

15.01-2L-01 Building design

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Proposed C203port

Policy application

This policy applies to:

- Non-residential development.
- Multi-unit residential development where Clause 55 does not apply, i.e. new development of five storeys or more, excluding a basement.

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

Landscape

Strategies

Support innovative approaches to landscape design and construction that:

- Includes vegetation resilient to future climate conditions.
- Provides adequate soil depth for canopy tree planting.

Encourage all new developments to provide landscaping to setback areas, ground floor open spaces and outdoor car parking areas.

Non residential development should:

- Retain and increase significant trees, vegetation, public landscape elements and significant trees within the site boundary that positively contribute to the streetscape, local amenity and the urban cooling load.
- Increase opportunities for vegetation, such as through the creation of green walls and roofs.
- Encourage hardy and practicable landscaping that is easy to maintain.

Pedestrian and cyclist access

Strategies

Provide mid block pedestrian permeability through large sites rather than just public access around the perimeter. This may include public laneways or vehicle and pedestrian linkages across the site.

Provide pedestrian and cyclist accessways within development in a manner that:

- Reflects the traditional pattern of streets and lanes.
- Creates inviting, useable, convenient and safe public spaces.

Carparking and vehicle access

Strategies

Encourage car parking spaces and structures to be sited and designed to minimise their impact on and visibility from the streetscape.

Locate and design car parking areas to avoid noise, light and fumes entering dwellings.

Site and design vehicle access and egress to preserve visual amenity and minimise conflict with pedestrians and cyclists, ideally by locating to the side or rear of sites.

Discourage open, at grade parking within front setbacks.

Encourage vehicle access points in non-residential development to be via a single crossover or, if appropriate, from an existing crossover.

Sunlight access to public open space

Strategy

Maintain sunlight access to key public open space areas through the sensitive design and siting of new development.

Policy guideline

Consider as relevant:

- Limit overshadowing from development of public parkland (land included in the Public Park and Recreation Zone) to hours outside of 10.00am and 4.00pm on the 22 June (winter solstice), (unless otherwise specified in a DDO).

Private open space and communal areas

Strategies

Site and design private open space and communal areas to:

- Avoid direct views from nearby dwellings and the public realm.
- Take advantage of solar access.
- Be accessible and inclusive with amenities to meet the needs of likely occupants. (for example safe and interesting play areas and equipment for children).
- Maximise opportunities for surveillance and informal interaction by providing an outlook and access to communal areas for as many occupants of the development as practicable.

Discourage private or communal open space projections outside the site boundary unless they are a minor projection in an Activity Centre and contribute positively to the building design and pedestrian amenity and safety.

Fences

Strategy

Design front fences to be responsive to the design of other fencing in the surrounding area, including height and materials and, architectural style.

Policy documents

Consider as relevant:

- *Port Phillip Design Manual* (City of Port Phillip, 2000)
- *Act and Adapt Sustainable Environment Strategy* (City of Port Phillip, 2018-2028)
- *Managing the significance of the Shrine* (The Shrine of Remembrance, July 2013)
- *Activating Laneways Strategy* (City of Port Phillip, July 2011 adopted August 2011)