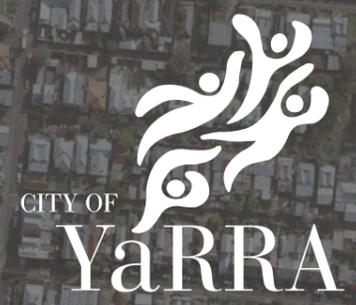




TRENERRY CRESCENT

URBAN DESIGN ANALYSIS & MASTERPLAN
APPENDIX C: JOHNSTON STREET LOCAL AREA PLAN

SEPTEMBER 2015

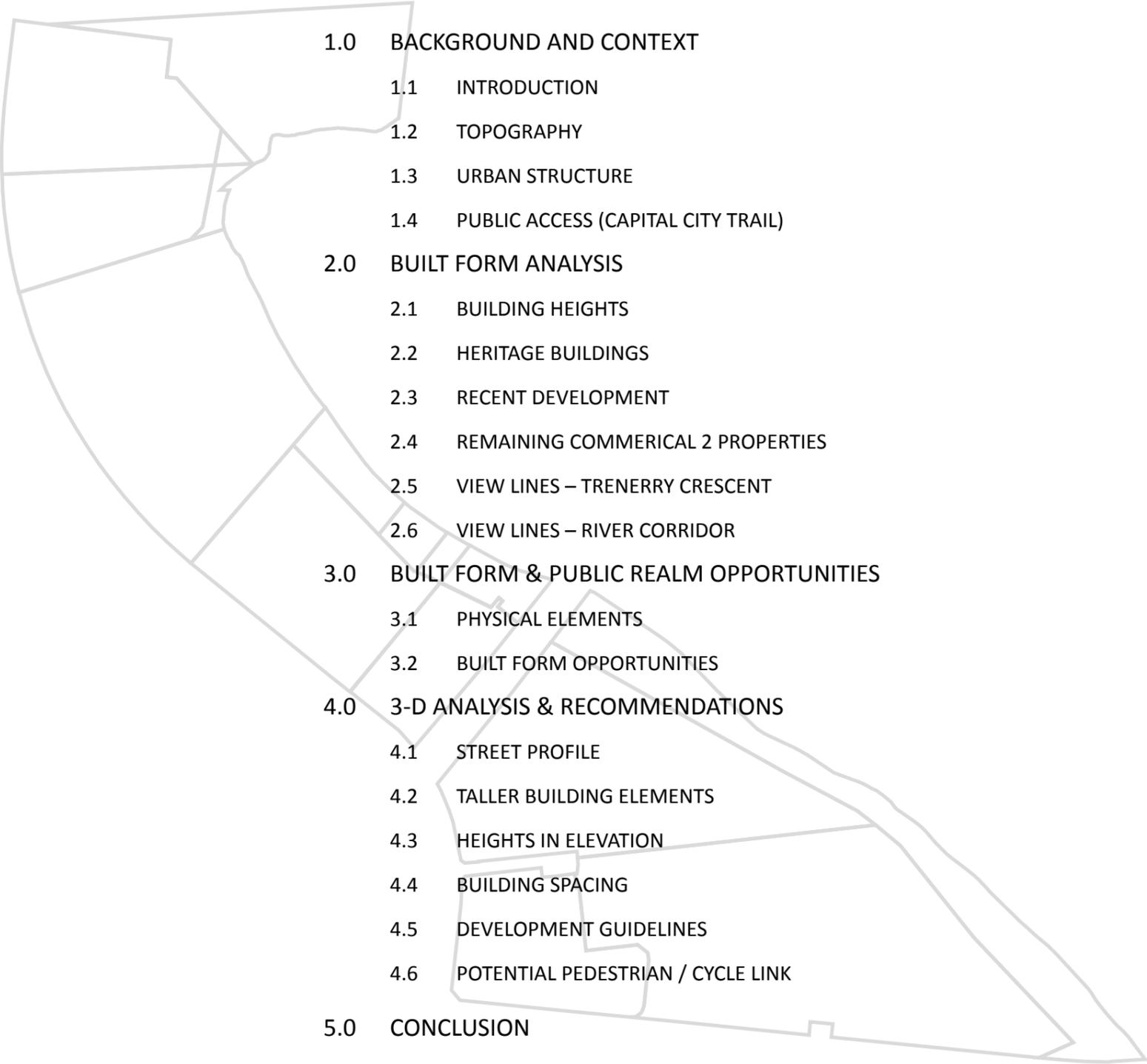


APPENDIX C: TRENERRY CRESCENT ANALYSIS - JOHNSTON STREET LOCAL AREA PLAN

This document provides a more detailed contextual analysis of Trenerry Crescent than is outlined in the Johnston Street Local Area Plan, and is intended to identify the opportunities that exist in terms of public access to the river corridor and the remaining development opportunities for Trenerry Crescent that should carefully respond to the natural characteristics of the river corridor.

Trenerry Crescent is unique in that it has an interface with both the street environment along Trenerry Crescent and with the Yarra River Corridor. The Yarra River Corridor Strategy (2015) will form the basis for proposed built form controls along the Yarra River Corridor to be implemented through a planning scheme amendment that will potentially replace the existing DDO1.

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1.0 BACKGROUND AND CONTEXT

1.1 INTRODUCTION

Trenerry Crescent is located at the eastern edge of the Johnston Street Local Area Plan study area and properties have an interface to the Yarra River corridor on their eastern side. The road takes a sharp turn at the northern interface with the Eastern Freeway and continues down and under the freeway into Clifton Hill.

The Johnston Street Local Area Plan identifies Trenerry Crescent as a precinct within the plan because of the land use and built form pattern that occurs there and its relationship with Johnston Street and the Yarra River corridor.

Recent development that has occurred along Trenerry Crescent encroaches beyond the existing (discretionary) planning control, Design & Development Overlay (Schedule 1), which specifies setback distances in relation to the crest line (the top of the river bank). Further work has been undertaken to address the requirements for future built form along the Yarra River corridor.

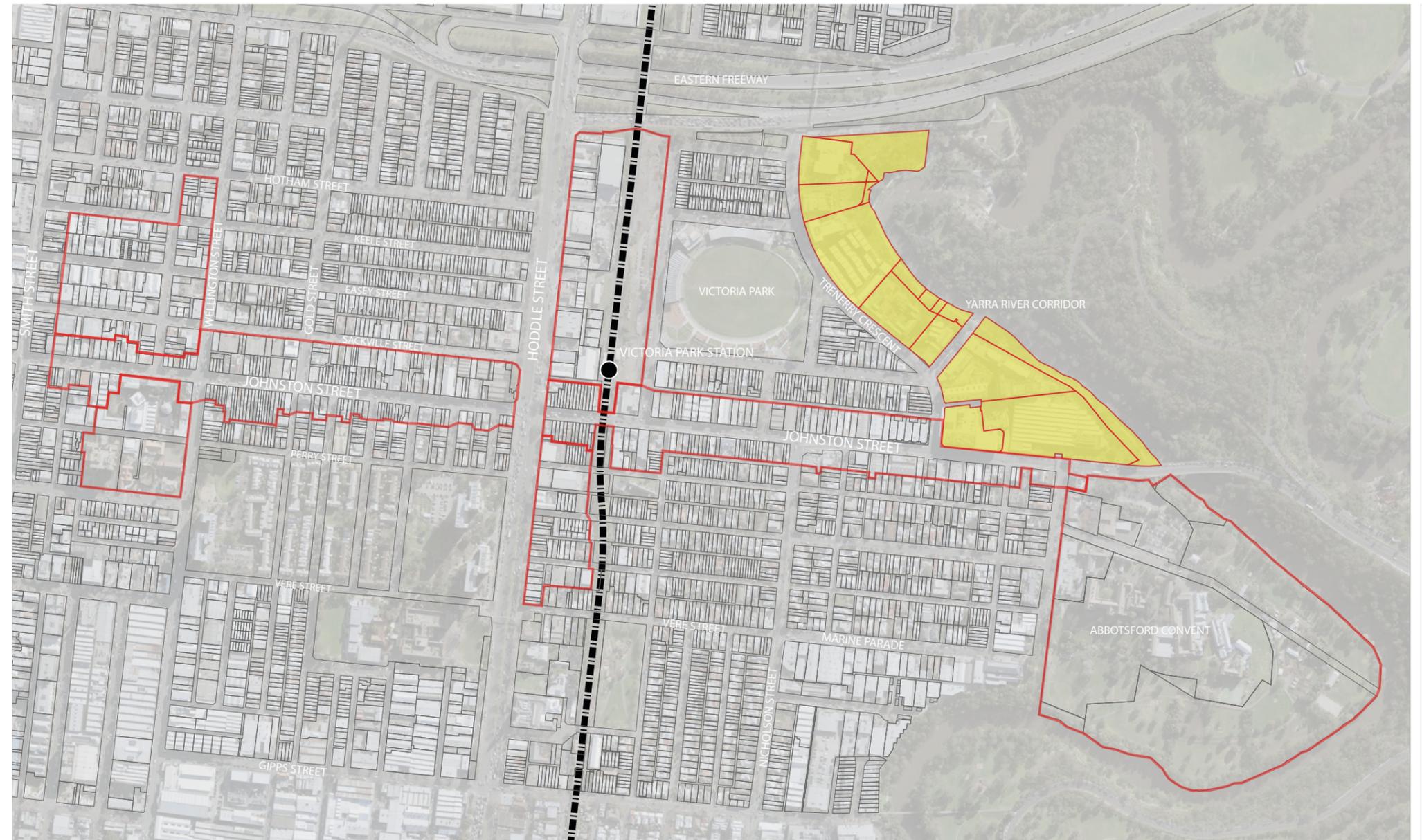
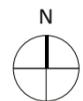


FIGURE 1: TRENERRY CRESCENT PRECINCT

Scale 0 100 200 500m



1.2 TOPOGRAPHY

The Yarra River corridor has varying topography and the land east of Hoddle Street towards Trenerry Crescent is generally flat until it meets the river corridor where there is a relatively steep drop in topography down to the river. The land levels out at the edge of the river allowing for public access which has been established as the Capital City Trail.

The sites along Trenerry Crescent experience varying topography and features which has allowed for different responses to site context in terms of the scale and design of built form. All of the properties along Trenerry Crescent have an interface with the river corridor and embankment and the street has a history of industrial land use adjacent to the river. The heritage character of Trenerry Crescent is due to its industrial past as part of the Trenerry Estate.



FIGURE 2: TOPOGRAPHY

1.3 URBAN STRUCTURE

The urban structure of the area is defined by the shape of the river which has also influenced the subdivision pattern of properties along Trenerry Crescent to create a curvi-linear streetscape with large allotments that interface with the river corridor at their eastern boundary. At the northern edge, Trenerry Crescent meets the edge of the Eastern Freeway and follows the freeway edge until it drops down under the Eastern Freeway into Clifton Hill.

Victoria Park provides an area of abundant open space that residents and workers in the area can now enjoy after it was reopened in 2012. The park, which is the former home ground of the Collingwood Football Club, has its own history and is part of the historical evolution of the area.

Turner Street provides a pedestrian/cycle route from Victoria Park Station through to Trenerry Crescent, the Capital City Trail and Yarra River corridor, which then links to the Abbotsford Convent and Collingwood Children's Farm to the south of Trenerry Crescent.



FIGURE 3: URBAN STRUCTURE

1.4 PUBLIC ACCESS (CAPITAL CITY TRAIL)

The Capital City Trail (CCT) is situated along the banks of the Yarra River from the CBD through to Abbotsford and beyond. Generally, land along the river corridor is publicly owned and some sites extend through to the river but still maintain public access. In future, the land through which the Capital City Trail extends should be secured in public ownership and zoned appropriately as Public Park and Recreation Zone (PPRZ).

The CCT provides public access to the Yarra River corridor and is utilised as an enjoyable movement corridor for pedestrians and cyclists. The CCT is uninterrupted from a bridge at the eastern end of Gipps Street through to Dights Falls and beyond into Clifton Hill. To maintain and reinforce the role of the river corridor and access via the CCT, all land immediately adjoining the river, through which the CCT extends, should be appropriately zoned and as Public Park and Recreation Zone (PPRZ).



FIGURE 4: ZONING ALONG RIVER CORRIDOR

2.0 BUILT FORM ANALYSIS

2.1 BUILDING HEIGHTS

Buildings range in scale and prominence depending on the context of each site and its interface with either the river corridor or Trenerry Crescent. Many are ex-industrial buildings that had an interface with the Yarra River corridor and were consequently built close to the river bank. Recent development has capitalised on the location and context of sites (adjoining the river corridor) and larger allotments have allowed for a taller scale of buildings which is generally in keeping with the historical character of Trenerry Crescent.

Recent residential development is above six storeys with a rear interface closer to the river than is sometimes desirable. The presence of a high retaining wall along the Capital City Trail towards Johnston Street, has allowed development closer to the river because of the pre-existing man-made edge. The tallest building element along Trenerry Crescent is 12 storeys. This is part of a larger development on a relatively large site. Whilst visible from certain angles and distant view-points, the building is well set back into the site.

The building heights listed in Figure 5 (opposite) distinguish between commercial and residential buildings. Commercial buildings are generally higher than residential buildings when measured in metres. For example, the office building on the corner of Trenerry Crescent, which is a reasonably high five storey commercial building, is the equivalent of a 6-7 storey residential building in terms of its height in metres. Floor to ceiling heights can vary dramatically from commercial to residential buildings.

The “street wall” height varies along Trenerry Crescent between approximately 10 and 20 metres. The former industrial and commercial buildings provide a strong character/interface with the street and establish a benchmark for future development at 15 metres. The best two examples are the Byfas building at 8-12 Trenerry Crescent and the current Australian Education Union building at 112 Trenerry Crescent.

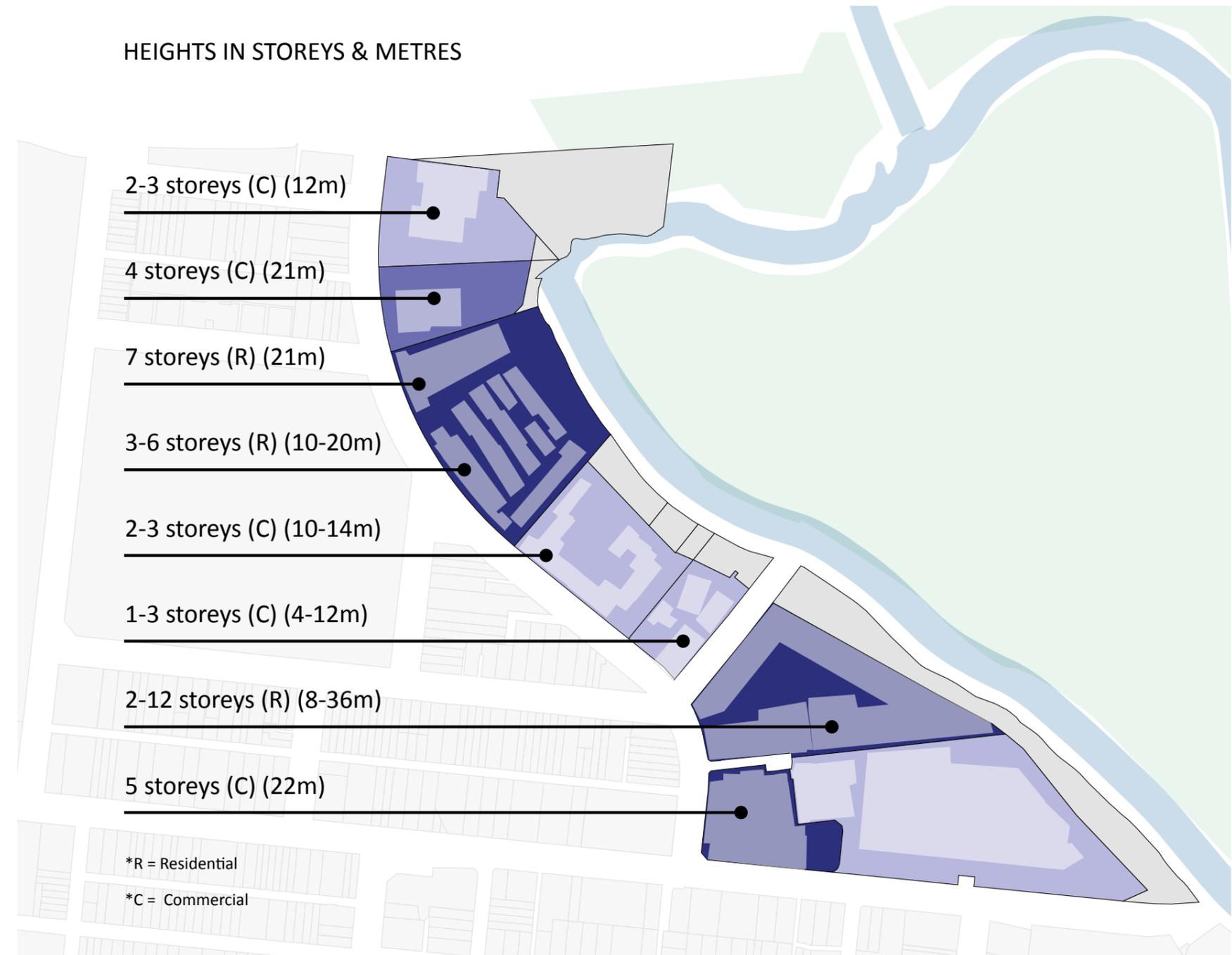


FIGURE 5: BUILDINGS HEIGHTS

2.2 HERITAGE BUILDINGS

VICTORIA PARK PRECINCT (HO 337)

Trenerry Estate

In 1878, Edwin Trenerry, a shareholder in a deep lead mining company, had a plan of subdivision prepared for all three Crown Portions. The design recalled the earlier Darling Gardens development at Clifton Hill, with Victoria Park intended as an ornamental garden square, surrounded by residential properties with 33' frontages to the park. By 1879 much of the land had been sold to David Abbott, with some lots sold to James and John Kelly in the next year. By 1885, all the lots had been sold, and development of many of them had begun. The railway line, linking Melbourne to Clifton Hill, was opened in 1901 following the reclamation by the government of 90 of the estate's house lots, six of which had already been built upon. The western ends of Turner, Truro, Abbott and Maugie Streets, west of the Heritage Overlay Area, are remnants of Trenerry's original subdivision before it was disrupted by the railway. Trenerry's vision of a garden square, as the centrepiece for the Campbellfield House subdivision, failed in one respect but succeeded in another. Instead of creating a landscaped park, the Council established quite a different park, Victoria Park, the long-term home of the Collingwood Football Club. Victoria Park is on the Victorian Heritage Register (refer Victorian Heritage Register Ref H0075).

Victoria Park

Collingwood Council purchased Victoria Park from the estate developers in 1878, for use as a recreational facility. From 1882, Victoria Park was being used as a cricket and football ground by the Capulet Cricket Club and Britannia junior football club, the predecessor of Collingwood Football Club. Collingwood Football Club, now a national sporting icon, was formed in June 1889 and admitted to the Victorian Football Association in 1892. The club developed the site throughout the 20th century.

Source: www.vhd.heritagecouncil.vic.gov.au

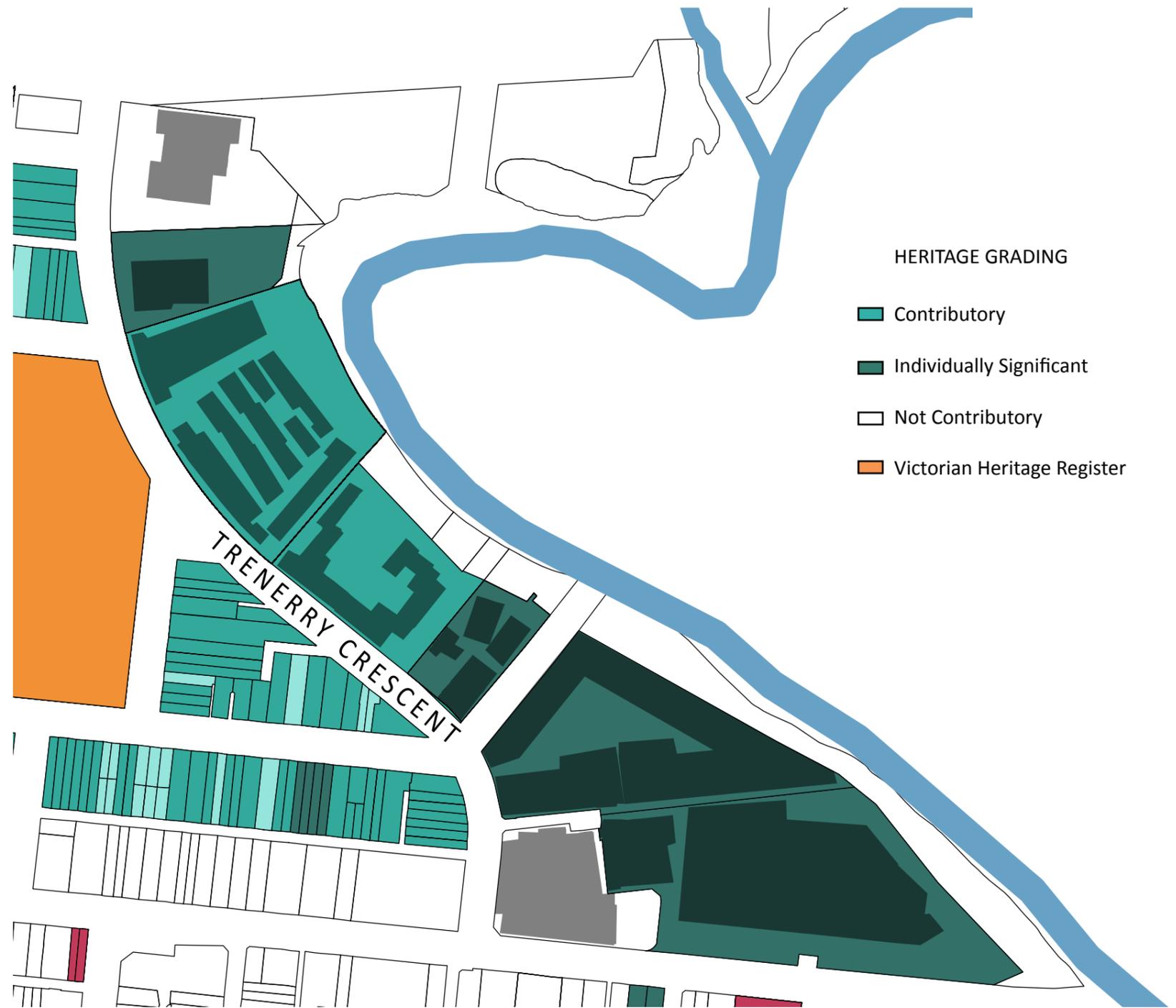


FIGURE 6: HERITAGE GRADINGS

2.3 RECENT DEVELOPMENT

The pattern of development that has occurred along Trenerry Cescent in recent years has been mainly due to the “patch-work” of Business Zones that existed, prior to the new Commercial Zones being introduced in 2013. There still exists a mix of Commercial 1 and Commercial 2 Zoned sites along the street, offering distinctly different development opportunities (Residential vs Commercial).

New residential (apartment) development has occurred where the zoning has allowed this to occur. There have been four major projects completed over the past ten years, one of which is an office building, with the most recent residential development still under construction this year (2015).

There has been one large office building constructed on the corner of Johnston Street and Trenerry Crescent which dominates the streetscape. As with all commercial buildings, the floor to floor heights are considerably higher in an office building and in this case, approximately 4.5 metres per level.



436-438 Johnston Street

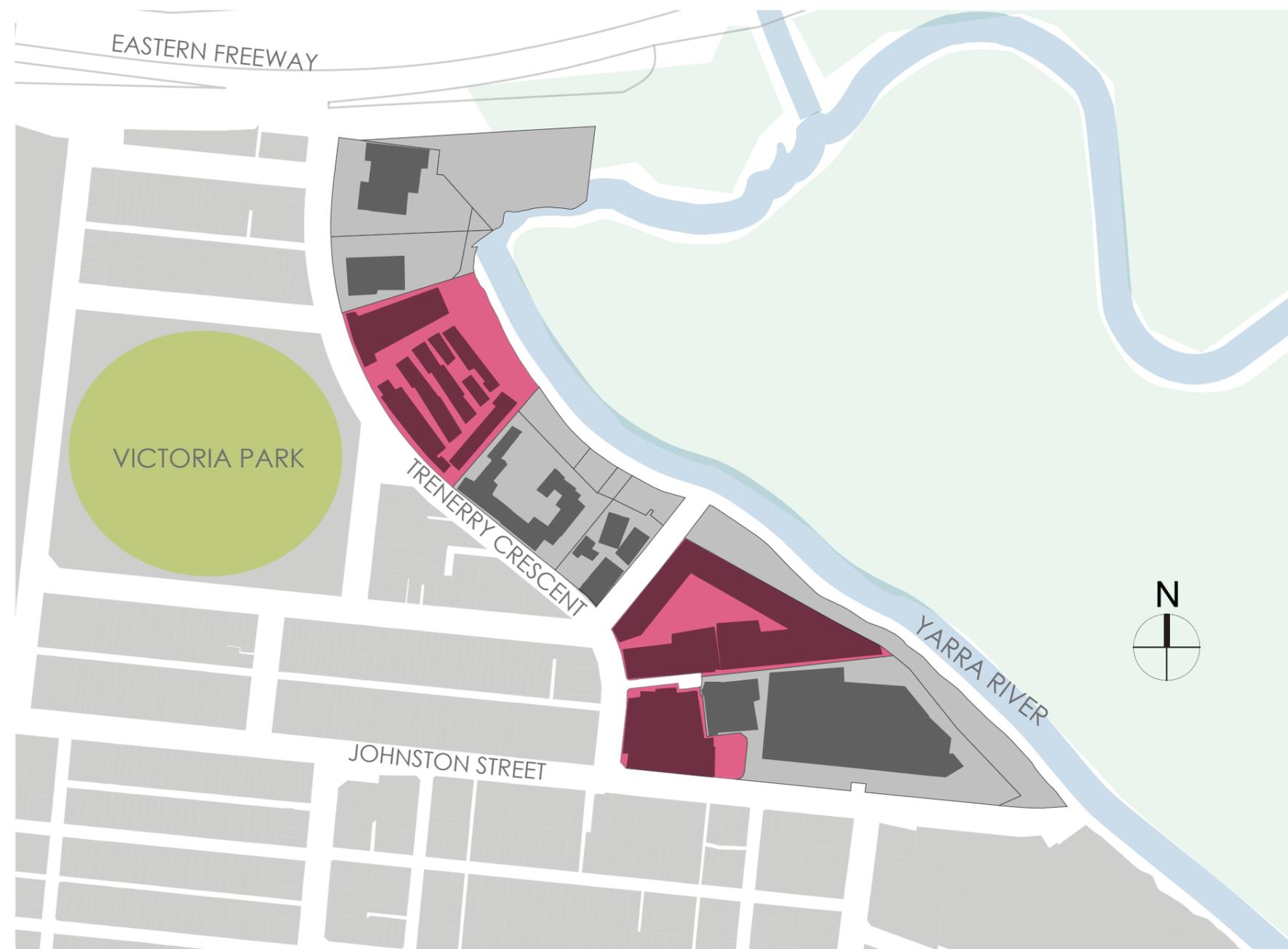


FIGURE 7: RECENTLY DEVELOPED PROPERTIES

2.4 REMAINING C2Z SITES

Until recently, there was a range of zones that applied along Trenerry Crescent which were consolidated when the new commercial zones were introduced in 2013.

There is now a mix of Commercial 1 and Commercial 2 Zone sites and as a result a mix of residential and non-residential uses. The river location is historically where industrial uses were located throughout the City of Yarra. As these industries have either ceased or relocated, sites present opportunities for either residential or commercial land use depending on their zoning. This location is well suited to future mixed use development that has convenient access to open space as well as close proximity to Victoria Park Station.



20 Trenerry Crescent



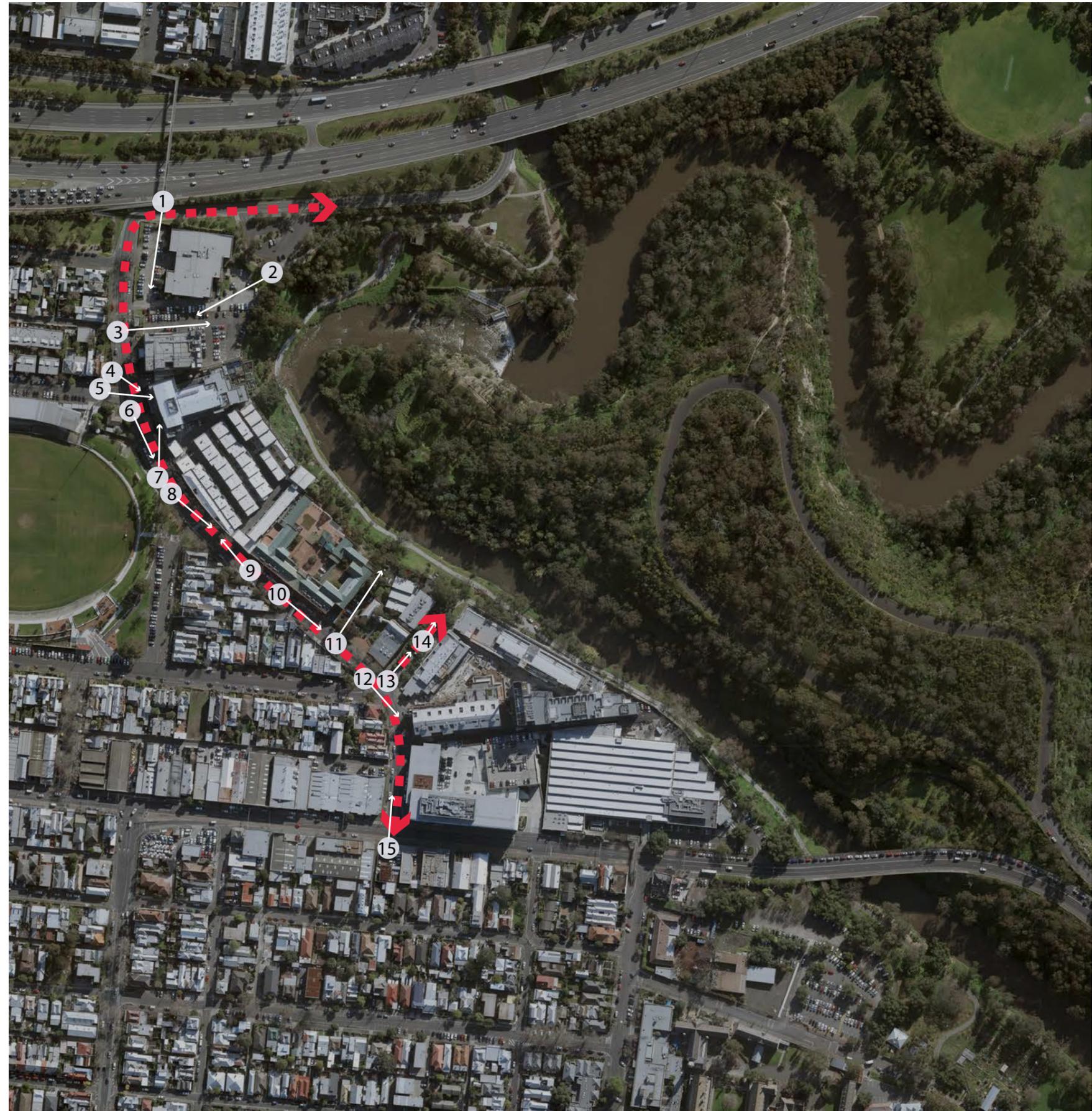
FIGURE 8: REMAINING C2Z PROPERTIES

2.5 VIEW LINES: TRENERRY CRESCENT

Trenerry Crescent is characterised by its former industrial character with robust industrial buildings and newer contemporary buildings lining the street. The presence of built form along Trenerry Crescent is off-set by street trees that dominate the streetscape, making Trenerry Crescent an attractive street for pedestrians, which is enhanced by the curvature of the street.

The presence of the Yarra River corridor is apparent only along certain sections of Trenerry Crescent, such as the northern end near Dights Falls, and at the intersection with Turner Street which provides one of the only access points to the river corridor along Trenerry Crescent.

The following set of street views illustrate the character of Trenerry Crescent and demonstrate the positive effect that landscaping (street trees) have on the street environment, disguising the presence of taller buildings.





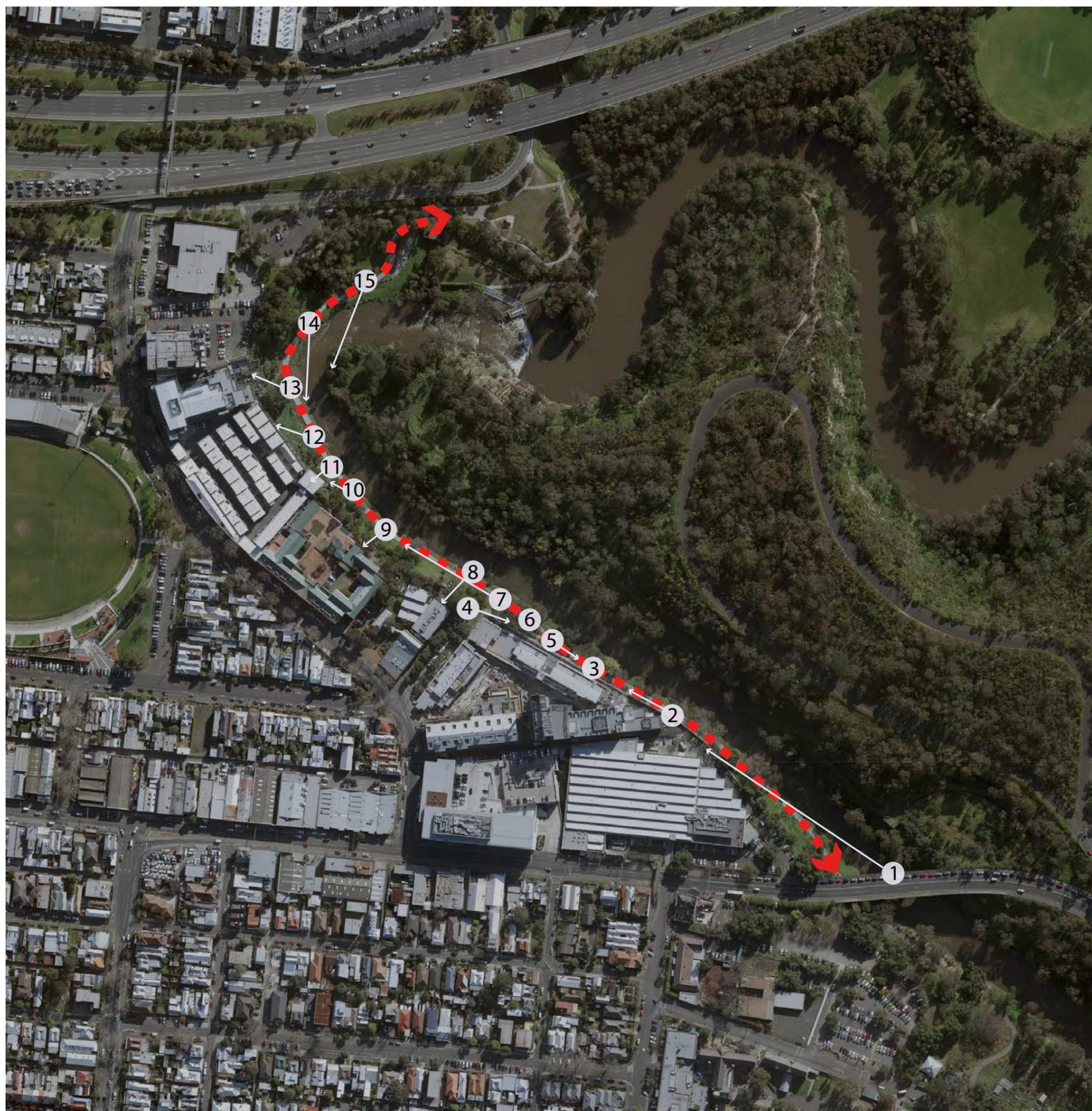
2.6 VIEW LINES: RIVER CORRIDOR

The river corridor is generally dominated by tree canopy along its banks and the Capital City Trail provides an enjoyable experience of the river corridor environment for the public.

The presence of a high retaining wall towards Johnston Street provides a hard edge along the embankment which also preforms the role of a flood prevention measure for a number of properties fronting the river corridor. This has allowed buildings to be “pushed” towards the property boundary and in some cases beyond current recommended setbacks outlined in DDO1 - Yarra River Corridor.

The curvature of the river and changing landscape (including the presence of built form elements that date back to the early 1900s) gives way to variation and provides an interesting experience for users of the river corridor that provides glimpses of its industrial past.

A limited number of buildings tend to dominate the river corridor, closer to Dights Falls, but their presence is legacy of the industrial past of Trenerry Crescent.





3.0 BUILT FORM AND PUBLIC REALM OPPORTUNITIES

3.1 PHYSICAL ELEMENTS

Trenerry Crescent is comprised of a number of physical elements that include the following:

1. The interface with the Yarra River corridor
2. The Capital City Trail which is a well utilised cycling & pedestrian path along the banks of the Yarra River corridor
3. The river banks which vary in width and slope at the rear of properties
4. The crest line which is defined as the top of the bank and in some locations has an artificial concrete retaining wall that protects properties from flooding
5. The existing built form which is comprised of a mix of older (heritage) buildings and newer contemporary buildings
6. The street wall facade along Trenerry Crescent
7. The tree-lined streetscape which consists of existing plane trees that disguise the impact or effect of buildings along Trenerry Crescent



LEGEND

- | | | | |
|---|---|---|---|
|  | 1. Yarra River Corridor |  | 5. Current Built Form |
|  | 2. Capital City Trail / Public Access |  | 6. Street Wall - Trenerry Crescent |
|  | 3. River Bank |  | 7. Streetscape Elements |
|  | 4. Crest Line (Current DDO1 point of reference) |  | 8. Access to Capital City Trail (Turner Street) |

FIGURE 9: PHYSICAL ELEMENTS (INTERFACES)

3.2 BUILT FORM OPPORTUNITIES

Trenerry Crescent has experienced some new development in recent years and some sites still have the potential for new development. Those remaining opportunities should be carefully planned for to ensure that (a) built form is not established too close to the river corridor; and (b) that any opportunities for view lines to the river corridor or pedestrian links are preserved before those opportunities are lost.

Figure 10 illustrates existing view lines in relation to future built form opportunities. The remaining opportunities are found at the northern end of Trenerry Crescent and immediately north of Turner Street. The spaces in between existing buildings should be maintained to ensure that view lines to the river corridor are also maintained.

The opportunity exists to establish a more formalised pedestrian link between the two northern-most buildings on Trenerry Crescent through to the river and Capital City Trail.



FIGURE 10: OPPORTUNITIES FOR DEVELOPMENT AND EXISTING VIEW LINES



FIGURE 11: DEVELOPMENT OPPORTUNITIES AND PRINCIPLES

GENERAL PRINCIPLES

- > Rear setback to comply with existing or proposed DDO1
- > Street interface to generally comply with existing heights that range from 3-5 storeys
- > Upper levels to 6-8 storeys for remaining properties, depending on context and location
- > Respond to heritage fabric appropriately (in accordance with existing heritage policies)

BUILDING HEIGHT & SET-BACKS (In accordance with DDO1 - River Corridor):

- Introduce minimum mandatory setback and maximum height of 11m
- Increased height with respect to mandatory height and setback requirements
- Opportunity for taller built form (upper levels set back)
- Consistent Street Wall Facade (Generally 3-4 storeys)

OPPORTUNITIES:

1. Locate new buildings closer to property boundary and introduce landscaping to reinforce entry to Trenerry Crescent
2. Maintain and formalise through link and visual connection to Capital City Trail (in consultation with property owner)
3. Investigate options to restore/introduce native vegetation to “soften” impact of new built form along the embankment
4. Maintain visual connection to river corridor (Break in street wall facade allows views to corridor)
5. Enhance pedestrian connection (public realm) through to Capital City Trail





4.0 Built Form Analysis

- > Heights
- > Setbacks
- > Links
- > View Lines

4.1 Street Profile

Trenerry Crescent has an established street wall height that varies between 1 to 5 storeys (5-20m) and this includes a mix of commercial and residential building types. Rather than being a negative aspect, the variation in height provides visual interest against the backdrop of the river corridor, street trees and the curvi-linear character of Trenerry Crescent.

Taller built form is generally obscured from view when walking along Trenerry Crescent and is only visible from certain vantage points. The tallest building element along Trenerry Crescent (12 storeys) is achieved through the drop in topography and by locating this part of the building deep within a larger site.

Street Wall Heights & Upper Levels



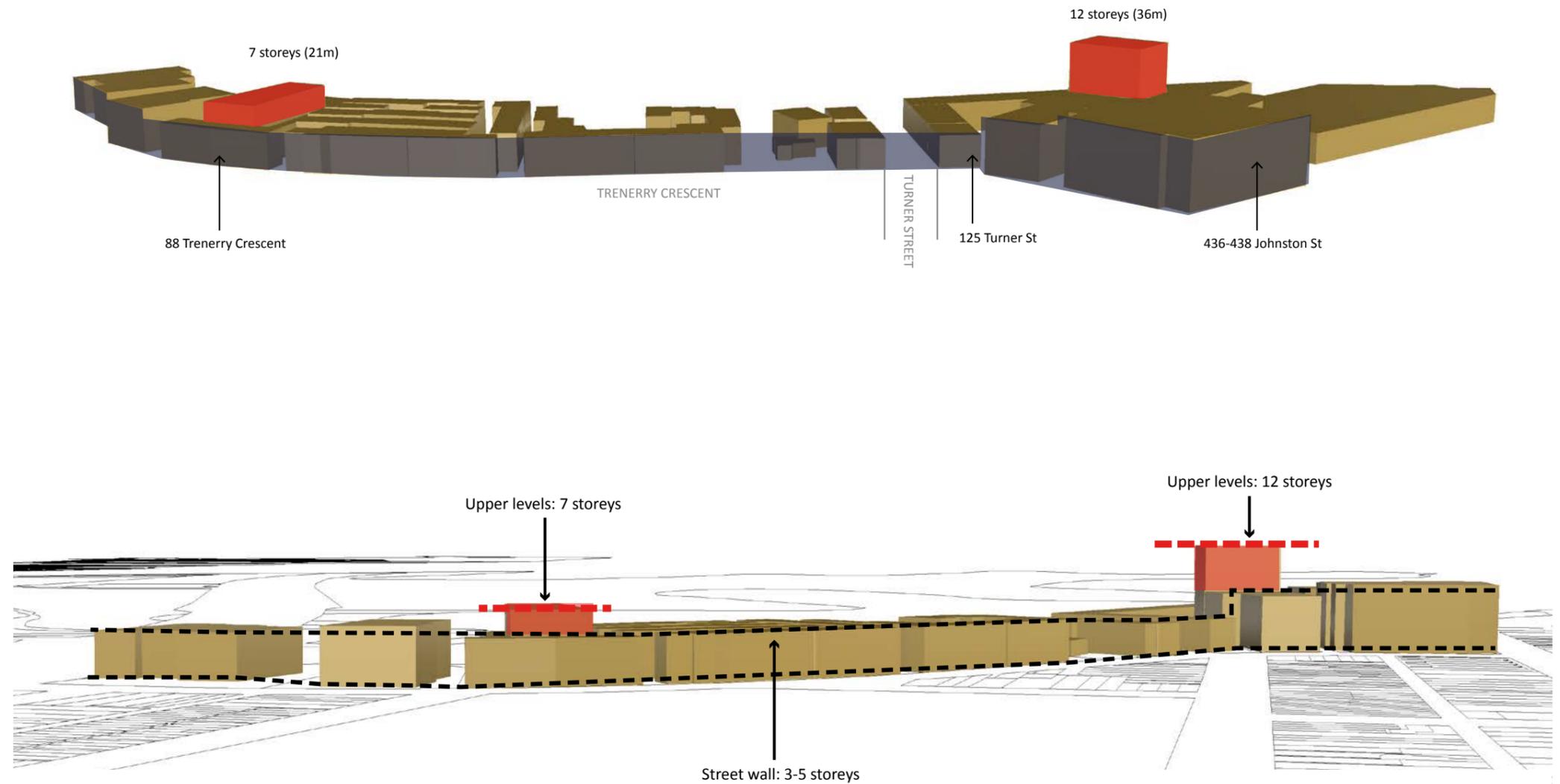
Streetscape Panorama

4.2 Taller Building Elements

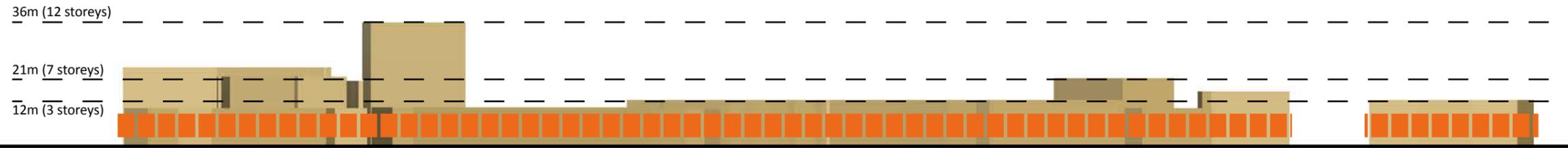
Generally, new built form is in keeping with the scale of pre-existing heritage buildings. The size and context of some sites allows for taller built form set back from the streetscape. The street wall is the most dominant feature of the streetscape and is complemented by the presence of street trees. These features ensure that taller development is not overbearing to the street environment.



Street Wall Facade and Taller Built Form



4.3 Heights In Elevation (East)



BUILDING HEIGHTS

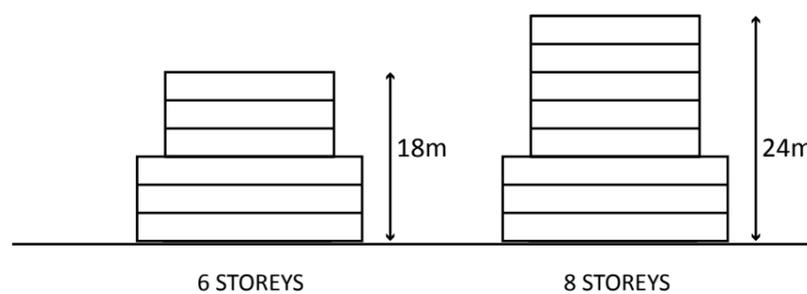
Building heights vary along Trenerry Crescent and the number of storeys does not always indicate the true height of a building in metres.

Ex-industrial buildings and current commercial buildings have considerably higher floor to floor heights than contemporary residential buildings.

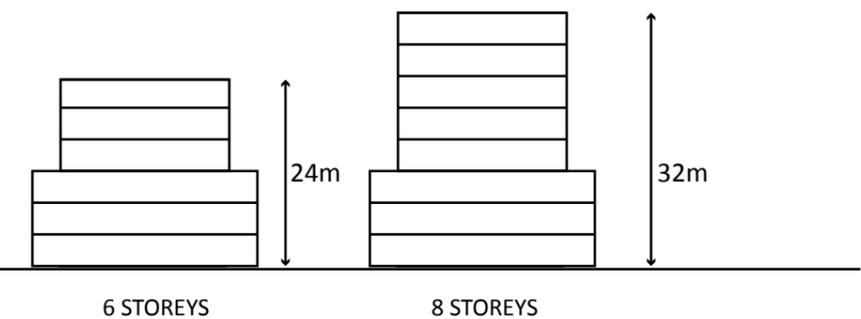
As a rule, residential buildings have floor to floor heights of approx. 3m.

Commercial buildings have floor to floor heights of approx. 4m and sometimes 4.5m at ground floor level.

RESIDENTIAL BUILDING HEIGHT



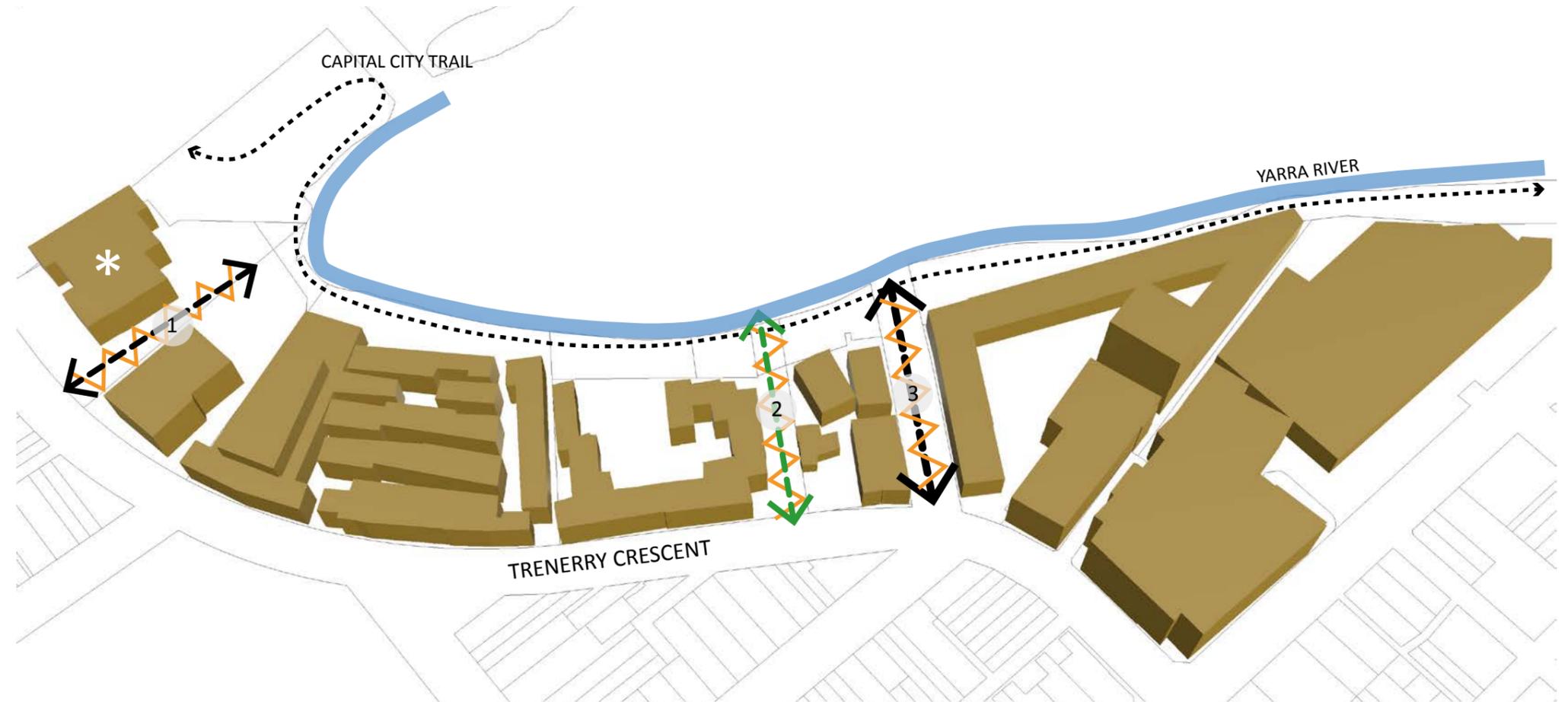
COMMERCIAL BUILDING HEIGHT



4.4 Building Spacing

Gaps between the existing buildings provide view-lines and also physical access to the river corridor. Opportunities to retain and enhance these view lines should be explored so that new development enhances either views or links to the corridor.

There are limited opportunities for development remaining, however, the northern most property on Trenerry Crescent provides an opportunity to enhance access to the river corridor as well as reinforcing the built form edge of Trenerry Crescent.



1. Formalise pedestrian link through site (potentially through open space contribution)



2. Maintain visual link through appropriate spacing of built form

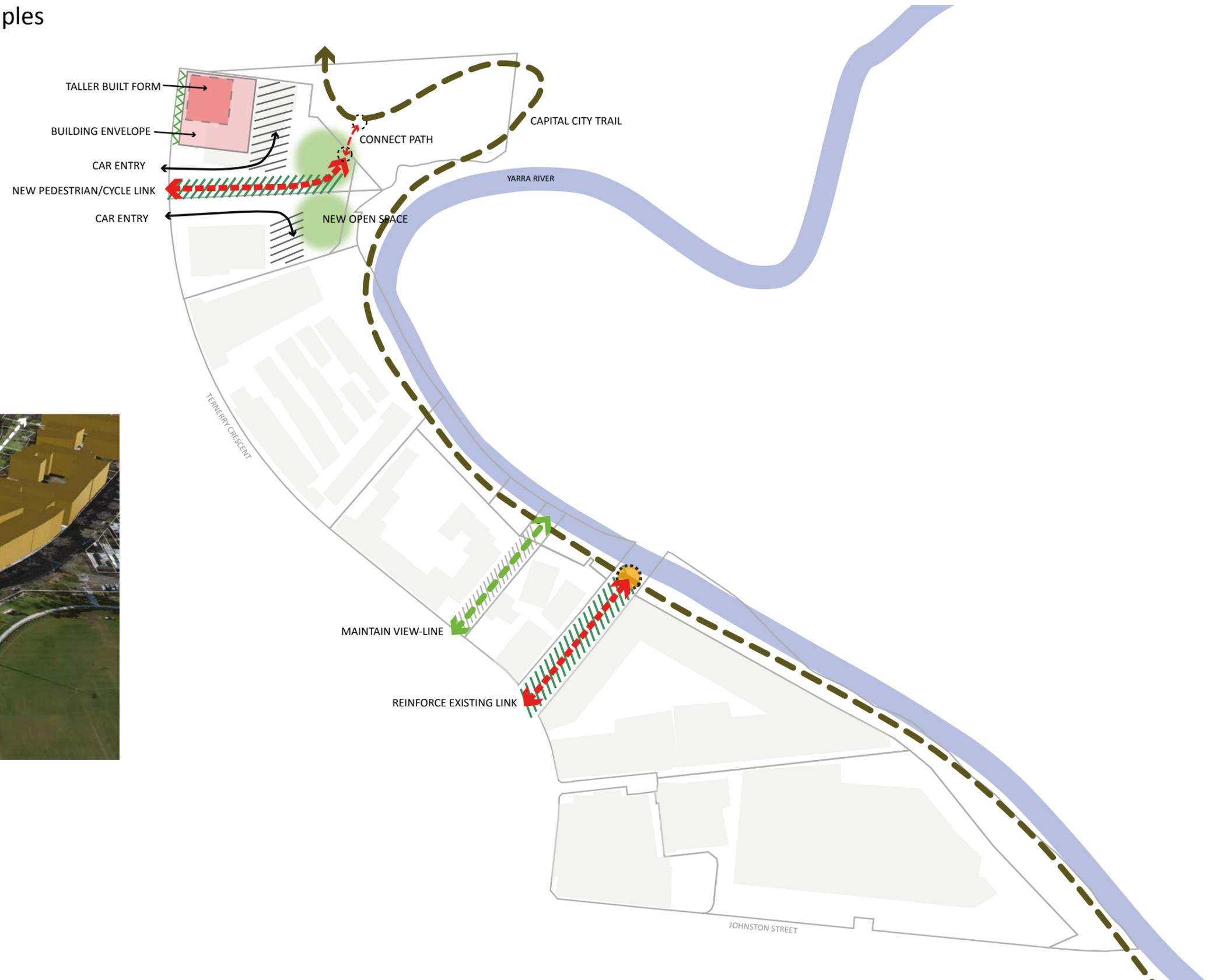


3. Enhance existing link to Capital City Trail through public realm improvements

4.5 Development Guidelines and Principles

New development will be required to comply with the requirements of Design Development Overlay (DDO1) which will be the subject of a future planning scheme amendment to introduce (potentially) mandatory built form controls along the Yarra River corridor. This is considered to be the most important element to consider for new development, in terms of its interface with the Yarra River corridor.

Taller built form should be located towards the western interface with Trenerry Crescent and this is outlined in more detail in the Yarra River Corridor Strategy, which was endorsed as the reference document that will underpin future planning scheme changes.



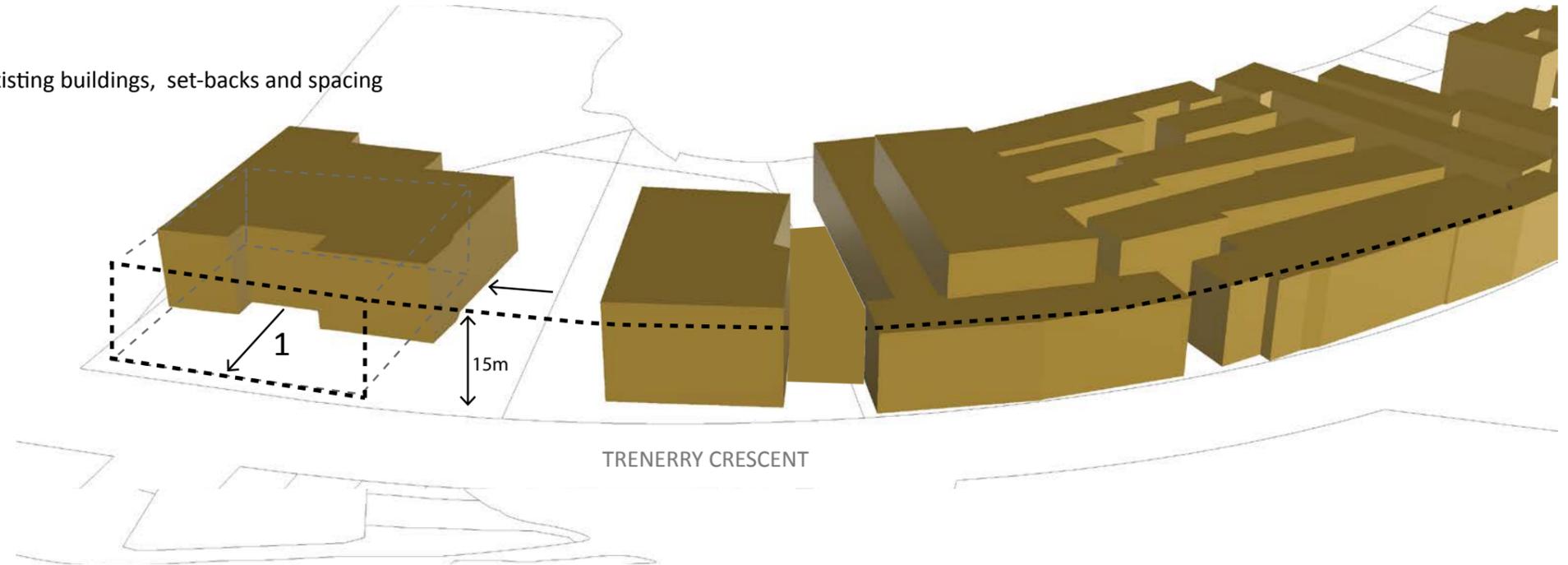
4.6 Development Guidelines: 126-142 Trenerry Crescent

The potential exists for a formalised pedestrian/cycle link through the property(s) at the northern end of Trenerry Crescent to connect with the Capital City Trail and Yarra River corridor.

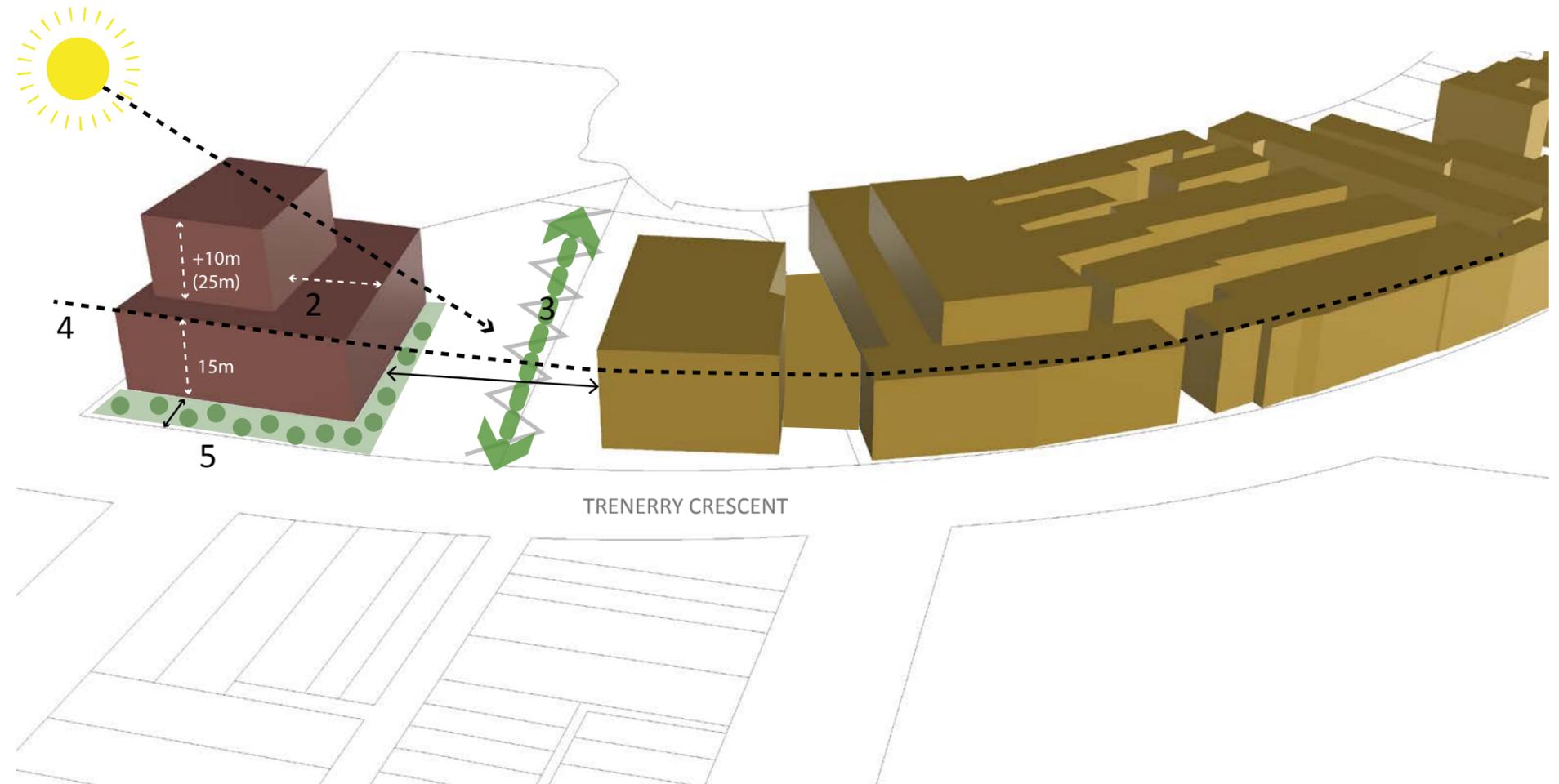
New development at 126-142 Trenerry Crescent should have regard to the following design principles:

1. Locate new built form towards the north-west corner of the property to increase the space on site for a potential through link for pedestrians and cyclists.
2. Taller built form should also be located (pushed) towards the north-west corner of the site to avoid overshadowing of the public realm on the site, to create a prominent corner building.
3. Consideration of existing car parking and access arrangements to allow sufficient space for car access whilst enabling a shared path that runs in line with the property boundaries.
4. Provide a podium (street wall facade) with a maximum height of 15m to remain consistent with height of neighbouring property
5. Provide a minimal front set-back (5m) for landscaping as this location is not necessarily suitable for a hard edge to the streetscape. The existing building is currently set back substantially from the western property boundary.

1. Existing buildings, set-backs and spacing

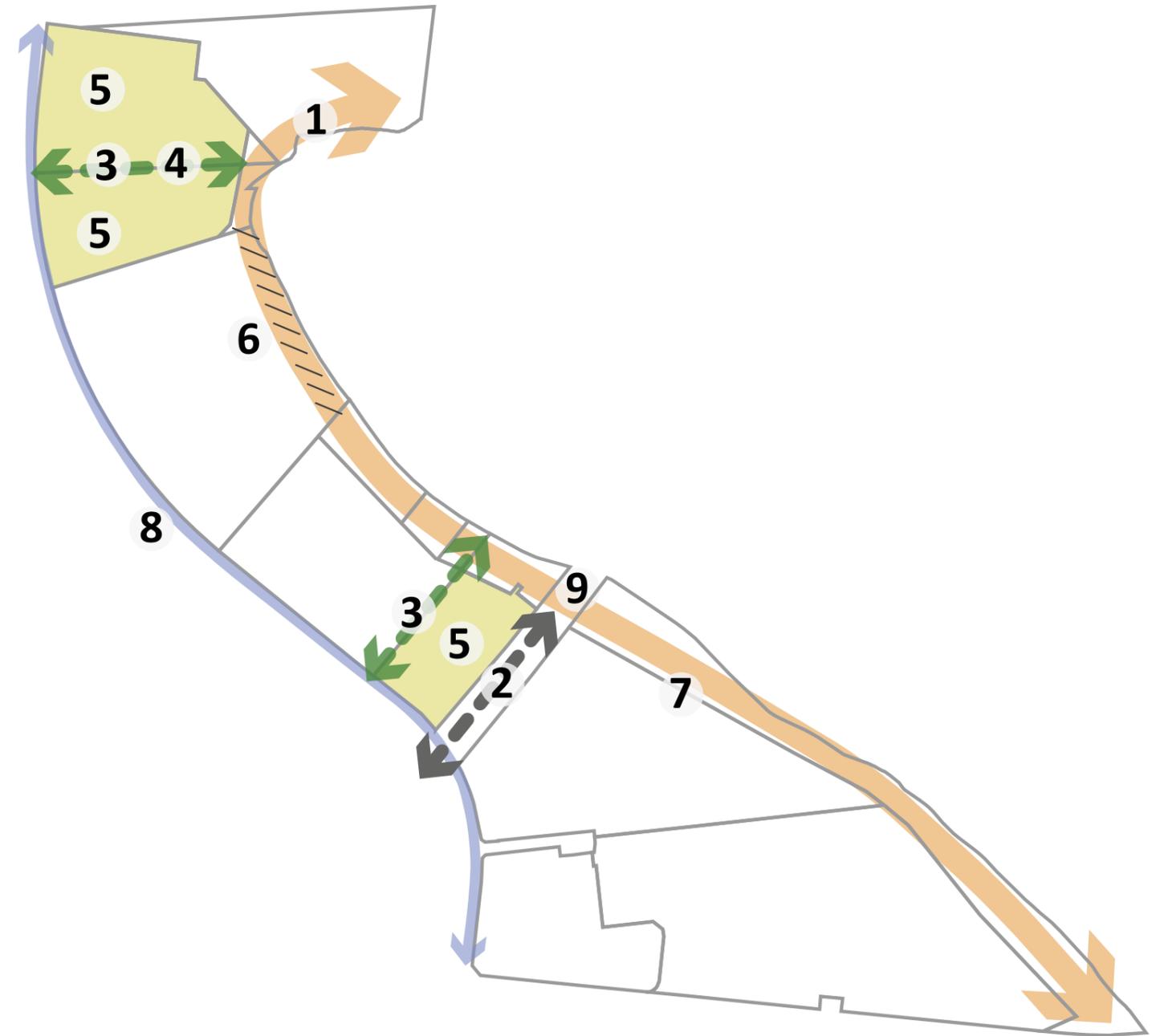


2. New built form with increased space for pedestrian and cyclist movement



5.0 CONCLUSION AND RECOMMENDATIONS

1. Investigate the current zoning along the Yarra River corridor interface and undertake a planning scheme amendment to rezone appropriate properties as Public Park and Recreation Zone (PPRZ).
2. Investigate opportunities to enhance the public realm along Turner Street and to improve the existing physical links to the Capital City Trail.
3. Maintain/preserve visual connections to the river corridor (spaces between buildings).
4. Investigate opportunities to create a new pedestrian link that connects from Trenerry Crescent to the Capital City Trail as part of an open space contribution.
5. Rezone the remaining C2Z properties along Trenerry Crescent (not Johnston Street) to facilitate Mixed Use opportunities that respect the river corridor and contribute to the enhancement of the public realm and pedestrian/cycle connections.
6. Investigate options to restore indigenous vegetation along the banks of the Yarra River to “soften” the impact of built form along the embankment.
7. Introduce urban art or landscaping (green wall) measures to improve the physical interface with built structures (retaining wall) along the river corridor.
8. Reinforce the heritage features of the streetscape along Trenerry Crescent with consistent setbacks and street facade heights (consistent with the existing built form).
9. Introduce way-finding signage as part of a broader way-finding project/strategy.





Artists Impression - New Pedestrian/Cycle Link