

07/04/2016
C218

SCHEDULE 20 TO THE DESIGN AND DEVELOPMENT OVERLAY

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

HIGH STREET BOULEVARD (SHAMROCK STREET TO SHORT STREET), BENDIGO

1.0

Design objectives

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To promote High Street as a key boulevard entrance into central Bendigo that is characterised by an established avenue of street trees, the tramway and views to the Central Deborah Poppet Head and the Sacred Heart Cathedral, and is flanked by high quality mixed use development.

To encourage higher scale, well-designed development that promotes diversity in land uses fronting High Street, to reinforce and build on the boulevard character of the corridor.

To encourage lower scale (or transitional) development where a commercial site interfaces with a residential property or residential area, abuts a building with heritage significance, or provides protected views to the Central Deborah Poppet Head and Sacred Heart Cathedral.

To encourage active ground level street frontages along High Street and Short Street.

To provide car parking that has minimal visual impact on the streetscape.

To protect and enhance the avenue of street trees.

2.0

Buildings and works

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In addition to the permit exemptions at Clause 43.02-2 a permit is not required for:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.
- The construction or alteration of an outbuilding associated with an existing dwelling.
- The extension of an existing dwelling if the increase in floor area is less than 50 square metres and the front setback is not altered.

Building heights

New buildings and/or extensions to existing buildings should comply with the preferred maximum building heights specified in Table 1 (below) and shown in the Framework Plan.

Table 1 Building heights

| Area | Preferred height | Purpose |
|--------------|------------------|--|
| Medium scale | 14 metres | Buildings that reinforce the boulevard |

| Area | Preferred height | Purpose |
|------------------|------------------|---|
| | | character of High Street. |
| Low scale | 6 metres | Low rise buildings to protect views to the Central Deborah poppet head and Sacred Heart Cathedral on arrival to Bendigo |

A permit to exceed the preferred building height must be accompanied by a site analysis plan and a written urban context report documenting how the development will achieve the design objectives of this schedule.

Where the rear of a new development abuts a lower scale residential area, the building height should transition so as to not visually dominate, overshadow or overlook the residential area.

Building frontages and setbacks

New buildings and/or extensions to existing buildings should:

At ground level:

- Provide an active street frontage, particularly for sites fronting High Street and Short Street.
- Set buildings to the front boundary with no side setback unless a setback is required to protect the heritage place on the site or on an adjoining site.
- Avoid alcoves and recesses that may collect litter or be unsafe.
- Avoid side setbacks unless a pedestrian or service laneway is required.

At first floor level and above:

- Provide articulation and modelling of the façade which demonstrates a sympathetic and considered response to the scale, form and detailing of other buildings in the precinct, but particularly those adjoining and in immediate visual connection to the subject site.
- Where the rear or side of a building abuts a residential area, the building should be setback appropriately to respect the residential interface and protect the residential amenity of the adjoining place.

Vehicular movement and access

Vehicle access to High Street is limited and should be provided wherever possible via side streets, rear lanes or shared laneways.

Should vehicle access connect to High Street, the access should be designed so that vehicles can enter and exit the site in a forward direction to the satisfaction of the Roads Corporation.

The loading and unloading of commercial vehicles should be undertaken on the land and not on the road reserve. Loading and service vehicle access should be located and designed to avoid conflict with pedestrians and other vehicles, and to minimise visibility from the street.

Car parking

Car parking should not be a dominant feature and should generally be located at the rear of developments.

Multistorey developments should provide underground or basement car parking where possible to maximise useable floor space.

An application to provide ground level parking for a multistorey development must be accompanied by a site analysis plan and written report documenting why underground or basement car parking cannot be achieved, and how the development will achieve the design objectives of this schedule.

Exemption from notice and review

An application to subdivide land or 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. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre.

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Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 43.02-5, the responsible authority must consider, as appropriate:

- Whether the proposed buildings and works will achieve excellence in architecture and urban design.
- Whether any proposed buildings, works and subdivision will protect the development potential of nearby sites.
- Whether the proposed buildings and works is generally in accordance with the High Street Boulevard Framework Plan.
- The susceptibility of the development to flooding and flood damage.
- Any local floodplain development plan.
- Where relevant, any comments from the relevant floodplain management authority.
- The existing use and development of the land.
- The potential for contamination to have adverse effects on the environment and amenity, where the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel.

Figure 1 to Schedule 20 of Clause 43.02

High Street Boulevard Framework Plan

