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## **SCHEDULE 23 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO23**.

### **1-7 WATERFRONT PLACE DESIGN AND DEVELOPMENT AREA**

#### **1.0**

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#### **Design Objectives**

##### **Theme A - 'engaging, accessible'**

- To increase pedestrian permeability and encourage movement through the site at ground level.
- To activate ground floor frontages by designing buildings that can accommodate a range of land uses that are appropriate to site interfaces.
- To reduce the dependence on cars as the primary mode of transport for residents and visitors.

##### **Theme B - 'responsive'**

- To meet the overshadowing controls are achieved if a marker or terminal vista is provided to the easternmost point of the site marking the entry to Beacon Cove when approaching the site from Beaconsfield Parade and Beach Street east of the site.
- To distribute building mass in a configuration appropriate to site interfaces and adjoining built form.
- To respond positively to the heritage Railway Station building.
- To respond positively to the wider maritime context and heritage of the locality.
- To positively address the adjoining streets and spaces of the public realm.
- To respond appropriately to significant views across the Port Melbourne waterfront.
- To ensure built form intended for residential uses (and other noise sensitive uses) in the vicinity of Port infrastructure includes appropriate acoustic measures to attenuate noise to a level suitable for living or sleeping.
- To achieve an appropriate balance of sunlight and shade in the public realm.
- To respond effectively to localised wind and other microclimate considerations.

##### **Theme C - 'mixed'**

- To design for a broad range of land uses within the development, especially at the lower floor levels.
- To configure ground floor frontages to respond to the varied site interfaces, allowing for appropriate land uses.
- To provide a built form that encourages residential diversity within the development.

##### **Theme D - 'contributory'**

- To increase pedestrian connectivity and access through the site.
- To ensure the site edges enhance the streetscape amenity.

- To incorporate locally-appropriate landscaping and planting within built form and public spaces on the site.
- To balance passive surveillance and activation with residential privacy and views, through façade and balcony design.

#### **Theme E - 'quality'**

- To respect and respond to the valued maritime heritage and character of the precinct, in the design of buildings and public spaces on the site.
- To deliver buildings which are highly responsive to localised climatic conditions of sea breezes, salty air, precipitation and solar orientation.
- To achieve architectural design excellence, through site-responsive, considered and refined design.

#### **Theme F - 'adaptable'**

- To provide for flexible spaces, capable of accommodating a broad range of household types and sizes, as well as home-working activities and other modes of occupation.
- To ensure that development at ground and upper levels is adaptable for a range of uses over time.

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#### **Buildings and works**

A permit cannot be granted for buildings and works exceeding the maximum height specified in this Schedule other than:

- Architectural features such as building services may exceed the maximum height by up to 4 metres providing they do not exceed 10% of the gross floor area of the top building level.

### **3.0**

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#### **Design Requirements**

#### **Theme A | 'engaging, accessible'**

#### **Design requirements A1: Pedestrian connections**

- Development of the site must provide a direct pedestrian laneway linking Beach Street and Waterfront Place, between the heritage Station building and new built form on the western edge of site.
- Building frontages to Waterfront Place must be set back 2m from the property boundary, to allow for widening of the footpath .
- Buildings located at the western boundary of the site must provide for a ground level east-west pedestrian access way that creates a visual connection between the tram stop, the central courtyard space and the north/south pedestrian laneway.
- Pedestrian linkages through the site must be designed so as to provide unrestricted access to the public on a 24-hour basis. They should be straight and direct, providing a clear line of sight through the walkways and must be a minimum of 5m in width.

A permit cannot be granted to vary any of these requirements.

### **Design requirements A2: Access**

- Built form should provide multiple pedestrian entries to all street frontages.
- Ground floor level of new built form should be at the same level as the outside ground level, or no more than 300mm higher, to allow easy transition between buildings and the abutting footpaths.
- Vehicle entrances, loading/deliveries area and utilities/infrastructure along the building frontage should be minimised, and, where provided these elements should be subtly integrated into the building façade.
- Vehicle access to any on-site car parking or loading bays should be from Beach Street and should allow for all turning movements to/from the vehicular entry to the site.
- Frontages to Beach Street, between the roundabout and north/south pedestrian link should be set back between 1m and 3m from the street frontage, to allow for a small ‘verandah’ or terrace space between the building frontage and the street boundary.

### **Design requirements A3: Public spaces**

- The layout of buildings on the site must provide for the creation of a ground level courtyard space.
- New public spaces must be open to the sky and visible from the surrounding streets, while being mindful of wind and other microclimate considerations. Spaces should be located and oriented to receive reasonable direct sunlight access.

A permit cannot be granted to vary any of these requirements.

- A small public space should be provided at the eastern ‘point’ of the site, close to the roundabout. This public space should be activated by public art or a small kiosk/pavilion building to define the site’s ‘point’ or edge to the roundabout.
- All public space should be within 0.5m of natural ground level.

### **Design requirements A4: Connections**

- Ground floor building frontages should be designed to maximise interaction between the buildings and the public realm.

## **Theme B | ‘responsive’**

### **Design requirements B1: Podium height and massing**

- As shown in Figure 1 to this Schedule, building height for the podium must not exceed 3 storeys and 12 metres .

A permit cannot be granted to vary this requirement.

- Massing and location of built form must generally be in accordance with Figure 1 of this Schedule.

### **Design requirements B2: Tower height, siting and massing**

- Development must not exceed a maximum height of 10 storeys and 35 metres (inclusive of the podium and exclusive of rooftop services).
- Development above 3 storeys (and 12 metres) must be set back a minimum of 8 metres in addition to any ground level setback.

A permit cannot be granted to vary any of these requirements.

- The maximum height and siting of any tower form must be generally in accordance with Figure 1 of this Schedule.
- Any tower form should use design techniques to avoid a monolithic or bulky appearance. This should include separation into two tower forms with an average separation of 10 metres.
- Adequate separation between towers must be provided to achieve visual privacy and sufficient daylight to habitable room windows, reduce visual dominance and building bulk, and ensure wind impacts are minimised.

### **Design requirements B3: Railway station interface**

- The scale and massing of any new development must be sensitive to the heritage rail station and must demonstrate minimal visual impact when viewed from the 109 tram terminus.
- The location and form of new buildings must reinforce the heritage rail station as a 'stand-alone' building and provide a clear separation in building mass.

A permit cannot be granted to vary any of these requirements.

### **Design requirements B4: Maritime heritage**

- Building design, materials and public art should reflect and respond to the maritime heritage and character of this location in a refined and authentic way, and avoid 'themed' or pastiche techniques.
- Public art must be integrated with new built form and public spaces on the site, to reflect and respond to the history, heritage and character of the location in accordance with Clause 22.06 of this planning scheme.

### **Design requirements B5: Activation and integration**

- Where car parking is contained within the podium levels, it must be sleeved with activated spaces or the facade designed with high quality architectural screening to completely disguise the car park use of the areas.

A permit cannot be granted to vary this requirement.

- The design of ground level frontages, including frontages to through site pedestrian links, should provide for activated frontages for at least 80% of frontages.
- Building design should incorporate weather protection for pedestrians on the Waterfront Place frontage.

### **Design requirements B6: Port Melbourne Waterfront**

- Built form massing should be configured to provide differing visual experiences when viewed from different locations in the Port Melbourne waterfront area. Development must demonstrate complexity, variation and layering of forms, rather than simplistic, bold or bulky forms. This may be achieved through the use of building stepping, recesses, and bends or folds in facades.

### **Design requirements B7: Station pier interface**

- Any development intended for residential or other sensitive uses must include acoustic protection for future occupiers and be designed and constructed to ensure noise levels do not exceed:
  - 30dBA in any bedrooms; and
  - 45 dBA in living areas,when the port facilities are in full operation.
- A report prepared by a suitably qualified acoustic specialist must be provided to demonstrate that this requirement has been achieved.

A permit cannot be granted to vary these requirements.

### **Design requirements B8: Sunlight and shadows**

- Development must not cast a shadow beyond the southern kerb line of Waterfront Place between the hours of 9:00am and 3:00pm at the September equinox.

A permit cannot be granted to vary this requirement.

- Development should minimise overshadowing beyond the southern kerb line of Waterfront Place between the hours of 9:00am and 3:00pm at the June solstice.
- Public spaces on the site should be located to maximise opportunities for optimal solar access.
- Buildings should be configured and designed to minimise negative amenity impacts of shadows on the public realm and other publicly accessible areas.
- Solar access to key building frontages should be maximised, such as areas identified for outdoor dining, community uses and residential outdoor spaces.
- Direct solar access to residential dwellings should be maximised.

### **Design requirements B9: Wind and microclimate**

- Building forms should be designed to minimise wind impacts on the public realm and other outdoor spaces. Enclosing publicly accessible spaces is an appropriate design solution to wind mitigation.

## **Theme C | 'mixed'**

### **Design requirements C1: Constructing flexible spaces**

- Development on the site should be designed to accommodate a broad range of land uses, including:
  - retail and food and beverage spaces
  - community uses, such as meeting rooms, gymnasium, childcare or other facilities
  - small commercial office/studio spaces
  - townhouses or home/office units
  - residential apartments
  - shared amenities
  - accessible green roof spaces.

### **Design requirements C2: Dwelling diversity**

- Any residential development must provide a mix of dwelling sizes, including 1, 2 and 3-4 bedroom dwellings, within the development to encourage a diversity of household types, including families.

A permit cannot be granted to vary this requirement.

### **Theme D | 'contributory'**

#### **Design requirements D1: Pedestrian safety**

- Built form at the laneway entrances should be sited to ensure clear and inviting view lines into laneway space.

#### **Design requirements D2: Streetscape**

- Built form must be set back a minimum of 2 metres from the property boundary at Waterfront Place to create a widened footpath.
- Built form to the western site boundary (adjacent to the historic rail station) must be configured to enable the creation of a widened pedestrian space running north- south.

A permit cannot be granted to vary any of these requirements.

- Building design and interface with Waterfront Place (the southern site boundary) should contribute to the public realm by creating an appropriately shaded, high quality, and activated streetscape.
- The pedestrian space to the western boundary is to be activated at ground floor and may enable intermittent service vehicle access to the rear of the historic rail station building. The pedestrian space should create a direct line of sight from Beach Street (north) to the Waterfront Place and the landscaped buffer of the Station Pier environs to the south.

#### **Design requirements D3: Greening buildings**

- Buildings should include façade planting or 'green walls' to enhance the appearance and thermal/water conservation performance of new buildings.
- Significant rooftop and/or podium spaces should incorporate appropriate landscaping/planting, that are visible from the street where possible.

#### **Design requirements D4: Balconies**

- Balconies may extend beyond the building line along the Waterfront Place frontage, if the ground floor is set back 2 metres from the site boundary.
- At the Beach Street frontage, balconies should be contained within the site boundaries. A permit cannot be granted to vary this requirement.
- Upper level balconies should not overhang or protrude more than 0.5 metre into new pedestrian laneways through the site.
- Balcony designs and profiles should help to add interest, detail and human scale to the facades.
- Balcony balustrades should provide for views out from internal spaces, as well as appropriate privacy for residents.

- Balconies and terraces on the lower 3-5 floor levels should contribute to opportunities for passive surveillance and visual interaction with the public realm.

### **Theme E | 'quality'**

#### **Design requirements E1: Local maritime feel**

- Built form should ensure the development is 'of' the locality and relates to its heritage, function and the complex nature of the site.
- Built form should respond to the maritime heritage and character of the area in a way that is subtle, refined and authentic.

### **Theme F | 'adaptable'**

#### **Design requirements F1: Adaptable floor plan**

- Development should provide dwelling layouts and spaces which are flexible and adaptable to accommodate changing needs and demographics over time.
- Development should ensure a mix of dwellings types and sizes are provided to accommodate a range of household types (singles, families, children, students, group share houses etc.) and to contribute to the creation of a diverse community.

#### **Design requirements F2: Flexible spaces**

- The size, area and shape, structural elements, access and delivery arrangements, and building services of ground floor spaces should be configured for adaptability.
- Floor-to-floor heights, floor levels and threshold details should be designed to allow for a range of uses over time.
- Any above ground car parking areas should be designed to be adaptable to other uses in the future, through the use of appropriate ceiling heights, the location of service equipment, access and structural configuration.

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### **Application Requirements**

Any development application must be accompanied by a comprehensive site analysis, urban context and design analysis report addressing the following matters, to the satisfaction of the Responsible Authority:

- form, massing, profile, material finishes and detailed design of the proposed building/s.
- an assessment of off-site impacts of the proposed building. This includes:
  - overshadowing and / or overlooking, in particular overshadowing of public spaces
  - and / or key pedestrian streets. A shadow assessment shall be provided to
  - demonstrate that any solar access objectives for the precinct will be met.
- impacts of the proposed building on views to and from the site, and any view line identified for protection within the activity centre.
- details of the overall site yield / floor space and an assessment of the effects on services, traffic generation and parking demand.
- an assessment of access to and circulation through / around the site for pedestrians, cyclists and vehicles.

- details of land use, including an assessment of how the proposed building engages with and contributes to the activity of the surrounding streets.
- how the proposed buildings and works achieve the Design Objectives and Requirements of this Schedule.
- for residential development, a report prepared by a suitably qualified acoustic specialist outlining appropriate measures to ensure noise levels in bedrooms do not exceed 30 dBA and 45 dBA in living areas when the port facilities are in operation.
- provide shadow diagrams demonstrating that proposed buildings comply with this Schedule.

## 6.0 Decision guidelines

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

- The Design Objectives of this Schedule.
- The Design Requirements of this Schedule
- The *Design Guidelines 1-7 Waterfront Place (City of Port Phillip 2014)*.
- Whether the proposed design or development is appropriate to the site by virtue of its proximity to the port.
- Whether the proposed design or development might impede the long term development and operation of the port.
- Whether the proposed design or development has the potential to expose people unnecessarily to any off-site impacts associated with the 24-hour, 7 day a week operation of the port.
- Whether the siting and design of the proposed development includes appropriate measures to ensure that the amenity of the proposed uses will not be impacted by off-site impacts associated with the 24-hour, 7 day a week operation of the port.
- Whether the proposal is compatible with the present and future operation of the commercial trading port as detailed in a port development strategy approved under the *Port Services Act 1995*.

## 7.0 References

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Design Guidelines 1-7 Waterfront Place (City of Port Phillip 2014).

Port Development Strategy 2035 Vision (Port of Melbourne Corporation 2009).

Figure 1

