



COLLINGWOOD TOWN HALL PRECINCT

URBAN DESIGN FRAMEWORK

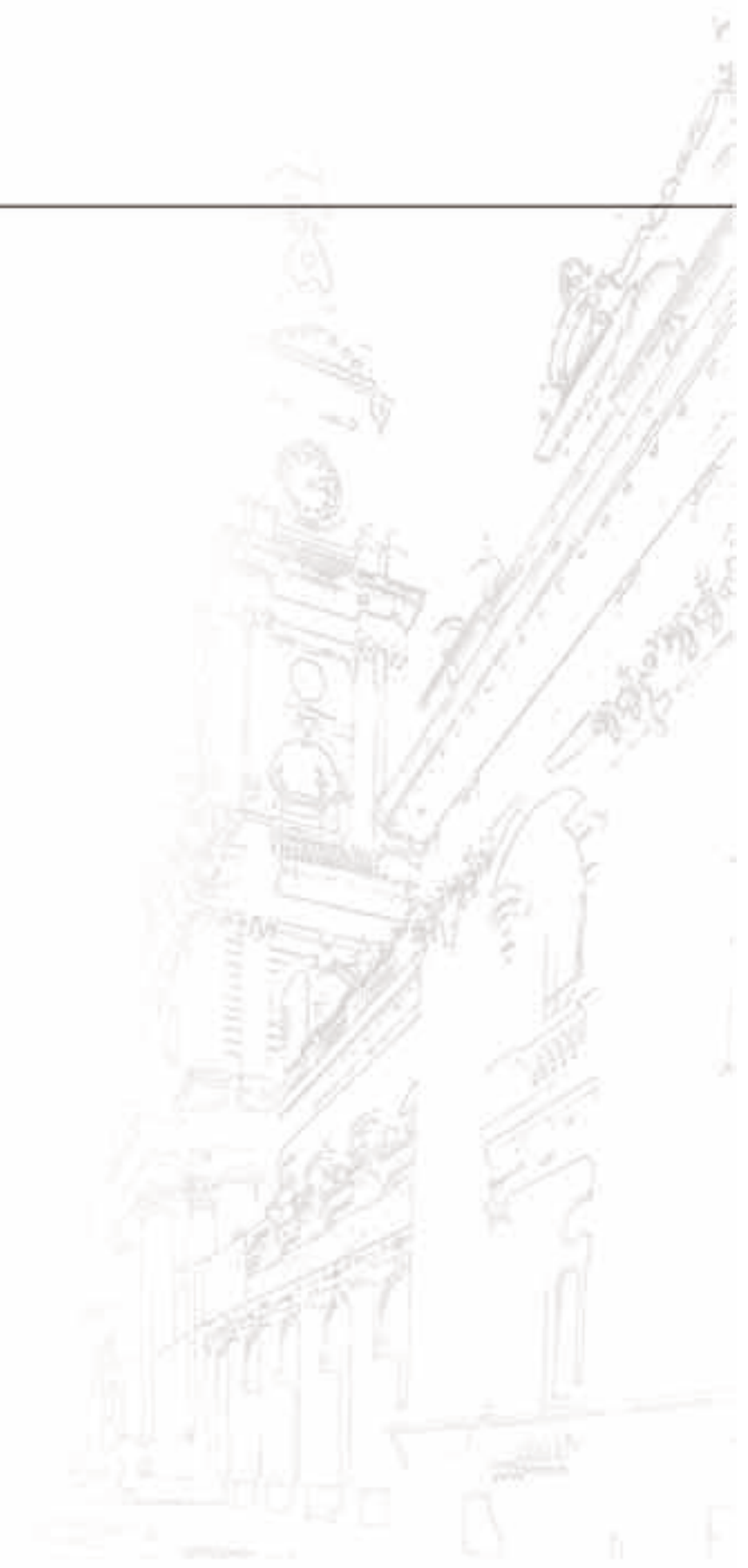
Adopted by Council
17 August 2010

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URBAN DESIGN FRAMEWORK

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1. BACKGROUND

PURPOSE

This urban design framework (UDF) has been prepared to guide development in the Precinct surrounding the Collingwood Town Hall (the Precinct). The City of Yarra has considerable land holdings around the Town Hall. Much of this land is underdeveloped or vacant, offering considerable potential to enliven the Precinct by facilitating appropriate day time and after hours uses and activities. Specifically the UDF provides a framework to:

- Provide a vision for the long term development of the Precinct.
- Realise the opportunity to create a community/civic/employment hub.
- Realise opportunities for creating a very successful people place.
- Provide an alternative opportunity for the City of Yarra to possibly develop a centralised municipal office.
- Explore opportunities for affordable and other forms of housing in the Precinct.
- Guide Council investment in capital works to enhance the public domain within the Precinct.
- Guide policy development for land use, activities and appropriate built form responses, to be implemented through appropriate statutory planning mechanisms.

The State Government is undertaking a study of the Hoddle Street / Punt Road corridor. The findings of that study may require future modifications to this UDF.

POLICY CONTEXT

The Municipal Strategic Statement (MSS), adopted in 2008, identifies Abbotsford as a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. Residential precincts are surrounded by industrial development, creating challenges for future development.

The MSS outlines specific objectives and strategies for the Abbotsford neighbourhood including:

- Protecting the landmark role of the Collingwood Town Hall and maintaining the visual prominence of the Clock Tower.
- Ensuring that new development respects the identified built form character.
- Strengthening the built form of land adjacent to Hoddle Street.
- To the north and south of the Precinct the need to maintain the hard edge of Hoddle Street and to improve the consistency of built form.
- Making sure that development does not adversely affect the significance of heritage places.



Location Plan


2. SITE CONTEXT AND STUDY AREA

The study area for the Collingwood Town Hall Precinct is bounded by Hoddle, Vere, Park, and Gipps Streets. It includes the buildings fronting these streets.

The Precinct is bisected by the Hurtsbridge / Epping railway line and includes the Collingwood Station. Specifically the Precinct:

- Is located in close proximity to Melbourne CBD with the main link via Victoria Parade.
- Comprises the Town Hall building and key recreational and community facilities. These facilities are intermixed with large under-utilised parcels of Council, State and privately owned land.
- Is centrally located within Yarra and the broader metropolitan area, with significant potential to consolidate a civic, administrative and a community hub for Yarra.
- Is within walking distance from the Smith Street and Victoria Street Major Activity Centres and commercial activity along Johnston Street.
- Is located at the edge of the Abbotsford residential neighbourhood.
- Is adjacent to the Collingwood residential neighbourhood, including the Office of Housing Estate and employment areas.



 Study area

3. SITE CHARACTERISTICS AND ISSUES

SITE CONDITIONS

The site's topography is flat (the Collingwood flat) with the only significant variation to the contour being the railway embankment. Test drilling within the Precinct has shown that like much of the Collingwood flat, unweathered basalt rock underlies the site - at least one level of underground car parking would be viable.

URBAN FABRIC AND GRAIN

The arrangement of streets and the pattern of land subdivision and buildings contributes to the urban fabric. The large sites within this precinct reflect its civic history, contrasting with the fine grained residential pattern of the adjoining Abbotsford neighbourhood.

Key Characteristics

- The historic tradition of large parcels of land that contrasts with the fine grain pattern of the surrounding residential areas.
- Medium sized under-utilised sites in Vere Street.
- Extensive land areas occupied by existing surface car parks adjacent to the railway line.
- The finer grain of the historic fabric of the shops fronting Hoddle Street and Gipps Street.
- The open area of Gahan Reserve with its geometric layout of diagonal paths.

Issues And Opportunities

- Few large sites with development potential have an interface with fine grained residential areas.
- The number of large relatively underdeveloped sites, including car parks, offer the opportunity to expand civic uses and functions within the Precinct.



LAND OWNERSHIP

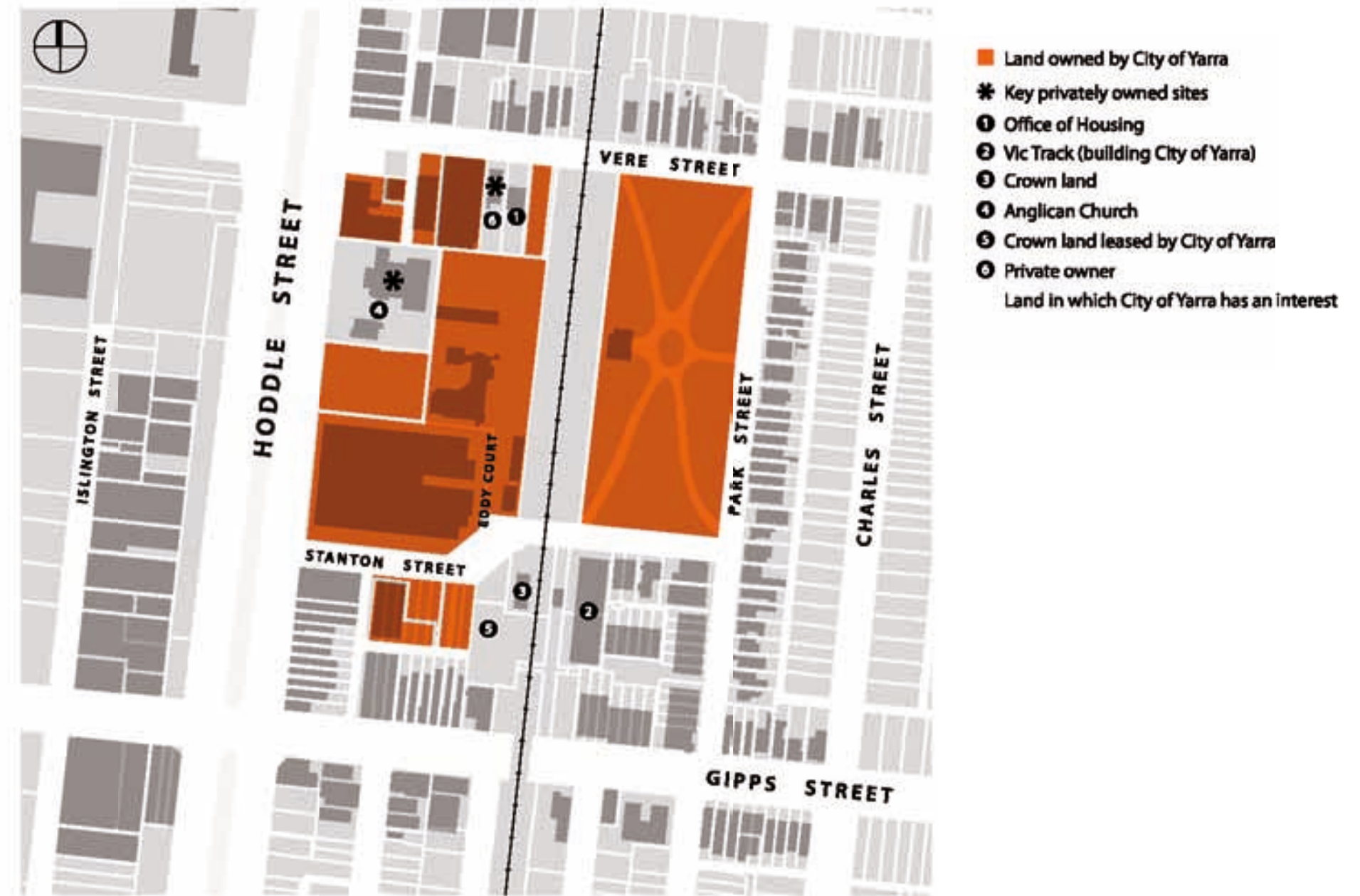
Most of the land within the Precinct is public land owned by the Yarra City Council, whilst the remainder is in private ownership.

Key Characteristics

- All of the core land in the block bordered by Hoddle, Vere, Stanton Streets and the railway embankment is freehold land owned by the City of Yarra, the exception being two sites in Vere Street one owned by the Office of Housing, one by a private owner and the land fronting Hoddle Street owned by the Anglican Church.
- Additional land owned by the City of Yarra includes the library, hall and carpark in Stanton Street and Gahan Reserve.
- Most of the balance of the Precinct is privately owned.

Issues and Opportunities

- The extensive area of public land provides the opportunity for a significant comprehensive development.



Land Ownership

ACTIVITIES & COMMUNITY FACILITIES

A distinctive characteristic of the Precinct is the significant clustering of recreational, institutional and community facilities. Some of these facilities include the Town Hall, municipal offices and the Police Station. Housing within the Precinct is restricted to the edges of the surrounding neighbourhoods. To the north west of the Precinct, fronting Hoddle Street, is the high rise public housing estate developed in the 1960's.

The existing community facilities are indicated on the plan.

TOWN HALL

Key Characteristics

- The Collingwood Town Hall is one of three town halls within Yarra which accommodates Council staff and Council services, as well as a main hall and other meeting spaces. The main hall is used for community events and school concerts.

Issues and Opportunities

- The importance of the Town Hall building as the symbolic heart of the Collingwood community.
- The building layout and heritage fabric may constrain expansion or improvement to the existing Town Hall offices to meet 21st century workplace expectations.
- The need for additional office space for municipal purposes.
- Opportunity for development of the Precinct as an active community hub.

COMMUNITY AND RECREATION FACILITIES

Key Characteristics

- Existing community facilities within the Precinct include:
 - Library
 - Willowview Adult Day Centre
 - Collingwood Senior Citizens' Centre (including delivered meals and soup kitchen distribution centre)
 - Maternal & Child Health Centre
 - Returned Servicemens' League Hall (disused)
 - Yarra Sculpture Gallery (tenant)
 - Collingwood Police Station



Activities and Community Facilities

- The Collingwood College Secondary School is located immediately opposite the Town Hall Precinct.

Issues and Opportunities

- The large under utilised public sites make this precinct well suited to become a civic and recreational hub.
- New facilities which may be required within the Precinct, could include the relocation of the library to the main town hall building and a "men's shed". Should the main hall be retained as a community facility, 'back of house' features may need to be introduced such as dressing and props space.
- It is anticipated that the Police Station will move to another location. This decision rests with the State Government. At present it contributes to the security of the Precinct.
- There is a need for additional meeting and function spaces including for the Greek Citizens' Club.

HOUSING

Key Characteristics

- Existing housing within the Precinct is restricted to the cottages fronting Gahan Reserve, Gipps Street and Vere Street.
- The large Collingwood Housing Estate is located to the north west of the study area, including high rise and town house forms of housing.

Issues and Opportunities

- The UDF should explore opportunities for additional housing, including affordable housing.

OTHER USES

Key Characteristics

- Industrial uses along Vere Street.
- Commercial uses fronting Hoddle Street, including such uses as vehicle repairs and milk bar.



LAND USE ZONINGS

A number of different land use zonings apply in the vicinity of the Collingwood Town Hall as shown on the plan opposite.

Key Characteristics

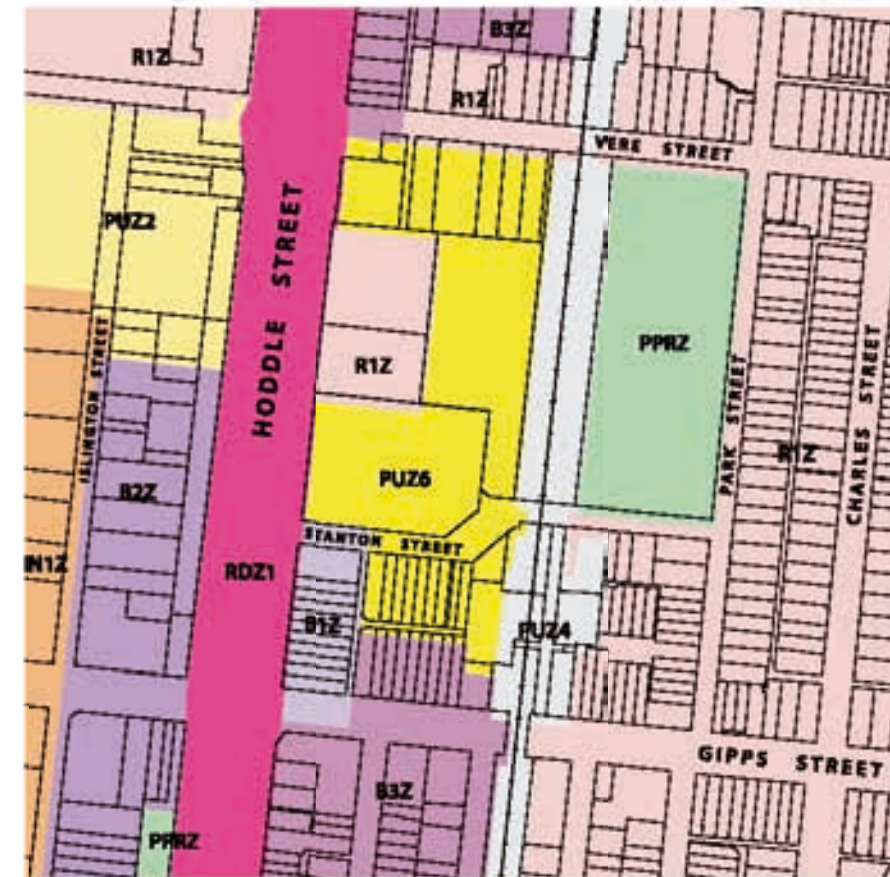
The Public Use Zone (PUZ6) – Local Government applies to the Town Hall site, a number of properties to the south in Stanton Street, the car park to the rear of the Town Hall, Senior Citizens' building to the rear and properties on the south side of Vere Street between the railway and Hoddle Street. Development in the Public Use Zone must be consistent with the intent of the public land reservation – that is, for local government purposes.

Land to the north of the Town Hall, currently open space and the Anglican Church and vicarage, are in a Residential 1 Zone which allows for predominantly residential uses with a limited range of commercial uses permitted.

Land on the corner of Hoddle Street and Stanton Street is in a Business 1 Zone which encourages primarily retail and commercial land uses. Land along the Gipps Street frontage is zoned Business 3 which encourages offices and manufacturing industries. A number of residential properties remain which were developed prior to the introduction of the Planning Scheme.

Issues and Opportunities

Changes to zonings in the area may be required to facilitate future development around the Collingwood Town Hall, particularly on land that is residentially zoned or for uses not associated with the land's local government reservation.



Yarra Planning Scheme

Existing Zoning

- Residential 1 Zone
- Mixed Use Zone
- Public Park and Recreation Zone
- Road Zone Category 1
- Business 1 Zone
- Business 2 Zone
- Business 3 Zone
- Industrial 1 Zone
- Public Use - Zone 2 - Education
- Public Use - Zone 4 - Transport
- Public Use - Zone 6 - Local Government

MOVEMENT, ACCESSIBILITY AND PARKING

The Precinct enjoys a high level of public transport accessibility but has a restricted level of parking due in part to the narrow streets to the east and north. A full transportation assessment was undertaken by Arup. This assessment highlights that within certain parameters, the Precinct can accommodate further development although certain traffic and parking actions need to be attended to. The intersections of Hoddle Street and Stanton and Vere Streets, are key to traffic circulation.

Generally, signage for all types of access is poor within the Precinct.

PEDESTRIAN ENVIRONMENT

Key Characteristics

- Principal links are provided along footpaths within the Precinct.
- Access is provided to the station along walkways from Gipps and Stanton Streets with ramps leading to the platforms.
- Links are also provided between the streets along laneways.
- There is an incidental link between Vere and Stanton Streets.
- Pedestrian access is provided across Hoddle Street with lights at Gipps Street and the Town Hall and a footbridge at Vere Street.
- Many Collingwood College students traverse the Precinct along Stanton Street from the station and the Victoria Street area.

Issues and Opportunities

- Pedestrian access restricted by the traffic barrier of Hoddle Street and the railway line particularly to the Collingwood Housing Estate.
- Poor pedestrian environment along the Hoddle Street footpaths.
- Poor pedestrian linkage between Stanton Street and Vere Street.
- No direct access from the civic precinct to Gahan Reserve.
- The quality of footpaths is generally poor, and cars encroach into pedestrian footpath space along Gipps Street.
- A number of laneway connections through the Precinct are not appealing for pedestrians due to lack of lighting and general appearance including the pedestrian connection from Gipps Street to the station.
- There is no formal pedestrian path providing a connection between Collingwood Town Hall and Vere Street.
- There is no clear pedestrian crossing location over Stanton Street, between Collingwood Town Hall and Collingwood Station / public car park. Pedestrians cross at the 'bend' in Stanton Street where there is limited visibility to approaching traffic.
- The pedestrian overpass at Vere Street across Hoddle Street is rarely used and is not DDA compliant.

- Existing DDA tactile markers can be misleading and provide limited guidance for the vision impaired.
- The available wayfinding information for pedestrians is limited.
- Crossing times and waiting space in the median is inadequate at the Hoddle Street Town Hall pedestrian lights.
- There have been a number of pedestrian accidents recorded involving pedestrians crossing Hoddle Street.
- DDA compliance is generally very poor within the Precinct.

CYCLING ENVIRONMENT

Key Characteristics

- Bike routes are located along Hoddle Street and Gipps Street.

Issues and Opportunities

- There is demand for additional bicycle parking in the study area, particularly in association with Collingwood Station.
- Hoddle Street is a barrier to east-west cycling movements.
- Although bicycles are permitted within the bus lane along Hoddle Street, this is only suitable for advanced cyclists. Options include shared off-road facilities or an alternative north-south connection.
- On road facilities for cyclists along Gipps Street are poor.
- The quality of signage and wayfinding information for cyclists requires improvement.
- The Precinct is under-supplied with bicycle storage.

PUBLIC TRANSPORT

Key Characteristics

- Collingwood Railway Station services the Hurstbridge and Epping lines to Jolimont Station and the CBD.
- The station is well located adjacent to Gipps Street.
- Bus lanes and stops are located along Hoddle Street.
- The precinct has access to the Johnston Street bus and the Victoria Street tram (route 109).
- The Doncaster Smart Bus service will be introduced in 2010.

Issues and Opportunities

- The existing station is hidden and accessed by steep steps and long ramps and has poor surveillance.
- There is restricted platform width for the inbound platform at Collingwood Station.

- Collingwood is not a Premier Station with only 50% of trains stopping in the peak period and poor facilities.
- Bus priority is only given during the morning peak (city bound) with some 'head start' light priority during the day.
- There is a lack of bus facilities, including shelters and real-time information.
- Current frequency of buses is poor outside peak periods.
- Development should consider any future duplication of the railway lines although not included in Victorian Transport Plan (Nov. 2008).

ROAD MANAGEMENT AND PARKING
















Key Characteristics

- The Precinct is surrounded by narrow residential streets.
- Vehicular access into the Precinct is provided from Hoddle Street along Stanton Street, Gipps Street via Park and Stanton Streets with limited access from Vere Street.
- Vehicles can leave the Precinct from Vere and Stanton into Hoddle Street and Stanton / Park to Gipps Street.
- Limited available on-street car parking.

Issues and Opportunities

- There is conflict between access to the residential neighbourhood to the east and through traffic.
- There is a high reliance on private vehicles to access the Precinct.
- Narrow road widths along Park Street, Stanton Street and Vere Street restrict traffic flow.
- Disabled car spaces are located within the off-street car parks and not adjacent to Collingwood Town Hall.
- Vehicles use Park Street in the wrong direction.
- There is a need for short term car parking, drop off and unloading facilities, if Council facilities are centralised.
- There is limited spare capacity available within the surrounding road network, with traffic volumes constrained by the capacity of Stanton Street and Park Street.
- The intersection of Vere Street and Hoddle Street is currently operating close to capacity at peak times.
- It is unlikely that the intersection of Stanton Street and Hoddle Street could be signalised due to the proximity of the existing signals at the intersection of Gipps Street and Hoddle Street.
- The provision of a new vehicle access point to Gipps Street from the Precinct (connecting Stanton Street to Gipps Street) would be restricted and provide limited benefit at peak times due to the existing traffic queues along Gipps Street from Hoddle Street.



-  Railway line may require duplication, and a wider land reservation
-  Collingwood Station
Epping and Hurtsbridge lines
-  Bus link (peak hour shared bus lane)
-  Bus stop
-  Bicycle storage
-  Bicycle link
-  Main pedestrian link
-  Poor pedestrian link
-  Poor pedestrian environment
-  Pedestrian foot bridge
-  Traffic / pedestrian signals
-  Precinct vehicle entry point
-  Precinct vehicle exit point
-  Existing one way vehicular traffic
-  Existing off street car parks



Movement, Accessibility and Parking

PUBLIC DOMAIN

The character of the public domain is a product of the surrounding built form, the existing relatively narrow street pattern, the wide reserve of Hoddle Street and the significant open space reserves in the Precinct.

The immediate Town Hall precinct is well served by two attractive open space areas.

Key Characteristics

- Gahan Reserve which is lined by mature plane trees and with its characteristic diagonal paths and focal palm trees.
- The more contemporary green square – St Philips Reserve to the north of the Town Hall, which is of particular significance to the Greek community.
- A small open space adjacent to the railway line in Vere Street at the end of Eddy Court.
- The wide Hoddle Street reserve, with partial avenue planting of plane trees.
- The leafy environment of Stanton Street.
- The relatively narrow local streets with narrow footpaths.
- Uninviting access from Gipps Street to the railway station and Stanton Street.
- The Abbotsford neighbourhood has been identified as deficient in open space in the City of Yarra Open Space Strategy. However, the study area is well provided with the Gahan Reserve and St. Philips Reserve.
- The Precinct is located within walking distance of the Yarra corridor parklands and trails, with a direct link along Gipps Street.



Issues and Opportunities

- Limited access and no visual link to the significant open space of Gahan Reserve from the civic precinct.
- Opportunity to provide a link between the Town Hall precinct and Gahan Reserve below the railway line, however this would be a high cost capital works project.
- Lack of public domain connectivity between Gipps Street, Stanton Street and Vere Street.
- Poor relationship between the buildings which surround the St. Philips reserve and the actual open space.
- The unrealised boulevard potential of Hoddle Street; however, the pedestrian amenity and “boulevard effect” is severely compromised by commuter traffic volumes.
- The uninviting access to the Hoddle Street pedestrian overpass.
- Lack of public space to the south of Collingwood Town Hall and the generally narrow footpaths.
- Lack of unifying elements within the Precinct.
- The need to develop high quality urban spaces to promote the civic image of Yarra and provide amenity for the future users of the Precinct to complement and enhance the existing green open spaces.
- Future role of the small reserve fronting Vere Street adjacent to the railway line.
- Need for improved links to regional open space along the Yarra River.





- Existing parks
- Other open spaces
- Poor pedestrian amenity
- Tree lined streets - Hoddle Street partially realised boulevard
- ✳ Notable tree
- ↔ Poor physical / visual linkage
- Tree dominated main amenity streetscape



Public Domain

BUILT FORM AND IMAGE

The Town Hall and the distinctive landmark of the clock tower ensure that the Precinct is one of the most memorable within the City of Yarra. The grand scale of the civic buildings within the Precinct contrasts strongly with the domestic scale of the surrounding residential areas.

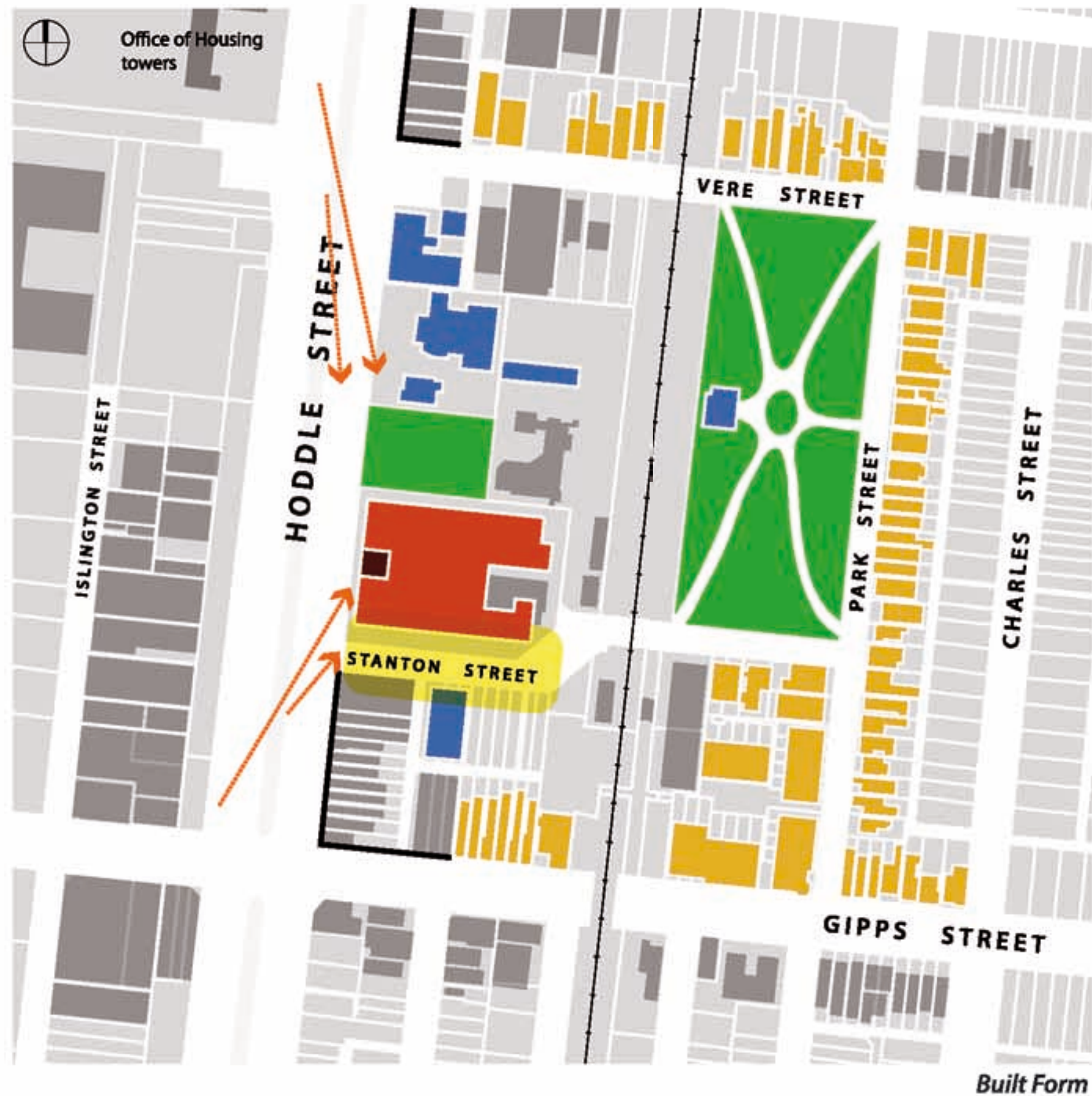
Key Characteristics

- The Town Hall, as the predominant landmark in the Precinct, is a valued public asset for its heritage and architectural qualities.
- The Stanton Street tree lined streetscape including the south face of the Town Hall and the former Church of Christ Church façade.
- The green square of Gahan Reserve surrounded by simple heritage cottages.
- The hard edge of the Victorian two storey shops fronting Hoddle Street.
- There are some properties in derelict condition or are developed to a low intensity.
- Pioneer Hall provides a local landmark building.
- The Office of Housing high rise flats are dominant on the north eastern skyline.

Issues And Opportunities

- The need to ensure that the Town Hall remains the dominant landmark in the Precinct and to protect views to the Town Hall building and tower from Hoddle Street as well as Stanton Street and the railway line.
- The properties in derelict condition or under-utilised sites offer an opportunity for reuse or more intensive redevelopment.
- The need for the integration of buildings and public spaces to develop a coherent precinct.
- The need for new development to respect other heritage buildings including the RSL Hall, Pioneer Hall and former Church of Christ Church and realise their full potential (Heritage v.s. Built Form).
- The need to protect the amenity of adjacent fine grained residential areas.
- The importance of human scale for key public spaces.
- The need to minimise negative environmental impacts of new buildings on the adjacent public domain, including streets and other public spaces.
- The need to maximise the environmental performance of new and existing buildings.





- Clock tower
- Predominant landmark (Yarra Planning Scheme / adopted MSS)
- Other dominant buildings
- Other freestanding buildings fine grained existing development
- Formal green squares
- Hard edge development to Hoddle Street
- Key views to Collingwood Town Hall
- Stanton Street notable streetscape

HERITAGE ASSETS

The whole of the Town Hall Precinct is of historic significance as the traditional civic heart of Collingwood. The Precinct is part of the Charles Street Overlay Precinct (HO313) in the Yarra Planning Scheme and the statement of significance notes:

The Charles Street Heritage Overlay Area (part of the Collingwood Flat), was subdivided in 1853 from the properties of R Henry Way and Sir Charles Nicholson. An important civic cluster within the Heritage Overlay Area is the Collingwood Town Hall in Hoddle Street (1888) comprising municipal offices, a courthouse, post office, Mechanics institute and a library. When complete it was described as '... one of the largest and handsomest near Melbourne ...'. Other key buildings within the cluster are the bluestone St Phillip's Church of England rectory and the former Church of Christ Tabernacle in Stanton Street (now Carringbush library). An important element in the area is the railway from Princes Bridge to Clifton Hill. It opened in 1901 on a continuous elevated embankment which eliminated the need for level crossings. The access provided by the railway boosted the residential development of the surrounding area in the Edwardian-era. Mature street trees are a feature of this area, in the otherwise near treeless Collingwood urban landscape. Melbourne and Metropolitan Board of Works (MMBW) detail plans from c1900 show street trees along the gutter line of Stanton Street The primary development period evident in the heritage overlay is that of the Victorian and Edwardian-period, with a secondary contribution from some well preserved inter-war buildings and individually significant places of all eras.

Specifically the study area is significant for the core of civic buildings and parklands (public health, community gathering places, civic and religious examples) of individual significance, including the landmark Collingwood Town Hall.

Classifications of buildings within the Precinct are described below and shown on the plan opposite.

Key Heritage Buildings which are on the Victorian Heritage Register are:

- 140 Hoddle Street – Collingwood Town Hall.
- 11 Stanton Street – former Church of Christ.

Key heritage buildings and sites within the Precinct which are individually significant include:

- 8 Eddy Court – Pioneer Hall, former Collingwood Bowling Club Pavilion.
- 152A Hoddle Street – Collingwood RSL Hall, former Collingwood Sailors and Soldiers' Memorial Hall (disused)
- Abbotsford Maternal and Child Health Centre, Gahan Reserve.
- St Philips Vicarage.

Heritage buildings within the Precinct which are contributory include:

- 125 Vere Street.

Buildings within the Precinct which have been assessed as being 'non-contributory' are:

- 2 Eddy Court – Police Station.
- 4 Eddy Court – Senior Citizens' Centre.
- Stanton Street Cnr Eddy Court – former Scout Hall.
- 17 Stanton Street – former Police Boys' Club Hall.
- 117 Vere Street – factory/warehouse Yarra – Sculpture Gallery.
- 119-123 Vere Street – factory/warehouse.
- 127 Vere Street – group housing.
- Collingwood Railway Station.

Other individually significant and contributory buildings on private land are shown on the plan opposite.

Issues And Opportunities

- The retention of the Town Hall structure and tower as the prominent building within the Precinct.
- The extent of change which may occur to the rear of the Town Hall, including the Supper Room.
- The present plan layout of the Town Hall building which has poor working conditions, poor access to daylight and restricted access in some areas.
- The extent of change which may occur at the rear of the 152a Hoddle Street – former Collingwood Soldiers' and Sailors' Memorial Hall.
- The need to retain clear visibility to key heritage building side facades, including the former Church of Christ.
- The extent of importance of retaining Pioneer Hall in the context of overall site opportunities and constraints. The heritage consultants suggest that it should preferably remain on its original site; however, relocation to a parkland setting may be contemplated.
- The poor context setting to the weatherboard residence at 125 Vere Street. It is not adjoined by other contributory buildings or in an intact streetscape.





- Individually Significant
- Contributory
- Not Contributory
- Heritage Overlay

KEY HERITAGE BUILDINGS AND SITES

Victoria Heritage Register:

- ① 140 Hoddle Street - Collingwood Town Hall
- ② 11 Stanton Street former Church of Christ

Individually Significant:

- ③ 8 Eddy Court - Pioneer Hall, former Collingwood Bowling Club Pavilion
- ④ 152A Hoddle Street - Collingwood RSL Hall, former Collingwood Sailors' and Soldiers' Memorial Hall
- ⑤ Abbotsford Maternal and Child Health Centre, Gahan Reserve
- ⑥ Vicarage
- Others as shown on plan.

Contributory:

- ⑦ 125 Vere Street
- Others as shown on plan.

Heritage Buildings

4. MEETING THE CHALLENGES

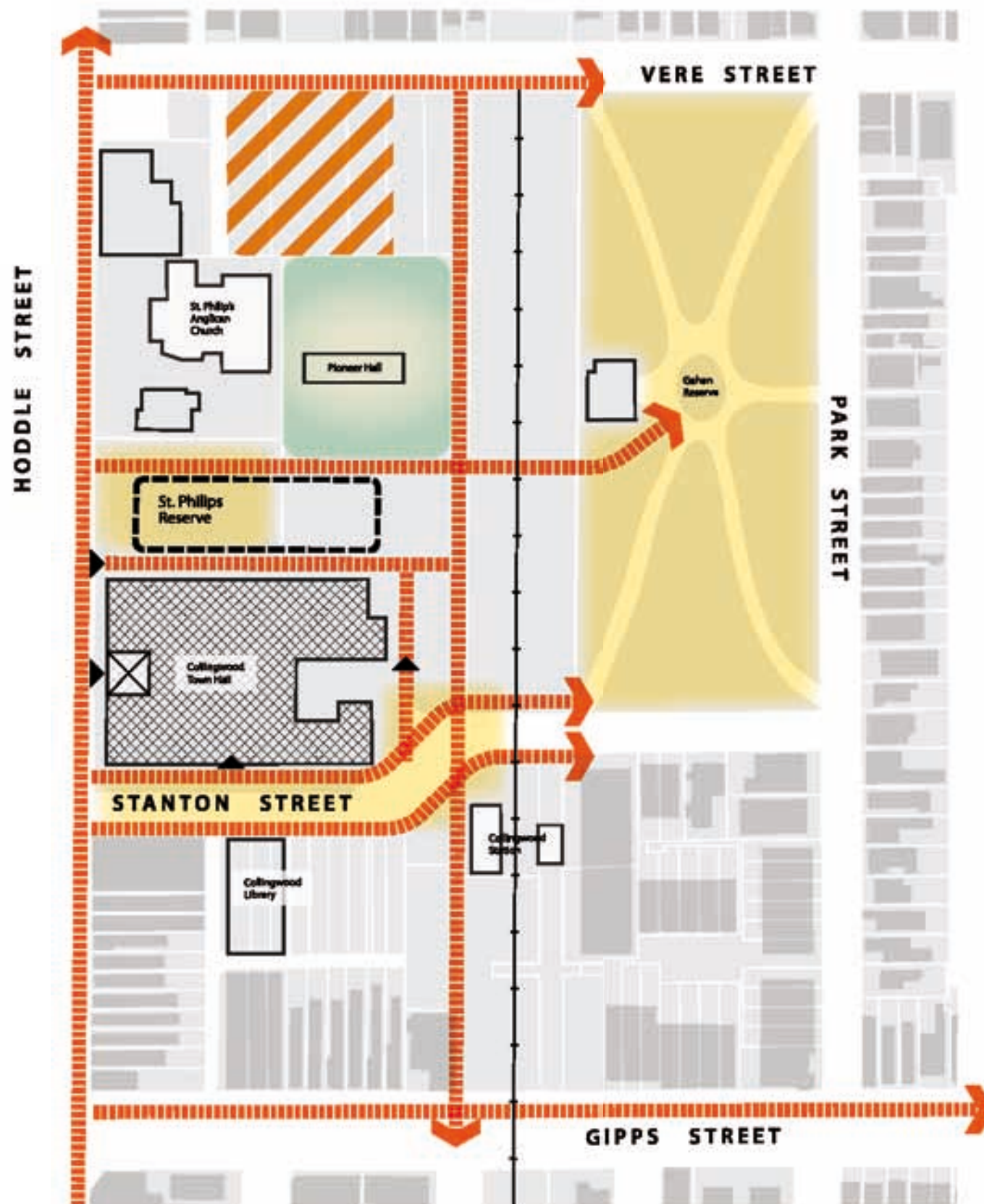
Identified uses and elements that the Precinct could accommodate include:

- Additional office space and community facilities linked to the existing Town Hall.
- Additional community facilities.
- New civic spaces.
- Additional residential development, including affordable housing above other mixed uses or as an interface to the existing perimeter residential uses.

THE URBAN DESIGN OBJECTIVES AND QUALITIES

The long term vision for the Precinct is for a vibrant community and civic focus which is respectful of the past whilst contributing to a sustainable future. Qualities and objectives which will contribute to the vision are:

- **A civic heart**
A civic precinct in the heart of Collingwood and Abbotsford offering a range of local services in one accessible location, including community facilities, cultural and recreational activities, all centred on the Town Hall.
- **A peoples' place**
A visually attractive, safe and robust place that offers a variety of activities and experiences for a wide range of users at different times, which acts as a community meeting/gathering place and promotes a sense of community and belonging.
- **A place which respects existing character and sense of place**
Development that builds on the valued characteristics and heritage significance of the Collingwood Town Hall provides a distinct sense of place and contributes to the continuity of the cultural identity and memory of the place.
- **A legible and accessible precinct**
An accessible and legible public environment that provides a choice of routes and easy access to public transport.
- **A high quality public domain**
A public domain which is easy to understand and negotiate, comfortable to use, visually delightful and offers opportunities for different public functions.
- **A thriving precinct**
A precinct that attracts private and public investment, provides new opportunities for local employment and is economically viable to develop and operate in the long term.
- **An equitable and participatory environment**
An environment that is welcoming and accessible and usable by all people and offers varying degrees of engagement, including active and passive, and encourages people to participate in community activities and public life to fulfil its role as a civic precinct.
- **A sustainable environment**
A precinct that demonstrates best practice environmentally sustainable development in the design of buildings and public spaces and in accordance with the Yarra Environment Strategy 2008-2020.



Urban Design Concept

- Pedestrian routes
- CTH address point
- New development opportunities
- Collingwood Town Hall key heritage building to remain predominant in the Precinct
- Other heritage buildings to remain
- Other public spaces
- Possible option for alternative public space
- Possible option to extend Town Hall for additional office accommodation



THE URBAN DESIGN CONCEPT

These objectives are embodied in the urban design concept for the Precinct shown opposite and the individual framework plans which follow, in relation to activities, movement, public domain and built form.

The main elements of the Urban Design Concept are:

- Consolidation of the area as a landmark precinct, with a variety of activities and uses that complement each other.
- A reinvigorated St. Philips Reserve with uses and activities which relate to the space or alternatively a new space centered on Pioneer Hall away from the traffic noise of Hoddle Street.
- The option of a possible future office expansion to the north of the existing CTH, set back to respect the prominent north-west corner of CTH.
- A new entry forecourt from Stanton Street.
- Redevelopment of Stanton Street as a possible pedestrian precinct shared zone.
- A potential direct pedestrian link from the St. Philips Reserve to the Gahan Reserve under the railway line.
- The provision of underground shared car and bicycle parking facilities.
- Improved access to the Collingwood Railway Station.
- A possible new vehicular link for cars and service vehicles between Stanton Street and Vere Street, for an integrated development.
- Building forms and heights which respect the existing landmark and heritage qualities of the Town Hall building, tower and streetscapes.

5. DESIGN FRAMEWORK

ACTIVITIES FRAMEWORK

OBJECTIVES

- A consolidated community facilities hub in the heart of Collingwood.
- A revitalised precinct with a mix of uses and activities including arts and cultural which contribute to a lively civic centre by day and night.
- An opportunity for Council to expand the municipal offices to meet accommodation requirements in the future.
- Management of sensitive interface issues between large scale institutional, commercial and residential development and finer grain residential areas.
- New jobs and opportunities for employment within the Precinct.
- Viable uses which increase private investment within the Precinct.
- Opportunities for social and affordable housing.
- Mixed land uses incorporated with possible upper level residential development.

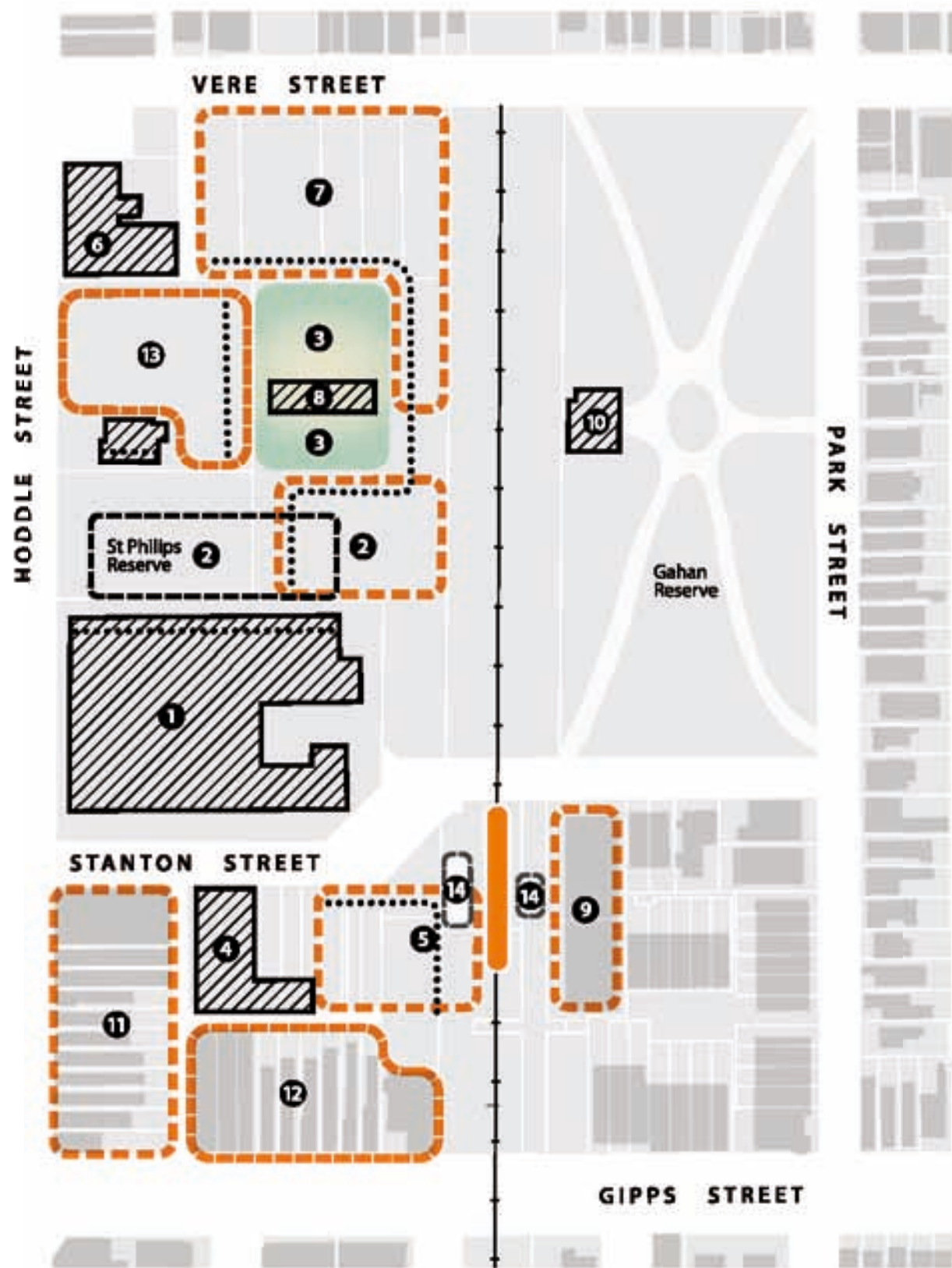


URBAN DESIGN GUIDELINES

These guidelines provide the mechanism for the realisation of an active and revitalised Precinct (see plan on page 19).

- 1) Enable refurbishment of the existing Town Hall for community facilities and office space.
- 2) Provide the opportunity to extend Collingwood Town Hall offices to the north to possibly consolidate municipal offices. *
- 3) Possible option to relocate St. Philips Reserve open space away from the noise of Hoddle Street. *
- 4) Former Church of Christ Church heritage building to be retained with an active land use.
- 5) Possible redevelopment of existing car park for community facilities with housing over – consider integration with the station. Ensure building design provides good surveillance to station access link, Stanton Street and the rear laneway to enhance public safety and appropriately respects any abutting residential properties.
- 6) Possible reuse of RSL Hall for a community use, or an art and craft gallery or affordable housing. Possible incorporation of rear Council site for housing or commercial development.
- 7) Possible joint development of Office of Housing, private and Council sites for housing or commercial development.
- 8) Possible reuse of the Pioneer Hall for community use as Council meeting rooms or staff facilities.
- 9) Stanton Street Hall to remain for community uses, including youth activities, or redeveloped for housing with existing uses relocated to new facilities within the Precinct.
- 10) Existing Maternal and Child Health Centre to remain. Should the locational needs of the maternal and child health facility change alternative uses could be reuse as a community building or park cafe space or staff facilities, which will provide a high level of surveillance to Gahan Reserve.
- 11) Existing retail uses to remain.
- 12) Existing business/residential uses to remain. More intensification could occur with redevelopment with a greater mix of uses while respecting retained heritage buildings.
- 13) Existing church facility to remain. In long term may include additional community facilities.
- 14) Station to remain but upgraded.

* NB. The City of Collingwood in 1988 acquired the land to the north of the Town Hall for 'the purpose of municipal offices.' Should significant office expansion be required by the City of Yarra a building annex to the north would provide the preferred level of effective integration. The open space area could be relocated, and expanded, as shown in 3.



- Active or interactive frontage encouraged
 - Sites with opportunity for redevelopment
 - Alternative open space
 - Possible option to extend Town Hall for additional office accommodation
 - Heritage buildings to remain
- * Numbers refer to guidelines on page 18



Activities Framework

MOVEMENT AND ACCESSIBILITY FRAMEWORK

OBJECTIVES

- A permeable and connected pedestrian precinct with links to the adjacent neighbourhoods.
- An upgraded bicycle network with end of trip facilities and bicycle storage.
- Enhanced amenity and access to the existing public transport stops in Hoddle Street and the Collingwood Station.
- Accessibility for service and other vehicles without prejudicing the amenity of pedestrians, bicycles and public transport users.
- Encourage sustainable forms of transport including green travel plans.

URBAN DESIGN GUIDELINES

These guidelines have been developed to give priority to the enhancement of pedestrian and public transport comfort and efficiency, while providing for a reasonable level of vehicular access to the Precinct (see plan on page 21).

These guidelines may need to be modified to reflect the outcomes of the State Government study of the Hoddle Street/Punt Road corridor.

Improve Pedestrian Access Points To and Within the Precinct:

- 1) Enhance north-south pedestrian linkage through the Precinct.
 - 2) Possible east-west pedestrian link Hoddle Street to Gahan Reserve.
 - 3) Investigate the feasibility and desirability of a well lit wide, open, and at grade pedestrian railway underpass.
 - 4) Upgrade existing through-site link and access to Collingwood Railway Station. Provide good passive surveillance with possible redevelopment of car park.
 - 5) Investigate potential for a shared zone incorporating short term car parking for the Town Hall in Stanton Street.
 - 6) Generally upgrade and enhance footpaths within the Precinct.
 - 7) Enhance access to pedestrian bridge.
 - 8) Investigate widening of footpath to underpass at Vere and Stanton Streets as an alternative to a new pedestrian underpass.
- Generally incorporate pedestrian wayfinding signage within the Precinct.
 - Investigate improvements to the Hoddle Street pedestrian light cycles to assist pedestrian access and ease of crossing.

Bicycle Access and Facilities:

- 9) Investigate opportunities to improve bicycle routes.
- Incorporate bicycle wayfinding signage within the Precinct.
 - Provide bicycle parking and end of trip facilities in all key development sites.
 - Provide north-south bicycle linkage between Stanton and Vere Streets.

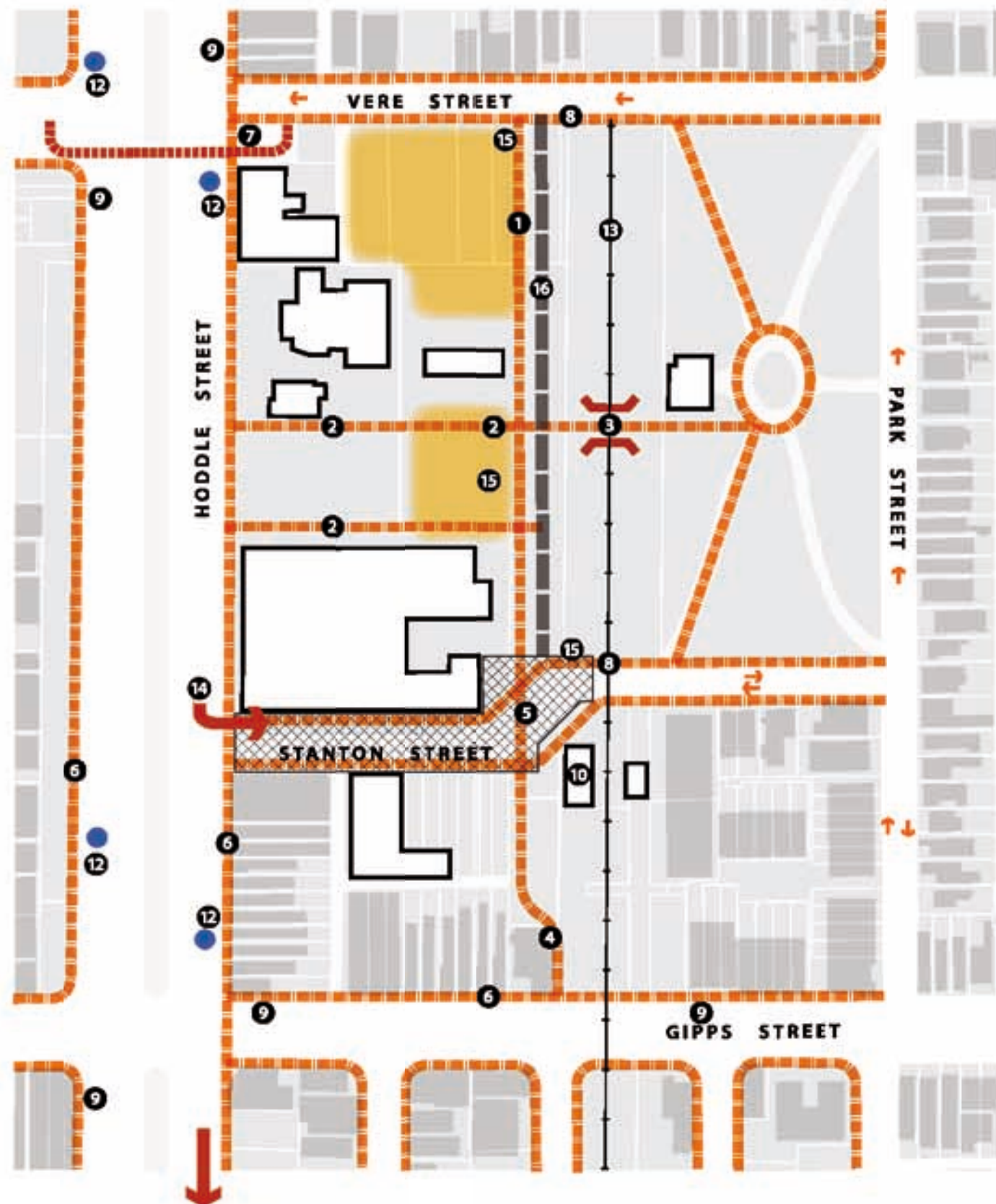
Public Transport:

- 10) Upgrade access (including disability) to and from Collingwood Station and improve amenity including lighting.
- 11) Upgrade access to Victoria Street tram stops and possible super stop.
- 12) Enhance amenity of Hoddle Street bus stops and work with State Government authorities to rationalise location.
- 13) Possible need for duplication of rail lines in the long term within the existing reservation.

Vehicular Access/Parking:

Access to the Precinct is restricted for motor vehicles due to limitations of the street network and also the capacity to exit onto Hoddle Street via Vere and Stanton Streets. This will place a limitation on the extent of new development, with pronounced peaks, or will require a shift to other modes and/or changes in travel patterns.

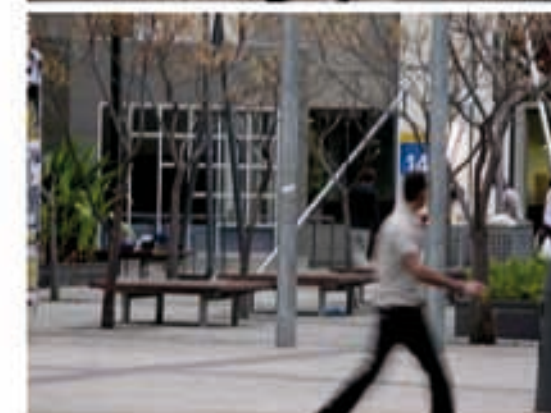
- 14) Existing vehicular access from Hoddle Street.
 - 15) Opportunity for shared underground car park. Geotechnical studies have found that at least one level would be viable.
 - 16) Possible vehicular driveway or lane access link between Vere and Stanton Streets to enhance legibility and access.
- Review existing *parking limitation policy* in consultation with community.
 - Any new development to submit a traffic/transport impact statement and an access and movement plan.



11 Tram stop 600 metres from Town Hall

Movement and Accessibility Framework

- Pedestrian route
 - Shared zone investigation
 - Existing pedestrian crossing
 - Potential pedestrian underpass
 - Vehicular access
 - Possible vehicle access drive
 - Bus stop
 - Potential generally below grade basement bicycle and car parking
 - Railway line may require duplication in longer term
 - Existing traffic or pedestrian lights
- * Numbers refer to guidelines on page 20



PUBLIC DOMAIN FRAMEWORK

OBJECTIVES

- Public spaces which are a focus for civic life in Collingwood and Abbotsford and for the wider City of Yarra community through the consistent design of the public domain.
- New and expanded quality public spaces including Gahan Reserve, Stanton and other streets, footpaths, links and small spaces.
- Enhanced tree-lined boulevard character of Hoddle Street.
- Improved safety and surveillance.
- Ensure all new public spaces are well planted with suitable trees and other plant materials.

URBAN DESIGN GUIDELINES

- 1) Provide a central public space based on St. Philips Reserve or a new space surrounding Pioneer Hall for future community use and workers in the Precinct with surrounding active uses, which provide good passive surveillance and add to the vibrancy of the space.
- 2) Improve the boulevard quality of the design and pedestrian amenity of Hoddle Street including the forecourt to the Town Hall.
- 3) Consider a new wide east-west link from Hoddle Street to Gahan Reserve.
- 4) Investigate the feasibility and desirability of access from the Town Hall precinct to Gahan Reserve by providing a wide safe well lit pedestrian underpass which may be integrated with possible new Council offices and include public artworks.
- 5) Consolidate Stanton Street as a tree lined pedestrian dominated street possibly operating as a shared zone and use consistent planting to link Gahan Reserve with new planting to the side and rear of the existing Town Hall.
- 6) Enhance and possibly widen the pedestrian walkway from Gipps Street to the Collingwood Station and Stanton Street. Design ground floor spaces to provide good passive surveillance to the link to enhance public safety.
- 7) Enhance the small open space and access ramp to the Hoddle Street pedestrian bridge crossing as a setting for the heritage facades of the former Sailors and Soldiers' Memorial Hall.
- 8) Maintain and enhance Gahan Reserve as a local community's park.
- 9) Implement a precinct wide "way-finding" signage strategy.
- 10) Replace the small Vere Street Park with a consolidated open space adjacent to Pioneer Hall.
 - Incorporate Water Sensitive Urban Design principles in the development of public spaces.
 - Integrate planting of new public spaces with the planting character of Stanton Street.



An increased pedestrian role for Stanton Street

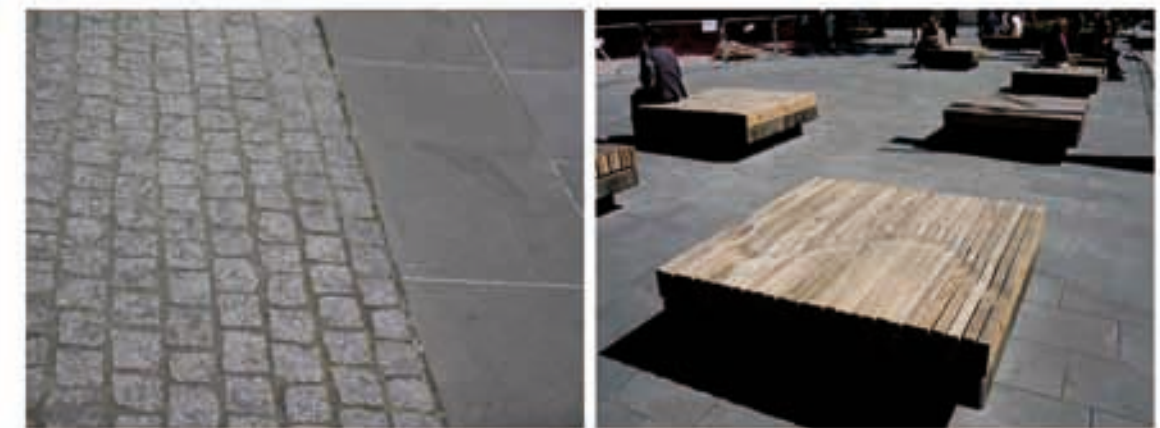


- Relate building uses to public space
- Possible location for key open space
- Other public spaces
- Possible option for expansion of Town Hall offices

* Numbers refer to guidelines on page 22



Public Domain Framework



BUILT FORM FRAMEWORK

OBJECTIVES

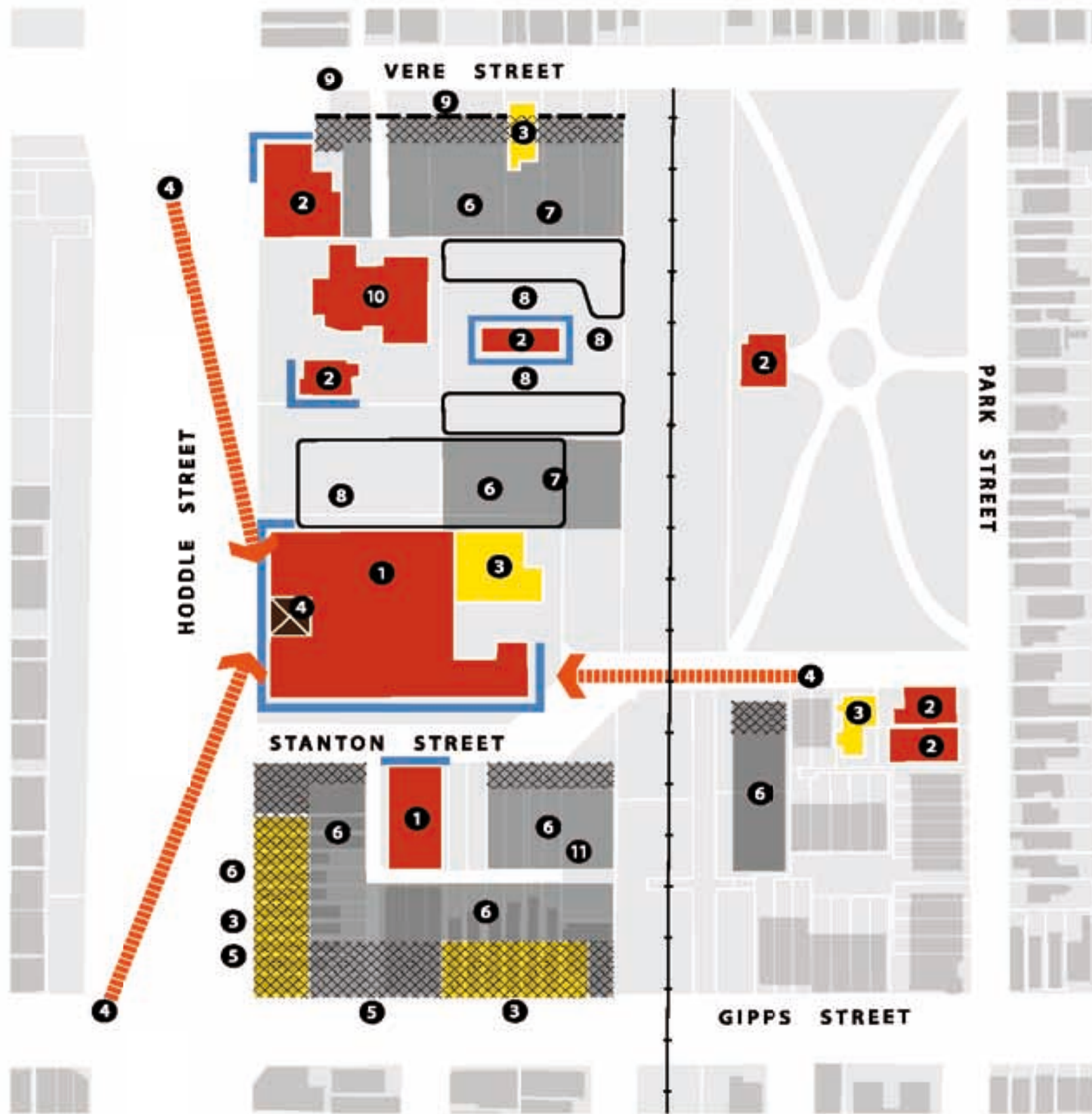
- The built form heritage significance of the Collingwood Town Hall as an architectural monument retained and protected.
- Existing views to the landmark of the Town Hall clock tower and the contribution of the clock tower to the skyline of the area retained and enhanced.
- Respect for the other heritage assets including the former Church of Christ (Library), the RSL and the Pioneer Hall.
- New development which respects the scale of the existing building forms including the street wall facades and residential area interfaces.
- Respect for existing heritage assets by appropriate scale transitions with adjacent new buildings.
- New built form that contributes to the development of the Precinct.
- Incorporate best practice sustainable building design.

URBAN DESIGN GUIDELINES

The following guidelines are the *performance based requirements* for the built form of the Precinct. These guidelines are designed to reinforce the street wall facades, the dominance of the Town Hall and tower and to respect the heritage building assets within the Precinct (see plan on page 25).

- 1) Retain Victorian Heritage Register buildings.
- 2) Retain individually significant buildings. Relocation of Pioneer Hall to an open space setting may be considered.
- 3) Retain where possible, contributory building or contributory building elements.
- 4) Maintain the visibility and dominance of the Town Hall tower from Hoddle Street as well as incidental views from Stanton Street, the railway line and other public spaces within the Precinct.
 - Prepare conservation management plans for heritage buildings to be retained.
 - Ensure that adequate setbacks and curtilage are provided for freestanding significant heritage buildings to be appreciated from a visual perspective.
- 5) Retain and match the dominant existing street facade height and respect the existing street wall façade particularly where it is a heritage streetscape.
- 6) Set back higher elements behind the low rise development line, to minimise impacts on existing views to the Town Hall and other heritage buildings and protect the amenity of public spaces.
- 7) Avoid monolithic building forms above the nominated street wall facades to reduce the visual bulk and encourage views and through and glimpses to the Town Hall tower .
- 8) Optional location for focal civic space or Town Hall Square.
- 9) Investigate possible building setbacks for footpath or carriageway widening to Vere Street.
- 10) Retain setbacks to the church site to provide visual prominence for the heritage buildings.
 - Ensure building heights and bulk maximise desirable solar access and scale transition to public spaces and adjoining buildings.
 - Maximise solar access through northern orientation to all buildings.
 - Provide building floor plates which provide floor areas which can be readily lit by natural light to meet ESD requirements.
 - Incorporate other sustainable design principles for new and refurbished buildings within the Precinct including passive solar design, rain water harvesting and recycled materials.
 - Include sound attenuation measures in new and refurbished buildings.





- Heritage buildings - Victorian Heritage Register and Individually significant
- Contributory buildings or elements
- Key viewlines
- Landmark
- Respect important heritage facades
- Low rise street related facades and Infill 2-3 storeys
- Medium rise built form which respects the Town Hall and other heritage buildings generally 3-4 storeys
- Optional building location no higher than the dominant parapet line of the Town Hall
- Setback line

* Numbers refer to guidelines on page 24

Built Form Framework