30/09/2021
C308melb

SCHEDULE 1 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO1**.

URBAN DESIGN IN CENTRAL MELBOURNE

1.0 Design objectives

30/09/2021
C308melb

To ensure that all development achieves high quality urban design, architecture and landscape architecture.

To ensure that development integrates with, and makes a positive contribution to, its context, including the hierarchy of main streets, streets and laneways.

To ensure that development promotes a legible, walkable and attractive pedestrian environment.

To ensure that the internal layout including the layout of uses within a building has a strong relationship to the public realm.

To ensure that development provides a visually interesting, human scaled and safe edge to the public realm.

2.0 Buildings and works

05/10/2021
C418melb

2.1 Definitions

For the purpose of this schedule:

- **Average urban block length** means the average of opposite sides of an urban block measured between laneways, streets or safe and convenient 24 hour pedestrian connections that connects the two opposite sides.
- **Building services** includes areas used for the purposes of loading, waste management and electrical, communications, gas, water and fire prevention infrastructure.
- **Laneway** means a road reserve of a public highway 9 metres wide or less.
- **Main street** means a road reserve of a public highway more than 20 metres wide.
- **Pedestrian connection** means pedestrian only laneways (covered or open), arcades, through building connections and atria.
- **Publicly accessible private plaza** means an open to the sky privately owned space provided and maintained by the property owner for use by the public.
- **Sleeve** means to position active uses between large floorplate tenancies, carpark or service areas and the public realm to achieve an active and safe street edge.
- **Stationary activity** means activities by pedestrians that involve extended stays within a space, such as sitting and eating, rather than walking through.
- **Street** means a road reserve of a public highway more than 9 metres wide. It includes a Main street.

2.2 Buildings and works for which no permit is required

A permit is not required to:

- Construct a building or construct or carry out works to provide access for persons with disabilities that comply with all legislative requirements to the satisfaction of the responsible authority.
- 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 2017.*

- The development is exempt under Section 66 of the *Heritage Act 2017*.

- Construct a building or construct or carry out works 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*.
- Construct a building or construct or carry out works for Railway purposes.
- Construct a building or construct or carry out works for 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.
- Construct a building or construct or carry out works for information booths and kiosks required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Externally alter a building by making changes to the glazing of an existing window and the new/modified window has no more than 15 per cent reflectivity.

2.3 Requirements

Buildings and works:

- Must meet the Design objectives specified in this schedule.
- Must satisfy the Design outcomes specified for each relevant Design element.

A permit may be granted to vary a discretionary Design requirement expressed with the term 'should'.

A permit cannot be granted to vary a Design requirement expressed with the term 'must'.

A permit cannot be amended (unless the amendment does not increase the extent of non-compliance) for buildings and works that do not meet a Design requirement expressed with the term 'must'.

An application that does not meet a Design requirement must demonstrate how the development will achieve the relevant Design outcomes.

2.4 Urban structure

Urban Structure relates to the network of main streets, streets, laneways and open spaces which define the size and shape of urban blocks.

Design outcome	Design requirements
An urban block structure that: ▪ Is sufficiently fine grained to support walking as the primary mode of transport.	Where the average urban block length is greater than 100 metres, development should provide a new through-block pedestrian connection. In Southbank these pedestrian connections should be open to the sky. *Note: Urban blocks with an average length of more than 100 metres are identified on Map 1 to the Appendix of the Central Melbourne Design Guide.* Within 200 metres of a rail station, more frequent pedestrian connections should be provided to manage high pedestrian volumes. Where possible, pedestrian connections should be located less than 70 metres from the next intersection or pedestrian connection. Development with an abuttal to two or more streets or laneways should provide a pedestrian connection between those abuttals where this improves the walkability of the urban block.

Design outcome	Design requirements
A pedestrian network that: ▪ Reduces walking distances. ▪ Completes existing connections and laneways. ▪ Retains and improves existing connections. ▪ Provides partial connections which can be completed when adjacent site development occurs.	Where a development could deliver part of a pedestrian connection that is able to reduce the average urban block length to less than 100 metres, but does not extend the full depth of the block, the development should include a connection that can be completed when a connection is provided through an adjoining site. Where a development has the potential to achieve a through-block connection by extending an existing or proposed connection on an adjoining site, the development should provide for the completion of the through-block connection. Development should retain and improve the quality of existing pedestrian connections.
Pedestrian connections that are: ▪ High quality. ▪ Safe and attractive. ▪ Accessible by people of all abilities. ▪ Easily identified and legible. ▪ Designed to enable stationary activities.	Pedestrian connections that reduce (or when completed will reduce) an average urban block length to less than 100 metres should be: ▪ Open 24 hours a day. ▪ Open to the sky, an arcade or a through-building connection. Pedestrian connections should be: ▪ Direct, attractive, well-lit and provide a line of sight from one end to the other. ▪ Safe and free of entrapment spaces and areas with limited passive surveillance. ▪ Publicly accessible at ground level and appropriately secured by legal agreement. ▪ Lined by active frontages. Laneways should be: ▪ At least six metres wide. ▪ Laneways may be less than six metres wide where, either: – The laneway is the same width or wider than an existing laneway that it continues. – The laneway does not provide for vehicle access. Arcades should: ▪ Adopt vertical proportions with a height greater than the width. ▪ Be a minimum of two storeys in height. ▪ Incorporate high quality exterior grade materials and finishes to all surfaces including paving, walls, ceilings and lighting. ▪ Have highly legible entries including any doors or gates.

2.5 Site layout

Site layout refers to the arrangement of buildings and spaces, including the position of entries, building services and circulation cores and how these elements respond to and reinforce the character of streets and laneways.

Design outcomes	Design requirements
Site layout that: ▪ Reinforces the valued characteristics of streets and laneways. ▪ Delivers a well-defined public realm.	Building should be aligned to the street at ground level unless they provide for a plaza. Development should avoid narrow publicly accessible alcoves and recesses that lack a clear public purpose. Development should avoid entrapment areas and areas with limited passive surveillance. Development should cater for anticipated pedestrian volumes.
Plazas that: ▪ Are accessible to people of all abilities. ▪ Are safe and attractive. ▪ Deliver opportunities for stationary activity. ▪ Alleviate pedestrian congestion.	Plazas should: ▪ Be open to the sky. ▪ Be accessible to people of all abilities. ▪ Provide opportunities for stationary activity. ▪ Be lined with active frontages. ▪ Incorporate soft and hard landscaping elements. ▪ Have access to sunlight. Development should retain at least 50 per cent of any existing publicly accessible private plaza where: ▪ It is oriented to a main street or street. ▪ It helps reduce pedestrian congestion. ▪ A high quality space with opportunities for stationary activity can be achieved. Where a plaza contributes to the significance of a heritage place, retention of more than 50 per cent of the plaza may be required to conserve the heritage values of the place.
Vehicle entries that: ▪ Do not create traffic conflict. ▪ Do not undermine the attractiveness or safety of the pedestrian experience.	Vehicle access and loading bays: ▪ Should not be located on main streets. ▪ Should not be constructed on a traffic conflict frontage or in a lane leading off a traffic conflict frontage shown on Map 2. ▪ In the Retail Core Area – Schedule 2 to the Capital City Zone must not be constructed on a traffic conflict frontage shown on Map 2, or in a lane leading off a traffic conflict frontage. The location and width of car park entries should minimise the impacts on the pedestrian network.
Colonnades that: ▪ Are safe and attractive. ▪ Are accessible to people of all abilities.	Colonnades should: ▪ Adopt vertical proportions with a height greater than the width. ▪ Incorporate high quality design detail to all publicly visible planes and surfaces. ▪ Provide ground level spaces that are accessible to people of all abilities. ▪ Have a clear public purpose. ▪ Be well-lit and provide clear lines of sight from one end to another. ▪ Be safe and free of entrapment spaces and areas with limited passive surveillance.

2.6 Building mass

Building mass relates to the three dimensional form of a building, including its scale, height, proportions and composition.

Design outcomes	Design requirements
Building mass that: ▪ Distinguishes between different buildings where a development comprises multiple buildings. ▪ Respects the height, scale and proportions of adjoining heritage places or buildings within a Special Character Area. ▪ Reinforces the fine grain and visual interest of streetscapes. ▪ Maintains a diverse and interesting skyline through the design of roof profiles.	Development should adopt a diversity of forms, typologies and architectural language, within a cohesive design framework, on large site where a development comprises multiple buildings.
Street walls that: ▪ Adopt a variety of streetwall heights to reinforce the traditional fine grain, vertical rhythm and visual interest of streetscapes. ▪ Provide aesthetic interest to the public realm. ▪ Frame comfortable and attractive streets.	Street wall heights should be lower along laneways and streets less than 10 metres wide. Buildings with a street frontage greater than 25 metres in length should be broken into smaller vertical sections, with a range of parapet heights and rebates of sufficient depth to provide modulation in the street façade. Development should reinforce the ground floor and street wall as the dominant component within the Special Character Area through visually recessive upper level built form. Street wall heights, upper level setbacks and building separation should respond to the scale of adjacent heritage buildings. Transitions in height, scale or prominence to a heritage place should avoid relying solely on surface treatments or decorative effects.

2.7 Building program

Building program relates to the position and configuration of internal spaces to a building. This is a key urban design consideration due to the direct relationship of internal areas to the public realm.

Design outcomes	Design requirements
A building program that: ▪ Delivers safe and high quality interfaces between the public and private realm. ▪ Maximises activation of the public realm. ▪ Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. ▪ Allows for adaptation to other uses over time. ▪ Delivers internal common areas or podium-rooftop spaces that maximise passive surveillance and interaction with the public realm. ▪ Promotes a strong physical and visual relationship between any uses provided as part of a public benefit under the provisions of	Development should position active uses to address the public realm. Development should: ▪ Maximise the number of pedestrian building entries. ▪ Avoid long expanses of frontage without a building entry. Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street, laneway or pedestrian connection. Floor to ceiling heights should be a minimum of: ▪ 4.0 metres at ground level. ▪ 3.8 metres for levels two and three. ▪ 3.5 metres above level three and up to 20 metres.

Design outcomes	Design requirements
Schedule 1 to the Capital City Zone within the building, and the street.	Development should be designed so that any areas containing uses provided as part of a public benefit under the provisions of Schedule 1 to the Capital City Zone, are located in the lower levels of a building so that they have a direct visual and physical connection to the public realm. Development should be designed so that any areas containing new uses provided as part of a public benefit under the provisions of Schedule 1 to the Capital City Zone internal to a building co-located with adjacent public space or pedestrian connections. Ground floor tenancies should be configured so that they do not rely upon queuing within the public realm, except where this occurs on a pedestrian only laneway where this is the established character.
Building services that: ▪ Minimise impacts on the public realm. ▪ Maximise the quality and activation of the public realm. ▪ Do not dominate the pedestrian experience and are designed as an integrated design element. ▪ Provide waste collection facilities as an integrated part of the building design.	Ground floor building services, including waste, loading and parking access: ▪ Should be minimised. ▪ Must occupy less than 40 per cent of the ground floor area of the site area. Internal waste collection areas should be sleeved. Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels. Service cabinets should be located internally with loading, waste or parking areas where possible. Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm. Access doors to any waste, parking or loading area should: ▪ Be positioned no more than 500 millimetres from the street edge. ▪ Be designed as an integrated element of the building. Rooftop plant, services and antennae should be integrated into the overall building form.
Car parking that: ▪ Minimises the impact of car parking on the public realm.	In the Central City area shown in Map 1 to Schedule 1 to the Design and Development Overlay, all car parking must be located in a basement unless it is part of a development that removes existing open to sky at grade car parking. Car park ramps should be capable of removal for future adaptation. Avoid car parking entries on small sites, where they impact on the activation and safety of the public realm. Above ground car parking: ▪ Must be located on the first floor or above. ▪ Must be sleeved to streets. ▪ Should have a floor to ceiling height of at least 3.2 metres.

2.8 Public interfaces

Public interfaces relates to the boundary between a building and the public realm in main streets, streets, laneways and open spaces.

Design outcomes	Design requirements
Public interfaces that: ▪ Contribute to the use, activity, safety and interest of the public realm. ▪ Provide continuity of ground floor activity along streets and laneways. ▪ Allow unobstructed views through openings into the ground floor of buildings.	The following ground level frontage requirements should be met for development in General Development Areas and laneways in Special Character Areas, and must be met for development in streets in Special Character Areas: ▪ At least 80 per cent of the combined length of the ground level interfaces of a building to streets and laneways are an entry or window. This measurement excludes: – Stall-risers to a height of 700mm. – Pilasters. – Window and door frames. ▪ Windows that have clear glazing without stickers or paint that obscures views. The ground level frontage requirements do not apply to the development of a building in a heritage overlay or heritage graded building. Development of a building in a heritage overlay or a heritage graded building should not reduce compliance with the public interface design outcomes. Security grills or mesh should: ▪ Be transparent. ▪ Not block views into tenancies at night. ▪ Be mounted internally to the shop windows. Avoid tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior. In flood prone areas or on sloping sites, a direct connection should be established at grade to usable space within ground level tenancies, with level transitions contained within the building envelope. In flood prone areas, transitions in floor levels should not rely on external stairs, ramps or platform lifts which disconnect interior spaces from the public realm.
Facade projections and balconies that: ▪ Do not adversely impact the levels of daylight or views to the sky from a street or laneway. ▪ Do not obstruct the service functions of a street or laneway through adequate clearance heights. ▪ Add activity the public realm. ▪ Form part of a cohesive architectural response to the public realm.	Upper level projections and canopies should allow for the growth of existing and planned street trees. Upper level projections such as juliet balconies, adjustable screens or windows, cornices or other architectural features may project into streets or laneways: ▪ On main streets up to 600 mm. ▪ On streets and laneways up to 300 mm. On main streets, balconies associated with an active commercial use may project up to 1.6 metres from the facade or 800 mm from the back of kerb. Balcony projections should be at least 5 metres above any public space measured from ground level. Development should not include enclosed balconies or habitable floor space projecting over the public realm.

Design outcomes	Design requirements
	Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.
Weather protection that: ▪ Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. ▪ Uses canopies that are functional, of high quality design, and contribute to the human scale of the street.	Development should include continuous weather protection along main streets except where a heritage place warrants an alternative approach. Weather protection canopies should: ▪ Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit. ▪ Provide for exposure to winter sun and shelter from summer sun. ▪ Not enclose more than one third of the width of a laneway. ▪ Display a high design standard including material selection in the appearance of the soffit and fascia.

2.9 Design Detail

Design detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its architectural expression, materials and finishes.

Design outcomes	Design requirements
Exterior design that: ▪ Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. ▪ Is visually interesting when viewed up close and from a distance. ▪ Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. ▪ Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. ▪ Delivers high quality design on all visible sides of a building including rooftops, where visible from the public realm. ▪ At the ground level interface, provides visual connection between the public realm and interior spaces.	Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements. Street wall facades should avoid a predominately glazed appearance. Street wall facades should establish a balance of transparency and solidity. Facades should avoid the use of surfaces which cause unacceptable glare to the public realm. Materials should be durable, robust and low maintenance in the higher parts of a building. Blank walls that are visible from the public realm should be designed as an integrated component of the building composition. Materials should be natural, tactile and visually interesting at the lower levels near the public interface to reinforce a human scale. Ground level interfaces including shopfronts should provide thickness, depth and articulation and avoid long expanses of floor to ceiling glazing. Materials and finishes such as painted concrete or ventilation louvres should be avoided at the lower levels where they undermine the visually rich, tactile quality of streets and laneways. Service cabinets should not visually dominate street frontages and should use high quality materials.

2.10 Exemption from notice and review

An application for construction of a building or to 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.

3.0 Subdivision

30/09/2021
C308melb

No permit is required to subdivide land.

4.0 Signs

30/09/2021
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None specified.

5.0 Application requirements

30/09/2021
C308melb

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme, and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

- 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.
  - Provide elevations of the urban block within which a development is proposed to demonstrate the contribution to its context.
  - Explain how the proposed buildings and works relate to and respond to their urban context including:
    - Architectural elements and materials in the surrounding streetscape including any heritage elements.
    - The relationship between the proposal and adjacent buildings (including likely adjacent development envelopes) and open space.
    - Identify the key opportunities and constraints supporting the design response, including opportunities for new pedestrian connections.
- A design response that explains how the proposed design:
  - Addresses the Design requirements.
  - Will achieve the relevant Design outcomes if a Design requirement is not met.
  - Achieves a high quality design outcome.
- Photomontage studies of the proposal within its streetscape context from pedestrian eye level within the street (including relevant proposals and approvals).
- A 3D digital model of the proposed development and its immediate surrounds, as appropriate, in accordance with relevant City of Melbourne guidelines for buildings and works above 20 metres in height or the Department of Environment, Land, Water and Planning Advisory Note *3D Digital Modelling*, as applicable.
- Concept plans, elevations and section drawings (1:50 or 1:20) 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.

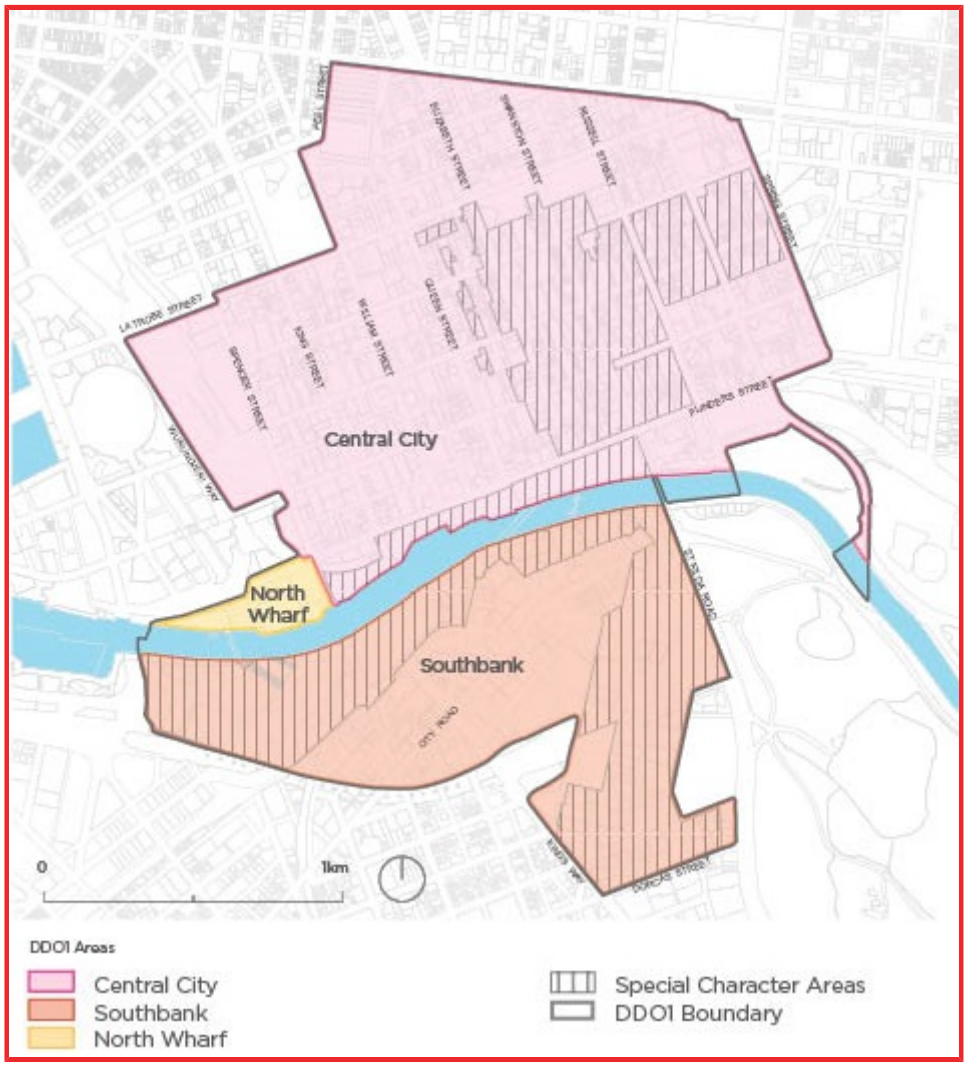
- A concept landscape plan for any publicly accessible podium and rooftop spaces detailing proposed hard and soft landscape elements, plant schedule, plant container details and maintenance and irrigation systems.
- Where car parking is proposed above ground level, a car parking adaptation strategy prepared by a qualified structural engineer or architect to demonstrate the capacity to adapt to alternate uses.

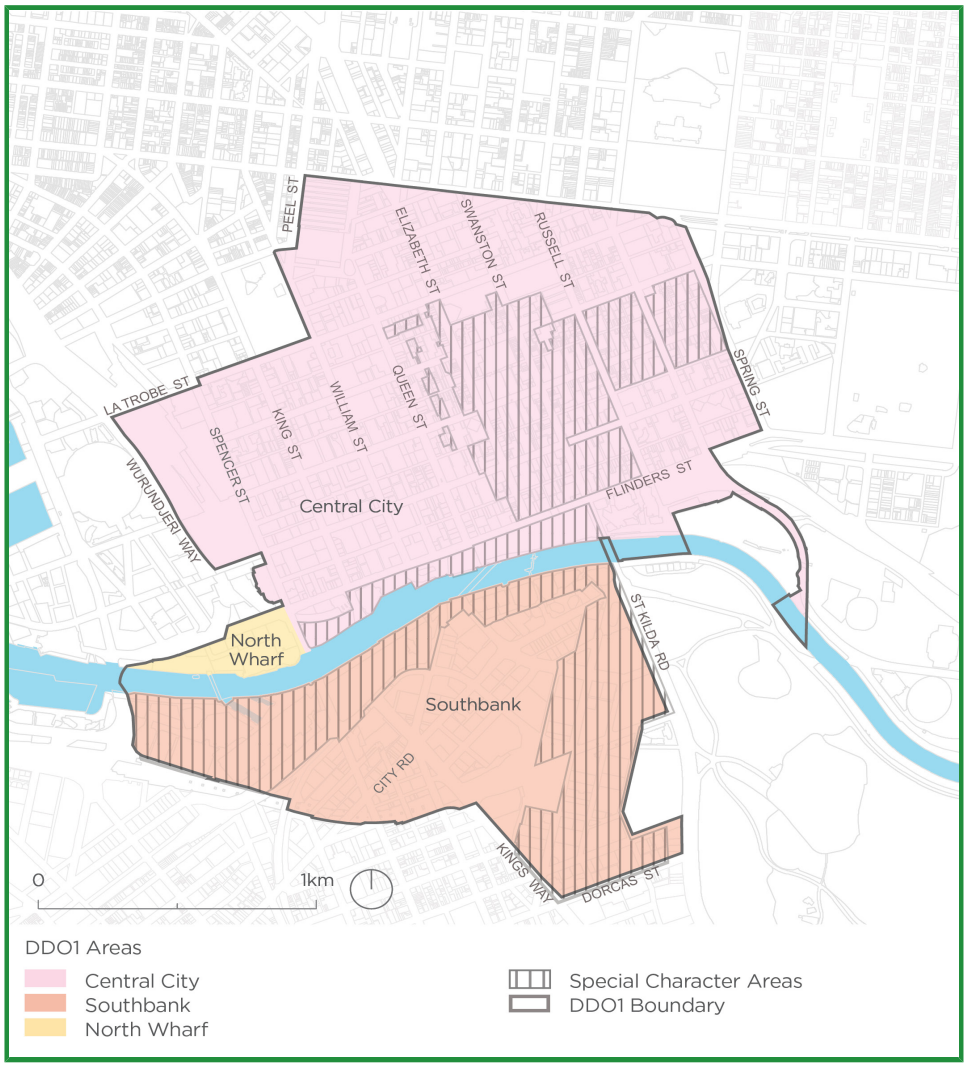
6.0 Decision guidelines

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None specified.

Map 1 to schedule 1 to the Design and Development Overlay: Areas referred to in the schedule




PEEL ST
ELIZABETH ST
SWANSTON ST
RUSSELL ST
SPRING ST
LA TROBE ST
KING ST
WILLIAM ST
QUEEN ST
SPENCER ST
WURUNDJERI WAY
Central City
FLINDERS ST
ST KILDA RD
North Wharf
Southbank
CITY RD
KINGS WAY
DORCAS ST
0
1km
DDO1 Areas
Central City
Southbank
North Wharf
Special Character Areas
DDO1 Boundary

Map 2 schedule 1 to the Design and Development Overlay: Traffic conflict frontages



Legend: Traffic conflict frontages shown in purple