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SCHEDULE 20 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO20**.

STATION ST FAIRFIELD – RESIDENTIAL GROWTH AREA

1.0

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Design objectives

General

- To encourage urban redevelopment that achieves higher densities in accordance with the objectives and vision of the Darebin Housing Strategy.
- To recognise the precinct as a corridor where urban renewal in the form of low rise apartments is underway, and to implement design controls to guide further development and better manage urban growth.
- To balance the development opportunities and discourage underdevelopment in a manner that retains the village scale in the locality and responds to sensitive interfaces.
- To encourage high quality development.
- To encourage built form to be focussed towards the Station Street frontage, to provide better amenity outcomes for adjoining residential interfaces.
- To provide an appropriate transition in scale and design to surrounding areas planned for less intensive development outcomes in General Residential and Neighbourhood Residential zones.
- To provide an appropriate transition in scale and design to adjoining lots with lesser development potential within the Residential Growth Zone.
- To ensure that development creates a consistent and activated high quality street edge.
- To facilitate a higher density form of housing sited within a garden setting.

Parking and Access

- To ensure development provides bicycle and vehicle parking and access conditions as per objectives and guidelines of Clause 22.06.
- To maximise the retention of existing on street car parking spaces where possible and avoid proliferation of vehicle crossovers.
- To create new laneway links in consolidated development to support alternative vehicle access and parking away.
- To minimise adverse impacts of development on local traffic conditions.

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Buildings and works

2.1

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Permit Requirement

A permit is not required:

- To construct or extend a single dwelling, or carry out works in association with the use of a single dwelling on a lot in excess of 300 square metres,

- Buildings and works associated with any existing and lawful non-residential use on the land.
- To construct or extend an out-building, garage, car port or other structure associated with a dwelling on a lot in excess of 300 square metres provided that it is set back front, side and rear boundaries in accordance with requirements of the zone.

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Application

The requirements below apply for multi-dwelling development and are in addition to the general built form objectives contained in the local policy: *Residential and Mixed Use Development* at Clause 22.06 and the *Residential Built Form Guidelines, 2014*.

Where the requirements of this Schedule conflict with and/or are inconsistent with the requirements of Clause 55, the requirements of this Schedule shall prevail.

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Fairfield Preferred Built Form Outcome

Three to four storey development is preferred along Station Street. Four storey development will only be supported on larger development sites and should comprise a robust three storey base with a recessive fourth level to achieve a massing outcome that complements the tree lined pedestrian environment.

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General Requirements

- Basement parking must not unreasonably limit opportunities for deep root planting on the site.
- New development should demonstrate how it will correspond to existing conditions (such as secluded private open spaces and habitable windows) on adjoining sites that are unlikely to be developed (e.g. strata titled lots).
- The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.
- Through orderly and functional siting and design new development should be oriented to maximise the quantity of dwellings overlooking the public realm and minimise the need for screening to habitable living rooms and private open spaces or balconies within the development.
- Development should provide for rooms with direct daylight access and avoid layouts which rely on daylight access through an adjacent room or deeply recessed window corridors designed in a 'battle-axe' configuration.
- A domestic design approach is encouraged and should comprise a balance of solid and void elements, embellished with architectural features such as balconies, fenestration, window sills, eaves and roof forms.
- The character of the area is eclectic with many textures and materials to draw from in new development. The materials palette should relate to the site context. Composite panelling or materials that are typical of commercial buildings are discouraged.
- Blank walls and high side fences should be avoided. Where a blank wall is proposed as an interim condition subject to future adjoining development, the colour, texture or finish of the wall should be designed to be attractive to passing pedestrians.

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Street Frontage

- Building mass should be directed towards street frontages.

- Ground floor units should provide an address to the front street.
- Pedestrian access points to different ground floor uses should be clearly defined and appropriately separated from residential uses.
- Pedestrian entries should be clearly visible from the public domain.

2.6 Building Height and Setback Requirements

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- Development should be set back from front and side boundaries in accordance with the requirements of the zone and to enable deep root planting where practicable.
- Buildings should be set back from rear boundaries in accordance with the requirements of the zone and the principles shown in Figures 1 and 2 below.

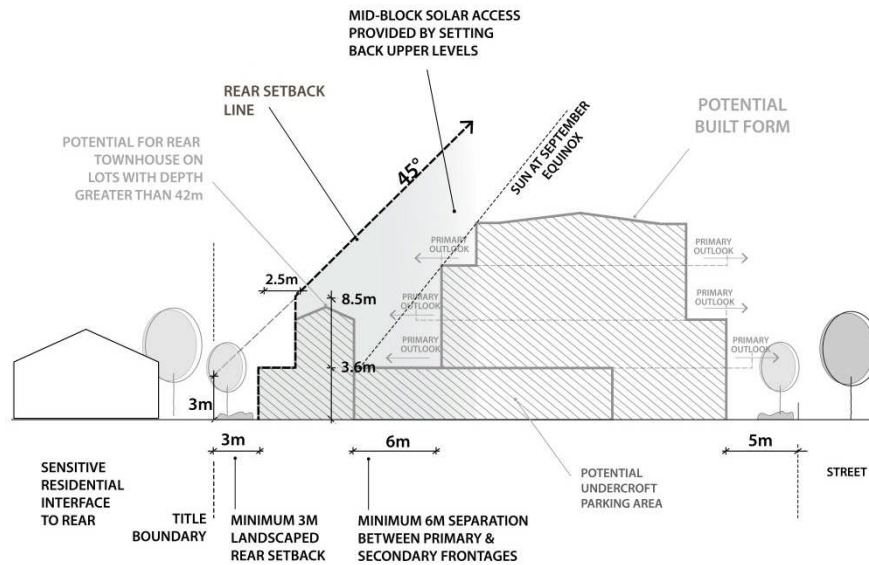


Figure 1: Rear Setback

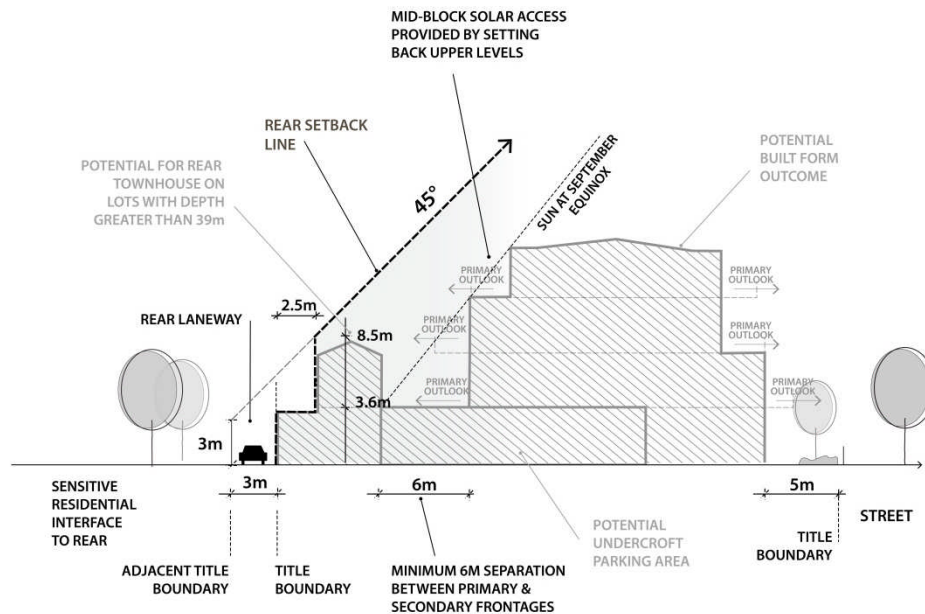


Figure 2: Rear setback with laneway interface

- Fixed external screens, balustrades, eaves, gutters, downpipes and other building appurtenances may protrude vertically into the rear setback envelope by up to 1 metre. Balconies, decks or terraces may not encroach into the rear setback envelope. Screening

on side boundaries with residential zones must comply with the requirements of Clause 55.04-1.

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Access and Parking

- Where practical, vehicle access should be created from side streets or rear laneways.
- In mid-block locations, lots should be consolidated with new crossovers limited to one double width crossover per development to maximise public safety, on-street parking and traffic flow.
- Developments should ensure that vehicles can enter and exit the site in a forward direction with provision for 'left in' and left out' turning movements.
- Under-croft or basement car parking is acceptable provided that these areas are concealed from the street.
- Under-croft arrangements should conceal vehicle parking behind ground floor development that is oriented towards the site frontage.
- Bicycle parking should be sited and designed to be convenient and easily accessible to the street.

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Subdivision

An application for subdivision must be accompanied by a planning permit application for a development proposal.

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Decision guidelines

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

- Whether the design objectives and buildings and works requirements of this schedule have been met.
- Whether the proposed development seeks to achieve the development outcomes encouraged through the Residential Built Form Design Guidelines, 2014.
- Whether the objectives and design guidelines of Clause 22.06 have been met, as appropriate.
- The extent to which a development has regard to the existing amenity of adjacent land that is unlikely to be developed in accordance with the objectives and guidelines of this schedule.
- The architectural quality and innovative response of the building design.
- Whether the development incorporates design measures to maximise rear setbacks from the secluded private open space of adjoining properties in the General Residential and Neighbourhood Residential zones.
- Whether the siting and design enables provision of an appropriate extent of landscaping.
- The quality of internal amenity of the proposed dwellings.
- The quality of the proposed streetscape design and how the interface of development contributes to creating a high quality pedestrian environment,
- The design and location of pedestrian and vehicular access and egress from the site.
- The extent to which the development minimises the impact of traffic and parking on the road network.

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Reference Documents

Darebin Housing Strategy 2013-2033, City of Darebin

Higher Density Residential Building Typologies September 2014

Residential Built Form Design Guidelines, 2014