22.06 URBAN DESIGN POLICY FOR NON RESIDENTIAL DEVELOPMENT AND MULTI UNIT RESIDENTIAL DEVELOPMENT

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This policy applies to:

- New non-residential development.
- Multi-unit residential development where Clause 55 does not apply, i.e. new development of 4 storeys or more, excluding a basement.
- Additions or alterations to any of the above.

This policy does not apply to land within the Schedule 1 to the Capital City Zone.

22.06-1 Policy Basis

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This policy:

- provides a local response to Clause 15 – Urban Environment and specifically Clause 15.01-2 Urban Design Principles of the SPPF;
- builds on the MSS provisions in Clause 21.05-2 relating to neighbourhood character and Clause 21.05-3 relating to urban design.

22.06-2 Objectives

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- To achieve high quality urban design and architecture that:
  - Responds to the context of places within the municipality.
  - Integrates with the prevailing neighbourhood character and contributes to the amenity and vitality of the area.
  - Respects and enhances places and sites with significant heritage, architectural, scientific and cultural significance.
  - Protects and enhances the valued elements of the municipality.
- To encourage the development of integrated urban art in new development that reflects the identity of place, community values, innovation and creativity.

22.06-3 Policy

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It is policy to:

The Public Realm

- Encourage new development to protect and enhance pedestrian spaces, streets, squares, parks, public space and walkways (see Performance Measure 1).

Performance Measure 1

New development may meet the above policy for the public realm if, as appropriate:

The building does not exceed 3 storeys in height adjacent to a public space, including a footpath (unless otherwise specified in a DDO),

Elements of the buildings greater than 3 storeys in height are set back behind the 3rd storey level (unless otherwise specified in a DDO).

- Discourage building designs that dominate or imply private ownership of public spaces.
- Minimise adverse micro-climatic impacts such as overshadowing and wind tunnelling.

Street Level Frontages

- Encourage the design of building frontages at footpath level to offer visual interest, passive surveillance, social interaction, safety, shelter and convenience.
- Require pedestrian entrances to buildings to:
  - be clearly visible and easily identifiable from streets and other public areas.
  - provide shelter, a sense of personal address and a transitional space between the public and private realms.
- Encourage windows, terraces and balconies at lower building levels to offer surveillance of adjacent public areas.
- Require all buildings to be accessible at ground-floor level to people with limited mobility.
- Require pedestrian amenities including seating, lighting and public art to create a safe and interesting pedestrian environment.
- Discourage blank walls and car park vents onto pedestrian spaces.

Landmarks, Views and Vistas

- Encourage new development to preserve the visual prominence of key landmarks from adjoining streets, foreshore areas and other key public spaces. These landmarks include (but are not limited to):
  - the Melbourne Central Activities District,
  - maritime structures such as St Kilda Pier, Kerferd Road Pier and Station Pier,
  - landmarks of cultural significance such as town halls, clock towers, church spires, synagogues, grandstands and hotels,
  - landmark heritage buildings including the Shrine of Remembrance. the foreshore and adjacent boulevards and promenades, and
  - public gardens and other key public open spaces.
- Encourage, where appropriate, new developments on major strategic sites to seek to create or emphasise landmarks, views and/or vistas by carefully responding to the site's context (a landmark can be expressed in a variety of ways other than building height and may include the restoration and recycling of a heritage place).
- Encourage new development to maintain and enhance important vistas including, but not limited to:
  - along St Kilda Road, particularly towards the Shrine of Remembrance,
  - the Shrine Vista,
  - along Bank Street between the South Melbourne Town Hall and the Shrine of Remembrance.
  - from the foreshore and its piers and the Bay towards the Melbourne CAD skyline,
  - along the beach front roads and boulevards, towards the foreshore and Port Phillip Bay in both directions,
  - along local roads and streets to Port Phillip Bay, the Melbourne CAD, Albert Park Reserve and local parks and gardens,
  - the built form edge of key open spaces, including the foreshore.

Large Sites

- Encourage large sites to be developed and subdivided in a manner that provides pedestrian permeability through the block rather than just public access around the perimeter. This may include public laneways or vehicle/pedestrian linkages across the site in a manner that reflects the traditional pattern of streets and lanes and which creates inviting, useable and safe public spaces.

Energy and Resource Efficiency

- Encourage buildings, internal building spaces and open spaces to be oriented and designed to take maximum advantage of climatic factors to minimise energy utilisation.
- Encourage the use of energy efficient techniques that may include:
  - low energy lighting systems and lighting management controls,
  - solar and passive heating systems and natural or solar assisted ventilating and cooling systems,
  - laminated, tinted or double glazing to control heat gain and loss,
  - use of high thermal performance building materials,
  - energy recovery systems,
  - energy storage systems such as heat sinks and air conditioning automatic control systems,
  - external facade elements which offer climate control benefits,
  - stormwater retention and use on site,
  - on site grey water retention and use for appropriate purposes, and
  - encourage water conservation by the choice of appropriate plant species and irrigation systems for landscaped areas.
- Ensure new development does not adversely affect the environmental performance of adjoining properties (e.g. overshadowing of solar panels)

Building Design

- Encourage the design of new development to generally:
  - express the urban grain and block pattern of subdivision and provide facade articulation,
  - avoid poorly designed and inappropriately located reproduction architecture,
  - include elevations, roof forms and facade treatments that are integrated with the overall design of the building which create visual interest at street level and which are legible and interesting from a range of perspectives,
  - define the corners at major street intersections through detailing and massing of the new built form and by addressing both street frontages and the surrounding context,
  - ensure that side walls of taller buildings provide interesting design elements to break up the mass and bulk and reduce the visual impact of blank walls.
- Encourage the design of the building facades to make provision for the location of appropriate external lighting, mechanical equipment and signage.
- Encourage resolution of building details, construction joints and junctions between different materials and finishes to be carefully detailed to ensure that they are properly

integrated with the facade design. In particular, construction joints where pre-cast concrete is used to achieve a masonry finish, should be carefully detailed.

Urban Art

- Require all new developments where the Total Project Cost* (as shown on the Planning Permit Application Form) exceeds two million dollars to provide an urban art contribution that addresses Principle 1 and 2 of the Urban Art Strategy 2002.

  Principle 1: Responsive Design

  The City of Port Phillip commits to a responsive design approach for the development of Urban Art, which reflects the identity of place, community values and innovation and creativity.

  Principle 2: Integrated Art

  The City of Port Phillip commits to a relational art approach, which will ensure Urban Art Demonstrates appropriate aesthetic appeal, functionality and utility in design development. Within this approach, art emphasises integration (e.g. response, memory and facilitation for 'place-making'), and/or promotes intervention (e.g. provocation, parody and challenge for 'agenda-setting').

  *Where staged permits are issued, the aggregated value of all permits relating to one building is the determining value for the Total Project Cost.

Landscape

- Encourage all new developments to:
  - retain all existing street trees and public landscape elements that contribute to the streetscape and amenity of the area,
  - locate vehicle access around the location of existing street trees, where appropriate, and
  - be setback a sufficient distance from street trees to ensure their ongoing survival and health.
- Encourage all new developments to provide landscaping to setback areas, ground floor open spaces and outdoor car parking areas that:
  - integrate new buildings and pedestrian spaces into the surrounding neighbourhood and provide pleasant outlooks, and
  - include vegetation species that reflect those existing in the surrounding locality or otherwise are indigenous to the neighbourhood.
- Encourage contributions towards street/public space landscaping, where this is appropriate.
- Encourage landscape treatment to enhance the boulevard character and quality, of main boulevards, including Beach Street, Beaconsfield Parade, Jacka Boulevard, Marine Parade, Kerferd Road, Ormond Esplanade, St Kilda Road, Queens Road, Kings Way and Albert Road.

Public Open Spaces

- Encourage the provision of public open space on-site that:
  - directly adjoins or links to a street frontage where the space will be used by the public,

- provides an open space link through a site that will contribute to the pedestrian permeability and accessibility of the site and build on the existing open space network of the neighbourhood, and
- provides an outlook for as many occupants of the development as practicable and includes dwelling entries and windows facing the open space area to maximise opportunities for surveillance and informal interaction.

- Maximise access to sunlight from key public, recreational and open space areas through the sensitive design and siting of new development.
- Ensure that new development does not overshadow public parkland (land included in the Public Park and Recreation Zone) between the hours of 10.00am and 4.00pm on the 22 June (winter solstice), unless otherwise specified in a DDO.

Private and Communal Open Space

- Require any new dwelling to have:
  - private open space with access from a main living room, which must be adequate in area and dimension to be demonstrably usable and to meet the needs of future occupants (a minimum area of 8 square metres with a minimum width of 1.6 metres is considered appropriate for a balcony/terrace), or
  - access to adequate communal open space, where it can be demonstrated by the applicant that this will better serve the needs of residents, and where the building design, site constraints and/or heritage constraints prevent the supply of individual private open space areas.
- Encourage the location and design of private and communal open space to take advantage of solar access, have reasonable levels of privacy and be designed to respect the privacy of private open space of surrounding dwellings.
- Where on-site communal open space is proposed, encourage a variety of spaces including rooftop gardens and ensure that the space is appropriate to the needs of residents (e.g. in developments that include dwellings that are likely to accommodate families with children, the communal open space area(s) should provide safe and interesting play areas/equipment for children).
- Encourage new balconies/terraces to be contained wholly within the site boundary. Projections outside the site boundary are discouraged unless they follow a local pattern, contribute positively to the design outcome and to the safety of public spaces, are discreet rather than prevailing elements of the building's design, and do not extend more than 500mm beyond the property line and no more than 2.5 metres in length if fully cantilevered.

Fences

- Encourage new front fences to:
  - be compatible with fencing in the surrounding area,
  - relate to the architectural style and use of the building and any adjacent open space areas, and
  - respond to the character and amenity of the surrounding area. Aspects such as the degree of transparency, height, materials and finishes of fences should be carefully considered.
- Discourage front and side fences on St Kilda Road to maintain the existing character and openness of the boulevard.

Residential Amenity

- Require that new private or communal open space areas receive a minimum of four hours of sunlight between the hours of 9.00a.m. and 3.00p.m. on 22 September (the equinox).
- Ensure that solar access to existing habitable rooms and private open space of neighbouring residential properties is not unreasonably affected.
- Ensure that existing habitable room windows and private open space areas of neighbouring residential properties are protected from additional direct overlooking through appropriate siting, setbacks, building articulation and screening devices.
- Protect the occupants of existing and new buildings from external noise through appropriate acoustic building treatment (such as double glazing), and through the siting of mechanical equipment and open space areas.

Car Parking and Pedestrian Access

- Ensure streets, footpaths and driveways provide safe, manageable and convenient access to buildings.
- Ensure pedestrian accessways within the development are safe, attractive and convenient to use by occupants and visitors alike.
- Encourage vehicle access points to:
  - be via a single crossover or, if appropriate, from an existing crossover (multiple crossovers which result in a loss of on-street car parking are discouraged), and
  - enable vehicles to move safely and efficiently between the development and the street network.
- Encourage car parking to be contained within a building or located at the rear of a building and not visible from the street. If located above ground level, encourage the façade of car parks to be designed to integrate with the building and to screen views of cars from public areas and adjoining buildings.
- Minimise hard paved areas over and above the building footprint to minimise stormwater runoff.
- Ensure that car parks clearly define the location of visitor and/or customer parking, and make adequate provision for disabled parking and the queuing of vehicles on site.
- Ensure that car parks are separated from habitable room windows to avoid noise and fumes entering dwellings.

Loading Facilities

- Encourage loading facilities to be located at the rear of a building and/or near an area of low pedestrian activity and separate from parking areas.
- Avoid the design of loading facilities that require vehicles to reverse off-site.
- Ensure that loading facilities are screened from view of the street when not in use.
- Ensure that loading and unloading can occur wholly within the site boundaries.

Site Facilities

- Ensure garbage, recycling bin enclosures and collection points are located within the building wherever possible, are adequate in size and appropriately screened from view, are located for convenient access by occupants and collection vehicles and away from

residential uses, and are sited and designed to not detract from the character and amenity of the streetscape.

- Ensure that mailboxes are well designed, located for convenient access by occupants, and satisfy the requirements of Australia Post.

22.06-4 Application Requirements

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In addition to the provisions of Clause 52.35, the following information is required to be submitted:

- Information which shows the form of the proposal from oblique views from neighbouring streetscapes where any part of the proposal will be visible.
- A 3 dimensional image or model, where appropriate, that shows how the proposal sits within its immediate area.
- A landscape plan.
- A statement and/or plans detailing the intended urban art contribution, reflecting the overall design objectives of 'Principle 1: Responsive Design' and 'Principle 2: Integrated Art' in the Urban Art Strategy 2002.

22.06-5 Reference Documents

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Port Phillip Design Manual, 2000

Sustainable Design Policy, City of Port Phillip 2006

City of Port Phillip Urban Art Strategy 2002

The Shrine of Remembrance, Managing the significance of the Shrine, July 2013