

SCHEDULE 1 - TO THE DESIGN AND DEVELOPMENT OVERLAY

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

PORT MELBOURNE MIXED USE GROWTH AREA**1.0 Design objectives**

To protect and enhance the environment of the Port Melbourne foreshore as an important natural, recreational and tourism asset of metropolitan Melbourne.

To preserve solar access to the foreshore including associated bicycle and pedestrian paths, and to Bay Street and Rouse Street.

To achieve a built form that reflects existing characteristics of Port Melbourne, including the variety of three-dimensional forms and the complexity of the 'grain' of the urban fabric.

To ensure that ground floors of new developments at street level are easily accessible and relate well to the street.

To encourage pedestrian movement between Station Pier and Bay Street Shopping Centre by requiring flexible building layouts at ground level capable of accommodating a mixture of uses that will promote active street frontages.

To protect and enhance key views, in particular:

- From Station Pier and the Bay to the Melbourne Central Activities District;
- Along Bay Street towards the Melbourne Central Activities District and in the opposite direction towards Port Phillip Bay;
- Along Beach Street towards the foreshore in both directions;
- Along side streets towards Port Phillip Bay and local parks;
- Towards landmark buildings and structures on and adjacent to the foreshore, including piers, beacons, and monuments.

To ensure that new development on sites containing or adjacent to a Heritage Place is of a form and scale that is respectful of these heritage places.

To achieve a built form in DDO1-1 that complements the water edge environment, and a public domain attractive to people experiencing the area on foot, on bicycles and by means of other non-motorised forms of transport.

To segment the massing of built form on sites fronting Beach Street in the area between Post Office Place and Dow Street that is part of DDO1-1B.

To ensure that the design of built form in DDO1-4 responds to the significant areas of open space.

To ensure that the design and built form of new development will advance the relevant vision for each area as described in the Port Melbourne and Garden City Local Policy.

2.0 Buildings and Works

2.1 Site analysis and descriptive statement

An application for non-residential or multi-unit development not covered by The Good Design Guide for Medium Density Housing Revision No. 2, Department of Infrastructure, April 1998 must be accompanied by a Site Analysis and Descriptive Statement which addresses the matters set out in Clause 19.03-2 and this schedule, together with any additional relevant matters specified in the Port Phillip Design Manual.

2.2 Height

The preferred maximum building height is specified in the table to this schedule.

Except for architectural features in all areas except DDO1-5, or unless otherwise specified, a permit may not be granted to exceed the maximum building height specified in the table to this schedule.

2.3 Setbacks

Buildings and works should not be constructed within the Setback Distance from a Boundary shown in the table to this schedule, except for:

- Buildings and works on land containing a Significant or Contributory Heritage Place identified by the Port Phillip Heritage Review (1998) and included in the Heritage Overlay should not be constructed closer to the front boundary than any heritage building located on that land.
- Buildings and works on land adjoining a Significant or Contributory Heritage Place identified by the Port Phillip Heritage Review (1998) and included in the Heritage Overlay should not be constructed closer to the front boundary than any heritage building located on the adjoining land. If there is more than one adjoining heritage place the setback of any new buildings or works may:
 - * match the adjoining heritage building with the smallest front setback, or
 - * be no greater than the setback of the adjoining heritage building with the largest front setback.

Minor buildings and works, such as verandahs, architectural features, balconies, shelters, sunshades, art works, street furniture, fences, and also basements which do not project above ground level, may be constructed within the setback areas shown in the table to this schedule and specified above.

A permit may be granted to vary the setback distances shown in the table to this schedule and specified above if it can be demonstrated by the applicant to the satisfaction of the responsible authority that the development is consistent with the design objectives and outcomes of this Schedule and achieves an excellent design outcome.

2.4 Overshadowing

All buildings and works should be designed to avoid casting shadows beyond:

- the kerblines on the southern side of the road reserve adjoining the Port Phillip Bay foreshore after 10:00 AM on 22 June (the winter solstice).
- the kerblines on the southern-eastern side of Bay Street between the hours of 11:00 AM and 2:00 PM on 22 June (the winter solstice).

- the kerbline on the south-western side of Rouse Street between the hours of 11.00 AM and 2.00 PM on 22 June (the winter solstice).

2.5 Reconstructed or replacement buildings

A permit may be granted to replace a building or works existing on the approval date but which does not meet the height or setback requirements of the table to this schedule if:

- the responsible authority is satisfied that an increased height or reduced setback improves the amenity and enhances the urban character of the area.
- the building or works is no higher than the building being replaced.
- the building or works is to be constructed no closer to a boundary than the building being replaced.

2.6 Building design

New buildings, and alterations and additions to existing buildings should be designed in accordance with the relevant requirements of the Port Phillip Design Manual (Version 2 - 1999) and should include the following features, as appropriate:

- In all areas, the design of buildings should:
 - * be sympathetic to the scale and form of a Significant or Contributory Heritage Place identified by the Port Phillip Heritage Review (1998) and included in the Heritage Overlay that is located on the same site, or on adjoining or nearby sites.
 - * provide direct access from the footpath with minimal change of level.
 - * incorporate provision for visual 'interaction' between ground floor activity and pedestrians.
 - * avoid half-basement or ground floor car parks at a street frontage.
- In all areas except DDO1-4 and DDO1-5, the floor to ceiling heights at ground floor should be a minimum of 4.5 metres or capable of accommodating a future change of use to retail or entertainment.
- The design of lower levels (ground to second or third storey) should integrate successfully with (and could interpret) traditional building forms in Port Melbourne by including:
 - * a predominantly masonry style with 'punched' openings and articulated wall surfaces.
 - * in DDO1-1, the provision of weather protection for pedestrians in Beach Street.
- The design of buildings above three storeys should be in a contrasting, 'lighter' style of design, including:
 - * a stepping back of upper levels on frontages to all street frontages and lanes.
 - * heavier articulation in plan form and massing, and in front and side elevations to provide a varied skyline and avoid monolithic tower or slab-block forms.
 - * In DDO1-1A, DDO1-1B, and DDO-2A, gaps to allow views of the CBD from Station Pier and the Bay.
- In DDO1-1B, there should be one substantial inset of the elevation to a depth of 20 metres at the Beach Street frontage.

- In DDO1-4, buildings are to be designed to front onto areas of open space, and to complement open space areas in massing, design and landscaping.

3.0 Decision Guidelines

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

- Whether the development has been designed in accordance with the Port Phillip Design Manual (Version 2 - 1999).
- The design objectives of this Schedule.
- The Port Melbourne and Garden City Local Policy and, in particular, whether the design and built form of the development will advance the relevant Vision for the area as described in Section 22.01-3.2 or 22.01-4.2 of this Policy.

4.0 Expiry

This Schedule does not apply after 31 December 2000.

Table to Schedule 1

AREA	DISTANCE FROM BOUNDARY	PREFERRED MAXIMUM BUILDING HEIGHT**	MAXIMUM BUILDING HEIGHT	OUTCOME
DDO1-1A (Beach Street between Princes and Nott Streets)	Less than 5 metres from any road boundary	10.5 metres (three storeys)	25.5 metres (eight storeys)	To ensure that development responds to the traditional low rise, hard edged, 'solid' character of the area's built form.
	5 metres or more from any road boundary	19.5 metres (six storeys)	25.5 metres (eight storeys)	To allow for higher development similar in massing to more recent developments, without interrupting views of the CBD from Station Pier and the Bay or dominating the lower scale setting of the remainder of Beach Street. To preserve solar access to the foreshore including associated bicycle and pedestrian paths.

DDO1-1B (Beach Street between Nott and Dow Streets)	Less than 5 metres from any road boundary	10.5 metres (three storeys)	13.5 metres (four storeys)	To ensure that development responds to the traditional low rise, hard edged, 'solid' character of the area's built form.
	5 metres or more from any road boundary	13.5 metres (four storeys)	13.5 metres (four storeys)	To maintain an open view of sky when looking towards the Bay from Bay Street at its intersection with Rouse Street by ensuring that new development is not visible above the roofline of any building fronting Bay Street between Rouse and Beach Streets when viewed from a point located 1.5m above ground level at the centre of Bay Street and in line with the property frontages on the north side of Rouse Street. To preserve solar access to the foreshore including associated bicycle and pedestrian paths, and to Bay Street.
DDO1-1C (Beach Street between Dow and Johnston Streets)	Less than 5 metres from any road boundary	10.5 metres (three storeys)	13.5 metres (four storeys)	To ensure that development responds to the traditional low rise, hard edged, 'solid' character of the area's built form.
	5 metres or more from any road boundary	13.5 metres (four storeys)	13.5 metres (four storeys)	To expresses a gradual transition in scale from the comparatively taller development between Dow Street and Esplanade East, and the low scale residential area that begins at Johnston Street To preserve solar access to the foreshore including associated bicycle and pedestrian paths

DDO1-2A (Rouse Street except for view cone)	Less than 5 metres from any road boundary	10.5 metres (three storeys)	19.5 metres (six storeys)	To ensure that development responds to the traditional low rise, mixed character of the area's built form.
	5 metres or more from any road boundary	19.5 metres (six storeys)	19.5 metres (six storeys)	To allow for comparatively higher development without interrupting views of the CBD from Station Pier and the Bay or dominating the lower scale setting of the remainder of Rouse Street. To preserve solar access to the foreshore including associated bicycle and pedestrian paths, and to Bay Street and Rouse Street.

DDO1-2B (view cone)	Less than 5 metres from any road boundary	10.5 metres (three storeys)	13.5 metres (four storeys)	To ensure that development responds to the traditional low rise, mixed character of the area's built form.
	5 metres or more from any road boundary	13.5 metres (four storeys)	13.5 metres (four storeys)	<p>To maintain an open view of sky when looking towards the Bay from Bay Street at its intersection with Rouse Street by ensuring that new development is not visible above the roofline of any building fronting Bay Street between Rouse and Beach Streets when viewed from a point located 1.5m above ground level at the centre of Bay Street and in line with the property frontages on the north side of Rouse Street.</p> <p>To allow for slightly higher development without interrupting views of the CBD from Station Pier and the Bay or dominating the lower scale setting of the remainder of Rouse Street.</p> <p>To preserve solar access to the foreshore including associated bicycle and pedestrian paths, and to Bay Street and Rouse Street.</p>

DDO1-3 (Bay Street between Rouse and Graham Streets)	Less than 5 metres from any road boundary	10.5 metres (three storeys)	31.5 metres (10 storeys)	To ensure that development responds to the traditional low rise, mixed character of the area's built form.
	5 metres or more from any road boundary	19.5 metres (six storeys)	31.5 metres (10 storeys)	<p>To establish a transition point of comparatively higher development on Bay Street between the traditional low rise 'strip centre' built form of the Bay Street shopping centre and the low to medium rise block between Rouse Street and Beach Street.</p> <p>To allow for comparatively higher development similar in scale to the predominant buildings in Port Melbourne and Beacon Cove, without intruding into the open 'skyscape' that currently characterises Rouse Street and Bay Street.</p> <p>To preserve solar access to the foreshore including associated bicycle and pedestrian paths, and to Bay Street and Rouse Street.</p>

DDO1-4 (area generally between Rouse and Graham Streets including the former gasworks sites)	Less than 3 metres from any road boundary	No buildings and works to be constructed.	18 metres (six storeys)	To maintain a low pattern of built form with garden setback frontages
	Between 3 and 8 metres from any road boundary	9 metres (three storeys)	18 metres (six storeys)	To maintain a low pattern of built form with garden setback frontages
	8 metres or more from any road boundary	18 metres (six storeys)	18 metres (six storeys)	To create a high quality residential environment that is transitional in scale between the higher intensity of the other DDO1 areas, and the lower scale of existing residential areas
Area bounded by Pickles, Graham, Danks, and Foote Streets (being 2-34 Graham Street).	None specified	21 metres (seven storeys)	21 metres (seven storeys)	To ensure development is consistent with a decision made by Council relating to the redevelopment of the site.
DDO1-5 Beach Street between Johnston and Pickles Streets)	From the front boundary of the property up to 5 metres behind the front wall of the building	3 metres (one storey) plus roof	3 metres (one storey) plus roof	To ensure that development is consistent with the predominant single storey scale created by the heritage places in this area.
	5 metres or more behind the front wall of the building	6 metres (two storeys) plus roof	6 metres (two storeys) plus roof	