

06/12/2007
C42

SCHEDULE 9 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO9**

2- 6 & 8-10 WALTER STREET, HADFIELD also known as LOTS 1 & 2 on LP 208653K

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Design objectives

- To ensure that residential development is integrated throughout the overlay area and with the surrounding neighbourhood, by providing appropriate public vehicle, bicycle and pedestrian linkages.
- To provide for public pedestrian links from Middle Street through to Walter Street.
- To ensure that new development promotes a safe walkable environment.
- To ensure that new development responds positively to the neighbourhood character of the area.
- To ensure that development on the site incorporates environmentally sustainable design.

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Buildings and works

Environmental Sustainable Design of Dwellings and Other Buildings

Any new development on the site should, where appropriate, incorporate an environmental management plan that demonstrates how the development provides for environmentally sustainable design in the areas of:

- Passive solar design;
- Natural ventilation;
- Reduction of impervious surfaces;
- Stormwater reduction and management; and
- Orientation and layout of the development.

Building heights

The building heights of new development at the interface with the street and adjoining properties should respond to the predominant residential neighbourhood character.

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Subdivision

Vehicle and Pedestrian Access

The subdivision for the land must, where appropriate, make provision for:

- Public pedestrian access from Walter Street to Middle Street. Vehicle access may also be provided.
- Unless Lots 1 & 2 LP 208653k are consolidated and re-subdivided as a master-planned development, a public pedestrian link must be made between Lots 1 & 2 to facilitate access between Walter Street and Middle Street.

- Public pedestrian links must be designed to meet the relevant objectives of Element 5 of the “Safe Design Guidelines for Victoria”.
- Roads must be public and designed and constructed in accordance with Moreland City Council standards and make appropriate provision for two-way vehicular traffic, on street car parking (at a rate of 1 space for every two dwellings), safe pedestrian access for all, bicycles and street tree landscaping.
- Waste management trucks and street sweepers must be able to turn around at the end of each street.

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Decision Guidelines

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

- The extent to which the proposed development allows for the integrated development of land in the overlay area in accordance with the provisions of this overlay.
- The extent to which the proposed development improves the pedestrian environment and in particular whether the development provides opportunities for passive surveillance of public linkages throughout the development.
- The extent to which the development is consistent with any Council adopted neighbourhood character of the area.
- The overall environmental sustainability of the development, including any environmental management plan demonstrating how the development achieves environmentally sustainable design, in the areas of natural ventilation and cooling, reduction of impervious surfaces (including roof gardens), lot orientation and passive solar design, appropriate use of daylight and the retention of stormwater.

Reference Document

Safer Design Guidelines for Victoria, DSE, 2005