

# DoncasterHill

STRATEGY OCTOBER 2002

Revised October 2004



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## Strategy Preface

This Strategy has been updated as a result of recommendations made by the Planning Panel appointed by the Minister for Planning to consider submissions with respect to Amendment C33 to the Manningham Planning Scheme. Amendment C33 (Part 1, gazetted on 26th February 2004) gives effect to the strategic intent of the Doncaster Hill Strategy (October 2002) by introducing the following provisions into the Manningham Planning Scheme:

- Clause 21.21 Doncaster Hill Activity Centre into the Municipal Strategic Statement;
- Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy; and
- Schedule 6 to the Design & Development Overlay – Doncaster Hill Activity Centre (DDO6).

The revisions to this Strategy are of a minor nature and further clarify the objectives of the Doncaster Hill vision, as well as ensure consistency with the existing provisions specified for the Doncaster Hill Activity Centre in the Manningham Planning Scheme. The Doncaster Hill Strategy (October 2002 revised October 2004) should be read in conjunction with the provisions in the Manningham Planning Scheme, and remains the background reference document to these provisions. The requirements of the Manningham Planning Scheme take precedence over this document. The Manningham Planning Scheme will be used to determine all planning permits lodged within Doncaster Hill. The Addendum to this document includes the list of changes made.

## Executive Summary

The Doncaster Hill Strategy provides an integrated planning response to the social, economic and environmental issues facing the Doncaster Hill Activity Centre. Specifically, it provides a strategic framework that addresses the pattern of future land use and development in the Doncaster Hill Activity Centre, particularly in relation to built form and the factors that influence it. The municipality's Regional Activity Centre is the location of the 58 hectare Strategy area in the heart of Doncaster.

The Strategy provides a framework so that existing serviced land and infrastructure may be more adequately developed and used to promote balanced, healthy and sustainable growth of the municipality's regional Activity Centre. The Strategy also provides a framework to cater for the future housing needs of the municipality by providing greater diversity of dwelling and tenure types. The Strategy reinforces Doncaster Hill's role and potential as the urban heart of Manningham, the focal point for residential, commercial and community uses that intensify activity and support a vibrant and viable urban centre.

The Strategy promotes land-use patterns that minimise transport demands, promotes sustainable development and enhances urban spaces. ESD, appropriate urban density and mixed land-use guidelines are of prime importance and form the basis of this Strategy. The Strategy requires ESD initiatives be integrated with the design process, incorporating current best practice, emerging technology and continuous innovation to ensure the successful development of a sustainable urban village.

The Strategy provides a framework that benefits the whole community and region through the development of a healthy, vital community, environment and economy. The Strategy facilitates the creation of a better place to live, visit and work for all our present and future citizens.

The aim of the Doncaster Hill Strategy is to:

- provide a framework for the coordinated and successful development of Doncaster Hill, a 21st Century Sustainable Urban Village, as the regional focus for a diversity of high-density residential living, commercial, office, community and entertainment activities;
- set a mandate for sustainable land use planning, setting high urban design, environmental, social and economic standards for development in the Strategy area; and
- set out the requirements for development in Doncaster Hill to direct and guide private and public sector development.

The Doncaster Hill Strategy has been prepared by Manningham City Council. In January 2001, Council appointed a consultant team of MacroPlan Australia Pty Ltd, Greg Tucker and Associates and Cox Sanderson Ness to work with Council. The project team set out to define objectives and guidelines for the strategic development of Doncaster Hill based upon an analysis of opportunities and constraints offered by this unique area. The project team has undertaken a structured process of analysis and benchmarking to develop the requirements now formalised in this document. The project team's tasks incorporated a comprehensive data gathering and case study development process for the Strategy preparation. Specific tasks undertaken included a detailed site analysis, urban character studies, aerial photography, macro and micro urban design analysis, market research, individual urban design case studies and triple bottom line research.

## Structure of the Strategy

This Strategy document is structured in four parts. To ensure that social, environmental and economic considerations are purposefully integrated into Doncaster Hill, all new development will be assessed against the objectives and requirements specified in Part A, B, C and D of this document.

### **PART A – Doncaster Hill Strategy Vision, Strategic Context and Objectives**

Part A of the Strategy provides the strategic context for the Doncaster Hill Strategy, the Strategy Vision and specific Strategy Objectives.

### **PART B – Development Application Requirements**

Part B sets in place the development application requirements for proposals within the Doncaster Hill Strategy area. This includes the assessment process for planning permit applications and an introduction to the Sustainable Design Taskforce, an advisory panel authorised to provide advice to Manningham City Council. Part B assessment requirements facilitate built environment excellence through a comprehensive and consultative process.

### **PART C – Ecologically Sustainable Development (ESD) Requirements**

Part C sets in place a series of ecologically sustainable principles and requirements that are to be adhered to by all development within Doncaster Hill. New development within Doncaster Hill presents a valuable opportunity to enhance aesthetics, comfort and resource efficiency through the application of a best practice urban and environmental design approach.

### **PART D – Urban Design Requirements**

Part D of the Strategy outlines precinct-specific urban design and other requirements that will highlight the particular qualities and opportunities afforded by different areas within Doncaster Hill. This focus on place making will underpin the development of a diverse and lively mix of clearly differentiated urban environments across Doncaster Hill. As a framework for the appropriate mix of functions, density and local character, a series of eight easily identifiable precincts has been created. As well as addressing broader ESD requirements, each of these precincts has a unique set of stated design objectives and a set of design guidelines defining the desired outcomes. General guidelines relating to building height, signage and advertising, landscape treatment and Boulevard character are also incorporated in Part D.

[www.doncasterhill.com](http://www.doncasterhill.com)

**DONCASTER HILL**

**Manningham City Council**

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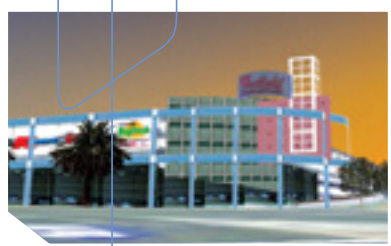
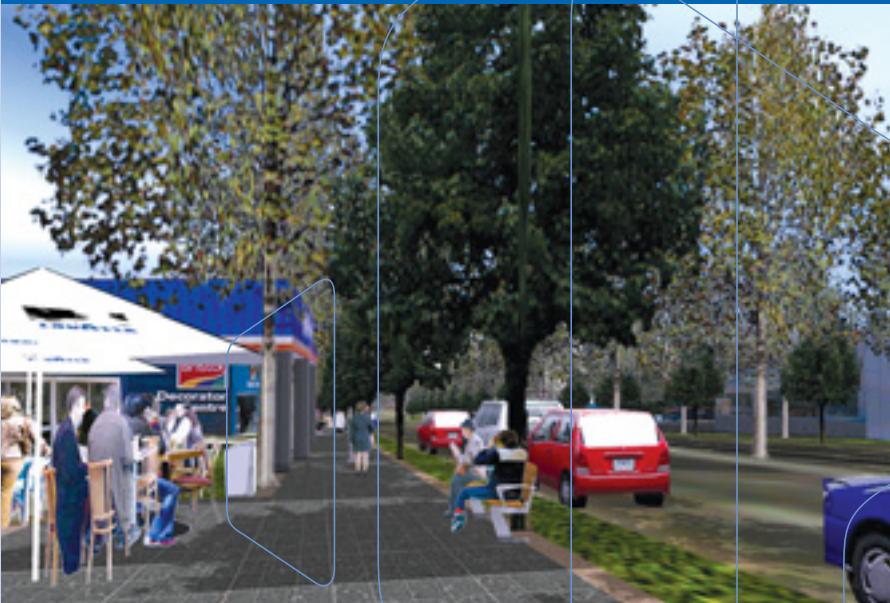
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# Part A ::

**DONCASTER HILL VISION,  
STRATEGIC CONTEXT & OBJECTIVES**

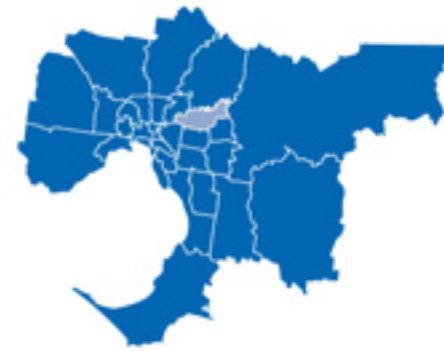


## The Doncaster Hill Activity Centre

Doncaster Hill is a 58-hectare area located in Doncaster stretching along the major corridors of Doncaster Road, Williamsons Road and Tram Road. It is located approximately 12 kilometres from the Melbourne Central Business District and is one of the highest points in Melbourne (highest natural elevation of 127 metres) showcasing views of the Dandenongs, Kinglake Ranges and the panoramic Melbourne City skyline.

The Doncaster Hill Activity Centre area is regarded as a prime location for redevelopment based on topographic features and existing physical and community infrastructure assets that includes:

- Doncaster Westfield Shoppingtown regional Shopping Centre featuring a major bus interchange, regional library, Westfield Tower Offices and Village Cinemas;
- Municipal Offices including the Manningham Function Centre and Gallery;
- Doncaster Playhouse;
- Doncaster Primary School;
- maternal and child health care, child care and pre-school facilities;
- recreational facilities including Doncaster Bowling Club, Schramms Reserve and Badminton Court;
- Shoppingtown Hotel;
- a multitude of community organisations, services and clubs;
- Church of Christ and Pilgrim Uniting Church;
- offices, showrooms, factories, restaurants and retail premises;
- Sovereign Point and The Crest Apartments (existing high rise residential tower developments); and
- detached housing and medium density residential development.



The location of the Doncaster Hill Activity Centre is shown on Maps 1 & 2 above:

Map 1: Manningham City Council –

Map 2: Doncaster Hill Activity Centre, Doncaster Melbourne's Eastern Region

## Doncaster Hill Strategy Vision – The Sustainable Urban Village

The specific objectives and requirements outlined in this Strategy are drawn from the required elements for the new Sustainable Urban Village. The vision is based on:

- the urban village form;
- ecologically sustainable development (ESD) principles;
- land form guidelines;
- density guidelines;
- activated edges; and
- mixed use guidelines.

The Sustainable Urban Village is at the heart of the new vision for Doncaster Hill. The village will evolve from the significant infrastructure already in place, the outstanding topographical qualities of the site and the exceptional potential of the precinct for environmentally responsive development.

The new Sustainable Urban Village will incorporate the recognised agenda for quality urban living. The essential elements contained within the vision of an integrated urban environment for the Doncaster Hill Activity Centre include:

### **Viable Village**

Business strategy / Employment / Industry linkages  
Integrated live/work opportunities

### **Community Village**

People focused / Community services / Liveability /  
Pedestrian focused / Integrated transport linkages

### **Smart Village**

Education / Research / Innovation / Technology /  
Access to knowledge / Integrated education development

### **Diverse Village**

Diversity of program / Diversity of type / Diversity of design

### **Sustainable Village**

Environmental planning / Ongoing sustainability initiatives /  
Innovative design

### **Cultural Village**

Rich and varied cultural opportunities / Arts/Public art /  
Cultural heritage / Events / Sport and recreation

### **Attractive Village**

High quality urban design and amenity / Views & vistas /  
Open space & Parks / Active street frontages / Boulevard  
treatments / Landscape / Heritage / Pedestrian activity

The Doncaster Hill Strategy aims to create a ‘state of the art’, contemporary, sustainable, high-density, mixed-use village that enhances the social, environmental, economic and cultural elements of the region. Based on a triple bottom line approach, Doncaster Hill aims to promote positive economic, environmental and social performance over the long term. Doncaster Hill will be a 21st century urban village for 8,300 residents and provide 10,000 employment opportunities by 2020. With 4,080 new residences and an additional 20,000m<sup>2</sup> of commercial/office floorspace and 10,000 m<sup>2</sup> retail floorspace (excluding Westfield Shoppingtown expansion), Doncaster Hill will become a key destination in Melbourne’s east.

The planned contemporary redevelopment of the area is aimed at providing new high-density housing choices for residents in eastern metropolitan Melbourne with access to top class public transport, entertainment, retail, commercial, community and cultural facilities. A major focus of Doncaster Hill is the provision of housing choice including apartment living for the people of Manningham. Apartment living in Doncaster Hill aims to appeal to retirees, empty nesters, young professionals, families, single persons of all ages and others wishing to enjoy the benefits of an urban village lifestyle. Importantly, a key direction of the Strategy is to ensure high standards of accessibility to create enabling and supportive environments so that no user is excluded by

unnecessary barriers (including housing, buildings, streets, outdoor environments and transport services). The design/development approach in Doncaster Hill will benefit the whole community, through the application of standards, which will facilitate non-handicapping environments.

The co-location of residents with work, requires a sustainable transport future that includes changing people’s travel behaviour by encouraging increased public transport use and reduced levels of car dependency. Doncaster Hill aims to be pedestrian in nature with tree-lined streets alive with restaurants, cafes, shops, public art and open spaces. Doncaster Road will be upgraded to become one of Melbourne’s most prominent boulevards.

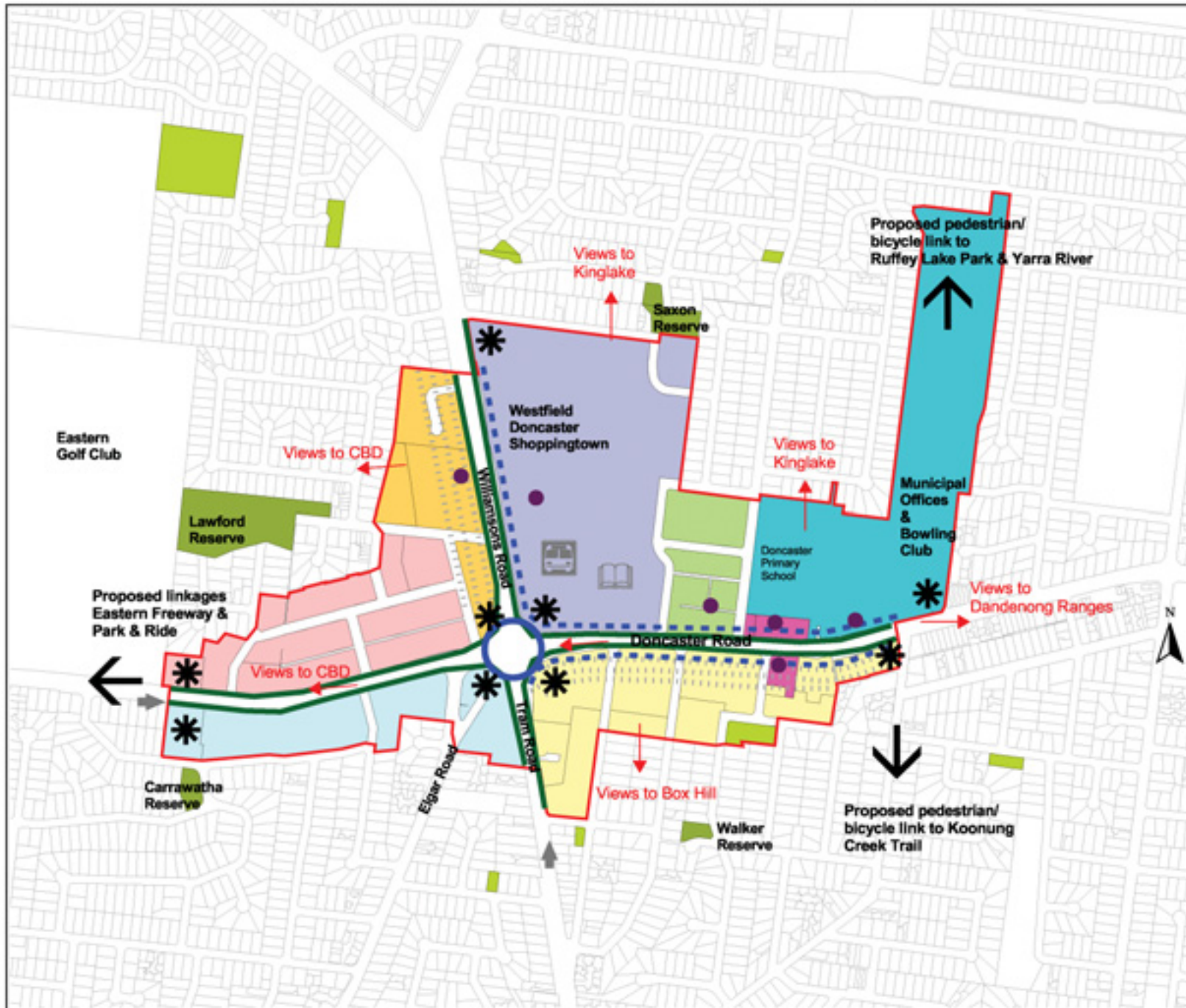
The development of the self-contained Doncaster Hill urban village will be based on high quality environmental and urban design principles. Integrated land use and transport planning for Doncaster Hill will showcase Council’s sustainability policies and be the municipality’s major contributor towards a sustainable future.

### **DESIGN VISION FOR DONCASTER HILL ACTIVITY CENTRE**

The Doncaster Hill Strategic Framework Plan on the following page embodies the required elements for a sustainable urban village, including ESD and Urban Design principles outlined in the Strategy. The framework plan identifies key action areas and opportunities aimed at developing a vibrant and viable Activity Centre. The framework plan outlines the key strategic directions for future land-use planning and development in Doncaster Hill, outlining a design vision to provide a stimulus for private and public sector developments.



# DONCASTER HILL STRATEGIC FRAMEWORK PLAN



### LEGEND

- Precinct 1 - Civic & Education
- Precinct 2 - South East Doncaster Boulevard
- Precinct 3 - North East Doncaster Boulevard
- Precinct 4 - Doncaster Westfield Shoppingtown
- Precinct 5 - Williams Road West
- Precinct 6 - North West Doncaster Boulevard
- Precinct 7 - South West Doncaster Boulevard
- Focus for Active Street Frontages
- New Boulevard Treatments
- Focus for upgraded & prominent public transport interchange
- Focus for upgraded & prominent regional library facility
- ✱ Gateways / Entry Points
- Iconic artwork which defines its significance as the major cross roads and physical centre of the Doncaster Hill Activity Centre
- Enhancement of Historic Precinct
- Enhancement of existing reserves, including possible future extension (including linkages/new open spaces)
- Other open space assets
- Focus for new urban spaces/ urban plazas
- Potential future rail links to Doncaster Hill
- Focus for highest density mixed use development
- Doncaster Hill Boundary

60 0 60 120 180 240 300 360 M  
 Australian Map Grid Zone 55  
 July 2004  
 Overview



## Strategic Context – Melbourne 2030

Melbourne 2030 is the Victorian State Government's blueprint for the future development of Metropolitan Melbourne over the next thirty years. Doncaster Hill has been identified as a Principal Activity Centre in Melbourne 2030, with the aim that it will be a focus for high-density residential and mixed-use development within an integrated transport system. The Doncaster Hill vision is consistent with the objectives outlined in Melbourne 2030, including the following Directions:

- **Direction 1:** A More Compact City
- **Direction 2:** Better Management of Metropolitan Growth
- **Direction 4:** A More Prosperous City
- **Direction 5:** A Great Place to Be
- **Direction 6:** A Fairer City
- **Direction 7:** A Greener City
- **Direction 8:** Better Transport Links
- **Direction 9:** Better Planning Decisions, Careful Management

The policies under Melbourne 2030 that Doncaster Hill particularly relates to include:

- Policy 1.1** Build up activity centres as a focus for high-quality development, activity and living for the whole community.
- Policy 1.2** Broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development.
- Policy 1.3** Locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport.

**Policy 2.3** Manage the sequence of development in growth areas so that services are available from early in the life of new communities.

**Policy 4.4** Create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

**Policy 4.5** Encourage the continued deployment of broadband telecommunication services that are easily accessible.

**Policy 5.1** Promote good urban design to make the environment more liveable and attractive.

**Policy 5.2** Recognise and protect cultural identity, neighbourhood character and sense of place.

**Policy 5.3** Improve community safety and encourage neighbourhood design that makes people feel safe.

**Policy 5.4** Protect heritage places and values.

**Policy 5.5** Promote excellent neighbourhood design to create attractive, walkable and diverse communities.

**Policy 5.6** Improve the quality and distribution of local open space and ensure long-term protection of public open space.

**Policy 6.2** Plan for a more equitable distribution of social infrastructure.

**Policy 6.3** Improve the coordination and timing of the installation of services and infrastructure in new development areas.

**Policy 6.4** Develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

**Policy 7.1** Ensure that water resources are managed in a sustainable way.

**Policy 7.2** Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials.

**Policy 7.3** Contribute to national and international efforts to reduce energy usage and greenhouse gas emissions.

**Policy 7.4** Reduce the impact of stormwater on bays and catchments.

**Policy 7.6** Ensure that land-use and transport planning and infrastructure provision contribute to improved air quality.

**Policy 7.7** Protect native habitat and areas of important biodiversity through appropriate land-use planning.

**Policy 7.8** Promote the concept of sustainability and develop benchmarks to measure progress.

**Policy 7.9** Lead by example in environmental management.

**Policy 8.1** Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities.

**Policy 8.2** Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport.

**Policy 8.3** Plan urban development to make jobs and community services more accessible.

**Policy 8.4** Coordinate development of all transport modes to provide a comprehensive transport system.

**Policy 8.5** Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

**Policy 8.6** Review transport practices, including design, construction and management, to reduce environmental impacts.

**Policy 8.7** Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods.

**Policy 8.8** Promote the use of sustainable personal transport options.

**Policy 9.1** Achieve better planning decisions.

**Policy 9.2** Speed up resolution of appeals.



#### STATE PLANNING POLICY FRAMEWORK (SPPF)

The SPPF identifies various land use and development planning policies to meet the objectives of Planning in Victoria as set out in Section 4 of the Planning and Environment Act 1987. The policies integrate relevant environmental, social and economic factors in the interest of net community benefits and sustainable development.

The SPPF identifies principles of land use and development planning relevant to Doncaster Hill. They include:

- **Settlement:** Providing appropriately zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Consolidation of residential and employment activities is encouraged within existing urban areas. Higher land use densities and mixed use developments are encouraged near transport interchanges and principal bus routes.
- **Environment:** Adopting environment and resource management principles for ESD.
- **Management of Resources:** Planning to assist in the conservation and wise use of resources to support both environmental quality and sustainable development over the long term.
- **Infrastructure:** Infrastructure: Planning for the development of urban physical and community infrastructure in a way that is efficient, equitable and accessible. This includes the integration of land use and transport planning around existing principal bus routes.
- **Economic Well-Being:** Fostering economic growth and development. This includes encouraging the concentration of major retail, commercial, administrative, entertainment and cultural developments into Activity Centres that provide a variety of land uses that are highly accessible to the community.

- **Social Needs:** Recognising social needs by providing land for a range of community services.
- **Regional Co-operation:** Identifying the potential for regional co-operation when planning for the effective and efficient use of resources and achieving sustainable development.
- **Design and Built Form:** To achieve high quality urban design and architecture that enhances livability, diversity, amenity and safety.

## Manningham Planning Scheme

#### LOCAL PLANNING POLICY FRAMEWORK (LPPF) – MUNICIPAL STRATEGIC STATEMENT (MSS)

The Municipal Strategic Statement (MSS) sets the policy direction for an ecologically sustainable approach to development using the Natural Step Model of Sustainability, which highlights that achievement of ESD is through leadership and keeping ahead of compliance, a key objective of the Doncaster Hill Strategy.

The MSS outlines the key influences and critical land use issues that are likely to challenge Manningham's future growth and sustainable development including meeting future housing needs, providing for residential development in appropriate locations and the need to consolidate, promote and enhance existing Activity Centres. The MSS supports Activity Centres as the focus for retail, commercial, social and community activity and identifies the expansion of the municipality's regional Activity Centre as an opportunity.

The MSS recognises the importance of high quality urban design and landscape treatment in the Doncaster Activity Centre that promotes contemporary built form, mixed use development and development of a vibrant public realm.

Manningham's MSS outlines critical land-use issues, which play a significant role in influencing Manningham's future growth and sustainable development. The balance between the provision of appropriate housing and supporting infrastructure is highlighted as a key focus and challenge for Council:

"In meeting future housing needs, the challenge is to provide for residential development in appropriate locations, to reduce pressure for development in more sensitive areas, and in a manner that respects the residential character and amenity valued by existing residents" (MSS, Clause 21.03).

The MSS highlights Council's proactive stance as a shaper and advocate of balancing conflicting objectives in favour of net community benefit and sustainable development. Importantly, through the MSS, Manningham Council commits to and seeks to help create a healthy, vital community, environment and economy and aims to create a better place to live, visit and work for all our present and future citizens.

The on-going need to consolidate, promote and enhance Activity Centres along Doncaster Road is promoted. Strategies contained within the MSS (Clause 21.02-2, Key Issue 5) relating to the Doncaster Activity Centre include:

"Encourage interesting contemporary architecture, and diverse and distinctive treatment of elevations that are of a high standard.

Ensure that development within the Doncaster Activity Centre is of high quality and takes into account the capacity of existing infrastructure. Promote mixed use development and development of a vibrant public realm".

A principal objective of the MSS is to support the role of the municipality's regional Activity Centre (Doncaster Hill). The Doncaster Hill Strategy actively promotes the Centre as a 'place to do business'. Significant economic benefits will be generated through the ongoing implementation of the Strategy. More local jobs are required to reduce the journey to work trips. For example, Manningham has the second highest proportion of employed persons in metropolitan Melbourne who travel to work by car, 68.3% of residents in comparison to the metropolitan average of 62.6% (Australian Bureau of Statistics 1996 Census).

Other relevant key objectives/strategies of the MSS include:

- design and construction of buildings using Best Practice Environmental Design;
- the reduction of reliance on private cars and enhancement of community mobility;
- the provision of housing to cater for all stages of the lifecycle and changing family structure;
- to ensure that people with a disability have the same level of access to buildings, services and facilities as any other person; and
- maintenance of population levels sufficient to sustain high quality physical and community infrastructure.

#### **LOCAL PLANNING POLICY FRAMEWORK (LPPF) – LOCAL PLANNING POLICIES:**

Policies contained in the LPPF, relevant to Doncaster Hill include:

- Design and Development Policy (Clause 22.01): sets the policy direction that urban design and architecture in Activity Centres provide high standards of amenity, convenience, accessibility, safety, energy efficiency creating a city that is appealing.
- Cultural Heritage Policy (Clause 22.03): policy objectives include the retention, enhancement and management of cultural heritage places.
- Accommodation Premises Policy (Clause 22.04): policy objectives include that group accommodation and residential buildings are located and designed to promote a high level of amenity and accessibility for users.
- Eating and Entertainment Premises Policy (Clause 22.06): policy objectives include that eating and entertainment premises are located and designed to promote accessibility and protection of residential amenity.
- Advertising Signs Policy (Clause 22.08): policy objectives include that signage is well designed, complements built form and improves attractiveness and functions of property.
- Access for Disabled People Policy (Clause 22.09): policy objectives include to facilitate the integration of people with a disability in the community including ensuring that people with a disability have the same level of access to buildings, services and facilities as any other person.
- Doncaster Hill Activity Centre Sustainability Management Plan Policy (Clause 22.13): policy objectives include to implement the sustainability objectives set out in the MSS and require the preparation of a Sustainability Management Plan (SMP).

## Strategic Context – Manningham's Strategic Policy Framework

Since the 1980s, Council has been considering the future pattern of development in the area generally described as Doncaster Hill. Particular focus has been directed towards ways in which Manningham City Council can take a proactive role in facilitating development opportunities to achieve the greatest community benefit.

There is an extensive array of Council strategies, plans, policies and reports that either directly or indirectly provide the strategic policy basis for the Doncaster Hill Strategy as outlined below:

#### **DONCASTER ACTIVITY CENTRE DEVELOPMENT STRATEGY FINAL REPORT - ECONSULT PLANNING AND DEVELOPMENT, WHITFORD AND PECK PTY LTD, ARCHPLAN PTY LTD, GREG TUCKER AND ASSOCIATES PTY LTD AND SCOTT AND FURPHY PTY LTD (1990)**

This strategy sets out strategic options for the inclusion of a new Town Centre, envisaged to provide a major community focus in the municipality. The study area included all of the land generally in the vicinity of the intersection of Doncaster Road and Williamsons Road, Doncaster. Stage 1 and Stage 2 reports preceded the final report prepared by the consultants.

The report details three options for the development of the Doncaster Activity Centre, recommending the adoption of 'Option R3 – Enhanced Development Potential with New Town Centre'. This option involves:

- a boulevard treatment of the main roads (i.e. Doncaster, Williamsons & Tram Roads);
- a new Town Centre to create a major community focus;
- a strong formal urban design theme in public places;

- introduction of commercial zones and the creation of a logical residential interface;
- enhanced development potential to meet community needs, to support the Activity Centre concept, reinforce the urban design theme and to provide an economic base for public infrastructure;
- a movement system and parking strategy which reduces conflicts and protects residential areas; and
- an additional 26,000 m<sup>2</sup> of regional retail floorspace, 5,000 m<sup>2</sup> of specialised retail floorspace, up to 75,000 m<sup>2</sup> of office space and 10,000 m<sup>2</sup> of floorspace for community and other uses.

In 1994 Council adopted a strategy for the Doncaster Activity Town Centre Project that, amongst other things, recommended maximum building heights of 3 to 4 storeys. The abandonment of the Town Centre proposal/concept left a void in terms of the future planning of the Manningham Centre area, which was replaced by the Manningham Centre Structure Plan (1996).

**MANNINGHAM CENTRE  
STRUCTURE PLAN -  
MANNINGHAM CITY COUNCIL (1996)**

The Manningham Centre Structure Plan was prepared in response to a range of different issues including:

- potential impact on residential amenity resulting from the proposed expansion of Westfield Shoppingtown;
- opportunities for future pedestrian/vehicle links between Westfield Shoppingtown and land to the east;
- poor quality streetscapes along Doncaster Road, between Council Street and Tower Street;
- high traffic volumes along Doncaster Road and local traffic conflicts/concerns; and
- future use of vacant Council land.

The structure plan provided design and siting guidelines to guide future developments in the Manningham Centre. Two key issues in the implementation of the structure plan included:

- the ability to consolidate sites between Council and Tower Streets to enable the achievement of integrated development of a greater scale and quality; and
- the rezoning of part of the land within the Manningham Centre from a Residential Zone to a Business Zone.

The above two actions are implemented through the Manningham Planning Scheme, being referenced through the Municipal Strategic Statement and application of the Residential 1 Zone, Business 2 Zone, Schedule 1 to the Design and Development Overlay – Doncaster Road Strategy Area (DDO1) and Schedule 2 to the Design and Development Overlay – Manningham Centre Structure Plan (DDO2).

**DONCASTER ROAD 'RIVER OF  
LIFE' STRATEGY - MANNINGHAM  
CITY COUNCIL (1997)**

The Doncaster Hill Activity Centre has suffered from high levels of traffic, particularly trucks. As a result, many buildings (e.g. Westfield) have 'turned their back' on roads and many sites have become vacant as owners and tenants have struggled with ingress/egress issues. The intersection of Doncaster/Williamsons/Tram Roads could be described as a 'traffic canyon'. The pre-eminence of 'traffic' in development decisions is also primarily responsible for poor quality landscaping, narrow footpaths and generally a 'people free' poor quality public realm.

The Doncaster Road 'River of Life' Strategy (1997) provides objectives, strategies and actions for the future use and development of land along Doncaster Road, and the form of the roadway itself. As a result of the Eastern Freeway extension to Springvale Road there is an opportunity to transform the character of the road from a State Highway carrying heavy traffic to a tree-lined boulevard with an enhanced and improved pedestrian environment, roadscape and local identity.

The specific objectives of the Strategy are to:

- retain the residential land use along Doncaster Road;
- change its visual appearance from a State Highway to a treed boulevard;
- improve facilities for public transport and cyclists;
- increase safety for turning vehicles; and
- consolidate, promote and enhance active street frontages and Activity Centres along the length of Doncaster Road.

Further objectives, strategies and actions are identified under the areas of traffic/transport; urban design; land use/economic development; and implementation. The Strategy also proposes a major treatment in the form of a bus/bicycle lane to be provided along the south side of Doncaster Road from Williamsons Road to the Freeway entrance, where there is a wider road reserve.

The Doncaster Road 'River of Life' Strategy is referenced in the Manningham Planning Scheme through the MSS and application of Schedule 1 to the Design and Development Overlay – Doncaster Road Strategy Area (DDO1).

**DRAFT DONCASTER HILL  
STRATEGY 2021 - MANNINGHAM  
CITY COUNCIL (2000)**

The draft Doncaster Hill Strategy was prepared by Council in response to the absence of detailed strategic frameworks as well as high rise development applications received in the Strategy area. The draft Strategy has been prepared with a sense of urgency to help the community of Manningham plan strategically for the future of the area and achieve high quality design and sustainability. In this context and given that the new format Manningham Planning Scheme does not specifically address the pattern of land use and development in Doncaster Hill, the preparation of the draft Strategy was timely to review strategies, particularly in relation to built form and the factors which influence it.



The key draft Strategy recommendations seek to develop a mixed use urban village accommodating up to 6000 residents and 10,000 jobs. Other recommendations included a strict adherence to ESD principles to develop a profile and positioning for the precinct.

The draft Strategy is a statement of intent and formed the basis for a series of working papers and detailed design guidelines to maximise net community benefits. These include:

- detailed demand/supply analysis for the candidate land uses;
- a triple bottom line analysis of dispersal versus a consolidated high density housing strategy;
- traffic and parking analysis;
- detailed urban design guidelines; and
- sustainability requirements.

The draft Strategy recommends a structure planning process that will provide for significant community input and refine the proposed strategic model including changes to the regulatory framework including the Local Planning Policy Framework and new Overlays that outline new building requirements and developer contributions.

**DONCASTER HILL STRATEGY,  
DEMAND AND SUPPLY ANALYSIS –  
MACROPLAN AUSTRALIA PTY LTD  
(MAY 2001)**

This document established the likely future demand for high density mixed used development in Doncaster Hill, including an indication of the likely requirements for retail/office floorspace required to support the estimated population as a result of the following development scenarios:

- **scenario 1** – ‘no strategy’ approach based on maintaining the status quo;
- **scenario 2** – ‘medium density strategy’ that focuses on Council supporting limited medium and high density developments (buildings ranging between 4 and 5 storeys); and
- **scenario 3** – ‘high density strategy’ that supports high density mixed use developments.

The demand and supply analysis undertaken indicates a demand for medium and high density accommodation supported by demographic changes, current owner/occupier market and future investors market. Scenario 3 delivers the critical mass that is required to support the viable development of a wide range of services and facilities, providing a total of 4,080 households and a population of 8,300 over a twenty-year timeframe. The report highlights that the increase in population would generate critical mass and induce regional demand for retail and commercial development that is an integral component of a sustainable urban village (9,800 m<sup>2</sup> retail floorspace and 20,000 m<sup>2</sup> commercial/office floorspace over a twenty year timeframe).

Market research by MacroPlan Australia Pty Ltd recognises that Doncaster Hill will play a sub-regional housing role in addition to its regional shopping role because there are few, if any precincts, with similar attributes which could provide high quality, sustainable medium and high density residential life style opportunities, on the eastern side of Melbourne and in a middle ring location.

**DONCASTER HILL, TRIPLE BOTTOM  
LINE, BENEFIT COST ASSESSMENT  
– MACROPLAN AUSTRALIA PTY LTD  
(JUNE 2001)**

The purpose of this project was to assess the social, economic and environmental impact of creating a high density development node in the Doncaster Hill Activity Centre area and the sustainability outcomes associated with this development.

The triple bottom line analysis of the costs and benefits of developing the precinct were based on three scenarios:

- high density development - accommodating 8,300 residents over 20 years;
- medium density development - accommodating 2,040 residents over 20 years; and
- maintaining the status quo.

The assessment found that the implementation of a high-density development strategy would produce the greatest community benefit. Major benefits of the high-density development scenario include:

- maximising private sector interest;
- achieving economies of scale;
- capitalising on existing infrastructure, household and utility services;
- exploiting the prominence of the Doncaster Hill landform;
- revitalising the locality together with the implementation of a sustainable solution to future population needs of the community;
- residential development savings inducing benefits such as reduced travel; and
- improving amenity standards including visual/livability and sustainability improvements e.g. reduced air and noise pollution.

The results of the triple bottom line analysis indicate that the high density development scenario has a Benefit Cost Ratio of 5.14. In comparison, the medium density development scenario, which has a Benefit Cost Ratio of 1.87, highlights that the high density development scenario lowers the costs and produces the greatest community benefit.



#### **MANNINGHAM RESIDENTIAL STRATEGY - MANNINGHAM CITY COUNCIL (FEBRUARY 2002)**

This Strategy provides a policy framework for meeting the existing and future housing needs of the municipality. The objectives of the Strategy are to:

- provide residential areas that are safe and accessible and create a sense of place and well being within the community;
- ensure that new development is compatible with the urban character of existing residential areas and respectful of neighbouring properties;
- ensure that new residential development is environmentally sustainable; and
- ensure that dwellings are sited and designed in a manner that positively responds to topographic, land capability and infrastructure characteristics.

The Strategy establishes a hierarchy for residential development and highlights that the Doncaster Hill Regional Activity Centre will be the focus for high density mixed use development, providing an opportunity to increase the population of the municipality. The Strategy outlines that medium density housing will be encouraged around other local Activity Centres and that residential development outside of these Activity Centres will be the focus for detached housing development at a lower density.

The Residential Strategy outlines that the Doncaster Hill Strategy is Council's response to the community's desire to see less unit development across the municipality and to provide high density residential accommodation in an area well serviced by community facilities and services, with good public transport access and landform suited to high density development.

The Strategy outlines the need to reduce pressure for development in more sensitive areas, a key focus includes the protection and retention of the non-urban area and low-density residential areas that will continue to be protected from further subdivision and more intensive urban development.

The Strategy outlines that Doncaster Hill addresses regional issues including:

- population decline in the middle to inner ring suburbs;
- decreasing housing size;
- demand for medium to high-density housing stock; and
- demographic changes including an ageing population.

A key feature of the Doncaster Hill Strategy is to provide a range of housing choices to accommodate changing lifestyles, promote social interaction and support local businesses and employment opportunities.

A pivotal component of the Residential Strategy is the demographic analysis and population forecasts. The Strategy sets a new population target of 120,000 people by 2021 to provide a range of dwelling types in response to the trends of an ageing population and smaller family structures, including lone person, retirees, mature families, one parent and couples without children households. An ageing population and smaller family structures is expected to increase the demand for medium density and high-density housing that provide an opportunity to support and enhance existing Activity Centres. Council's analysis supported by population projections prepared by MacroPlan Australia Pty Ltd determined that there would be significant growth in numbers in the 55+ age group from 2006 onwards in Manningham and some adjoining municipalities. Specifically, MacroPlan estimate that by the year 2021 there will be an additional 41,390 people in the 55+ age group in Manningham, Whitehorse and Banyule. This demographic presents Council with an opportunity to focus on planning for and developing an Urban Village for the 45+ age group, while not excluding other age groups.

Manningham City Council commissioned MacroPlan Australia Pty Ltd to undertake detailed market research as part of the preparation of its Residential Strategy. The 500 surveys of Manningham's residents (112,000 persons) revealed that:

- in relation to the most important housing issues for Council to address, 24.1% indicated a desire for less unit development however, 13.5% indicated the most important issue for Council was the need for more appropriate housing types including accommodation for the elderly and smaller housing options;
- 21.9% of existing households intended to move in the next 5 years;
- 12.8% of those households intending to move in the short term (ie next 5 years) require medium or high rise multi unit development;
- 52% of households moving in the next five years preferred to remain in Manningham. Only 20.3% intended to move to inner or central Melbourne; and the main reasons for wishing to stay in Manningham were family/friends, familiarity and convenient amenities.

#### **CITY OF MANNINGHAM DONCASTER HILL POPULATION FORECASTS - I.D CONSULTING (MARCH 2002)**

This report outlines the population and household forecast for Doncaster Hill between 2001-2021. The information was prepared to inform decision making and services planning in the centre. The report provides a profile on the current population and household characteristics of Doncaster Hill that includes:

- the population was concentrated in two parent family households and couples without children (empty-nesters);
- the age structure was especially concentrated in the 20-34 age groups, many of whom were children to those aged 45-69.

- The population forecasts for the Doncaster Hill highlight that:
- the population is expected to increase to 8,300 people by 2021;
  - there is expected to be about 2 persons per household by 2021;
  - between 2001 and 2011 the population is expected to increase in all age groups, especially ages 20-44 and 55-79 indicating a strong market for apartment living for the growing empty nester segment and new housing opportunities for 20 – 30+ age groups;
  - between 2011 and 2021 the population is expected to increase in all age groups, especially ages 30 and above;
  - between 2011 and 2021 lone person households and couples without children is expected to increase whilst there will be a decrease in the proportion of two parent and single parent families with children; and
  - a large in migration of older people will increase the likelihood of nursing homes and hostels being constructed.

**MANNINGHAM CORPORATE PLAN  
& ACTION PLAN: 2002-2005**

The Corporate Plan sets the strategic direction for development of the municipality and the organisation over the next four years (2002 to 2005). The Corporate Plan contains a vision for a sustainable future and a community vision, stating that:

"our vision is for a sustainable Manningham where the distinct character of different areas is recognised, valued and protected, as is our precious natural environment, for now and the future. Where safety, quality, capability and effectiveness of our community infrastructure and transport systems continually improve. Where there is little waste with people and organisations committed to the sustainable and effective use of resources and assets, be they economic, natural or constructed."

- Relevant Objectives and Strategies of the Corporate Plan include:
- "Key Objective 3: Improve the quality of Manningham's building and streetscapes; and
  - Strategy 3.2: Encourage a range of housing opportunities that acknowledge the diverse needs of the community."

## Strategic Context – Opportunities

Doncaster Hill is an opportunity to showcase an integrated land-use planning and development framework, which challenges mainstream community planning and building design. This Strategy builds upon the vision and ecologically sustainable principles outlined in Council's Corporate Plan (2003-2005) and Municipal Strategic Statement.

The Doncaster Hill Strategy will lead the progression of development from its present conventional production of polluting, energy wasting and socially isolating buildings, towards an integrated development framework for Doncaster Hill, which facilitates equitable and supportive communities.

In partnership, Council, the community and the development sector can contribute towards the goal of a sustainable future via the implementation of the Doncaster Hill Strategy. This approach avoids ad-hoc planning, leading to unsupportable and socially isolated built environments and aims to achieve a preferred future for Doncaster Hill.

The Doncaster Hill Strategy also provides a planning framework for the creation of an urban village, which responds to issues as outlined in Manningham's Strategic Policy framework, as well as responding to the planning objectives of the State Government's Melbourne 2030.

The key principles derived from Manningham's Strategic Policy framework are as follows:

**Leadership:**

The Doncaster Hill Strategy enables Council to take a proactive and leadership approach by:

- setting new benchmarks for sustainable design;
- guiding the future planning of the area; and
- providing certainty to all stakeholders (residents, businesses, development sector etc.).

**Commitment to ESD:**

The strong commitment to sustainability objectives sets the following agenda:

- more local jobs are required to reduce the journey to work trips;
- housing opportunities are required to give at least part of the community the opportunity to walk to facilities and services and to provide viable opportunities to reduce levels of car ownership and increase public transport patronage;
- the key Strategy principles relating to ESD are based upon energy conservation, use of renewable energy sources, water conservation, waste avoidance and minimisation, protecting human health and protecting and enhancing the built, natural and cultural environments.
- The Doncaster Hill Strategy is an opportunity to develop an Activity Centre Policy and planning tools in conjunction with the implementation of the Metropolitan Strategy that seeks to achieve desired environmental, economic and social sustainability outcomes. The importance and role of Activity Centres is a major issue for the Metropolitan Strategy. Doncaster Hill can provide an Activity Centre model for achieving sustainability outcomes that contributes to the sustainable development and growth of Melbourne.





### Community need:

Council's policy framework in relation to housing and population suggests that a basic principle, which should drive the Strategy, is the need for housing diversity to accommodate changing lifestyles and new design parameters for the public and private realm to encourage independent living in later years and housing for all stages of the lifecycle.

Council's policy framework supports the reduction of residents affected by medium density development in many locations by redirecting growth and concentrating densities and building bulk in Doncaster Hill.

Council's policy framework support the protection of the non-urban areas, low density and other sensitive areas from further subdivision or more intensive urban development through the provision of residential development in more appropriate locations e.g. within and around Activity Centres.

Implications of the Doncaster Hill Strategy include:

- responding to significant community need and demand for a more diverse range of housing in all age groups, notably young childless singles and couples (20-34) and empty nesters and older persons (55+);
- building on the community's desire to see less unit development in inappropriate locations;
- providing greater opportunities for local residents to change housing types locally as people move through the lifecycle;
- much of the take up of apartments is likely to come from a local market that means younger people will have an alternative to the inner city and older people will free up family homes in the municipality, allowing 'regeneration' in the municipality;
- potential for reduced pressure from 'infill' development; and
- increasing population levels and the current rate base in order to support and enhance physical and social infrastructure and services.

### Need for an integrated and accessible transport system

The need for a more sustainable transport system to be integrated with land use planning has been identified as a significant issue by Melbourne 2030, the SPPF and the LPPF. Doncaster Hill offers the opportunity to address this need and assist in providing a sustainable and accessible transport system that will support changed travel behavior to decrease car dependency and increase use of public transport, walking and cycling. The co-ordination of land-use and transport planning, including the mix and location of activities will influence the use and efficiency of road and transport networks with impacts for the economy, the environment and access to services.

Melbourne 2030 identifies Doncaster Hill as part of the principal bus network (existing and proposed), by improving local public transport services it is envisaged that public transport mode share will increase to 20%. Improvements to the principal bus network may include:

- development of high-capacity, high-frequency direct bus services to establish cross town links of the principal public transport (PPTN);
- expansion of local bus routes; and
- improvements to frequency and regularity of bus services.

Doncaster Hill already contains a major bus transport interchange at Westfield Doncaster Shoppingtown. Future initiatives such as the introduction of the Doncaster Hill Parking Precinct Plan (Amendment C35, gazetted 16 September 2004), other local traffic and transport policy/programs, improved infrastructure funded through the proposed Doncaster Hill Development Contributions Plan, and funding support of other Federal and State transport programs, will provide the opportunity for Doncaster Hill to contribute significantly to creating a more sustainable city and transport network for Melbourne. Other transport options including fixed rail opportunities will also be considered.

### Current strengths and assets of the Doncaster Hill Activity Centre:

The community of Manningham has the opportunity to become a key stakeholder in the development of a 21st Century Sustainable Urban Village. This opportunity is available because Doncaster Hill:

- already has existing significant physical and community infrastructure and services;
- benefits from the proposed expansion/upgrade of Westfield Shoppingtown Doncaster;
- currently provides a major employment focus for the municipality;
- is located on main arterial roads in close proximity to the Eastern Freeway and Hender Street Park and Ride facility;
- has public transport access including the Westfield Doncaster Shoppingtown bus interchange;
- takes advantage of the already significant reduction in traffic in the centre due to the Eastern Freeway extension;
- accommodates existing significant buildings including Sovereign Point and The Crest residential towers;
- has a number of existing vacant redevelopment sites;
- can improve the existing low amenity environment particularly along Doncaster and Manningham Roads; and
- can capitalise on the unique land form and views that are suitable for high-density development.

## LIFESTYLE / ART / CULTURE:

Manningham City Council has a commitment to provide quality art and cultural facilities, together with relevant lifestyle opportunities. It is clear, given the ageing population that support for community facilities such as quality medical, entertainment, lifelong education, sporting and recreation facilities, libraries and galleries to name a few are necessary. These facilities are required to provide realistic opportunities for the community to remain in the municipality in later years.

The Doncaster Hill Strategy provides a clear framework for assessment of development applications in the precinct that will result in a net community benefit. The Doncaster Hill Strategy enforces that the precinct will play a sub-regional housing role in addition to its regional shopping role because there are few, if any, precincts with similar attributes which could provide high quality, sustainable, contemporary medium and high density residential lifestyle opportunities, on the eastern side of Melbourne in a middle ring location.

## Strategy Objectives

The Doncaster Hill Strategy Objectives are included in the 7 key elements of the Urban Village listed below. These elements provide an indication of the essential design aspects and ESD principles to be addressed within the Guidelines. They are to be applied and developed in a manner consistent with the unique opportunities and focus of each precinct area.

Development that is at the forefront of ESD using leading edge technology in areas including energy, water, waste, materials, transport and accessibility forms the basis of design and built form in the Strategy area. It is fundamental that ESD initiatives incorporate current best practice, emerging technology and continuous innovation to ensure the successful development of a sustainable urban village.

Seven key elements of an urban village:

1. Sustainable Development;
2. An Integrated Environment;
3. Celebrating the Hill - Built Form;
4. Identification & Inclusion of Appropriate Uses;
5. Public Open Space;
6. Private Open Space; and
7. Access & Circulation.

The specific Doncaster Hill Strategy Objectives within the above listed 7 key elements of the Urban Village are detailed below.

### 1. Sustainable Development

Setting and maintaining high ESD principles will enable this landmark precinct to define its own character within the broader development context of Melbourne and raise the aspirations of all users. Developments will be required to reflect environmental, construction and amenity standards appropriate for a city looking towards a long term, responsible and sustainable future.

The Strategy Objective that underpins the key element 'Sustainable Development' is:

- 1.1** To ensure that development and land use in Doncaster Hill is both sustainable in terms of its environmental impact and in the ability to be flexible and adapt to future changes in use. This includes the necessary requirement that construction, built form and lifecycle of buildings will address a range of sustainability issues including:
- energy conservation and the use of renewable energy sources;
  - water conservation and re-use;
  - input and output materials selected;
  - interior materials selected;
  - waste avoidance and minimisation;
  - quality of the public and private realm;
  - protecting human health;
  - integrated transport/traffic and land use planning; and
  - protecting and enhancing the built, natural and cultural environments.

### 2. An Integrated Environment

Doncaster Hill is to be consolidated as a regional focus providing a diversity of residential living, commercial, office, community and entertainment activities and easy access to an integrated sustainable transport system focused on public transport, cycling and walking. It is to be developed as a vibrant, self-contained Sustainable Urban Village.

The Strategy Objectives that underpin the key element 'Integrated Environment' are:

- 2.1.** To encourage development that facilitates the growth of Doncaster Hill as a mixed-use Urban Village with medium to high-density housing, shops, workplaces, community and entertainment facilities with direct access to public transport and proximate car parking.
- 2.2.** To ensure innovative and contemporary architectural design and provide a range of unique building types in Doncaster Hill.
- 2.3.** To ensure that development is designed to create an environment where people can live, work and interact in close proximity.
- 2.4.** To achieve development that contributes to the public and private realm, that is human in scale, attractive and designed to promote interaction, accommodate a diversity of uses and be flexible to adapt to future changes.
- 2.5.** To ensure that all development is designed to incorporate and promote ESD principles.
- 2.6.** To create a technologically advanced urban village.
- 2.7.** To create a number of significant urban spaces both in the public and private realms, which are well connected within a permeable urban environment, including the integration of urban art and sculpture within the public realm to promote the public appreciation of art.

### 3. Celebrating the Hill - Built Form

The built form will provide a range of building heights stepping with and emphasising the existing dramatic land form of Doncaster Hill. Significant view corridors from both the public and private realm will be protected and enshrined as built form responds to the natural attributes of the site. By stepping down away from the Hill, buildings will be required to achieve an appropriate change of scale to moderate their impact on the streetscape and adjacent built form to minimise overlooking and overshadowing impacts both within and beyond Doncaster Hill. Buildings will provide a level of visual diversity and contribute to the public realm through the use of varied, high quality, durable and environmentally appropriate materials. Built form in Doncaster Hill will reinforce the Centre's role as a focal point and regional Activity Centre in Melbourne's East.

Maximum allowable building heights vary from precinct to precinct and are subject to height overlay requirements, overshadowing and other proximity guidelines. Height overlay requirements mean that maximum heights nominated for any particular precinct are not necessarily achievable on every site or location within that precinct. Refer to Part D, Urban Design requirements for further detail.

The Strategy Objectives that underpin the key element 'Celebrating the Hill – Built Form' are:

- 3.1. To ensure that development achieves appropriate scale with a stepping down in built form that responds to Doncaster Hill's natural topography.
- 3.2. To protect and enhance key views and vistas.
- 3.3. To encourage building design that minimises the adverse impacts of overshadowing and overlooking upon properties (including the public realm e.g. boulevards, open spaces etc.) within and beyond Doncaster Hill.
- 3.4. To ensure site responsive development.
- 3.5. To achieve built form that responds to the mixed use urban village concept.

- 3.6. To achieve high quality urban design and architecture that is contemporary and that creates an environment that enhances livability, diversity, amenity, and safety for residents, workers and visitors.
- 3.7. To encourage development that uses durable, environmentally friendly materials and finishes that create visual interest and contributes to a contemporary and vibrant urban area.
- 3.8. To achieve a consistent urban character along the length of Doncaster Boulevard, including boulevard planting.

### 4. Identification & Inclusion of Appropriate Uses

A key opportunity of the Doncaster Hill Strategy is to create a high quality mixed use urban environment. The range of uses that will be encouraged include:

#### HOUSING

Providing a range of diverse and environmentally efficient housing types appropriate to the changing requirements of the local community. Accommodation and services for a cross section of the community, including young people and the elderly. Facilitating equitable access for an ageing population, providing shorter walking distances, lower gradients and proximate parking. Housing which supports the possibility of future diversity and change.

#### ENTERTAINMENT

Including dining, cultural events, films, sport and recreation.

#### HEALTH AND WELL BEING

Community services necessary to support and develop a diverse and varied population including health care, well being and fitness.

#### TRANSPORT

Inclusion of facilities, services and infrastructure that will assist in developing an integrated and sustainable transport system that focuses on reducing car use and increasing access to public transport, pedestrian and cycling activity.

#### EDUCATION

Inclusion of facilities supporting education, information technology, multimedia, research and innovation.

#### COMMERCIAL, OFFICE AND RETAIL

Embodying a variety of green and healthy building design principles that reduce environmental impacts. Flexible and adaptable space supporting a variety of current and future uses including retail and convenience shopping along Doncaster Road. Development will be inclusive of the highest levels of communications, management and environmentally sustainable design technologies, contributing to the definition of the character and aspiration of this unique landmark region.

#### INDUSTRY

Current light industrial uses within Doncaster Hill will be able to be maintained where such uses are not detrimental to the amenity of predominately residential areas.

#### CULTURAL

Inclusion of facilities supporting the Arts, cultural heritage, education, festivals and street activity. To create a number of significant urban spaces in both the public and private realms providing an enhanced pedestrian and community experience.

The Strategy Objectives that underpin the key element 'Identification & Inclusion of Appropriate Uses' are:

- 4.1. To encourage development that provides a rich mix of uses resulting in a more balanced community via a self-contained Urban Village.
- 4.2. To encourage development that contributes the overall diversity of housing stock and housing choice in the municipality by providing high density, apartment style living in a range of types to accommodate changing lifestyles and to meet the needs of diverse households.



- 4.3.** To require the consideration of the needs of people with limited mobility in the design of developments and recognising that the needs of people with a disability may change across their lifespan.
- 4.4.** To achieve a critical mass of activity through a density/multiplicity of uses sufficient to attract the necessary number of people required to animate streets and public places and to sustain shops and other community or public facilities.
- 4.5.** To ensure that development provides different uses within an Urban Village environment that creates a safe and vibrant public realm.
- 4.6.** To identify and facilitate opportunities and synergies that will arise from development to ensure the appropriate inclusion of social and community infrastructure that is needed to serve the community of Doncaster Hill.
- 4.7.** To encourage flexibility in building form to accommodate changing future uses.

### 5. Public Open Space

Public open spaces, including a significant number of urban open spaces that are well connected and integrated within a permeable urban environment on Doncaster Hill are essential. Such spaces include the main Boulevards and other road reserves, urban plazas, parks, play spaces and linear connectors.

The Strategy Objectives that underpin the key element 'Public Open Space' are:

- 5.1.** To achieve development that provides safe and easy access to a diverse range of public open spaces and opportunities for recreation and social interaction.
- 5.2.** To create public open spaces in Doncaster Hill that foster a sense of place through the use of landmarks, vistas, gateways, imaginative landscape and public art to give these areas a vibrant urban character and unique identity.

- 5.3.** Public open space should include:
  - a variety of sizes, characters and use;
  - direct solar access and shelter;
  - canopy planting and high quality landscape treatment;
  - sufficient lighting and supervision;
  - generous and uniform building setback zones;
  - activated and engaging building frontages supporting a variety of street focused activities and functions;
  - integrated urban art and sculpture where appropriate; and
  - the enhancement of adjacent residential areas through the extension of formalised planting and streetscape treatment.

### 6. Private Open Space

The provision of adequate private open space is required to be incorporated within individual developments.

Private open space includes:

- well designed spacious balconies;
- sheltered private courtyards; and
- communal private open space

The Strategy Objectives that underpin the key element 'Private Open Space' are:

- 6.1.** To achieve development where dwellings have access to useable, comfortable and well landscaped private and communal open space.
- 6.2.** That private open space is designed, where practicable, to allow for privacy, security and solar access.
- 6.3.** To achieve development where private open space is designed to be an extension of interior living spaces and be accessible from living areas.

- 6.4.** To provide greater residential amenity through well designed shared private open space. Shared private open space should be designed to:
  - create pleasant and useable outdoor or indoor living spaces through consideration of factors including wind, solar access and landscape treatment; and
  - enhance the safety and security of residents with consideration of the residential amenity including acoustic and visual privacy of neighbours.

### 7. Access & Circulation

Pedestrian and bicycle users' amenity and accessibility will be a priority in the development of any circulation networks proposed for Doncaster Hill.

Further pedestrian crossing opportunities will be provided along major roads. Bicycle paths will be created to provide easy access to all areas of Doncaster Hill, with adequate bicycle facilities provided.

Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.

Protection of adjacent residential streets from the impact of any increased traffic flows and the provision of adequate, concealed, on site parking will be a requirement of any new development proposal.

Decreasing dependency on private car use will be encouraged through integrated transport and land use planning that includes:

- supportive public transport policies that enhance existing public transport options including interchange facility;
- enhancing the existing bus network;
- potential expansion of new or different public transport options such as train and tram linkages; and
- developing a mixed use urban centre that encourages multi-purpose trips and provides linkages within the municipality and other areas of Melbourne.



The Strategy Objectives that underpin the key element 'Access & Circulation' are:

- 7.1.** Adopt an integrated approach to transport and traffic planning to provide genuine travel choice and reduce levels of car dependency. This includes applying the car parking policy and car parking rates to support changed travel behaviour and a sustainable transport future.
  - 7.2.** To design development that minimises vehicle trips and supports walking to daily activities including shops, work, schools, public transport, community facilities, services and other destinations.
  - 7.3.** To ensure development facilitates a permeable, safe and comfortable pedestrian environment adjacent to the proposed boulevard and with strong linkages within Doncaster Hill.
  - 7.4.** To ensure development is designed to meet the needs of people with varying mobility levels, recognising that the needs of people with a disability may change across their lifespan, ensuring that an environment of access and equity is created.
  - 7.5.** To establish a framework of streets and public spaces that:
    - create a vibrant pedestrian environment on Doncaster Hill including active street frontages, particularly along major boulevards;
    - provide a high degree of connectivity and permeability giving a choice of routes; and
    - can be supervised by residents, visitors and workers of surrounding buildings to make the precinct feel safe.
- 7.5.** To provide a movement network that:
    - provides connectivity between and within all precincts;
    - integrates pedestrian, bicycle and vehicle circulation;
    - encourages multi-purpose trips;
    - encourages walking and bicycling;
    - provides linkages to passive and active open space areas within and nearby to Doncaster Hill, these networks should prioritise links to facilities such as Westfield Shoppingtown Doncaster, Aquarena, Ruffey Lake Park, the Koonung Creek Trail and the main Yarra River Trail;
    - supports public transport patronage;
    - establishes innovative parking solutions/outcomes; and
    - minimises the impact of through traffic.



# Part B ::

**DONCASTER HILL DEVELOPMENT  
APPLICATION REQUIREMENTS**

## Development Application Requirements

Part B – Development Application Requirements sets out the assessment process for consideration of planning permit applications within the Doncaster Hill Activity Centre. Part B includes the:

- Assessment Process;
- Integrated Design Team Approach;
- Application Process (includes Application Process Flow Chart);
- Sustainable Design Taskforce;
- Planning Permit Submission Details; and
- Doncaster Hill Application Checklist.

### ASSESSMENT PROCESS

#### Integrated Design Team Approach

Critical to the success of Doncaster Hill and the achievement of built-environment excellence is a comprehensive, consultative assessment process. In developments of this scale it is important to eliminate linear communication, which is counter productive to the realisation of sustainable development objectives and can result in key people, ESD and urban design principles being omitted from the development process or included too late. Manningham City Council recognises this fact, which is why Council strongly advises and encourages ongoing consultation between design/development teams and Council Officers, from the earliest pre-application and conceptual design stage.

Achieving design and built form excellence that is based on the integration of urban design and sustainable principles requires a collaborative, interactive approach right from the beginning of the design process. The design team approach for projects should reach beyond the traditional segregation of owner, designer/architect, builder and occupant into separate roles. It is strongly advised that cross-functional professionals form part of the design team to provide a more comprehensive and sustainable design and construction approach. This may include utilising architects and quantity surveyors that specialise in sustainable design, therefore building in, both literally and financially, ESD from the earliest concept due to their awareness and knowledge of ESD issues and design techniques.

The integrated design team approach encourages all team members – owners, architects/ESD specialists, interior designers, engineers, site planners, landscape architects, contractors, utilities etc. to communicate, collaborate, share decision making and problem solve. This approach ensures ESD is not an add-on to project design or scope and is seen to be as fundamental to the development as the roof and walls of the building are. Sustainability is the ultimate goal of an integrated design team approach.

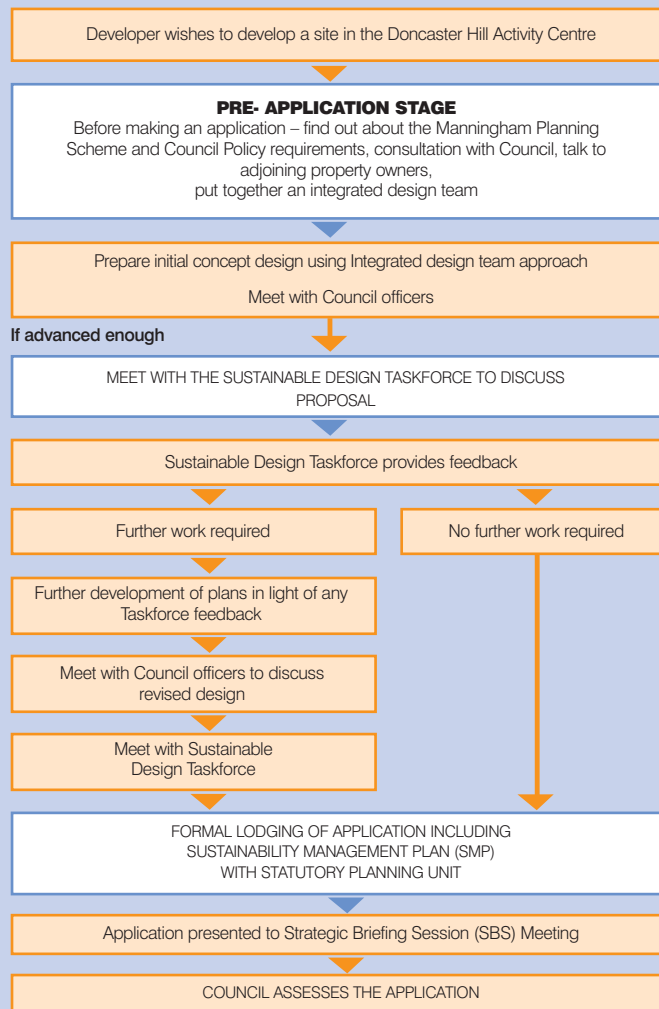
The integrated design team is a concept well worth investing in as it facilitates optimal outcomes including:

- comprehensive analysis in the early stages of the design process, which may result in fewer changes and problems to be solved during the planning permit application process, construction and occupancy stages of developments;
- increased capacity for innovation and development of ideas that push beyond the current boundaries;
- more efficient utilisation of resources;
- high standards of environmental and urban design; and
- the creation of efficient, durable, resourceful, enjoyable and attractive buildings and developments.

### Application Process

This section outlines the various stages of the planning permit process (e.g. pre-application, lodgement, assessment of the application etc.) for applications received within the Doncaster Hill Activity Centre. An integrated design team approach in conjunction with provision of appropriate information and consultation with Council throughout the process (including pre-design) may assist in eliminating delays in the consideration/processing of the application or the application not being supported by Council during the process.

The assessment process is set out in the following flow chart.







## Sustainable Design Taskforce

To facilitate and promote the concept of 'open' and innovative planning and design and to ensure that the Doncaster Hill sustainability and urban design objectives are met, Manningham City Council has established the Sustainable Design Taskforce. The Sustainable Design Taskforce provides a centralised forum for Council and developers to work together towards achieving the sustainable and urban design principles of the Doncaster Hill Strategy, whilst adhering to the statutory planning framework objectives.

Via its interactive, round table discussions the Taskforce promotes close collaboration between multi-disciplinary teams from beginning of conceptual design, throughout detailed design and into construction. The Taskforce also plays an important advisory role, providing assessment and feedback to both the Council and the developer as well as helping to disseminate information, knowledge and experience in the fields of sustainability and urban design.

### **SUSTAINABLE DESIGN TASKFORCE MEMBERS**

The Taskforce consists of Council appointed members, comprising Council representatives and external, independent advisors including Architecture, Urban Design and ESD advisors.

### **Function and Authority of the Sustainable Design Taskforce**

The terms of reference for the Sustainable Design Taskforce include the following:

- To provide guidance to prospective developers and design teams about what can be done with a site in which they are interested.
- To advise on the consideration of development proposals through the statutory planning process.
- To advise on and ensure the implementation of ecologically sustainable building design and construction practices.
- To provide expert views on urban design, sustainability, accessibility and other related issues.

The Taskforce is an advisory body authorised only to make recommendations to Manningham City Council. It does not have the authority to approve or refuse projects or make policy decisions.

### **Meetings**

Taskforce meetings are held once to twice a month throughout the year with special meetings convened when necessary. Two weeks notice is always given prior to meetings to enable the necessary scheduling to occur and distribution of reports and plans.

### **Planning Permit Submission Details**

The following checklist outlines the submission details required to accompany a Planning Permit Application for the Doncaster Hill Activity Centre. Specific submission details pertaining to an applicant's response to the ESD Guidelines and Urban Design Guidelines are outlined later, in the relevant sections. A completed copy of the Application Checklist should be provided with the submission to verify all of the information presented and to help minimise delays associated with further information requests.

### **Doncaster Hill Application Checklist**

- Completed Doncaster Hill Application Checklist;
- Completed Town Planning Application Form;
- Relevant Town Planning Application Fee;
- Certificate of Title and details of any Covenants or Section 173 Agreements (title search to be no more than 2 months old);
- Three copies of scaled and fully dimensioned plans;
- Full set of plans reduced to A3 size; and
- Feature survey plan.

### **Planning Policy Response**

- Written statement that describes how the development is consistent with the:
  - Doncaster Hill Strategy Objectives;
  - State Planning Policy Framework (SPPF);
  - Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement;
- Zones;
- Overlays;
- Particular Provisions;
- General Provisions; and
- Reference and Incorporated Documents.

### **ESD Response**

- Three copies of a Sustainability Management Plan (as specified in Part C of this Strategy) in accordance with Clause 22.13 of the scheme, incorporating written responses and technical details/illustrations with regard to:
  - Building Energy Management;
  - Water Sensitive Urban Design;

- Construction Materials;
- Indoor Environment Quality;
- Waste Management;
- Quality of Public and Private Realm;
- Transport; and
- Demolition and Construction.

The Sustainability Management Plan should also:

- identify how the development will achieve the sustainability objectives of the Municipal Strategic Statement, Clause 21.21 Doncaster Hill Activity Centre;
- identify statutory obligations and documented sustainability performance standards; and
- specify key performance indicators, to an agreed level, to measure the achievement of objectives and initiatives identified in the Sustainability Management Plan.

Demonstrate:

- the application of current best practice principles;
- the use of emerging technology; and
- A commitment to "beyond compliance" throughout the construction period and subsequent operation of the building.
- Identify responsibilities and the schedule for implementation and monitoring.
- Demonstrate that the design elements, technologies and operational practices that comprise the Sustainability Management Plan can be maintained over time.

## URBAN DESIGN RESPONSE

### Neighbourhood Details

- Full extent of properties located within a 100-metre radius of the subject site
- In relation to the neighbourhood, where appropriate:
  - The pattern of development of the neighbourhood;
  - The built form, scale and character of surrounding development including architectural styles, front fencing and garden styles/landscape design;

- Identification of significant trees on surrounding properties, including species, height, spread and health of any trees that could be affected as a result of the proposed development;
- Front and side setbacks of surrounding buildings;
- The impact of the proposed development on the amenity of the adjoining and near-by properties;
- Location of secluded private open space and habitable room windows of surrounding properties that have an outlook to the site;
- Solar access to surrounding properties; and
- Any other notable features or characteristics of the neighbourhood.

An urban design response that identifies and assesses how the proposed development derives from and responds to the neighbourhood and site description and the various outcomes for the land sought by the scheme.

### Site Details

- In relation to the site, where appropriate:
  - Site shape, size, orientation and easements;
  - Access points, fences, boundaries, drainage and services;
  - Levels of the site and the difference in levels between the site and surrounding properties;
  - Existing buildings;
  - Solar access to the site;
  - Location of vegetation existing on site and details of species, height, spread and health;
  - Any contaminated soils and filled areas, where known;
  - Views to and from the site;
  - Street frontage features such as poles, street trees and kerb crossovers;
  - Location and direction of local shops, public transport services and public open spaces within walking distance; and
  - Any other notable features or characteristics of the site.

### Design Details

- Written response to the general and precinct specific objectives and guidelines of the Doncaster Hill Strategy to explain how the proposed development derives from and responds to the neighbourhood and site description with regard to:
  - Building form;
  - Height;
  - Setbacks;
  - Massing;
  - Materials;
  - Boulevard Character;
  - Activated Street Frontage;
  - Heritage;
  - Pedestrian Links;
  - Vistas;
  - Access and Car Parking;
  - Open Space;
  - Landscape;
  - Safety.
- Written response to identify opportunities and constraints on site;
  - Shadow diagrams for the September equinox and June solstice in accordance with the Doncaster Hill Urban Design Requirements (Part D of this Strategy);
  - Wind Tunnel Assessment in accordance with the Doncaster Hill Urban Design Requirements;
  - Noise attenuation details;
  - Correctly proportioned Street Elevations showing the development in the context of adjacent buildings;
  - Three-dimensional coloured Artists Impression of the proposed development in context of surrounding development;
  - Sections of the proposed buildings at appropriate intervals;
  - Sight lines from balcony edges;
  - Details and plans of any signage where applicable;

- Landscape Concept Plan drawn to scale and indicating planting schedules, layouts and provisions for tree root guards, irrigation, drainage and other relevant landscape design features;
- Landscape Concept Plan should detail all landscaping treatments for each stage of development and permanent management and upkeep of landscape areas/treatments; and
- Arborist's Report with regards to the removal of any significant vegetation on site and the impact of the proposed development on vegetation on adjoining properties.

#### **Traffic Impact Response**

- The developer is to provide a traffic impact study for the proposed development showing the following information:
  - Number of car parking spaces including disabled spaces and parking allocation;
  - Traffic generation and distribution detail for morning and evening peak hours based on the proposed development;
  - Existing traffic details;
  - Traffic management during the development construction phase;
  - The impact of generated traffic on the existing road network; and
  - Parking generation rates and the estimation of demand and supply of parking facilities from development construction onwards.

#### **Smart Building Response**

- Management Plan that details the technical measures to incorporate 'e-wiring' – broadband provisions into the building design.

#### **Plan Details**

- Site area and number of dwellings;
- Floor area of dwellings and other components of the building;
- Building site coverage;

- Area and dimensions of private open space for each dwelling;
- Any area of public open space;
- Site/floor plan to a scale of 1:100 to include:
  - Boundaries and dimensions of the site;
  - Location and use of proposed buildings;
  - Mature trees to be retained or removed;
  - Location and setback of adjoining buildings;
  - Location and dimension of landscape areas;
  - Location of plant and other equipment;
  - Location of waste collection and other storage / delivery areas;
  - Proposed streets, access ways, car parking areas and footpaths within the site;
  - Existing contours;
  - Finished floor levels;
  - Spot ground levels at each corner of proposed buildings;
  - Entries and internal layout of proposed uses;
  - Area of private open space for each dwelling where applicable;
  - External storage space for each dwelling;
  - Car parking allotted to each dwelling;
  - Proposed treatments of exposed roof spaces.
- Elevations to include:
  - North, south, east and west elevations of each proposed building;
  - Overall building heights;
  - Wall heights;
  - Dimensions between natural ground level and proposed finished floor levels;
  - Details of any proposed cut or fill and methods of retaining any cut or fill;
  - Proposed fencing details, including elevations of any proposed front fence; and
  - Schedule of finishes, detailing materials and colours of main external surfaces including roofs, walls, fences and car park entrances/garages.



# Part C ::

ECOLOGICALLY SUSTAINABLE  
DEVELOPMENT (ESD) REQUIREMENTS



## Ecologically Sustainable Development (ESD) Requirements

Part C – ESD Requirements outlines the importance of, and mandatory requirement to incorporate ecologically sustainable design techniques into developments within Doncaster Hill. The Doncaster Hill Strategy seeks to ensure that ESD is a fundamental component of mainstream development that is no longer be considered as a separate, add-on component.

The incorporation of ESD into mainstream development requires an investment in vision and whole-system thinking, addressing not only what the building will look like, but also what features and qualities the building will incorporate to provide an integrated and functional sustainable end product. Front-loading of the planning and design stages will recover this investment by avoiding downstream costs associated with expensive re-designs and stalled construction and will ultimately deliver a far superior, more marketable development.

Conventional design and construction methods often produce buildings and spaces that can negatively impact on the environment as well as occupant health and productivity. These buildings are expensive to operate and contribute to excessive resource consumption, waste generation and pollution. Well-executed, eco-friendly developments have proven to be both environmentally and financially rewarding, enticing mainstream developers at an increasing rate and allowing them to distinguish themselves from their peers.

The establishment of a cross-functional, integrated development team is essential to achieve ESD through the preparation and implementation of the Sustainability Management Plan.

### SUSTAINABILITY MANAGEMENT PLAN (SMP)

The Sustainability Management Plan has been introduced as the vehicle to deliver ESD outcomes in Doncaster Hill. The SMP is a mandatory requirement, to be submitted with an application for new development as part of the planning approvals process (refer to Section B - Doncaster Hill Application Checklist). The Sustainability Management Plan must be prepared in accordance with Clause 22.13, Doncaster Hill Activity Centre Sustainability Management Plan Policy of the Manningham Planning Scheme.

It is policy that the Sustainability Management Plan:

- Identify how the development will achieve the sustainability objectives of the Municipal Strategic Statement, Clause 21.21 Doncaster Hill Activity Centre.
- Identify statutory obligations and documented sustainability performance standards from Government and other authorities.
- Specify key performance indicators, to an agreed level, to measure the achievement of objectives and initiative identified in the Sustainability management Plan.
- Demonstrate:
  - the application of current best practice principles;
  - the use of emerging technology; and
  - a commitment to 'beyond' compliance' throughout the construction period and subsequent operation of the building.
- Identify responsibilities and the schedule for implementation and monitoring.
- Demonstrate that the design elements, technologies and operational practices that compromise the Sustainability Management Plan can be maintained over time.

The SMP must also address the following components:

- |  |   |
|--|---|
| <b>1.</b> Building Energy Management   | <b>5.</b> Waste Management                    |
| <b>2.</b> Water Sensitive Urban Design | <b>6.</b> Quality of Public and Private Realm |
| <b>3.</b> Construction Materials       | <b>7.</b> Transport                           |
| <b>4.</b> Indoor Environment Quality   | <b>8.</b> Demolition and Construction         |

Health, resource and ecological issues are significant factors influencing development in Doncaster Hill and will inherently cross professional boundaries. Consultants engaged by applicants will be expected to demonstrate design excellence through the calibre of materials and information presented to Council. Applicants are encouraged to seek specialised information and skills in the preparation of a Sustainability Management Plan. As indicated in Section B – Application Process Flowchart, information pertaining to sustainable design issues is a requirement of presentation to the Doncaster Hill Sustainable Design Taskforce from the beginning of the permit application process, further emphasising the importance of ESD in Doncaster Hill.

### SUSTAINABILITY GUIDELINES (JUNE 2004)

These Guidelines have been developed by Manningham City Council and DesignInc to assist applicants preparing a Sustainability Management Plan (SMP) against the requirements of Clause 21.21 and 22.13 'Doncaster Hill Activity Centre Sustainability Management Plan Policy' in the Manningham Planning Scheme.

Information on each topic is presented as an introduction to the key issues. The applicant team is encouraged to access further resources listed in each section for a fuller understanding of each subject and to meet with Council officers as early as possible to clarify application of the scheme provisions.

A copy of the Sustainability Guidelines is available from Manningham City Council or online at [www.doncasterhill.com](http://www.doncasterhill.com)



# 1 • Building Energy Management

## OBJECTIVE

To achieve new benchmarks in energy conservation and increase use of renewable energy sources.

## REQUIREMENTS

The Preparation of a Building Energy Management Plan that addresses but is not limited to the following:

- 1.1** All residential apartments must achieve a minimum 5 Star Energy Rating (in accordance with the First Rate assessment program or equivalent – relevant certificate documentation is to be provided to Council).
- 1.2** Developments must demonstrate new benchmarks for low energy consumption (MJ/m<sup>2</sup>/year) and greenhouse gas emissions for the alternate use areas of the development (eg. office and commercial/retail areas).
- 1.3** Renewable energy sources must be incorporated into the building design.
- 1.4** To achieve requirements 1.1, 1.2 and 1.3, the following considerations must be addressed in the Energy Management Plan.

## ARCHITECTURAL CONSIDERATIONS

### Building Envelope

- The building envelope/façade and building footprint are vital considerations in minimising energy consumption in design solutions and should be considered a priority consideration, especially in terms of building orientation, shape and thermal efficiency (including a high level of bulk insulation and thermal/condensation bridging).
- Maximise the use of passive design techniques consistent with occupant comfort levels.
- Use passive (natural) means in preference to mechanical systems to maintain building ventilation, heating & cooling.
- Design to respond to site conditions, including nearby buildings, aspect, gradient and microclimate conditions.
- Use a simple combination of automatic & user-controlled, draft-free natural ventilation, heating and cooling systems that require minimal user supervision.

# 1 ▪ Building Energy Management (continued)

## ARCHITECTURAL CONSIDERATIONS

### Shading

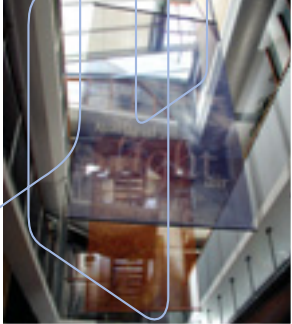
- All windows should be shaded against summer sun penetration, particularly west facing windows, where practicable. Shading options may include vegetation, external louvres, external blinds, structural overhangs, perforated screens, low emittance glazing or spectrally selective glazing.
- Peak cooling loads should be minimised by considering north, northwest, west and southwest facades individually.
- Consideration should be given for the integration of solar shading with solar energy collection technology such as solar heat pumps for domestic hot water and photovoltaic cells generating electricity.

### High performance glazing

- Consideration should be given to the use of high performance glazing, thermal breaks and light coloured frames.

### Daylight possibilities

- Consideration should be given to envelope planning for maximum daylight admission.
- Living areas should be planned particularly for winter sun and daylight harvesting.
- Rooms utilised for most daytime activity should receive access to natural light.
- Consideration should be given to reducing the need for electric lighting by maximising the use of daylight and elimination of sun/heat in summer, while limiting glare in work areas and ensuring that Heating, Ventilation and Air Conditioning (HVAC) loads do not increase. These considerations could include light shelves, shaded skylights, light shafts and/or atrium with associated daylight sensing control of electric lighting.
- When utilising daylight, existing lighting circuit design and control systems should be arranged to realise the opportunity to minimise the operation of electric lighting. Circuitry should allow for night-time use, minimum daylight availability and maximum daylight availability as a basic requirement.



### Natural ventilation possibilities

- Consideration should be given to reducing the need for HVAC by maximising the use of natural ventilation. These considerations should include the following:
  - Night-time purging to cool thermal mass. Thermal mass should be exposed where possible whilst conforming to noise transmission requirements of the Building Code of Australia.
  - Specialised inlet ventilation openings and solar chimney/ ventilation shafts for outlet ventilation.
  - Cross ventilation through floors is strongly encouraged to minimise air conditions use. Air conditioning should be considered, in apartment situations, as an apartment owner installation eg. visually/externally concealed split a/c units on balconies following inherent natural ventilation design solutions.
  - The use of winter gardens, etc. to create increased airflow.
  - Car park ventilation.
  - Landscaping is encouraged to aid in shading and cooling for passive energy efficiency.

### Level of exposed internal surfaces

- Light coloured internal finishes should be utilised in order to minimise lighting power densities.

### Infiltration

- Consideration should be given to provide good sealing practices for external elements to minimise infiltration/drafts.

### Lifts/Stairs

- Consideration should be given to maximise the use of stairs and minimise the use of lifts. The following points should be considered to facilitate this:
  - Place stairs in prominent positions to maximise their visibility and use.
  - Design stairs with pleasant risers and tread sizes to create easy movement.
  - Design stairs to be social spaces where conversations can occur.
  - Design stairs to act, where appropriate, as natural ventilation shafts.

# 1 • Building Energy Management (continued)

## Insulation

- Consideration should be given to exceeding the minimum insulation requirements to minimise heat loss in winter and heat gain in summer. This technique can raise energy star ratings at a minimal cost to developers.

## Mechanical – Heating Ventilation Air Conditioning (HVAC) Considerations

- Provisions should be made for an appropriate level of user control for internal environment conditions provided that this does not conflict with energy efficiency objectives.
- Consideration should be given to the HVAC systems selection and design, with respect to the efficiency of the plant and also the reduced capacity required due to the other energy efficient initiatives that will be incorporated into the building.
- Consider the use of geothermal heat pump air conditioning systems, cogeneration systems and mixed mode air conditioning.

## Electrical – Electric Lighting Considerations

- Consideration should be given to the layout and zoning for the lighting system.
- Provisions should be made for individual light switching and climate control in rooms (including rooms with occasional and/or outside-hours use).
- Supplement natural light with integrated, high-performance ballasts, lamps and fixtures.
- Incorporate lighting controls, including dimmers and sensors to minimise unnecessary energy consumption.

## Renewable Energy Source Considerations

- Consideration should be given to interchange of on-site generation of power with grid supply.
- Use of verified and approved 'green' power from the supply grid should be considered.
- Innovative sources of renewable energy, such as solar thermal technologies and wind turbines, should be considered for careful integration into the design.
- Building integration and careful architectural detailing of renewable energy technologies is important to enhance the appearance of the building and not present an 'add on' detraction from the overall building form.

# 2 • Water Sensitive Urban Design

## OBJECTIVE

To achieve best practice water sensitive urban design that offers an alternative to the traditional approach to water management.

## REQUIREMENTS

The Preparation of a Water Sensitive Urban Design Plan that addresses but is not limited to the following:

- 2.1** Selection of water fittings and appliances (shower heads, dishwashers, clothes washers, toilet suites, urinals, tap outlets etc.) must be on the basis of water conservation principles and have a 3A to 5A water conservation rating.
- 2.2** Toilets must be low flush cisterns or other approved water minimisation types.
- 2.3** Garbage disposal units are not permitted.
- 2.4** Provisions must be made for the goal of 100% of rainwater and storm water to be collected, treated and re-used on site e.g. use rainwater and treated water for landscape and building control systems, toilet flushing, use for irrigation in shared recreational areas, swimming pool water, etc.
- 2.5** Maximise opportunities for on-site collection, treatment and re-use of grey water.
- 2.6** Maximise opportunities for on-site collection, treatment and re-use of black water.
- 2.7** Maximise the use of permeable surfaces, reducing continuous impervious surfaces.
- 2.8** Incorporate landscape design that decreases water requirements in gardens and recreational areas eg. maximise use of indigenous and native plants in gardens and open space areas, including xeroscope gardens.
- 2.9** Incorporate podium/roof top gardens to minimise stormwater run-off and provide thermal insulation.
- 2.10** Consideration should be given to integrating storm water treatment into the design of public spaces eg. design of water features to enhance public enjoyment and amenity.



# 3 : Construction Materials

## OBJECTIVE

To minimise the environmental impacts of input and output materials as well as any material used in the external construction and development of buildings and works.

## REQUIREMENTS

The preparation of a Construction Materials Plan that demonstrates the developer's commitment to sustainable materials selection, recycling, re-use and disposal. This commitment shall be further supported, at a later stage but prior to the commencement of development, with the submission to Council of a materials schedule, highlighting sustainable material selections.

- 3.1** The Construction Materials Plan must demonstrate:  
That the selection of building materials has taken into account source, production process, life-cycle costs, durability and ozone-depleting potential. This includes consideration of the following:
- Is the material made in Victoria or Australia?
  - Is the material necessary for the building?
  - Is the material recycled?
  - Is the material recyclable?
  - Is the material non-hazardous and non-toxic?
  - Does the material emit toxic substances during its lifecycle or when breaking down?
  - Does the material have allergenic traits?
  - Design with panel, pre-cut and engineered construction products via off-site construction methods to minimise waste.
  - Design interior building components for future disassembly, re-use and recycling.
  - Use of durable exterior and interior finishes.
  - No use of timbers from non-sustainable sources e.g. native forest timber.
  - Maximise use of recycled timbers.

- Provision of evidence of source of timber products used e.g. is the timber recycled, from a plantation, from a native plantation or other sources.
- Methods to minimise materials use in the design.
- Use of standard material sizes and components to reduce waste and improve the ease of disassembly.

- 3.2** The Construction Materials Plan must identify:
- All waste materials by type, outlining an on-site sorting and removal process that includes on-site supervision and nominating an appropriate recycling facility for disposal.
  - Minimisation of waste to landfill in relation to on-site materials such as concrete, bricks, timber, furniture, carpets, fixtures, lighting etc.
  - All non-reusable and non-recyclable materials and how they will be disposed of.
  - Possible ways in which waste materials can be recycled on-site.

# 4 · Indoor Environment 4 · Quality

## OBJECTIVE

To achieve healthy internal building environments.

## REQUIREMENTS

The preparation of an Indoor Environment Quality Plan that demonstrates the developer's commitment to sustainable, healthy interior materials selection. This commitment shall be further supported, at a later stage but prior to the commencement of development, with the submission to Council of an interior materials schedule, highlighting appropriate material selections, as well as technical building ventilation and noise attenuation details.

The Indoor Environment Quality Plan must address but not be limited to the following:

- 4.1** Establish minimum indoor air quality performance to prevent development of indoor air quality problems in buildings, maintaining the health and well being of occupants.
- 4.2** Windows shall be provided in all occupied spaces for view and natural ventilation.
- 4.3** Windows and doors shall be situated to achieve natural cross ventilation.
- 4.4** Minimise the quantity of indoor air contaminants that are odorous or potentially irritating to provide installer and occupant health and comfort.
- 4.5** Utilise, where possible, flooring surfaces that are easily cleaned and that inhibit dust mite harbouring and breeding.
- 4.6** Demonstrate that selection of materials that contribute to internal atmosphere are judged on their generation of atmospheric pollutants.
- 4.7** Meet or exceed minimum Volatile Organic Compound (VOC) limits for adhesives, sealants, paints, composite wood products, and carpet systems.
- 4.8** Avoid products containing formaldehyde.
- 4.9** Provide for the effective delivery and mixing of fresh air to support the health, safety and comfort of building occupants.
- 4.10** Ensure that all fresh air intakes are located away from loading areas, exhaust fans from underground parking areas, garbage/waste storage areas and restaurants and other contamination points that may transfer odours, particulates and moisture to living/residential spaces.
- 4.11** Extractor fans shall be provided in all wet areas including bathrooms, kitchens and laundries, preferably vented externally rather than into roof spaces – entrainment to adjoining occupancies is to be avoided.
- 4.12** Effective, externally vented range hoods shall be provided over all cook tops – entrainment to adjoining occupancies is to be avoided.
- 4.13** Provide a high level of individual occupant control of thermal, ventilation and lighting systems to support optimum health, productivity and comfort conditions.
- 4.14** Radiant heating which does not collect or circulate dust, and does not produce particles or gaseous combustion by-products is preferred.
- 4.15** Consideration should be given to foil or recycled plastic product insulation to avoid irritant particles.
- 4.16** Provide a connection between indoor spaces and outdoor environments through the introduction of sunlight and views into the occupied areas of the building.
- 4.17** Ensure internal and external noise transmission levels and building acoustics exceed the relevant Australian standards through the use of sound-absorbing materials, high sound transmission loss walls, floors and ceilings and equipment sound isolation.

## 5 · Waste Management

### OBJECTIVE

To achieve a reduction in waste generated by building occupants that is collected, hauled to and disposed of in landfills.

### REQUIREMENTS

The Preparation of a Waste Management Plan that addresses but is not limited to the following:

- 5.1** A Waste Management Study providing the following information:
  - Assessment of garbage generation rates for apartments, café, retail and other commercial uses of the building.
  - Estimated breakdown of residential and commercial garbage and recyclables generation for the development.
  - The amount of space required for the storage of recyclables on each floor - as chutes are not suitable for the transfer of recyclables.
  - The amount of space required for the storage of residential garbage and recyclables on the ground/basement floor and how it is collected.
  - How the commercial waste and recyclables are to be stored and collected.
- 5.2** Design details of the built-in waste/recycling system for the building indicating the provision that must be made for the separate disposal of garbage and recyclable streams, for all areas of the building including residential, commercial and retail. Ensure adequate and accessible communal space for the storage and collection of recyclable materials and refuse.
- 5.3** Provide a designated area for convenient wheelie-bin parking within the property with easy access to the kerb-side as appropriate or larger volume shared facility/equipment with adequate access for deposit and pick-up.
- 5.4** Explain and demonstrate the provision of adequate access for waste collection vehicles.
- 5.5** Ensure provision for communal and/or individual household based composting facilities for all kitchen and garden compostables.



## 6 · Quality of Private and Public Realm

### OBJECTIVE

To achieve design excellence in the built, natural and cultural environments.

### REQUIREMENTS

The preparation of a Public and Private Realm Plan that addresses but is not limited to the following:

- 6.1** Utilise an integrated approach during the design and construction of any new development to ensure provision for access and mobility so that no user is excluded from any built environment by unnecessary barriers.
  - Development must conform to the Australian Standards for accessibility (including AS1428 Part 2).
  - Development must conform to any Manningham City Council policies relating to provision for access and mobility.
- 6.2** A separate report by an approved independent access auditor to assess any plans and provide advice/recommendations on access and mobility issues is required and will be considered as part of the statutory planning process.
- 6.3** Specify whether varying functions can be accommodated in shared spaces, especially to provide flexibility for future use.
- 6.4** Provide easy access to neighborhood facilities and movement networks.
- 6.5** Ensure open space areas are appropriately designed and located as functional areas:
  - Located for adequate privacy and minimal overshadowing.
  - Appropriately screened/enclosed and sheltered from any wind-tunneling effects.
  - Well proportioned.
  - Surfaced attractively and comfortably.
  - Equipped with appropriate lighting and furniture.
  - Contribute to the building setting.
  - Encourage natural habitat through plant selections and water features.
- 6.6** Provide for direct natural light and solar access to neighbouring properties.
- 6.7** The design proposal must address any wind effects on adjacent properties, existing or proposed (also refer to Part D – Urban Design Requirements – MicroClimate Studies).
- 6.8** Maximise opportunities for construction of rooftop and terrace/podium gardens that can be accessed as private or communal open space.

# 7 : Transport

## OBJECTIVE

Minimise overall environmental impacts due to movement and transportation of people, materials, equipment and systems.

## REQUIREMENTS

The preparation of a Transport Plan that addresses but is not limited to the following:

- 7.1** Traffic Assessment explaining and justifying the provision of car parking, access arrangements, impacts on the surrounding road network, provision of bicycle storage facilities, security and provision of visitor parking.
- 7.2** Integrate transport facilities with the surrounding built and natural environment.
  - Driveway pavement materials/design to emphasise safe and shared use (where appropriate) for cars/pedestrians and other users.
  - Effective concealment of car parking facilities.
  - Provision of accessible, safe, secure and well-ventilated car parking facilities.
- 7.3** Provide appropriate amenities for pedestrians and bike riders.
  - Provide 'after trip' facilities for bicycle users, joggers etc. (e.g. such as secure bicycle storage, showers and changing rooms).
  - Access to facilities to be centrally and easily located.
- 7.4** Disabled car parking provisions must be made near entrances and lifts.
- 7.5** Reduce environmental impacts of car parking facilities.
  - Maximise opportunities for permeability, where appropriate.
  - Incorporate sustainable stormwater design elements e.g. collection and recycling of stormwater runoff, where appropriate.
  - Internal circulation of car parks to be bicycle and pedestrian friendly.
  - Internal car parking should be naturally ventilated if possible within relevant codes and incorporate approved screening emissions and noise controls.

- 7.6** Maximise the flexibility of the parking facilities/area to provide car parking that caters for different occupancies of mixed-use buildings with varying schedules, but in keeping with the Statutory Planning requirements for car parking.
- 7.7** Encourage mixed use developments that eliminate the need for many automobile trips, encouraging more low impact transportation modes eg. walking, riding etc.
- 7.8** Minimise transport distances involved in the demolition, recycling, construction, fit-out and operational phases of the development, eg. using local suppliers and services.

## 8 • Demolition and Construction

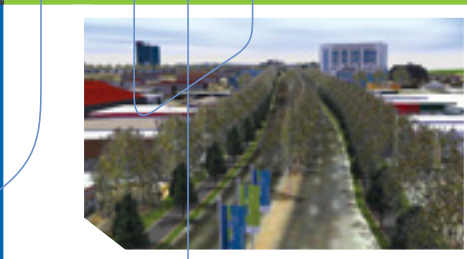
### OBJECTIVE

To minimise environmental impacts associated with site construction practices.

### REQUIREMENTS

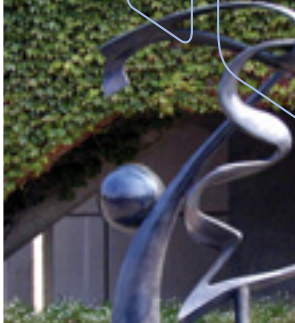
The Preparation of a Demolition and Construction Management Plan that addresses but is not limited to the following:

- 8.1** Manage the construction site to minimise pollution of storm water - no sediment-laden run-off is to leave the site.
- 8.2** Materials with the potential to leach or erode contaminants must be kept dry during construction.
- 8.3** Maximise the amount of materials to be re-used on the site.
- 8.4** Identify recyclable materials to be discarded from existing structure(s) (if applicable).
- 8.5** All on-site contractors and sub-contractors must be trained &/or informed of the Construction and Demolition Management Plan to the satisfaction of the responsible authority.
- 8.6** Minimise unreasonable noise levels off-site, with no unreasonable noise levels outside of working hours, including the specification of:
  - Proposed hours of construction of buildings and works.
  - Measures to minimise and control noise from construction works.
  - Measures to minimise impact of construction vehicles arriving and departing from development sites.
  - Details of the operation of cranes on site and their accommodation.
  - Measures to accommodate the private vehicles of workers/tradespersons.
  - Measures to minimise the creation of conditions liable to be a nuisance.
  - Measures to minimise impact upon local amenity of operations such as waste collection, vehicle loading and unloading, management of car parking areas, etc.
- 8.7** Demonstrate best-practice standards for the control of dust.
- 8.8** Avoid use of construction materials with toxic components to facilitate recycling and reduce pollution.
- 8.9** Minimise site disturbance including protection of existing vegetation to be retained and topsoil to be protected, where appropriate.
- 8.10** Ensure that footpaths surrounding the site are kept clear and safe to provide continued access and availability for pedestrians.



# Part D ::

URBAN DESIGN REQUIREMENTS



## Urban Design Requirements

The primary intent of Part D – Urban Design Requirement is to facilitate architectural and urban design excellence, to create an Activity Centre of more human scale and character and to enhance the uniqueness and attractiveness of Doncaster Hill. Future development must positively address pedestrian amenity, quality of streetscapes and generate an active, vibrant urban village. Development in the Doncaster Hill Activity Centre is required to be consistent with the general and specific urban design objectives of this Strategy.

Part D details the principles and requirements to be addressed by development, including:

- Precincts
- Building Height –
  - Overshadowing
  - Overlooking & Views
  - Design Element Areas
- Building Setbacks
- Contemporary Design
- Wind Assessment
- Gateways
- Boulevard Character
- Landscape Guidelines
- Signage and Display Guidelines
- Public Open Space
- Public Art Opportunities
- Precinct Specific Guidelines

Part D- Urban Design Requirements have also been structured around precinct-specific recommendations that highlight the particular qualities and opportunities afforded by different areas within Doncaster Hill. This focus on place making will underpin the development of a diverse and lively mix of clearly differentiated urban environments across Doncaster Hill.

## Precincts

Seven distinctive development precincts have been identified and delineated as a framework for the assessment of appropriate mixes of functions, density and character.

The delineation of individual precincts allows guidelines to be tailored to the unique opportunities afforded by each of the defined areas including:

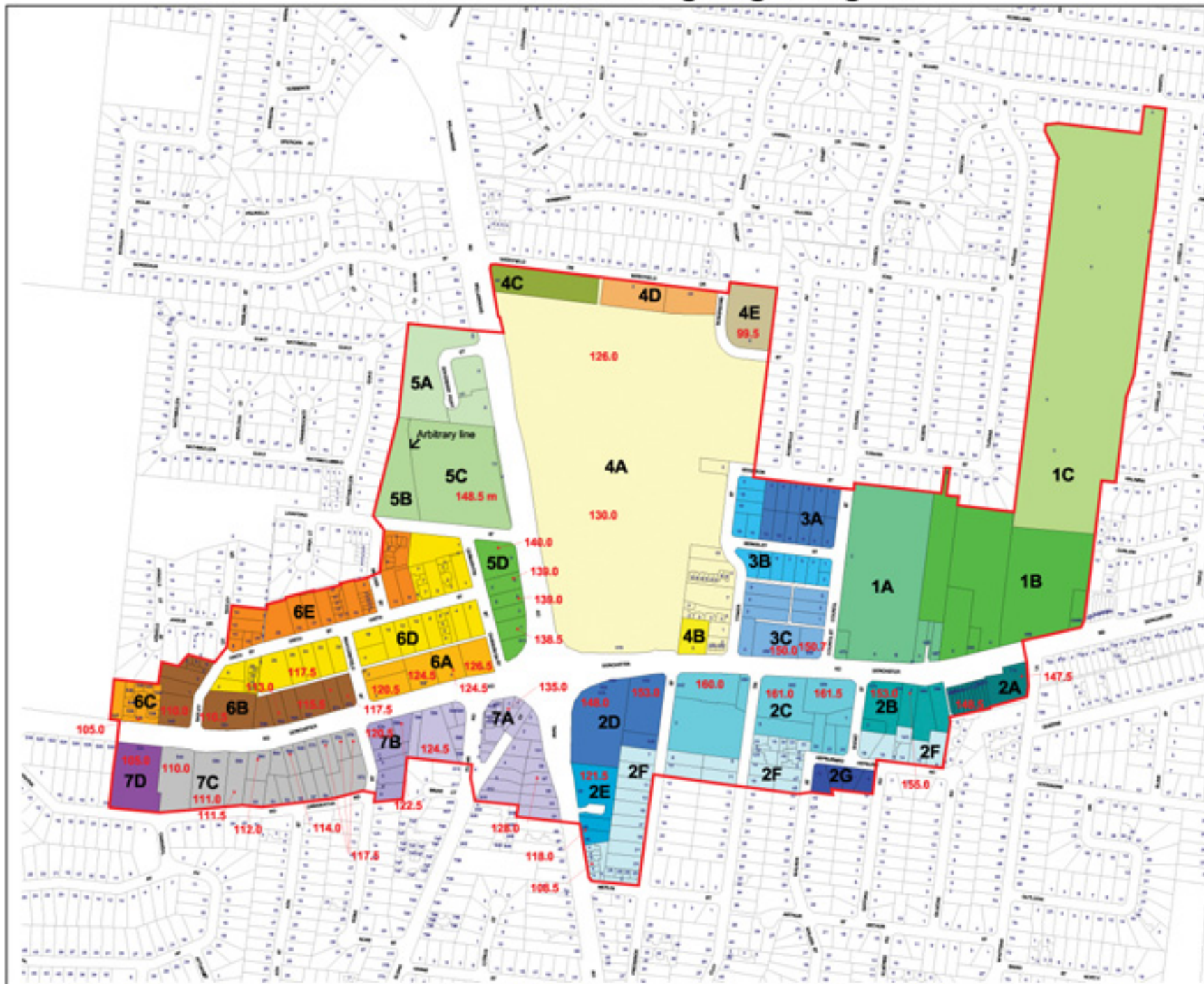
- topographic orientation and aspect;
- context;
- traffic flow;
- site adjacencies; and
- the ability of each precinct to create a distinctive sense of identity and character, and to contribute to the overall vision of the integrated Sustainable Urban Village.

In addition to the seven precincts, guidelines are also included for the major intersection of Doncaster, Williamsons and Tram Roads.

## Building Height

Building height refers to the vertical distance from natural ground level to the roof for parapet at any point on a site. Refer to the Building Height Diagram on the following page.

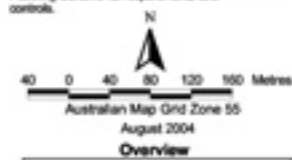
# Doncaster Hill - Building Height Diagram



## LEGEND

- Land Parcels
  - Doncaster Hill Boundary
- Height Overlays - maximum allowable height by Precinct (metres):**
- Precinct 1 - Civic and Education**
    - 1A - Height not specified
    - 1B - 29.0 metres
    - 1C - None specified
  - Precinct 2 - South East Doncaster Boulevard**
    - 2A - 21.5 metres
    - 2B - 29.0 metres
    - 2C - 40 metres
    - 2D - 36 metres
    - 2E - 21.5 metres
    - 2F - 14.5 metres
    - 2G - 11.0 metres
  - Precinct 3 - North East Doncaster Boulevard**
    - 3A - 12.5 metres
    - 3B - 14.5 metres
    - 3C - 29.0 metres
  - Precinct 4 - Doncaster Werfield Shoppingtown**
    - 4A - None specified
    - 4B - 21.5 metres
    - 4C - None specified
    - 4D - 11.0 metres
    - 4E - None specified
  - Precinct 5 - Williams Road West**
    - 5A - 29.0 metres
    - 5B - 14.5 metres
    - 5C - 36.0 metres
    - 5D - 29.0 metres
  - Precinct 6 - North West Doncaster Boulevard**
    - 6A - 21.5 metres
    - 6B - 21.5 metres
    - 6C - 18.0 metres
    - 6D - 14.5 metres
    - 6E - 11.0 metres
  - Precinct 7 - South West Doncaster Boulevard**
    - 7A - 32.5 metres
    - 7B - 29.0 metres
    - 7C - 21.5 metres
    - 7D - 18.0 metres

Note: Some precincts include areas defined as Design Element Areas. These areas also specify 'Design Element Height'. Refer to Schedule 6 to the Design and Development Overlay (DDO) - Doncaster Hill Activity Centres in the Manningham Planning Scheme for requirements and controls.



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Maximum allowable building heights vary from precinct to precinct and are subject to height overlay requirements, overshadowing and other proximity guidelines. Height overlay requirements mean that maximum heights nominated for any particular precinct are not necessarily achievable on every site or location within that precinct.

The maximum allowable height on Doncaster Hill shall be 40 metres to the top of the parapet, measured from natural ground level at any point. This height only applies in Precinct 2C (refer building height diagram). The maximum allowable height for each site is shown on the height diagram as an Australian Height Datum level.

Consolidation of individual properties by developers is encouraged to achieve more integrated design outcomes and provide greater scope for realising optimum building heights.

Developers must demonstrate the appropriateness of the allowable maximum height limit through sectional studies, overlooking and shadow diagram analysis. A detailed visual analysis of the building height, bulk and form is to be undertaken.

#### OVERSHADOWING

Access to sunlight for neighbouring houses, open spaces and developments must be demonstrated for 9AM, noon and 3PM on the 22nd March, the 22nd of June and the 22nd of September, and the height and location of buildings should be determined accordingly.

A building on the north side of Doncaster Road must not cast a shadow further than 1.2 metres south of the back of the kerb on the south side of Doncaster Road, between the hours of 11.30 AM and 1.30 PM at the winter solstice on 22 June.

All buildings and works should be designed to avoid casting shadows upon any adjacent properties (including public open space areas) outside the Strategy area between 11.00 AM and 2.00 PM on 22 March or 22 September.

#### OVERLOOKING AND VIEWS

Consideration shall also be given to the prevention of significant overlooking between buildings. The extent of overshadowing and overlooking must be resolved to the satisfaction of Manningham City Council, nominated height limits notwithstanding.

The retention of existing views from neighbouring properties is also an important consideration. In a centre with planned high density development such as Doncaster Hill, it is unrealistic to assume that the views enjoyed from all levels of a new development will be able to be retained in the longer term. Nevertheless, every effort will be made to preserve key views and vistas throughout the Hill area.

#### DESIGN ELEMENT AREAS

Design elements are defined as unique architectural and/ or ESD features which substantially contribute to the overall building form and appearance. They must be based on contemporary architectural and innovative urban design techniques that incorporate ecologically sustainable design principles.

Design elements can project above the specified maximum building height at the discretion of Council, but will only be considered in special cases where the building design is deemed to be outstanding by Council, the proposal is located in a specified area of maximum impact on Doncaster Hill, and provided the following criteria are satisfied:

- Design elements must:
- substantially contribute to the overall building form and appearance;
  - form part of a unique architectural or ESD feature;
  - extend above parapet level no higher than 20% of the maximum allowable building height;
  - be of a form which does not unduly increase the visual mass of the building;
  - have no additional effect on overshadowing of adjacent and nearby properties and public spaces at 12 noon on 22 June; and
  - not occupy greater than 15% of the overall roof area if the design elements are habitable.

Design elements will only be considered in locations where built form will have the greatest impact and be most able to make an architectural statement including the highest areas on the ridgelines, the area surrounding the main intersection, and the entry points/gateways into Doncaster Hill, as follows (also refer to the Design Element Areas map on the following page):

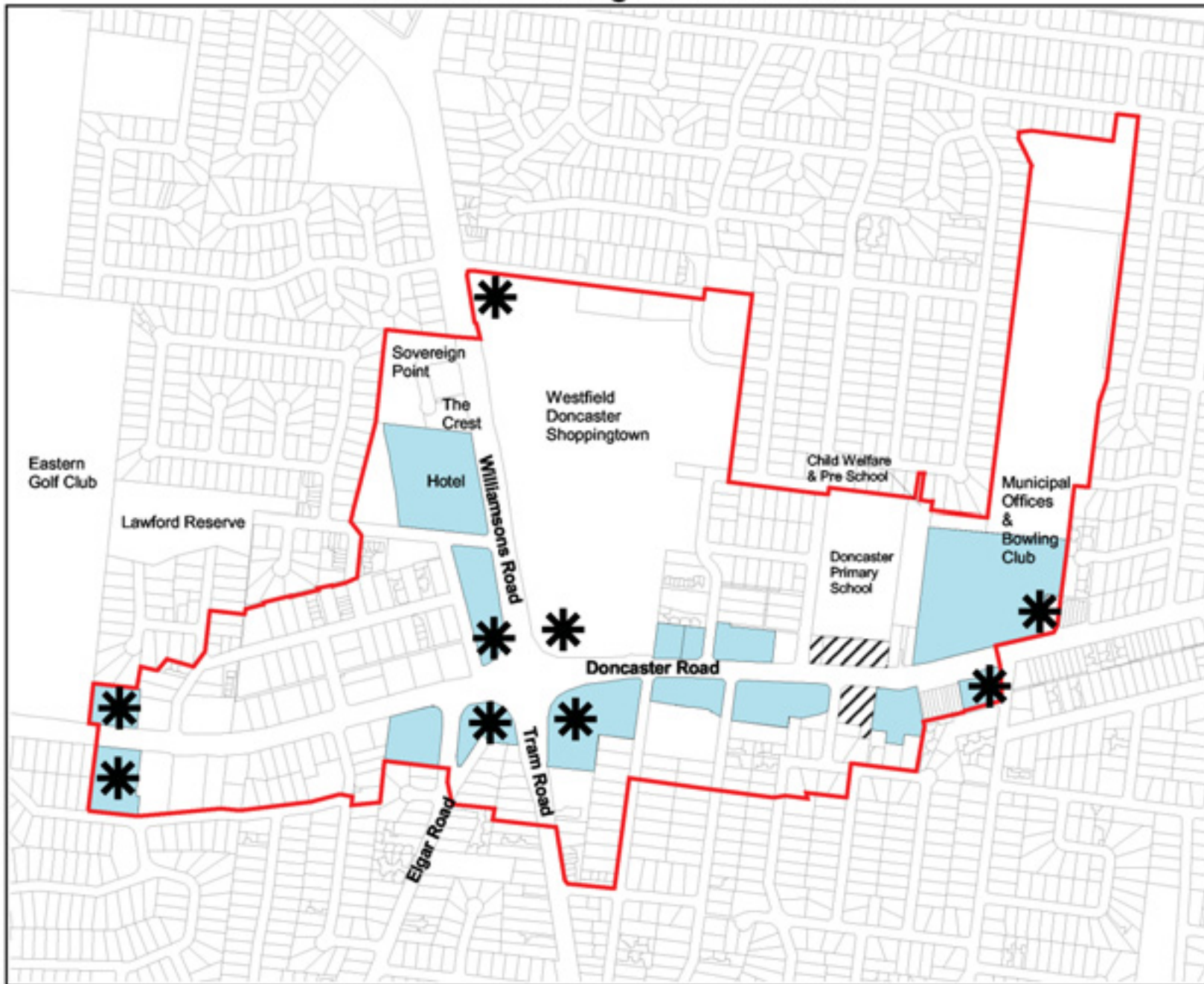
- Designated Gateway buildings at the east and west entry points to Doncaster Hill (max. heights 18-22m);
- Designated Gateway buildings abutting the main intersection (max. heights 29m-36m);
- Significant buildings abutting Doncaster Road on the ridgeline east of the main intersection, excluding those adjoining the historic precincts (max heights 22m-40m);
- Significant buildings abutting the west side of Williamsons Road (max. heights 29m-36m); and
- Southern area of Westfield Shoppingtown.

The permitted extension heights above parapet level for the range of maximum allowable building heights are as follows:

Maximum Building Height	Permitted Extension
40.0 m	8.0 m
36.0 m	7.2 m
29.0 m	5.8 m
21.5 m	4.3 m
18.0 m	3.6 m

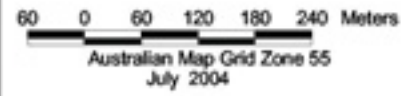
Plant rooms, lift overruns and solar collectors above the uppermost allowable building floor shall be limited to a maximum of 50% of the roof top area, and must be located in a position on the roof which minimises any contribution to overshadowing of neighbouring properties. They should not under any circumstances extend higher than 3.6 metres above the roof level.

# Doncaster Hill - Design Element Areas



## LEGEND

- Design Element Areas
- Historic Precincts
- Land Parcels
- Doncaster Hill Boundary
- ✱ Gateway Locations



## Overview



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## Building Setbacks

Building setbacks have been formulated to ensure users of Doncaster Hill can enjoy a high standard of amenity. Setbacks aim to enhance the users amenity of building occupants in terms of ventilation, daylight access, outlook, view sharing, wind mitigation and privacy. In residential buildings and serviced apartments where windows are provided on side and rear facades, separation between buildings is especially important to increase privacy.

Setback distances for Precincts within Doncaster Hill are specified in the table below and buildings or works should not be constructed or carried out within the setback distances specified. Minor buildings and works, such as verandahs, architectural features, balconies, sunshades, artworks, street furniture, may be constructed within the setback areas specified in the table below.

PRECINCT	MAXIMUM BUILDING HEIGHT	SETBACKS	OUTCOMES
1A	Not specified	5 metres from front boundary 4.5 metres from side boundaries 8 metres from rear boundary	The landscaped and tree-lined setbacks are an important feature of the boulevard frontage.
1B	29.0	5 metres from front boundary 4.5 metres from side boundaries 8 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage.
1C	Not specified	Not specified	Precinct 1C has a low built form scale which preserves the recreational/open space setting and low rise residential scale of the surrounding neighbourhood.
2A	21.5	5 metres to front Podium edge from front boundary 9 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	A higher scale of development with a range of building heights stepping down with the landform. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.
2B	29.0	5 metres to front Podium edge from front boundary 9 metres to front Tower edge from front boundary 4.5 metres from the side boundaries	A higher scale of development that takes advantage of the ridgeline location with a range of building heights stepping down with the landform. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage.



PRECINCT	MAXIMUM BUILDING HEIGHT	SETBACKS	OUTCOMES
2B (cont)		5 metres from rear boundary 5 metres or more from rear boundary	A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.
2C	40.0	5 metres to front Podium edge from front boundary 11 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	The highest scale of development that takes advantage of ridgeline location with a range of building heights stepping down with the landform. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.
2D	36	5 metres to front Podium from front boundary 13 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	A higher scale of development that takes advantage of ridgeline location with a range of building heights stepping down with the landform. A high quality gateway development. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.
2E	21.5	5 metres to front Podium edge from front boundary 9 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas to the south. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage.
2F	14.5	5 metres from front site boundary 4.5 metres from the side boundaries 4.5 metres from rear boundary	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas to the south. setbacks are an important feature of the boulevard frontage.

PRECINCT	MAXIMUM BUILDING HEIGHT	SETBACKS	OUTCOMES
2G	11.0	3 metres from front site boundary 4.1 metres from the side boundaries 4.5 metres from rear boundary	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas to the south.
3A	12.5	5 metres from front site boundary 4.1 metres from the side boundaries 4.5 metres from rear boundary	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas north of Goodson Street.
3B	14.5	5 metres from front site boundary 4.5 metres from the side boundaries 4.5 metres from rear boundary	A high quality built form that exists as a transitional scale between the higher intensity of development along Doncaster Road and Westfield Shoppingtown to the west and lower scale development to the north of Berkeley Street.
3C	29.0	5 metres to front Podium edge from front boundary 15 metres to front Tower edge from the front boundary 4.5 metres from the side boundaries 4.5 metres from rear boundary	A higher scale of development with a range of building heights stepping down with the landform. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.
4A	None specified	None specified	High quality built form and higher scaled development that takes advantage of the large consolidated site but steps down to compliment the topography and achieves the outcomes promoted by the Scheme for the land. High quality built edge treatments, landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.
4B	21.5	5 metres to front Podium edge from front boundary 13 metres to front Tower edge from the front boundary 4.5 metres from the side boundaries 4.5 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A pedestrian scale exists at street frontage and amenity impacts as a result of overshadowing, visual bulk or wind tunnelling are minimised.

PRECINCT	MAXIMUM BUILDING HEIGHT	SETBACKS	OUTCOMES
4C	None specified	None specified	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas.
4D	11.0	5 metres from front site boundary 4.5 metres from the side boundaries	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas.
4E	None specified	None specified	A high quality built form that provides a transition in scale between the higher intensity of development in Doncaster Hill and the lower scale development of adjoining existing residential areas.
5A	29.0	5 metres from the side boundaries 8 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. Higher development and a range of building heights stepping down with the landform.
5B	14.5	5 metres from the side boundaries 8 metres from rear boundary	A high quality built form that exists as a transitional scale between the higher intensity of other sub areas and the lower scale of existing residential areas.
5C	36.0	5 metres to front Podium edge from front boundary 9 metres to front Tower edge from front boundary 5 metres from the side boundaries	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A higher scale of development that takes advantage of a large consolidated site but steps down to form a transition between medium to lower scale development of other sub areas. The maintenance of viewing corridors to the City skyline along public or private open space areas or roads from various points along Williamsons Road.
5D	29.0	5 metres to front Podium edge from front boundary 9 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A higher scale of development and range of building heights stepping down with the landform.

PRECINCT	MAXIMUM BUILDING HEIGHT	SETBACKS	OUTCOMES
6A	21.5	5 metres to front Podium edge from front boundary 11 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A higher scale of development and range of building heights stepping down with the landform.
6B	21.5	5 metres to front Podium edge from front boundary 11 metres to front Tower edge to the front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A higher scale of development and range of building heights stepping down with the landform.
6C	18.0	5 metres to Podium edge from front boundary 11 metres to front Tower edge from front boundary 4.5 metres from the side boundaries 5 metres from rear boundary	A high quality gateway development which does not disrupt views to the CBD. Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. To allow for higher development and range of building heights stepping down with the landform.
6D	14.5	5 metres from front site boundary 4.5 metres from the side boundaries 4.5 metres from rear boundary	High quality medium scaled development. Building height steps down to form a transition between the comparatively higher built form along Doncaster Road and medium rise scale of built form on the north side of Firth Street.
6E	11.0	2 metres from front site boundary 4.1 metres from the side boundaries 5 metres from rear boundary	High quality medium scaled development. High quality built form that exists as a transitional scale between the higher development of other sub areas and the lower scale of existing residential areas north of Firth Street.
7A	32.5	5 metres to Podium edge from front boundary 9 metres to Tower edge from front boundary 4.5 metres from the side boundaries 4.5 metres from rear boundary	Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage. A high quality major gateway development. Higher scale of development and range of building heights stepping down with the landform, with a gradual transition in scale to the low scale residential development to the south.



PRECINCT	MAXIMUM BUILDING HEIGHT	SETBACKS	OUTCOMES
7B	29.0	<p>5 – 10 metres to front Podium edge from front boundary depending on location</p> <p>6 metres to front Tower edge from Podium edge</p> <p>4.5 metres from the side boundaries</p> <p>5 metres from rear boundary</p>	<p>Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage.</p> <p>Higher scale of development and range of building heights stepping down with the landform, with a gradual transition in scale to the low scale residential development to the south.</p> <p>To protect view lines, buildings of a lower scale down the hill will be required to step back further than buildings higher up the hill.</p>
7C	21.5	<p>5 – 10 metres to front Podium edge from front boundary depending on location</p> <p>8 metres to Tower edge from Podium edge</p> <p>4.5 metres from the side boundaries</p> <p>5 metres from rear boundary</p>	<p>Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage.</p> <p>Higher scale of development and range of building heights stepping down with the landform, with a gradual transition in scale to the low scale residential development south of Carawatha Road.</p> <p>To protect view lines, buildings of a lower scale down the hill will be required to step back further than buildings higher up the hill.</p>
7D	18.0	<p>10 metres to front Podium edge from front boundary</p> <p>8 metres to front Tower edge from Podium edge</p> <p>4.5 metres from the side boundaries</p> <p>5 metres from rear boundary</p>	<p>Consistent built edge and landscaped and tree-lined setbacks are an important feature of the boulevard frontage.</p> <p>High quality gateway development which does not disrupt views to the CBD.</p> <p>Higher scale of development and range of building heights stepping down with the landform, with a gradual transition in scale to the low scale residential development south of Carawatha Road.</p> <p>To protect view lines, buildings of a lower scale down the hill will be required to step back further than buildings higher up the hill.</p>





## Contemporary Design

Innovative contemporary design is the best of current architectural design practice, and is encouraged in all precincts on Doncaster Hill. While being a design of the early 21st century, it should be timeless in the way it relates to the urban and landscape context of Doncaster Hill, responsive to the topography and orientation of the particular site and contributing to a distinctive urban character for the Hill.

Council wishes to support outstanding architecture in Manningham, and in liaison with the Sustainable Design Taskforce will provide an annual design award for the best building on Doncaster Hill.

## Wind Assessment

Many of the current and proposed buildings in the Doncaster Hill area, particularly along Doncaster Road, would be influenced by the effects of exposure and topography. In assessing the environmental wind conditions likely to be associated with a new building development, the primary considerations are the amount of exposure and topographic influence for the strong wind directions.

A building should be regarded as being potentially exposed if, for any direction, half the building height is clearly above the height of upstream buildings which could provide shielding. The shielding effect of upstream buildings is one of the most significant factors to be taken into account when an assessment of environmental wind conditions is being made.

Rectangular buildings placed on a podium or lower stage building complex which deflects the downward wind flow before it reaches ground level can be satisfactorily used in many cases.

Canopies, local windbreaks, sealed arcades etc can also be used to deflect wind flow in the immediate vicinity of the particular building being designed. However, exposed rectangular buildings can increase wind flow at ground level, and particularly on the opposite side of the street, which can necessitate major configuration changes to be undertaken in the building form.

Developers must submit a written expert assessment of the likely environmental wind effects of their proposal on its surroundings, address in the following:

- The comfort and safety of people in the area likely to be affected by the development;
- The likelihood of down drafts or wind gusts that would be uncomfortable or dangerous to pedestrians and/or destructive to street trees and landscaping;
- The effect that the development will have on existing wind conditions in the vicinity;
- The use of secondary building elements to attenuate existing and/or expected detrimental wind effects, and their compatibility with the building façade and streetscape.

## Gateways

At the four 'entry points' on the arterial roads approaching Doncaster Hill, and at the main intersection of Doncaster and Williamsons Roads, a variety of 'gateway' treatments should be undertaken to signal entry into and enhance the special identity of the Doncaster Hill Activity Centre.

These treatments include:

- Gateway buildings showcasing unique, contemporary architecture;
- Doncaster Hill banners;
- An iconic public art feature at the main intersection;
- Distinctive tree planting; and
- Well-designed signage.

## Boulevard Character

A major urban design vision for Doncaster Hill is to develop a strong boulevard character along Doncaster Road, Williamsons Road and Tram Road and active street frontages along Doncaster Road and Williamson Road. Active street frontage areas will be the focal point for vibrant entertainment strips including café and leisure activities focusing on the length of Doncaster Road between Tram Road and the Civic Precinct.

### DESIGN PRINCIPLES AND GUIDELINES

The boulevard character will be supported by formal tree planting and a well defined built edge, with various pedestrian-generating and retail activities encouraged at street level.

A podium of at least 12 metres height shall be provided along the Boulevard frontages to achieve a consistent scale at street level.

Developments shall provide a uniform 5 metre setback to a podium from their street frontages in support of the boulevard and roadside planting, ceding 2 metres of land to Council ownership.

Vehicle crossings of pedestrian footpaths should be restricted to the minimum necessary to access the site. Pedestrian amenity should be considered a priority in developing appropriate pedestrian and vehicular networks.

Access to sunlight is an important consideration for boulevard areas. It must be demonstrated that the sun can penetrate onto the properties on the south side of Doncaster Boulevard from the building edge to the footpath (and not less than 1.2 metres south of the back of kerb) between 11.30am and 1.30pm at the winter solstice on June 22nd.

Developments shall incorporate high quality, contemporary street furniture and furnishings that contribute to the vibrant character of Doncaster Hill, subject to Council approval.

## **BOULEVARD LANDSCAPE TREATMENT**

Landscape treatment of the ceded land and balance of street frontage area (to the back of kerb) shall be in accordance with the standard detail shown below, and carried out by the developer as part of the building development works.

The landscape treatment includes the construction of a 3.6 metre wide paved promenade along both sides of Doncaster Boulevard, Williamsons Road and Tram Road to encourage pedestrian activity, and two staggered avenues of deciduous trees planted at 12-15 metre spacings to the satisfaction of the Responsible Authority.

The promenades are to be reduced to 2.0 metres wide in gateway locations where a transition is required between the 3.6 metre wide path, and existing paths.

The specified species are the 'Autumn Glory' Plane tree at 3.5 metres off-set from the building, and the 'Chanticleer' Pear planted at 1.8 metres from the kerb. Specified species are to be a minimum of 3.5 metres in height at the time of planting.

Basement car parking should be sufficiently set back from the tree alignment to allow for healthy root establishment.

A good quality tree grate ('Gatic' 874 x 874) and suitable road barrier are to be installed with each tree.

Council will also plant trees where possible in the central road median.

The paving material selected for the Boulevards, side streets and other pedestrian spaces is Quartstone 'Blue Onyx Honed' 300 x 300 pavers. Headers shall comprise Urbanstone shotblast Terra colour (Code 1563) 298.5 x 298.5 mm pavers. The pavement is to be laid on a 75mm depth concrete base and nominal 30mm mortar bed. Where the pavement crosses vehicular crossing points, it is to be laid on a 150mm 20Mpa concrete slab (with F82 centrally placed) on a 50mm FCR Class4 subgrade.

The 3 metre-wide street frontage areas between the new paved promenade and the front wall of the building will comprise a mix of hard and soft landscape treatment dependant upon the adjoining land use. The street frontage area should not be used for commercial display purposes. Paved areas within the 3 metre strip may incorporate outdoor seating and suitable glazed screens (of a type to be approved by Council) having regard to statutory requirements. Planting, grassed areas and paving works within the frontage areas and side streets should complement the boulevard landscape treatment. Strong architectural plants, either exotic or native, are suitable in these locations.

There may be opportunities to incorporate, integrated artwork within the street frontage area in liaison with the Doncaster Hill Public Art Advisory Committee.

Weather protection shall be provided at important pedestrian nodes along the Boulevards, including pedestrian crossing points.

A standard suite of street furniture including seating, vehicular and pedestrian lighting, rubbish containers, bollards and bicycle hoops will be specified by Council. The landscape details for Boulevards is shown on the diagram on the following page.

### **Doncaster Hill Boulevard Landscape diagram** (see opposite page)

## **Landscape Guidelines**

It is desirable that high quality landscape is prominent throughout Doncaster Hill and is characterised by the planting of large scale trees in the following areas:

- Boulevard planting along Doncaster Boulevard, Williamsons Road and Tram Road.
- Canopy tree planting of all other roads in Doncaster Hill.
- Screen planting within all developments and along the Doncaster Hill interface including existing residential areas.
- Extensive tree plantings in the parklands surrounding the municipal offices and other areas of green open space.
- Theme plantings in appropriate locations within public and private open spaces.

The simple use of large scaled trees will create a strongly structured landscape within Doncaster Hill.

Theme trees include:

### **Doncaster Boulevard**

- 'Autumn Glory' Plane
- 'Chanticleer' Pear

### **Tram Road and Williamsons Road**

- 'Autumn Glory' Plane
- 'Chanticleer' Pear
- 'Canary Island' Palm (only on the east side of Williamsons Road)

### **Westfield Shoppingtown and Residential Buffers**

- Lemon-scented Gum
- Yellow Box
- Red Box
- Apple Gum
- Spotted Gum
- Wallangarra Gum
- Blackwood

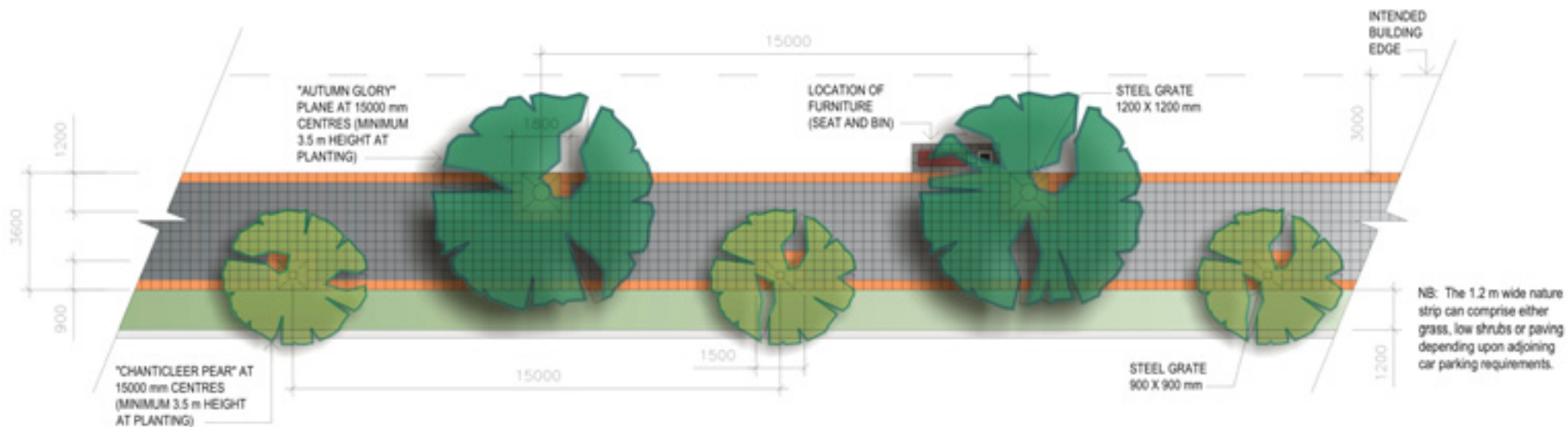
### **Local Roads**

- Lemon-scented Gum
- Red Flowering Marri
- Yellow Box
- White Cedar
- Red Oaks
- 'Manchurian' Pear (refer to Masterplan Part B: Streetscape Treatments)

### **SCREEN PLANTING**

Screen planting shall be accommodated along side and rear boundaries in landscaped beds of minimum width 1.5 metres to allow for the planting of large shrubs of approx. height 5-6 metres, and small trees.

The minimum width of screen planting shall be increased to 3 metres along the boundary separating Doncaster Hill from adjoining residential areas, and shall contain sufficient evergreen canopy trees and large shrubs to create an effective visual screen.



## DONCASTER HILL BOULEVARD LANDSCAPE DETAILS

### SAMPLE PAVING & FURNITURE STRIP

SEPTEMBER 2004

NOT TO SCALE



## NOT FOR CONSTRUCTION

### NOTE:

**MAIN PAVER:**  
"QUARTZSTONE"  
BLUE ONYX HONED  
CODE: 300300BLUPH  
300 X 300 mm

**BORDER PAVER:**  
"URBANSTONE"  
SHOTBLAST TERRA COLOUR  
CODE: 1563  
300 X 300 mm

All vehicle crossings must have appropriate tactile indicators inset into the footpath layout. Developers should use the pavers recommended and follow VicRoads standards.

**Native and indigenous planting** should be used wherever possible in individual developments, screen planting and parklands to encourage native fauna and reduce maintenance and water requirements. Dense planting of evergreen species is desirable to form effective screens.

Suitable indigenous tree species to be used where space permits, such as larger feature areas, include:

- Yellow Box, Red Box

Suitable indigenous species for screen planting include:

- Blackwood
- Lightwood
- Drooping Casuarina
- Silver Banksia
- Melaleuca ericifolia
- Dodonaea viscosa
- Callistemon sieberia

Suitable native tree species include:

- Eucalyptus citriodora
- Eucalyptus maculata
- Eucalyptus mannifera 'maculosa'
- Eucalyptus linearis
- Eucalyptus scoparia
- Angophora spp.
- Warerhousia spp

Suitable native shrub species include (but are not limited to):

- Correa 'Dusky Bells'
- Westringia fruticosa
- Grevillea lavandulacea
- Eriostemon myoporoides
- Grevillea 'Gaudi-Chaudi'
- Banksia spp

Low shrubs include (but are not limited to):

- Correa reflexa
- Hibbertia obtusifolia
- Indigofera australis
- Spyridium parvifolium
- Hardenbergia violacea

- Bulbine bulbosa
- Dianella longifolia
- Lomandra longifolia
- Hymenanthera dentata
- Brachyscome multifida
- Kennedia prostrata

Existing significant trees are to be retained and protected wherever possible on Doncaster Hill and surrounding areas, including the avenue of Elm trees along the street frontage of the Autobarn site (610 - 630 Doncaster Road, Doncaster). The Elm trees are being considered as part of Council's Heritage Gardens and Significant Trees Study for protection by future planning control overlays.

#### PODIUMS

Provide landscape treatments to the tops of podiums to provide visual interest to soften the urban built form environment.

#### LANDSCAPE TREATMENTS

Landscape treatments are to assist in the creation of private and public open space areas that are accessible, safe, attractive and functional for all users.

Landscape, features such as 'roof' gardens and 'winter' gardens are to be included where appropriate.

## Doncaster Hill Signage & Display Guidelines

These guidelines aim to protect the city skyline, views and vistas strongly linked to Doncaster Hill. Well designed and positioned signage that respects the amenity of residents, visitors and the safety of motorists, will be encouraged to enhance the prominence and legibility of Doncaster Hill.

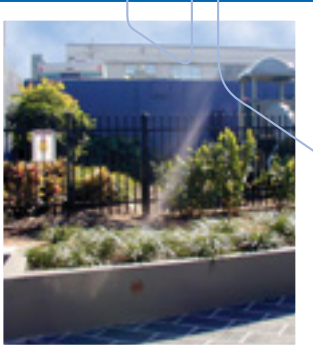
#### OBJECTIVES

- To allow for the identification and promotion of uses within Doncaster Hill and improvement in the communication of messages.
- To reflect the preferred future character of Doncaster Hill that is professional, modern, contemporary and operational (includes safety and convenience).
- To protect vistas / view lines and minimise commercial intrusion (particularly product displays) into vistas, ceded land and landscape elements along the boulevards.
- To encourage, where appropriate, innovative sign proposals that contribute to sense of place and the lively mix of differentiated environments in Doncaster Hill, to the satisfaction of the relevant authority.
- To ensure that any changes to existing signs are consistent with the guidelines which apply to new signs.

#### GENERAL REQUIREMENTS

Compliance with the controls or quantitative standards is not sufficient to warrant automatic approval and applicants are advised to have regard for the qualitative requirements relating to aesthetics, clutter, traffic safety and the amenity of adjoining and nearby residences and/or commercial development.

- Signs identifying the name and business of occupiers should be sensitive to building style (architecture) and be integrated into the design of the building façade, either within the podium structure or first three levels of the building (refer to examples illustrated in photos).
- Signs should be limited in number and their size and height should complement the dominant built form and quality of the landscape. Sign size should relate to the dimensions of the wall surface on which it is to be mounted. Signage should not exceed 12 square metres in total area.
- Messages must be limited to business identification, ie. the name of the building or occupier and not be advertising products or services. Corporate logos, colours and other graphic elements are acceptable, alone or in conjunction with text or wording.



To encourage diversity and interest, there are no overall controls in relation to colours or graphics, however, signs are to be of a standardised appearance on a single building in the following ways:

- proportions;
- materials;
- size;
- height; and
- lettering.
- Freestanding signs must not be situated within the 5 metre setback distance specified for landscaping purposes along boulevards (the landscape setback for Doncaster Boulevard, Williamsons Road and Tram Road is a 5 metre offset to the podium of a building).
- Signs should not obstruct/obscure architectural features (i.e. windows).
- Signs should not be painted onto or erected on the roof of a building or on top of a podium.
- Pole, A-frame, balloon, animated, flashing or rotating signs will not be supported.
- High wall and sky signs will not be supported (these signs generally do not serve a business necessity).
- Consolidation of signage in mixed-use developments or commercial precincts is encouraged to avoid visual clutter. The use of numerous uncoordinated signs on a single building will not be supported. Existing signs will be taken into account when assessing new proposals. Adequate space should remain for identification of other occupancies.
- All signs must be kept in good repair.

#### **Illuminated Signs (illumination of signs and internally illuminated signs)**

- Illumination should not detract from the architecture of the building, particularly during daylight.
- Illumination should be concealed within the sign through use of neon or an internally lit box, or by sensitively designed external spot lighting.

- Illumination should not be hazardous, or a nuisance to pedestrians, vehicular traffic or residential areas. A curfew may be applied where constant illumination may adversely impact on the amenity of residents or have other adverse environmental impacts.
- Electrical conduits / cabling to signs should be concealed.

#### **Wall and Fascia Signs**

- Signs should be applied directly to the building with minimum projection.

#### **SPECIAL SIGNS**

In addition to the general requirements outlined previously, the specific requirements for different areas within Doncaster Hill should also be taken into account. Signs in all these areas should exhibit a high degree of design excellence that complements the building scale and mix of uses.

#### **Areas of Special Sign Character – Main Roads / Boulevards**

- Signs along main roads and boulevards (Doncaster Boulevard, Williamsons Road, Tram Road and Elgar Road) should:
  - Be designed to seek a creative resolution that enables signage to be seen as art that 'humanises' spaces.
  - Be designed to enhance the total visitor experience to Doncaster Hill and make a memorable statement about Doncaster Hill's identity as a sustainable Urban Village and a place of destination.
  - Be designed and located to meet road safety standards.
  - Signs identifying the name and business of occupiers should be sensitive to building style (architecture) and be integrated into the design of the building façade, either within the podium structure or first three levels of the building (refer to examples illustrated in photos).
- Freestanding signs must not be situated within the 5 metre setback distance specified for landscaping purposes along boulevards (the landscape setback for Doncaster Boulevard, Williamsons Road and Tram Road is a 5 metre offset to the podium of a building).

#### **Areas of Special Sign Character – within, adjoining to, or nearby residences.**

- There is a special need to ensure that signs do not adversely impact on the amenity and character of residential neighbourhoods within Doncaster Hill or adjoining residential areas.
- Signs should be small in scale and respect the residential character and amenity of areas.
- Signs should be at ground floor level and integrated with the architecture of the building eg. wall mounted.
- Avoid illumination. Signs must be illuminated in ways to minimise adverse impacts on residential amenity of any surrounding residences and should be concealed through use of neon or an internally lit box.

#### **Areas of Special Sign Character – gateways and landmark locations**

- There is a special need to minimise commercial intrusion of signage at gateways and landmark locations in Doncaster Hill. Development or construction of signage in these areas serves to create a distinctive image and sense of place for Doncaster Hill. These areas are designated for important or major iconic artworks that help to brand or image Doncaster Hill as a whole. It is critical that individual commercial branding does not dominate these gateway or landmark locations.
- Freestanding signs must not be situated within the 5 metre setback distance specified for landscaping purposes along boulevards (the landscape setback for Doncaster Boulevard, Williamsons Road and Tram Road is a 5 metre offset to the podium of a building).
- Signage in these areas is to be co-coordinated with other art works.

### Areas of Special Sign Character – heritage items

- There is a special need to ensure that the design and location of signs on or near heritage items is compatible with the heritage significance of the building, including the impact on any existing signage that is proposed to be retained.
- The erection of signage should not result in damage to the fabric of a heritage item.

## Public Open Space

It is highly desirable that quality open spaces of varying size and character are provided within the built fabric of Doncaster Hill to complement the built form and boulevards, and to assist the permeability and pedestrianisation of each precinct. These public spaces will be an essential part of the character of the Hill, and should be well linked to major facilities or pedestrian networks, be safe, pleasant and secure, and take advantage of aspect and views.

In June 2003 Council adopted the Doncaster Hill Urban Masterplan: Part A :Urban Plazas and Parks, which proposes that 6 urban plazas and 4 parks be created or consolidated as part of the Doncaster Hill Activity Centre (refer Doncaster Hill Strategic Framework Plan on page 5).

The proposed public open space will include opportunities for activities such as major gatherings and events; commercial activity; play opportunities; public art; lunchtime use; contemplation; meeting people and expressing ethnicity, and will vary in character and size from hard-edged urban plaza to green parkland.

The acquisition and development of the open space will be funded largely from a proposed open space developer contributions levy, and in part from the Doncaster Hill Development Contributions Plan.

Community safety will be promoted by fostering natural surveillance of urban space where possible, such as from overlooking balconies and windows; by establishing active adjoining uses; by providing convenient pedestrian access and amenity; and by providing good lighting and visibility, which will also contribute to a lively character for the Activity Centre.

The proposed **urban plazas** include:

- Civic Green Spine – Precinct 1
- Heritage/Arts Space – Precinct 1
- Church Space – Precinct 2
- Urban Plaza – Precinct 3
- Shoppingtown Plaza – Precinct 4
- Viewing Plaza – Precinct 5

The proposed green **urban parks** are to be located in each of the 4 residential quadrants formed by the main intersection on Doncaster Hill.

It is intended that they be developed as tranquil, treed, predominately green open spaces which offer quality play opportunities, sheltered seating and other forms of passive recreation in well lit, safe environments.

Where possible, the parks will comprise consolidation and upgrading of existing reserves, as follows:

- Lawford Reserve – servicing Precincts 5 and 6;
- Carawatha Reserve – servicing Precincts 6 and 7;
- Saxon Reserve – servicing Precincts 3 and 4;
- Schramms Reserve – servicing Precincts 1,2 and 3; and
- The proposed new Hepburn Road Reserve - will service Precincts 2 and 3.

## Public Art Opportunities

Public art will be a significant contributor to the development of a distinctive image and sense of place for Doncaster Hill, and will enhance the urban design quality of the Hill. Public art will help to create an appropriate scale and location marker, define image, and reflect precinct character.

Public art opportunities will include:

### Art in Public Spaces

- often stand alone works of a site specific nature, relevant to the location.
- Describing stories of local events or providing an environmental response to the site.

### Integrated Art and Design

- Infrastructure projects such as paving, street furniture and sculptural works.
- Conceived especially for a site or building and forms part of the built environment.
- Focus on placemaking and commissioning quality work that builds on City Pride.

Other forms of public art which can animate spaces include community art, and events & animation.

A major iconic art work feature is envisaged at the intersection of Doncaster, Williamsons and Tram Roads. (Refer to Precinct Guidelines).

It is envisaged that a Public Art Advisory Panel will be established to oversee an implementation strategy for Doncaster Hill.

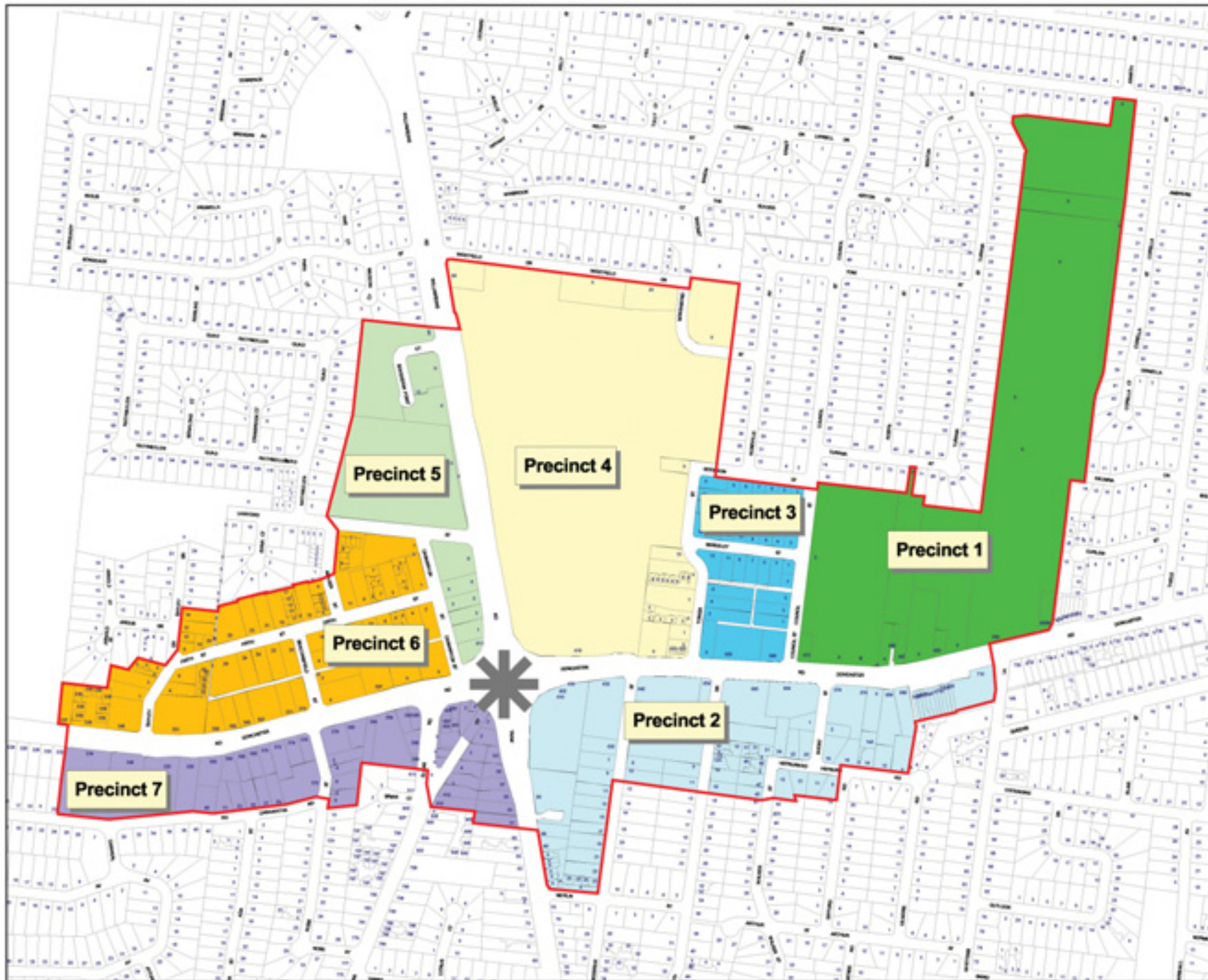
### PRECINCT SPECIFIC GUIDELINES

Precinct specific objectives and urban design guidelines have been formulated to provide direction in the following design considerations:

- Built Form
- Boulevard Character
- Activated Street Frontage
- Heritage
- Pedestrian Links
- Vistas
- Car Parking
- Open Space
- Landscape
- Safety

Each precinct includes a precinct description, vision, objectives and guidelines. The 7 precincts within Doncaster Hill are identified on the Precincts Map on the following page.

# Doncaster Hill - Precincts



**LEGEND**

- Land Parcels
- Doncaster Hill Boundary
- Doncaster Hill Precincts
- Precinct 1 - Civic & Education
- Precinct 2 - South East Doncaster Boulevard
- Precinct 3 - North East Doncaster Boulevard
- Precinct 4 - Doncaster Westfield Shoppingtown
- Precinct 5 - Williamsons Road West
- Precinct 6 - North West Doncaster Boulevard
- Precinct 7 - South West Doncaster Boulevard

Intersection of Doncaster, Williamsons & Tram Roads. The major crossroads and physical centre of Doncaster Hill Activity Centre.

40 0 40 80 120 160 200 Metres  
 Australian Map Grid Zone 55  
 August 2004

N  
 Overview

Prepared using: MARRIBONGHIE CITY COUNCIL'S GIS

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# Precinct 1 : Civic and Education

**Total land area:** 129,389.6m<sup>2</sup>  
**Potential number of dwellings:** 63 (5270 m<sup>2</sup>)

Precinct 1 contains existing important civic and educational infrastructure for Doncaster Hill. The Precinct has a significant Doncaster Road boulevard frontage and also contains the defining historic buildings (school and Shire Hall) for the area and most of the existing major public open spaces. The Doncaster Primary School is central to the Precinct and will continue to define the development of this and adjacent Precincts. The precinct forms the end of a pedestrian network running between the retail attraction of Westfield Shoppingtown and important civic buildings. The Precinct also contains commanding views of the Kinglake ranges to the north and the Dandenong ranges to the east visible from Doncaster Boulevard.

## VISION STATEMENT

The vision for Precinct 1 is the creation of a consolidated, prominent and accessible Civic Centre, with expanded community and education facilities, a major civic urban space, and well-defined pedestrian links to Precinct 2, 3 and Westfield Shoppingtown.

It is envisaged that the urban space will be formed as an attractive green spine, and will provide a focal point for the Manningham community for civic and community events and associated facilities. It is also envisaged that an enhanced historic and arts enclave focusing on the old shire offices and school building will

be an integral feature of the Precinct, with strong links to the adjoining civic area. Council aims to provide a strong leadership role for Doncaster Hill by investigating mixed use commercial opportunities on its gateway site and pursuing a staged, high quality development of Precinct 1.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to Precinct 1, consideration will be given to whether land use or development proposals address the objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage innovative, contemporary architecture and provide a range of unique building types.</p>	<ul style="list-style-type: none"> <li>→ Buildings shall be of a contemporary landmark character responsive to the existing municipal offices building and to the unique topographical character of the site.</li> <li>→ Building facades, public and private spaces should reflect the civic nature of the precinct's functions.</li> <li>→ Maximum height allowable where all topographic, set back and adjacent use criteria are satisfied shall be 29.0 metres above typical ground level excluding roof structures (A.H.D. level dependant on location ).</li> <li>→ Service and utility areas shall be integrated into the design of the building.</li> <li>→ Development should satisfactorily address the physical conditions of the site, including northern orientation and landform.</li> <li>→ A range of apartment sizes and types, including different numbers of bedrooms, shall be provided.</li> <li>→ Entries to buildings shall be visible and easily identifiable from streets and other public areas.</li> <li>→ Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>
<p><b>2. Heritage</b></p> <p>To retain and celebrate the historic character of the Precinct and the individual buildings within it.</p>	<ul style="list-style-type: none"> <li>→ Historic buildings should be retained and respected. To ensure prominence within Precinct 1, public uses for historic buildings should be encouraged.</li> </ul>

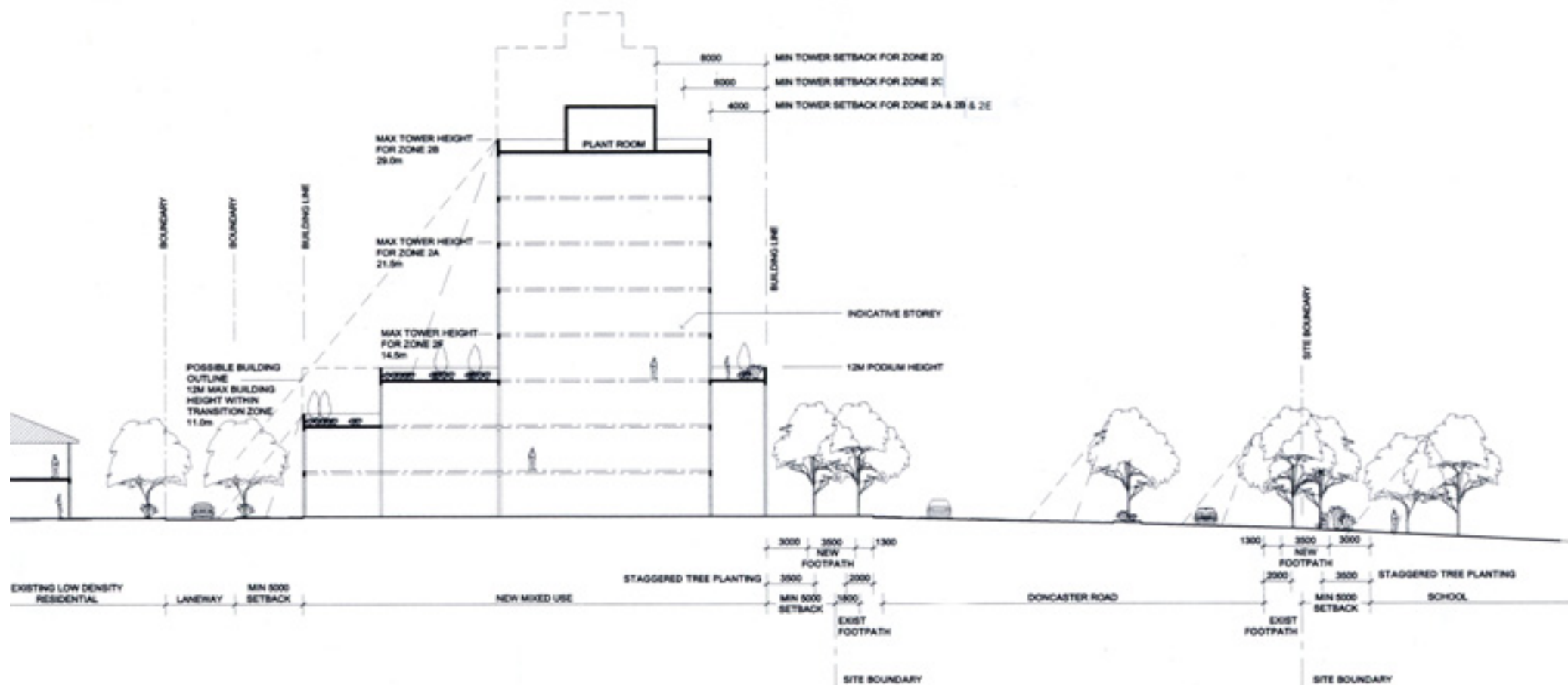


OBJECTIVE	DESIGN GUIDELINES
<p><b>2. Heritage (continued)</b></p>	<ul style="list-style-type: none"> <li>→ The design of buildings adjacent to or in close proximity to an historic building should respect and complement that building in a contemporary manner taking into account scale, building form, materials, colour and lighting.</li> <li>→ The removal of the brick wall in front of the heritage building (the school) is encouraged to create better exposure and integration of the buildings with the public realm and to enhance pedestrian linkages along Doncaster Boulevard.</li> </ul>
<p><b>3. Pedestrian Links</b></p> <p>To provide a permeable, safe and comfortable pedestrian environment adjacent to the proposed boulevard and with strong linkages within Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Consolidate pedestrian links to Westfield Shoppingtown from Precinct 1 and 3.</li> <li>→ Create pedestrian linkages with the retail precincts/active street frontages of Shoppingtown and Doncaster Boulevard.</li> <li>→ Provide overhead weather protection features adjoining pedestrian walkways, especially at nodal points such as pedestrian crossings, on Council or private land.</li> </ul>
<p><b>4. Vistas</b></p> <p>To retain important vistas to middle-ground and distant features.</p>	<ul style="list-style-type: none"> <li>→ Retain significant vistas to the northern ranges from Doncaster Boulevard (in the vicinity of the Municipal Offices) and from Schramms Reserve.</li> </ul>
<p><b>5. Access and Car Parking</b></p> <p>To ensure that car parking does not dominate the layout of the site.</p> <p>To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Parking areas are to be accessed from the side or rear where possible.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well landscaped. Exterior parking areas are to include canopy trees at regular spacings, while decked parking areas are to be softened with planting where appropriate.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signage, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Encourage development of parking that serves the centre as a whole, rather than parking for individual developments to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>5. Access and Car Parking (cont)</b></p>	<ul style="list-style-type: none"> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments</li> </ul>
<p><b>6. Open Space</b></p> <p>To retain, enhance and consolidate existing open space where possible.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ Provide an attractive green spine as an outdoor 'Events' space incorporating features such as an amphitheatre as part of the development of the site, which is directly linked to Doncaster Boulevard , key buildings and new facilities on the site, and which takes advantage of the northerly aspect and views.</li> <li>→ Building articulation and visual links to building interiors should be provided to the rear and sides of buildings extending the public realm into these areas.</li> <li>→ Integrate urban art, sculpture and active edges within the public realm.</li> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. which link with living areas. Balconies should have an open space area of at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> </ul>
<p><b>7. Landscape</b></p> <p>To undertake extensive planting throughout existing areas of green open space.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"> <li>→ Native and indigenous trees to be planted extensively throughout Precinct 1 as specified in the Landscape Guidelines in this document.</li> <li>→ Landscaped buffers of 2.5 metres minimum width should be provided as an interface to adjacent residential areas and adjoining sites.</li> <li>→ Support and maintain a consistent planting strip in support of the proposed Doncaster Boulevard.</li> <li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, retention of significant vistas and viewlines, structural protection of buildings and the creation of useable and accessible private or public open space areas.</li> </ul>
<p><b>8. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"> <li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li> <li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li> <li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>

# PRECINCTS 2A & 2B SOUTH EAST DONCASTER ROAD

# PRECINCT 1 - CIVIC & EDUCATION



## KEY

- MID WINTER SUN ( 22ND JUN)
- MID SUMMER SUN ( 22ND JAN)
- EQUINOX ( 23RD SEPT)

(0.00) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET



# Precinct 2: South East Doncaster Boulevard

**Total land area:** 82,123.2m<sup>2</sup>  
**Potential number of dwellings:** 1126 (95710 m<sup>2</sup>)  
**Proposed Retail/Office:** 10,000m<sup>2</sup>

The north facing development strip on the south side of the proposed boulevard commands 360 degree panoramic views and already contains a significant component of the commercial development for Doncaster Hill.

Generally Precinct 2 has the greatest potential for high-density development.

## VISION STATEMENT

It is envisaged that Precinct 2 will contain the greatest area of high-density development, along the Doncaster Road ridgeline. It will form the backbone of a vibrant, active Doncaster Road Boulevard in the lower levels with its north facing aspect suited to cafes, restaurants and outdoor eating, and will comprise a consistent urban character along the length of the Boulevard.

The building form will be stepped southwards from the ridgeline, and also stepped along Tram Road.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to Precinct 2, consideration will be given to whether land use or development proposals address the objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage innovative, contemporary architecture and provide a range of unique building types.</p> <p>To achieve a general stepping of building form in a southerly direction down Tram Road, and towards the residential area to the east.</p> <p>To encourage flexibility in building form to accommodate changing future uses.</p>	<ul style="list-style-type: none"> <li>→ The fundamental concept for buildings within Precinct 2 will be to set building height limits to a scale appropriate to its location and elevation on Doncaster Hill. Buildings located closer to the top of the Hill will be generally permitted greater height limits (to a maximum of 40 metres excluding roof structures in zone 2C) than those further down the Hill.</li> <li>→ Detailed visual analysis of the building height, bulk and form is required. Blank walls are prohibited. Moderate building bulk through the articulation of its form and surface treatment including:             <ul style="list-style-type: none"> <li>• Breaking up of the buildings volume to modify its size; and</li> <li>• Contrasting recessive and projecting elements of the building.</li> </ul> </li> <li>→ The streetscape treatment along Doncaster Road and Tram Road includes that building podiums will be setback a minimum of 5 metres from the front boundary ceding 2 metres of land to Council ownership. The 2 metre setback shall be included in the 5 metre setback calculation.</li> <li>→ Setbacks above podium level will be required to vary dependant on the location of the building on Doncaster Hill. Buildings further down the Hill will generally be required to step back further than those above to protect view lines and create a consistent and tapering built edge leading towards the top of the hill.</li> <li>→ To achieve the stepping back of building form in a southerly direction down Tram Road, the height overlay for Precinct 2E has a maximum height of 21.5 metres, Precinct 2F has a maximum of 14.5 metres and Precinct 2G has a maximum height of 11 metres.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form (continued)</b></p>	<ul style="list-style-type: none"> <li>→ Create a landmark gateway building at the eastern end of the site.</li> <li>→ To encourage a range of apartment sizes and types, including different numbers of bedrooms.</li> <li>→ Entries to buildings shall have an interesting form and be visible and easily identifiable from streets and other public areas. Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>
<p><b>2. Boulevard Character</b></p> <p>To achieve a consistent urban character developed along the length of the Doncaster Road and Tram Road Boulevards.</p>	<ul style="list-style-type: none"> <li>→ Development of a strong boulevard character supported by a consistent built edge and formal tree planting extending into specified setbacks is required.</li> <li>→ The scale at street level must be consistent. A podium of at least 3 levels should be provided along the Doncaster Boulevard frontage.</li> <li>→ A podium of 3 levels is also to be provided along the Tram Road frontage. Tops of podiums must be landscaped to soften the immediate environment and provide visual interest and views from above.</li> <li>→ Use of materials and design of functions, particularly at ground floor level, should directly engage with the street to enable the uses to be visually evident from the street and provide pedestrian interest.</li> <li>→ Service and utility areas must be integrated into the design of the building.</li> <li>→ Advertising and promotional material, including signage and displays (eg vehicles and other products), must not be located forward of the line of the building along Doncaster Road and Tram Road.</li> </ul>
<p><b>3. Activated Street Frontage</b></p> <p>To achieve activated street frontages in Precinct 2, particularly to Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ Pedestrian generating and retail activities are encouraged at street level.</li> <li>→ Development should address the street frontage and adjoining developments.</li> <li>→ The scale at street level must be consistent. The use of podiums, for example, is encouraged to achieve integration between different forms of housing and commercial usage at street level.</li> <li>→ Provide suitably flexible floor space that can support a variety of future uses.</li> </ul>
<p><b>4. Heritage</b></p> <p>To retain and enhance any heritage building(s) within Precinct 2.</p>	<ul style="list-style-type: none"> <li>→ Existing heritage buildings are to be retained and enhanced as part of any redevelopment proposals.</li> <li>→ The design of buildings adjacent to or in close proximity to an historic building should respect and complement that building in a contemporary manner taking into account scale, building form, materials, colour and lighting.</li> <li>→ To encourage the prominence of heritage building(s) within Doncaster Hill. Public uses for heritage buildings should be encouraged.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>5. Pedestrian Links</b></p> <p>To provide a permeable, safe and comfortable pedestrian environment adjacent to the proposed boulevard and with strong linkages within Doncaster Hill.</p> <p>To support and connect with the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the western end of the Precinct.</p>	<ul style="list-style-type: none"> <li>→ Additional pedestrian and retail linkages of varying size character and use within the street blocks should be encouraged, including internal atriums and public open spaces.</li> <li>→ Strong pedestrian crossing points are to be established between the north and south sides of Doncaster Road.</li> <li>→ Encourage positive physical connections from within corner buildings and to provide open urban spaces adjacent to entry points to the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the western end of the Precinct.</li> </ul> <p>Provide overhead weather protection features adjoining pedestrian walkways, especially at nodal points such as pedestrian crossings.</p>
<p><b>6. Vistas</b></p> <p>To capitalise on broad views and vistas obtained from Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Views to the Dandenongs, Northern Ranges, CBD and Box Hill should be exploited depending on location in Precinct 2.</li> <li>→ Buildings must be point block construction above podium level. This ensures that buildings incorporate setbacks above podium level at side boundaries to provide view corridors between buildings.</li> </ul>
<p><b>7. Access and Car parking</b></p> <p>To ensure that car parking does not dominate the layout of the site.</p> <p>To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Vehicular access to buildings along Doncaster Boulevard should be provided off side-streets or rear access rather than from along the Boulevard.</li> <li>→ Open lot parking must be minimised. The use of undercroft parking and basement parking is encouraged.</li> <li>→ Basement car parking should be sufficiently set back from street trees and landscape buffers to allow for healthy root establishment.</li> <li>→ Vehicle crossings of pedestrian footpaths should be limited to the minimum necessary for access to the site. Pedestrian amenity should be considered a priority in developing appropriate pedestrian and vehicular networks.</li> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Parking areas are to be accessed from the side or rear where possible.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well-landscaped, both interior and exterior.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
	<ul style="list-style-type: none"> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signage, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Encourage development of parking that serves the centre as a whole, rather than parking for individual developments to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased.</li> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments.</li> </ul>
<p><b>8. Open Space</b></p> <p>To create significant areas of open space both abutting Doncaster Road and convenient to Precinct 2 to help cater for the high density development within.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ An urban open space with good solar access should be created abutting the south side of Doncaster Road, with convenient access to the north side. A further open space should be developed as a passive green park, with urban play opportunities, and located in an area convenient to the precinct with well defined pedestrian links.</li> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. Balconies should provide an open space area of at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> </ul>
<p><b>9. Landscape</b></p> <p>To create a healthy, landscaped environment on the Doncaster Hill.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"> <li>→ Support and maintain a consistent planting strip in support of Doncaster and Tram Road Boulevards and adjoining side streets.</li> <li>→ Developments shall provide a uniform setback from Doncaster and Tram Road Boulevards in support of the boulevard and roadside planting, ceding 2 metres of land to Council ownership. The 2 metre strip of ceded land shall be included in the 5 metre set back calculation.</li> <li>→ Landscape treatment of the ceded land and balance of street frontage shall be in accordance with the landscape guidelines and carried out as part of the building development works.</li> <li>→ Tops of podiums must be landscaped to soften the immediate environment and provide visual interest and views from above.</li> <li>→ General planting to be consistent with local streetscape initiatives and adjacent public open spaces –native and indigenous planting is encouraged to be used wherever possible.</li> </ul>



OBJECTIVE	DESIGN GUIDELINES
<p><b>9. Landscape (continued)</b></p> <p>To create a healthy, landscaped environment on the Doncaster Hill.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"><li>→ Canopy trees are to be planted where appropriate throughout development sites.</li><li>→ The existing elm trees along the street frontage of 602-630 Doncaster Road are to be retained and protected (refer Landscape Guidelines).</li><li>→ Landscaped buffers should be provided as an interface to adjacent residential areas.</li><li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, structural protection of buildings and create useable and accessible private or public open space areas.</li></ul>
<p><b>10. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"><li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li><li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li><li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li></ul>

# PRECINCTS 2A & 2B SOUTH EAST DONCASTER ROAD

# PRECINCT 1 - CIVIC & EDUCATION



## KEY

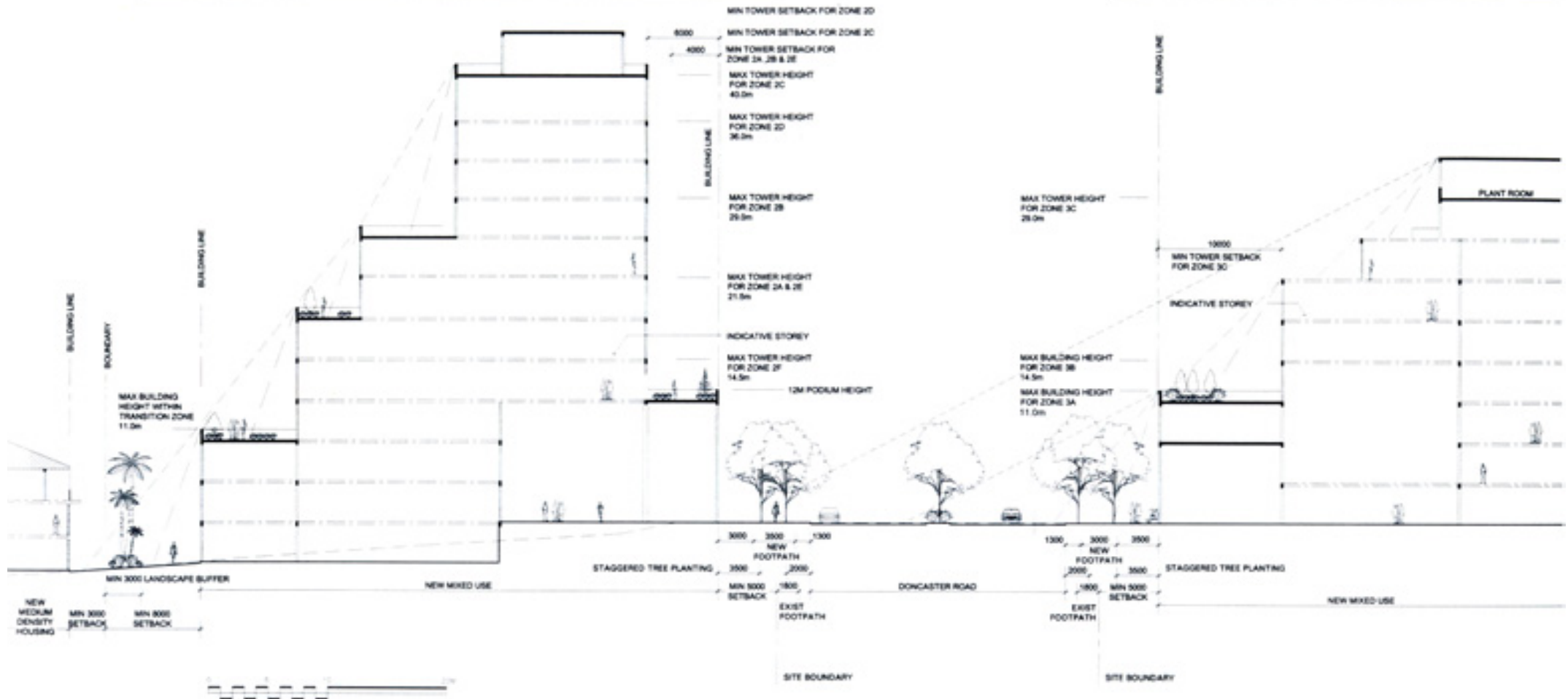
- MID WINTER SUN ( 22ND JUN)
- MID SUMMER SUN ( 22ND JAN)
- EQUINOX (23RD SEPT)

(S.00) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET



## PRECINCT 2C - SOUTH EAST DONCASTER ROAD

## PRECINCT 3C - NORTH EAST DONCASTER ROAD



### KEY

- MID WINTER SUN ( 22ND JUN)
- MID SUMMER SUN ( 22ND JAN)
- EQUINOX (23RD SEPT)

(0.00) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET



# Precinct 3: North East Doncaster Boulevard

**Total land area:** 28,624.5m<sup>2</sup>  
**Potential number of dwellings:** 653 (55,505 m<sup>2</sup>)  
**Proposed Office/Retail:** 4,000m<sup>2</sup>

Precinct 3 is the interface zone between the Civic and Education Precinct 1 to the east and Doncaster Westfield Shoppingtown Precinct 4 to the West. Set north of Doncaster Boulevard, height and set back requirements will vary from Precinct 2. The Precinct falls away dramatically to the north maximising northern exposure and dramatic views to developments set out across the Hill face.

## VISION STATEMENT

Precinct 3 is strategically located on Doncaster Hill between Shoppingtown and the Civic and Education Precinct, it is envisaged that it will have a high degree of permeability, with development addressing rear lane-scapes and including internal atriums and well-designed public plaza(s). Development will step down the hill, and should fully exploit the northerly aspect and commanding views to the northern ranges.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to Precinct 3, consideration will be given to whether land use or development proposals address the objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage innovative, contemporary architecture and provide a range of unique building types.</p>	<ul style="list-style-type: none"> <li>→ Buildings fundamental concept for buildings within Precinct 3 will be to set building height limits to a scale appropriate to its location and elevation on Doncaster Hill. Buildings located closer to the top of the Hill will be generally permitted greater height limits than those further down the Hill.</li> <li>→ Height of buildings shall conform to maximum levels nominated in the precinct height overlay diagram, the maximum height allowed where all topographical, set back and adjacent use criteria are satisfied shall be 29.0 metres excluding roof structures.</li> <li>→ Buildings above podium level must be set back from the street frontage a sufficient distance to demonstrate full sun penetration onto private property on the south side of Doncaster Boulevard (including ceded land) between 11.30am and 1.30pm at the winter solstice on June 22nd.</li> <li>→ Detailed visual analysis of the building height, bulk and form is required. Blank walls are prohibited. Building bulk is to be moderated through the articulation of its form and surface treatment including: <ul style="list-style-type: none"> <li>• breaking up of the buildings volume to modify its size; and</li> <li>• contrasting recessive and projecting elements of the building.</li> </ul> </li> <li>→ Developments abutting residential properties on the periphery of the Doncaster Hill area will be subject to a 11 M maximum allowable height limit within ten metres of the boundary provided that there are minimal impacts to adjoining properties.</li> </ul>



OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form (continued)</b></p>	<ul style="list-style-type: none"> <li>→ Service and utility areas must be integrated into the design of the building.</li> <li>→ A range of apartment sizes and types, including different numbers of bedrooms, will be encouraged.</li> <li>→ Entries to buildings shall be visible and easily identifiable from streets and other public areas.</li> <li>→ Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry</li> </ul>
<p><b>2. Boulevard Character</b> To achieve a consistent urban character developed along the length of the Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ Development of a strong boulevard character supported by a consistent built edge and formal tree planting extending into required setbacks.</li> <li>→ The scale at street level must be consistent. A podium of at least 3 levels should be provided along the Doncaster Boulevard frontage.</li> <li>→ Development should address the street frontage and adjoining developments.</li> <li>→ Use of materials and design of functions, particularly at ground floor level, should directly engage with the street to enable the uses to be visually evident from the street and provide pedestrian interest.</li> <li>→ Advertising and promotional material, including signage and displays (eg vehicles and other products) must not be located within the 3 metre front set-back area along Doncaster Road.</li> </ul>
<p><b>3. Activated Street Frontage</b> To achieve activated street frontages in Precinct 3, particularly to Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ Pedestrian generating and retail activities should be encouraged at street level.</li> <li>→ Provide suitably flexible floor space that can support a variety of future uses.</li> <li>→ Developments should address rear lane-scapes providing alternate residential frontage to the north in addition to commercial and retail frontages along the Doncaster Boulevard.</li> </ul>
<p><b>4. Heritage</b> To respect and complement adjoining heritage buildings/ precincts.</p>	<ul style="list-style-type: none"> <li>→ The design of buildings adjacent to or in close proximity to an historic building should respect and complement that building in a contemporary manner in terms of scale, building form, materials, colour and lighting.</li> </ul>
<p><b>5. Pedestrian Links</b> To provide a permeable, safe and comfortable pedestrian environment adjacent to the proposed boulevard and with strong linkages within Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Provide a pedestrian network that will provide positive linkages to the adjacent precincts in particular to the Westfield Shoppingtown and Civic &amp; Education precincts.</li> <li>→ Additional pedestrian and retail linkages of varying size, character and use within the street blocks should be encouraged, including internal atriums and public open spaces.</li> </ul>



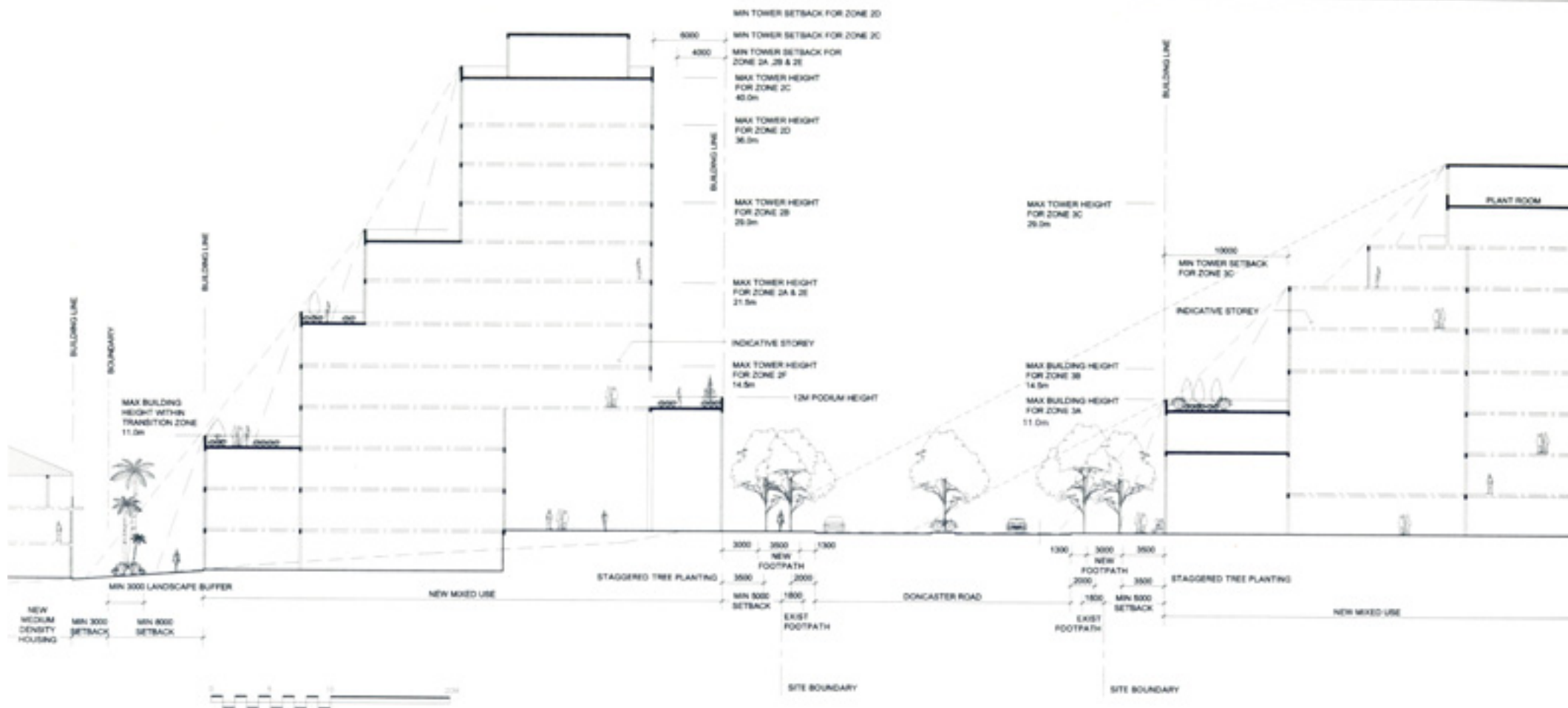
OBJECTIVE	DESIGN GUIDELINES
<p><b>6. Vistas</b></p> <p>To capitalise on broad views and vistas obtained from Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Development will be encouraged to fully exploit northerly aspects and views.</li> <li>→ Buildings must be point block construction above podium level. This ensures that buildings incorporate setbacks above podium level at side boundaries to provide view corridors between buildings.</li> </ul>
<p><b>7. Car parking</b></p> <p>To ensure that car parking does not dominate the layout of the site.</p> <p>To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Parking arrangements should be carefully integrated with the design of buildings, eliminating open lot parking areas</li> <li>→ Basement car parking should be sufficiently set back from street trees and landscape buffers to allow for healthy root establishment.</li> <li>→ Vehicle access to buildings along Doncaster Boulevard should be provided off side-streets rather than along the Boulevard.</li> <li>→ Vehicle crossings of pedestrian footpaths should be limited to the minimum necessary for access to the site. Pedestrian amenity should be considered a priority in developing appropriate pedestrian and vehicular networks.</li> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Parking areas are to be accessed from the side or rear where possible.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well-landscaped, both interior and exterior.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signage, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Encourage development of parking that serves the centre as a whole, rather than parking for individual developments to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased.</li> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments.</li> </ul>

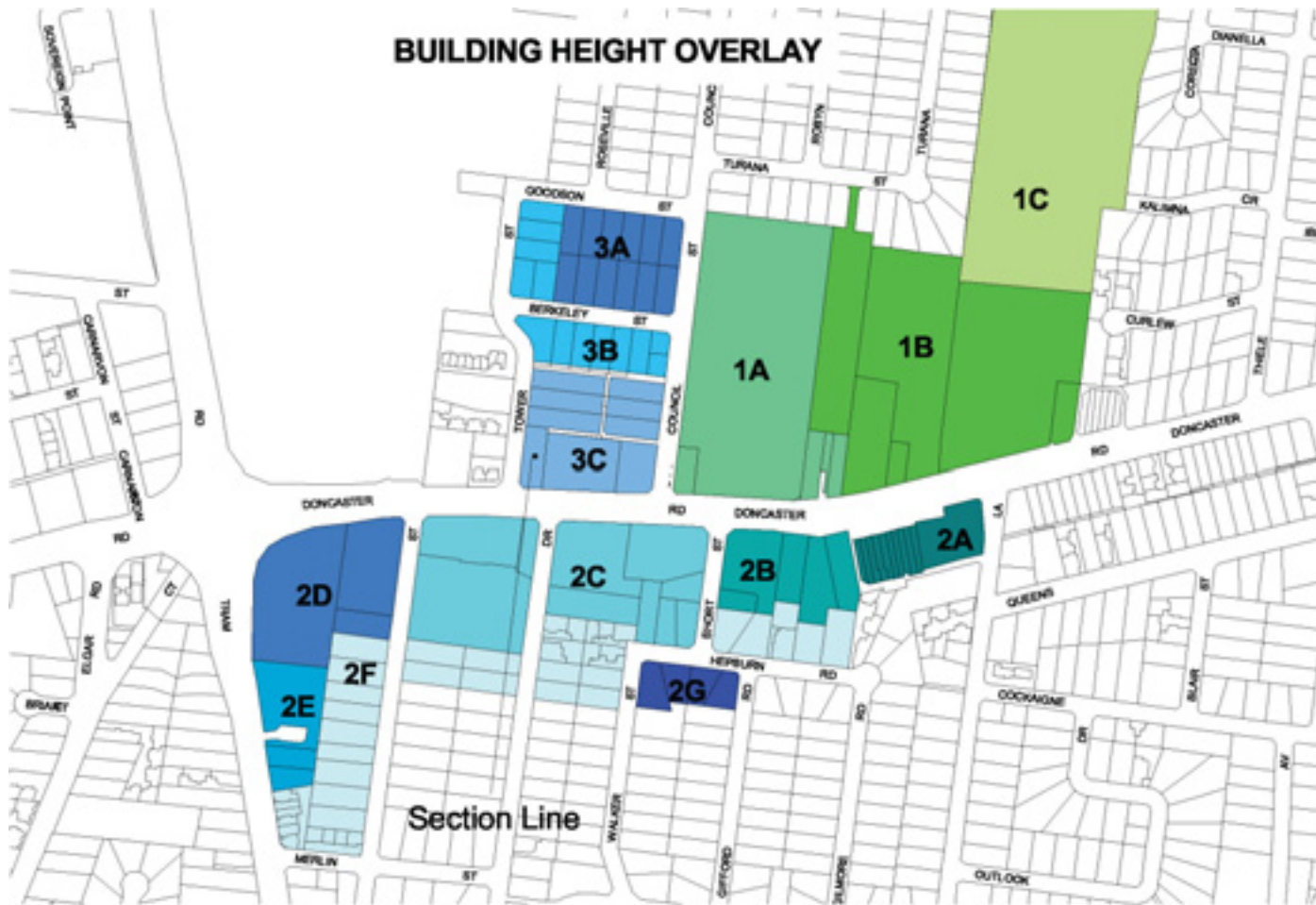


OBJECTIVE	DESIGN GUIDELINES
<p><b>8. Open Space</b></p> <p>To create a sufficient area of permeable open space in precinct 3.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ Encourage the inclusion of a well designed public plaza, interfacing with commercial activity, and well linked to Doncaster Road, as part of future development proposals.</li> <li>→ Ensure that public and private spaces have sufficient solar access, shelter and permeability, and exploit views and level changes where possible.</li> <li>→ Building articulation and visual links to building interiors should be provided to the rear and sides of buildings extending the public realm in these areas.</li> <li>→ Include public art where appropriate.</li> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. Balconies should be at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> </ul>
<p><b>9. Landscape</b></p> <p>To create a healthy, landscaped environment on the Doncaster Hill.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"> <li>→ Support and maintain a consistent planting strip in support of Doncaster Boulevard and adjoining side streets.</li> <li>→ Tops of podiums must be landscaped to soften the immediate environment and provide visual interest and views from above.</li> <li>→ Landscaped treatment provided as part of the interface to adjacent residential areas.</li> <li>→ Planting should be consistent with local streetscape initiatives and adjacent public open spaces. Native and indigenous planting is encouraged to be used wherever possible.</li> <li>→ Canopy trees are to be planted wherever possible throughout development sites.</li> <li>→ Developments shall provide a uniform setback from Doncaster Boulevard in support of the boulevard and roadside planting, ceding 2 metres of land to council ownership. The 2 metre strip of land may be included in the 5 metre setback calculation.</li> <li>→ Landscape development and paving of the ceded land shall be in accordance with guidelines established by the Manningham City Council and carried out as part of the building development works.</li> <li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, structural protection of buildings and create useable and accessible private or public open space areas.</li> </ul>
<p><b>10. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"> <li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li> <li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li> <li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>

## PRECINCT 2C - SOUTH EAST DONCASTER ROAD

## PRECINCT 3C - NORTH EAST DONCASTER ROAD



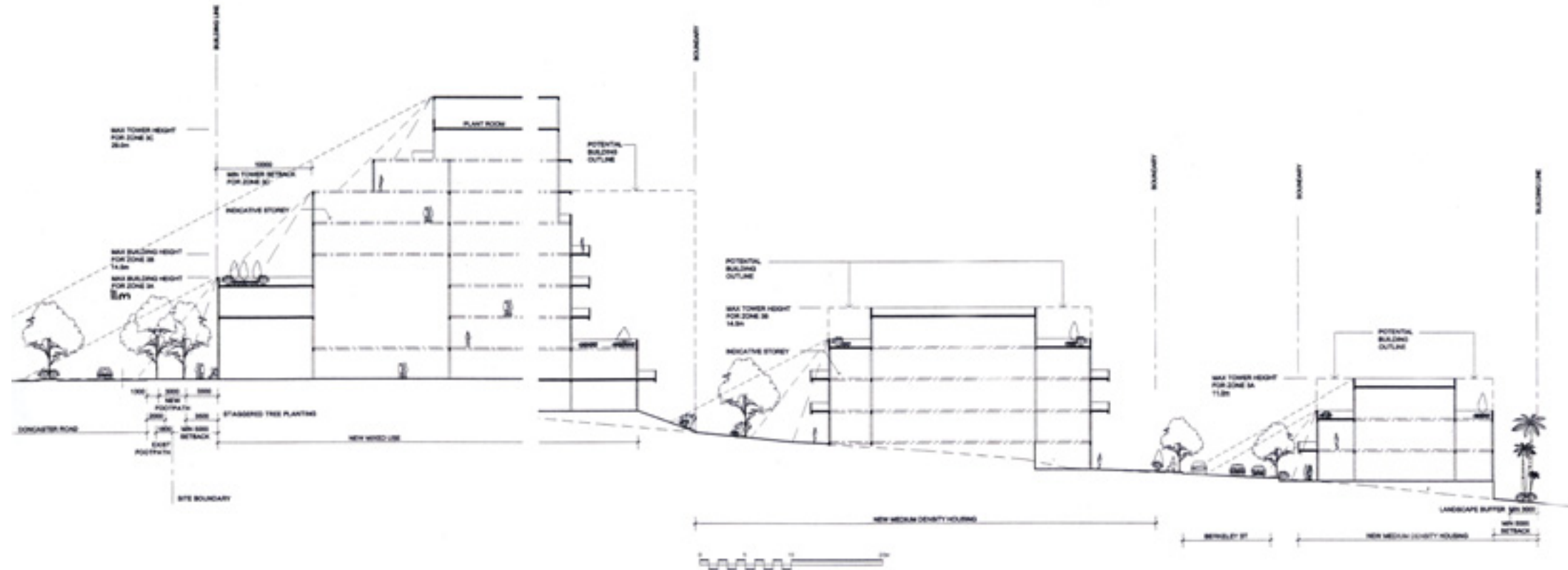


Encourage connection between Doncaster Shoppingtown and Civic Precinct

**PRECINCT 3C -  
NORTH EAST DONCASTER ROAD**

**PRECINCT 3B -  
SOUTH EAST DONCASTER ROAD**

**PRECINCT 3A**



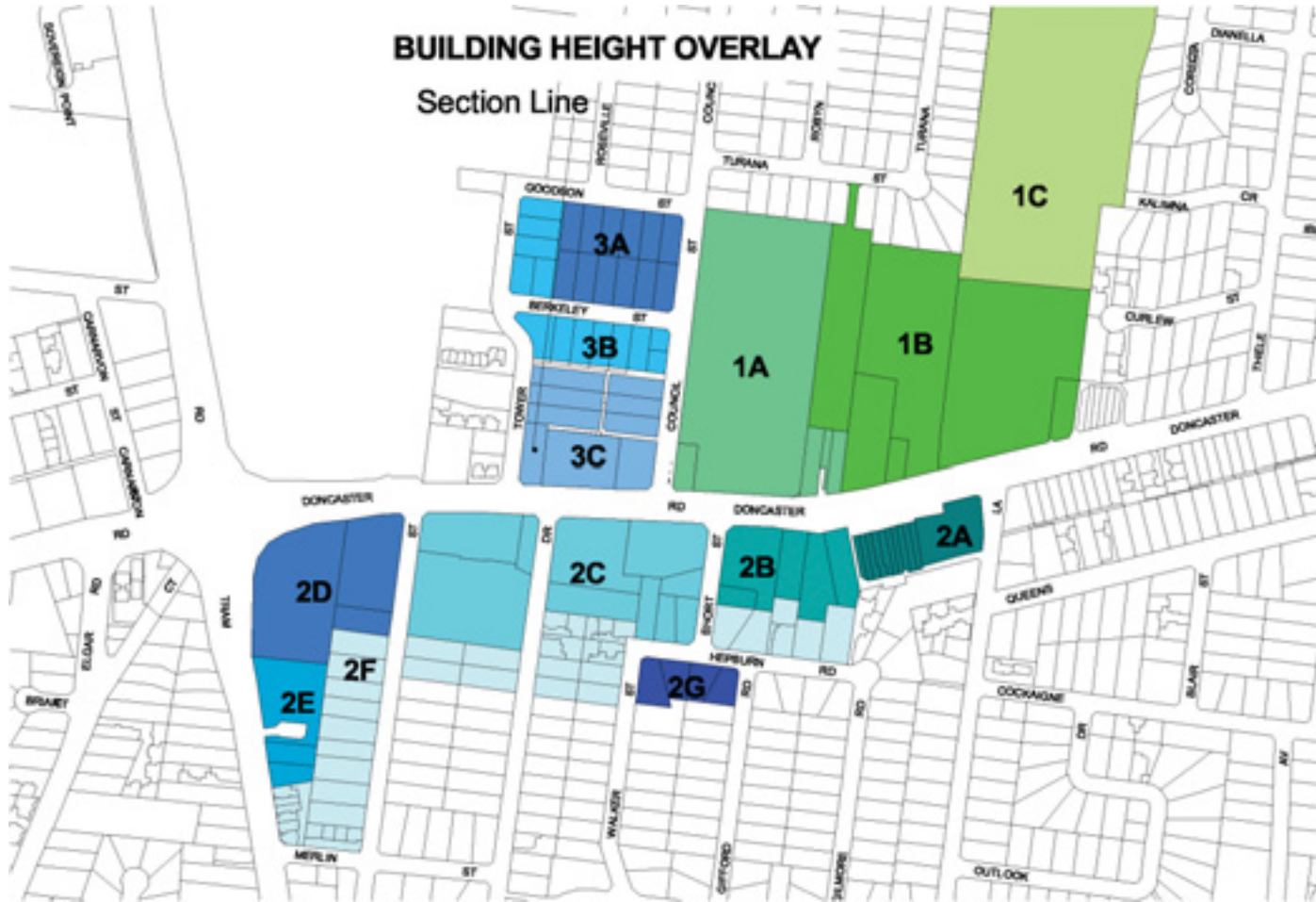
**KEY**

- ..... MID WINTER SUN ( 22ND JUN)
- MID SUMMER SUN ( 22ND JAN)
- . - . - . EQUINOX ( 23RD SEPT)

(0.01) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET

# BUILDING HEIGHT OVERLAY

Section Line



# Precinct 4: Doncaster Westfield Shoppingtown

**Total land area:** 161,064.7m<sup>2</sup>  
**Potential number of dwellings:** 67 (5,695m<sup>2</sup>)  
**Proposed Office/Retail:** 135,000m<sup>2</sup>

Central to the defined Activity Centre, the site is a major regional shopping centre (Westfield Shoppingtown Doncaster) with significant frontages to both Williamsons Road and the proposed Doncaster Boulevard. The single consolidated site commands panoramic views to the north and west and occupies the dominant corner of the Doncaster Boulevard and Williamsons Road intersection. The tower currently occupying the centre of the site is already a regional landmark visible from a radius of many kilometres. The depth and scale of the site and the significant frontages presented to both Doncaster Boulevard and Williamsons Road contribute to the great future development potential of this site in the context of the Doncaster Hill Activity Centre.

## VISION STATEMENT

It is envisaged that Westfield Shoppingtown will become better integrated into Doncaster Hill and the surrounding community with activated street frontages, more permeable pedestrian and vehicular accessibility, a greater mix of uses, accessible and prominent public transport interchange, pedestrian linkages to other precincts, and improved engagement with the main intersection.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to the Precinct, consideration will be given to whether land use or development proposals address the objectives guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To better integrate Westfield Shoppingtown into Doncaster Hill.</p> <p>To encourage innovative, contemporary architecture in which the retail component is externalised.</p> <p>To provide a positive engagement of the Precinct with the main intersection of the Doncaster Boulevard and Williamsons Road.</p>	<ul style="list-style-type: none"> <li>→ Future development is to respond to the natural and built form elements including topography, climate and orientation, vegetation and built form objectives to surrounding precincts.</li> <li>→ Height of buildings shall conform to maximum levels nominated in the precinct height overlay diagram. The maximum height varies depending on the location within Precinct 4.</li> <li>→ Detailed visual analysis of the building height, bulk and form is required. Blank walls are prohibited. Building bulk is to be moderated through the articulation of its form and surface treatment including;             <ul style="list-style-type: none"> <li>• breaking up of the buildings volume to modify its size; and</li> <li>• contrasting recessive and projecting elements of the building.</li> </ul> </li> <li>→ Service and utility areas must be integrated into the design of the building.</li> <li>→ A suitable transition of the scale of future building form is to be achieved at the interface with adjoining residential areas. Development will be subject to a 11 metre maximum allowable height limit within 10 metres of a residential boundary provided that there are minimal impacts on adjoining properties.</li> <li>→ The development of a landmark tower building at the Doncaster Boulevard and Williamsons Road intersection is encouraged.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form (continued)</b></p>	<ul style="list-style-type: none"> <li>→ The development of a unique gateway building abutting Williamsons Road in the north-west corner of the precinct is encouraged.</li> <li>→ To encourage a range of apartment sizes and types, including different numbers of bedrooms.</li> <li>→ Entries to buildings shall be visible and easily identifiable from streets and other public areas. Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>
<p><b>2. Boulevard Character</b></p> <p>To achieve a consistent urban character developed along the length of the Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ The scale at street level must be consistent. A podium of at least 3 levels should be provided along the Doncaster Boulevard and Williamsons Road frontages.</li> <li>→ Use of materials and design of functions, particularly at ground floor level, should directly engage with Doncaster Boulevard, Williamsons Road and Tower Street to enable the uses to be visually evident and accessible from the street and provide pedestrian interest.</li> <li>→ Advertising and promotional material, including signage and displays (eg vehicles and other products), must not be located forward of the line of the building along Doncaster and Williamsons Roads.</li> </ul>
<p><b>3. Activated Street Frontage</b></p> <p>To achieve activated street frontages to Doncaster Boulevard and Williamsons Road.</p> <p>To provide social and community services and facilities in a prominent and easily accessible location.</p> <p>To provide opportunities for a range of residential and commercial uses to develop on the site along with the retail development.</p>	<ul style="list-style-type: none"> <li>→ Ensure that development along Doncaster Boulevard and Williamsons Road incorporates uses and design that ensures active street frontages that engages and offers visual interest and accessibility to pedestrians.</li> <li>→ The buildings must address the street. Building articulation and visual links to building interiors should be provided to the rear and sides of buildings extending the public realm in these areas.</li> <li>→ Provide an integrated public transport interchange to support both Westfield Shoppingtown and the greater Doncaster Hill area in a prominent and easily accessible location.</li> <li>→ A library is to be provided in a prominent and easily accessible location.</li> <li>→ A police station is to be considered in future development proposals.</li> </ul>
<p><b>4. Pedestrian Links</b></p> <p>To provide a permeable, safe and comfortable pedestrian environment with strong linkages to Doncaster Hill.</p> <p>Development should improve and enhance pedestrian, bicycle and vehicular access within Precinct 4 and to adjoining precinct areas.</p>	<ul style="list-style-type: none"> <li>→ Creation of pedestrian friendly interface between Westfield Shoppingtown, Doncaster Boulevard, Williamsons Road and Tower Street</li> <li>→ Establish strong pedestrian entries and linkages from Westfield Shoppingtown to all other precincts within Doncaster Hill.</li> </ul>

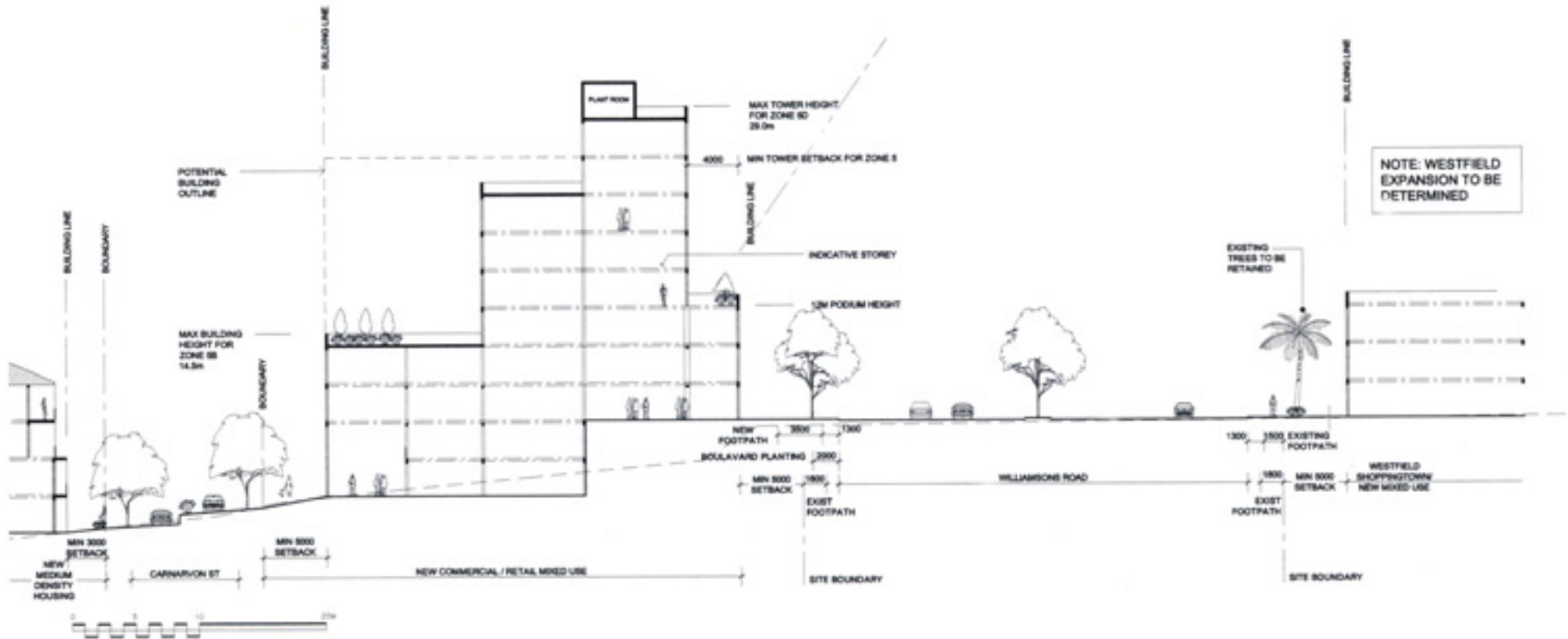
OBJECTIVE	DESIGN GUIDELINES
<p><b>4. Pedestrian Links (continued)</b></p>	<ul style="list-style-type: none"> <li>→ Encourage positive physical connections from within corner buildings and to provide open urban spaces adjacent to entry points to the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the western end of the precinct.</li> <li>→ To support and connect with the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the western end of the precinct.</li> </ul>
<p><b>5. Vistas</b> To capitalise on view and vistas external to the site.</p>	<ul style="list-style-type: none"> <li>→ Future building form is to fully exploit the northeast aspect and views, and vistas to the CBD.</li> <li>→ Buildings must be point block construction above podium level. This ensures that buildings incorporate setbacks above podium level at side boundaries to provide view corridors between buildings.</li> </ul>
<p><b>6. Access and car parking</b> To accommodate future car parking requirements within the building form. To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Open lot parking must be minimised. The use of undercroft parking and basement parking is encouraged.</li> <li>→ Basement car parking should be sufficiently set back from street trees and landscape buffers to allow for healthy root establishment.</li> <li>→ Vehicular and pedestrian circulation paths must be clearly separated, with potential conflicts minimised.</li> <li>→ All parking areas need to be well- landscaped and irrigated, both interior and exterior, with canopy trees being planted throughout external parking areas.</li> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well-landscaped, both interior and exterior.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signage, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments.</li> </ul>



OBJECTIVE	DESIGN GUIDELINES
<p><b>7. Open Space</b></p> <p>To create a number of significant externalised urban spaces, which are well connected within a permeable urban environment.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ External spaces should be directly linked to commercial or other people-intensive activity, provide shelter and capitalise on views and solar access.</li> <li>→ External spaces should directly link to Williamsons Road and Doncaster Road where appropriate.</li> <li>→ Consider the integration of urban art and sculpture within the public realm.</li> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. Balconies should provide open space areas of at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> <li>→ When affected by building works, existing communal open spaces used by shoppers and workers are to be recreated in alternative high profile locations.</li> </ul>
<p><b>8. Landscape</b></p> <p>To support and maintain a consistent planting strip in support of the proposed boulevard and along Williamsons Road.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"> <li>→ The interface between the development and adjacent residential areas to the north and east is to be respectful of the scale and privacy of adjoining residences. The use of effective landscaped buffer zones of native and indigenous vegetation is encouraged.</li> <li>→ Canopy trees are to be planted wherever possible throughout the total site.</li> <li>→ Developments shall provide a uniform setback from Doncaster Road and Williamsons Road in support of the boulevard and roadside planting, ceding 2 metres of land to council ownership. The 2 metre strip of land may be included in the 5 metre set back calculation.</li> <li>→ Landscape development and paving of the ceded land shall be in accordance with guidelines established by the Manningham City Council and carried out as part of the building development works.</li> <li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, structural protection of buildings and create useable and accessible private or public open space areas.</li> </ul>
<p><b>10. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"> <li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li> <li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li> <li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>

**PRECINCT 5D -  
WILLIAMSONS ROAD WEST**

**PRECINCT 4**



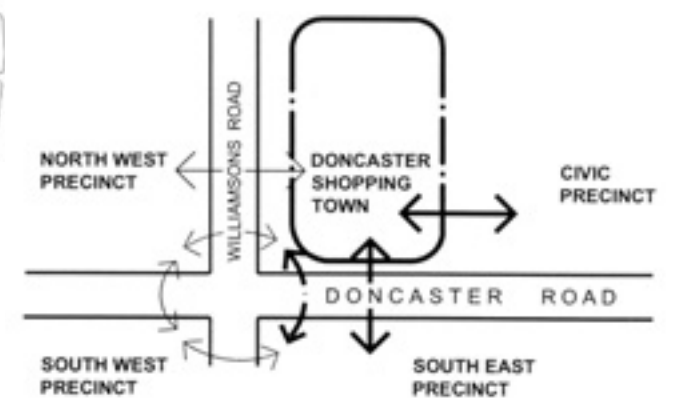
NOTE: WESTFIELD EXPANSION TO BE DETERMINED

**KEY**

- MID WINTER SUN (22ND JAN)
- MID SUMMER SUN (22ND JAN)
- EQUINOX (23RD SEPT)
  
- (0.00) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET



Section Line

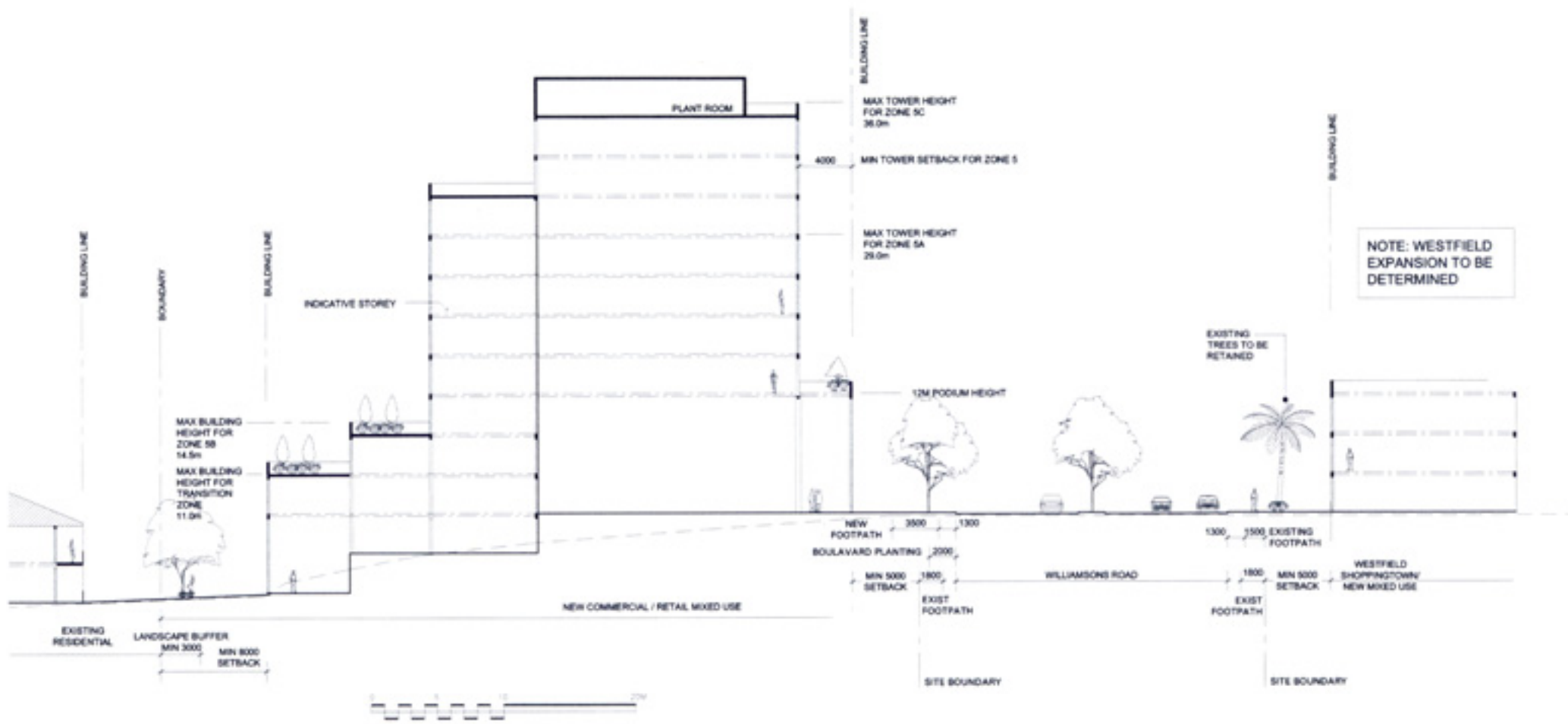


DONCASTER SHOPPINGTOWN

# PRECINCT 5B

# PRECINCT 5C - WILLIAMSONS ROAD WEST

# PRECINCT 4



### KEY

- MID WINTER SUN (22ND JUN)
- MID SUMMER SUN (22ND JAN)
- EQUINOX (23RD SEPT)
  
- (0.00) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET



# Precinct 5: Williamsons Road West

**Total land area:** 44,510.0m<sup>2</sup>  
**Potential number of dwellings:** 529 (44,965m<sup>2</sup>)  
**Proposed Office/Retail:** 3,500m<sup>2</sup>

Precinct 5 contains The Crest, Sovereign Point and The Ridge apartment buildings, the only existing high density housing developments on the Hill and the Doncaster Hotel, the third largest single consolidated site within Doncaster Hill. The site contains panoramic city skyline views to the west and direct access to open space and parkland along its southern boundary. Linkages across Williamsons Road to Westfield Shoppingtown contribute to the opportunities offered by this site.

## VISION STATEMENT

It is envisaged that high density development will continue to be built along the Williamsons Road ridgeline in Precinct 5, with less dense development progressively stepping down the hill towards the west. View-lines from Williamsons Road to the city skyline are to be retained at strategic points, including from public open space.

An improved pedestrian network will provide stronger links with Westfield Shoppingtown, public transport interchanges, and nearby open space. Existing green open space in the near vicinity (Lawford Reserve) will be improved, and new high quality open space will be created

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to the Precinct, consideration will be given to whether land use or development proposals address the objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage innovative, contemporary architecture and provide a range of unique building types.</p> <p>To encourage flexibility in building form to accommodate changing future uses.</p>	<ul style="list-style-type: none"> <li>→ The fundamental concept for buildings within the precinct will be to set building height limits to a scale appropriate to its location and elevation on the slope of Doncaster Hill. Buildings located closer to the top of the hill will be generally permitted greater height limits than those further down the hill towards the west.</li> <li>→ Height of buildings shall conform to maximum levels nominated in the precinct height overlay diagram, the maximum height allowed where all topographical, set back and adjacent use criteria are satisfied shall be 36.0 metres.</li> <li>→ A detailed visual analysis of the building height, bulk and form must be undertaken. Blank walls are prohibited. Moderation of building bulk is to be achieved through the articulation of form and surface treatment including:             <ul style="list-style-type: none"> <li>→ Breaking up of the building's volume to modify its size; and</li> <li>→ Contrasting recessive and projecting elements of the building.</li> </ul> </li> <li>→ Service and utility areas must be integrated into the design of the building.</li> <li>→ Overlooking and overshadowing of dwellings both within and beyond the development shall be minimised.</li> <li>→ Developments abutting residential properties on the periphery of Doncaster Hill will be subject to an 11 metre maximum allowable height limit within 10 metres of the boundary provided that there are minimal impacts to adjoining properties.</li> <li>→ To encourage a range of apartment sizes and types, including different numbers of bedrooms.</li> <li>→ Entries to buildings shall be visible and easily identifiable from streets and other public areas. Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>2. Boulevard Character</b></p> <p>To achieve a consistent urban character developed along the length of the Williamsons Road and Doncaster Road Boulevards.</p>	<ul style="list-style-type: none"> <li>→ Development should address the street frontage and adjoining developments.</li> <li>→ The scale at street level must be consistent. A podium of at least 3 levels should be provided along the Williamsons road frontage to achieve integration between different forms of housing and commercial usage at street level.</li> <li>→ Buildings must be set back 5 metres from the street frontage.</li> <li>→ Use of materials and design of functions, particularly at ground floor level, should directly engage with the street to enable the uses to be visually evident from the street and provide pedestrian interest.</li> <li>→ Advertising and promotional material, including signage and displays (eg vehicles and other products), must not be located within the 3 metre front setback area along Williamsons Road.</li> </ul>
<p><b>3. Activated Street Frontage</b></p> <p>To achieve activated street frontages along the west side of Williamsons Road.</p>	<ul style="list-style-type: none"> <li>→ Pedestrian generating and retail activities are encouraged at street level.</li> <li>→ Provide suitably flexible floor space that can support a variety of future uses.</li> <li>→ Additional pedestrian and retail linkages of varying size, character and use within the street blocks should be encouraged, including internal atriums and public open spaces.</li> </ul>
<p><b>4. Pedestrian Links</b></p> <p>To provide a permeable, safe and comfortable pedestrian environment adjacent to the proposed boulevard and with strong linkages within Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Provide a pedestrian network that will provide positive linkages to the adjacent precincts in particular the Westfield Shoppingtown site, public transport interchanges and the open space of the Lawford Street Reserve.</li> <li>→ Support and connect with the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the southern end of the precinct.</li> </ul>
<p><b>5. Vistas</b></p> <p>To capitalise on broad views and vistas obtained from the Williamsons Road ridgeline.</p>	<ul style="list-style-type: none"> <li>→ Strategic view corridors towards the city from Williamsons Road are to be retained within future development from specially created public space areas between buildings. A long continuous wall of building shall be discouraged.</li> <li>→ Buildings must be point block construction above podium level. This ensures that buildings incorporate setbacks above podium level at side boundaries to provide view corridors between buildings from Williamsons Road.</li> </ul>

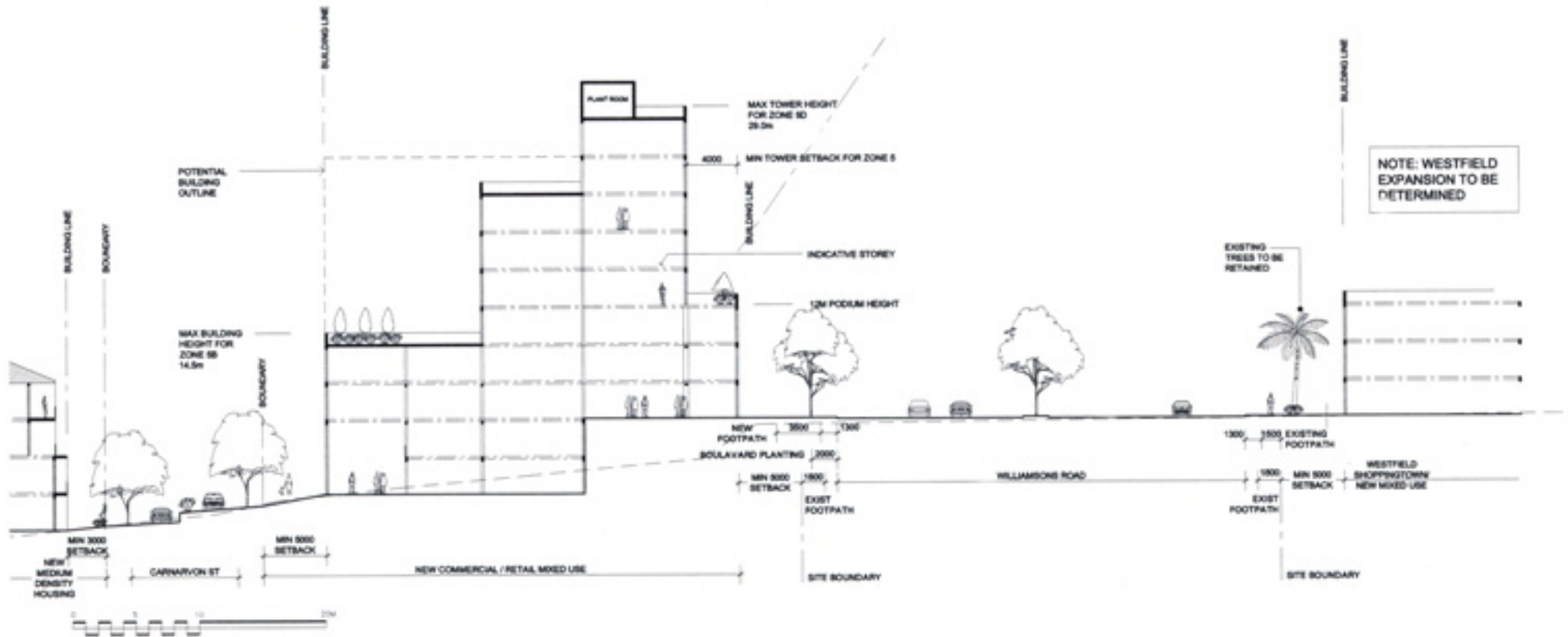
OBJECTIVE	DESIGN GUIDELINES
<p><b>6. Access and Car parking</b></p> <p>To ensure that car parking does not dominate the layout of the site.</p> <p>To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Parking arrangements should be carefully integrated with the design of buildings, eliminating open lot parking areas.</li> <li>→ The use of undercroft parking and basement parking is encouraged.</li> <li>→ Basement car parking should be sufficiently set back from street trees and landscape buffers to allow for healthy root establishment.</li> <li>→ Vehicle crossings of pedestrian footpaths should be limited to the minimum necessary for access to the site. Pedestrian amenity should be considered a priority in developing appropriate pedestrian and vehicular networks.</li> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Parking areas are to be accessed from the side or rear where possible.</li> <li>→ The existing extent of car parking is to be rationalised when future development occurs, so that more land area is given over to passive open space.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well-landscaped, both interior and exterior.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signage, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Encourage development of parking that serves the centre as a whole, rather than parking for individual developments to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased.</li> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments.</li> </ul>
<p><b>7. Open Space</b></p> <p>To create a significant area of open space both within and convenient to Precinct 5 to help cater for the proposed high-density development in the surrounding precincts.</p>	<ul style="list-style-type: none"> <li>→ Encourage the inclusion of public open space abutting Williamsons Road that accommodates vistas to the city and has convenient links to Shoppingtown.</li> <li>→ Consolidate and improve linkages to the significant passive open space of Lawford Reserve.</li> <li>→ Integrate urban art and sculpture within the public realm.</li> </ul>



OBJECTIVE	DESIGN GUIDELINES
<p><b>7. Open Space (continued)</b></p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. Balconies should be at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> </ul>
<p><b>8. Landscape</b></p> <p>To create a healthy, landscaped environment on Doncaster Hill.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"> <li>→ Support and maintain a consistent planting strip in support of Williamsons Road Boulevard and adjoining side streets.</li> <li>→ Landscaped buffers will be provided as an interface to adjacent residential areas.</li> <li>→ Planting is to be consistent with local streetscape initiatives and adjacent public open spaces. Native and indigenous planting is encouraged to be used wherever possible.</li> <li>→ Canopy trees are to be planted where appropriate throughout development sites.</li> <li>→ Lawford Reserve and adjoining streets are to be further planted to create a continuous green canopy.</li> <li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, structural protection of buildings and create useable and accessible private or public open space areas.</li> </ul>
<p><b>9. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"> <li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li> <li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li> <li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>

**PRECINCT 5D -  
WILLIAMSONS ROAD WEST**

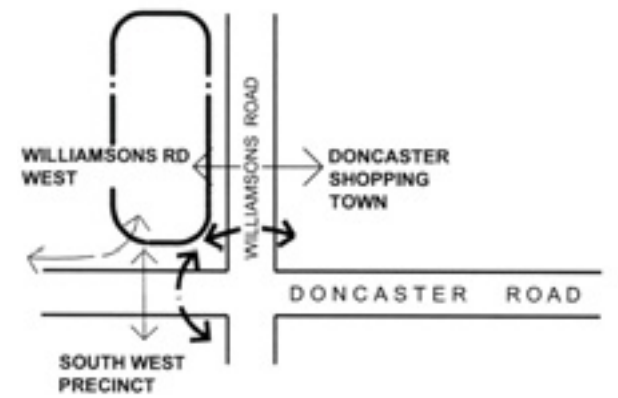
**PRECINCT 4**



NOTE: WESTFIELD EXPANSION TO BE DETERMINED

**KEY**

- MID WINTER SUN (22ND JAN)
  - MID SUMMER SUN (22ND JAN)
  - EQUINOX (22ND SEPT)
- (R.O.) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET

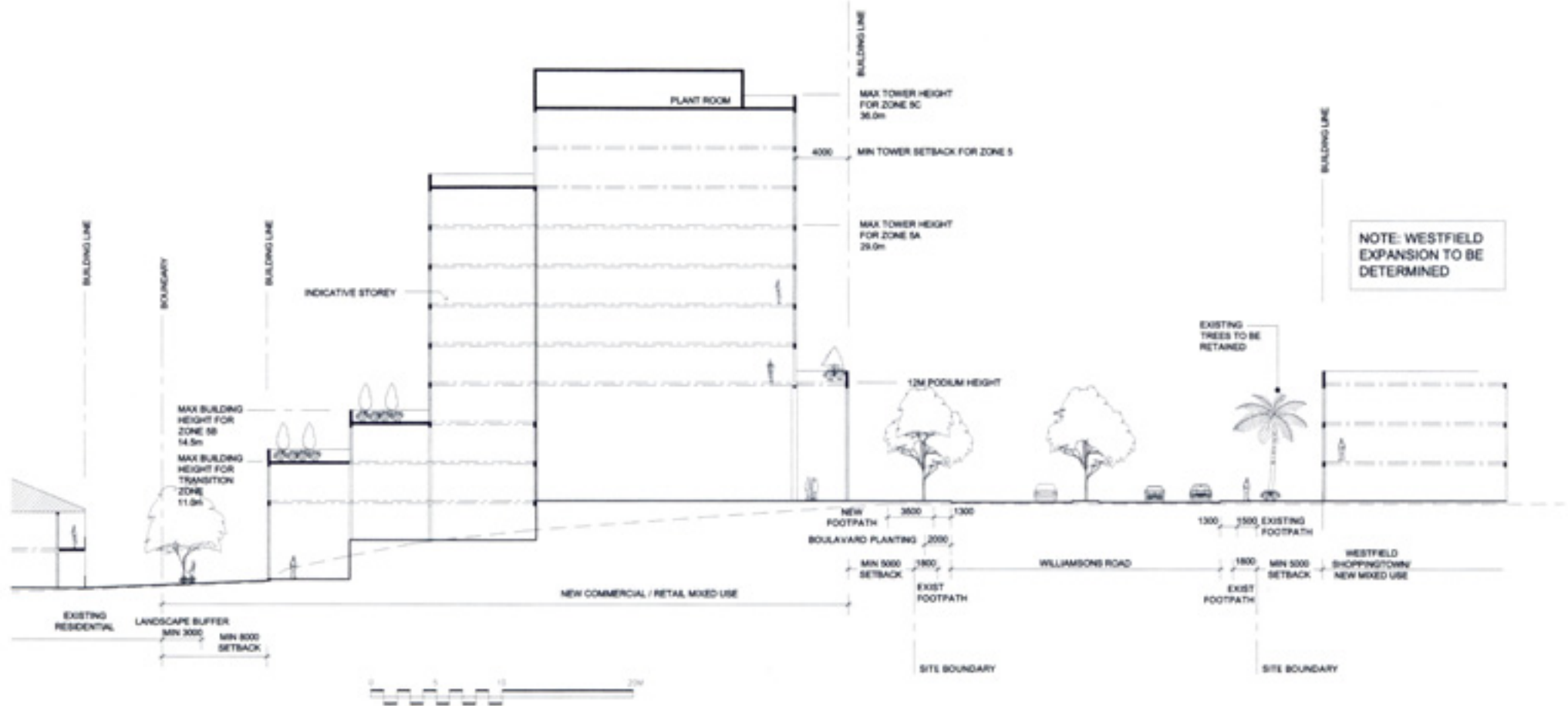


WILLIAMSONS ROAD WEST

PRECINCT 5B

PRECINCT 5C -  
WILLIAMSONS ROAD WEST

PRECINCT 4

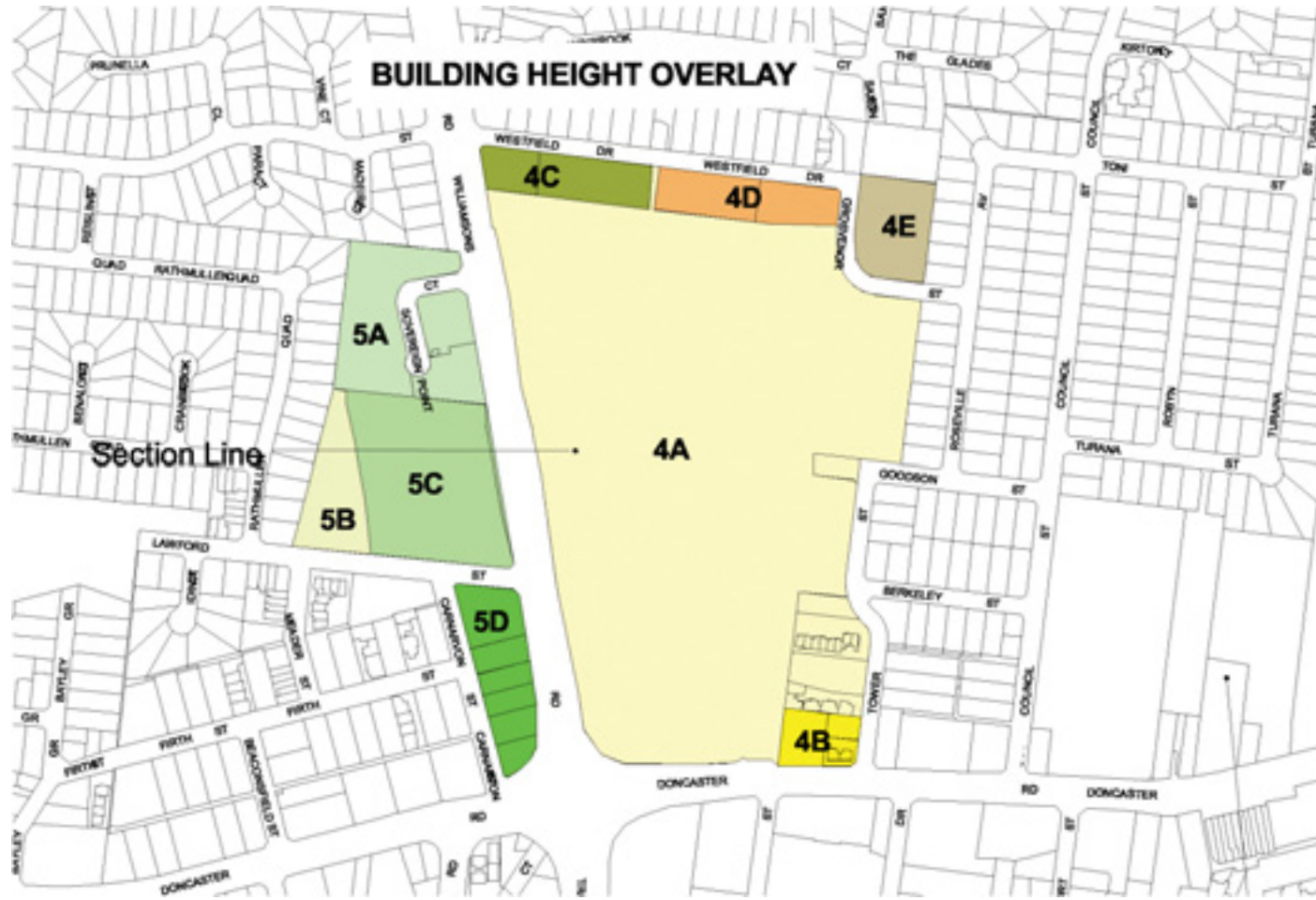


KEY

- MID WINTER SUN (22ND JUN)
- MID SUMMER SUN (22ND JAN)
- EQUINOX (23RD SEPT)

(B.O.) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE FINISHPET

# BUILDING HEIGHT OVERLAY



# Precinct 6: North West Doncaster Boulevard

**Total land area:** 64,575.1m<sup>2</sup>  
**Potential number of dwellings:** 855 (72,675m<sup>2</sup>)  
**Proposed Office/Retail:** 2,500m<sup>2</sup>

Precinct 6 contains the pivotal Gateway landmark site to the north of Doncaster Boulevard marking the western edge of Doncaster Hill and Doncaster Boulevard. The precinct presently has a strong commercial / light industrial character, especially along Doncaster Boulevard, with older, walk-up apartment blocks along Firth Street.

## VISION STATEMENT

Precinct 6 will provide medium scale commercial development on smaller sized allotments with uniform setbacks, building heights and landscape requirements, giving way to medium density housing towards the rear of the precinct. The vision for Precinct 6 is to create a vibrant and commercially viable mixed use village of a smaller scale than is proposed for precincts located further east in Doncaster Hill. The Boulevard character will be extended along the adjoining length of Doncaster Boulevard. A Gateway building is envisaged to be developed at the western end of the precinct marking the beginning of the

Doncaster Hill Strategy Activity Centre and the Doncaster Boulevard, while pedestrian links are proposed to connect with Lawford Reserve and the Doncaster Boulevard, Williamsons and Tram Roads intersection at the eastern end of the precinct.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to the Precinct, consideration will be given to whether land use or development proposals address the key objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage innovative, contemporary architecture and provide a range of unique building types.</p> <p>To encourage flexibility in building form to accommodate changing future uses.</p> <p>To encourage the development of a Gateway building at the western end of the precinct marking the beginning of the Doncaster Hill Activity Centre and the Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ Buildings within the Precinct will conform to set building height limits to a scale appropriate to its location and overall site area.</li> <li>→ Developments must demonstrate the appropriateness of the allowable maximum height limit through sectional studies, overlooking and shadow diagram analysis.</li> <li>→ Height of buildings shall conform to maximum levels nominated in the precinct height overlay diagram; the maximum height allowed where all topographical, set back and adjacent use criteria are satisfied shall be 21.5 metres, excluding plant room.</li> <li>→ Detailed visual analysis of the building height, bulk and form must be undertaken. Blank walls are prohibited. Moderation of building bulk is to be achieved through the articulation of its form and surface treatment including:</li> <li>→ Breaking up of the buildings volume to modify its size; and</li> <li>→ Contrasting recessive and projecting elements of the building.</li> <li>→ Service and utility areas must be integrated into the design of the building.</li> <li>→ Provide suitably flexible floors space that can support a variety of future uses.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form (continued)</b></p>	<ul style="list-style-type: none"> <li>→ Buildings must be point block construction above podium level. This ensures that buildings incorporate setbacks above podium level at side boundaries to provide view corridors between buildings.</li> <li>→ Developments abutting residential properties on the periphery of Doncaster Hill will be subject to an 11 metre maximum allowable height limit within 10 metres of the boundary provided that there are minimal impacts to adjoining properties.</li> <li>→ To encourage a range of apartment sizes and types, including different numbers of bedrooms.</li> <li>→ Entries to buildings shall be visible and easily identifiable from streets and other public areas.</li> <li>→ Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>
<p><b>2. Boulevard Character</b></p> <p>To achieve a consistent urban character developed along the length of the Doncaster Boulevard.</p> <p>Development should address the street frontage and adjoining developments.</p>	<ul style="list-style-type: none"> <li>→ Development of a strong boulevard character supported by a consistent built edge and formal tree planting extending into specified setbacks is required.</li> <li>→ The scale at street level should be consistent to encourage integration between different forms of housing and commercial usage at street level.</li> <li>→ Use of materials and design of functions, particularly at ground floor level, should directly engage with the street to enable the uses to be visually evident from the street and provide pedestrian interest.</li> <li>→ Developments shall provide a uniform setback from Doncaster Boulevard in support of the boulevard and roadside planting, ceding 2 metres of land to council ownership.</li> <li>→ The 2 metre strip of land may be included in the 5 metre set back calculation.</li> </ul> <p>Advertising and promotional material, including signage and displays (eg vehicles and other products), must not be located within the 3 metre front set-back area along Doncaster Road.</p>
<p><b>3. Activated Street Frontage</b></p> <p>To create a vibrant and commercially viable mixed use village of a smaller scale than is proposed for precincts located further east in Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Encourage the development of buildings supporting an integrated and diverse range of commercial and residential uses.</li> <li>→ Pedestrian generating and retail activities should be encouraged at street level along Doncaster Boulevard.</li> </ul>
<p><b>4. Pedestrian Links</b></p> <p>To provide a permeable, safe and comfortable pedestrian environment adjacent to the proposed boulevard and with strong linkages within Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Support and connect with the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the eastern end of the precinct.</li> <li>→ Strengthen linkages to Precinct 7 and to Lawford Street Reserve.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>5. Access and Car parking</b></p> <p>To ensure that car parking does not dominate the layout of the site.</p> <p>To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Parking arrangements should be carefully integrated with the design of buildings, eliminating open lot parking areas.</li> <li>→ The use of undercroft parking and basement parking is encouraged.</li> <li>→ Basement car parking should be sufficiently set back from street trees and landscape buffers to allow for healthy root establishment.</li> <li>→ Vehicle crossings of pedestrian footpaths should be limited to the minimum necessary for access to the site. Pedestrian amenity should be considered a priority in developing appropriate pedestrian and vehicular networks.</li> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Parking areas are to be accessed from the side or rear where possible.</li> <li>→ The existing extent of car parking is to be rationalised when future development occurs, so that more land area is given over to passive open space.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well-landscaped, both interior and exterior.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signage, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Encourage development of parking that serves the centre as a whole, rather than parking for individual developments to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased.</li> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments.</li> </ul>
<p><b>6. Open Space</b></p> <p>To ensure that each precinct has ready access to well designed public open space.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ Improve the passive open space quality of nearby Lawford Reserve, and improve linkages to the reserve.</li> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. Balconies should be at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> </ul>



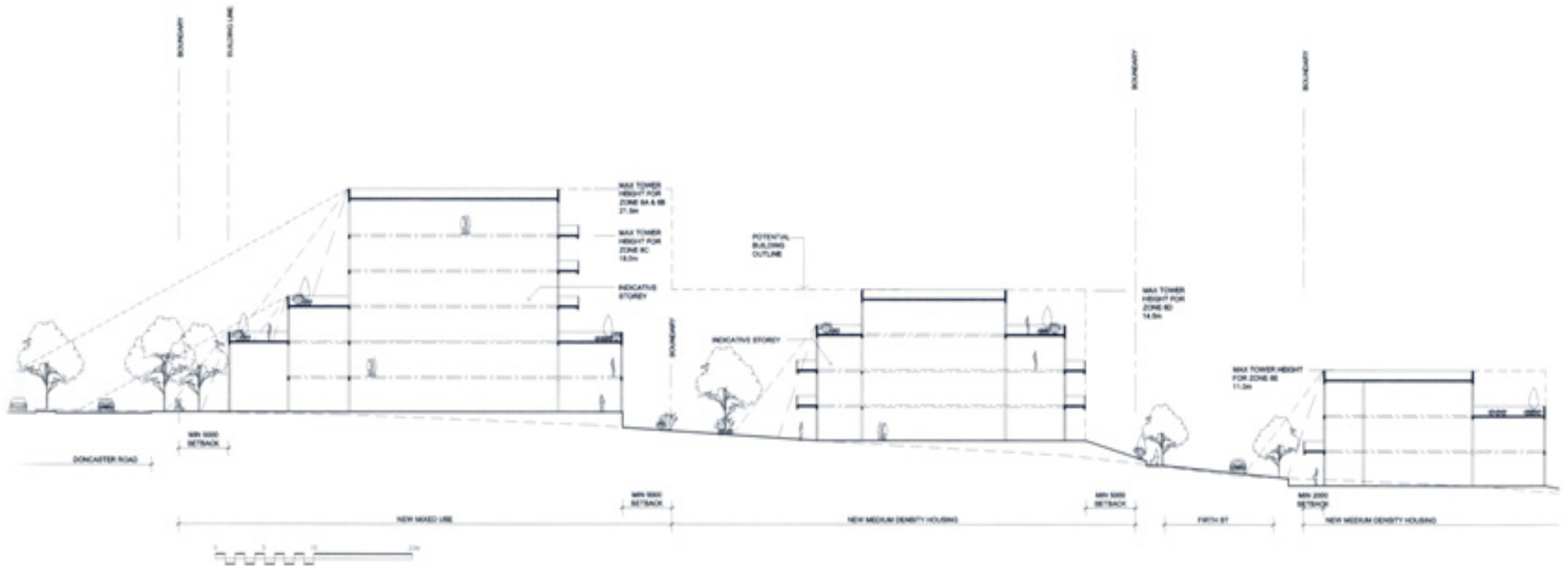
OBJECTIVE	DESIGN GUIDELINES
<p><b>7. Landscape</b></p> <p>To create a healthy, landscaped environment on Doncaster Hill.</p> <p>Landscape layout and design for developments should provide an environment that is safe, attractive and functional for all users.</p>	<ul style="list-style-type: none"> <li>→ Support and maintain a consistent planting strip in support of Doncaster Boulevard and adjoining side streets.</li> <li>→ Planting is to be consistent with local streetscape initiatives and adjacent public open spaces. Native and indigenous planting is encouraged wherever possible.</li> <li>→ Canopy trees are to be planted where appropriate throughout development sites.</li> <li>→ Landscaped buffers will be provided as an interface to adjacent residential areas.</li> <li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, structural protection of buildings and create useable and accessible private or public open space areas.</li> </ul>
<p><b>8. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"> <li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li> <li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li> <li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>



**PRECINCT 6B -  
NORTH WEST DONCASTER ROAD**

**PRECINCT 6D -  
NORTH WEST DONCASTER ROAD**

**PRECINCT 6E**



**KEY**

- MID WINTER SUN ( 22ND JUN)
- MID SUMMER SUN ( 22ND JAN)
- EQUINOX (23RD SEPT)

(0.00) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE PARAPET



# Precinct 7: South West Doncaster Boulevard

**Total land area:** 54,715.8m<sup>2</sup>  
**Potential number of dwellings:** 788 (66,980m<sup>2</sup>)  
**Proposed Office/Retail:** 10,000m<sup>2</sup>

Precinct 7 is a Gateway precinct with a high availability of larger development sites with high-density development potential. Its unique location on Doncaster Hill ensures wide-ranging views to the City and over the adjacent Golf links.

Precinct 7 contains the pivotal Gateway landmark site to the south of Doncaster Boulevard marking the western edge of Doncaster Hill and Doncaster Boulevard.

The precinct is presently characterised by light industrial and commercial uses, including a number of restaurants at the west end and also including some residential land uses to the south of the precinct. It creates a visually poor entrance to Doncaster Hill.

## VISION STATEMENT

The vision for Precinct 7 is to create a vibrant and commercially viable mixed use village of a smaller scale than is proposed for precincts located further east in Doncaster Hill. It is envisaged that the precinct will be developed as a major gateway to Doncaster Hill, including a Gateway building at the western end of the precinct marking the beginning of the Doncaster Hill Activity Centre and the Doncaster Boulevard.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to Precinct 7, consideration will be given to whether land use or development proposals address the objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage innovative, contemporary architecture and provide a range of unique building types.</p> <p>Buildings within the Precinct will conform to set building height limits to a scale appropriate to its location and overall site area.</p> <p>To encourage the development of a Gateway building at the western end of the precinct marking the beginning of the Doncaster Hill Activity Centre and the Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ Height of buildings shall conform to maximum levels nominated in the precinct height overlay diagram, the maximum height allowed where all topographical, set back and adjacent use criteria are satisfied shall be 29.0 metres excluding any roof structures.</li> <li>→ Set backs from Doncaster Boulevard will conform to the set back line determined by the minimum set back of 5 metres at the corner of Elgar Road and Doncaster Boulevard and the maximum set back of 10 metres at the Western most end of the building further down the Hill will generally be required to step back further than those above to protect view lines and create a consistent and tapering built edge leading towards the top of the Hill.</li> <li>→ A detailed visual analysis of the building height, bulk and form must be undertaken. Blank walls are prohibited. Moderation of building bulk is to be achieved through the articulation of form and surface treatment including:             <ul style="list-style-type: none"> <li>→ Breaking up of the building's volume to modify its size; and</li> <li>→ Contrasting recessive and projecting elements of the building.</li> </ul> </li> <li>→ Service and utility areas must be integrated into the design of the building.</li> <li>→ Provide suitably flexible floorspace that can support a variety of future uses.</li> <li>→ Buildings must be point block construction above podium level. This ensures that buildings incorporate setbacks above podium level at side boundaries to provide view corridors between buildings.</li> </ul>

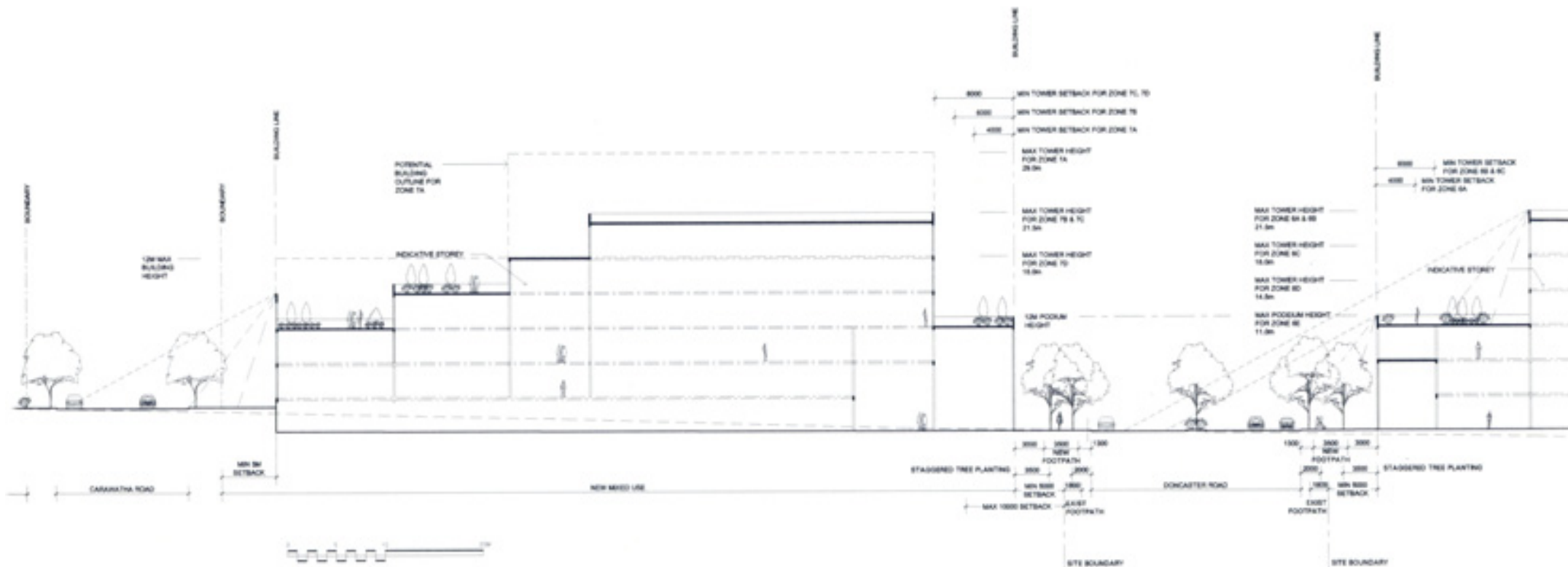
OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form (continued)</b></p>	<ul style="list-style-type: none"> <li>→ Developments abutting residential properties on the periphery of Doncaster Hill will be subject to an 11 M maximum allowable height limit within ten metres of the boundary provided that there are minimal impacts to adjoining properties.</li> <li>→ Entries to buildings shall be visible and easily identifiable from streets and other public areas.</li> <li>→ Entries to buildings shall provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>
<p><b>2. Boulevard Character</b></p> <p>To achieve a consistent urban character developed along the length of the Doncaster Boulevard, supported by a consistent built edge and formal tree planting extending into required setbacks.</p> <p>To create a gateway to the Doncaster Hill Activity Centre area.</p>	<ul style="list-style-type: none"> <li>→ The scale at street level should be consistent to encourage integration between different forms of housing and commercial usage at street level.</li> <li>→ Use of materials and design of functions, particularly at ground floor level, should directly engage with the street to enable the uses to be visually evident from the street and provide pedestrian interest.</li> <li>→ The scale at street level must be consistent. A podium of at least 3 levels should be provided along the Doncaster Boulevard frontage.</li> <li>→ Developments shall provide a uniform setback from Doncaster Boulevard in support of the boulevard and roadside planting, ceding 2 metres of land to council ownership.</li> <li>→ Landscape treatment of the ceded land shall be in accordance with the landscape guidelines and carried out as part of the building development works.</li> <li>→ Advertising and promotional material, including signage and displays (eg vehicles and other products), must not be located within the 3 metre front setback area along Doncaster Road.</li> </ul>
<p><b>3. Activated Street Frontage</b></p> <p>To achieve activated street frontages to Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ To create a vibrant and commercially viable mixed use village of a smaller scale than is proposed for precincts located further up Doncaster Hill.</li> <li>→ Encourage the development of buildings supporting an integrated and diverse range of commercial and residential uses.</li> <li>→ Pedestrian generating and retail activities should be encouraged at street level along Doncaster Boulevard.</li> </ul>
<p><b>4. Pedestrian Links</b></p> <p>To encourage a permeable, safe, pedestrian environment with strong linkages to surrounding areas.</p>	<ul style="list-style-type: none"> <li>→ Support and connect with the pedestrian link proposed for the Doncaster Boulevard, Williamsons and Tram Roads intersection at the eastern end of the precinct.</li> <li>→ Strengthen linkages to Precinct 6 and nearby areas of open space.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>5. Access and Car parking</b></p> <p>To ensure that car parking does not dominate the layout of the site.</p> <p>To ensure vehicle access to and from a development is safe, manageable and convenient.</p>	<ul style="list-style-type: none"> <li>→ Parking arrangements carefully integrated with the design of buildings, eliminating open lot parking areas.</li> <li>→ The use of undercroft parking and basement parking is encouraged.</li> <li>→ Basement car parking should be sufficiently set back from street trees and landscape buffers to allow for healthy root establishment.</li> <li>→ Vehicle crossings of pedestrian footpaths should be limited to the minimum necessary for access to the site. Pedestrian amenity should be considered a priority in developing appropriate pedestrian and vehicular networks.</li> <li>→ Future car parking requirements must be integrated into the design of buildings and the unique sloping landform.</li> <li>→ Parking areas are to be accessed from the side or rear where possible.</li> <li>→ The existing extent of car parking is to be rationalised when future development occurs, so that more land area is given over to passive open space.</li> <li>→ Encourage multi purpose parking areas that could be used for specific functions/public or community events e.g. markets, outdoor cultural events, informal outdoor recreation activities.</li> <li>→ Parking areas are to be well landscaped, both interior and exterior.</li> <li>→ All parking areas must accommodate safe, convenient pedestrian circulation, which is separated from vehicular circulation where possible.</li> <li>→ Vehicle crossings will be limited and strictly controlled to minimise any potential conflicts with pedestrian activity areas.</li> <li>→ Provide high standards of car parking design that includes pedestrian access, soft landscaping, interior landscaping, security, lighting, signing, management and maintenance.</li> <li>→ Parking areas shall meet the access and mobility needs of users.</li> <li>→ Encourage development of parking that serves the centre as a whole, rather than parking for individual developments to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased.</li> <li>→ Require development to incorporate bicycle parking/lock-up and facilities.</li> <li>→ Ensure adequate emergency and service vehicle access to all developments.</li> </ul>
<p><b>6. Open Space</b></p> <p>To ensure that each precinct has ready access to well designed public open space.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private and communal open space.</p>	<ul style="list-style-type: none"> <li>→ Provide passive open space on the south side of Doncaster Road with ready access to Precinct 7, which offers well designed play opportunities.</li> <li>→ Provide living areas and private open space to maximise solar access.</li> <li>→ Provide private and communal open space areas including atriums, balconies, roof top/winter gardens etc. Balconies should be at least 8m<sup>2</sup>.</li> <li>→ Public or communal open space areas should integrate with open space areas adjacent to development.</li> <li>→ Public or communal open space areas should provide an outlook for as many apartments as practicable.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>7. Landscape</b></p> <p>To create a healthy, landscaped environment on Doncaster Hill.</p> <p>To ensure living areas and private open space is located on the north side of the development if practicable.</p> <p>To ensure access to useable, comfortable and well landscaped private open space.</p>	<ul style="list-style-type: none"> <li>→ Support and maintain a consistent planting strip in support of Doncaster Boulevard and adjoining side streets.</li> <li>→ Planting is to be consistent with local streetscape initiatives and adjacent public open spaces. Native and indigenous planting is encouraged wherever possible.</li> <li>→ Canopy trees are to be planted where appropriate throughout development sites.</li> <li>→ Landscaped buffers will be provided as an interface to adjacent residential areas.</li> <li>→ Landscape design and layout should specify the landscape themes, vegetation (location and species), paving, lighting, furnishings and other furniture. Landscape layout and design should allow for intended vegetation growth, structural protection of buildings and create useable and accessible private or public open space areas.</li> </ul>
<p><b>8. Safety</b></p> <p>To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.</p>	<ul style="list-style-type: none"> <li>→ Entrances to buildings should not be obscured or isolated from the street and internal access ways.</li> <li>→ Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal access ways.</li> <li>→ Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>

**PRECINCT 7C -  
SOUTH WEST DONCASTER ROAD**

**PRECINCT 6B**

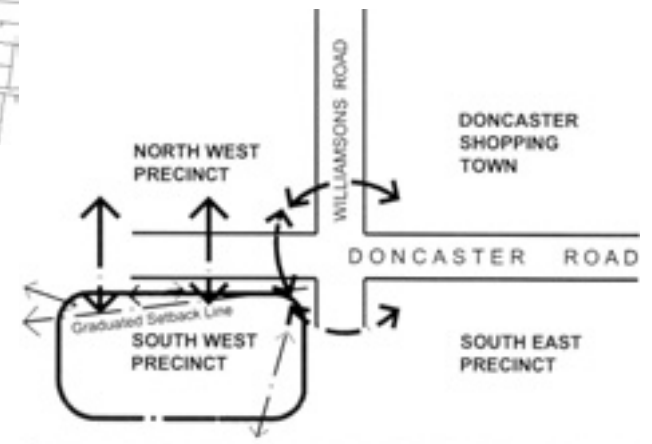
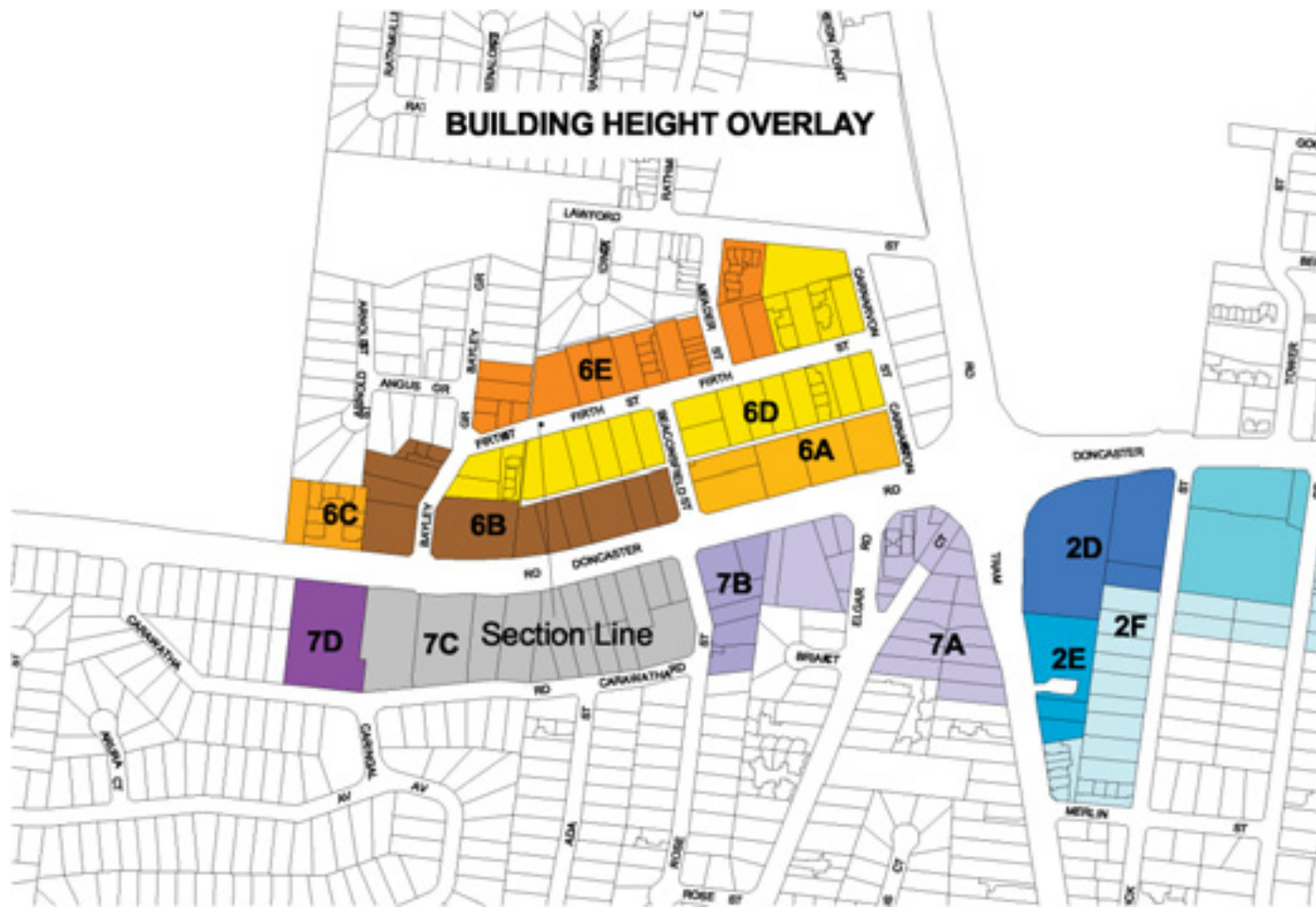


**KEY**

- MID WINTER SUN (22ND JAN)
- MID SUMMER SUN (22ND JAN)
- EQUINOX (22ND SEPT)

(M) MAXIMUM TOWER HEIGHT MEASURED FROM THE AVERAGE FOOTPATH LEVEL AT THE SITE FRONTAGE TO THE TOP OF THE FINISH





SOUTH WEST PRECINCT

# Intersection of Doncaster, Williamsons and Tram Roads

This intersection comprises the major cross roads and physical centre of Doncaster Hill Activity Centre with views to the city skyline and Box Hill. The intersection forms part of the major arterial road networks in the municipality, with access from the intersection to the Eastern Freeway, CBD and Box Hill Activity Centre. Doncaster Road is the municipality's main east west arterial road and major bus route.

The intersection will include the upgrading work associated with the development of the proposed Doncaster Boulevard.

## VISION STATEMENT

The Strategy supports the provision of iconic artwork at the intersection which:

- defines its significance as the major cross roads and physical centre of the Doncaster Hill Activity Centre;
- creates a focal point of iconic status for Doncaster Hill Activity Centre visible from all directions;
- visually unifies the four corners of the intersection; and
- preserves the street level pedestrian focus and retains views along Doncaster Road.

It is envisaged that this intersection will have greatly increased pedestrian safety and amenity, better connecting all precincts abutting the Doncaster Road, Williamsons and Tram Roads intersection.

## OBJECTIVES AND GUIDELINES

In assessing proposed development and its likely impact and contribution to the intersection, consideration will be given to whether proposals address the objectives and guidelines outlined below.

OBJECTIVE	DESIGN GUIDELINES
<p><b>1. Built Form</b></p> <p>To encourage the development of an iconic artwork which reduces the visual scale of the major intersection and visually links the separate corners.</p>	<ul style="list-style-type: none"> <li>→ Provide impetus to the development of Doncaster Hill through the introduction of a major piece of people-focused artwork integrated with Doncaster Hill.</li> <li>→ The intersection will embody the stated Doncaster Hill Design Principles of Ecologically Sustainable Design, equal access, contemporary expression, integration and diversity.</li> <li>→ Key corner sites abutting the intersection should be characterised by landmark developments which properly address the intersection and the proposed iconic element.</li> </ul>
<p><b>2. Boulevard Character</b></p> <p>To create artwork of iconic status on the Doncaster Boulevard.</p>	<ul style="list-style-type: none"> <li>→ Create an integrated intersection through the use of significant artwork and design.</li> <li>→ Investigate the removal of left-hand turn lanes at the intersection.</li> </ul>

OBJECTIVE	DESIGN GUIDELINES
<p><b>3. Activated Street Frontage</b></p> <p>To achieve activated street frontages to the proposed Boulevards.</p>	<ul style="list-style-type: none"> <li>→ Pedestrian generating and retail activities should be encouraged at street level along Doncaster Boulevard, Williamsons and Tram Road Boulevards.</li> </ul>
<p><b>4. Pedestrian Links</b></p> <p>To provide positive pedestrian links across the physical barrier of the Williamsons Road and Doncaster Boulevard intersection.</p> <p>To integrate the pedestrian precincts created within each of the development precincts flanking the intersection.</p>	<ul style="list-style-type: none"> <li>→ Provide an accessible, pedestrian focused area around the Doncaster Boulevard, Williamsons and Tram Road intersection.</li> <li>→ The area will incorporate direct links to the buildings and pavements flanking the intersection.</li> </ul>
<p><b>5. Vistas</b></p> <p>To retain vistas to the City along Doncaster Road and to Box Hill.</p>	<ul style="list-style-type: none"> <li>→ Design the iconic artwork so as to preserve existing vistas along Doncaster Road through the intersection and to Box Hill.</li> </ul>
<p><b>6. Landscape</b></p> <p>To create a healthy landscape environment in Doncaster Hill.</p>	<ul style="list-style-type: none"> <li>→ Support and maintain a consistent planting strip in support of Doncaster Boulevard linking the seven area precincts.</li> <li>→ Canopy trees are to be planted where appropriate.</li> </ul>



# Part E ::

ADDENDUM TO THE DONCASTER HILL STRATEGY

## Addendum to the Doncaster Hill Strategy

This table highlights the changes made to the Doncaster Hill Strategy (October 2002) based on recommendations arising from the Amendment C33 Panel Report (September 2003). Note that Amendment C33 Part 1 to the Manningham Planning scheme was gazetted on 26 February 2004.

RELEVANT SECTIONS	REVISION	PURPOSE	PAGE NUMBER
0. Contents	Revise Contents Page to reflect page changes made to the body of the document due to the inclusion of revisions.	To reflect page changes to the document	0
1. Part A	Under Doncaster Hill Strategy Vision, Strategic Context and Objectives a Preface to the Strategy is included to briefly outline changes made to the document with response to Amendment C35 Panel Recommendations.	To highlight that revisions have been made to the document since gazettal of Amendment C33 Part1.	1
2. Part A	Strategy Vision – The Sustainable Urban Village - a new paragraph outlining that a key direction for the Strategy is to ensure high standards of accessibility to create enabling and supportive environments so that no user is excluded by unnecessary barriers.	To strengthen the understanding of Council’s commitment to accessibility in developing Doncaster Hill as a benefit to the whole community.	5
3. Part A	Strategy Vision – The Sustainable Urban Village - a new sub-section, Design Vision for Doncaster Hill Activity Centre. This new section introduces the Doncaster Hill Strategic Framework Plan into the document as embodying the required elements for a sustainable urban village.	To introduce the inserted Doncaster Hill Strategic Framework Plan as approved into the Manningham Planning Scheme as part of Amendment C33 Part 1.	5
4. Part A	Strategy Vision – The Sustainable Urban Village sees the addition of the Doncaster Hill Strategic Framework Plan.	To ensure consistency with the Plan included in MSS, Clause 21.21, Doncaster Hill Activity Centre of the Manningham Planning Scheme.	5
5. Part A	Strategic Context – Planning Scheme Policy Framework sees the Inclusion of a new sub-section under State Planning Policy Framework (SPPF) on Melbourne 2030, including relevant Directions and Policies.	To link and highlight the relationship with State Government Policy objectives under Melbourne 2030 with those of the Doncaster Hill Strategy.	7
6. Part A	A new sub heading, ‘Manningham Planning Scheme’ is added under Strategic Context – Planning Scheme Policy Framework.	To distinguish the State and Local Planning Policy sections.	8

	<b>RELEVANT SECTIONS</b>	<b>REVISION</b>	<b>PURPOSE</b>	<b>PAGE NUMBER</b>
7.	Part A	A new sub heading, 'Manningham Planning Scheme' is added under Strategic Context – Planning Scheme Policy Framework.	To distinguish the State and Local Planning Policy sections.	8
8.	Part A	Strategic Context – Opportunities makes reference to Melbourne 2030 planning objectives.	To link and highlight relationship with State Government Policy objectives under Melbourne 2030 with those of the Doncaster Hill Strategy.	13
9.	Part A	Strategic Context – Opportunities adds a new section entitled "Need for an integrated and accessible transport system".	To highlight consistency with Melbourne 2030, SPPF and LPPF regarding transport issues.	14
10.	Part A	Under Strategic Context – Strategy Objectives sub-section 2. An Integrated Environment, the following words 'and easy access to an integrated sustainable transport system focused on public transport, cycling and walking' are added.	To highlight significance of integrated and sustainable transport for Doncaster Hill.	15
11.	Part A	Under Strategic Context – Strategy Objectives sub-section 4. Identification and Inclusion of Appropriate Uses, a new sub heading, Transport is added.	To highlight significance of integrated and sustainable transport for Doncaster Hill and ensure consistency with Melbourne 2030, SPPF and LPPF.	16
12.	Part A	Insert Doncaster Hill Activity Centre Strategic Framework Map	To ensure consistency with Manningham Planning Scheme, MSS.	5
13.	Part B	Delete Sustainable Design Taskforce meeting time	Meeting information time will be provided to developer when required.	22
14.	Part B	The current Strategy makes reference to the Doncaster Hill Strategy Area or Doncaster Hill precinct. These references have been updated to reflect the centre being formally recognised as an Activity Centre. Therefore changes are updated to label the area as the 'Doncaster Hill Activity Centre'.	To highlight consistency with Melbourne 2030, the SPPF and the Manningham Planning Scheme. Change made where applicable.	1-106
15.	Part B	With regard to the ESD Response, adds the need to make reference to Clause 22.13 of the Manningham Planning Scheme.	As a result of the adoption of Amendment C33 Part 1, it alerts to the need to make reference to new policy.	22
16.	Part B	Under the ESD Response, the eight dimensions of the SMP are updated. The purpose of a SMP and the matters that an applicant must demonstrate in their proposal are also included here.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	22-23
17.	Part B	Further text is inserted under Urban Design Response.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	23-24

	<b>RELEVANT SECTIONS</b>	<b>REVISION</b>	<b>PURPOSE</b>	<b>PAGE NUMBER</b>
18.	Part B	Under Design Details, 'noise attenuation details' is included.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	23
19.	Part B	Under Design Details, 'context of surrounding development' is added under dot point 7.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme	23
20.	Part B	Under Design Details, a new dot point 12 is inserted that reads 'Landscape Concept Plan should detail all landscaping treatments for each stage of development and permanent management and upkeep of landscape areas/treatments'.	Amendment C33 Panel recommendation.	24
21.	Part B	Under Traffic Impact Response, 'development constructions onwards' is inserted at dot point 7 when discussing parking generation rates and the estimation of demand and supply of parking facilities.	To clarify this applies after construction commences.	24
22.	Part C	Advises of need to read in accordance with Clause 22.13. Also provides update of ESD dimensions as part of SMP	As a result of the adoption of Amendment C33 Part 1, it alerts to the need to meet reference to new policy.	26
23.	Part C	Building Energy Management replaces Energy Management Plan as the first component of the SMP	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	27
24.	Part C	Water Sensitive Urban Design replaces Water Conservation and Re-Use Plan.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	29
25.	Part C	Construction Materials replaces Input & Output Materials Plan.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	31
26.	Part C	Indoor Environment Quality replaces Interior Materials Analysis Plan.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	31
27.	Part C	Waste Management replaces Waste Minimisation & Avoidance Plan.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	32

	<b>RELEVANT SECTIONS</b>	<b>REVISION</b>	<b>PURPOSE</b>	<b>PAGE NUMBER</b>
28.	Part C	Quality of Private and Public Realm replaces Quality of Private & Public Realm Management Plan.	Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	32
29.	Part C	Under Quality of Private and Public Realm, sections which discuss integrated approach and the requirement of a separate report, are brought forward as the first two key points.	Highlights upfront, the need for these two requirements.	32
30.	Part C	Transport replaces Integrated Transport Management Plan.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	33
31.	Part C	Demolition and Construction replaces Construction & Demolition Management Plan.	To ensure consistency with Clause 22.13 Doncaster Hill Activity Centre Sustainability Management Plan Policy in the Manningham Planning Scheme.	34
32.	Part D	The heading 'Identifying & Locating Appropriate Uses' is deleted.	Deemed unnecessary.	36
33.	Part D	Under section 'Precincts', it identifies that 7 precincts exist in the Doncaster Hill Activity Centre.	Recommendation from Am C33 Panel Report.	36
34.	Part D	Under section 'Precincts', inclusion of 'delineation" of individual precincts, dot point 1 now reads 'topographic orientation and aspect'. Dot point 5 now reads 'the ability of each precinct to create a distinctive sense of identity and character, and to contribute to the overall vision of the integrated Sustainable Urban Village'.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	36
35.	Part D	Under section 'Precincts', the corner intersection of Doncaster, Williamsons and Trams Roads replaces reference to Precinct 8 which is no longer referred to as Precinct 8, has its own guidelines.	In regards to the intersection, it was a recommendation from the Am C33 Panel that this no longer be labelled as a precinct	36
36.	Part D	The maximum allowable height section is brought forward under subheading 'Building Height'.	Brings attention to this point earlier.	36
37.	Part D	New headings 'Overshadowing' and 'Overlooking and Views' are introduced.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	39
38.	Part D	Additional section incorporated into 'Design Elements Areas'.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	39



RELEVANT SECTIONS	REVISION	PURPOSE	PAGE NUMBER
39. Part D	New heading 'Building Setbacks' added that details maximum building height, setbacks and outcomes table.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	41
40. Part D	New information included under subheading 'Wind Assessment'.	Am C33 Panel Recommendation	47
41. Part D	Under Boulevard Character, Design Principles and Guidelines, podium height in metres is amended from 3 to 12.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	47
42. Part D	Under Boulevard Character, Design Principles and Guidelines, a section is added that states 'and not less than 1.2 metres south of the back of the kerb', in regards to sun penetration.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	47
43. Part D	A further section is included under 'Boulevard Landscape Treatment'.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	48
44. Part D	Under Landscape Guidelines, further direction is provided in terms of planting for Tram Road and Williamsons Road, and Westfield Shoppingtown and residential buffers.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	48
45. Part D	New heading, 'Screen Planting' with accompanying text is inserted.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	48
46. Part D	Under 'Screen Planting', Native and Indigenous Planting, more native tree species are added.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	50
47. Part D	New headings Podiums and Landscape Treatments have been included.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	50
48. Part D	New introductory section under Doncaster Hill Signage & Display Guidelines.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	50
49. Part D	Under Doncaster Hill Signage & Display Guidelines, dot point 4 now reads: 'to encourage, where appropriate, innovative sign proposals that contribute to sense of place and the lively mix of differentiated environments in Doncaster Hill, to the satisfaction of the relevant authority'.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	50
50. Part D	A further dot point is added under heading Doncaster Hill Signage & Display Guidelines.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	50

RELEVANT SECTIONS	REVISION	PURPOSE	PAGE NUMBER
51. Part D	Under Doncaster Hill Signage & Display Guidelines, General Requirements – dot point 3 now reads, 'Messages must be limited to business identification, i.e. the name of the building or occupier and not be advertising products or services. Corporate logos, colours and other graphic elements are acceptable, alone or in conjunction with other text or wording.'	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	50
52. Part D	Under Doncaster Hill Signage & Display Guidelines, Illuminated Signs, a new dot point has been introduced (and positioned as dot point 1).	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	51
53. Part D	Under Doncaster Hill Signage & Display Guidelines, Illuminated Signs, dot point 3 has an addition 1 sentence, which states 'A curfew may be applied where constant illumination may adversely impact on the amenity of residents or have other adverse environmental impacts.'	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	51
54. Part D	New heading 'Special Signs' and accompanying text.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	51-52
55. Part D	Under 'Areas of Special Sign Character – Main Roads/Boulevards', three new dotpoints are added.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	51
56. Part D	Under 'Areas of Special Sign Character – within, adjoining to, or nearby residences', dot point now reads, 'Avoid illumination. Signs must be illuminated in ways to minimise adverse impacts on residential amenity of any surrounding residences and should be concealed through use of neon or an internally lit box'.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	51
57. Part D	Under 'Areas of Special Sign Character – gateways and landmark locations' a new dot point 2 is added.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	51
58. Part D	A new heading 'Areas of Special Sign Character – heritage items' added with text.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	52
59. Part D	Under 'Public Open Space', additional text has been added which details work of the Doncaster Hill Urban Masterplan: Part A Urban Plazas and Parks.	Panel Recommendation to include more specific reference to planned civic open space. Ensures consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	52

	<b>RELEVANT SECTIONS</b>	<b>REVISION</b>	<b>PURPOSE</b>	<b>PAGE NUMBER</b>
60.	Part D	Precinct 1: Civic and Education has further information inserted under the Vision Statement (please note: has been changed to 'Vision Statement' from Vision)	Provides greater clarification as to the Precinct's Vision to ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	55
61.	Part D	Precinct 1, Objective (Built Form) Design Guidelines re-addresses at dot point 3 for it to now to read, 'maximum height allowable where all topographic, set back and adjacent use criteria are satisfied shall be 29.0 metres above typical ground level excluding roof structures (A.H.D level dependant on location).	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	55
62.	Part D	Precinct 1, Objective (Open Space) Design Guidelines adds ' an attractive green spine as an outdoor' to dot point 1.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	57
63.	Part D	Precinct 1, Objective (Landscape) Design Guidelines adds 'retention of significant vistas and viewlines' to dot point 4.	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	57
64.	Part D	Precinct 1, Objective (Open Space) Design Guidelines changes the open space area of a balcony from 2m2 to 8m2. Change made to all precincts (where applicable).	To ensure consistency with Clause 43.02 Design and Development Overlay in the Manningham Planning Scheme.	57-106
65.	Part D	Precinct 2: South East Doncaster Boulevard Objective (Pedestrian Links) clarifies the change of what was formerly Precinct 8 – to Doncaster Boulevard, Williamsons and Tram Roads intersection.	Amendment C33 Panel Recommendation.	62
66.	Part D	Precinct 2: South East Doncaster Boulevard (Pedestrian Links) Design Guidelines, also clarifies Precinct 8's name change to Doncaster Boulevard, Williamsons and Tram Roads intersection. Changes made were applicable.	Amendment C33 Panel Recommendation.	62-106
67.	Part D	Precinct 3: North East Doncaster Boulevard Objective (Built Form) Guidelines adds 'buildings' at the beginning of dot point 1.	Provides greater clarification to the design guidelines.	69
68.	Part D	Precinct 4: Doncaster Westfield Shoppingtown (Built form) Design Guidelines adds a new dot point 2.	Amendment C33 Panel Recommendation.	77
69.	Part D	New heading added, 'Intersection of Doncaster, Williamsons and Tram Roads', with accompanying text detailing the Vision Statement, Objectives and Guidelines.	Amendment C33 Panel Recommendation.	105

	<b>RELEVANT SECTIONS</b>	<b>REVISION</b>	<b>PURPOSE</b>	<b>PAGE NUMBER</b>
70.	Part D	'Intersection of Doncaster, Williamsons and Tram Roads' Objective (Built Form) replaces 'space' with 'artwork'.	Amendment C33 Panel Recommendation.	105
71.	Part D	'Intersection of Doncaster, Williamsons and Tram Roads' (Pedestrian Links) Design Guidelines changes dot point to read 'the area will incorporate direct links to the buildings and pavements flanking the intersection'.	Amendment C33 Panel Recommendation.	106
72.	Part D	'Intersection of Doncaster, Williamsons and Tram Roads' Objective (Vistas) inserts 'to retain vistas to the City along Doncaster Road to Box Hill'.	Amendment C33 Panel Recommendation.	106
73.	Part D	'Intersection of Doncaster, Williamsons and Tram Roads' (Vistas) Design Guidelines adds 'Design the iconic artwork so as to preserve existing vistas along Doncaster Rd through the intersection and to Box Hill'.	Amendment C33 Panel Recommendation.	106

