>
<tr>
<td>To deliver a fine grain built form with architectural variety and interest.</td>
<td>Multiple doors/entrances to buildings and windows should be provided off the street to improve activation of the street.</td>
</tr>
<tr>
<td>To encourage high quality facade and architectural detailing.</td>
<td>The facades of buildings should maintain the continuity, and traditional characteristic vertical rhythm of streetscapes.</td>
</tr>
</tbody>
</table>

**Active and Safe Street Frontages**

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>To create safe streets.</td>
<td>Ground floor frontages should contribute to city safety by providing lighting and activity. At least the first five levels of a building should provide windows and balconies, fronting the street or lane.</td>
</tr>
<tr>
<td>To ensure all streets are pedestrian oriented and contribute to pedestrian safety.</td>
<td>Access to car parking and service areas should minimise impact on street frontages and pedestrian movement.</td>
</tr>
<tr>
<td>To ensure development presents welcoming, engaging and active edges to streets and other public spaces at ground floor and the street frontages of lower storeys.</td>
<td>Carparking should not be located at ground floor and should not occupy more than 20% of the length of the street frontage above ground floor.</td>
</tr>
<tr>
<td>To ensure development contributes to passive surveillance of the public domain.</td>
<td>Facades at ground level should not have</td>
</tr>
<tr>
<td>Design Objective</td>
<td>Design Requirement</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------</td>
</tr>
</tbody>
</table>
| To provide continuity of ground floor shops and food and drink premises in proposed activity nodes. | Buildings with ground-level street frontages along Royal Parade at the Haymarket area and Victoria Street as shown on Map 1 should contribute to the appearance and support the proposed retail function of the area to the satisfaction of the responsible authority, by providing:  
  - At least 5 metres or 80% of the street frontage (whichever is the greater) as an entry or display window to a shop and/or a food and drink premises.  
  - Clear glazing (security grilles should be transparent). |
| To ensure ground floor frontages to major pedestrian area add interest and vitality. | Buildings with ground-level street frontages to Elizabeth Street, Peel Street, Grattan Street, Swanston Street and Queensberry Streets as shown on Map 1 should present an attractive pedestrian oriented frontage to the satisfaction of the responsible authority, by providing:  
  - At least 5 metres or 80% of the street frontages (whichever is the greater) as:  
    - an entry or display window to a shop and/or a food and drink premises; or  
    - as any other uses, customer service areas and activities, which provide pedestrian interest or interaction.  
  - Clear glazing (security grilles must be transparent). |
<p>| Provision of Public Places | The opportunity for the inclusion of public spaces should be promoted. |
| Sunlight to Public Places | Buildings and works should not cast a shadow between 11.00 am and 2.00 pm on 22 March and 22 September over public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, and privately owned plazas open to the public. A permit may only be granted if the overshadowing will not prejudice the amenity of those areas. Maxime the extent of the northerly aspect of public open spaces. Ensures sunlight reaches the lower floors of new developments. |
| Pedestrian Links | Pedestrian through block connections should be provided where the average length of a street block exceeds 100 metres. For street blocks exceeding 200metres in length at least two connections should be provided. |</p>
<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
</table>
| To ensure new laneways integrate with the pattern of development of adjacent areas, To accommodate vehicular and service access to developments. | Connections should be located towards the centre of the street block, no more than 70 metres from the next intersection or pedestrian connection. Where a development site is suitably located for a pedestrian connection but does not exceed the full depth of the block, the development should include a connection which would be completed when a connection is provided through the adjoining site. Where a development site has the potential to achieve a through block connection by extending an existing or proposed connection on an adjoining site, the new development should provide for the completion of the through block connection. Development should provide pedestrian connections that are aligned with other lanes or pedestrian connections in adjacent blocks (or not offset by more than 30 metres) so as to provide direct routes through City North. Bluestone lanes, kerbs and guttering within heritage precincts must be retained, and should also be retained outside heritage precincts. **Laneway design and character** Developments should provide pedestrian connections which are:  
  - Safe, direct, attractive and which provide a line of sight from one end of the connection to another.  
  - Publicly accessible.  
  - At least 3-6 metres wide.  
  - Open to the sky or if enclosed at 7.6 metres.  
  - Flanked by active frontages. Existing lanes should not be covered. The pedestrian amenity of lanes which are primarily used for servicing and car parking, should be improved through the use of materials, lighting and designated areas for pedestrians and vehicles. **Buildings and works adjoining lanes** The design and management of access and loading areas along lanes should not impede pedestrian movement. New development should respond to the fine grain pattern, vertical articulation and division of building frontages where this forms part of the lane way character. New development along lanes should provide highly articulated and well detailed facades that create visual interest.
Weather Protection

To promote pedestrian amenity.
To ensure built form does not increase the level of wind at ground level and that buildings are designed to minimise any adverse effect on pedestrian comfort.

<table>
<thead>
<tr>
<th>Design Objective</th>
<th>Design Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>To protect pedestrians from the elements by providing shelter from the rain and sun, without causing detriment to building or streetscape integrity.</td>
<td>Buildings should include protection from the weather in the form of canopies, verandas and awnings.</td>
</tr>
<tr>
<td></td>
<td>The design, height, scale and detail of canopies, verandas and awnings:</td>
</tr>
<tr>
<td></td>
<td>• should be compatible with nearby buildings, streetscape and precinct character;</td>
</tr>
<tr>
<td></td>
<td>• may be partly or fully transparent to allow light penetration to the footpath and views back up the building façade;</td>
</tr>
<tr>
<td></td>
<td>• should be setback to accommodate existing street trees; and</td>
</tr>
<tr>
<td></td>
<td>• should be located so that verandah support posts are at least 2 metres from tree pits.</td>
</tr>
<tr>
<td></td>
<td>Protection need not be provided where it would interfere with the integrity or character of heritage buildings, heritage precincts or streetscapes and lanes.</td>
</tr>
<tr>
<td>The design of the building should minimise the potential for ground-level wind and any adverse effect on pedestrian comfort as follows:</td>
<td></td>
</tr>
<tr>
<td>• In the proposed activity nodes shown on Map 1 the peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.5° wind direction sector should not exceed 10 ms-1. This speed is generally acceptable for stationary, long term exposure (&gt;15 minutes); for instance, outdoor restaurants/cafes, theatres</td>
<td></td>
</tr>
<tr>
<td>• Along major pedestrian areas shown on Map 1 the peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.5° wind direction sector should not exceed 13 ms-1. This speed is generally acceptable for stationary, short term exposure (&lt;15 minutes); for instance, window shopping, standing or sitting in plazas;</td>
<td></td>
</tr>
<tr>
<td>• Along all other streets the peak gust speed during the hourly average with a probability of exceedence of 0.1% in any 22.5° wind direction sector should not exceed 16 ms-1 (which results in half the wind pressure of a 23ms-1 gust) which is generally acceptable for walking in urban and suburban areas.</td>
<td></td>
</tr>
<tr>
<td>Landscaping within the public realm should not be relied on to mitigate wind.</td>
<td></td>
</tr>
</tbody>
</table>
Figure 1

Provisions for Area 2 (Land adjoining DDO32)
Map 1 – Street Frontages
Attachment 7: NSW Apartment Design Guide Part 2 Excerpts
Part 2
Developing the controls

2A Primary controls
2B Building envelopes
2C Building height
2D Floor space ratio
2E Building depth
2F Building separation
2G Street setbacks
2H Side and rear setbacks

This part explains the application of building envelopes and primary controls including building height, floor space ratio, building depth, separation and setbacks. It provides tools to support the strategic planning process when preparing planning controls.
Building separation is the distance measured between building envelopes or buildings. Separation between buildings contributes to the urban form of an area and the amenity within apartments and open space areas.

Amenity is improved through establishing minimum distances between apartments within the site, between apartments and non-residential uses and with boundaries to neighbours. Building separation ensures communal and private open spaces can have useable space with landscaping, deep soil and adequate sunlight and privacy. Within apartments, building separation assists with visual and acoustic privacy, outlook, natural ventilation and daylight access.

Building separation controls should be set in conjunction with height controls and controls for private/communal open space and visual and acoustic privacy.

Aims

- ensure that new development is scaled to support the desired future character with appropriate massing and spaces between buildings
- assist in providing residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook
- provide suitable areas for communal open spaces, deep soil zones and landscaping.

Figure 2F.1 Building separation is measured from the outer face of building envelopes which includes balconies

Figure 2F.2 In areas undergoing transition from low density to higher densities, minimum building separation distances may not be achieved until the area completes its transition
Considerations in setting building separation controls

<table>
<thead>
<tr>
<th>Building height</th>
<th>Separation distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 storeys and above</td>
<td>12-24m</td>
</tr>
<tr>
<td>Up to 8 storeys</td>
<td>9-18m</td>
</tr>
<tr>
<td>Up to 4 storeys</td>
<td>6-12m</td>
</tr>
</tbody>
</table>

How to measure building separation

Gallery access circulation areas should be treated as habitable space, with separation measured from the exterior edge of the circulation space.

When measuring the building separation between commercial and residential uses, consider office windows and balconies as habitable space and service and plant areas as non-habitable.

Where applying separation to buildings on adjoining sites, apply half the minimum separation distance measured to the boundary. This distributes the building separation equally between sites (consider relationship with section 3F Visual privacy).