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SCHEDULE 12 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO12**.

Highpoint Activity Centre

This schedule applies to precincts 1, 2 and 4 within the Highpoint Activity Centre, as shown on Map 1 – Highpoint Activity Centre Precincts

1.0

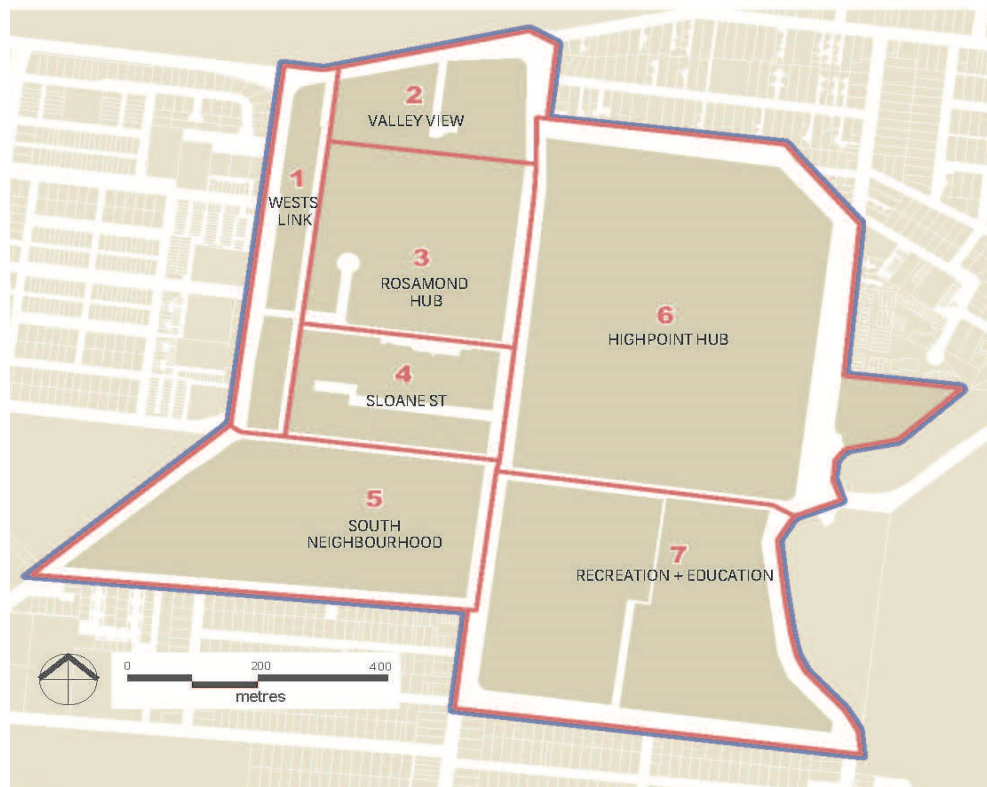
Design objectives

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Design objectives are:

- The objectives and strategies of the Highpoint Activity Centre local area policy at Clause 21.11-2.
- The specific precinct objectives listed in this Schedule.
- The objectives for preferred building heights in Table 1 of this Schedule.

Map 1 - Highpoint Activity Centre Precincts



Wests Link Precinct (Precinct 1) Objectives

To provide building design that provides passive surveillance of the tram corridor and its future uses and avoids blank walls.

To provide building walls that are set back from the Wests Road frontage at a similar distance to adjacent buildings.

Valley View Precinct (Precinct 2) Objectives

To encourage mixed use development in buildings that complement the slope south of Raleigh Road and enhance views into and from the activity centre.

To encourage retail frontages to Rosamond Road and avoid establishment of bulky goods retailing in this precinct.

To provide distinctive landscape edges and/or active frontages generally in accordance with Map 2.

To establish east-west and north-south pedestrian links and an extension of the existing vehicle link from Raleigh Road into Precinct 3 generally in accordance with Map 2.

Sloane Street Precinct (Precinct 4) Objectives

To encourage active frontages for buildings to Williamson Road to reflect its identity as a main street.

To facilitate widened footpaths and shared use paths along Williamson Road.

To facilitate higher built form along Rosamond Road in accordance with the height guidelines of this schedule.

To encourage site consolidation that will facilitate an integrated approach to built form outcomes.

To provide for courtyard and roof top gardens on large format retailing buildings that have residential above.

Table 1: Objectives of Preferred Building Heights

Description	Preferred Building Height	Objective
Low scale	3 storeys	To ensure development respects the low rise character of existing nearby areas
Moderate scale	3-6 storeys	To provide a transition between low scale buildings and the core of the centre, to ensure coherent human-scale streetscapes that support meaningful landscaping, and to provide high levels of amenity for building occupants
Higher scale in core	6-10 storeys	To facilitate increased opportunities for living and working in proximity to a range of facilities in mixed use buildings along main transport routes while maintaining a spacious feel, to provide coherent human-scale streetscapes, to maximise amenity for building occupants and opportunities for landscaping, and to limit development that would create unsustainable demand for parking and road space

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Application requirements

Unless with the written consent of the Responsible Authority, an application must include:

- A *Site Analysis and Design Response Report* which shows how the proposal responds to:
 - The Design Objectives and Design Requirements of this Schedule.

- Environmentally Sustainable Design best practice principles including those for building energy management, water conservation, construction materials, indoor environmental quality, waste management and use of landscaping (including roof or wall gardens) for climate control and reduction of heat islands.
 - Minimisation of wind effects from new buildings on the street and open spaces.
 - An acoustic report prepared by a suitably qualified person demonstrating how noise will be attenuated to reasonably protect the amenity of future residents, where applicable.
 - For development for residential use, the provision for a diversity of housing typologies and household sizes, including any opportunities for affordable housing.
 - Any conditions or requirements of a Certificate of Environmental Audit or a Statement of Environmental Audit prepared in accordance with Part IXD of the *Environment Protection Act 1970*.
- A *Transport Plan* which provides the following, as appropriate:
 - The likely traffic generation of the proposed development including results from traffic modelling showing the likely traffic impacts on surrounding sites, the broader road network and public transport services.
 - Details of any work that may be required to ensure traffic generation by the development does not unreasonably impact the road and public transport network.
 - The location of vehicle, bicycle and pedestrian paths in the vicinity of the development and movement network improvements for vehicles, bicycles and pedestrians that will result from the development.
 - Existing and proposed public transport routes and stops near the development.
 - Proposed car and bicycle parking rates and the location of on-site car and bicycle parking to be accommodated by the proposed development, including arrangements for managing any shared parking and for separating access to parking for different uses where applicable.
 - Details of connections to enable access to the site from existing or proposed roads.
 - The proposed street or laneway network within the site, including layout, proposed reservation widths, cross-sections and urban design treatments arranged so that the proposed internal vehicle network does not cause any unreasonable impact on the functionality of the site access points.

3.0 Design Requirements

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Building heights and setbacks

New buildings or extensions to existing buildings should comply with the preferred building heights as shown on Map 2 – Preferred Building Heights and Streetscape Treatments and specified in Table 2 – Street Wall Heights and Upper Level Setbacks.

Figure 1 illustrates the 10 metre setback from the street frontage for upper storeys (generally above 6 storeys), as set out in Table 2 – Street Wall Heights and Upper Level Setbacks.

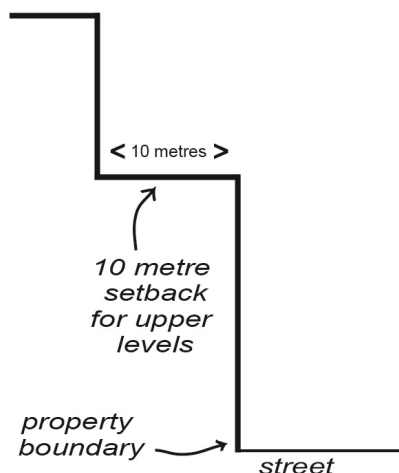
Map 2 - Preferred Building Heights and Streetscape Treatments



Table 2: Preferred Street Wall Heights and Upper Level Setbacks

Street	Preferred street wall height	Preferred minimum setback from property frontage for upper levels of buildings higher than the preferred street wall height
Any street at least 18 metres wide	6 storeys	10 metres
All other streets	Width of the road reserve	10 metres

Figure 1: Preferred Setbacks of Upper Levels of Building



Storeys of 6 metres or more in height from floor to ceiling are counted as two storeys.

Buildings should incorporate higher floor to ceiling levels at ground floors, of up to four metres, to allow for their adaptation to a range of uses.

At locations shown as suitable for prominent built form in Map 2 of this Schedule, increases in building heights at the frontage of 1-2 storeys above the surrounding preferred building heights may be considered.

Buildings should generally be built to the street frontage except in locations designated on Map 2 as *sensitive residential interfaces*, where a setback to accommodate a front garden should be provided.

Design of frontages and buildings

Buildings should be designed to preserve solar access to a minimum of one footpath between 11am and 2pm on 21 June along Rosamond Road between Williamson Road/Aquatic Drive and the Highpoint Ring Road, and between 10am to 3pm on 21 September on other streets

Development should comply with the streetscape treatments shown in Map 2 in respect of building frontage treatments, setbacks, landscaped or green wall edges and weather protection.

Development should avoid the creation of adverse wind conditions on all streets and in public open spaces.

Building setbacks should allow for sufficient space to accommodate potential pedestrian and vehicle network improvements at the indicative locations shown in Map 2 in this Schedule.

Buildings on street corners should present active frontages to both streets.

Upper levels of buildings that are setback from the street frontage should be visually complementary to lower levels of the building. Development more than 10 metres from the front setback line should not form a dominant element in the streetscape.

Commercial office, retail, or mixed-use and residential development should present active frontages at ground floor to streets and open spaces and maximise opportunities for passive surveillance. Blank walls are discouraged.

Mixed use developments that include residential uses should provide for safety and a sense of address for residents by separating entries to dwellings and residential car parking from entries to other uses where possible.

Retail uses, including bulky goods, should present an active edge to the street, with a clear glazed facade at ground level.

Building frontages intended for ground floor retail uses in pedestrian priority areas as indicated in Map 2 of this Schedule should incorporate weather protection over all adjoining footpaths for the full width of the property and continue any adjoining canopies.

Glazing on all external walls should be designed to reduce reflectivity on to streets and nearby buildings, so that it generally does not reflect more than 20% of visible light when measured at an angle of incidence normal to the glass surface.

Plant and equipment on tops of buildings should be integrated into the design and appropriately screened.

Visibility of on-site car parking from the public realm should be minimised. Upper level car parking should be wrapped with other uses where possible and open car parks at ground level should be avoided in new developments.

Interruptions to street frontages on key pedestrian routes by car park entries should be avoided.

Goods storage and loading bays should be located away from the public realm and should be appropriately screened.

Buildings should incorporate green walls and roof gardens where feasible.

An active frontage or alternative treatment may be included in place of a landscaped edge or green wall at the locations indicated in Map 2 provided it does not result in long or high blank facades to a street.

Public realm and movement

New development should enhance the quality of the public realm and promote inviting, pedestrian-friendly public spaces.

New development should facilitate the creation of safe and attractive pedestrian, cycle and vehicle links and access to the public transport network as shown at the indicative locations on Map 2 in this Schedule.

Adequate parking should be provided and opportunities for sharing of parking between complementary uses in associated ownerships should be maximised.

Internal amenity

Buildings should provide a high level of internal amenity for occupants.

Buildings should be spaced to equitably distribute access to daylight, sunlight and outlook for occupants of the building and nearby buildings, streets and paths, including taking into account the location of potential adjacent development.

Development should maximise internal spaces within lots to provide daylight and sunlight to habitable areas.

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Subdivision

Subdivision should facilitate the creation of open space and new roads and pedestrian/cycle links in accordance with the Highpoint Activity Centre local area policy at Clause 21.11-2.

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Decision Guidelines

Before deciding on an application, the Responsible Authority must consider, as appropriate, whether the proposal:

- Is consistent with the Highpoint Activity Centre local area policy at Clause 21.11-2.
- Meets the objectives and the design requirements of this Schedule.

- Achieves high architectural and urban design quality and amenity.
- Implements Environmentally Sustainable Design best practice.
- Makes a positive contribution to the public realm and to a well-connected pedestrian, cycle and vehicle network.
- Facilitates provision of walking, cycling and public transport connections and open space in accordance with the objectives and guidelines of Highpoint Activity Centre local area policy at Clause 21.11-2.
- Adequately addresses the projected traffic impacts of the development and provides for suitable locations for access points to and from the land.

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Reference Documents

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Highpoint Planning and Urban Design Framework (September 2015)