

30/06/2011
C102**SCHEDULE 11 TO THE DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO11****GIPPS PRECINCT****1.0****Preferred Future Character**30/06/2011
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A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest.

A vibrant and safe street environment due to an increasing amount of street oriented development, particularly on Gipps and Langridge Street.

A consistent streetscape with active street-frontages and well articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.

2.0**Design objectives**30/06/2011
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- To recognise the Precinct as a vibrant commercial precinct with a narrow street network.
- To provide a pedestrian friendly environment along all street frontages.
- To ensure building design responds to the inherent industrial character of the Precinct.
- To ensure building design will protect the amenity of existing pockets of residential development.
- To encourage improvements to the public domain, including the provision of public open space.
- To ensure that new development does not adversely impact on pedestrian, cycling and vehicular accessibility.
- To ensure a high standard of architectural design.

3.0**Buildings and works**30/06/2011
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The following requirements apply:

Building heights and setbacks

Taller built form may be appropriate on larger sites able to provide adequate setbacks that respect the narrow streetscape character of the Precinct and avoid overshadowing of neighbouring properties.

Development above 4 storeys should:

- Demonstrate a high standard of architectural design
- Minimise overshadowing of adjoining streets, public spaces or private properties
- Be set back from along the northern side of the following streets:
 - Gipps Street
 - Langridge Street

Building design

Development should be designed to:

- have active and attractive frontages.
- address street activity in its interface design, avoiding recessed car parking at street level.
- be well articulated and modulated.
- use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.

Traffic and access

For any development:

- the number of vehicular access points to a site should be limited and where possible, consolidated and shared with adjoining sites.
- multiple garages in a continuous row along the street frontage will not be supported and recessed parking spaces at the ground level of buildings will be discouraged.
- the impact of traffic and parking generated by the proposal on the local road network must be considered.

Permeability and public spaces

Any new public open space should have a street frontage.

New development should explore opportunities to create pedestrian connections and through links where the property is accessible from at least two streets.

Amenity

The design and construction of buildings should minimise potential off-site impacts (including noise, light, odour and 24 hour traffic movements).

Landscaping

Landscaping should be considered as a means of providing attractive street frontages.

Public and private open space and other public realm areas should be appropriately landscaped.

4.0

Subdivision

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No specific requirements

5.0

Advertising signs

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No specific requirement

6.0

Application requirements

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An application must be accompanied by a detailed site analysis and design response explaining how the development achieves the 'Design objectives' and 'Buildings and works' provisions of this schedule.

An application must also be accompanied by a traffic impact assessment plan for the site which addresses the effects of traffic generated by the proposed development, vehicular access, traffic movements and parking.

7.0

Decision guidelines

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

- The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood.
- How the design, height and form of development responds to the preferred built form character of the Precinct.
- How the design, height and visual bulk of building/s on the site address potential negative amenity impacts on surrounding development.
- How the proposal improves the street environment for pedestrians along street frontages.
- The location of, and access to, parking facilities and their effect on the local road network.