

22.1005/07/2012
C102**URBAN DESIGN WITHIN FISHERMANS BEND**

This policy applies to land within the Schedule 1 to the Capital City Zone.

Policy Basis

Fishermans Bend is an area designated for urban renewal, which will result in a period of transition from predominantly industrial uses to a genuine mix of uses including residential, office, retail, entertainment, and education.

Managing the transition towards a range of mixed uses requires design standards that will encourage a desirable built form outcome, provide adequate public space and facilities and access to public transport, contribute to creating a pleasant pedestrian experience, and promote the safety and accessibility of the area for a diverse and vibrant community.

The policy sets out a framework to assist in achieving design excellence and integration. The policy encourages diversity and complementary design between buildings and public spaces with the aim of creating a destination with a unique character and sense of place.

This policy:

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

Building Design**Objectives**

- To ensure that the height of buildings relates to the height and scale of the preferred built form for the area.
- To enhance the physical quality and character of the area's streets and built form through sensitive and innovative design.
- To ensure that buildings are designed to achieve a high standard of design which reflects the importance of their location and extent of their visibility, with due regard to preserving amenity.
- To ensure that building design including the use of materials and activities at the ground floor frontages of buildings creates and improves pedestrian interest and engagement.
- To ensure that development uses design and detail to ensure all visible facades (including the rear and sides of buildings) provide a rich and positive contribution to the public realm.
- To ensure that development includes architecturally integrated building tops.
- To ensure that development in the south-western part of the Montague Precinct respects the fine grain lower scale built form and character of the area and the adjacent areas outside of the Fishermans Bend Urban Renewal Area.

Policy

It is policy that the design of buildings is assessed against the following design standards, as appropriate:

- Buildings should align to the street pattern (existing or proposed, as appropriate) and respect the continuity of street facades.
- Buildings located on street junctions should emphasise the street corner.
- When adjoining heritage buildings are located in a Heritage Overlay, the design of new buildings should have regard to the height, scale, rhythm of and proportions of the heritage buildings.
- Development should utilise high quality building materials and details that are long-lasting and do not require excessive maintenance.
- Building design should engage and provide visual interest for pedestrians.
- Developments for new and refurbished residential and other sensitive uses should incorporate design measures to attenuate against noise associated with the operation of other businesses and activities associated with a 24-hour area.
- The preferred built form is tower-podium combination. Towers above the podium should be setback from street frontages. Tower setback to the street may be reduced where it can be demonstrated that there are no undue amenity impacts on the adjoining public streets and open spaces, including adverse wind conditions, overshadowing or visual dominance.
- Development should ensure that overshadowing from new buildings or works does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians.
- Regard should be made to tower placement and orientation to address wind impacts, direct views between towers, and solar/sunlight access.
- Towers should be well spaced to equitably distribute access to an outlook and sunlight between towers and ensure adequate sun penetration at street level.
- All visible sides of a building should be designed as frontages and provide interesting design elements to break up their mass, bulk, and blank walls.
- Buildings should be designed to have a positive interactive relationship with the streetscape and public realm. Ground and lower levels should provide a high degree of activation and passive surveillance, through the incorporation of doors, windows and active uses, all within a framed façade structure which avoids continuous glazing.
- Developments should have a floor-to-ceiling height to allow for future adaptation.
- Signs should be integrated with the architecture of the building.
- Visible service areas (and other utility requirements) should be treated as an integral part of the overall design and fully screened from public areas.
- Facades should make provision for location of external lighting for public safety purposes and to give interest to streetscapes at night.
- Solid roller shutters should not be used on shopfronts. Open mesh security or transparent grills may be used and should be mounted internal to the shopfront.
- Roof profiles, including plant, antennae, exhaust and intake vents and other technical equipment should be considered as part of the overall building form and screened from view.
- To ensure that overshadowing from new buildings or works does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians.

Wind and Weather Protection

Objectives

- To ensure that development promotes building forms that will minimise the adverse impacts of wind in surrounding public spaces and provide weather protection where appropriate.

Policy

It is policy that wind and weather protection measures are assessed against the following design standards as appropriate:

- Due to the importance of wind amelioration, all tower forms should undertake full wind tunnel testing.
- Wind conditions within the public realm must be fit-for-purpose, that is at least within walking comfort, and stationary comfort where waiting or seating is likely.
- The design, height, scale and detail of canopies, verandahs and awnings should be compatible with nearby buildings, the streetscape, street trees, and precinct character.
- Canopies, verandahs and awnings may be partly or fully transparent to allow light penetration to the footpath and views back up the building facade.
- Wind protection is encouraged on main street facades except where it would interfere with the integrity or character of heritage buildings, heritage precincts or streetscapes and lanes.
- Landscaping within the public realm should not be relied on to mitigate wind effects. All wind mitigation measures/devices should be integrated with the design of the building.

Public Spaces and Landscape

Objectives

- To create and enhance public spaces associated with new developments to provide sanctuary, visual pleasure and a range of recreation and leisure opportunities.
- To encourage the provision of high quality new public spaces, accessible to the whole community.
- To minimise adverse micro-climatic impacts such as overshadowing and wind impacts in public spaces.
- To ensure that development creates and maintains a high quality landscape setting.

Policy

It is policy that the design of public spaces and landscaping is assessed against the following design standards, as appropriate:

- Through-site links should be publicly accessible during normal business hours. However longer hours are encouraged. Other public space should be publicly accessible 24 hours a day.
- Clear views should be provided through to the other end of a public space to encourage pedestrian use.
- Natural lighting should be maximised in covered public spaces.
- Public open space should have a northerly aspect where possible and should be sheltered from excessive wind.

- Encourage the provision of pedestrian amenities including, seating, lighting, and public art to create a safe and interesting pedestrian experience.
- Ensure that new development does not overshadow public parkland or civic spaces between the hours of 10.00am and 2.00pm on the 22 June (winter solstice).
- New buildings are encouraged, where possible, to retain existing mature trees and to provide opportunities to enhance the landscape features of the area. In circumstances where mature trees are removed, developers are encouraged to incorporate suitable replacement planting.

Car Parking, Access, and Safety

Objectives

- To improve the experience of the area for pedestrians.
- To ensure public safety is considered in building design.
- To ensure that development contributes to a pedestrian and vehicular network in which pedestrian movement and amenity is a priority and strengthens networks of pedestrian pathways through an area.
- To ensure that car parking is appropriately sited.

Policy

It is policy that car parking, access points, and safety in building design are assessed against the following standards, as appropriate:

- Access to car parking and service areas and other crossovers should minimise impact on street frontages.
- The storage of refuse and recyclable material should be provided off-street and be fully screened from public areas.
- Streets and public spaces should be fronted by active uses to increase interest, use, and passive surveillance.
- Development should provide for pedestrian permeability through the site rather than just public access around the perimeter to create connected, inviting, usable and safe public spaces.
- Vehicle crossings to pedestrian footpaths should be limited and provide appropriate pedestrian refuges between crossings.
- Where new development involves the master planning or development of very large sites, it is encouraged that a subdivision pattern of publicly accessible streets, pedestrian links, laneways and appropriate public spaces will be achieved.
- The design of new vehicular and pedestrian networks both within and surrounding a development is encouraged to minimise traffic conflicts with pedestrians.
- Encourage car parking to be contained within the basement or podium and not be visible from public areas or adjoining buildings. If car parking is located above ground level, car park facades should:
 - be screened with active uses such as residential/commercial uses or designed to integrate with the building facades; and
 - have level floors and a floor-to-ceiling height of at least 3 metres to provide for future conversion from car parking to other uses.

Energy and Resource Efficiency

Objectives

- To design and orient buildings, internal building spaces and open spaces to maximise energy and resource efficiency.

Policy

It is policy to:

- Encourage building design and orientation to take maximum advantage of climatic factors.
- Encourage new development incorporates industry best practices in Environmentally Sustainable Development (ESD), in particular Water Sensitive Urban Design, sustainable building practices, and use of renewable energy technologies. This may include:
 - low energy lighting systems and lighting management controls,
 - cross ventilation, night-purging and other natural air control measures,
 - 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.
- Encourage building design that minimises impact on the environmental performance of adjoining properties (e.g. overshadowing of solar panels).