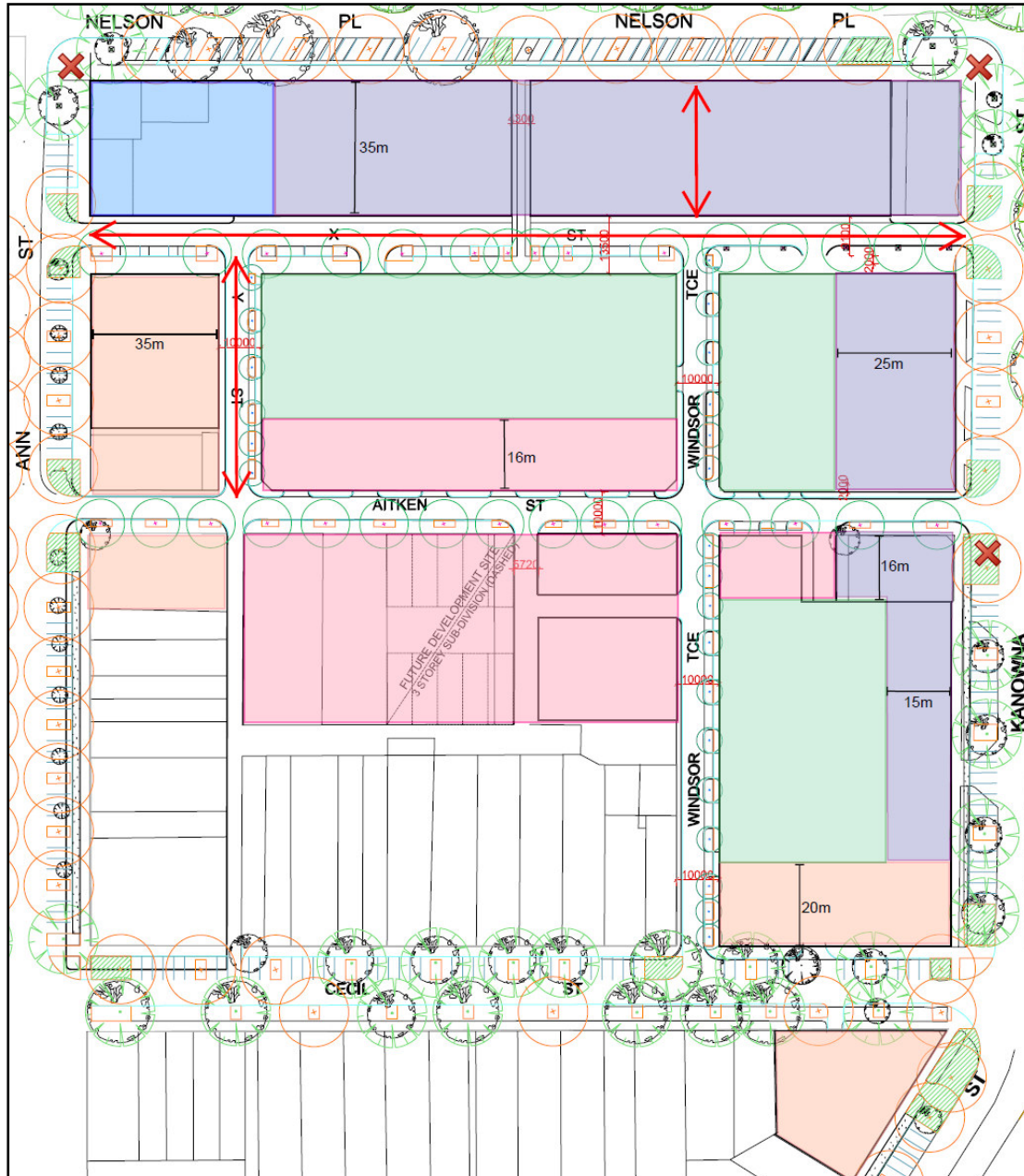


SCHEDULE XX TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDOXXX

PART PRECINCT 20 - FORMER PORT PHILLIP WOOLLEN MILLS AND SURROUNDS

1.0 Design and Development Plan



- | | | | | | | | |
|--|---------------------------------------|--|---|--|------------------------------------|--|--|
| | Pedestrian Activity/
Meeting Point | | Local Streetscapes
10m Building Height | | Urban Edges
13m Building Height | | Nelson/Ann Corner
19m Building Height |
| | New Streets | | Aitken Corridor
13m Building Height | | Central
25m Building Height | | |

2.0 Design Objectives

To encourage comprehensive urban renewal which delivers increased housing diversity, affordability and density within Williamstown.

To create a residential area which is contemporary in design and provides a transition from surrounding 19th Century residential areas.

To encourage development which achieves high quality urban design outcomes through provision of buildings of architectural excellence located in pleasant street environments.

To recognise the historic, environmental, conservation and recreation significance of the area.

To protect state-significant operations of the Williamstown Shipyard Site, the Gellibrand Tank Farm and the Port of Melbourne.

To preserve the foreshore reserve and significant public open spaces including the Point Gellibrand Coastal Heritage Park.

To maintain and enhance key views and vistas.

To ensure that the height, scale, bulk and setback of new development is respectful of the context of the area.

To ensure that any buildings that are used for residential and other noise sensitive uses are appropriately designed with noise attenuation measures.

To encourage adaptive re-use of heritage buildings.

To discourage development in the WorkSafe Planning Advisory Areas that attract or accommodate significant numbers of people and which cannot respond to an emergency.

3.0 Buildings and works

A permit is required to construct a building or to construct or carry out works.

Buildings and works must be in accordance with this schedule.

4.0 Building Height

A building must not be constructed to exceed the maximum height specified in the Table to this schedule.

The maximum building heights specified in the Table must not be varied by a permit.

The height of a building or works is the height measured at its highest point above the permanent footpath at the centre of the site frontage. If there is no footpath, the natural surface level at the centre of the site frontage is the base level.

5.0 Noise Attenuation

Any buildings, whether new, refurbished or converted, and used for residential and other noise sensitive uses must be designed and constructed to meet the requirements of SEPP N-1.

Prior to the commencement of a residential or other noise sensitive use, acoustic testing must be conducted by a qualified acoustic consultant. The testing must verify that the development complies with SEPP N-1.

6.0 Car Parking

Car parking is to be provided on-site in accordance with the following rates:

- One car parking space for each one and two bedroom dwelling; and
- Two car parking spaces for each three or more bedroom dwelling.

The maximum number of on-site car spaces to be provided should not exceed 10% of the number required in accordance with the above rates.

Each apartment building is to provide the required number of car spaces for the apartments in that building.

Bicycle spaces are to be provided in accordance with Clause 52.34-3.

7.0 Developer Contributions

An agreement pursuant to Section 173 of the Planning and Environment Act between the Developer and the City of Hobsons Bay must be entered into to provide:

- A community levy of a minimum of \$900 per dwelling;
- improvements to the local road and bicycle network;
- provision and improvements to existing footpaths;
- provision of public realm landscaping;
- improved pedestrian access to the Williamstown railway station;
- provision of a bus-stop shelter on bus route 471 in Ann Street adjacent to the site;
- provision of an on-site community meeting facility of at least 100m²;
- road signage; and
- any other item considered necessary.

8.0 Notice and review provisions

An application under any provision of this scheme 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.

Before deciding on an application, the Responsible Authority must seek the views of the following:

- The Design Review Panel established under Clause 9.0;
- Hobsons Bay City Council;
- the owner and occupier of the Williamstown Shipyard Site;
- the owner and occupier of the Gellibrand Tank Farm;
- the Port of Melbourne Corporation;
- Work Safe Victoria;
- the EPA; and
- owners and occupiers of adjoining/abutting land.

9.0 Design Review Panel

The Responsible Authority is to establish a Design Review Panel comprising the following persons:

- the State Architect (or nominee) who will Chair the Panel;

- proponent representatives (two architects/urban designers);
- Council representatives (two parties one of whom has expertise in urban design and/or architecture);
- community representatives (two parties one of whom has expertise in urban design and/or architecture); and
- DPCD representatives (two parties both of whom have expertise in urban design and/or architecture).

The application must be considered by a Design Review Panel

The Design Review Panel is to report to the Responsible Authority.

10.0 Application Requirements

An application must be accompanied by the following (as necessary);

- A detailed Urban Context analysis of the features of the land and its strategic planning context within metropolitan Melbourne and Williamstown.
- A Site Analysis report which demonstrates how the proposed buildings or works achieve each design objective or Built Form outcomes of the Table to this schedule.
- Plan(s) which provide;
 - Details of heights, setbacks, off-sets between buildings, pedestrian entry points and frontages of all buildings;
 - Areas of new public realm and streets;
 - Visual analysis of the proposed development;
 - Shadow diagrams for the September Equinox (22 September) between 9am and 3pm; and
 - Indicative staging plan.
- Specifications for development within the WorkSafe Planning Outer Advisory Area which detail measures to ensure the buildings can withstand overpressures of up to 6kPa.
- A Wind Report detailing potential impacts of the development on the public realm.
- An assessment of the impact of the development on the Cultural Heritage Significance of the site and surrounds.
- A report identifying the Environmentally Sustainable Design (ESD) features of the development.
- A Landscape Concept Plan showing public and private realm landscaping.
- An Integrated Transport Plan including a Green Travel Plan in accordance with Clause 52.36. The Plan must include a traffic impact analysis and a parking supply analysis.
- An Infrastructure Services Report identifying the improvements which are required to be made to the site and surrounding area.
- A Construction Management Plan.
- An Acoustic Report.
- An Emergency Evacuation Plan prepared in consultation with Council, Mobil, BAE, the Port of Melbourne Corporation and relevant emergency services agencies.

- A Coastal Hazard Vulnerability Assessment.

11.0 Decision guidelines

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

- Whether development is consistent with the design objectives and outcomes for each precinct as identified in the Table to this schedule.
- Whether the development displays excellence in architecture, design and built form.
- Whether the design enhances the public realm, maintains a human scale at the street edge and allows sunlight penetration to public and private spaces.
- Whether car parking areas are screened from view.
- The need for contributions to infrastructure improvements arising from the development.
- Whether the development addresses the heritage objectives and policies of Clause 22.01.
- Whether the development incorporates appropriate noise attenuation measures.
- Whether the buildings located within the WorkSafe Outer Planning Advisory Area can withstand overpressures of up to 6kPa.
- The views of the parties listed in Clause 8.

Table to Schedule

MAP AREA	MAXIMUM BUILDING HEIGHT	BUILT FORM OUTCOMES
A – LOCAL STREETSCAPES (Orange)	10 metres	<p>Development which responds to the predominant streetscape and built form character of Cecil and Ann Streets.</p> <p>A two storey street edge (up to 7 metres) on Cecil Street with recessed upper levels.</p> <p>A three storey street edge (10 metres) on Ann Street.</p> <p>Dwellings to have a frontage to Cecil and Ann Streets.</p> <p>Vehicle access from the rear of the site consistent with the existing dwellings on Cecil and Ann Streets.</p>
B – AITKEN CORRIDOR (Pink)	13 metres	<p>Development which provides an appropriate scale to the street edge along Aitken Street.</p> <p>A three storey street edge (up to 10 metres) with recessed upper levels setback 5 metres from the street.</p> <p>Development which provides an appropriate interface and sufficient setbacks to the existing residential area to the south.</p>
C – URBAN EDGES (Purple)	13 metres	<p>A hard urban edge to Nelson Place and Kanowna Street.</p> <p>A predominant building height of 10 metres up to a maximum of 13 metres to allow for varying façade and roof forms.</p> <p>Appropriate regard to the heritage characteristics of the former hotel on the corner of Kanowna and Aitken Streets.</p> <p>Dwellings which have a direct street address with pedestrian access at street level.</p> <p>Lower density residential development within the Planning Outer Advisory Area.</p> <p>Buildings in the WorkSafe Outer Planning Advisory Area that can withstand overpressures of up to 6kPa.</p>
D – NELSON/ANN CORNER (Blue)	19 metres	<p>A prominent building which provides emphasis to the corner of Nelson Place and Ann Street.</p> <p>A building which incorporates innovative façade articulation and limited sheer walls.</p>
E – CENTRAL (Green)	25 metres	<p>Higher development relative to the adjoining properties which does not dominate the scale and setting of the street and foreshore.</p> <p>Development which provides an appropriate scale to the street edge along Aitken Street.</p> <p>Buildings which are located outside the WorkSafe Planning Advisory Areas.</p> <p>Buildings which are oriented to the north to take advantage of the views and vistas of the Port Phillip Bay and City skyline.</p>
STREET	N/A	A new east-west road between Ann and Kanowna Street located

MAP AREA	MAXIMUM BUILDING HEIGHT	BUILT FORM OUTCOMES
SYSTEM		<p>approximately 35 metres south of Nelson Place.</p> <p>A new north-south road located approximately 35 metres east of Ann Street.</p> <p>A new north-south road which is an extension to the north of Windsor Terrace up to Nelson Place.</p> <p>Streets and accesways which are landscaped and provide through pubic access.</p> <p>A landscaped edge along Nelson Place to complement the established boulevard trees on the north side of Nelson Place.</p> <p>Public landscaping along the east side of Ann Street to complement the existing landscaping on the west side of Ann Street.</p> <p>Pedestrian footpaths and street landscaping on both side of Aitken Street.</p> <p>Central vehicle access points with limited individual access points directly from the street.</p>
PEDESTRIAN ACTIVITY/ MEETING POINT	N/A	<p>Formalised pedestrian meeting points though the provision of street furniture, public art, weather protection and public realm improvements.</p> <p>Development which provides active frontage and commercial opportunity to corners.</p>