



Brunswick Street & Smith Street Built Form Review:

COLLINGWOOD BUILT FORM FRAMEWORK

Prepared by **Hansen Partnership**
in conjunction with **GJM Heritage**
for **City of Yarra**
June 2018

FINAL DRAFT

urban planning | urban design | landscape architecture

Contents

Preamble

Part 1 : Brunswick & Smith Context

Part 2 : Collingwood Precinct Influences

Part 3 : A Built Form Proposition

Part 4 : Recommended Controls

3

5

8

17

22

* Note: This Draft document is a part only of a broader Built Form Review for the Brunswick Street and Smith Street Activity Centres : Built Form Review. It is a component part of a broader body of work that sets out a future proposition for two of Yarra’s key Activity Centre spines and their adjoining mixed use precincts.



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Preamble

The following urban design report has been prepared for the City of Yarra as the basis for an urban design vision for the Collingwood Mixed Use area, located between Alexandra Parade and Victoria Parade, and Wellington Street and Smith Street. It sets out a preferred built form framework underpinned by an integrated urban design and heritage assessment.

The report has been prepared by a multidisciplinary team comprising Hansen Partnership (Urban Design) and GJM Heritage (Heritage) with the support of City of Yarra's internal working group.

The study area is identified in Figure 1.

This report sets out the rationale for proposed built form controls for Collingwood and is underpinned by key components, namely:

Part 1: Brunswick & Smith Context

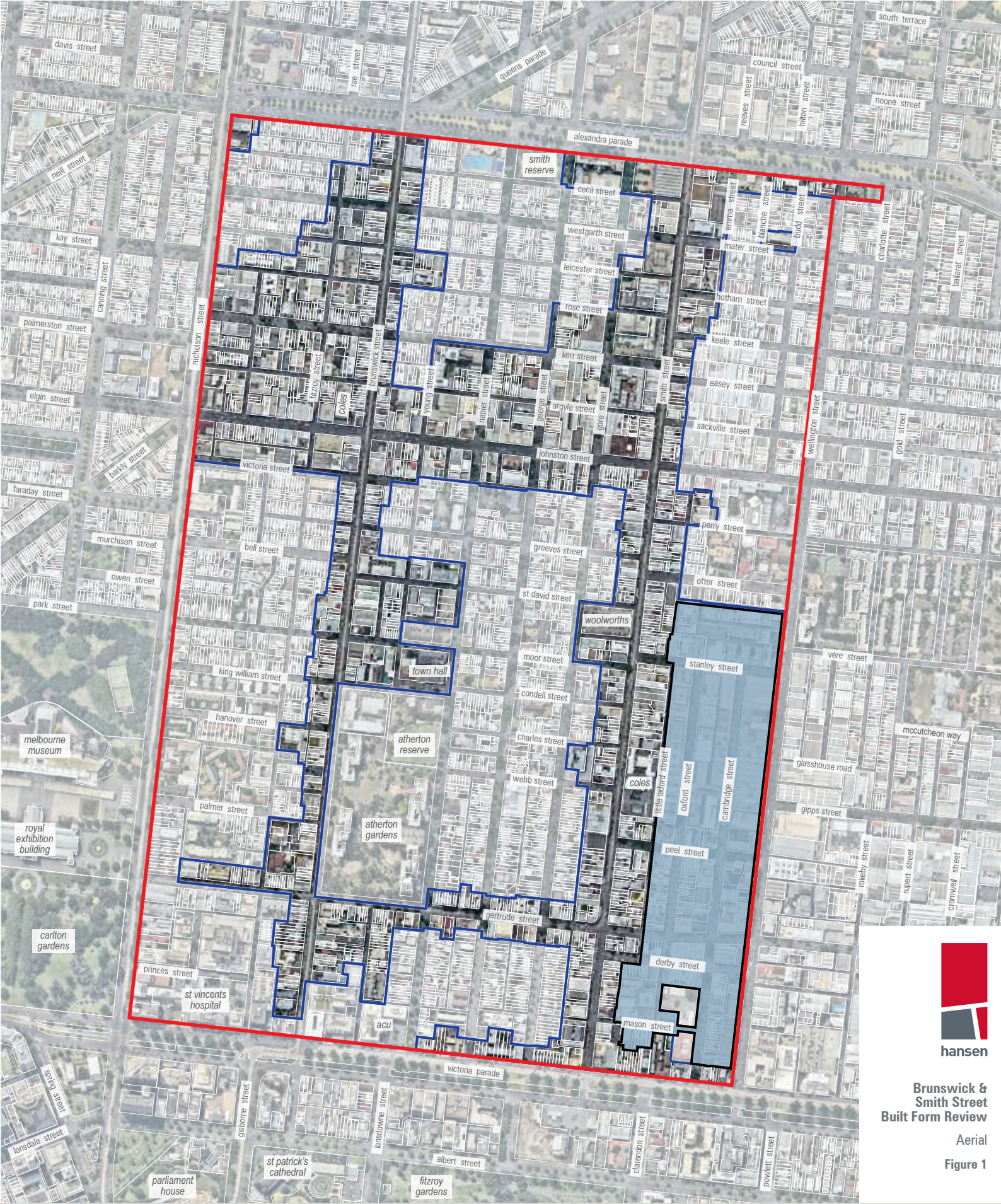
Part 2: Collingwood Precinct : Influences

Part 3: Collingwood Precinct : Built Form Propositions

Part 4: Recommended Controls

The report is part of a broader Built Form Review.





Legend

- study area
- built form review boundary
- collingwood precinct



Brunswick & Smith Street Built Form Review

Aerial

Figure 1

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Part 1 :

BRUNSWICK & SMITH CONTEXT

The Brunswick Street and Smith Street Built Form Review seeks to set a clear framework for future change within two of Yarra's key Activity Centres and their adjoining Mixed Use area. State planning policy identifies such Activity Centres as area for accommodating growth and change. Therefore, these are the areas that must be carefully planned and managed in order to accommodate progressive change while protecting (or indeed enhancing) existing established character and heritage values.

The project was initiated in May 2017 and encompasses large areas bound by Alexandra Parade (to the north), Victoria Parade (to the south), Wellington Street (to the east) and Nicholson Street (to the west).

As part of the process extensive analysis of the existing conditions was undertaken and documented. Furthermore, a series of guiding objectives were identified to be contemplated across nine defined precincts.

This report addresses the Collingwood Precinct. The remaining eight other precinct will be addressed in subsequent reports.

1.1 Overarching Built Form Objectives

The following 10 objectives have been identified:

Objectives:

1. Recognise and manage potential in key designated areas within the Activity Centre.
2. Highlight the distinction between the different retail streets and mixed use precincts within the Activity Centres.
3. Reinforce the traditional Victorian cityscape of heritage streetscapes, terminal vistas and panoramic views
4. Ensure continued diversity through sensitive infill within traditional Victorian streetscapes.
5. Shape the retail spines to ensure a high quality public realm.
6. Support the highest standards of contemporary architecture and urban design.
7. Provide opportunities for new development to be sustainable and adaptive over time.
8. Manage the profile of new development to avoid adverse impact to surrounding areas, including heritage places, streetscapes and residential interfaces.



1.2 Brunswick & Smith Built Form Precincts

Based on the initial analysis phase of the project the following Precincts were identified spatially as relatively coherent parts. The Precincts are largely defined by function as either:

- an Activity Spine;
- a Mixed Use Area; or
- a Boulevard.

Activity Spines

The Activity Spines are defined by the 'traditional' retail and commercial functions along the four main streets within the review area of:

- Brunswick Street;
- Smith Street;
- Gertrude Street; and
- Johnston Street.

Mixed Use Areas

The Mixed Use Areas are defined by the mixed use functions present in the non-residential land located generally in local streets, behind the Spines. The four renewal areas within the review area are:

- Fitzroy West;
- Fitzroy East;
- Collingwood; and
- Town Hall.

Boulevards

The Boulevards are the non-residential land to the northern and southern edges of the review area which front the broad road corridors of:

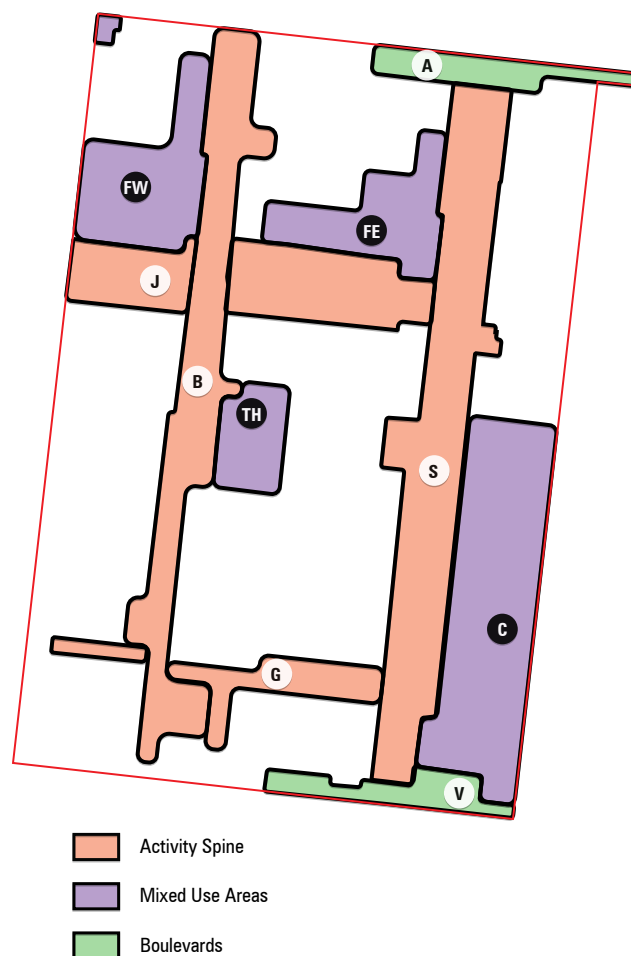
- Alexandra Parade; and
- Victoria Parade.

10 Precincts

The 10 precincts within the Brunswick & Smith Street Built Form Review are:

- Precinct 1: Brunswick Street (B);
- Precinct 2: Smith Street (S);
- Precinct 3: Gertrude Street (G);
- Precinct 4: Johnston Street (J);
- Precinct 5: Fitzroy West (FW);
- Precinct 6: Fitzroy East (FE);
- Precinct 7: Collingwood (C);
- Precinct 8: Town Hall (TH);
- Precinct 9: Alexandra Parade (A); and
- Precinct 10: Victoria Parade (V).

This report addresses Precinct 7: Collingwood.





Part 2 :

COLLINGWOOD INFLUENCES

Collingwood today is a particularly mixed urban area, defined by the coexistence of larger former warehouse heritage forms, new apartment developments and remnant Victorian era cottages and terrace shops. These prevailing elements sit side by side with more modest 20th Century development that is 'ripe' for renewal.

The extent of the Collingwood Precinct is set out in Figure 3 and includes the following streets:

- Stanley Street;
- Little Oxford Street;
- Oxford Street;
- Cambridge Street;
- Wellington Street;
- Peel Street;
- Langridge Street;
- Derby Street; and
- Mason Street.

Boundary Description

This precinct encompasses all land within the Collingwood Mixed Use zone to the east of Smith Street. It includes the land bound by Victoria Parade to the south, Wellington Street to the east and Little Wellington Street to the north. The western extent is defined by the rear of commercial properties along the eastern side of Smith Street or by Little Oxford Street.

Built Form Character

The Collingwood precinct is a robust and diverse inner urban area. Its urban fabric reflects its various phases of development, which has resulted in the very mixed character and varied land uses.

The precinct comprises two distinct areas: one to the north dominated by industrial heritage buildings and a strong north-south orientated grid with large lot sizes; and one to the south with a mixed character comprising a diverse finer grain residential and small scale commercial fabric with pockets outside of the Heritage Overlay and a more permeable street network.

The emergence of new residential developments on the larger and non-heritage sites has introduced another distinct element into the Collingwood urban fabric, further adding to its diversity.





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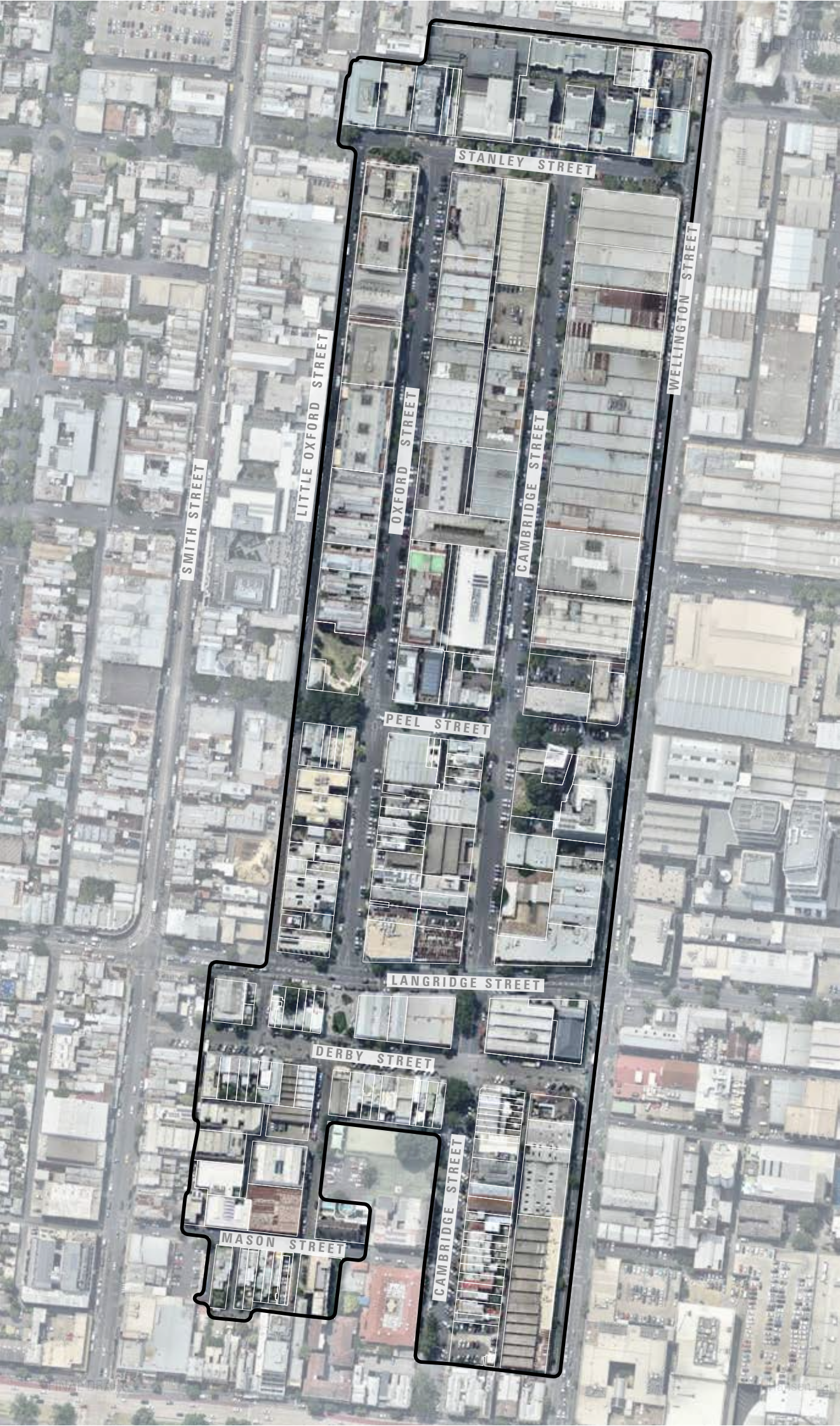
**Brunswick &
Smith Street
Built Form Review**

Collingwood
Precinct Boundary

Figure 3

Legend

Collingwood Precinct
boundary



2.1 : Foundation

Setting an agreed vision for this part of Collingwood must be underpinned by a critical understanding of its diverse conditions, including the fabric of existing and approved buildings and relevant 'foundation' influences as set out in Figure 4 and as follows:

Topography

The precinct is to some degree defined by its land form and the distinct fall down from Smith Street to Wellington Street. The fall in the land form is approximately 15m (from Smith Street at RL. 35m down to Wellington Street at RL. 20) across approximately 250m, which results in a gradient of approximately 1 in 6. Historically this topographic feature lead to the broader area becoming known as the 'Collingwood Slope'.

North-South Grid

The north-south orientation of the street grid is pronounced by the Foy & Gibson blocks, both in terms of their considerable length (being approximately 310m) but also the robust and continuous nature of the brick factory facades. This defines the streetscape of Oxford, Cambridge and Wellington Streets, north of Peel Street with a distinct industrial heritage uniformity.

Heritage

The precinct has significant heritage values, with the majority of the sites being covered a Heritage Overlay or comprising individually significant or contributory heritage buildings, particularly in the northern part of the precinct.

The northern portion of the precinct is dominated by the Foy & Gibson factory and warehouse buildings. The extensive complex provided and stored the various goods sold by the once booming retailer. Much of the Foy & Gibson complex being, a rare surviving major industrial form is on the Victoria Heritage Register, recognised for its architectural uniformity as well as for the early use of steam and electric power.

The southern portion is diverse, with the 'layers' of the distinct phases of its development and evolution clearly visible and often 'juxtaposed' next to each other, whereby a single storey dwelling abuts a 3 storey warehouse building. This creates a special character of mixed built form in both era and scale co-existing within the same streetscape.

Pub Corners

There are three heritage 'pub' or Hotel buildings within the precinct, being the (former) Star Hotel (at 9-11 Peel Street), the Sir Robert Peel Hotel (at 46 Peel Street) and the (former) Vine Hotel (59 Wellington Street). The 2 storey heritage buildings all 'hold' prominent corner positions and present ornate parapet treatments and dome features which 'mark' their corner locations as local landmarks.



Sloping topography along Derby Street



Foy & Gibson complex, circa 1920



20 Peel Street development



The Vine Hotel

Recent Development Trends

Parts of the precinct have already experienced considerable change. The urban block north of Stanley Street is predominantly redeveloped with mid-rise infill forms ranging in height from 4 to 8 storeys. The precinct bound by Peel, Wellington, Cambridge and Derby Streets is under going a similar transition, with recent approvals ranging in height from 4 to 14 storeys. Elsewhere, such as at 107 Cambridge Street and 20 Peel Street new development has sensitively responded to the prevailing streetscape character through lower heights and transitions. These developments are examples of a more sensitive infill development model that successfully integrates into the prevailing character.

Heritage adaptation and 'pop-ups'

Considerable development and adaptive reuse of the former Foy & Gibson factory buildings has already occurred, with dwellings and offices now occupying the majority of the former industrial complex. Much of this reuse has occurred within the original form of the heritage buildings, within minimal alterations occurring above the external facades. In some instances, additional levels of development have occurred above the heritage forms. However, these additions are typically upper level 'pop-ups' which are often recessive when viewed from within the street.

Pocket Parks

The presence of small recently built pocket parks across the neighbourhood are a feature of the area and represent recent gentrification. These parks include the Peel Street Park, Cambridge Street Reserve and Oxford Street Reserve. They are evenly dispersed across the southern part of Collingwood.

Traditional Fine Grain Residential and Commercial

Rows of continuous cottages, shopfronts of older forms and heritage stock are a defining characteristic of the southern part of Collingwood. These dwellings are often found in diverse streetscapes and often immediately about distinctly different built forms which create a character of contrast and stark transitions in built character. The dwellings also present a finer grain rhythm to the street.

Smith Street Activity Spine

The Smith Street Activity Centre is located to the immediate west of the precinct (on higher ground) and provides a vibrant main street condition along the tram corridor.

Movement Corridors

Wellington and Langridge Streets perform significant through traffic and cycle movements, connecting the precinct to the broader urban area and carry considerable traffic volumes. These corridors are lined with continuous and broad facades which respond to the function of these streets.



Contemporary mixed use forms, Wellington Street



Heritage 'pop-top' development at 170 Oxford Street



Oxford Street pocket park



Cambridge Street fine grain dwellings

Brunswick & Smith Street Built Form Review

Collingwood
Foundation Information

Figure 4

Legend

Collingwood Precinct
boundary

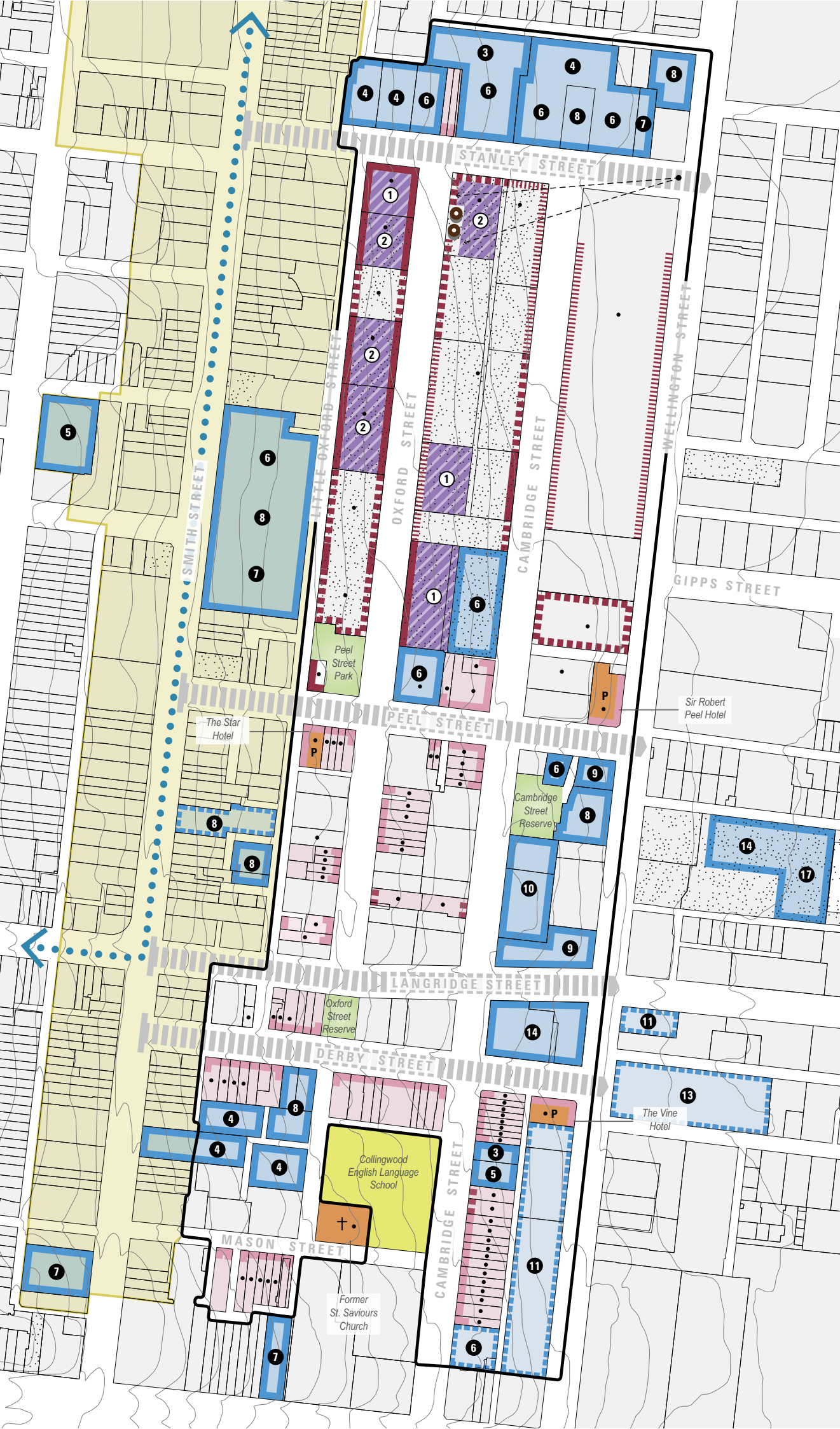
Streetwall

Industrial with
streetwall: Low
Industrial with
streetwall: Medium
Industrial with
streetwall: High
Traditional Fine Grain

Existing Built Form

Constructed
Redevelopment
Approved Development
Built "pop-ups" above
heritage street wall
Approved/ Constructed
heights
Height of "pop-up"
Fine Grain form
Heritage corner form
Pub building
Church building
Foy & Gibson chimney
stacks

School
Public open space
Victorian Heritage
Register
Heritage sites
Slope
Views
Smith Street Activity
Centre Spine
Tram



2.2 : A Collingwood Change Framework

In response to these foundation matters, an Urban Design Framework has been advanced to reinforce indicative locations for varying level of change within the locality. A Framework is not definitive (like a Built Form Control Plan). It seeks to identify 'gestures' that shape the look and feel of the city. In this instance, the framework recognises the importance of the following:

Key movement corridors

Wellington Street and Langridge Street are important movement corridors and accommodate significant through traffic movements. Both streets also form part of the Principal Bicycle Network with on-street bicycle lanes, which confirms their important movement function and key urban corridors.

As a general urban design principal, taller buildings should line the higher order streets and movement corridors, whilst respecting heritage and sensitive interface conditions. This reinforces the role of the street within a movement hierarchy. In Collingwood the local streets and higher order roads are the same width. Therefore, in order to define the corridors of Wellington and Langridge Streets relative to the local streets it was appropriate to increase the building heights to reinforce the movement hierarchy.

Street corners and junctions

The definition of street junctions and local corners assists in the legibility of an area. In Collingwood, traditional buildings often 'mark' such corner locations through a slight increase in height or the addition of architectural features such as higher parapets, domes or more elaborate treatments. At corner locations it is also important that buildings address both street frontages and are designed to 'wrap' around the corner and present a generally consistent presentation to both streets.

Potential pedestrian links

The urban blocks positioned between Stanley Street and Peel Street are considerable in length and create a barrier to east-west pedestrian movements between Smith Street and the employment land to the west of Wellington Street. A finer grain movement network is sought to increase pedestrian connectivity through the former Foy & Gibson complex.

Open Space opportunities

Provision and access to public open space is important and local open spaces should be easily accessible to the local community. In recent years new public open spaces have been introduced into Collingwood. These include the three pocket parks which are all located in the southern portion of the precinct and are equidistant from each other. The northern portion of the precinct lacks such space/s and the Council is seeking to address this deficiency in its public open space provision.



Wellington Street corridor



Junction of Cambridge Street and Peel Street



Existing 'gap' between heritage and non-heritage buildings



Cambridge Street pocket park

Renewal sites

Collingwood has already experienced considerable development, with a number of the large sites having been developed. The remaining large sites are principally located along the movement corridors of Langridge and Wellington Streets. Finer grain subdivision and heritage considerations and restrictions will limit the scale of future development potential on the local streets. New forms will need to sensitively transition when directly abutting heritage buildings.

Street width to building height relationships

The relationship between building heights (and street presentation) to street widths is a strong defining element of the character and 'sense of place' for any place. In inner urban environments a more robust and prominent character is expected. In Collingwood it is considered appropriate to encourage a proportional relationship between buildings and streets. This is to create a balance between openness and enclosure from within the public realm. In order to maintain a comfortable street environment and an appropriate 'sense of enclosure' a 1:1 relationship between the overall building height and width of the streets is recommended as the basis for defining buildings heights.

A relationship up to 1:1.5 is recommended to define the movement corridors of Wellington and Langridge Streets, and a relationship up to 1:2 in order to 'mark' key junctions and terminal vistas along Wellington Street.

Local key viewlines, panoramas and terminal vistas

The twin chimney stacks of the Foy & Gibson complex are a key local landmark. Views towards these chimneys from within the public realm need to be retained. In particular views from the junction of Wellington and Stanley Streets are considered to be of particular importance. Existing panoramic views towards the Dandenong Ranges, from higher ground (towards the Smith Street) are a key characteristic of the visual experience of the 'Collingwood Slope'. These views, along the east-west streets should be maintained, with upper levels setback in order to retain 'open' aspects towards the horizon. Terminal vistas also define the edges of the precinct, with the street grid often not containing across the perimeter streets of Smith, Wellington and Victoria Parade. The termination of Gipps Street (at Wellington Street) creates an opportunity to better define this junction and 'mark' views along Gipps Street towards Collingwood.



Northern portion of Police Garage Site at corner Stanley and Cambridge Streets



Development site at corner Oxford and Langridge Streets



Cambridge Street demonstrating 1:1 relationship between buildings and street



Terminal vista along Gipps Street

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Collingwood Built Form Framework

Figure 5

Legend

- Key urban corridor
- Tram/ Activity corridor
- Gateway/ junction
- Terminal vista
- Heritage chimneys
- Existing high density form
- Traditional fine grain cluster
- Heritage Pub/ Church
- Existing public open space
- 200m radius
- School
- Approved/ Constructed heights
- Potential future pedestrian link
- Views
- Subject to further investigation

Streetwall

- Heritage warehouse streetwall: Low
- Heritage streetwall: medium
- Heritage warehouse streetwall: high
- New matching street-wall: medium
- New matching street-wall: high
- Hotel/ Church streetwall
- Fine grain street wall
- Garden setback

Default Preferred Heights

- Up to 1:1
- Up to 1:1.5
- Up to 1:2



Given this 'Framework' for change, the following future character statement is recommended.

Future Character Statement

Collingwood embodies Yarra's eclectic mix of heritage buildings and more contemporary commercial and apartment buildings from different periods, characterising it as a distinctly mixed precinct. From a heritage perspective, it comprises traditional warehouses of magnitude and broad width (side-by-side) with heritage cottages. It is an area that can absorb considerable change and variation in form through careful management of juxtapositions in form and sensitive transition to heritage buildings and streetscapes. The area is clearly divided into a northern precinct, with a robust industrial street presentation and a more granular southern district comprising a mixed domestic character.

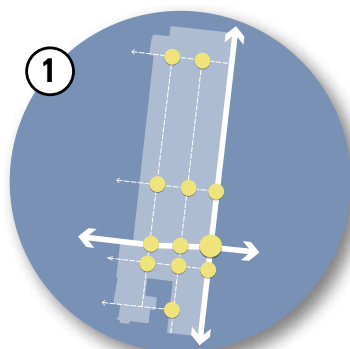
The northern precinct and its predominately north-south oriented streetscapes is defined through Foy & Gibson buildings that establish architecturally impressive streetwall and scale that should remain the dominant future character. This precinct can support complementary 'pop-up' forms above the traditional warehouse street walls and independent infill on north of Stanley Street.

The southern precinct is more mixed and can support stronger form to its main thoroughfares. In transition to more delicate street based infill in the interior that can coexist with abutting remnant stock.

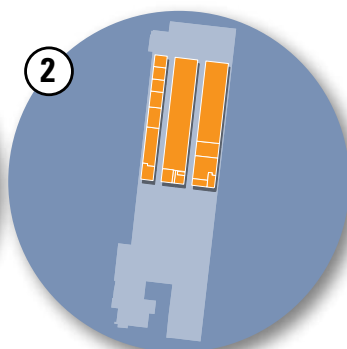
The entire precinct needs to be enhanced with improved public realm environment that provides a human scale and activated street life.

In response to this distinction in urban fabric of the precinct the future built form character will seek to build on this diversity.

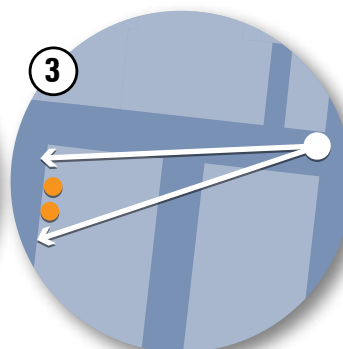
This includes:



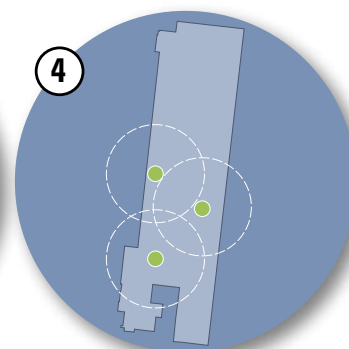
Strengthen key junctions and urban corridors.



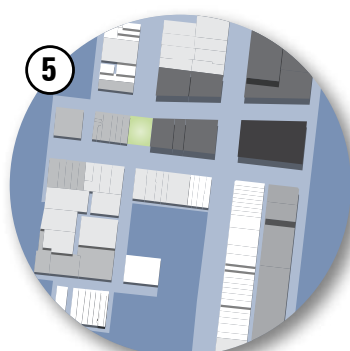
Reinforce the industrial warehouse traditional streetscape.



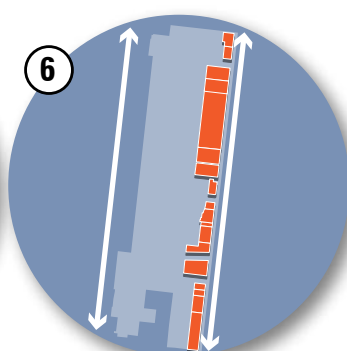
Protect local viewlines to local landmarks.



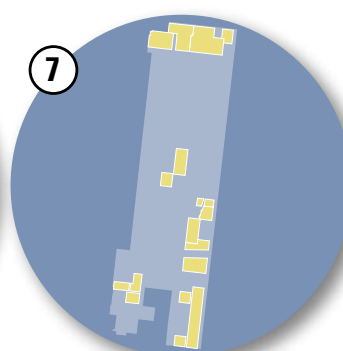
Protect existing & create new public open spaces.



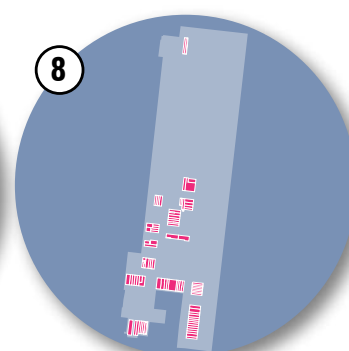
Celebrate and reinforce diversity of form in mixed streetscapes.



Reinforce the emerging new built form along the Wellington Street corridor.



Acknowledge existing and approved development.



Protect and transition towards 'runs' of fine grain traditional stock.

Part 3 :

A BUILT FORM PROPOSITION

The Collingwood Built Form Proposition sets street by street parameters for the precinct's evolution. The parameters identified are neither fixed or absolute, but intended as benchmarks to guide change. They are represented in Figure 6 and are derived from the following basis.

- Heritage Input;
- Street Character;
- Street Proportions;
- Solar Access;
- Slope;
- Transitions;
- Local Views and Vistas and
- Upper level setbacks

3.1 Basis of Height Parameters

Heritage Input

GJM Heritage undertook extensive heritage analysis which considered:

- The suitability and extent of the Heritage Overlays;
- The heritage grading of each property within the Heritage Overlay;
- The currency of the existing Statements of Significance;
- Places which may warrant nomination to the Victorian Heritage Register; and
- Recommended built form parameters to appropriately manage development within the heritage context.

Refer to GJM Heritage report for details.

Street Character

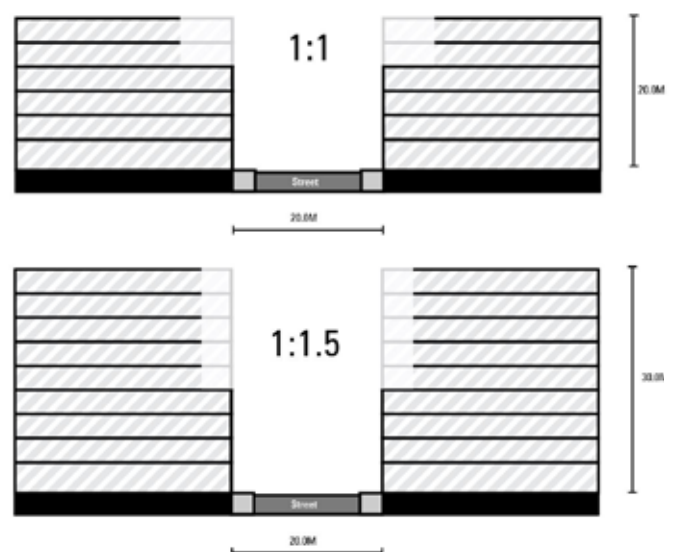
A key characteristic of the Collingwood Precinct is its continuous streetwall presentation, particularly the streets forming part of the Foy & Gibson complex which present a consistent and robust streetscape as well as parts of Cambridge Street and Derby Streets which present continuous 2 storey heritage streetwalls. Oxford Street (south of Peel Street) comprises a diverse built form presentation and a mix of heritage and non-heritage forms. New buildings should seek to sensitively conform to the prevailing and abutting front setbacks to ensure a continuity of streetwalls.

Street Proportions

Default preferred maximum building heights have been derived in relation to the adjoining street width. This has been based on considerable analysis and documentation of the existing relationships throughout the broader study area, which has shown there to be a strong correlation between the width, function and character of the street to the height and profile of the buildings which line it. Based on analysis, a 1:1 ratio (between street width and building height) suitably balances a street edge definition and outdoor amenity. Therefore, as a starting point, the preferred overall building height of new forms can be determined by the width of the street. The size and depth of allotments and lack of sensitive interfaces was another factor when considering an increase in the default ratio as small and shallow lots would not be able to accommodate taller forms. We suggest the following:

- Up to 1:1 – Default street width to overall building height ratio
- Up to 1:1.5 – Increased street width to overall building height ratio (main street corridors with moderate size lots)
- Up to 1:2 – Maximised street width to overall building height ratio (main street corridors at key junction locations, terminal vistas with moderate to large size lots)

Therefore, the preferred maximum heights have a strong correlation between the street widths and the street's function and character. However, in order to respond to the prevailing streetwall scale, set backs to upper levels are required. They are also determined by the size and depth of lots, noting need for rear boundary transition conditions.



Solar Access

In inner urban areas such as Collingwood, access to sunlight is an important element. Therefore, the need to provide sufficient solar access to the public realm is vital to the 'life' of the street.

The *Urban Design Guidelines for Victoria* contains the following relevant Objective and associated guideline.

'Objective 5.1.3 To ensure buildings in activity centres provide equitable access to daylight and sunlight', and

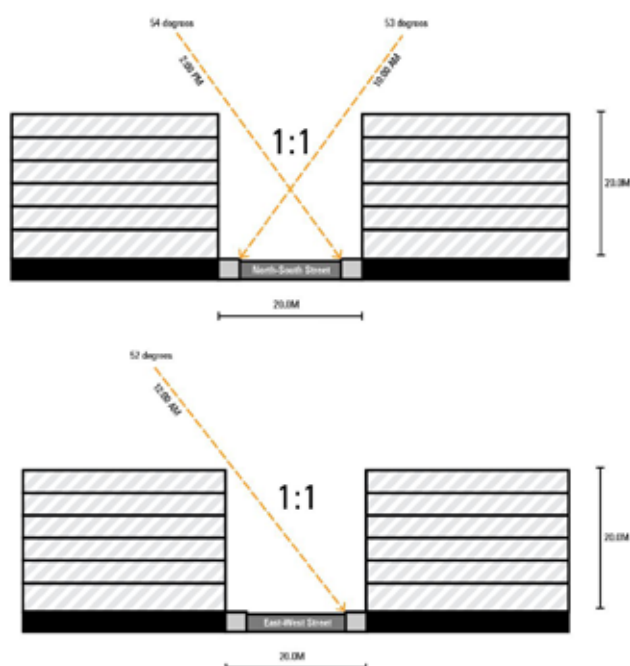
'5.1.3a Locate and arrange the building to allow daylight and winter sun access to key public spaces and key established street spaces.'

In Collingwood we recommend applying the equinox solar access test to streets to avoid overshadowing:

- the southern footpath between the 10am and 2pm;
- the western footpath from 10am; and
- the eastern footpath before 2pm.

In order to protect the current amenity and access to sunlight, we recommend that development should not cause additional overshadowing of the following open spaces between 10am and 2pm at the equinox:

- Peel Street Park;
- Cambridge Street Reserve;
- Oxford Street Reserve; and
- Collingwood English Language School (outdoor play area).



Transitions

Abrupt transitions in scale are an existing characteristic of the Collingwood Mixed Use areas. There are many examples of older commercial or warehouse forms side by side with smaller cottages. A change in streetwall height of two storeys is present within the Foy & Gibson complex.

In order to maintain this characteristic of variation, particularly within the streetwall, new buildings must contain a streetwall that either matches the height of any abutting heritage streetwall/building or is no greater than two storeys higher in order to maintain the prevailing streetscape character and streetwall modulation.

Larger sites may be able to accommodate for gradual transitions through recessive upper levels and transition in scale in response to abutting heritage forms. In order to avoid undesirable 'wedding cake' forms, minimal 'steps' in built form massing is encouraged. Transitions in scale should as a minimum occur in paired levels.

On sites which directly abut single storey heritage forms and existing private open spaces a more tempered built form transition is recommended to ensure new form sensitively responds to the existing abuttal.

Slope

Buildings should respond to the topography of Collingwood. New buildings and streetwall presentations, particularly on sites with broad street frontages must 'step' ground floors to respond to the street level.

Buildings and sites which 'span' an entire urban block and contain frontages to more than one street should be designed to ensure that any change in topography between the different streets is responded to within the design and floor levels to ensure new buildings address street frontages at natural ground level.

Local Views and Vistas

Views towards the Foy & Gibson chimney stacks are to be protected. A key view from the junction of Stanley and Wellington Streets has been identified, with building heights tempered to ensure the twin chimneys remain a prominent local landmark.

The terminal vista along Gipps Street towards the west has been identified as a location to provide a strong built form to define this junction along Wellington Street.

Heritage Streetwall & Upper Levels

The extent of visible upper levels to heritage sites was determined by GJM Heritage and seeks to reinforce the provisions of Clauses 22.02 and 22.10. It was advised to apply a 'default' 1/4 - 3/4 visibility (sightline) test for heritage places from the opposite side of the street at standing eye level, with the appropriate visual presence of new built form deemed to 1/4 of the built form mass.

A 'default' minimum setback distance of 6m (to the new built form and balcony line) is suggested from the heritage facade. This allows for the preservation of the heritage 'volume' and ensures a viable facade articulation treatments in the streetscape elevation with spatial separation between the streetwall frontage and recessive upper levels (behind).

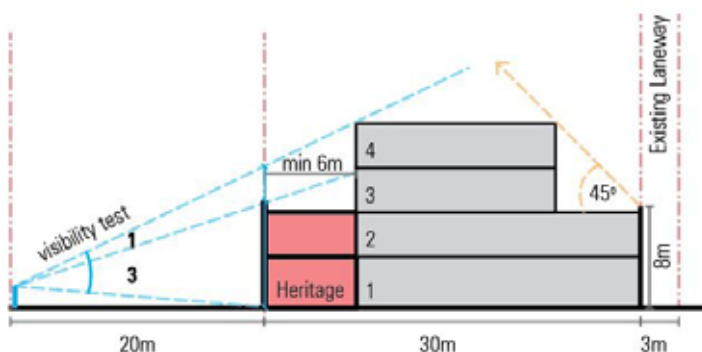
From a heritage perspective it is preferable to retain the 'heritage fabric' of the heritage form and not just the façade. The 6m dimension generally allows for the retention of the entire 'front room' of the forms (assuming it is either a traditional shopfront form or a dwelling), including its roof form and chimneys.

New Streetwall & Upper Levels

The visual distinction between streetwalls and upper levels is also important in relation to new streetwalls.

A 6m setback to upper levels above a new streetwall is also encouraged to:

- provide a clear separation between the streetwall and upper forms;
- ensure new upper form do not visually dominate the streetscapes;
- create consistent upper level setbacks along streetscapes that comprise a mix of heritage and non-heritage forms; and
- reinforce the visual dominance of streetwalls.



Cross-section of visibility test to upper level form behind heritage frontage

Upper Level Setbacks

In urban areas, almost all urban design guidelines seek to introduce a 'streetwall' and 'upper level front setback' measures.

The purpose for such a distinction and separation is to ensure predominance of the 'traditional' forms and parapets within the streetscape, while enabling provision of new and increased heights in a recessive fashion.

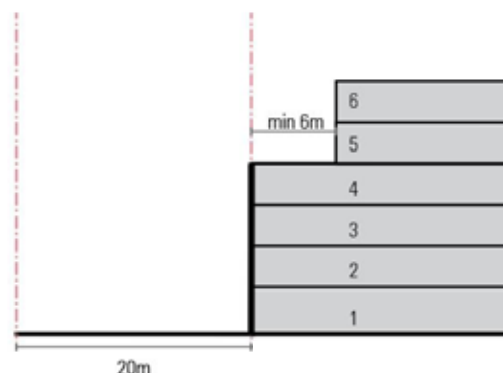
In Collingwood there is extensive heritage fabric which is to be retained and enhanced. The recommended built form parameters for heritage sites draw on the provisions of Clauses 22.02 and 22.10 (refer Heritage Streetwall).

The recommendations for non-heritage sites seeks to provide a clear distinction between streetwall presentations and upper forms, to reinforce the visual dominance of streetwalls (refer New Streetwall).

Upper Level Expression

The design of upper levels of new development should:

- be well articulated and break up the building mass;
- distinguish between the lower and upper levels through materials and articulation;
- be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape; and
- provide passive surveillance of adjacent streets and public open space.



Cross-section of recessive upper level form behind new frontage

Building Separation, Amenity & Equitable Development

New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows.

Development should be setback from common boundaries to provide separation between buildings at the upper levels:

- a minimum of 4.5m from the boundary where a habitable room window is proposed;
- a minimum of 3m from the boundary where a non-habitable room window or commercial window is proposed; and
- a minimum for 4.5m from the edge of a proposed balcony or terrace.

Where the common side boundary is a laneway, the setback is measured from the centre of the laneway.

Residential Interfaces

New development that is adjacent to a low-scale residential interface should:

- provide a transition in scale towards the property boundary with low-scale residential properties; and
- seek to minimise overshadowing impacts to secluded private open spaces.

Public Open Space Interface

New development should provide a suitable scale and transition at the interface with areas of open space ensuring that buildings do not visually dominate the public open space, whilst providing a sense of passive surveillance and visual interaction at lower levels.

Service Laneway Interfaces

Built form needs to respond to laneway interfaces. Within the Collingwood Precinct the existing laneways, their function, widths and arrangements vary. New development will need to appropriately address both the existing laneway condition as well as adjacent properties. Generally, the most sensitive laneway interfaces occurs on the south side of east-west laneways given potential amenity impacts of properties to the south. In particular, the east-west laneway to the north of the school outdoor play area is important and existing access to daylight should be maintained. Therefore, we recommend:

- To laneway abutments new development should present a maximum 10.4m (3 storey) form at the interface, with any built form above set back within a 45 degree built form envelope; and
- To the east-west laneway abutting the school playground new development to the north should present a maximum 8m (2 storey) form at the interface, with any built form above set back within a 45 degree built form envelope.

Brunswick & Smith Street Built Form Review

Collingwood Built Form Controls

Figure 6

Legend

- Collingwood Precinct boundary
- Heritage sites
- Recommended Heritage sites
- Foy & Gibson chimney stacks
- Heritage corner pub building
- Subject to further investigation

Preferred Building Heights

- 3 storeys / 10.4m
- 4 storeys / 13.6m
- 6 storeys / 20m
- 8 storeys / 26.4m
- 9 storeys / 29.6m
- 12 storeys / 40m

Preferred Streetwall

- Retain heritage warehouse streetwall
- Retain 1 storey heritage streetwall
- Retain 2 storey heritage streetwall
- New 2 storey streetwall (8m)
- New 3 storey streetwall (10.4m)
- New 4 storey streetwall (13.6m)
- New 6 storey streetwall (20m)
- Retain small landscape setback

Interfaces

- Respond to public park abuttal
- Respond to sensitive interface
- Respond to 3 storey interface
- Respond to new pedestrian laneway

Public Realm

- Existing public open space
- Potential future pedestrian link



Part 4 :

RECOMMENDED CONTROLS

4.1 Methodology

The formulation of future building heights and streetwall conditions within the Collingwood Precinct has been influenced by many factors, including:

- State Planning Policy Framework;
- Local Planning Policy Framework, including Zones and Overlays;
- Practice Note No. 60 – Height and Setback Controls for Activity Centre;
- Practice Note No. 59 – The Role of Mandatory Provisions in Planning Schemes;
- Urban Design Guidelines for Victoria, 2017;
- Anticipated scale and form of development outside the study area (i.e. within Residential and Employment Zones).
- Views to existing landmarks from the public realm;
- Recognition of Yarra’s heritage skyline;
- Recent development approvals (including those currently under-construction);
- 3D computer modelling of built form testing for the study area;
- Independent heritage advice and existing character considerations, consistent with the expert heritage advice provided by Council’s heritage advisors (GJM Heritage); and
- Extensive site inspections and workshops with Council’s officers.

Assumptions

Formula for Deriving Numerical Building Heights

The maximum building heights has been calculated to a higher than minimum floor to floor heights in order to:

- Respond to the typical heights found within heritage buildings (between 8-11m);
- Accommodate for greater than minimum standards and provide flexibility for future uses;
- Allowance for other design elements to be accommodated, such as parapets, railings, etc.

The following numerical floor to floor dimensions where employed:

- Ground Floor: 4m
- First Floor and above: 3.2m

Note: Higher numerical floor levels for mixed use development may be required at upper levels.

Zero front setback

New buildings within activity centres and inner urban areas such as Collingwood should generally be built to the street frontage in order to:

- Respond to the prevailing built form character of the area;
- Provide a clear definition at the street edge; and
- Maximise the developable area.

With the exception of retaining small front setbacks to heritage dwellings all new building within the commercial and mixed use zone should have a zero street setback.

Top Floor Depth

A minimum depth of approximately 10m has been used for the upper most level. This minimum dimension is based on a typical apartment depth.

Upper Level Depth

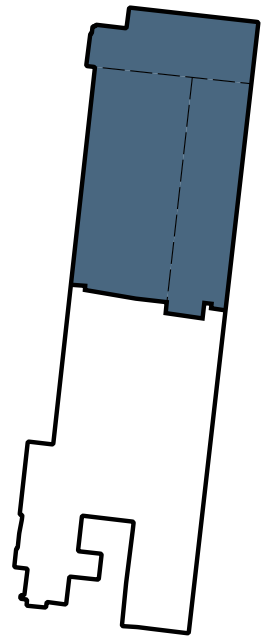
A minimum depth of approximately 18m has been used for the upper levels. This minimum dimension is based on a typical apartment building arrangement, with a central corridor.

4.2 Precincts

The preceding 'proposition' indicated that the Collingwood Precinct comprises two distinct precincts (sub-precincts).

These two precincts are distinctly different and primarily are defined by their heritage stock, land uses and subdivision pattern and are as follows:

- **Collingwood 1 (C1)** Foy & Gibson sub precinct, and
- **Collingwood 2 (C2)** South Collingwood sub precinct.



Collingwood 1 (C1)

Collingwood 1 is defined by the former Foy & Gibson industrial buildings.

Built Form Objectives

- To support development along Wellington Street that contributes positively to the urban and heritage warehouse character of Collingwood.
- To encourage sensitive infill and recessive upper level additions behind retained heritage facades and forms.
- To retain, enhance and incorporate the existing heritage streetwalls into future redevelopment to retain the prevailing streetscape character and built form rhythm.
- To create a finer grain pedestrian network with increased east-west publically accessed links.



Traditional warehouse streetscape, Cambridge Street



Robust industrial streetscape, Oxford Street



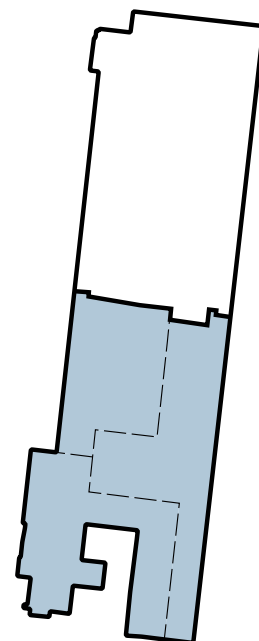
Mixed warehouse and redevelopment streetscape, Stanley Street

Collingwood 2 (C2)

Collingwood 2 is defined by the dispersed finer grain residential cottages and terraces.

Built Form Objectives

- To foster an emerging, contemporary, mixed use character whilst supporting redevelopment that defines the Wellington and Langridge Street junction with a gradual transition down towards Smith Street.
- To encourage sensitive infill and recessive upper level additions behind either retained heritage facades and new forms.
- To respect and reinforce the heritage value of the precinct and support the retention of the traditional street frontages, including street setbacks, facades and subdivision pattern.
- To promote and encourage pedestrian activity through street activation and protection of solar access to southern footpaths and public open spaces.
- To ensure equitable development outcomes through building separation and gradual transitions to neighbouring heritage properties.



Cambridge Street



Langridge Street



Derby Street

4.3 Sub-precincts

Given the significant variation and diversity (both lot attributes and existing built form) within each of these sub-precincts, is recommended to further divide them into urban blocks.

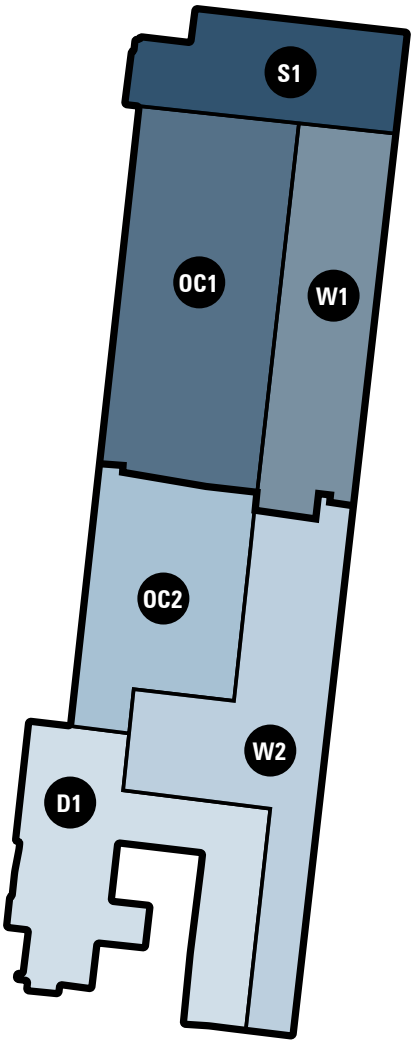
This is illustrated in Figure 7 which breaks Collingwood down to 6 block precincts, as follows:

Collingwood 1 (C1), 3 urban block precincts as follows:

- Stanley Street (S1);
- Wellington Street (W1); and
- Oxford/Cambridge Street (OC1)

Collingwood 2 (C2) 3 urban block precincts as follows:

- Wellington Street (W2);
- Oxford/Cambridge Street (OC2); and
- Derby Street (D1).



Proposed Building Heights

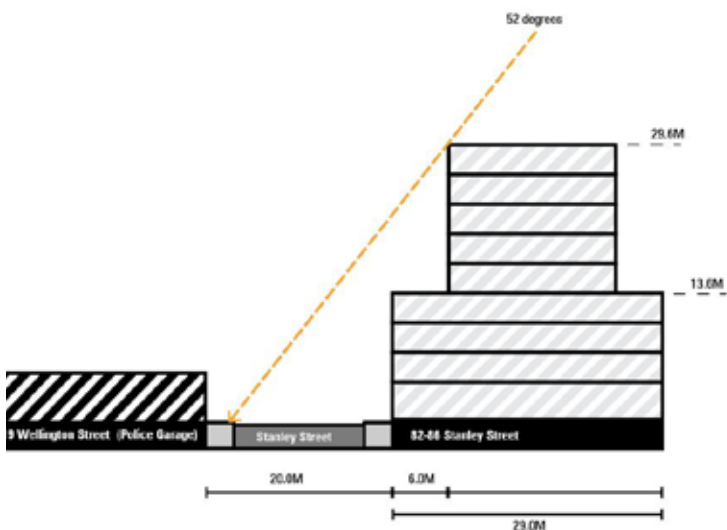
PRECINCT	SUB-PRECINCT	PREFERRED TYPOLOGY	PREFERRED MAXIMUM BUILDING HEIGHTS
COLLINGWOOD 1 (C1)	S1	Redevelopment	6- 9 storeys (20-29.6m)
	W1	Heritage Warehouse	6- 12 storeys (20-40m)
	OC1	Heritage Warehouse	4- 6 storeys (13.6-20m)
COLLINGWOOD 2 (C2)	W2	Redevelopment	6-12 storeys (20-40m)
	OC2	Redevelopment & Heritage house	3-6 storeys (10.4-20m)
	D1	Redevelopment & Heritage house	4-6 storeys (13-6-20m)

COLLINGWOOD 1 (C1)

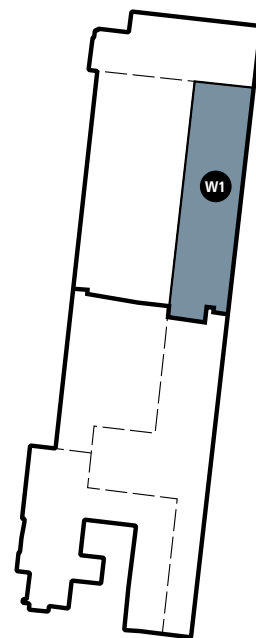
Stanley Street (S1)

Description

The urban block positioned on the northern side of Stanley Street has already undergone significant redevelopment in recent years, with a strong new built form character now present. Only a few sites remain which have development potential and it is envisaged that these sites will follow the existing development pattern, should they redevelop. Therefore, minimum built form intervention is required.



Stanley Street Indicative Cross-section (S1-1)

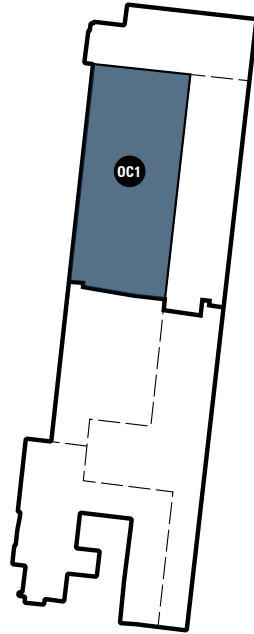


Wellington Street (W1)

Description

The sub-precinct predominantly contains industrial heritage streetscape created by the Foy & Gibson buildings and one non-heritage site that sits between the heritage industrial fabric. The heritage sites have been assessed as having State significance and are currently being considered for nomination in the Victorian Heritage Register and hence are excluded from built form recommendations. However, given the size and location of 117 Wellington Street site currently being used by Victoria Police it is important that the future planning of this site gives consideration to:

- explore opportunities for provision of public open space in the non-heritage section of the site;
- explore opportunities for provision of through block pedestrian links;
- ensure new development respects and responds sensitively to the industrial heritage character;
- ensure new development provides breaks in the form, articulation and high quality architecture that is respectful to the surrounding context; and
- improve the public realm environment.



Oxford/Cambridge Street (OC1)

Description

These Foy & Gibson blocks have been developed with 'pop-up' one or two storey additions that are setback above the heritage building. This has retained the dominance of 'robust' industrial heritage streetscape character. Despite their general uniformity the existing heritage streetwalls vary considerably between single storey and up to six storeys. Any new forms must be visually recessive to the heritage streetwalls and should comprise contemporary additions which are set back and largely hidden from view. Further the visual prominence and spatial separation to and around the chimney stacks is to be maintained.



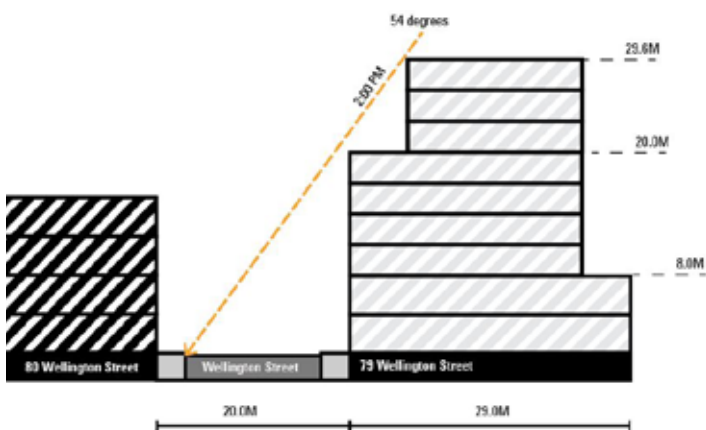
COLLINGWOOD 2 (C2)

Wellington Street (W2)

Description

With the exceptions of the Peel and Vine Hotel buildings these urban blocks are devoid of heritage sensitives and comprise generally larger size lots. The Wellington Street frontage consists number of approvals ranging from 8-14 storey presenting an emerging new built form along the street and marking the junction of Wellington and Langridge Street movement corridors. The western 'island' block along Langridge Street presents a development opportunity that needs to respond sensitively to Derby Street and open space frontage.

Cambridge Street comprises approvals with streetwall and upper form typology that provides a clear street definition without visually dominating the streetscape. Developments along this street will follow the emerging development pattern while giving consideration to equitable development and public realm amenities.



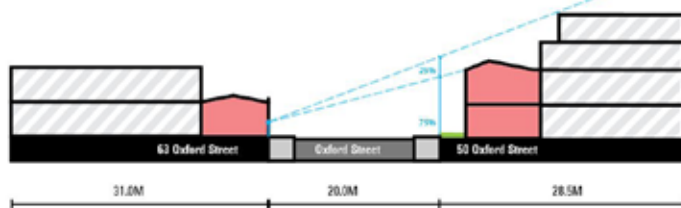
Wellington Street Indicative Cross-section (W2-1)

Oxford/Cambridge Street (OC2)

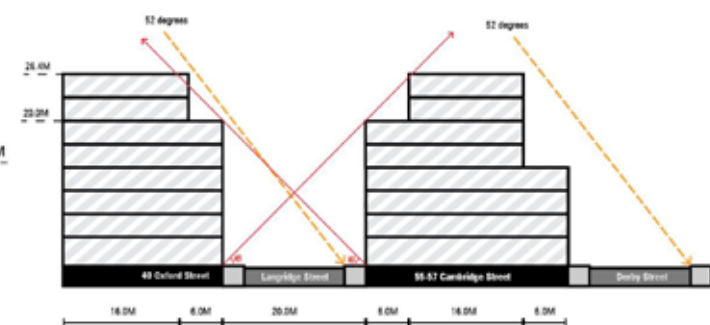
Description

The most diverse sub-precinct with every street having a unique character and has experienced limited change to date. This area will continue to comprise a diverse built form character. Oxford Street and Peel Street contain moderate non-heritage properties abutting dispersed 1-2 storey residential heritage and the former Cordial factory. Development will need to ensure that it does not overwhelm and transitions in scale to heritage forms.

Cambridge Street presents predominantly non-heritage moderate lots. The properties with direct abuttal to residential properties need to provide transition in scale along the interfaces.



Oxford Street Indicative Cross-section (OC-1)



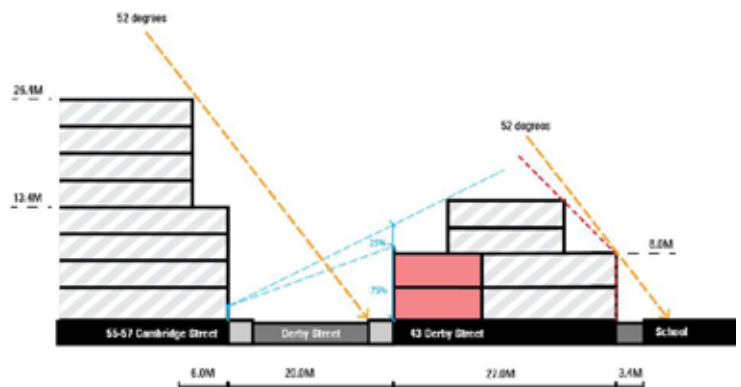
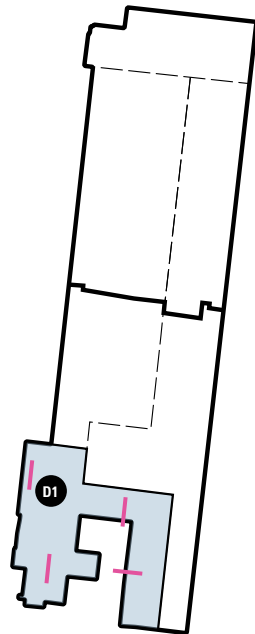
Langridge Street Indicative Cross-section (W2-2)

Derby Street (D1)

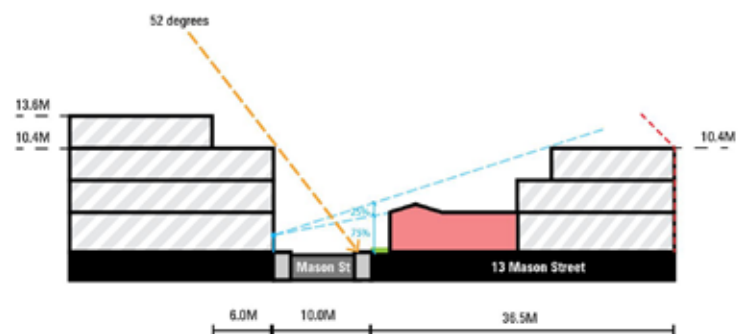
Description

The urban block comprises the properties along the southern side of Derby Street, which present a predominantly consistent 2 storey presentation. A recent approval of 8 storeys, with a 4 storey streetwall will introduce a higher streetwall character. The block between Oxford and Cambridge Streets benefits from a rear laneway which separate it from the school grounds to the south and also comprises a number of heritage buildings which are not subject to heritage protection. Development on Derby Street will need to provide transition in scale at the interface of these heritage buildings. The sites on southern side of Derby Street also need to avoid unreasonably overshadowing on the existing outdoor play area of the school.

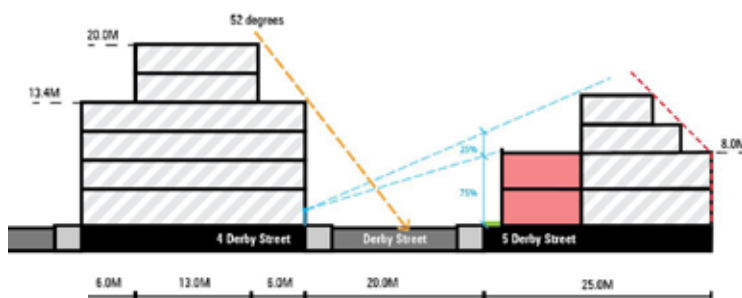
Mason Street and Oxford Street are narrow streets. To the south side of Mason Street are single storey attached cottages, set behind small front gardens. Development along Mason Street and Oxford Street will need to not overwhelm the fine grain heritage and the street. The northern side of Mason Street comprises warehouse forms, and the former St Saviour's Church building.



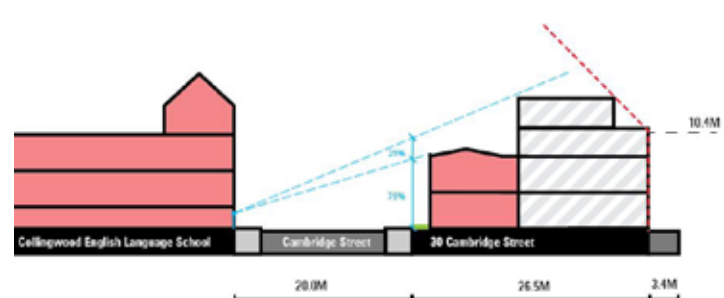
Derby Street Indicative Cross-section (D1-2)



Mason Street Indicative Cross-section (D1-3)



Derby Street Indicative Cross-section (D1-1)






Cambridge Street Indicative Cross-section (D1-4)

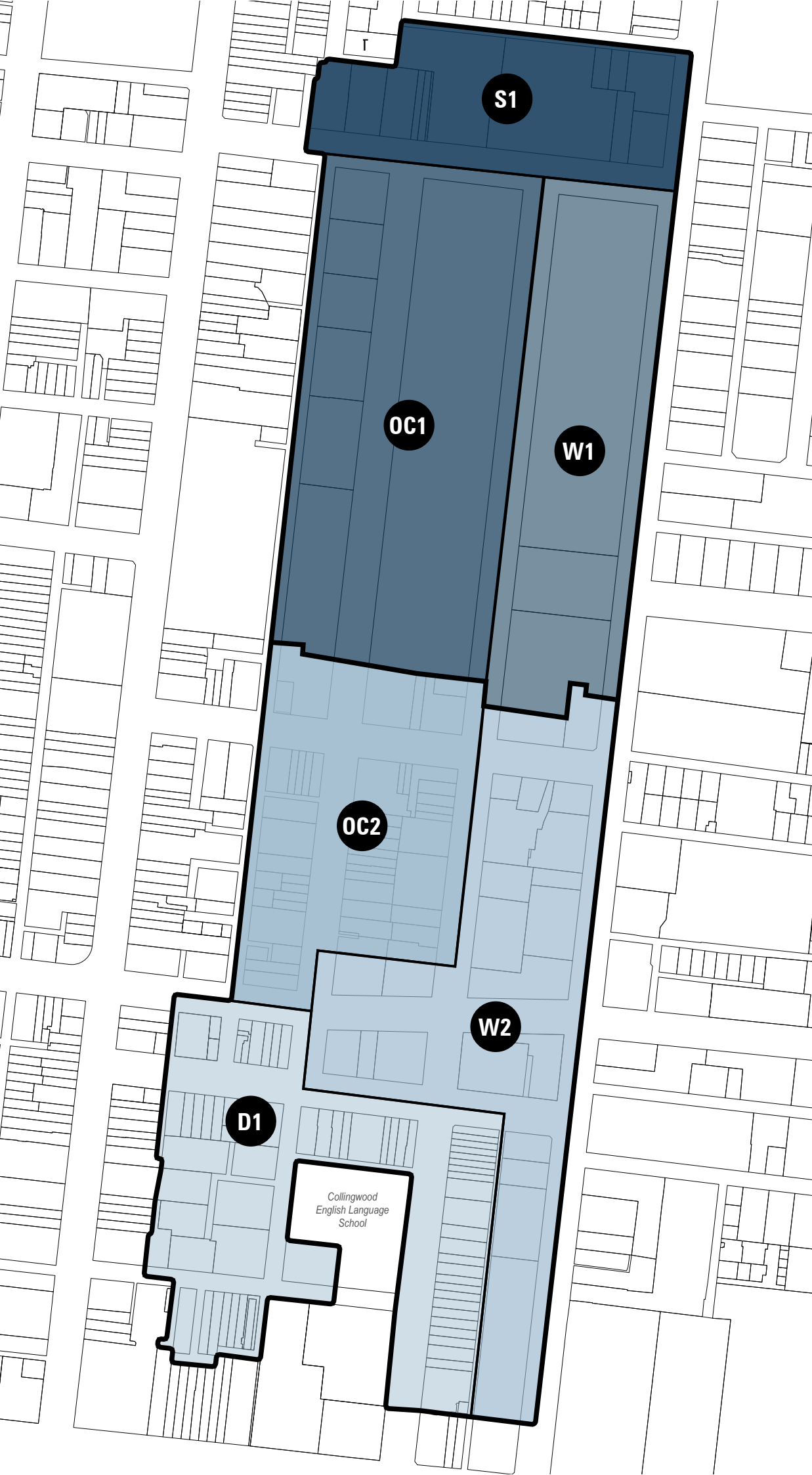
**Brunswick &
Smith Street
Built Form Review**

Collingwood Precinct and
Subprecinct Boundaries

Figure 7

Legend

- Collingwood Precinct boundaries 
- Subprecinct boundaries 
- Subprecinct  W1



4.4 General Built Form Guidelines

Built Form Recommendations

A range of specific built form recommendations and design guidelines have been developed for all precincts.

These built form guidelines focus on the Collingwood Precinct, where future development is anticipated and design guidance is required.

Public Open Space provision

Public open space is an important element within urban areas, as is its spatial provision. In inner urban areas such as Collingwood the provision of small public parks is important to the social health and well-being of a local community. There are presently three 'pocket parks' within the Collingwood Precinct. However, they are located within the southern portion of the study area. Therefore, there is a lack of open space provision within the northern portion.

Visually distinct additions and upper levels

Given the prevailing heritage character of Collingwood, new buildings or additions should be designed to have a visually distinctive architectural expression from the heritage element. This is in order to ensure that new form can be clearly 'read' and understood as a more recent component. It also encourages contemporary architectural responses which will contribute to the 'richness' and diversity of built form.

Lightweight materials, colours and finishes that contrast with the prevailing masonry forms are also encouraged to assist in the clear distinction between new and old, while also assist in visually recessing new forms.

Architectural Considerations

To street frontages expansive blank walls should be avoided and where visible from within the public realm any blank walls need to be visually divided into small elements through architectural treatments to reduce visual mass.

Fenestration patterns and facade solid to void proportions need to reflect the prevailing streetscape rhythm and presentation.

New forms should 'fit' within the prevailing streetscape character. Avoid overly busy and complex architectural expressions.

Active and Semi Frontages

In Activity Centres and Mixed Use areas, buildings must provide sufficient activation at street level to foster 'life' on the street and provide opportunities to maximise safety via passive surveillance.

Along the key movement corridors of Wellington and Langridge Streets, active ground frontages are encouraged. Active frontages along these streets need to incorporate doors, and transparent windows at ground level which enable visual interaction and engagement between the inside of buildings and the street.

Along the local streets and within the mixed use area semi-active frontages are more appropriate. As these less active frontages still maintain an appropriate level of passive surveillance to occur, while also providing more privacy and seclusion to the inside of the building, befitting the nature of the use being either primarily office or dwelling.

Direct pedestrian entry into ground floor uses is encouraged, particular on larger sites, with broad frontages.

Upper levels also provide 'eyes on the street' and contribute to passive surveillance of the public realm. Windows and balconies that orientate towards the street are encouraged.

