

19/01/2006
VC37

SCHEDULE 4 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO4**

34 UNION STREET BRUNSWICK

1.0

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Design objectives

- To provide a high quality interface between Victorian housing, RMIT School of Design and Printing / Melbourne Institute of Textiles and the Upfield Railway Reserve.
- To enhance the public realm through landscaping, pedestrian & cycling amenities and informal surveillance
- To provide a high quality example of the use of energy efficient design.
- To increase permeability of the urban environment.
- To encourage innovative design that reflects the urban character and form of the location.
- To provide for quality design treatments which facilitate the development of urban villages within the municipality.
- To create a sense of arrival at the centre of the Jewell Urban Village.

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Buildings and works

Height

Buildings and works must not exceed a height of 12 metres. Building height should be greater at the north eastern extremity of the site, and not exceed 8 metres on the north western extremity of the site.

This requirement can only be varied with a permit when both design excellence and a 5 star HERS rating are met.

The height of the building or works is the height of its highest point above the permanent footpath at the centre of the site frontage.

Setbacks

Setbacks to Union Street should be characteristic to the street and current development.

Setbacks from the northern boundary should enable the utilisation of northern light.

Setbacks to the western boundary should provide a landscape buffer / green space function, and address visual bulk, overshadowing and overlooking impacts on adjoining residences.

Setback on the eastern boundary should reflect an articulated zero lot line approach.

Permeability

Development should increase permeability through the site. Access should be well lit and able to service pedestrian and bicycle usage.

Opportunities to increase visible permeability both north - south and east - west through the site should be encouraged.

Design and articulation

Fencing on the southern boundary should reflect the characteristics of adjoining properties to the west.

The fabric utilised in construction should be sympathetic to the character of the neighbouring development, but provide an innovative and contemporary treatment of the site.

The eastern boundary should be highly articulated, with design features such as balconies and windows achieving a zero lot line.

Development along the eastern boundary should be designed to high acoustic standards to minimise the amenity impact of the Upfield Railway.

Innovative design that achieves a more sustainable form of development should be achieved within the site. Opportunities for natural ventilation and cooling, reduction of impervious surfaces (including roof gardens), passive solar design, reuse of grey water should be utilised.

Development should achieve a 4 star HERS rating.

The provision of car parking should reflect the proximity of fixed rail transport to the site.

Car parking should be provided in manner so as not to be intrusive to the design elements of structures.

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Decision guidelines

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

- Any relevant urban village policy and any urban village framework plan adopted by the responsible authority.
- The Design objectives and Buildings and works elements of this clause.
- The character of buildings in which similarity of height is an important factor, and a gradation of development height across the site.
- The contribution of the building to the interpretation of the area as part of the Arts Precinct.
- The architectural quality and innovative response of the building design.
- The contribution of the development to providing a contemporary design that provides a visual marker of the heart of the Jewell Urban Village.
- The extent to which the development accommodates an integrated mix of uses on the site, including office style commercial uses adjoining the Union Street boundary.
- The interface with the Upfield Railway Corridor and amenity / landscape improvements to the corridor.
- The interface with the RMIT School of Design and Printing and the Melbourne School of Textiles.
- The interface with existing Victorian housing to the west of the site.
- Any loss of privacy caused by overlooking of properties along the western boundary.

Refer to:

Urban Villages: A sustainable future for Moreland, Integrated Urban Management, 23 June 1999.