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## SCHEDULE 23 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO23**.

### BALFE PARK PRECINCT, BRUNSWICK EAST

#### 1.0

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#### Design objectives

- To ensure that development is consistent with the objectives of the *Balfe Park Precinct, Brunswick East, Urban Design Framework (Figure 1), Brunswick Structure Plan* and Clause 22.11 *Development of four or more storeys*.
- To encourage multi-level development adjacent to Nicholson Street that provides transitional heights and design attenuation to Balfe Park and John Street.
- To support commercial development that provides opportunities for employment generating uses.
- To balance incremental multi-level development, internal amenity outcomes and development potential across the Precinct.
- To encourage development to provide high density forms of residential accommodation above ground floor commercial spaces.
- To integrate Balfe Park with the surrounding building form, streetscapes and movement network.
- To enhance the amenity and safety of Balfe Park and the public realm.
- To improve the permeability of the Precinct and the movement network for all modes, through the creation of links between Nicholson Street and Balfe Park and a multifunctional north south laneway between Glenlyon Road and Little Miller Street.
- To create a meeting place at the Nicholson Street end of the Balfe Park/Nicholson Street pedestrian link for passive recreation, informal meeting and waiting for trams.
- To ensure the scale of development creates a consistent Nicholson Street streetscape.
- To ensure building design incorporates Best Practice environmentally sustainable design initiatives.
- To ensure that development is designed to meet the access needs of all sectors of the community.
- To ensure new development provides noise attenuation measures.
- To encourage the reconfiguration and consolidation of land within the Precinct.
- To satisfy the Roads Corporation and tram authority requirements to ensure that development does not adversely affect the level of service, safety and amenity of the adjacent arterial road and tram network.

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#### Buildings and works

#### Application requirements

An application for development must include, as appropriate, the following information to the satisfaction of the responsible authority:

- An Environmentally Sustainable Design Management Plan prepared by a suitably qualified person(s), demonstrating Best Practice in environmentally sustainable design. The Environmental Management Plan should:

- Identify strategic or other documented sustainability targets or performance standards;
  - Document the means by which the appropriate targets or performance standards may be met;
  - Identify responsibilities and a schedule for implementation, and ongoing management, maintenance and monitoring when relevant; and
  - Demonstrate that the design elements, technologies and operation practices included in the Environmental Management Plan can be maintained over time.
- An Acoustic Engineering Report prepared by a suitably qualified person demonstrating the use of suitable materials and building treatments to ensure internal noise levels are satisfactory.
  - A Traffic Impact and Management Report prepared by a suitably qualified person that identifies:
    - onsite car parking provisions;
    - expected traffic volumes and impact on the existing road network, including impacts on the operational efficiency and road safety at the Nicholson Street/ Miller Street intersection;
    - necessary intersection treatments and traffic management devices;
    - upgrades or modifications to existing roads;
    - provision of new roads;
    - internal street functional hierarchy;
    - impact on pedestrian and bicycle routes, and
    - measures to reduce conflict and improve pedestrian and bicycle amenity.
  - A Green Travel Plan prepared by a suitably qualified person outlining site-specific initiatives and actions to encourage the use of more sustainable transport options.
  - An Accessibility Report prepared by a suitably qualified person detailing how the development will incorporate adaptable, accessible and visitable design features, including accordance with *Australian Standard 4299-1995: Adaptable Housing*.
  - A detailed response as to how the development achieves the objectives of Clause 22.11 *Development of four or more storeys*, as appropriate.
  - An Urban Context and Design Response Report for development which seeks to vary the preferred building heights and podium setbacks in Figures 1 and 2 that demonstrates how the design objectives and requirements of this schedule are met.

### **Built Form**

- The height and form of development, including active and activated edges, should be in accordance with Figures 1 and 2.
- Development should be designed to provide naturally lit internal amenity.
- Development should consider height and shadowing impacts to adjoining properties, in particular access to sunlight and the development objectives of this schedule.
- Development that interfaces with Balfe Park should avoid unreasonable visual bulk when viewed from the park.
- Properties fronting Nicholson Street should have a zero lot line, and clear glazed frontages with canopies at ground level that contribute to a consistent preferred streetscape.

- Residential entries fronting Nicholson Street should be designed to limit indentation and not detract from the commercial function of the street.
- Development must incorporate a minimum three (3) metre setback at ground and upper levels, as shown in Figure 1, to:
  - provide for a continuous laneway connection between Glenlyon Road and Little Miller Street.
  - improve rear vehicle access to properties fronting Nicholson Street.
- Development should be oriented to Balfe Park and create activated edges at ground level and passive surveillance at upper levels, particularly along the north-south laneway link, that include but are not limited to, building frontages, prominent pedestrian entrances, links to Nicholson Street, private open space and windows.
- Development should front and activate the new pedestrian connection/s between Nicholson Street and Balfe Park where possible, to create welcoming, safe and functional pedestrian thoroughfares.
- The meeting place is to be created by setbacks to the ground floor corners of the buildings adjacent to the Nicholson Street entrance of the east-west pedestrian link, and designed to provide a high amenity space through the creation of seats, shelter, landscaping and access to sunlight.
- Development fronting Miller Street and Little Miller Street should provide front setbacks for gardens and landscaping.
- Developments should be designed to be adaptable in accordance with *Australian Standard 4299-1995: Adaptable Housing*.

#### **Pedestrian access, movement and amenity**

- The design and siting of development should provide for enhanced and new pedestrian and cyclist links through the Precinct, and a meeting place, particularly between Nicholson Street and Balfe Park, as detailed in Figure 1.

#### **Car parking and vehicle access**

- Development must incorporate rear setbacks to accommodate the provision and construction of a continuous 3 metre wide laneway, in addition to vehicle access requirements that connects Glenlyon Road to Miller Street via Little Miller Street, and utilises appropriate traffic calming measures.
- Laneway design and function must not be vehicle traffic dominated, but treated as a compatible shared pedestrian, bicycle and vehicle space.
- Vehicular access should be from rear lanes, or where the *Balfe Park Precinct, Brunswick East, Urban Design Framework* (Figure 1) outlines access via a new lane. Where no lane is available, access should be from side streets.
- Vehicle access points to Nicholson Street should be made redundant and kerb reinstated.
- Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
- Car parking facilities should not dominate the public realm and be integrated into the architecture of the building. Basement car parks should be naturally ventilated.

### Environmentally Sustainable Design

- Development must incorporate, where appropriate, Best Practice environmentally sustainable design and address the following:
  - Building energy management (conservation and generation);
  - Water sensitive urban design/integrated water management;
  - Construction materials selection;
  - Indoor environment quality;
  - Waste management and reduction;
  - Transport;
  - Demolition and construction phase;
  - Innovation;
  - Public realm design; and
  - Urban ecology.

### Noise attenuation

- Any new development that will accommodate residential or other noise sensitive uses must be sited and designed to incorporate noise attenuation measures to minimise tram noise levels and/or other external noise sources within the development or adjoining uses to the satisfaction of the responsible authority.
- Development that incorporates sensitive uses must have regard to existing commercial and industrial use and incorporate a high level of noise attenuations so as to limit the impact of the sensitive use on existing businesses in the Precinct.
- Noise attenuation measures must be integrated with urban design objectives to achieve articulated facades and active frontages.

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### Subdivision

- Consolidation of land to facilitate the creation of viable development sites is encouraged.

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### Decision guidelines

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

- The *Brunswick Structure Plan and Balfe Park Precinct, Brunswick East, Urban Design Framework*.
- Whether the proposed development achieves the design objectives and requirements of this schedule.
- The extent to which the development makes a positive contribution to the overall social, economic and environmental vitality of the Nicholson Street Local Area 3B and broader Brunswick Major Activity Centre.
- Whether development contributes to the function and amenity of the north-south laneway between Glenlyon Road and Miller Street.
- Whether development provides an appropriate transition in height and design detail to Balfe Park and surrounding properties.
- The contribution the development makes to urban design, walkability, permeability and streetscape appearance of the area.
- Whether the development improves the amenity and connections with Balfe Park.

- Whether the proposal incorporates public benefits such as affordable housing, community space, landscaping, or other physical improvements or services for the local community.
- The extent to which the development can accommodate an integrated mix of uses including large format retail, showroom or offices.
- Whether the development allows for the future development of adjacent land in a form consistent with the design objectives of this schedule and the Brunswick Structure Plan.
- The views of VicRoads and the Department of Transport.

**5.0**

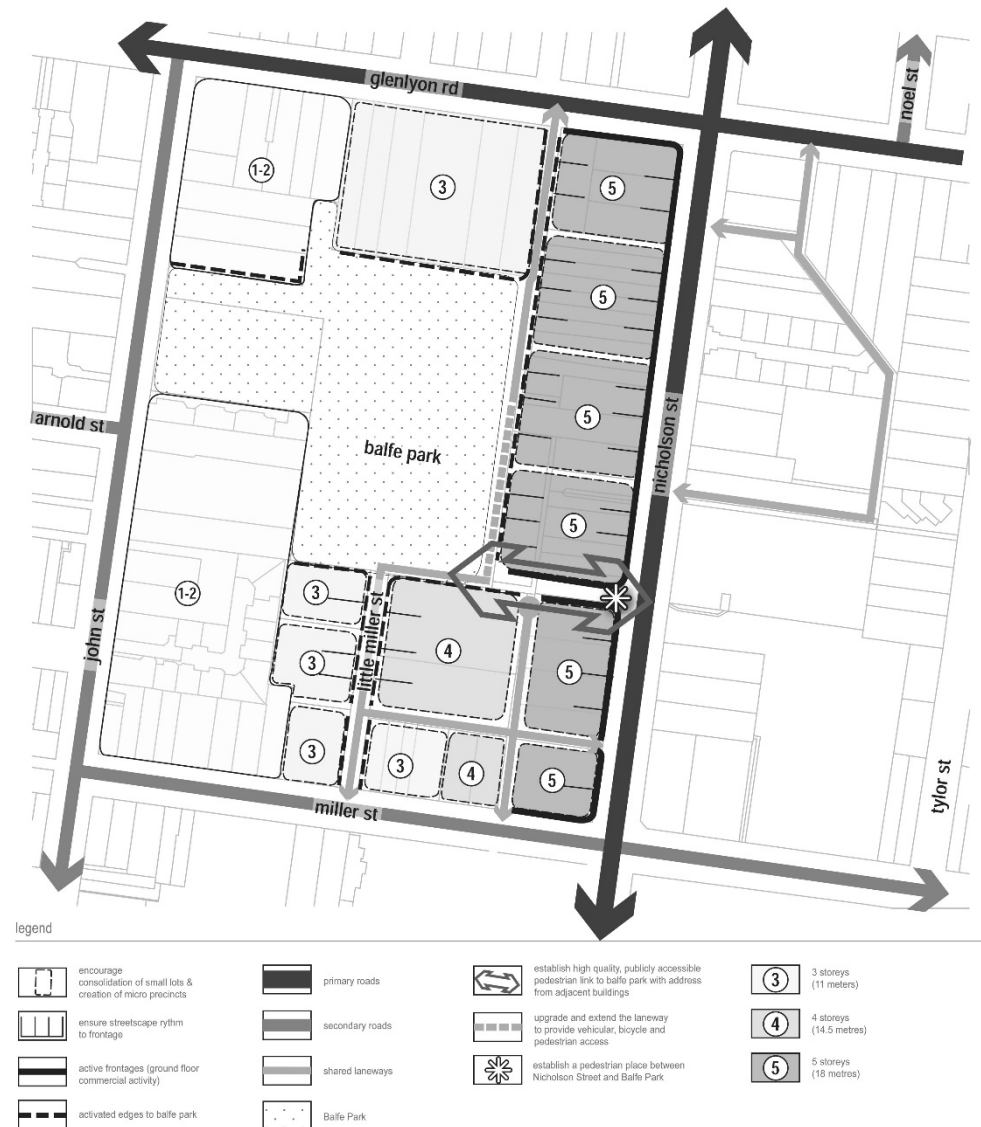
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**References**

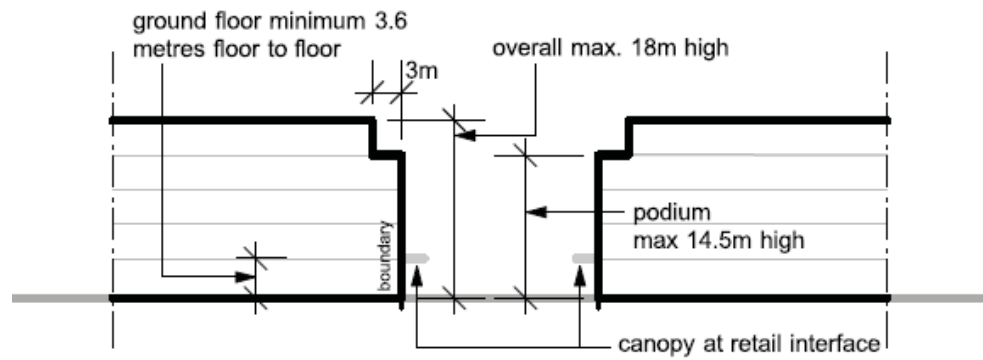
*Brunswick Structure Plan*, Moreland City Council, August 2010

*Balfe Park Precinct, Brunswick East, Urban Design Framework*, Hansen Partnership Pty Ltd, October 2011

**Figure 1 – Balfe Park Precinct, Brunswick East, Urban Design Framework (including preferred heights)**



**Figure 2 – Built Form Envelope**



Source: *Brunswick Structure Plan*, Moreland City Council, August 2010