Appendix B

Johnston Street Local Area Plan

Built Form Analysis and Recommendations

[December 2015]

CITY OF YaRRA

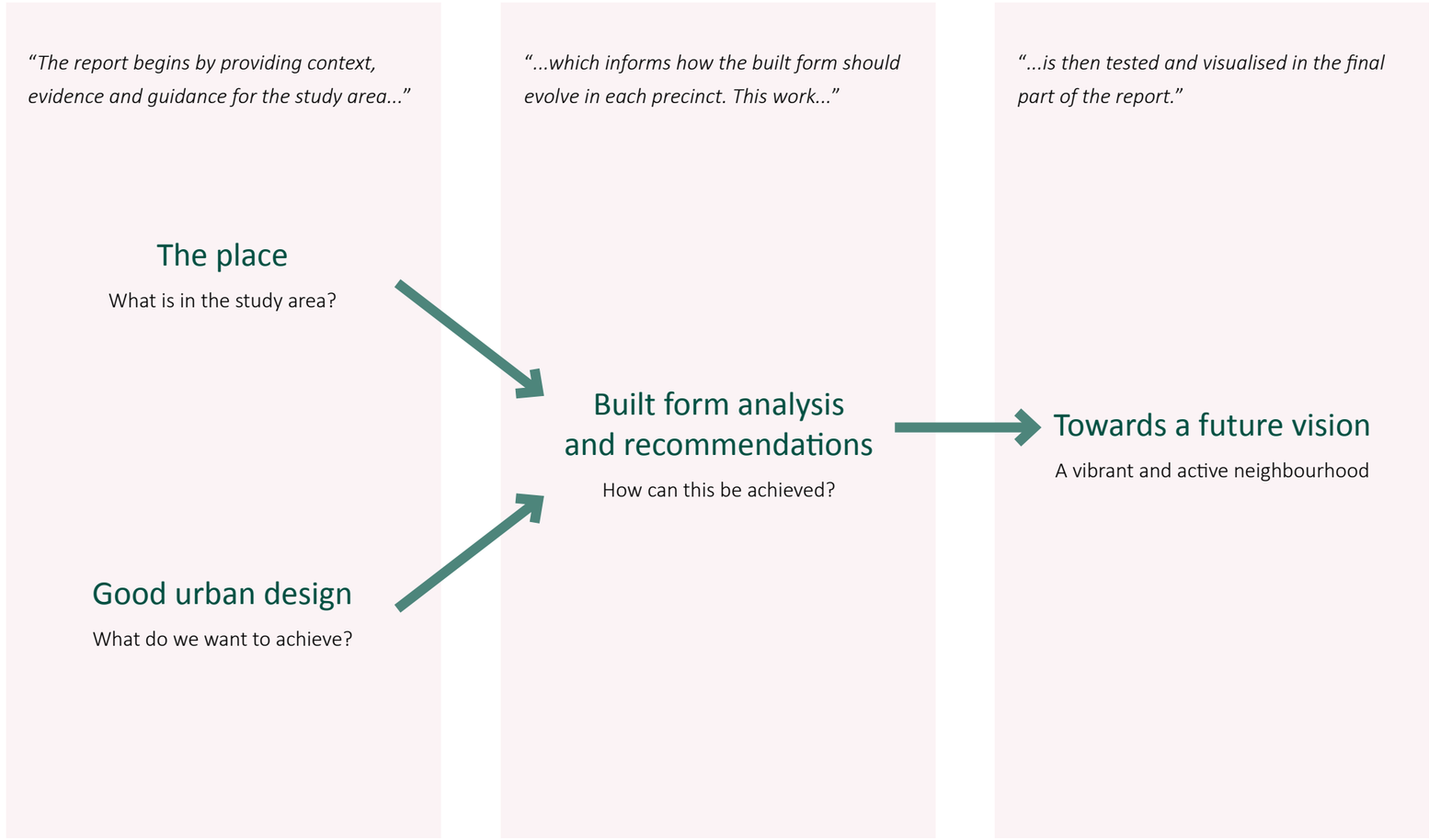
Contents

Introduction

This report is a supporting document for the Johnston Street Local Area Plan. It provides background information on the built form of Johnston Street, documents the analysis behind the built form recommendations and provides a justification for the recommendations contained in the Local Area Plan.

Johnston Street is a neighbourhood activity centre with a traditional strip form. The study area extends across the suburbs of Abbotsford and Collingwood from Smith Street eastwards to the Yarra River.

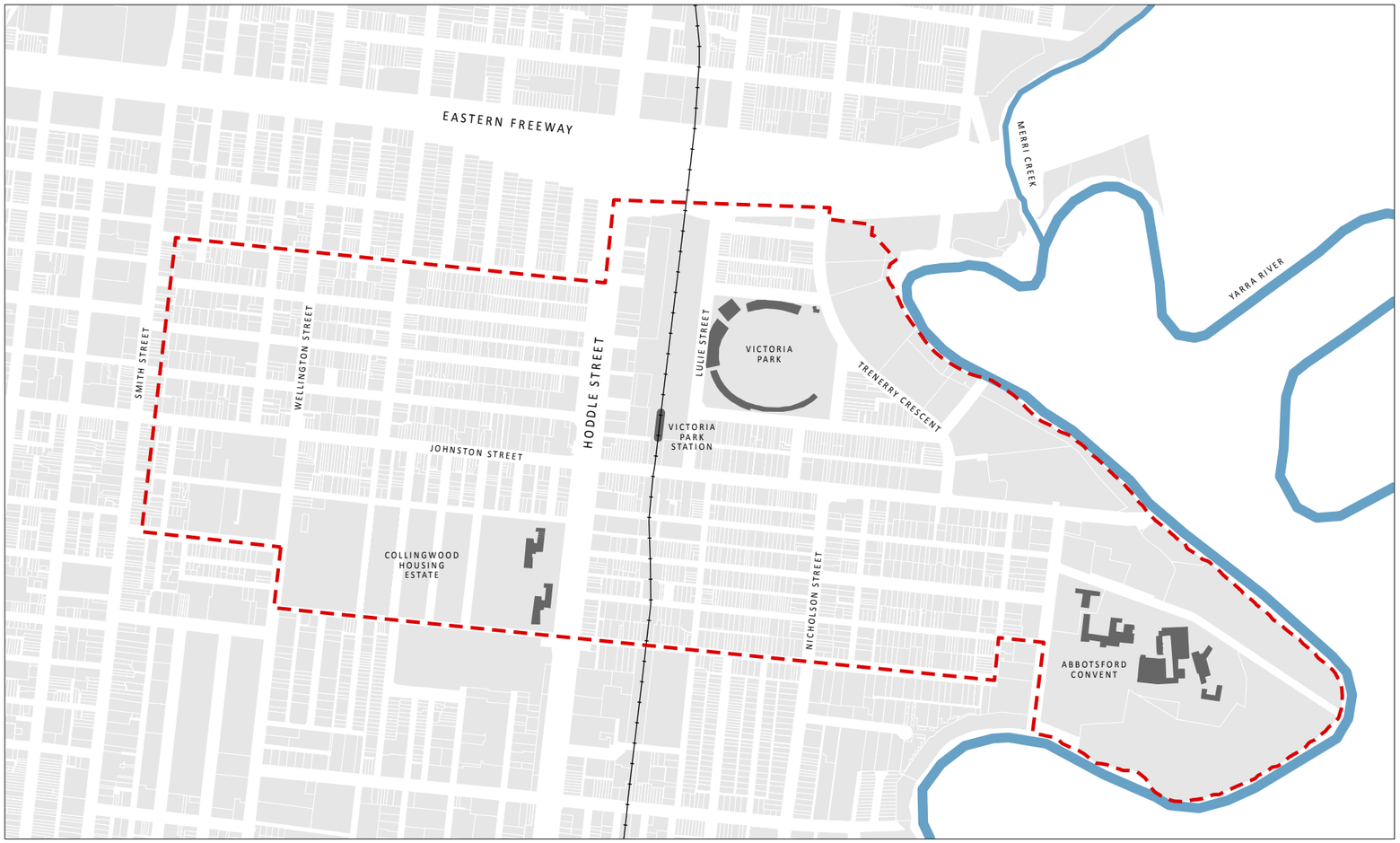
The report begins by providing context, evidence and guidance which informs how the built form in each precinct should evolve. This work is then visualised in the final part of the report. This sequence is shown on the diagram opposite.



1 The Place

The existing conditions of the study area which influence the built form for Johnston Street are described in this section. Following each description the implications for the future built form are highlighted. This section covers:

— Topography
— Building typology
— Subdivision pattern and lot size
— Building heights
— Heritage
— Recent planning applications and permits
— Built form character precincts
— Johnston Street precincts



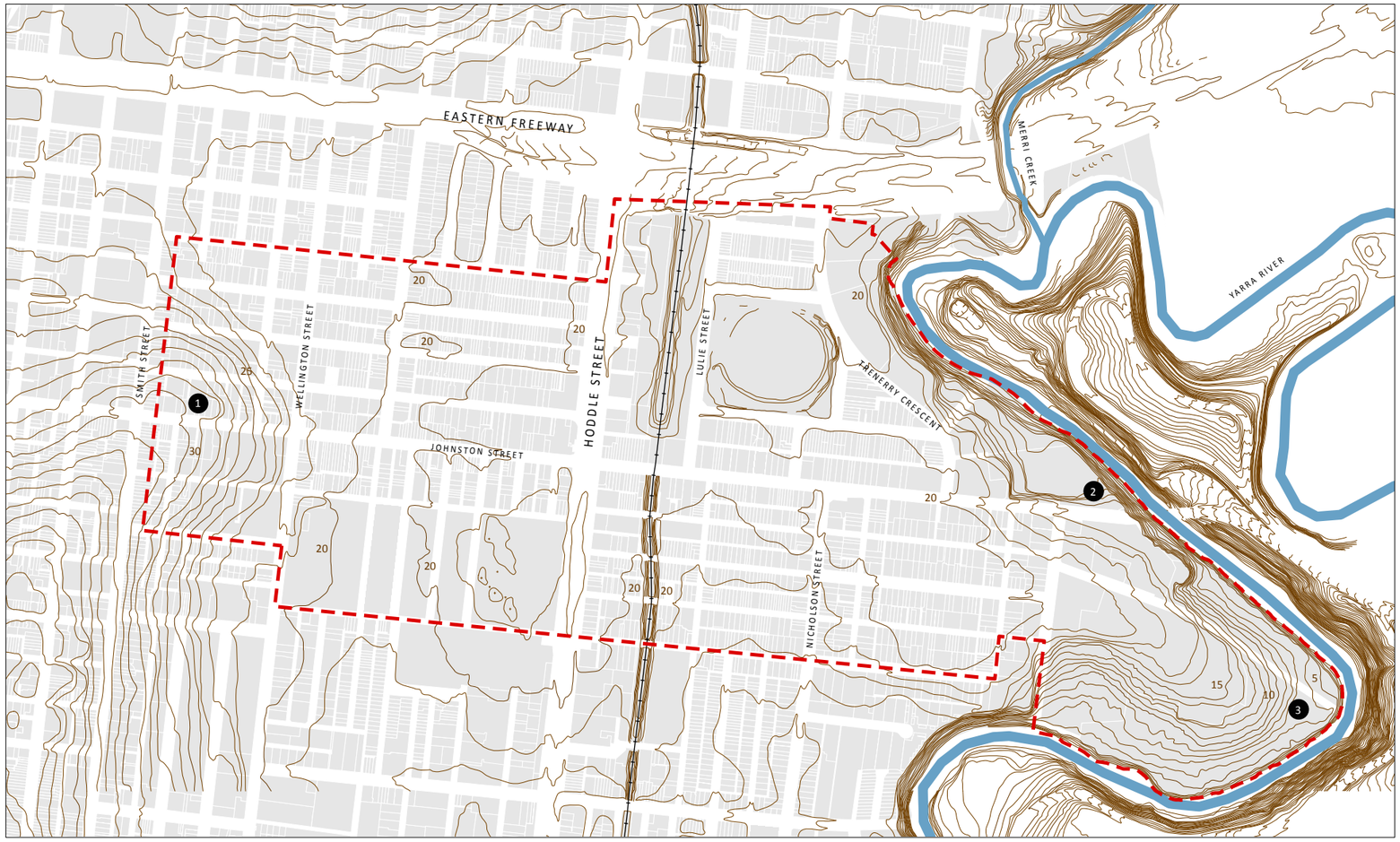
1.1 Topography

The topography of the study area is predominately flat. The two significant topographic features are the ‘Collingwood Slope’ directly east of Smith Street and the escarpment to the Yarra River. Between Wellington Street and Trenerry Crescent the area is generally flat.

The escarpment edge to the Yarra River becomes a gentler slope within the grounds of the Collingwood Children’s Farm and the Abbotsford Convent. To the north of Johnston Street, buildings are generally setback behind the river escarpment.

The ‘Collingwood Slope’ provides views to the east particularly along the east-west streets, including Johnston Street.

Built form implications
Respect for the Yarra River corridor and the opportunity of views from the Collingwood Slope are important considerations.



Topographic features

1. Collingwood slope
2. Yarra River escarpment
3. Collingwood Children’s Farm and Abbotsford Convent

0 100 200 500m

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1.2 Building typology

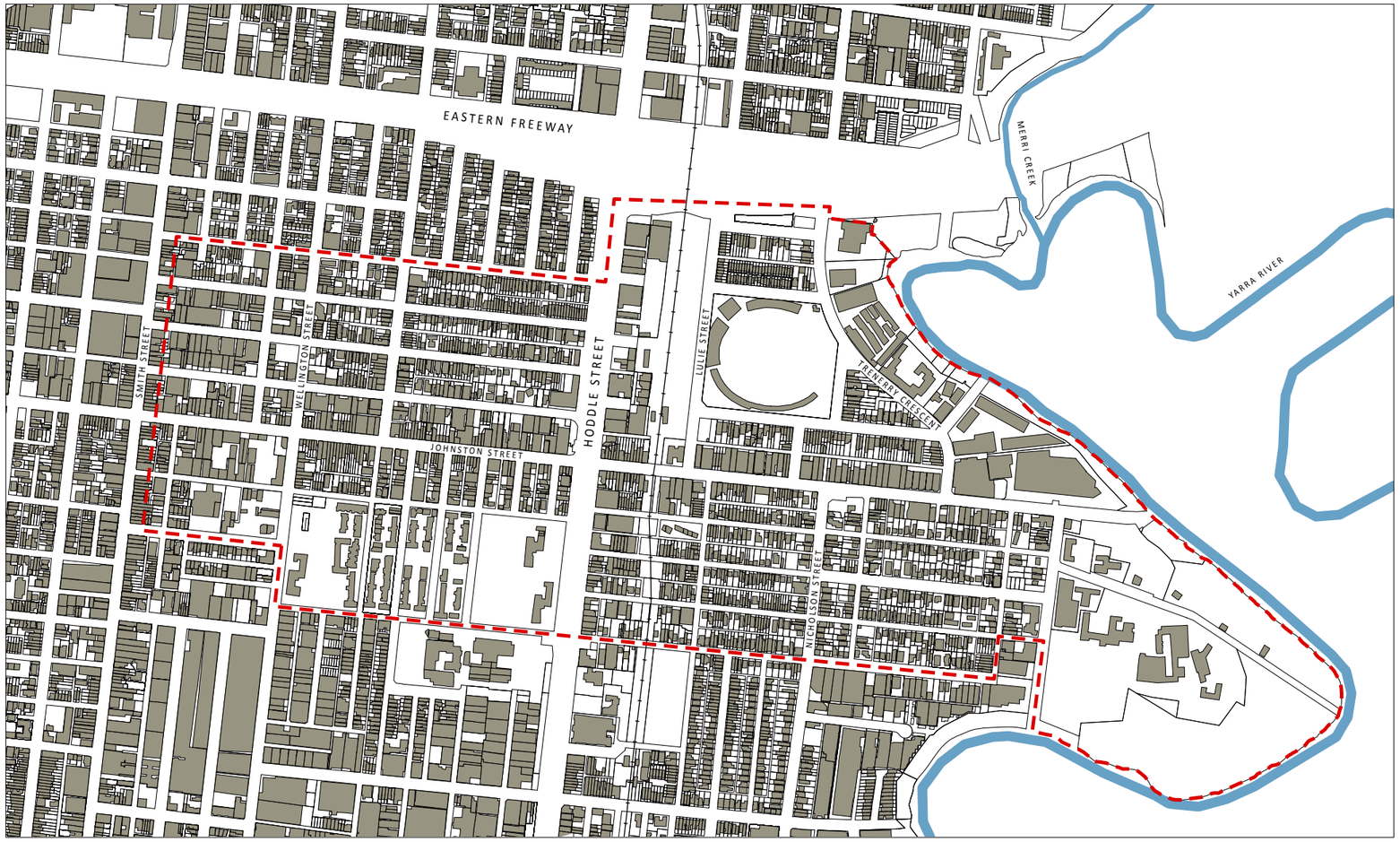
The building footprint plan shows the range of building typologies within the study area including:

1. The traditional strip shops lining Johnston Street.
2. The fine grained terrace and cottage housing areas.
3. The urban industrial and former industrial areas.
4. The freestanding towers of the Collingwood Housing Estate.
5. The freestanding buildings of the Abbotsford Convent.

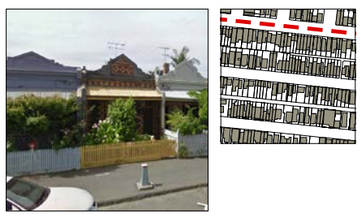
The built form character of these areas is further described in section 3.

Built form implications

Understanding of the existing building typologies gives an indication of the future built form. In general, fine grain residential areas will see less change and intensification in contrast to the coarser grained areas.



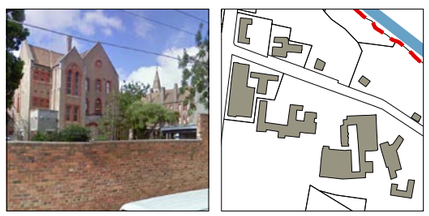
1. Traditional strip shops lining Johnson Street.



2. Fine grained terrace and cottage housing areas.

3. Urban industrial and former industrial areas.

4. Freestanding towers of the Collingwood Housing Estate.



5. Freestanding buildings of the Abbotsford Convent.

1.3 Subdivision pattern and lot size

The area has a mixed subdivision pattern which allows for a variety of building types. The subdivision pattern typically has an elongated street grid pattern which maximises north-south lots. The exception to this pattern is the area south of Johnston Street and west of Hoddle Street where the lots are oriented east-west.

Lots have been classified into sizes as shown on the plan opposite and described below:

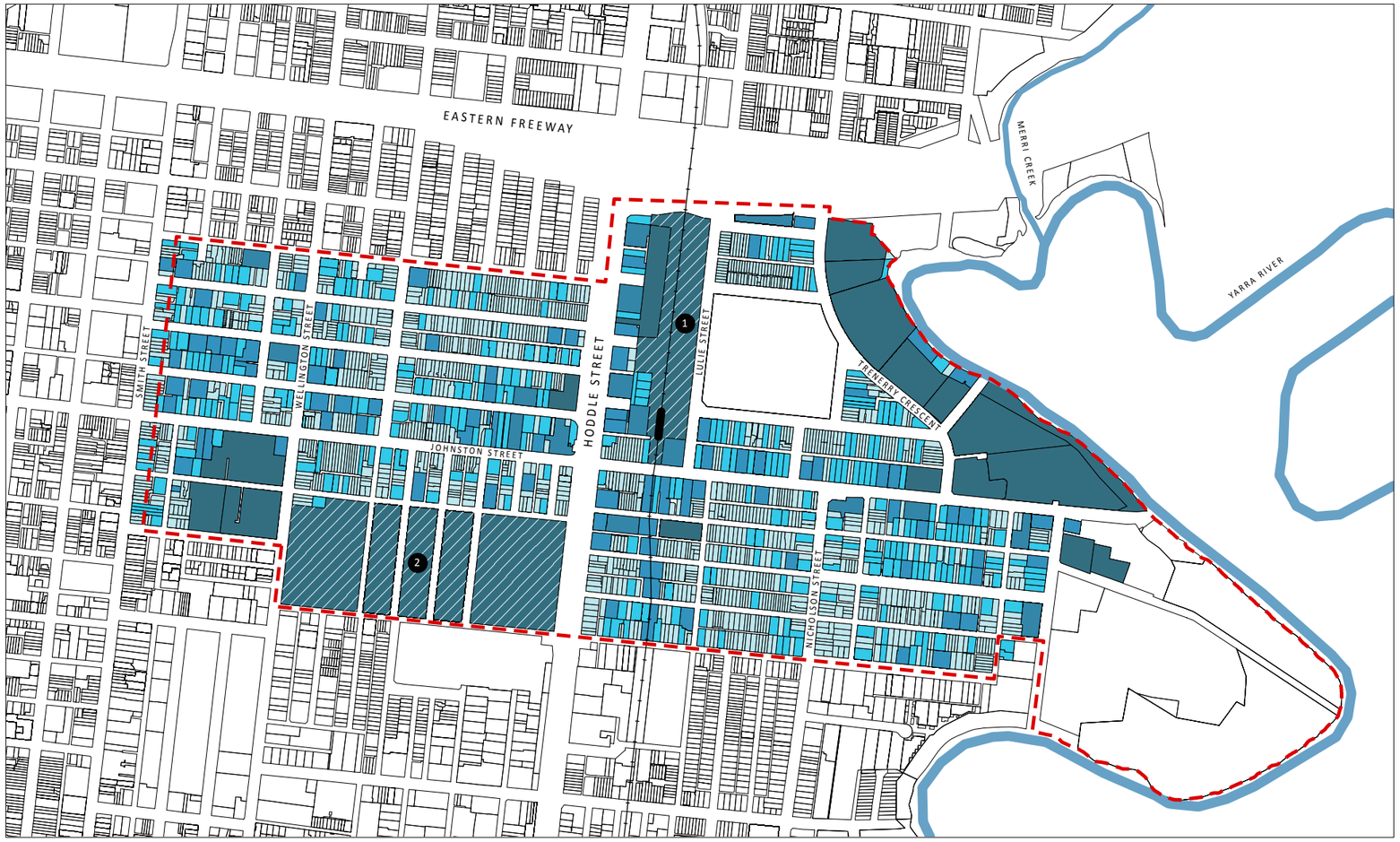
— Fine grained housing areas and shopfront sites.
  – 0-300 square metres
  – 300-600 square metres
— Medium grain and larger sites.
  – 600-1200 square metres
  – 1200-2000+ square metres

The City of Yarra Planning Scheme identifies two existing strategic redevelopment sites:

— The VicTrack land to the north of Victoria Park Station.
— The Collingwood Housing Estate

Built form implications
Few of the larger sites are located along Johnston Street with concentrations to the north of Victoria Park Station and along the Yarra River. In general, medium sized sites are located; north of Johnston Street to the west of Hoddle Street, on both sides of Johnston Street east of the rail line and to the north along Hoddle Street.

Larger lots are often more able to accommodate changing built form as the off-site impacts can be minimised and managed.

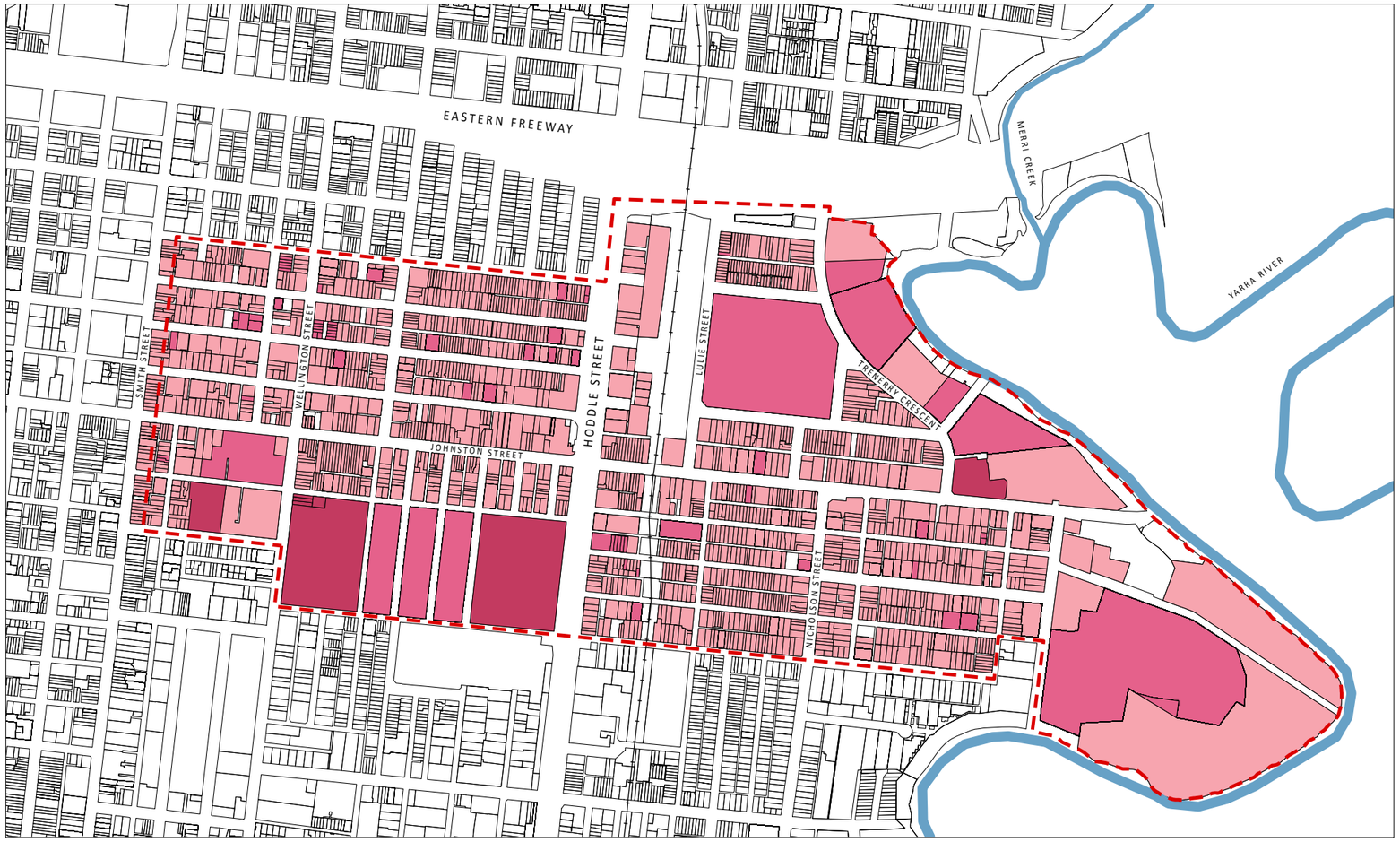


1.4 Building heights

The study area is generally low rise (1-2 storeys) with taller built form on larger sites. Areas of taller development include Trenerry Crescent (3-8 storeys) and the Collingwood Housing Estate (approximately 20 storeys). The taller developments provide landmarks to the surrounding area.

The Johnston Street frontages are generally 1-2 storey Victorian and Edwardian and later 20th century buildings. Two storey 19th century buildings are usually the equivalent of three contemporary storeys. The eastern end of Johnston Street has a greater concentration of early to mid-twentieth century single storey warehouse or workshop buildings.

Built form implications
Sections of Johnston Street have a consistency in the building height to the west of Hoddle Street. The eastern end is often under scaled in height relative to the street space, where future redevelopment may contribute to a more attractive street space. In general, fine grain residential areas will see less change in building height.

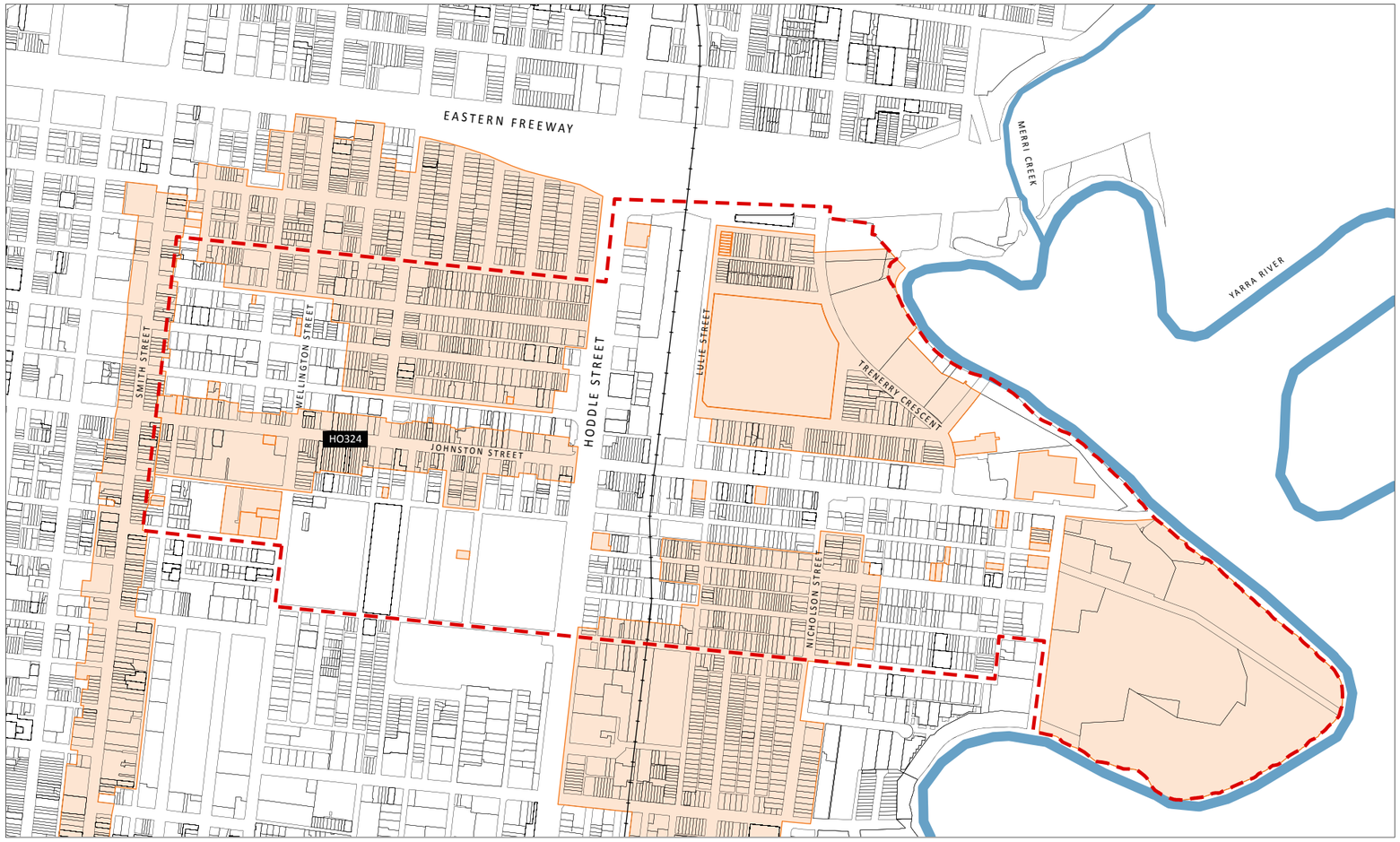


1.5 Heritage

Existing heritage areas are protected through an overlay in the Yarra Planning Scheme. Within the overlay, buildings are graded as shown on page 9.

Heritage Overlays

There are a number of heritage overlays within the study area, with the majority in areas that are less likely to see significant future change. *HO324 – Johnston Street Precinct* will influence the character of development along Johnston Street between Smith and Hoddle Street.



Heritage Grading

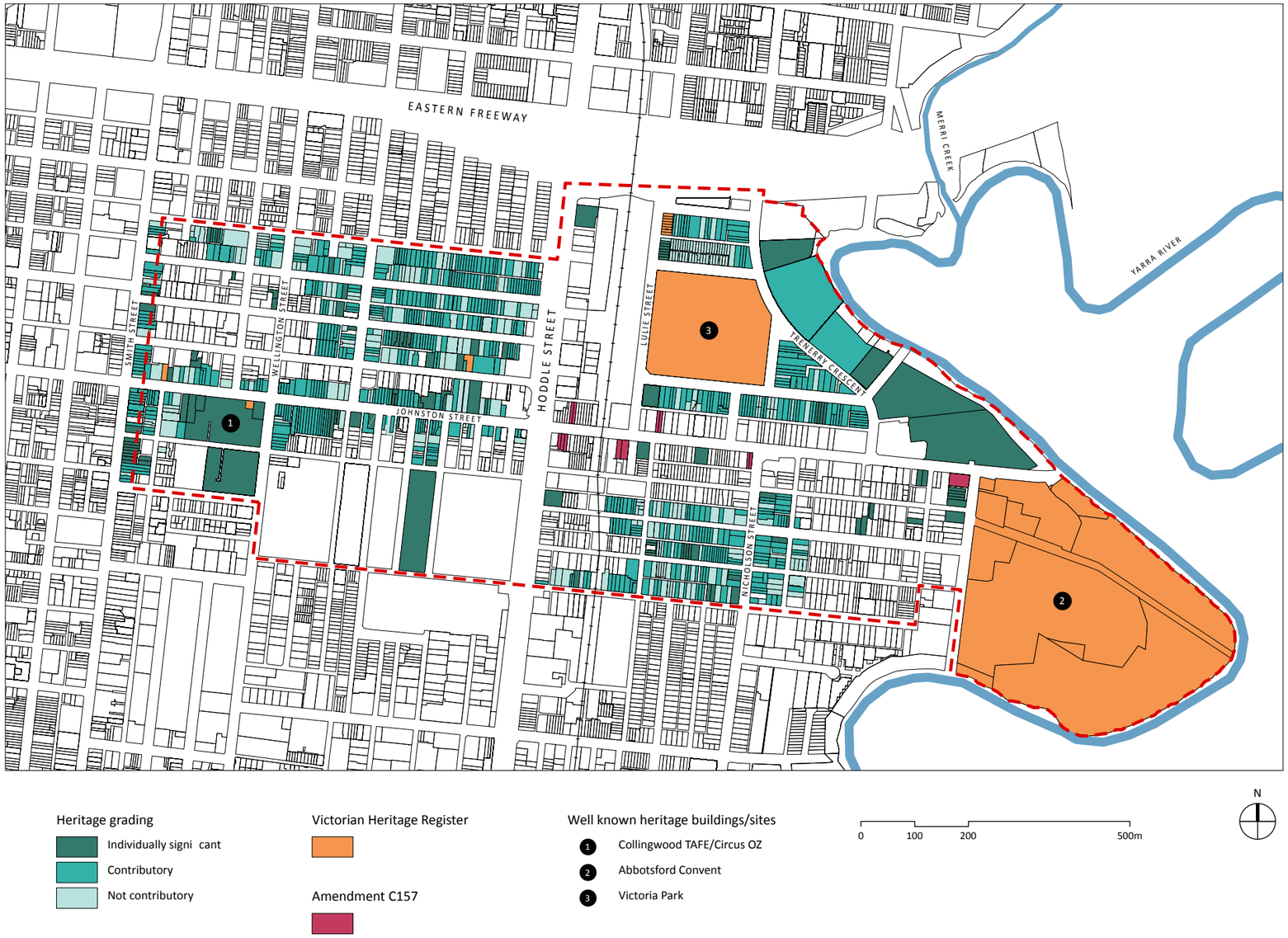
The figure opposite shows the grading of heritage buildings within the study area. Buildings within heritage overlays are classified into individually significant, contributory and not contributory. Most of the heritage buildings are concentrated in Johnston Street to the west of Hoddle Street with only four sites nominated east of Hoddle Street. Many of the fine grained residential areas have significant concentrations of heritage buildings.

If approved by the Minister for Planning, Amendment C157 will introduce heritage protections into the Yarra Planning Scheme for buildings within the study area. Buildings on the Victorian Heritage Register have also been included.

Well known heritage buildings in the study area include the former Collingwood TAFE site, the Abbotsford Convent and Victoria Park.

Built form implications
In some cases heritage buildings may restrict the ability to intensify development. In other cases heritage buildings on larger site may still have considerable additional development potential.

The requirement that new development on heritage sites be recessive and not dominate the heritage fabric may have some influence on the Johnston Street area west of Hoddle Street in terms of the scale of development. It will also influence the desired future character which will strongly reference the existing heritage fabric as the area evolves over time.



1.6 Recent planning applications and permits

There has been increasing pressure for new development within the study area. The plan and table opposite documents recent planning applications and permits. Recently planning applications for development along Johnston Street have shown a trend towards taller and more intense building forms. Planning permit applications have been received for buildings up to twelve storeys as well as an application for 17 stories which was refused by VCAT.

The plan opposite shows a clustering of applications around Victoria Park Station and the intersection with Hoddle Street (1, 2, 6, 7, 9, 14, 15). Several applications are located along Trenerry Crescent (11, 12, 16). West of Hoddle Street there are fewer applications possibly due to the smaller lots on the south side, the current zoning which does not permit residential uses and the concentration of heritage buildings. There are also no applications on the south side of Johnston Street to the east of Lulie Street due in part to the smaller lots in some areas.

Built form implications

Development interest around Victoria Park Station and the Hoddle Street intersection may influence the built form. Development of heritage shopfronts with upper level residential demonstrates some interest in this form of redevelopment.

Recent applications

Earlier applications

Map No.	File No.	Address	Proposal	Land Area	Council Decision	VCAT Decision	Current Status
1.	PLN15/0644	316-322 Johnston St Collingwood	10 storey mixed use development comprising retail tenancies and 52 dwellings.	808m2	Current application		Request for further information
2.	PLN15/0612 PLN10/0573	247-259 Johnston St Abbotsford	18 storey mixed-use development 17 storey residential development comprising 204 dwellings and ground floor retail space.	2325m2	Current application Refused	 Refused	Request for further information Refused
3.	PLN15/0077	64 Johnston St Collingwood	4 storey office building.	90m2	Current application		Request for further information
4.	PLN12/1148	288-298 Johnston St Abbotsford	8 storey mixed use development comprising 44 dwellings, a restaurant and 2 offices.	1210m2	Approved (6 storeys)	Approved (8 storeys)	Permit Issued
5.	PLN12/0700	270 Johnston St Abbotsford	3 storey residential development comprising ground floor shop and upper level apartments.	202m2	Approved		Permit issued
6.	PLN11/1014	2 Johnston St Collingwood	6 storey residential development with retained heritage facade.	128m2	Refused	Approved	Built
7.	PLN11/0770	370 Johnston St Abbotsford	6 storey residential development comprising two shops and 20 dwellings.	398m2	Refused	Approved	Extension of time granted
8.	PLN11/0270	225-227 Johnston St Abbotsford	3 storey residential development comprising ground floor shop and 10 dwellings.	424m2	Approved		Extension of time granted
9.	PL09/0606	105-107 Johnston St Collingwood	4 storey residential development.	391m2	Refused	Approved	Permit issued
10.	PL09/0581	8-16 Trenerry Cres Abbotsford	12 storey residential development comprising 295 apartments.	9753m2	Refused	Approved	Built
10.	PL09/0143	80 Trenerry Cres Abbotsford	9 storey residential development comprising 94 apartments.	13367m2	Approved	Approved	Built
12.	PL08/0894	23-33 Johnston St Collingwood	9 storey student accommodation and mixed use development.	1872m2	Refused	Approved (6 storeys)	Extension of time granted
13.	PL07/0296	222-230 Johnston St Collingwood	6 storey office, restricted retail, indoor-recreation and child-care development.	1918m2	Approved		Lapsed
14.	PL06/1182	1-5 Turner St Abbotsford	4 storey residential development and café.	1205m2	Approved		Under construction
15.	PL06/0448	436-438 Johnston St Abbotsford	5 storey development comprising office, restricted retail and food and drinks premises.	4820m2	Refused	Approved	Built

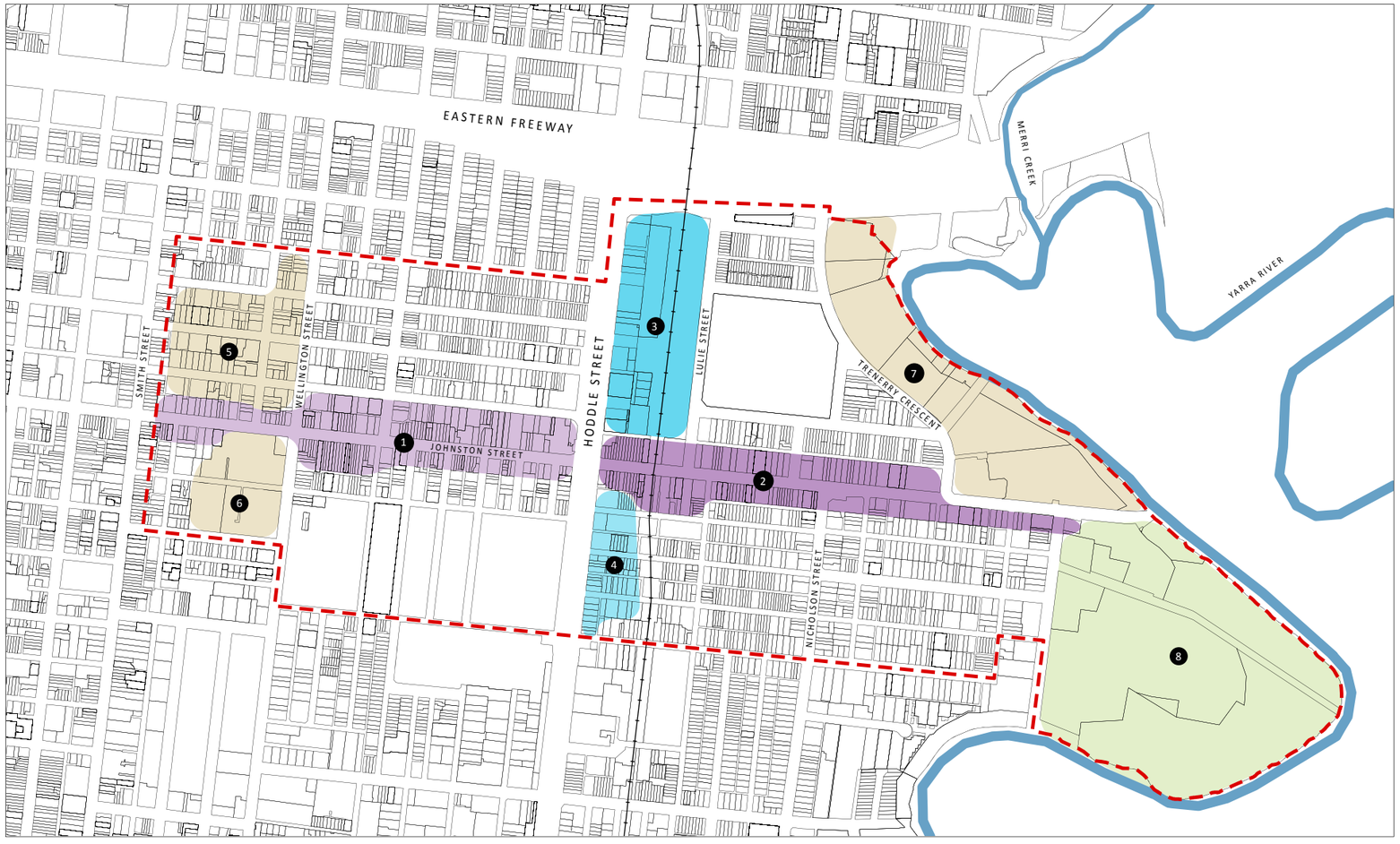
1.7 Built form character precincts

Precincts have been identified based on the distinctive built form character of an area. The figure opposite shows each of the precincts within the study area.

The *City of Yarra Built Form Review, Planisphere, 2003* described the existing built form character on a precinct basis for the whole municipality. All of the built areas, with the exception of heritage overlay areas, where classified into built form character types. These descriptions form the basis for the character descriptions in this report. Where appropriate, modifications have been made to reflect any signifcant character change and heritage overlay areas have been included. These character descriptions have been refined through field surveys and photographic analysis. Character descriptions are contained in Section 3 of the report.

Built form implications

The evaluation of the existing built form character provides the basis for the development of the preferred future character statements and the built form recommendations.



1. Precinct 1 – Johnston Street Central
   Main Road Strip – Fine grain character type
2. Precinct 2 – Johnston Street East
   Main Road Strip – Mixed character type
3. Precinct 3 – Easey Street
   Coarse grain hard edge Alexandra Parade East/Victoria Park Station industrial/Hoddle Street/Punt Road character type
4. Precinct 4 – Hoddle Street South
   Coarse to medium grain North Richmond industrial/Hoddle Street/Punt Road character type
5. Precinct 5 – Easey Street
   Coarse grain hard edge Collingwood North industrial character
6. Precinct 6 – Community Hub/Arts Precinct
   Coarse grain hard edge educational/indutrial
7. Precinct 7 – Trenerry Crescent
   Ex-industrial River edge
8. Precinct 8 – Abbotsford Convent
   Institutional/parkland River edge setting

1.8 Johnston Street precincts

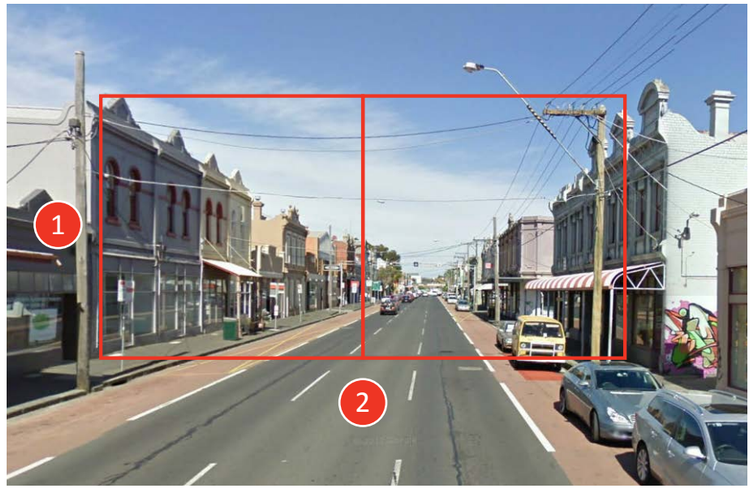
The Johnston Street precincts are a major focus for the study area. Therefore, a more detailed built form analysis has been undertaken. Johnston Street is an east-west arterial road consisting of five lanes which carry significant volumes of traffic. Within the study area, Johnston Street extends for approximately 1.8km between Smith Street and the Yarra River.

In the *City of Yarra Built Form Review, Planisphere, 2003* Johnston Street is characterised as a *Main Road Strip – with Mixed Character*. This generally means both fine and coarse grain built form and varying styles of buildings, including heritage buildings, warehouse, commercial and residential. Building lots fronting Johnston Street generally have a north-south orientation.

Street Profile

Johnston Street has an approximate width of 21m (+/-1m) from building frontage to building frontage, which is typical of the original 'one chain' government survey street grid.

The street wall facade is not consistent and is typically 1-2 storeys with heights ranging from approximately 2.5-12m. Street walls of 3 and 5 storeys exist within the study area to a maximum height of approximately 23m. Where there are existing two storey heritage buildings, there is a resulting street width ratio of 1:2. A two storey heritage building is generally the equivalent of 3 contemporary storeys.



Existing two storey heritage buildings with a street width ratio of 1:2.

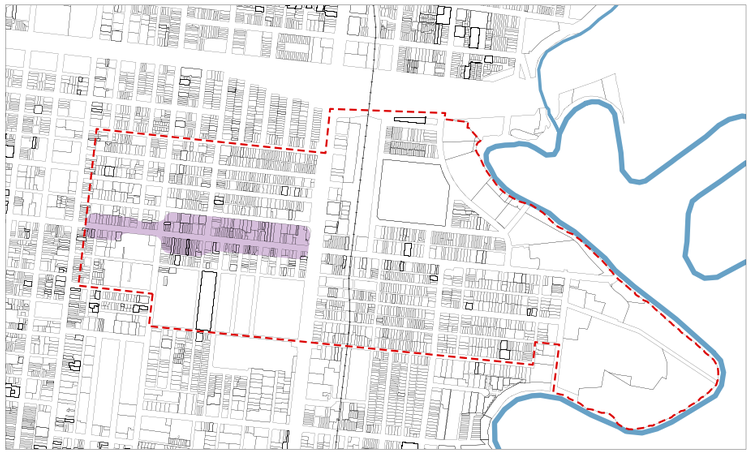
Detailed analysis of Johnston Street

For each precinct the following criteria were evaluated:

- Block length and depth
- Lot types
- Building height
- Upper level setbacks
- Facade rhythm
- Street interface
- Active facade
- Awnings
- Corner buildings emphasised
- Footpath width
- Street trees
- Block permeability
- Overlays
- Unique conditions
- Individually significant and contributory heritage
- Planning applications
- Design and development overlays
- Corner opportunities

The following pages provide a summary of these criteria for the Johnston Street precincts. Detailed information is located in Appendix 2 and 3.

Precinct 1- Johnston Street Central



Street block depths along the central section of Johnston Street are typically 61m on the north and 84m on the south. Lots fronting Johnston Street are generally narrow and deep with a north-south orientation. At the south-east of the precinct lots are orientated east-west.

Existing development is typically 1-2 storeys, with the exception of the taller former NMIT site (Precinct 6). Buildings are predominantly built to the frontage, with a fine grain facade rhythm.

There are generally active frontages along the northern side of Johnston Street, however some sections have blank walls resulting in a poor street interface. Along the south side active frontages exist, or there is the potential for active facades. Many buildings located at intersections successfully address the corner. Any future development on corner sites should positively address the corner through active frontages and facade design.

The footpath width is generally consistent at +/- 3m. The occurrence of awnings and street trees is irregular. Challenges exist with respect to block permeability and providing vehicular access to the rear of lots, primarily on the north side of Johnston Street.

With respect to heritage, there are a large number of contributory buildings and a reasonable number of individually significant buildings.

The former NMIT site at 35 Johnston Street (former Collingwood TAFE site) has undergone a transformation providing a new focal point close to Smith Street. The establishment of Circus Oz on the site and the potential emergence of the Collingwood Arts Precinct provides links with other activities occurring along Johnston Street.

Examples from the precinct 1 street elevation study. Johnston Street north (above) and south (below).

Precinct 2- Johnston Street East

While the street block lengths vary considerably, block depths along the east section of Johnston Street are typically 40m on the north and 60m on the south. On the south side of Johnston Street one block is 30m deep. Lots are generally narrow and deep with a north-south orientation.

Existing development is typically 1-2 storey, with the exception of a 3 storey development and the 5 storey Glaxo Smith Kline building. Building frontages are less consistent than Precinct 1 with several sites being setback, breaking the consistency of the street. The facade rhythm is a mix of fine and medium grain. There are limited upper level setbacks.

Active frontages are generally located along the western sections. There is a reduction in active frontages to the east due to blank walls, surface carparking and roller doors. Some buildings located at intersections successfully address the corner. Future development on corner sites should positively address the corner through active frontages and facade design.

The footpath width is generally consistent at +/- 3m. The occurance of awnings and street trees is irregular. To the north, there are opportunities for rear vehicular access to most lots from Little Turner Street. To the south, there are fewer opportunities for rear access.

With respect to heritage, there are a limited number of individually significant buildings.

There have been a number of recent planning applications in this precinct, with a concentration around Victoria Park Station.

Examples from the precinct 2 street elevation study. Johnston Street north (above) and south (below).

2 Good urban design

Good urban design is about the arrangement of public spaces and buildings to create useful, attractive, safe, sustainable and successful places. Enjoyable streets and places for people who live, work and visit the Johnston Street precincts will be key to the future revitalisation of the area.

The recommendations set out in this document provide design cues for architects and developers to ensure all buildings contribute to a positive public realm experience, particularly at street level.

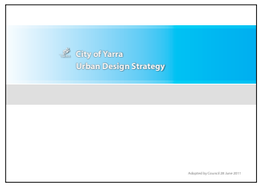
The elements and principles underpinning the built form guidelines will contribute to the quality of spaces and the achievement of good urban design outcomes within the Johnston Street area.

Initially, this section reviews the policy context for built form. The key principles are then developed for each of the three main built form elements relevant to the Johnston Street study area.

2.1 Policy context

This section reviews the policy documents which provide the context for the built form of the Johnston Street study area. The policy background review includes State policy, State urban design guidelines, the local policy section of the Yarra Planning Scheme and other City of Yarra documents adopted by Council. This section should be read in conjunction with Appendix A: Policy and Strategic Basis in the Local Area Plan.

Note: The draft *Urban Design Guidelines for Victoria* published by DPCD will become part of the policy context once the document is made public.



Documents referred to in the table opposite (clockwise from top left).

POLICY OR GUIDELINE	IMPLICATION FOR JOHNSTON STREET BUILT FORM
State Planning Policy Framework (SPPF)	– **Clause 15.01-1 Urban Design:** To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. – **Clause 15.01-2 Urban Design Principles:** To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.
Urban Design Charter	– The **Urban Design Charter** is a commitment by the Victorian Government to make cities and towns in Victoria more liveable through good urban design. The Charter identifies the principles essential for the functioning of good public environments, in making places that are valued and significant for those who use them.

Practice Note 60
Height and setback controls for activity centres
Department of Planning and Community Development, April 2010
	– The role of height and setback controls in activity centres.
	– Need for a comprehensive built form analysis including:
	  – Areas for change.
	  – Alternative built form objectives and analysis of visual and amenity impacts.
	  – Selects appropriate heights and built form outcomes through evaluation of built form objectives, land use outcomes and economic growth consistent with State policy.
	– Consistency with State policy.
	– Controls should be discretionary.
	– Mandatory controls only apply in exceptional circumstances for example major waterways.
	– Height and setback controls would be applied at a precinct level.

Activity Centre Design Guidelines Department of Sustainability and Environment, 2005	– Buildings in Activity Centres whether private or public need to be carefully designed to ensure they reflect the significance they have to the broader community. Not only must they address the street and public spaces to promote vitality they must also demonstrate respect for their local environment by sensitively addressing valued heritage places and minimising their effects on the natural environment. – It is important to ensure that new housing is integrated effectively with the existing built form to minimise its impact on existing residential areas.

Local Planning Policy Framework (LPPF)
For a fuller description see Appendix A
	The **Local Planning Policy Framework** including the Municipal Strategic Statement (MSS) and the Local planning policy provide a more detailed level of guidance on development in activity centres including Johnston Street. Clauses in the MSS which relate to the built form of Johnston Street are:
	21.03 VISION
	Yarra will have a distinctive identity as a low rise urban form with areas of higher development and highly valued landmarks.
	21.05 BUILT FORM
	21.05-2 Urban Design
	Objective 16 – To reinforce the existing urban fabric of Yarra.
	– Strategy 16.2 - maintain and strengthen the preferred character of each built form character type within Yarra.
	Objective 17 – To retain Yarra's identity as a low rise urban form with pockets of higher development.
	– Strategy 17.2 states that where there opportunities for increase heights in activity centres or on strategic redevelopment sites the preferred maximum height should not be more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
	  – Significant upper level setbacks.
	  – Architectural design excellence.
	  – Best practice environmental sustainability objectives in design and construction.
	  – High quality restoration and adaptive reuse of heritage buildings.
	  – Positive contribution to the enhancement of public domain.
	  – Provision of affordable housing.
	– Strategy 21.1 - Require development within Yarra's activity centres to respect and not dominate existing built form.
	– Strategy 21.2 – require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts each of which may have different land use and built form character.
	21.05-3 Built form character
	Yarra River Corridor
	Objective 25 - To ensure that development maintains and enhances the environmental, aesthetic and scenic qualities of the corridor.
	Transport corridors
	– Strategy 26.3 Improve the consistency of the built form along Hoddle Street-Punt Road.
	– Strategy 27.1 Allow flexibility in built form in areas with a coarse urban grain (larger lots, fewer streets and lanes.)
	21.08 Neighbourhoods (see Appendix A for a fuller discription)
	– Strengthening the hard edge on the eastern side of Hoddle Street and improve the consistency of built form.
	– Improve the public domain and strengthen the built form of land adjacent and around Victoria Park.

City of Yarra **Urban Design Strategy**	The **Urban Design Strategy** identifies Johnston Street as a priority neighbourhood activity centre urban design project and the Municipal entries at the Yarra River and Nicholson Street and the intersection of Hoddle Street as important locations.

2.2 Built form elements

The built form of new development in Johnston Street can be broadly described as having three elements; street wall facade, upper levels and the residential interface. These elements influence the development and character of the built environment in traditional strip form activity centres. When submitting planning applications, the design response to these elements forms a critical part of any subsequent urban design advice.

1. Street wall facade

A key aspect in developing a streetscape with a sense of enclosure and human scale. The street wall is typically the most dominant built form element in the street.

2. Upper levels

The design response will determine whether the upper levels are ‘visually recessive’ within the streetscape and surrounding area. Potential offsite amenity impacts must also be carefully considered.

3. Residential interface

All precincts within the Johnston Street Local Area Plan have interfaces with residential areas. It is crucial that the design response addresses this condition and provides an appropriate interface to these residential areas.

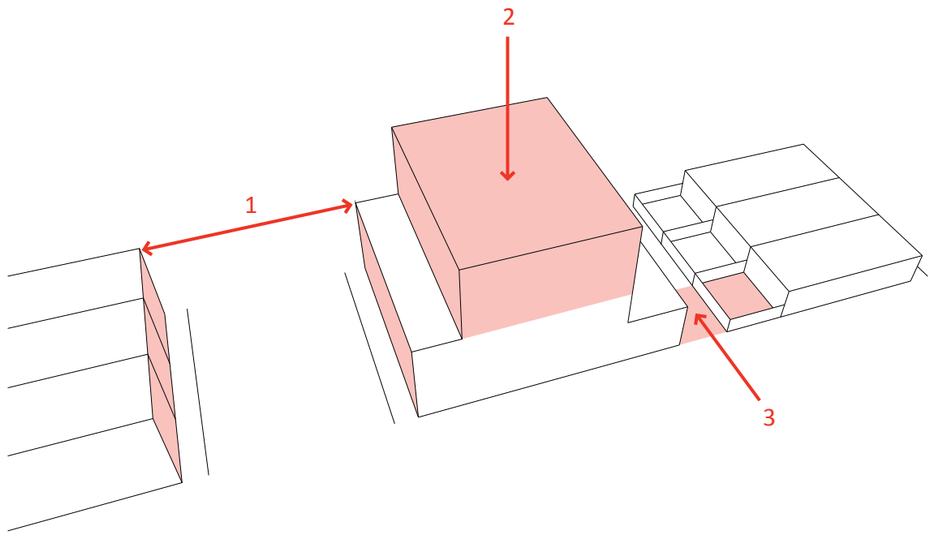
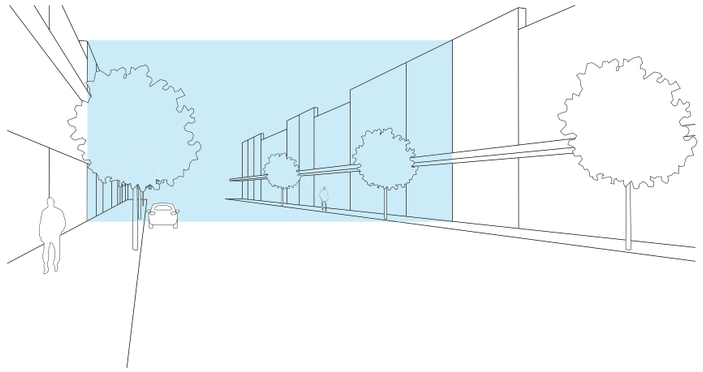


Illustration of the key built form elements: 1. Street wall facade, 2. Upper levels and 3. Residentail interface

2.3 Built form principles

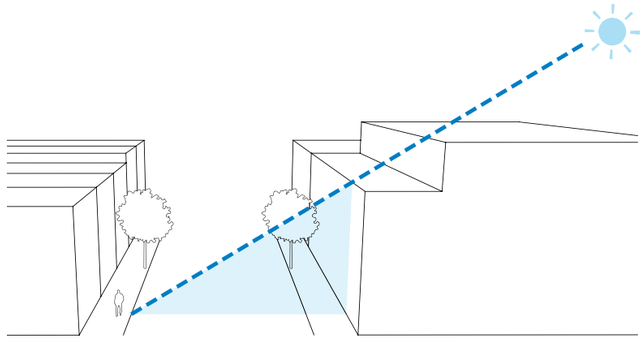
The following principles elaborate further on policies contained in the Yarra Planning Scheme. These principles in turn provide the basis for the guidelines and recommendations contained in the following sections and the Local Area Plan.

1. Human scale and street proportion



Streetscapes in activity centres that have human scale usually have visually interesting facade detail at their lower level including active frontages. Upper levels are generally recessive with some visual interest when viewed from afar.

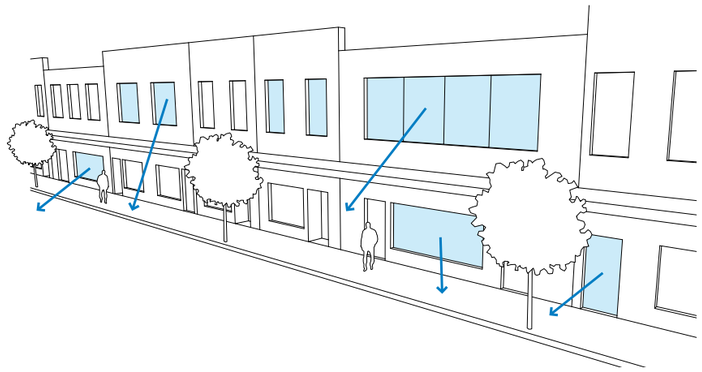
2. Microclimate and sun access



Reasonable sun access should be retained to the street space. To encourage active street life the southern footpath must have sun access between the hours of 10am and 2pm at the equinox.

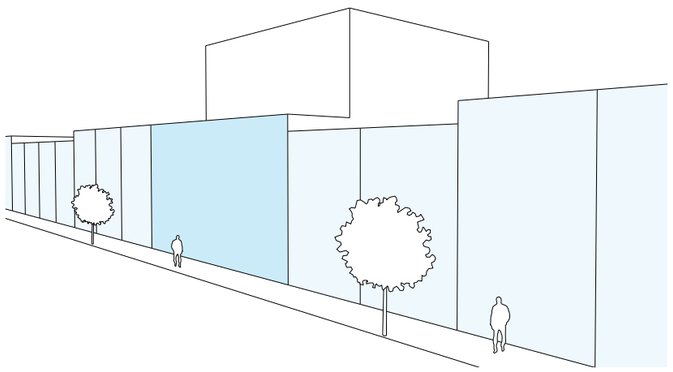
Buildings should also be designed to avoid undesirable wind effects within the street and any other public spaces. The lower street wall facade will assist in achieving this outcome.

3. Walkability and active frontages



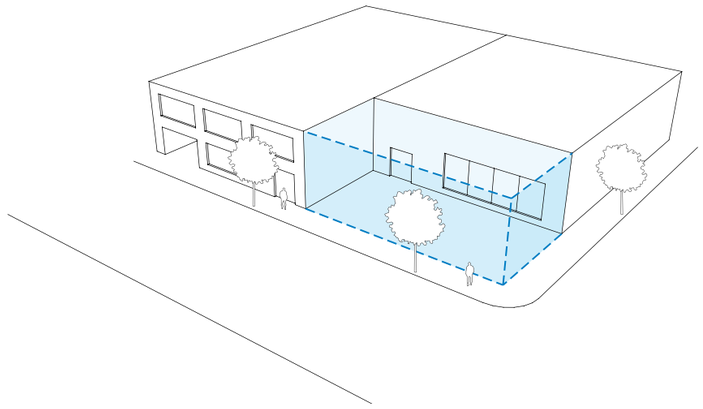
Active frontages allow a high degree of connection between the street and the interior of a building, providing a vibrant and interesting public realm. Active frontages also contribute to passive surveillance and perceptions of improved safety through more ‘eyes on the street’.

4. Repairing the street wall



The street wall facade should be retained and reinforced and generally be in scale with or complement the adjacent building within the street while recognising the longer term built form vision for the precinct. In heritage areas new infill development should respect adjacent facade details.

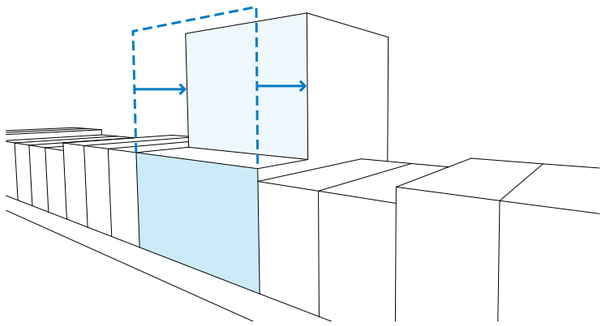
5. Repairing urban fabric



Infrastructure works such as road widening, ad hoc building setbacks and surface car parks reduce the attractiveness of the street and other public spaces.

These are particularly evident in the Johnston Street Central, Johnston Street East, and Easey Street precincts. New development offers the opportunity to repair the urban fabric by rebuilding the street wall facade. This opportunity should be realised wherever possible.

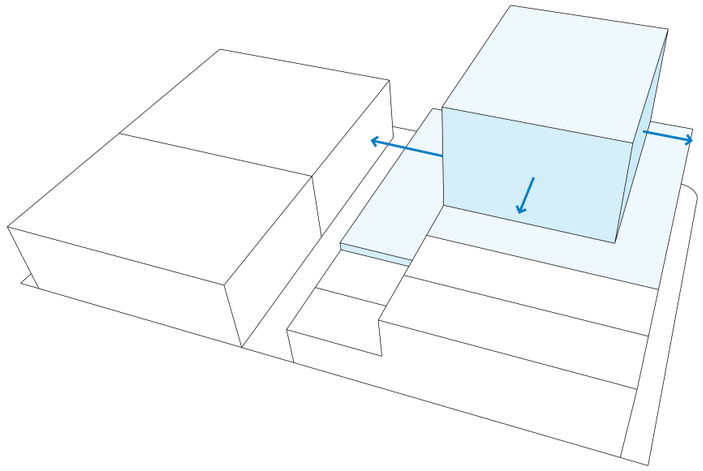
6. Taller development set back and visually recessive



Taller development set back from the street wall facade enhances the amenity of the street space. This ensures a human scale and that street wall facades are dominant in the streetscape. Upper levels should be visually recessive when viewed from across the street and obliquely when looking along the street. This will ensure the dominance of the street wall facade, especially in heritage areas. Designing upper levels to have a light weight appearance will also assist in achieving visual recessiveness.

Upper levels should be setback a minimum of 3-6 metres from the street facade, dependent on the height of the taller element.

7. Sites for taller buildings

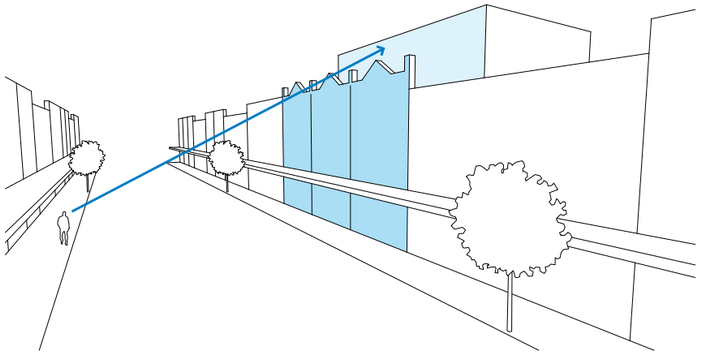


Taller building are generally more suitable for larger sites to reduce off site impacts and provide space to ensure scale transition. However, this is often dependent on the specific site context including issues associated with corner sites or mid block sites, the scale of the existing adjacent development and the proximity of heritage buildings.

Taller building are also more appropriate in precincts which are bordered by larger scale infrastructure elements such as wide arterial roads or freeways. Designing built form which responds to the scale of these larger elements can assist in providing a more legible urban environment.

Taller buildings can also affect the internal amenity of neighbouring buildings including access to sunlight, daylight, privacy and outlook. Taller development should be spaced to avoid the loss of amenity for neighbouring buildings. Building separation will depend on the height of the proposed building and whether the outlook is primary or secondary.

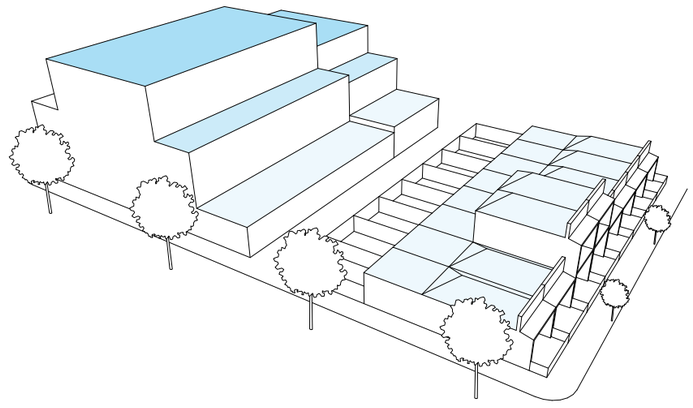
8. Heritage buildings



In heritage overlay areas, new development adjacent to heritage buildings should be recessive in form and architectural expression. Good contextual design is preferred to ensure the heritage buildings remain dominant in the streetscape.

New upper levels may need to be setback further from heritage facades to ensure that they remain dominant in the streetscape.

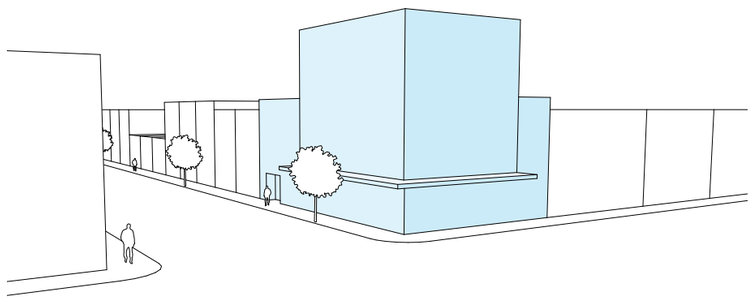
9. Fine grained residential interface



While the Yarra Planning Scheme requirements protect overshadowing and overlooking of existing residential areas, scale transition is not included.

A building scale transition to existing fine grain residential areas should be included to protect sun access, avoid overlooking and ensure that new development is in scale with the existing built form. New buildings should be stepped back from a maximum of 2-3 storeys adjacent to the site boundary. Higher development should then be set back a further 3-6 metres dependent on the height of the overall development.

10. Entry and corner buildings



Buildings at key corners and entries are one of the main elements that help people understand and move around urban places. The Johnston Street activity centre has several key corner locations, as well as entries at Hoddle Street and the termination of the Eastern Freeway.

Development requires designs that mark these memorable locations. Corner buildings need to respond to both street aspects including attention to ground level activities as well as responsive facades.

3 Built form character analysis and recommendations

The character precincts defined in section 1 provide the basis for the built form recommendations. For each precinct a full description of the built form character is provided, issues and opportunities documented and how the existing character may evolve into a preferred future character.

The built form character descriptions are based on *The City of Yarra Built Form – Review, Planisphere 2003*. All of the municipality excepting heritage areas were classified into character precincts. The descriptions were extended to cover the heritage areas in the study area for the purposes of this analysis.

On the opposite page for each precinct are the built form recommendations including building guidelines which are effectively the performance base controls and recommended building heights. The recommendations have their basis in the preferred character statements and the built form principles developed in Section 2 of this report.

A more defined framework plan then follows for each of the key precincts.

Finally, modelling techniques were used to test the built form outcome of development envelopes including building heights and setbacks. To provide an image of how the spaces may actually appear with a suggestion of the architecture and the treatment of the public domain, architectural renderings have been completed for three key precincts. For each precinct a photograph shows the existing streetscape, the 3D model shows the building envelope proposed and a rendering gives an impression of how it may look in the long term.

“New buildings respect the heritage qualities of the precinct”

3.1 Precinct 1 – Johnston Street Central

Existing built form character

Main Road Strip – Fine grain character type
(Heritage overlay HO 324)

A consistent pattern of Victorian and Edwardian single and double storey shopfronts define the precinct. Many of these are heritage buildings. More recent 20th century warehouse and showroom buildings are evident in the streetscape. Some of the more recent infill developments have frontages setback for parking or access which interrupts the consistency of the built form. The former TAFE site (Precinct 6) is a memorable building element within this streetscape. The northern boundary of the precinct is Sackville Street, which establishes an interface to the residential areas. South of Johnston Street is a mix of finer grain and larger lots with the Collingwood Housing Estate south of the precinct boundary.

See also Section 1.8 and Appendix 1 for detailed analysis.

Issues and opportunities

Issues

— Street wall facade broken by random setbacks along the north side of Johnston Street.
— Scale transition to adjacent fine grained residential areas.
— Concentration of heritage buildings contribute to built form character.
— Existing southern footpath enjoys winter sun access.
— Some warehouse and showroom buidings discourage active ground level uses.
— Lack of identity at key locations/intersections.

Opportunities

— Repair street wall façade and ad hoc setbacks.
— Provide taller development which does not overshadow Johnston Street public domain and adjacent fine grained residential areas.
— Enhance setting and protection of heritage buildings.
— Enhance built form transition to Collingwood Housing Estate.
— Facilitate activation of Johnston Street frontage.
— Ensure new development addresses the Johnston and Hoddle Street intersection.

Evolving character

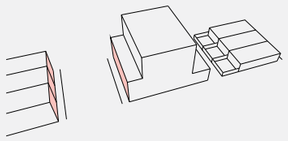
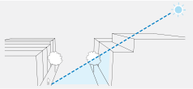
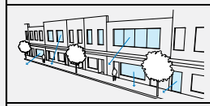
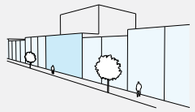
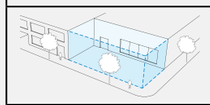
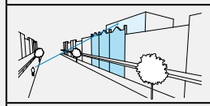
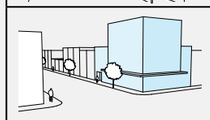
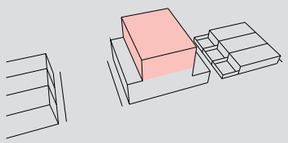
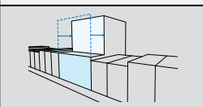
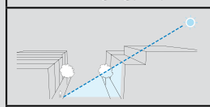
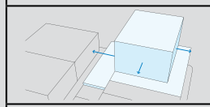
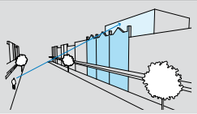
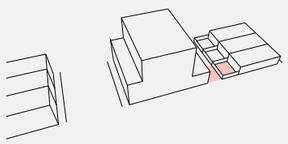
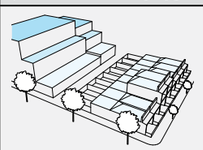
The evolving character will be anchored by the existing heritage facades providing clues to an evolving future character where new development is subservient to the existing built form character.

Future character

The Central part of Johnston Street will become a vibrant, mixed use precinct which comprises medium scale buildings that relate to the busy Johnston Street footpaths. New buildings respect the heritage qualities of the precinct and reinforce a consistent street edge.

A mix of business activity including galleries, studios, professional services, offices, cafes and retail shops provide activity on the street and with offices at upper levels. Residential buildings behind and above the existing commercial activity adds vibrancy to the area.

Precint 1: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall facade 	 1. Human scale and street proportion	A consistent 2-3 storey street wall façade will be in scale with the dominance of heritage facades and evolve an enclosed pleasantly proportioned street space within the 21 metre wide road reserve which has a human scale.	– Strengthen the appearance of the street wall façade with good, visually interesting design.	– 2-3 storey street wall facade. – Relate to existing heritage buildings.
	 2. Microclimate and sun access	Sun access to the southern footpath at the equinox for 2 hours either side of midday which gives reasonable access for much of the year.	– Avoid overshadowing the southern footpath between 10am and 2pm at the equinox.	
	 3. Walkability and active frontages	Johnston Street frontage to provide active ground floor uses.	– Ensure the ground level of buildings are designed for active uses. – Design ground floor entries to upper levels to be visible and easy to access from the street level.	
	 4. Repairing the street wall	There are many under scaled buildings along this section of Johnston Street and these should be repaired.	– Complement the predominant street wall façade height with infill development. – The street wall façade of larger developments should be designed to reflect the facade pattern, particularly the vertical rhythm of existing buildings.	
	 5. Repairing urban fabric	Building back the street wall facade where there are adhoc setbacks or ‘missing teeth’.	– Build to the street frontage boundary of the site.	
	 8.Heritage buildings	Concentration of heritage buildings determines 2-3 storey street wall facade.	– Complement the street wall of heritage building when building on adjacent sites.	
	 10. Entry and corner buildings	Entry buildings at the intersection of Hoddle and Johnston Street to respond to both road frontages for these important sites. Likewise other corner buildings along Johnston Street should respond to both frontages. In particular dead frontages such as car parks and blank side walls should be avoided.	– Employ a high standard of architectural design to the intersection of Hoddle and Johnston Streets and other key corner sites.	
Upper levels 	 6. Taller development set back	To retain the dominance of the street wall facade upper level development should be set back 3-6 metres.	– Upper levels should be setback appropriately and be visually recessive in the streetscape.	– 6-7 storeys on sites able to accommodate upper level setbacks. – Setbacks should be between 3-6 metres from the street wall facade. – Behind heritage buildings a setback of 6 metres will generally be required and the heritage building should remain dominant in the streetscape. – Taller buildings may be accommodated on larger sites where visual dominance of the street and existing fine grained residential impact can be avoided. – Building separation should be based on the number of storeys and whether the outlook is primary or secondary (refer to Appendix 1).
	 2. Microclimate and sun access	Sun access to the southern footpath at the equinox for 2 hours either side of midday which gives reasonable sun access for much of the year. Building design should avoid undesirable wind effects within the street and any other public spaces.	– Avoid additional overshadowing of the southern footpath between 10am and 2pm at the equinox.	
	 7. Sites for taller buildings	Set back from the Johnston Street street wall facade, side streets and the residential interfaces.	– Taller building should minimise off site impacts and be recessive in design in respect to the street wall façade.	
	 8. Heritage buildings	New upper levels subservient to heritage buildings.	– Design of new higher development should be recessive and compliment the heritage fabric. – Heritage facades should dominate streetscape views.	
Residential interface 	 9. Fine grained residential interface	Sackville Street provides separation but 2-3 storey facade height enhances streetscape character.	– Provide a scale transition where new development is adjacent to fine grained residential areas.	– Minimise impact on adjacent residential development. – Provide an interface of 2-3 storeys to adjacent residential development. – Provide a 3-6 metre setback for upper level development.

Precinct 1: Plan and indicative section

0 100 200m

N

STREET WALL FACADE

Active frontage provides passive surveillance

2-3 storey street wall facade

UPPER LEVELS

Taller development setback 3-6 metres

Preferred maximum height generally 6-7 storeys

RESIDENTIAL INTERFACE

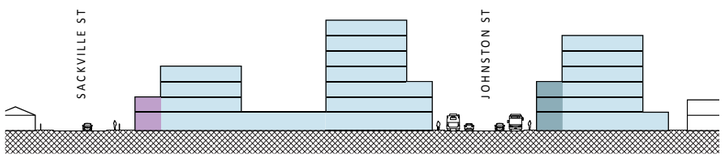
Transition to residential areas with upper level development setback 3-6 metres

2-3 storey interface to a maximum of 1 storey higher than adjacent residential development

CORNER BUILDINGS

High quality entry building

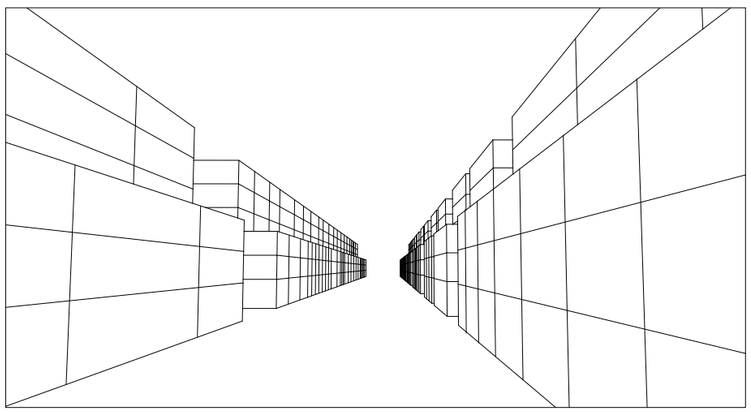
Important corner building



Precinct 1: Streetscape model to future vision

The view today

A streetscape with a dominance of two storey shop front heritage buildings. Other lots have setbacks or are vacant. Some of the shopfronts are vacant while others have inactive uses at the ground level. There is some recent street tree planting but limited footpath activity.



Built form envelopes

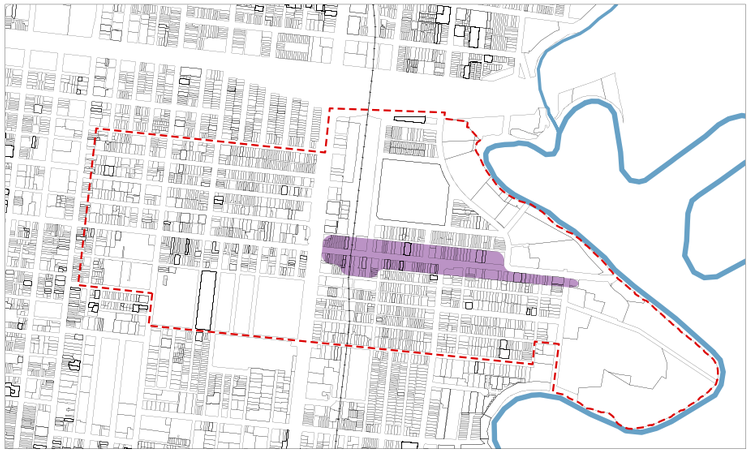
The envelope shows a three storey street wall facade which relates to the heritage buildings. Higher development is shown setback behind the street wall.

The future streetscape vision

The existing heritage buildings are complemented by new infill development to complete the street wall facade. While completing the enclosure of the street space the new development is respectful and enhances the presence of the heritage buildings in the streetscape. Higher development is setback behind the street wall and rises to 6-7 storeys on some larger sites. It is recessive in design. The public domain of the street has been enhanced with additional tree planting and street furniture. Street activities have increased and the amenity of public transport is improved with enhanced bus stop facilities.

“Opportunity to establish a contemporary built form character”

3.2 Precinct 2 – Johnston Street East



Existing built form character

Main Road Strip – Mixed character type
(MR3 Built Form Review)

The precinct changes from single and double storey Victorian shopfronts at the Hoddle Street end to 20th century buildings in the east with wider frontages and some setbacks. Some frontages have active uses while other warehouses or workshop buildings do not interact with the street frontage. The rear interface of properties fronting Johnston Street ranges from one and two storey buildings to underutilised rear yards. The northern boundary of the precinct is Little Turner Street while a laneway or back fence define the boundary to the south. Both precinct boundaries typically interface with residential areas.

See also Section 1.8 and Appendix 1 for detailed analysis.

Issues and opportunities

Issues

— Street wall facade broken by random setbacks.
— Low single storey buildings and setbacks give poor definition to street space.
— Built form often discourages active ground level uses.
— Scale transition to adjacent fine grained residential interfaces.
— Existing southern footpath enjoys winter sun access.
— Lack of identity at key locations/intersections including Victoria Park Station.
— Little Turner Street provides potential rear vehicle access for new development.
— Greater number of narrow sites to the south restrict development potential.
— Existing Glaxco Kline building scale contrasts with adjacent single storey development.

Opportunities

— Create a new contemporary built form character.
— Repair street wall façade and ad hoc setbacks.
— Provide taller development which does not overshadow Johnston Street public domain and adjacent fine grained residential areas.
— Facilitate activation of Johnston Street frontage.
— Ensure new development addresses the Johnston and Hoddle Street intersection.
— Maximise access from Little Turner Street.
— Mark importance of station focus.

Evolving character

This precinct offers the opportunity to evolve into a new contemporary built form character which repairs the built form fabric while being in scale with the street space.

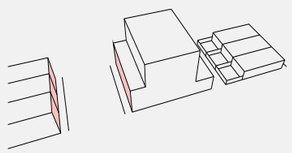
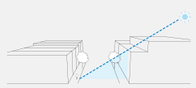
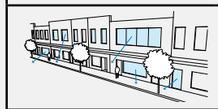
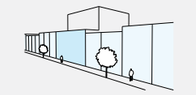
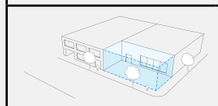
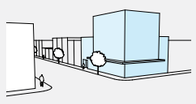
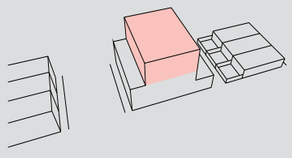
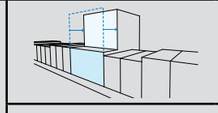
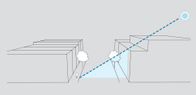
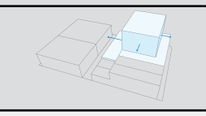
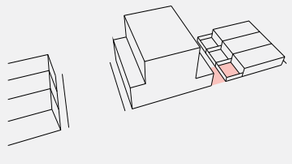
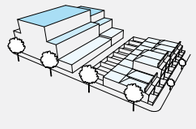
Future character

A vibrant strip links Hoddle Street and Victoria Park Station to the Yarra River and associated activities of the Abbotsford Convent. Shops, offices, building entries and cafes contribute to the lively street environment.

New well designed buildings with four to five storey street wall facades line Johnston Street. Upper levels of taller buildings are set back from the main facades. A hub of activity around the Victoria Park Station entrance on Johnston Street provides a focus along the street.

High quality corner buildings at the intersection of Johnston and Hoddle Streets announce a point of entry into the precinct combined with streetscape improvements.

Precinct 2: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall facade 	 1. Human scale and street proportion	A consistent 4-5 storey street wall façade will establish an enclosed, pleasantly proportioned street space which has a human scale within the 21 metre wide road reserve.	– Strengthen the appearance of the street wall façade with good, visually interesting design.	– 4-5 storey street wall facade.
	 2. Microclimate and sun access	Sun access to the southern footpath at the equinox for 2 hours either side of midday which gives reasonable access for much of the year.	– Avoid additional overshadowing of the southern footpath between 10am and 2pm at the equinox.	
	 3. Walkability and active frontages	Johnston Street frontage to provide active ground floor uses.	– Ensure the ground level of buildings are designed for active uses. – Design ground floor entries to upper levels to be visible and easy to access from the street level.	
	 4. Repairing the street wall	There are many under scaled buildings along this section of Johnston Street and these should be repaired.	– Complement the predominant street wall façade height with infill development. – Design the street wall façade of larger developments to reflect the finer grain pattern, particularly the vertical rhythm of existing built form along Johnston Street.	
	 5. Repairing urban fabric	Building back the street wall façade where there are adhoc setbacks or ‘missing teeth’.	– Build to the street frontage boundary of the site.	
	 10. Entry and corner buildings	Entry buildings at the intersection of Hoddle and Johnston Street to respond to both road frontages for these important sites. Likewise other corner buildings along Johnston Street should respond to both frontages. In particular dead frontages such as car parks and blank side walls should be avoided.	– Employ a high standard of architectural design to the intersection of Hoddle and Johnston Streets and other key corner sites.	
Upper levels 	 6. Taller development set back	To retain the dominance of the street wall façade upper level development should be set back 3-6 metres.	– Upper levels should be setback appropriately and be visually recessive in the streetscape.	– 6-7 storeys on sites able to accommodate upper level setbacks. – Setbacks should be between 3-6 metres from the street wall facade. – Taller buildings up to 8-10 storeys on larger sites in close proximity to the Station where visual dominance of the street and existing fine grained residential impact can be avoided. – Building separation should be based on the number of storeys and whether the outlook is primary or secondary (refer to Appendix 1).
	 2. Microclimate and sun access	Sun access to the southern footpath at the equinox for 2 hours either side of midday which gives reasonable sun access for much of the year. Building design should avoid undesirable wind effects within the street and any other public spaces.	– Avoid additional overshadowing of the southern footpath between 10am and 2pm at the equinox.	
	 7. Sites for taller buildings	Set back from the Johnston Street street wall facade, side streets and the residential interfaces.	– Minimise off site impacts and be recessive in design in respect to the street wall façade.	
Residential interface 	 9. Fine grained residential interface	Little Turner Street provides building separation and 2-3 storeys would provide a scale transition. The southern interface requires a 2-3 storey interface. Shallow lots may reduce the opportunities for higher buildings in most locations.	– Provide a scale transition where new development is adjacent to fine grained residential areas.	– Minimise impact on adjacent residential development. – Provide an interface of 2-3 storeys to adjacent residential development. – Provide a 3-6 metre setback for upper level development.

Precinct 2: Plan and indicative section

STREET WALL FACADE

Active frontage provides passive surveillance

4-5 storey street wall facade

UPPER LEVELS

Taller development setback 3-6 metres

Preferred maximum height generally 6-7 storeys

8-10 storeys on appropriate sites near Victoria Park Station

RESIDENTIAL INTERFACE

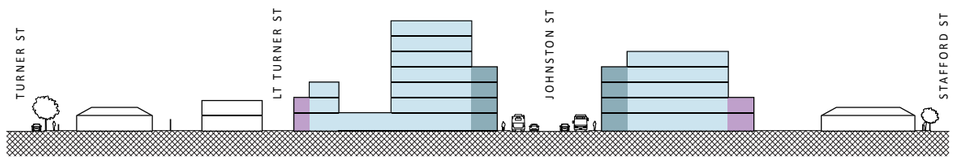
Transition to residential areas with upper level development setback 3-6 metres

2-3 storey interface to a maximum of 1 storey higher than adjacent residential development

CORNER BUILDINGS

High quality entry building

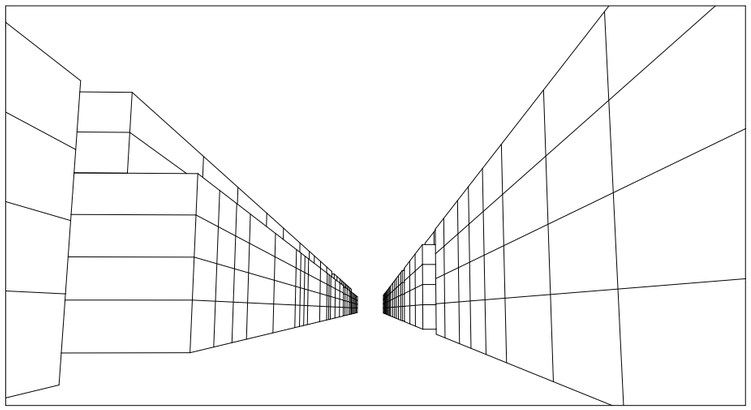
Important corner building



Precinct 2: Streetscape model to future vision

The view today

A streetscape with many twentieth century workshop and small warehouse buildings. Some lots are vacant or have setbacks for off street car parking. Although most buildings house active businesses, they often don't relate to the street. There is some recent street tree planting but limited footpath activity.



Built form envelopes

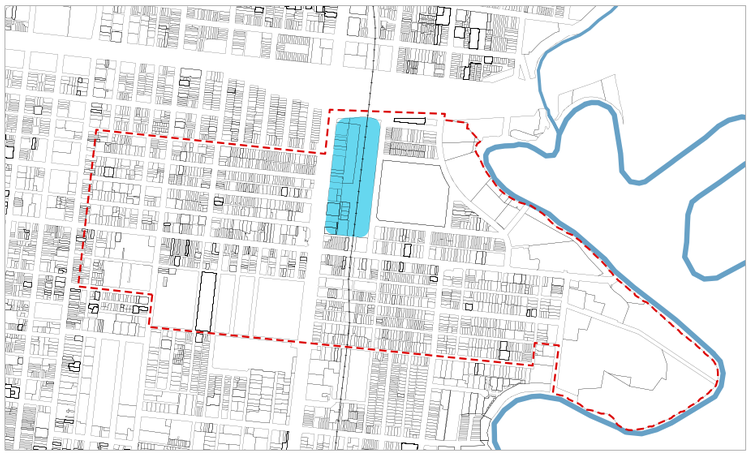
The envelope shows a four storey street wall facade which provides a pleasantly proportioned street space. Higher development of 6-7 storeys on larger sites is set back from the street facade which is still the dominant built form in the streetscape.

The future streetscape vision

In contrast to the Central Precinct, the streetscape character has a new, more contemporary character The four storey street wall façade has a vertical rhythm to reflect the traditional streetscape pattern. Higher recessive development does not dominate the street space. Street life has increased with more greening of the street and ground level businesses which relate to the street. Road based public transport is well patronised with comfortable bus stops. Increased popularity of the nearby Convent and the trails along the Yarra River add vibrancy to the precinct.

“Taller buildings along Hoddle Street contribute to a boulevard character”

3.3 Precinct 3 – Hoddle Street and Victoria Park Station



Existing built form character

Coarse grain hard edge Alexandra Parade East/Victoria Park Station industrial/Hoddle Street/Punt Road character type (MR2, IC7 Built Form Review)

Low scale warehouse and showroom buildings front Hoddle Street. The low scale and variable setbacks are out of scale with the wide Hoddle Street reserve. Building styles mostly date from the mid to late 20th century. Much of the precinct is vacant including the VicTrack land fronting Lulie Street. Victoria Park Station has minimal presence to Johnston and Hoddle Streets. The industrial character is affirmed by the concrete batching plant.

Issues and opportunities

Issues

— Low scale buildings are out of scale with the wide Hoddle Street reserve.
— Minimal fine grained residential interfaces adjacent to the precinct.
— Minimal off site impacts.
— Lack of identity for key locations/intersections including Victoria Park Station and the Eastern Freeway.
— Potential of Victoria Park not fully realised because of the underutilised VicTrack Land opposite the park and poor pedestrian amenity and connections around the station.

Opportunities

— Create a new contemporary built form character.
— Provide a built edge to Hoddle Street which is in scale with the wide road reserve.
— Mark the terminus of the Eastern Freeway.
— High exposure site to Hoddle Street and Eastern Freeway.
— Maximise the opportunity of a precinct with few off site impacts.
— Focus development on Victoria Park Station.
— Respect but maximise the opportunity of Victoria Park community open space.

Evolving character

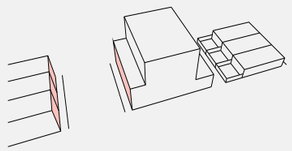
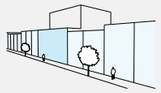
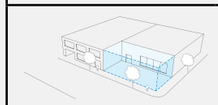
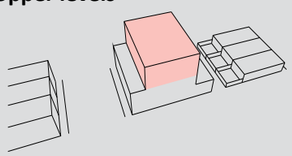
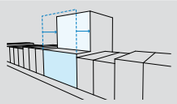
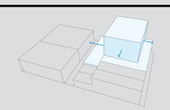
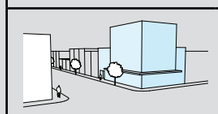
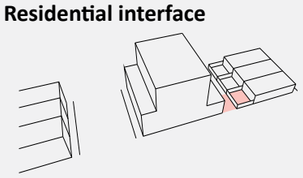
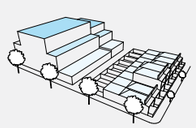
This precinct offers the opportunity to evolve into a new contemporary built form character in scale with the wide Hoddle Street space and highlighting the importance of the station node.

Future character

New office and higher density residential development are focussed around Victoria Park Station. A taller scale of development along Hoddle Street contributes to the wide boulevard character of the street. A well designed entry building marks the northern edge of the precinct.

A highly improved public realm with new pedestrian footpaths and a central square link the Victoria Park Station to Johnston Street, Hoddle Street and the revitalised Victoria Park. New active uses revitalise Hoddle Street and improved links encourage pedestrian and cyclist movement from Hoddle Street to Victoria Park, as well as the station.

Precinct 3: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall facade 	 1. Human scale and street proportion	A consistent street wall facade of up to six storeys is proposed to provide a built form edge to Hoddle Street which is in scale with the wide road reserve.	– Strengthen the appearance of the street wall façade which is in scale with the wide Hoddle Street reserve to reinforce a boulevard character.	– Up to 6 storey street wall facade.
	 3. Walkability and active frontages	Hoddle Street frontages will take the form of uses such as showrooms or office foyers but avoid blank walls and exposed car parks.	– Ensure the ground level of buildings fronting Hoddle Street are designed for active uses. – Design ground floor entries to upper levels to be visible and easy to access from the street level.	
	 4. Repairing the street wall facade	There are many under scaled buildings along this section of Hoddle Street and these should be repaired.	– Design the street wall façade of larger developments to be in scale with the wide Hoddle Street road reserve.	
	 5. Repairing urban fabric	Build back the street wall façade where there are adhoc setbacks, particularly along Hoddle Street.	– Build to the street frontage boundary of the site.	
Upper levels 	 6. Taller development set back	To retain the dominance of the street wall façade upper level development should be set back 3-6 metres.	– Setback upper levels. – Space taller buildings to maintain light access and views out.	– 6-8 storeys only if able to accommodate upper levels to the east of the railway line. – 10-12 storeys west of the railway line. – Setbacks should be between 3-6 metres from the street wall façade. – Taller buildings on larger sites west of the railway line in close proximity to the Station where visual dominance of the street and existing fine grained residential impact can be avoided. – Building separation should be based on the number of storeys and whether the outlook is primary or secondary (refer to Appendix 1).
	 7. Sites for taller buildings	Set back from the Hoddle Street street wall facade, side streets and the residential interfaces.	– Minimise off site impacts.	
	 10. Entry and corner buildings	Prominent site which is highly visible from the Eastern Freeway and Hoddle Street.	– Employ a high level architectural design to a signature building at the intersection of the Eastern Freeway and Hoddle Street.	
Residential interface 	 9. Fine grained residential interface	There is a minimal interface to the Lulie Street north residential area with the street providing some building separation.	– Provide a scale transition where new development is adjacent to fine grained residential areas.	– Minimise impact on adjacent residential development. – Provide an interface of 3-4 storeys to adjacent residential development. – Provide a 3-6 metre setback for upper level development.

Precinct 3: Plan and indicative section

STREET WALL FACADE

Active frontage provides passive surveillance

- 6 storey street wall facade to Hoddle Street
- 3-4 storey street wall facade to Lulie Street

UPPER LEVELS

Taller development setback 3-6 metres

- Preferred maximum height generally 6-8 storeys
- 10-12 storeys on selected larger sites with separation between taller buildings

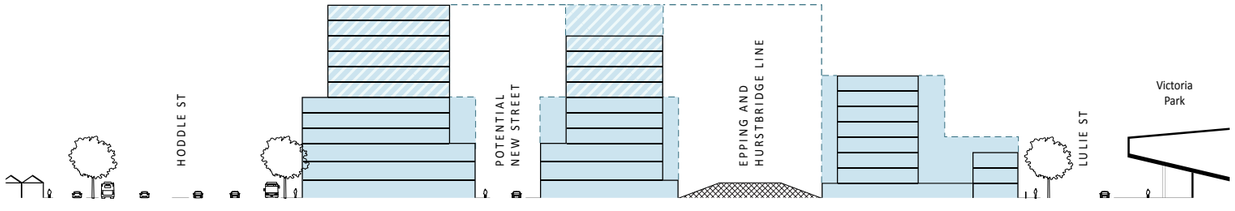
RESIDENTIAL INTERFACE

Transition to residential areas with upper level development setback 3-6 metres

- 3-4 storey interface to a maximum of 1 storey higher than adjacent residential development

CORNER BUILDINGS

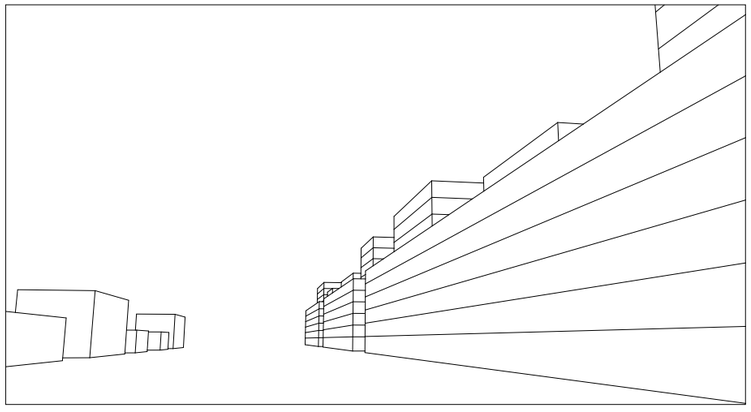
- High quality entry building



Precinct 3: Streetscape model to future vision

The view today

A mix of warehouses and showrooms sometimes set behind open car parks relate poorly to the street frontage and contribute little to the pubilc realm. Some avenue tree planting hints at the boulevard potential of the corridor. High vehicular volumes impact on the amenity of the street for pedestrians but the high exposure offers potential for future business activity.



Built form envelopes

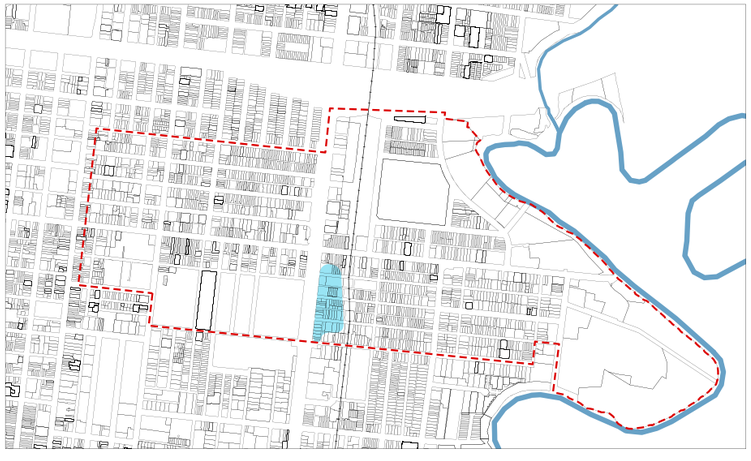
The envelope shows a six storey street wall facade which is more in scale with the wide street reserve. Higher development is set aback behind the street facades.

The future streetscape vision

Six storey buildings front Hoddle Street and begin to give a boulevard character. The buildings with inviting entries and showroom space enliven the street environment. Higher buildings from 10-12 storeys are well spaced and relate to the street. The highly exposed and public transport rich precinct is a sought after location for future inner suburban office space. Substantial avenue tree planting in an upgraded median and side verges reinforce the boulevard character and provide a more pleasant shaded environment for pedestrians. The bus corridor has priority and upgraded bus stop facilities are provided. The access along Truro Street to the train station is clearly marked and has been upgraded facilitating modal interchange between the train and the Hoddle Street bus.

“Incremental development revitalises the precinct and enlivens the narrow streets”

3.4 Precinct 4 – Hoddle Street South



Existing built form character

Coarse to medium grain North Richmond Industrial/ Hoddle Street/Punt Road character type
(MR2, IC7 Built Form Review)

The consistent zero setback edge and the narrow streets with some tall warehouses create a hard urban effect in some streets. The heights vary with some larger sites containing warehouses to the equivalent of 5 storeys and other fine grain sites with only single storey buildings. The railway embankment reduces the apparent scale of these buildings to the residential areas further east. To the south of the precinct is a limited residential interface with back fences or a laneway defining the edge.

Issues and opportunities

Issues

— Often low scale and out of scale with the wide Hoddle Street reserve.
— High exposure to Hoddle Street.
— Finer grain of development compared to Precinct 3.
— Railway embankment buffers adjacent residential areas.
— Minimal off site impacts.

Opportunities

— Provide a built edge to Hoddle Street which is in scale with the wide road reserve and Collingwood Town Hall.
— Maximise the opportunity of a precinct with few off site impacts.
— Intensify development to take advantage of good access to Collingwood and Victoria Park Stations.

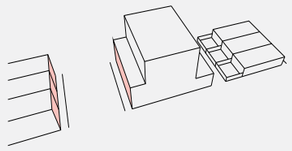
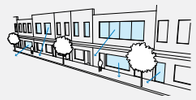
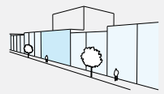
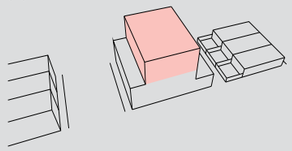
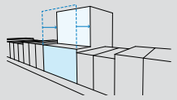
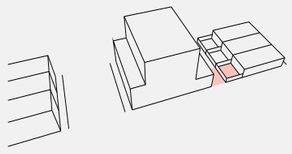
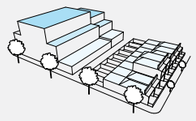
Evolving character

This precinct offers the opportunity to evolve into a built form character in scale with the wide Hoddle Street space while complementing the established warehouse character.

Future character

A finer grained, mixed use area compared to Precinct 3. Incremental residential and office development and refurbishment has revitalised this fine grained commercial precinct and enlivened the narrow streets. Taller development along Hoddle Street complements the boulevard character of the wide street reservation.

Precinct 4: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall facade 	 1. Human scale and street proportion	A consistent street wall facade of up to six storeys is proposed to provide a built form edge to Hoddle Street which is in scale with the wide road reserve.	– Strengthen the appearance of the street wall façade which is in scale with the wide Hoddle Street reserve to reinforce a boulevard character.	– 5-6 storey street wall to Hoddle Street. – 3-4 storey steet wall to side streets and laneways.
	 3. Walkability and active frontages	Hoddle Street frontages will take the form of uses such as showrooms or office foyers but avoid blank walls, especially car parks.	– Ensure the ground level of buildings fronting Hoddle Street are designed for active uses. – Design ground floor entries to upper levels to be visible and easy to access from the street level.	
	 4. Repairing the street wall facade	There are some under scaled buildings along this section of Hoddle Street and these should be repaired.	– Design the street wall façade of larger developments to be in scale with the wide Hoddle Street road reserve.	
Upper levels 	 6. Taller development set back	To retain the dominance of the street wall façade upper levels development should be set back 3-6 metres.	– Setback upper levels.	– 6-7 storeys only if able to accommodate upper levels to the west of the railway line.
Residential interface 	 9. Fine grained residential interface	Residential interface is limited to the southern edge of the precinct. In all other locations the railway line provides a buffer.	– Provide a scale transition where new development is adjacent to fine grained residential areas.	– Provide an interface of 2-3 storeys to adjacent residential development. – Provide a 3-6 metre setback for upper level development.

Precinct 4: Plan and indicative section

STREET WALL FACADE

Active frontage provides passive surveillance

- 5-6 storey street wall facade to Hoddle Street
- 3-4 storey street wall facade to side streets and laneways

UPPER LEVELS

Taller development setback 3-6 metres

- Preferred maximum height generally 6-7 storeys

RESIDENTIAL INTERFACE

Transition to residential areas with upper level development setback 3-6 metres

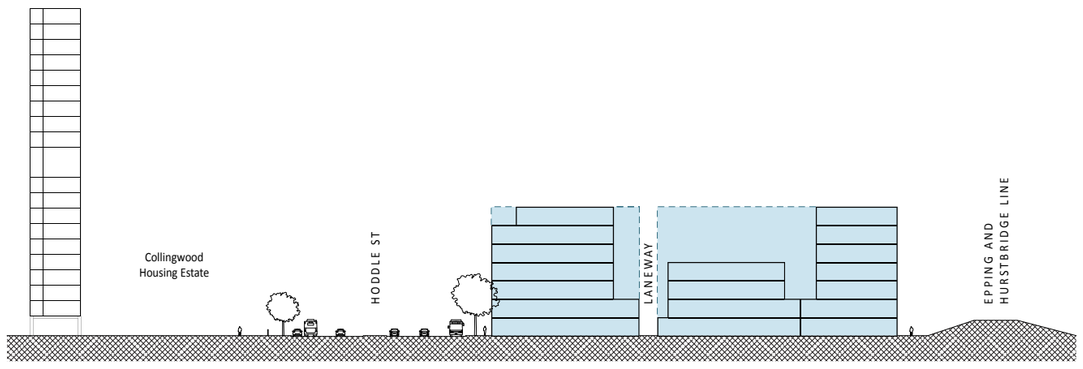
- 2-3 storey interface to a maximum of 1 storey higher than adjacent residential development

CORNER BUILDINGS

- Important corner building

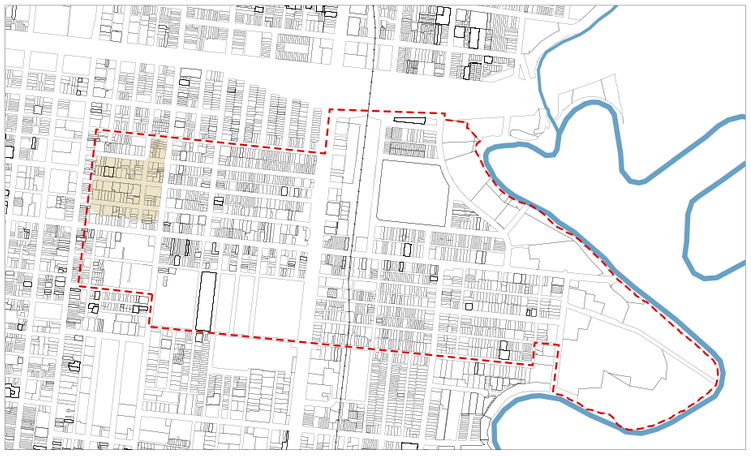
0 100 200m

N



“A busy commercial precinct retaining a warehouse character”

3.5 Precinct 5 – Easey Street



Existing built form character

Coarse grain hard edge Collingwood North industrial character
(IC9 Built Form Review)

A precinct of traditional industrial buildings, located between a heritage residential area to the east and north and the strip centres of Johnston and Smith Street. The majority of buildings are two level warehouses (three to four storey equivalent) of masonry construction with saw tooth rooflines. The area has a hard urban feel with many buildings extending to the front boundary while other buildings have setbacks for car access or parking.

Issues and opportunities

Issues

— More intensive development will have minimal off site impacts.
— Streets poorly defined by ad hoc setbacks.

Opportunities

— Key opportunity for intensification for Smith Street Major Activity Centre.
— Maximise the opportunity of a precinct with few off site impacts.
— Repair street wall facade and ad hoc setbacks.
— Adapt and reuse existing buildings.
— Where new development occurs, create a contemporary built form character that compliments the existing industrial buildings.

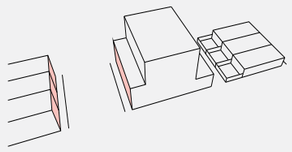
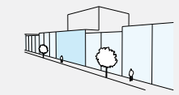
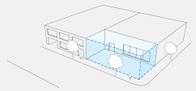
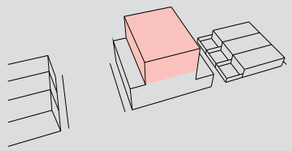
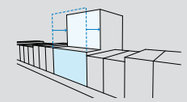
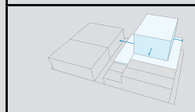
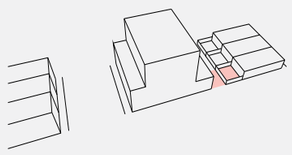
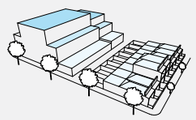
Evolving character

This precinct offers the opportunity for a built form character to evolve which is in scale and complements the existing urban warehouses, while also contributing to a new contemporary character.

Future character

The busy commercial precinct continues to expand with new activity providing opportunities for commercial and office buildings. Pedestrian friendly streets have a more consistent streetscape and taller buildings are set back from the street façade. The industrial/warehouse character has been retained with new development responding to this context.

Precinct 5: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall facade 	 1. Human scale and street proportion	A consistent street wall façade to will establish an enclosed, pleasantly proportioned street space which has human scale within the 16 metre wide road reserve.	– Strengthen the appearance of the street wall façade which is in scale with the precinct streets.	– 5-6 storeys.
	 4. Repairing the street wall	There are many under scaled buildings and these should be repaired.	– Design the street wall façade to be in scale with the precinct streets.	
	 5. Repairing urban fabric	Building back the street wall façade where there are ad hoc setbacks.	– Build to the street frontage boundary of the site.	
Upper levels 	 6. Taller development set back	To retain the dominance of the street wall façade upper levels development should be set back.	– Setback upper levels.	– 6 storeys.
	 7. Sites for taller buildings	Set back from the street wall façade.	– Minimise off site impacts and be recessive in design to respect the street wall façade.	
Residential interface 	 9. Fine grained residential interface	Residential interfaces are separated by perimeter street frontages to the precinct and a 2-3 street wall facade is appropriate.	– Provide a scale transition where new development is adjacent to fine grained residential areas.	– Minimise impact on adjacent residential development. – Provide an interface of 2-3 storeys to adjacent residential development. – Provide a 3-6 metre setback for upper level development.

Precinct 5: Plan and indicative section

STREET WALL FACADE

Active frontage provides passive surveillance

Street wall facade to match preferred number of storeys

UPPER LEVELS

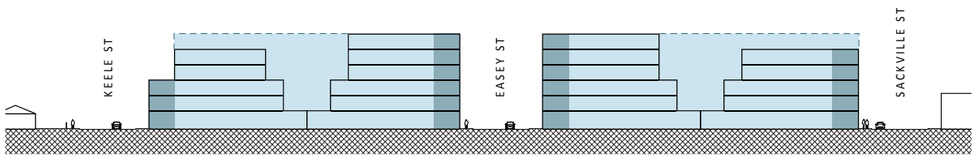
Taller development setback 3-6 metres

Preferred maximum height up to 6 storeys on larger sites

RESIDENTIAL INTERFACE

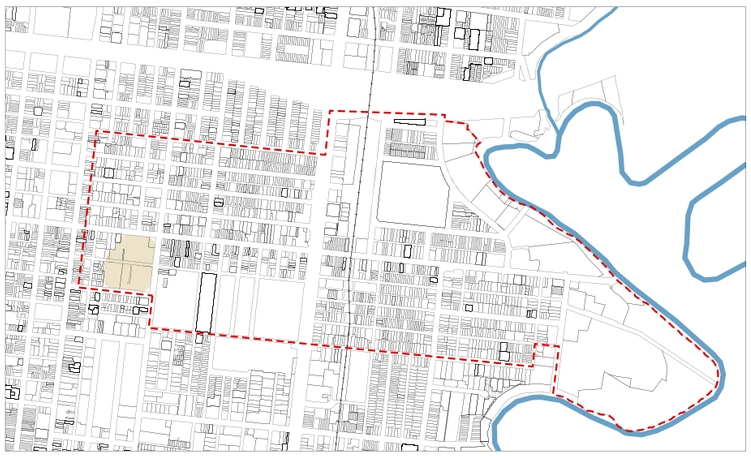
Transition to residential areas with upper level development setback 3-6 metres

2-3 storey interface to a maximum of 1 storey higher than adjacent residential development



“Heritage buildings provide meeting places and venues for art, cultural and entertainment uses”

3.6 Precinct 6 – Community Hub/Arts Precinct



Existing built form character

Coarse grain hard edge educational/industrial character
(Heritage overlay HO 324)

The former industrial and educational buildings range in style through Victorian, Edwardian, industrial and warehouse forms to art deco and modernist educational buildings. The consistent hard edge to the surrounding streets and use of brick, particularly red brick, give this heritage precinct a strong sense of place in the streetscape.

Issues and opportunities

Issues
— Heritage buildings define precinct.
— NMIT building out of scale with the precinct.
— New development dominating heritage buildings.

Opportunities
— Relate to and invigorate existing heritage buildings.
— Provide a scale transition to the highly visible NMIT building while respecting the heritage fabric.

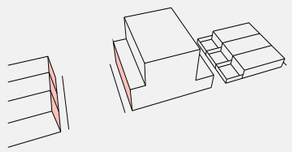
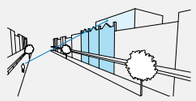
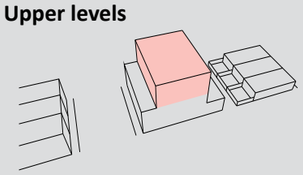
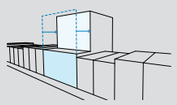
Evolving character

Heritage protection will ensure the maintenance of the existing built form character while offering some opportunities for new infill development which respects these existing qualities.

Future character

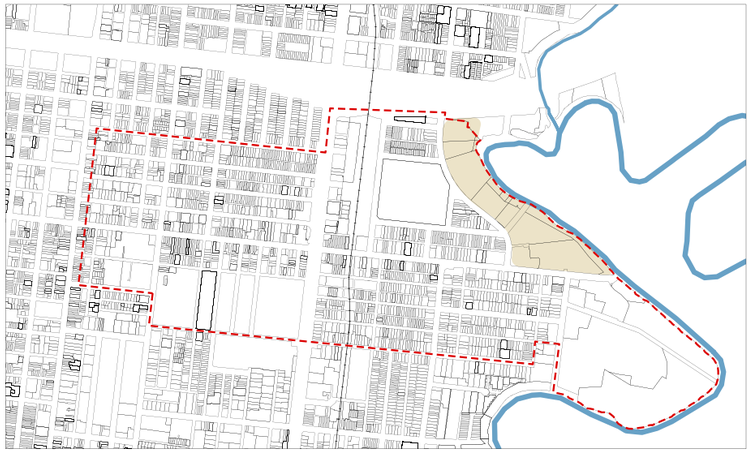
The community precinct supports arts, cultural and entertainment uses which bring further activity to Johnston Street. The hub has become a meeting place and venue for cultural activities adding life to the retained heritage buildings and outdoor spaces. The new medium rise buildings provide a scale transition to the NMIT building.

Precinct 6: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall façade 	 8. Heritage buildings	Concentration of heritage buildings determines 2-3 storey street wall facade.	– Complement the street wall of heritage building when building on adjacent sites.	– Subject to existing heritage policies and guidelines.
Upper levels 	 6. Taller development set back	To retain the dominance of the street wall facade, upper level development should be set back 3-6 metres.	– Upper levels should be setback and recessive in the streetscape. – Subject to DDO12.	– Subject to DDO12. – Up to 6 storeys only if meets the requirements set out in DDO12.

“Heritage buildings provide meeting places and venues for art, cultural and entertainment uses”

3.7 Precinct 7 – Trennery Crescent



Existing built form character

Ex-Industrial River edge
(YR4, YR11 Built Form Review)

A mix of former industrial and newer contemporary buildings sit prominently and sometimes intrusively along the edge of the River corridor. Grassed banks are set below a steep and often tall escarpment that leads up to the building edge. The skyline includes saw tooth and gable roof forms and some prominent new taller buildings punctuate the skyline. The precinct presents an urban edge to the curving alignment of Trenerry Crescent which offers little evidence of the nearby river corridor. Breaks in the street wall façade offer a glimpse of tree canopies that are a reference to the river corridor below. The red brick and concrete buildings range in height from 3-7 storeys.

Issues and opportunities

Issues

— Yarra River Corridor not evident from Trenerry Crescent.
— Industrial character of existing built form particularly heritage buildings.
— New buildings encroach on the river corridor and are exposed along the banks of the Yarra.

Opportunities

— Development which respects the Yarra River Corridor.
— Development provides views and connections to the river.
— Enhance and respect the dominant red brick industrial character.
— Restore areas of natural vegetation (where appropriate) along the banks of the Yarra to minimise the visual impact of new buildings.

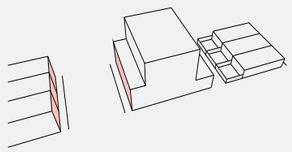
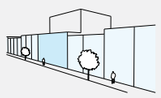
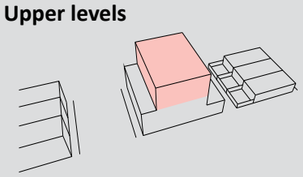
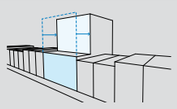
Evolving character

The dominance of former industrial and heritage buildings will ensure that the built form character will evolve in accordance with the existing industrial character.

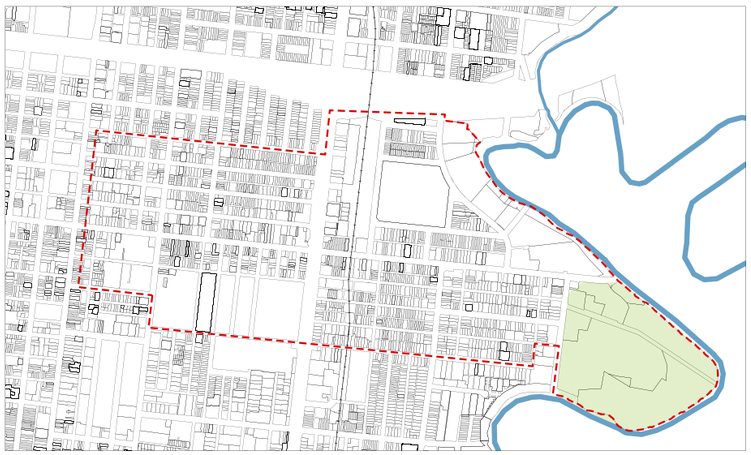
Future character

The mix of former industrial/heritage buildings and newer contemporary buildings respond to the unique environment of this riverside location providing an attractive place to live or work. Walkways provide visual and pedestrian links from Trenerry Crescent to the River. The mix of offices and residential apartments brings life to the street. The prominent street wall edge is softened by the tree lined streetscape.

Precinct 7: Built form recommendations

ELEMENT	PRINCIPLE APPLIED	DISCUSSION AND URBAN DESIGN CRITERIA	GUIDELINES	MAXIMUM HEIGHTS AND SETBACKS
Street wall facade 	 4. Repairing the street wall	The street wall façade should match the existing dominant height of 3-4 storeys and complement the former industrial character. Some gaps would provide the opportunity for views to the River Corridor from Trenerry Crescent.	– Strengthen the appearance of the street wall façade which is in scale with the precinct streets. – Provide gaps for views through to the River corridor where appropriate.	– Complement the height of the neighbouring properties generally up to 3-4 storeys.
Upper levels 	 6. Taller development set back	Subject to Schedule 1 to the Design Development Overlay (The current DDO1 along the Yarra River Corridor will be subject to a planning scheme amendment that implements the recommendations of the Yarra River Corridor Strategy which provides guidance to inform a new set of built form controls along the Yarra River corridor) To retain the dominance of the Yarra River corridor and the street wall façade, upper levels development should be set back.	– Provide a transition in built form away from the river corridor in accordance with the requirements of DDO1 and the Yarra River Corridor Strategy (2015).	– DDO1 applies to the river frontage. – 6-8 storeys (in accordance with the setback and height provisions outlined in DDO1).

3.8 Precinct 8 – Abbottsford Convent



Existing built form character

Institutional/parkland River edge setting
(Heritage overlay HO 324)

Ecclesiastical early 20th century grand buildings and rustic farm buildings are set in a garden and parkland setting which integrates with the Yarra River Corridor.

Issues and opportunities

Issues

— Garden and parkland setting contributes to the Yarra River Corridor.

Opportunities

— Maintain garden and parkland setting which blends seamlessly with the Yarra River Corridor.

Evolving and future character

This minimal change area offers limited opportunities for sensitively located new buildings which are subservient to the existing built form and relate to the wider landscape setting.

Note: No built form recommendations are included as any new development in this precinct is subject to the requirements of Heritage Victoria.

4 Towards a future vision

4.1 Johnston Street Central

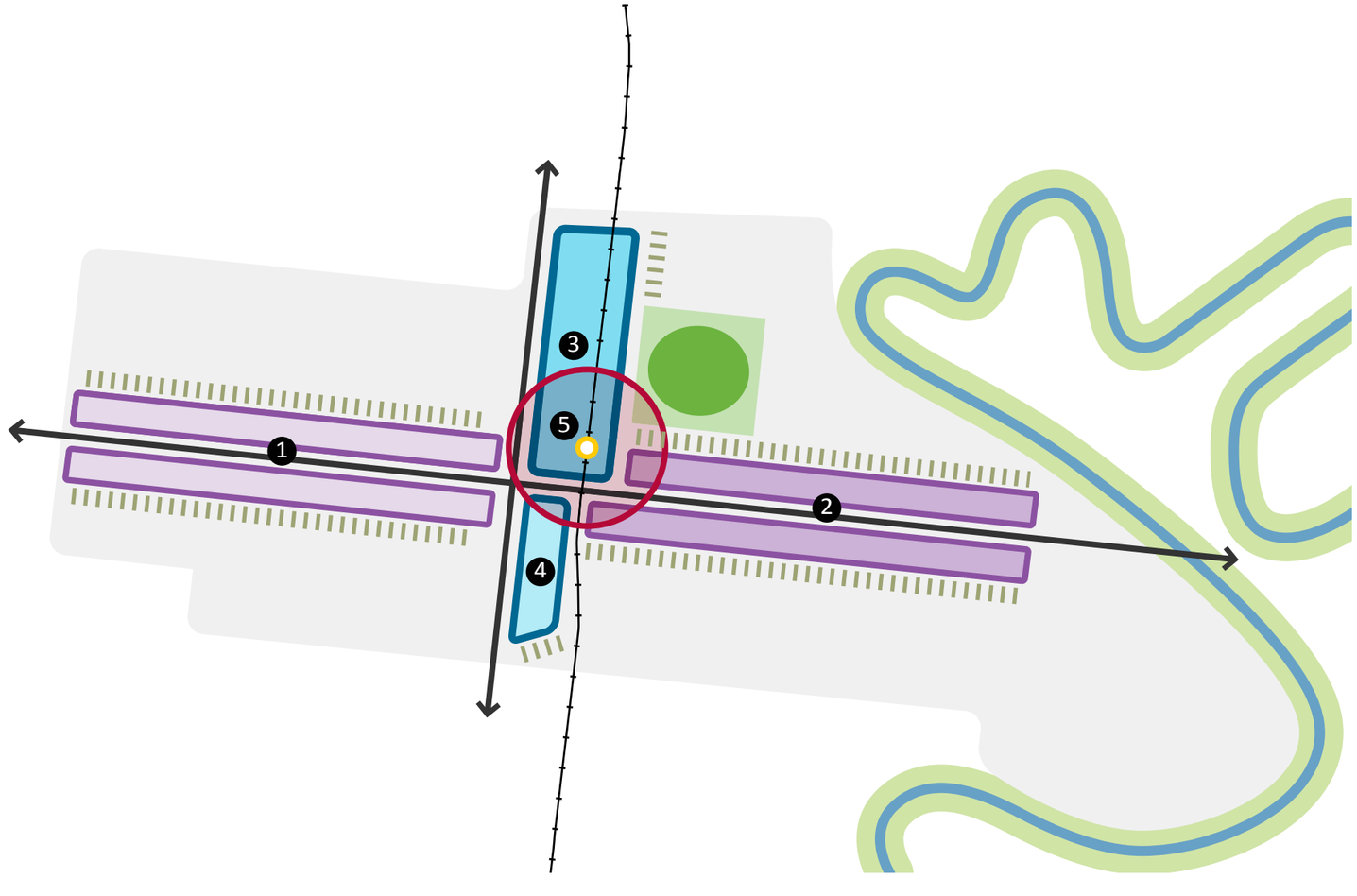
4.2 Johnston Street East

4.3 Hoddle Street Boulevard

Conclusion

The key recommendations for the built form are:

1. **New buildings respect the heritage qualities of the precinct.**
   - Protecting the heritage fabric of the central section of Johnston Street.
   - Repairing the street wall with upper development set back and recessive.
   - Protecting the existing amenity of adjacent fine grained residential areas.
2. **Opportunity to establish a contemporary built form character.**
   - Encouraging a new contemporary built form character.
   - Repairing the street wall with upper development set back.
   - Protecting the existing amenity of adjacent fine grained residential areas.
3. **Taller buildings along Hoddle Street contribute to a boulevard character.**
   - Encouraging intensive and higher built form.
   - Develop a stronger and higher built edge to Hoddle Street.
   - Encouraging a new contemporary built form character.
   - Protecting the existing amenity of adjacent fine grained residential areas.
4. **Incremental development revitalises the precinct and enlivens the narrow streets.**
   - Protecting the existing amenity of adjacent fine grained residential areas.
5. **Victoria Park Station.**
   - Intensifying built form around Victoria Park Station.



Appendix

Appendix 1: Testing the built form

Studies of building envelopes and sections have been undertaken to assess whether the proposed built form is appropriate to the place. This work has focused on the street wall, visual recessiveness of upper level development, overshadowing of key public spaces and the impact on adjacent residential areas. This testing has assisted in the refinement of the guidelines.

Where there are opportunities for taller development, it is essential that there is an appropriate response to building separation. This will ensure that the amenity of existing and new residents is protected. Diagrams setting out minimum building separation with respect to building height and outlook are provided.

Analysis of typical precinct conditions

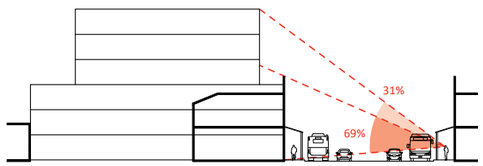
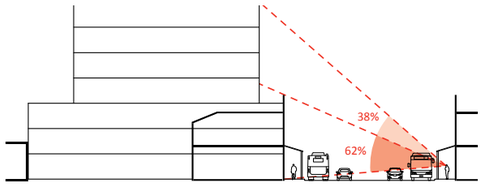
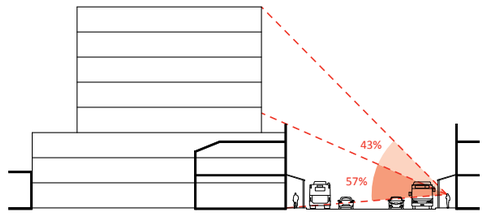
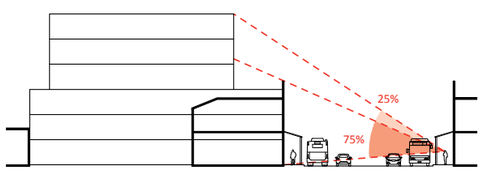
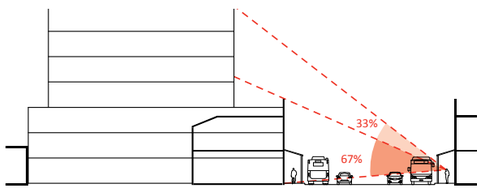
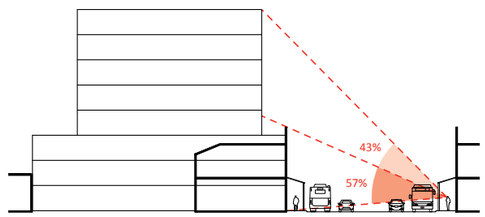
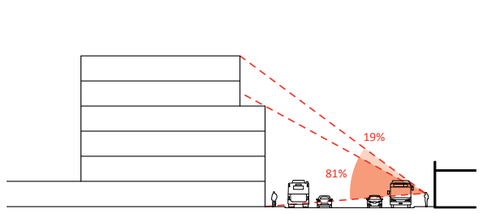
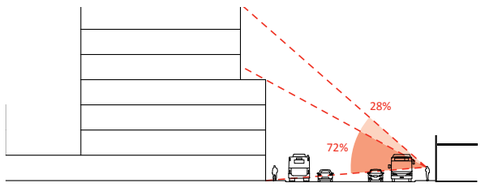
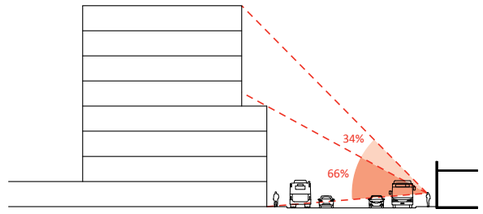
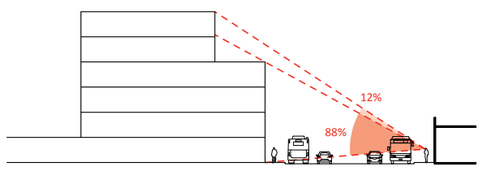
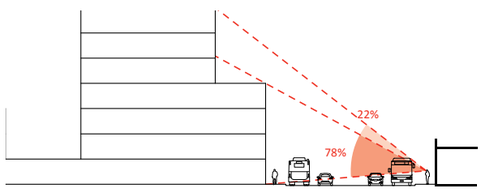
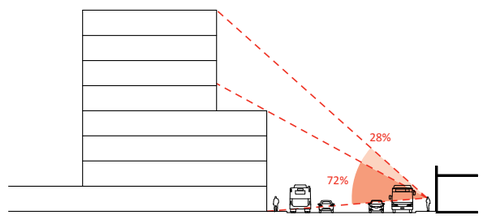
Clause 21.05 – Built Form in the Local Planning Policy Framework states that new development in activity centres will be no more than 5-6 storeys unless urban design and architectural aspirations can be achieved.

While there are sites in Precinct 1 and 2 that could potentially accommodate taller development, the following sections and 3D views indicate that 6-7 storeys is generally acceptable and meets the relevant built form principles on pp.20-21 as outlined below:

1. Human scale and street proportion
2. Microclimate and sun access
6. Taller development set back and visually recessive
7. Sites for taller buildings
8. Heritage buildings
9. Fine grained residential interface

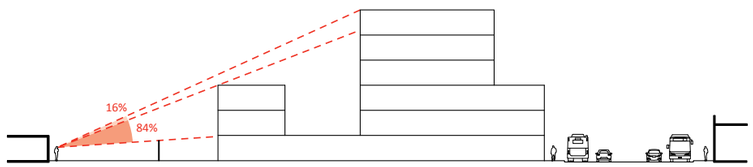
Once development reaches 8 storeys the upper levels become more dominant. The resulting built form is less likely to meet the built form principles outlined above.

Johnston Street

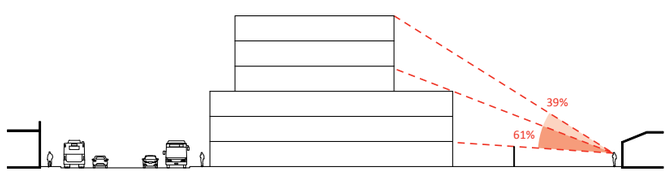
6 storeys	7 storeys	8 storeys
		
3 storey street wall with 3m upper level setback.		
		
3 storey street wall with 6m upper level setback.		
		
4 storey street wall with 3m upper level setback.		
		
4 storey street wall with 6m upper level setback.		

Residential interface

6 storeys

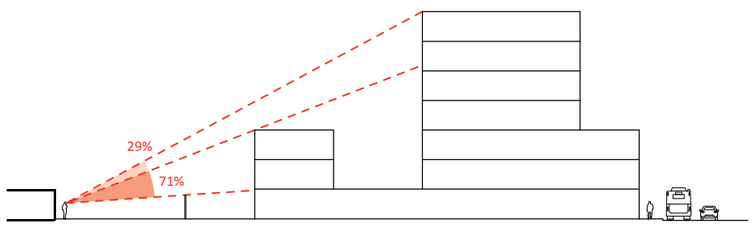


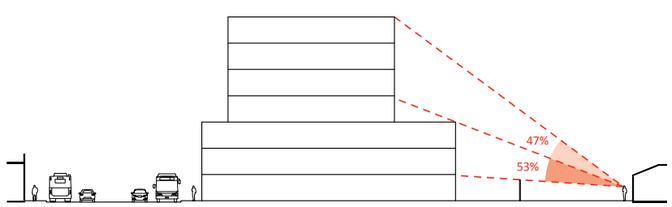
3 storey town houses to laneway with apartment building to Johnston St.



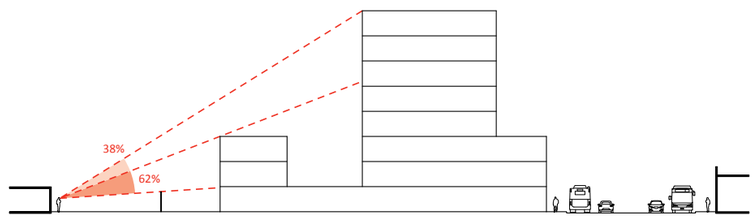
Apartment building to laneway.

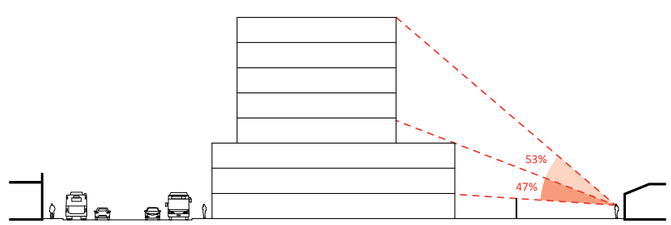
7 storeys





8 storeys



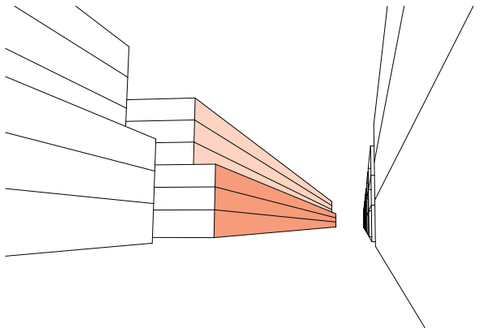


Oblique views along Johnston Street

Oblique views must be considered with respect to built form as this reflects how most pedestrians, cyclists and occupants of vehicles will see the built environment as they move along Johnston Street. These images reinforce the information shown previously in section.

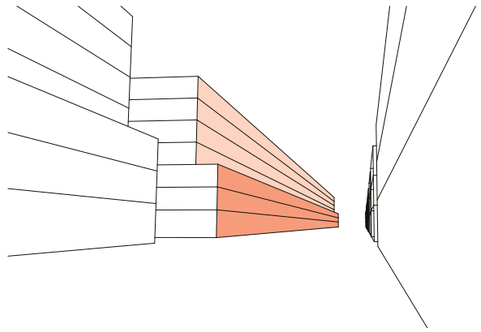
Johnston Street – Precinct 1

6 storeys

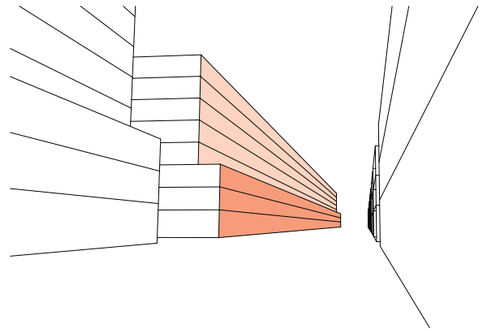


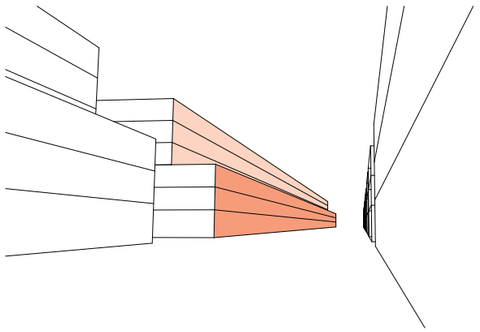
3 storey street wall with 3m upper level setback.

7 storeys

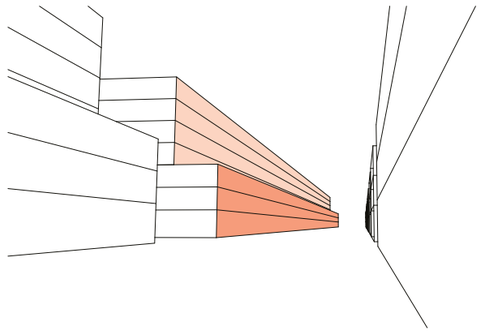


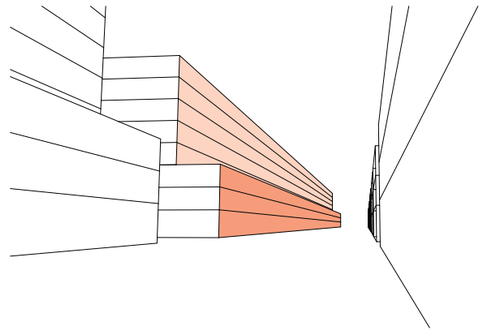
8 storeys





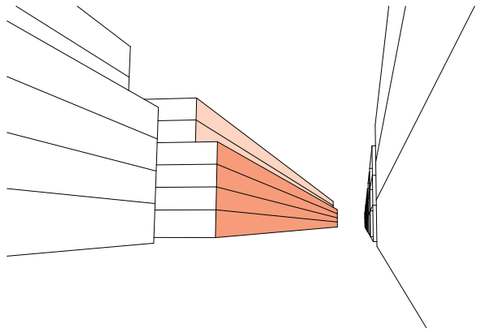
3 storey street wall with 6m upper level setback.



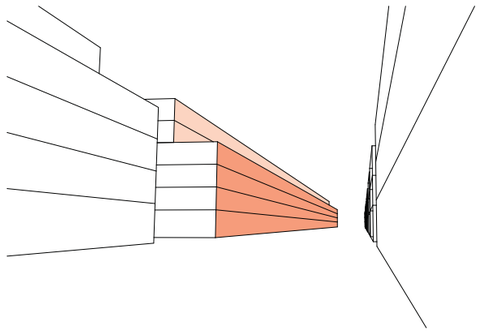


Johnston Street – Precinct 2

6 storeys

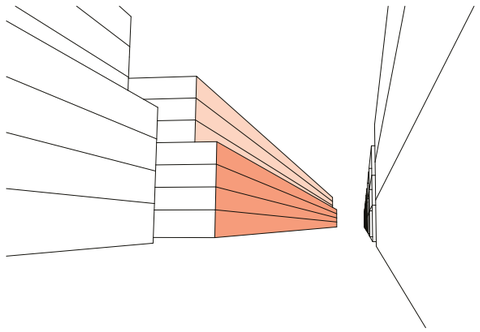


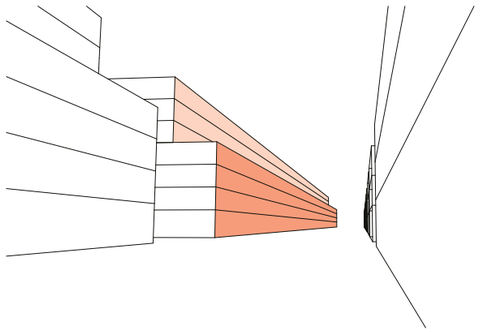
4 storey street wall with 3m upper level setback.



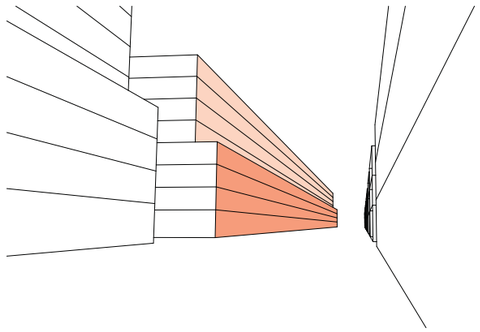
4 storey street wall with 6m upper level setback.

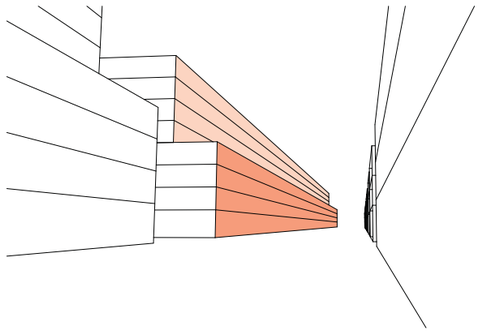
7 storeys





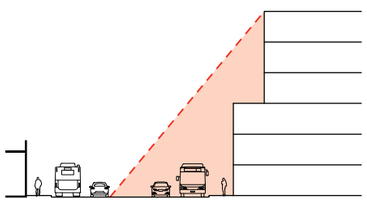
8 storeys



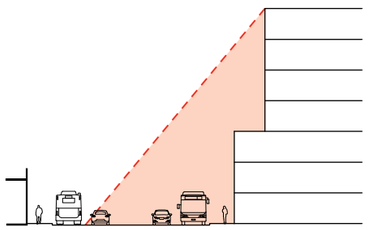


Sunlight to public and private space

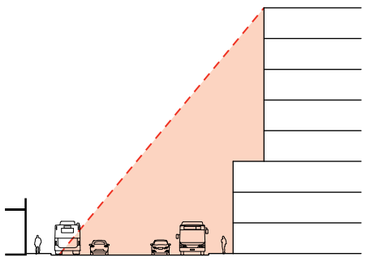
6 storeys



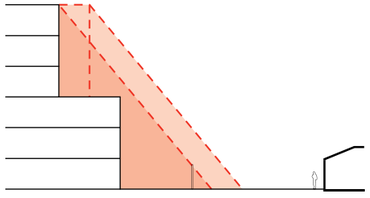
7 storeys

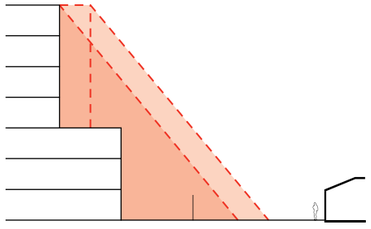


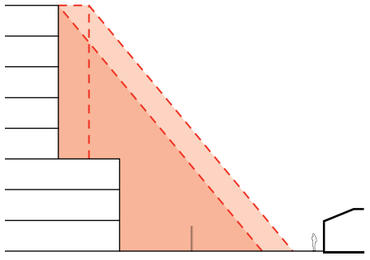
8 storeys



On the north side of Johnston Street, developments up to 6 storeys with upper levels setback allow for sunlight to the southern footpath during and beyond the equinox. Given that the footpath is the principal public space along Johnston Street, maximising access to sunlight should be a priority.







In the scenario above, new development and existing residential areas are separated by a laneway. On developments up to 6 storeys with upper levels setback, there is minimal overshadowing to the private outdoor space of the existing residential dwellings.

Building separation

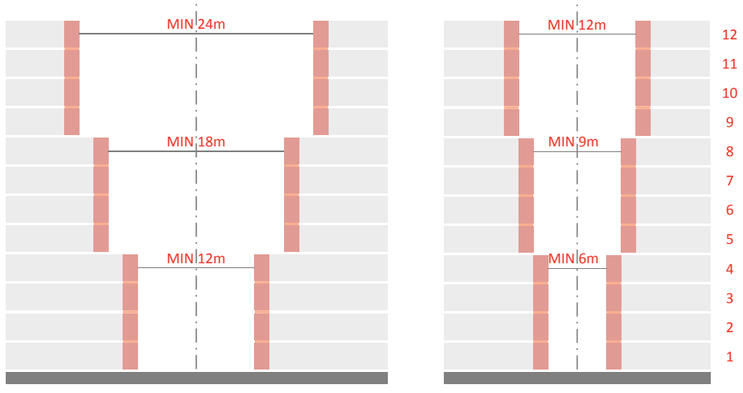
The diagrams opposite reference the *Moreland Higher Density Design Code*. This document provides the following definitions which should be read in conjunction with these diagrams:

Building separation is the minimum distance between buildings measured from the external wall or the edge of a balcony.

Primary outlook is the view from main living areas of apartments.

Secondary outlook is the view from bedrooms and studies of apartments and the view from commercial occupancies. Garages, car parking areas and blank walls do not require an outlook.

Appropriate building separation will provide good daylighting, minimise overlooking and reduce acoustic disturbance.



Buiding separation for primary outlook (left) and secondary outlook (right).

Appendix 2: Street elevation analysis – Precinct 1

Johnston Street North – Smith Street to Budd Street

Block Length and Depth
186m long, 61m deep

Lot Types
Generally W<D
Other W<D/4, W>D

Building Height
1-2 storeys
4-9.5m

Upper Level Setback
No

Facade Rhythm
Generally fine grained
Some larger frontages
Ground floor: shop front glazing common
1st floor: vertical rhythm to windows common

Street Interface
Generally back edge of pavement
Some buildings setback

Active Facades
Generally Yes
Some areas of blank frontage

Awnings
Generally No
Some awnings, not continuous

Corner Buildings Emphasized
Smith Street – No
Budd Street – No

Footpath
W<3m

Street Trees
Yes
Limited with irregular spacing
Different species

Block Permeability
One point of pedestrian permeability
Limited number of buildings have vehcile access to the rear from Sackville Street

Overlays
HO107, HO133, HO324, HO333

Unique Conditions
Johnston street lots abut medium sized non-residential lots fronting Sackville Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

SMITH STREET

PLN11/1014 2 Johnston St, Collingwood
6 storey residential retaining heritage facade
VCAT approved

BUDD STREET

Johnston Street North – Budd Street to Wellington Street

Block Length and Depth
50m long, 61m deep

Lot Types
Majority W<D
Other W<D/4

Building Height
1-2 storeys
4-9.5m

Upper Level Setback
No

Facade Rhythm
Generally fine grained
Interrupted by vacant site
Ground floor: shop front glazing common
1st floor: vertical rhythm to windows common

Street Interface
Back edge of pavement

Active Facades
Yes, excluding vacant site

Awnings
Generally No
One section of awnings

Corner Buildings Emphasized
Budd Street – Yes
Wellington Street – Yes

Footpath
W<3m

Street Trees
No

Block Permeability
Vehicular access to block interior from side lanes

Overlays
HO324

Unique Conditions
Square block with almost equivalent length and depth

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

BUDD STREET

WELLINGTON STREET

Johnston Street North – Wellington Street to Gold Street

Block Length and Depth
131m long, 61m deep

Lot Types
Generally W<D/4
Other W<D

Building Height
1-2 storeys
4-10m

Upper Level Setback
No

Facade Rhythm
Generally fine grained
Vertical rhythm to fenestrations common
Interrupted by vacant site

Street Interface
Generally back edge of pavement
Some front gardens

Active Facades
Generally Yes
Some areas of blank frontage and vacant site

Awnings
Generally No
Two sections of awnings

Corner Buildings Emphasized
Wellington Street – Yes
Gold Street – No

Footpath
W<3m

Street Trees
Yes
Regular spacing
Different maturity

Block Permeability
Limited number of buildings have rear access from side lines

Overlays
HO324

Unique Conditions
Johnston street lots abut medium sized, predominantly non-residential lots fronting Sackville Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

Johnston Street North – Gold Street to Hoddle Street (no. 124-180)

Block Length and Depth
318m long, 61m deep

Lot Types
Majority W<D/4
Other W<D

Building Height
1-2 storeys
5-10m

Upper Level Setback
No

Facade Rhythm
Generally fine grained
Some larger frontages
Ground floor: shop front glazing common
1st floor: vertical rhythm to windows common

Street Interface
Back edge of pavement
One setback

Active Facades
Generally Yes
Some areas of blank frontage

Awnings
Generally No
Some awnings, not continuous

Corner Buildings Emphasized
Gold Street – Yes (although single storey)

Footpath
W<3m

Street Trees
No

Block Permeability
Vehicular access to rear of some buildings from lanes of Gold and Sackville Street

Overlays
HO324

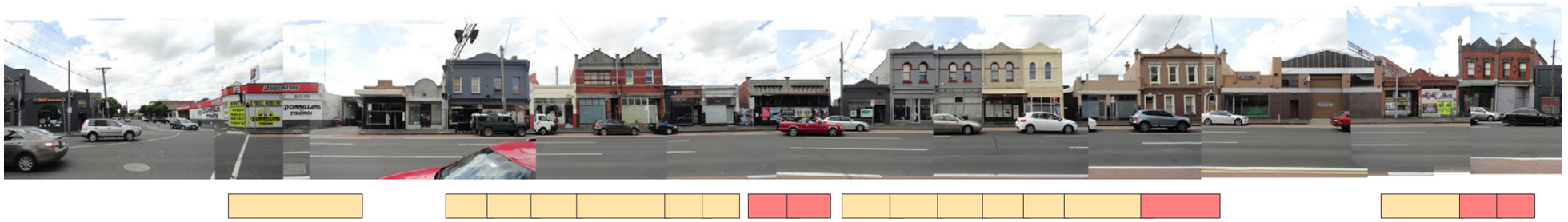
Unique Conditions
Johnston street lots abut medium sized non-residential and fine grain residential lots fronting Sackville Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay



Johnston Street North – Gold Street to Hoddle Street (no. 180-222)

Block Length and Depth
318m long, 61m deep

Lot Types
Generally W<D
Other W<D/4

Building Height
1-2 storeys
6.5-12m

Upper Level Setback
No

Facade Rhythm
Mix of fine and medium grain
Horizontal and vertical rhythm to fenestrations
Interrupted by vacant site

Street Interface
Back edge of pavement
Occasional setback and vehicle access

Active Facades
Mixed of active facades and blank walls

Awnings
Generally No
One section of awning

Corner Buildings Emphasized
Hoddle Street – No

Footpath
W<3m

Street Trees
Limited
Different species (TBC) & maturity

Block Permeability
Vehicular access to rear of some buildings from lanes off Sackville Street

Overlays
HO324

Unique Conditions
Johnston street lots abut medium sized non-residential and fine grain residential lots fronting Sackville Street
Eastern end intersects with Hoddle Street

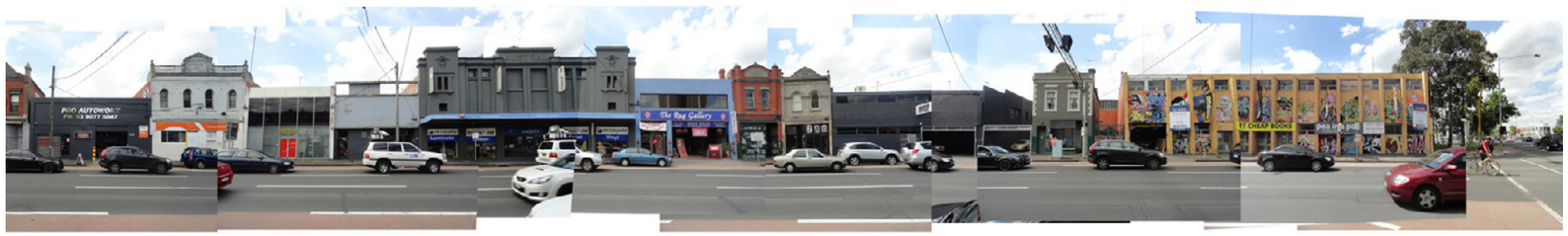
Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity



PL07/0296 222-230 Johnston St, Collingwood
6 storey retail and commercial
Council approved

DDO2
Main Roads and Boulevards

H O D D L E S T R E E T

Johnston Street South – Hoddle Street to Harmsworth Street

Block Length and Depth
21m long, 84m deep (individual block)

Lot Types
Generally W<D
Other W<D/4

Building Height
1-2 storeys
4.5-9m

Upper Level Setback
No

Facade Rhythm
Fine grained
Ground floor: shop front glazing common
1st floor: vertical rhythm to windows

Street Interface
Back edge of pavement

Active Facades
Yes

Awnings
Yes
Not continuous

Corner Buildings Emphasized
Streets – Generally No
Lanes – No

Footpath
W<3m

Street Trees
No

Block Permeability
Good access to blocks due to finer grain street network

Overlays
HO324

Unique Conditions
Block ends face Johnston Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

HODDLE STREET

DDO2
Main Roads and Boulevards

SYDNEY STREET

SYDNEY LANE

FRANCIS STREET

LT FRANCIS STREET

HARMSWORTH STREET

Johnston Street South – Harmsworth Street to Dight Street

Block Length and Depth
20m long, 85m deep (individual block)

Lot Types
Majority W<D/4
Other W<D

Building Height
1-2 storeys
3.5-14m

Upper Level Setback
Yes
One building with 5m upper level setback

Facade Rhythm
Fine grained
Ground floor: shop front glazing common
1st floor: vertical rhythm to windows common

Street Interface
Back edge of pavement

Active Facades
Yes

Awnings
Yes
Half of the blocks have continuous awnings

Corner Buildings Emphasized
Streets – Yes
Lanes – No

Footpath
W<3m
W>3m (Campbell Lane to Dight Street)

Street Trees
No

Block Permeability
Good access to blocks due to finer grain street network

Overlays
HO324

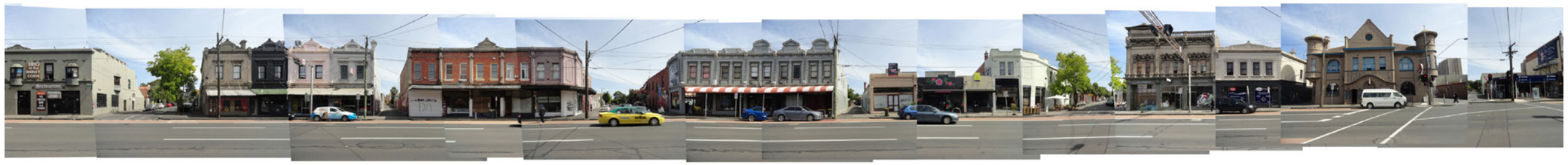
Unique Conditions
Block ends face Johnston Street
Majority of block ends have consistent 2 storey height

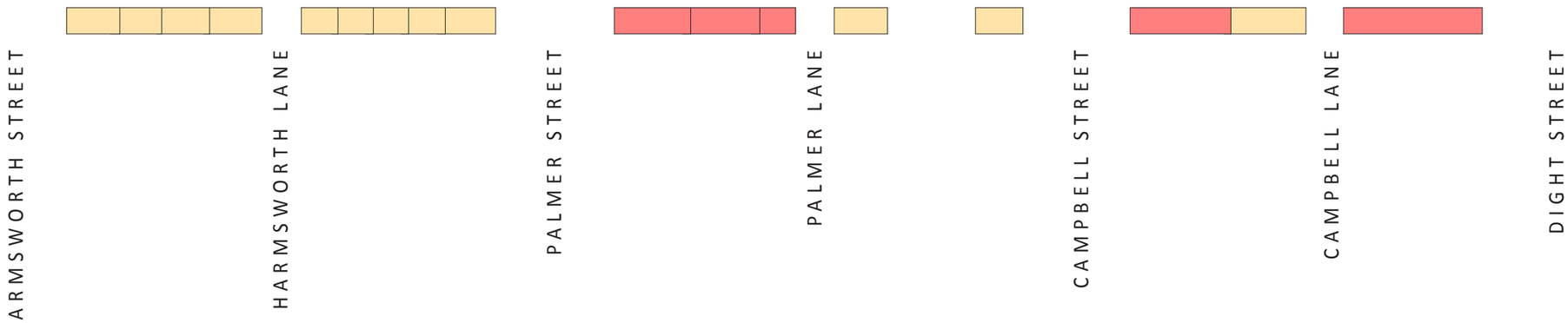
Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay





Johnston Street South – Dight Street to Wellington Street

Block Length and Depth
130m long, 85m deep

Lot Types
Majority W<D/4
Other W<D

Building Height
1-2 storeys
3.5-10.5m

Upper Level Setback
No

Facade Rhythm
Fine grained
Vertical rhythm to fenestrations common

Street Interface
Back edge of pavement

Active Facades
Yes

Awnings
Yes
Almost continuous awnings

Corner Buildings Emphasized
Dight Street – No
Wellington Street – Yes

Footpath
W<3m

Street Trees
No

Block Permeability
Rear access to majority of buildings from York Street

Overlays
HO324

Unique Conditions
Very narrow and deep blocks running through to York Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

DIGHT STREET

PL09/0606 105-107 Johnston St, Collingwood
3-4 storey residential dwellings
Council refused, VCAT approved

WELLINGTON STREET

Johnston Street South – Wellington Street to Bedford Street

Block Length and Depth
187m long, 83m deep

Lot Types
Majority W<D
Other W<D/4, W>D

Building Height
1-3 storeys
3-16m

Upper Level Setback
No

Facade Rhythm
Generally fine grained
Vertical rhythm to fenestrations common
Interrupted by ground floor car parking, vehicle crossovers and blank walls.

Street Interface
Generally back edge of pavement
Some setbacks

Active Facades
Yes

Awnings
Generally No
Two sections of awnings, one section across a number of shop frontages.

Corner Buildings Emphasized
Wellington Street – Yes
Bedford Street – Yes

Footpath
W<3m

Street Trees
Yes, limited planting around midpoint of block

Block Permeability
Limited access to block interior

Overlays
HO324

Unique Conditions
Former NMIT site
The Tote

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

WELLINGTON STREET

DDO12
Former NMIT Site

PL08/0894 23-33 Johnston St, Collingwood
9 storey student accommodation
Council refused, VCAT approved

BEDFORD STREET

Johnston Street South – Bedford Street to Smith Street

Block Length and Depth
55m long, 83m deep

Lot Types
Generally W<D/4
Other W<D, W>D

Building Height
2 storeys
10-11m

Upper Level Setback
No

Facade Rhythm
Fine grained
Vertical rhythm to fenestrations common

Street Interface
Back edge of pavement

Active Facades
Yes

Awnings
Generally Yes
Continuous for majority of street frontage

Corner Buildings Emphasized
Bedford Street – Yes
Smith Street – Yes

Footpath
W<3m

Street Trees
No

Block Permeability
Good access from network of lanes

Overlays
HO324, HO333

Unique Conditions
Consistent 2 storey height to Johnston Street

- Individually significant heritage grading
- Contributory heritage grading
- Planning application
- Design and Development Overlay

BEDFORD STREET

SMITH STREET

Appendix 3: Street elevation analysis – Precinct 2

Johnston Street North – Hoddle Street to Lulie Street

Block Length and Depth
140m long, 40-46m deep

Lot Types
Majority W<D/4
Other W<D

Building Height
1-2 storeys
4.5-10m

Upper Level Setback
Generally No
One building with 5m setback

Facade Rhythm
Fine grained west of rail line
Ground floor: consistent shop front glazing
1st floor: vertical rhythm to windows common
Island site east of rail line

Street Interface
Back edge of pavement

Active Facades
Yes, excluding vacant site

Awnings
Yes, continuous
Except for 3 buildings at Hoddle Street end

Corner Buildings Emphasized
Hoddle Street – Yes
Lulie Street – No

Footpath
W<3m

Street Trees
No

Block Permeability
Vehicular access to rear of most buildings from Little Turner Street.
Pedestrian access to Victoria Park Station

Overlays
N/A

Unique Conditions
Block bisected by rail line with different urban morphologies either side
Western end intersects with Hoddle Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

HODDLE STREET

DDO2
Main Roads and Boulevards

PLN12/0700 270 Johnston St, Abbotsford
3 storey residential and retail, demolish existing
Current application

LULIE STREET

Johnston Street North – Lulie Street to Rich Street

Block Length and Depth
160m long, 40m deep

Lot Types
Generally W<D/4
Other W<D

Building Height
1-3 storeys
4.5-11m

Upper Level Setback
Generally No
One building with 5m setback

Facade Rhythm
Generally fine grained
Varied facade rhythm

Street Interface
Generally back edge of pavement
Some front gardens and setback buildings

Active Facades
Yes

Awnings
No

Corner Buildings Emphasized
Lulie Street – Yes
Rich Street – Yes (although single storey)

Footpath
W<3m

Street Trees
Yes
One towards Rich Street

Block Permeability
Rear of all buildings accessible from Little Turner Street

Overlays
N/A

Unique Conditions
Victoria Park directly to north

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

LULIE STREET

PLN12/1148 288-296 Johnston St, Abbotsford
8 storey residential, restaurant and offices
Current application

PLN11/0710 312-314 Johnston St, Abbotsford
7 storey, 26 dwellings and shop
Council refused, VCAT pending

RICH STREET

Johnston Street North – Rich Street to Trenerry Crescent

Block Length and Depth
241m long, 40m deep

Lot Types
Generally W<D/4
Other W<D

Building Height
1-2 storeys
4.5-8.5m

Upper Level Setback
No

Facade Rhythm
Mix of fine and medium grain
Horizontal and vertical rhythm to fenestrations
Interrupted by vacant site

Street Interface
Back edge of pavement
Some front gardens

Active Facades
Generally Yes
Some blank facades, including vacant site

Awnings
No
Entrance canopies to buildings near Trenerry Crescent

Corner Buildings Emphasized
Rich Street – Yes
Trenerry Crescent – Yes

Footpath
W<3m

Street Trees
Yes
Irregular spacing
Same species and maturity

Block Permeability
Vehicular access to rear of most buildings from Little Turner Street

Overlays
N/A

Unique Conditions
Properties at the corner of Trenerry Crescent have small setbacks to the street frontage

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

Corner opportunity

RICH STREET

PLN11/0770 370 Johnston St, Abbotsford
6 storey, 20 dwellings and 2 shops
Current application

TRENERRY CRESCENT

Johnston Street North – Trenerry Crescent to Yarra River

Block Length and Depth
280m long, 60-100m deep

Lot Types
Majority W>D

Building Height
1-5 storeys
4-23m

Upper Level Setback
No

Facade Rhythm
Large lot sizes
Continuous, uninterrupted facades

Street Interface
Back edge of pavement or significant setbacks

Active Facades
Mixed
Yes (west), No (east)

Awnings
No

Corner Buildings Emphasized
Trenerry Crescent – No
Yarra River – No

Footpath (TBC)
W>3m (west)
W<3m (east)

Street Trees
Yes
Irregular spacing and maturity

Block Permeability
Rear of all buildings accessible from laneway off Trenerry Crescent

Overlays
HO314

Unique Conditions
Block provides transition from urban environment to Yarra River Corridor
Largest single development between Hoddle Street and Yarra River

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

TRENERRY CRESCENT

PLN11/0710 436-438 Johnston St, Abbotsford
4-5 storey office, retail, licensed food and drinks
Council refused, VCAT approved, Built

DDO1
Yarra River Corridor

YARRA RIVER

Johnston Street South – Yarra River to Clarke Street

Block Length and Depth
153m long, 80m deep

Lot Types
W>D

Building Height
2 storeys
8m

Upper Level Setback
No

Facade Rhythm
Refer to Unique Conditions

Street Interface
Back edge of pavement
Car parking

Active Facades
Generally No
Active facade at corner building

Awnings
No

Corner Buildings Emphasized
Clarke Street – Yes

Footpath
W<3m (east)
W>3m (west)

Street Trees
No
Carpark interface with footpath is lined with trees at regular close spacing

Block Permeability
Car park provides pedestrian access to Yarra River, Collingwood Children's Farm and Abbotsford Convent

Overlays
HO9

Unique Conditions
Block provides transition from urban environment to Yarra River Corridor

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

YARRA RIVER

CLARKE STREET

Johnston Street South – Clarke Street to Paterson Street

Block Length and Depth
67m long, 60m deep

Lot Types
Majority W<D/4
Other W<D, W>D

Building Height
1-2 storeys
2.5-8m

Upper Level Setback
No

Facade Rhythm
Generally fine grained
Vertical rhythm to fenestrations common

Street Interface
Generally front gardens
Back edge of pavement and porches

Active Facades
Generally Yes

Awnings
No

Corner Buildings Emphasized
Clarke Street – Yes
Paterson Street – No

Footpath
W<3m

Street Trees
No

Block Permeability
No access to block interior

Overlays
N/A

Unique Conditions
Square block with almost equivalent length and depth
Pedestrian bridge over Johnston Street at Clarke Street

Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay

PARK STREET

PATERSON STREET

Johnston Street South – Paterson Street to Hunter Street

Block Length and Depth
237m long, 60m deep

Lot Types
Generally W<D
Other W<D/4, W>D

Building Height
1-2 storeys
4-8.5m

Upper Level Setback
No

Facade Rhythm
Generally medium grained
Horizontal and vertical rhythm to fenestrations
Interrupted by a number of gaps in the built form

Street Interface
Varied
Mix of back edge of pavement, setbacks and front gardens

Active Facades
Varied
Mix of active facades, blank frontages and surface parking

Awnings
No

Corner Buildings Emphasized
Paterston Street – Yes
Hunter Street – No

Footpath
W<3m

Street Trees
No

Block Permeability
Limited number of buildings have rear access
Block is bisected by two pedestrian lanes running perpendicular to Johnston Street

Overlays
HO22 (395 Johnston Street)
HO23 (397 Johnston Street)

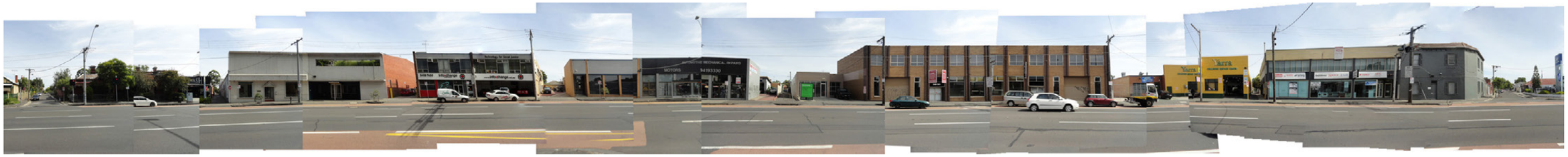
Unique Conditions
All Johnston Street lots abut residential lots fronting Valiant Street

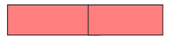
Individually significant heritage grading

Contributory heritage grading

Planning application

Design and Development Overlay





PATERSON STREET

MASONS LANE

LANE

HUNTER STREET