



READ VOLUME 1
PLUS YOUR LOCAL AREA
VOLUME 2 - PART 1
SYDNEY ROAD /
UPFIELD CORRIDOR
VOLUME 2 - PART 2
LYGON STREET
VOLUME 2 - PART 3
NICHOLSON STREET

Adopted by Council 11 August 2010
FINAL VERSION

BRUNSWICK STRUCTURE PLAN LOCAL AREA TWO - LYGON STREET



Moreland City Council

VOLUME 2 PART 2

Moreland City Council acknowledges the traditional owners of the land, the Kulin Nation, of which the local indigenous people are the Wurrundjeri. Council is committed to building a trusting, collaborative and supportive relationship with indigenous groups, and to respecting identified Aboriginal sacred sites and special places.

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1 INTRODUCTION

This Local Area Structure Plan is informed by the Brunswick Structure Plan Volume 1 – Strategic Framework. The document provides objectives, strategies and guidelines relevant to the Lygon Street Local Area and precincts.

For overall objectives and strategies relating to the Brunswick Activity Centre as a whole refer to Brunswick Structure Plan Volume 1 – Strategic Framework.

1.1 HOW THE PLAN IS ORGANISED

The Brunswick Structure Plan comprises four volumes as follows:

Volume 1: *The Strategic Framework* provides the overarching vision and planning framework for the Brunswick Activity Centre. It outlines the issues facing the Activity Centre as a whole, and the general objectives and strategies that will be used for the planning of the Activity Centre. In doing this, it defines a strategic framework that provides the basis for the more detailed planning of Volume 2.

Volume 2: *Local Area Structure Plans* is comprised of three parts: a structure plan for each of the three local areas:

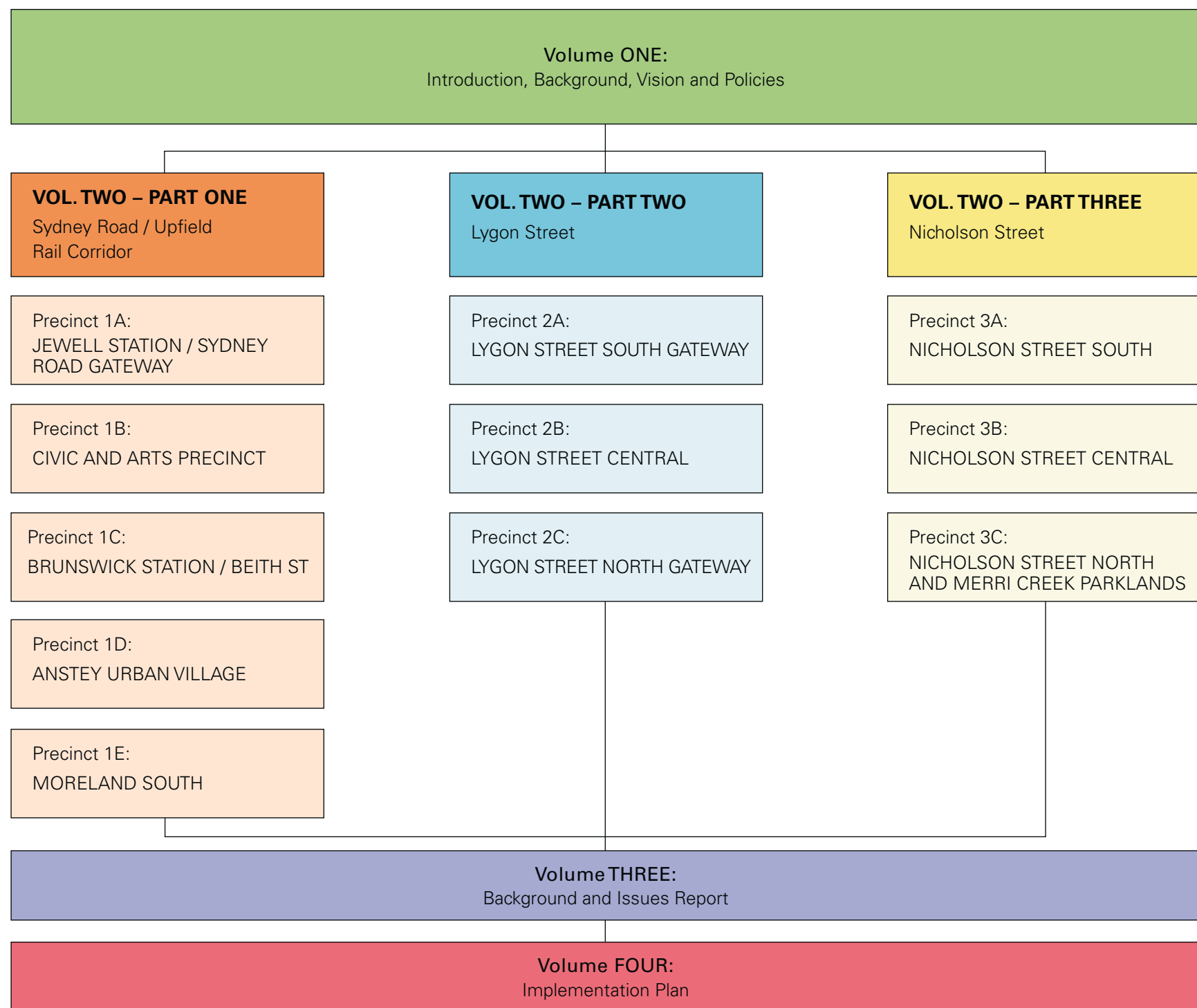
- Local Area 1: Sydney Road / Upfield Corridor
- Local Area 2: Lygon Street
- Local Area 3: Nicholson Street

Volume 3: *The Background Report* provides a detailed discussion of the issues facing the Activity Centre and contains a summary of the findings of the technical reports that inform the Structure Plan.

Volume 4: *The Implementation Plan* prioritises the actions required to achieve the vision set by the Brunswick Structure Plan over five and ten year timeframes. It indicates who is primarily responsible for each action, and costing and funding regimes. The long term implementation plan will be supplemented by annual reports on what has been achieved in the preceding year, and what work will be undertaken in the forthcoming year.



FIGURE 1 : Document structure



1.2 ACTIVITY CENTRE STRATEGIC FRAMEWORK PLAN

The Strategic Framework Plan shown overleaf draws together the strategies for the seven themes identified in Volume 1 Strategic Framework into a coherent, spatial planning framework for the Brunswick Activity Centre.





The Framework Plan provides a basis for the three Local Area Structure Plans that comprise the Activity Centre.

MAP 1 : ACTIVITY CENTRE STRATEGIC FRAMEWORK PLAN



Key urban renewal areas

-  Activity nodes
Areas with high levels of activity to provide strong character and local sense of place.
-  Recreation link
Key recreation links to be strengthened to enhance existing and promote new active and passive recreational opportunities.
-  Recreation node
Key junction in open space network with high levels of recreational activity to be strengthened.
 -  Merri Creek Trail
 -  Royal Park Link
 -  Capital City Trail
 -  Albert and Victoria Axis
 -  Upfield Shared Path
-  Community hub
Future location for development of multiple public multi purpose facilities and meeting places to be co-located at identified hubs.
-  CERES
Important community hub facility to be strengthened and better integrated with surrounding areas.
-  Neighbourhood activity centre
-  Future investigation area







Key streetscape improvements

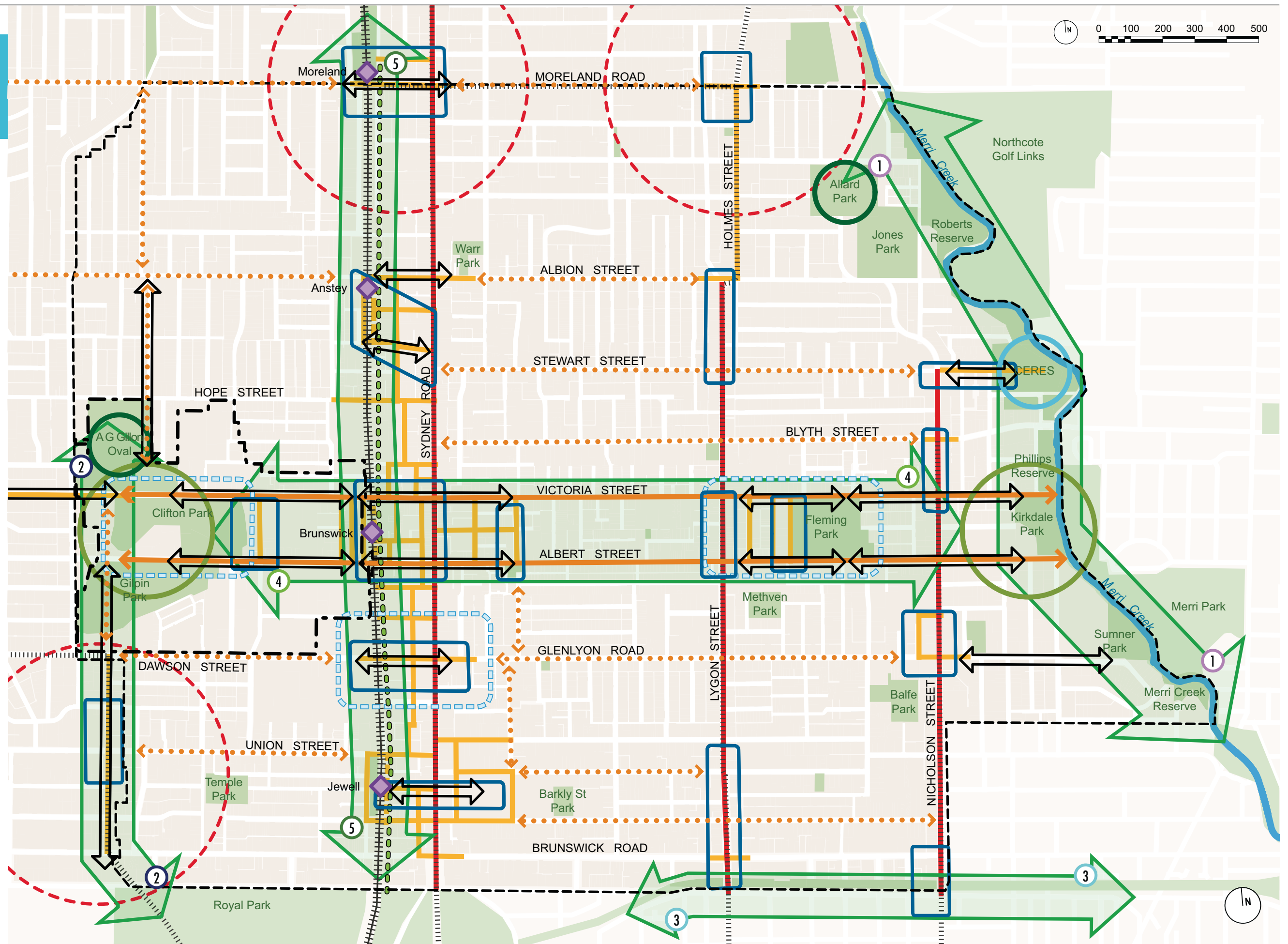
-  Activity corridor
Key streets to be developed as prime locations of economic and social activity.
-  Albert and Victoria Axis
High amenity east-west pedestrian links along Albert and Victoria Streets.
-  Activity streets (other)
Street for future improvements to pedestrian amenity and development with active frontages.
-  Catalyst streetscape
Selected streetscapes to be improved to catalyse urban renewal.

Access and movement

-  Active movement link
Key pedestrian links to encourage walking and connect key activity nodes.
-  Upfield Shared Path
Shared pathway to be improved to enhance access and encourage active travel.

Existing conditions

-  Tram line
-  Rail line
-  Train station
-  Study area
-  Waterways
-  Open space



2 LOCAL AREA OVERVIEW

2.1 LOCAL AREA DESCRIPTION

TOTAL LAND AREA (GROSS): 42.3 HECTARES
ANTICIPATED NEW DWELLINGS: 1508

Lygon Street and surrounds is a rapidly evolving corridor where shops, cafés, clubs, music venues, wholesalers, small scale manufacturers and apartments jostle for space. Its industrial uses are giving way to housing and a café culture.

The corridor contains several areas of retailing including a restaurant and entertainment strip to the south that serves as a sub-regional market, and a separate strip to the north that serves as a local convenience market. The area between these shopping strips is used mainly for wholesale activities and apartment housing. It is this precinct that accommodates most of the recent residential redevelopment.

In contrast to Sydney Road, Lygon Street developed more gradually in clusters around the three hotels: The Quarry, The East Brunswick, located between Albert and Victoria Streets; and the Lyndhurst, located on the corner of Lygon and Albion Streets. In a development pattern generally repeated along Lygon Street, small shops and residences were constructed around the hotels. Local residents were serviced by greengrocers, dressmakers, bootmakers, pastry cooks, manufacturers and others.

Development of Lygon Street beyond the clusters around the hotels was localised and sporadic. Large tracts of land remained vacant, to be filled during the twentieth century by factories. The 1970s saw an exodus of many of the larger textile manufacturers that had occupied premises on Lygon Street, and some of the buildings have since been used for alternative purposes. The smaller shopping precincts continue to be used by local residents, and numerous cafés and bars have emerged in recent years.

Remnants of the three clusters exist today, their significance being largely as contributory buildings rather than historical buildings of architectural interest.



2.2 LOCAL AREA PRECINCTS













Within Local Area 2, three precincts have been identified as distinct from each other. These are closely aligned with urban villages principles. Each performs a slightly different function to the other within the context of the same local area.

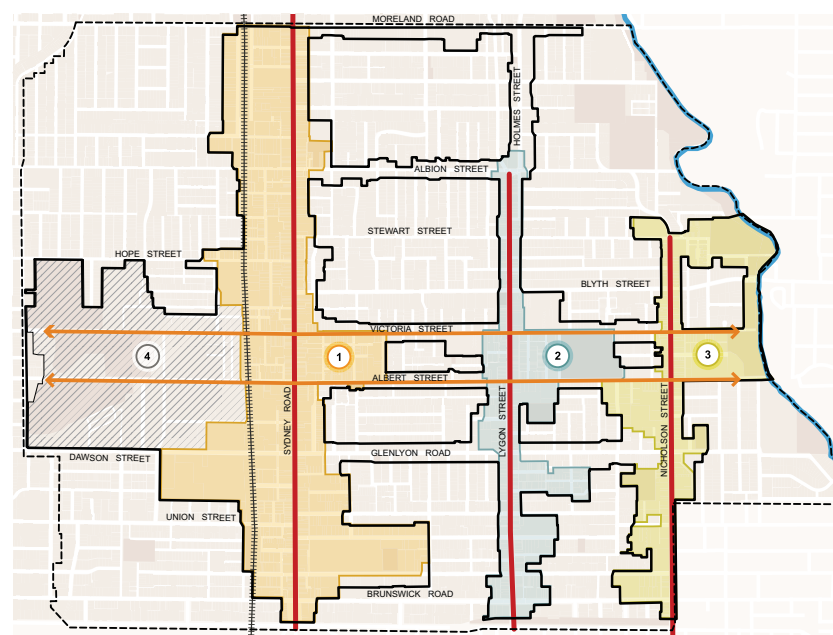
The three precincts are:

Precinct 2A : Lygon Street South Gateway

Precinct 2B : Lygon Street Central

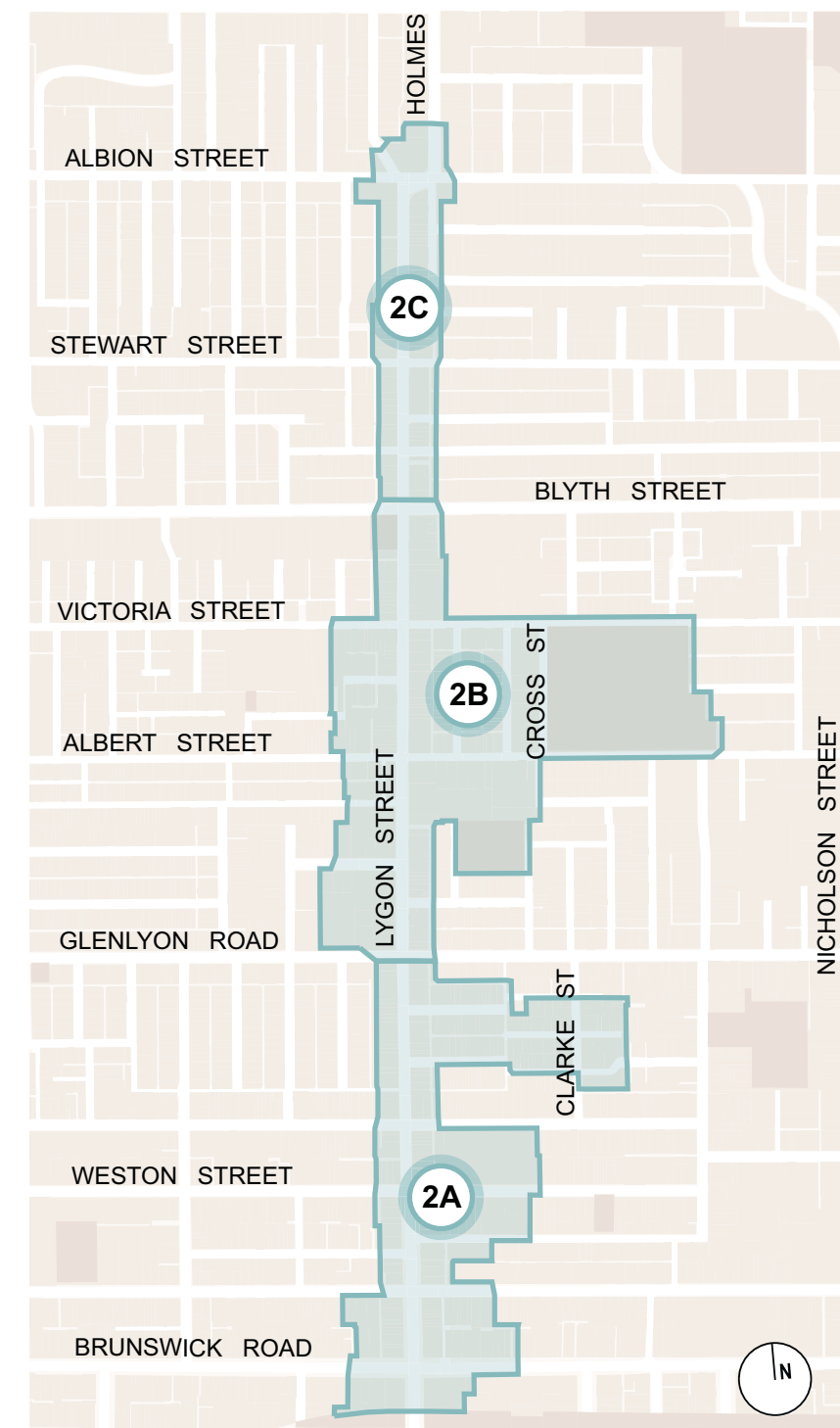
Precinct 2C : Lygon Street North Gateway

-  Study area
-  Structure plan boundary
Brunswick Major Activity Centre
-  Activity corridor
-  Albert and Victoria Axis
- Areas of major change**
-  1 Brunswick Activity Centre, Local Area 1 - Sydney Road
-  2 Brunswick Activity Centre, Local Area 2 - Lygon Street
-  3 Brunswick Activity Centre, Local Area 3 - Nicholson Street
- Future investigation area**
-  4 Core Industrial and Employment Precinct, and Brunswick Central Parklands
- Precincts**
-  Precinct boundary
-  2A Lygon Street South Gateway
-  2B Lygon Street Central
-  2C Lygon Street North Gateway



Lygon Street as defined by gateways at Park Street and Albion Street. Includes adjacent areas of future change.

MAP 2 : LOCAL AREA AND PRECINCTS



2.3. LOCAL AREA ISSUES

The issues below have been identified through lengthy community consultation and analysis of the local area.

2.3.1 PLANNING AND LAND USE

- A lack of policy support has caused some VCAT decisions to be contrary to the expressed intentions and aspirations of Council and the local community about the desire future built form and function of Lygon Street.
- The potential development of a neighbourhood shopping centre in Nicholson Street would impact significantly on the viability of local convenience retailers in Lygon Street.
- Operators of the remaining industrial businesses (particularly behind the Lygon Street frontage) are feeling pressured to quit the area as parking and truck access become more difficult, and as new residents complain about noise and hours of operation.
- There is a high proportion of vacant space and sites in the area, particularly in small showrooms and former industrial buildings that provide opportunities for major redevelopment and reinvigoration of the area.
- In former industrial area, the standard of recent housing development has not been high, and while this may have contributed to the affordable housing stock, poor design will lock in disadvantage for new generations.
- In the last five years Lygon Street has experienced considerable pressure from developers, with most of the recent residential redevelopment concentrated in the area between Blyth Street and Glenlyon Road (Precinct 2B).
- Present market conditions favour housing over employment uses and while increasing population density is a desirable outcome, development of workplaces is also necessary for long-term sustainability.
- The employment profile of local residents points to the need for more office based employment to satisfy local demand.
- Arts and entertainment uses that contribute to the special character and retail offering of Lygon Street are under increasing pressure from rising property prices and residential development.

Precinct 2A

- The rezoning and redevelopment of the former Spicer Sportswear site will have significant implications for activity and amenity of this area.
- The fragmented ownership of Precinct 2A along Lygon Street shopping strip puts this precinct at a disadvantage compared with single owner shopping centres that can control the retail mix and marketing.
- The convenience retail function of Precinct 2A would be adversely affected by the development of a neighbourhood shopping centre in Nicholson Street.

Precinct 2B

- A policy requiring high level active frontages with shop fronts could undermine retail concentration in the precincts adjoining Precinct 2B to the north and south, and could result in long-term vacancies.
- The retail offering in this precinct has emerged between other uses and does not form a coherent shopping centre.
- The loss of employment in the precinct may affect the demand for lunchtime retail services (cafés etc.), although the demand for convenience goods is likely to rise with the population growth and this may result in a change in the area's retail mix.
- Employment uses in the precinct are gradually being replaced by housing which has impacted the ratio of local jobs to residents.

Precinct 2C

- The depth of the existing commercial zone in Precinct 2C precludes the development of a larger supermarket and associated car parking that could create a significant neighbourhood shopping area.
- The retail function of Precinct 2C is generally restricted to a local walk-in catchment because it is reliant on a small area of on-street parking (and this is sometimes fully used by club patrons).
- Large format shops and showrooms in Precinct 2C have performed poorly and cannot compete with large peripheral sales outlets elsewhere, mainly because there is little parking.

2.3.2 HOUSING

- The new apartment buildings provide housing that is of generic quality and appearance and there is a need to broaden types of new housing stock to avoid creating a mono-cultural community.
- There is potential to accommodate new residential population through infill development of former industrial land located behind the B1Z on Lygon Street.
- Declining affordability for rental and owner housing is potentially affecting a range of people already experiencing housing stress.
- There is a lack of appropriate and accessible housing across existing dwelling stock.
- Local Area 2 has much capacity to provide new housing, particularly through the redevelopment of major industrial sites and through development above existing commercial buildings.
- There is poor access to open space in areas suitable for higher density residential development.
- There is a under utilised capacity for shop-top housing.

2.3.3 TRANSPORT AND MOVEMENT

- Car traffic undermines the identity and function of the Lygon Street Activity Corridor as a social and economic space.
- The few north-south bicycle routes are not safe and Lygon Street, with no bike lanes, does not provide a safe alternative.

Precinct 2A

- An enhanced transport interchange at the corner of Brunswick Road and Lygon Street is needed but will be a major project involving coordination between utilities stakeholders and their various infrastructure.
- The future success of Lygon Street in Precinct 2A as a dining precinct may be affected by the availability of parking.
- The redevelopment of the Tip Top site is likely to add to the parking pressure in the precinct.
- The southern gateway to Lygon Street is dominated by traffic making it unpleasant and dangerous for pedestrians and cyclists.
- Traffic moves through this intersection in a somewhat uncoordinated manner, the clearway further adding to the unpleasantness and danger of the area.

2.3.4 PUBLIC REALM

- There are no public places in the area to serve existing and new residents.
- There will be an increased demand for public and open spaces as anticipated urban renewal in central and southern parts of Lygon Street occurs.
- Landscaping along Lygon Street, especially the southern part, is inconsistent and there is a need for a long term tree planting program integrated with streetscape improvements that respond to the street's future traffic role.
- Poor building interfaces and occasional pedestrian-friendly pockets along parts of Lygon Street make the pedestrian experience inconsistent.

Precinct 2B

- Council's existing nursery in Fleming Park will come under increasing pressure as the surrounding areas absorb significant population increases, and the resident population relying on the park for passive and active recreation will increase.

2.3.5 BUILT FORM

- *The Lygon Street East Brunswick Concept Plan, 1994* which provides guidance on built form on Lygon Street is out of date.
- The built form around the gateways, to the north and south, do not provide a sense of arrival or convey a sense of the area's function.
- The visual gateways to Lygon Street at Brunswick Road and Albion Street lack a coherent built form that could be further blurred by new development in the area without appropriate built form controls.
- There is a need to better align built form guidelines with heritage controls to ensure urban renewal is better integrated with heritage areas.
- The requirement for active frontages in new developments may not always be appropriate in the area, as some shop units in new developments have remained vacant for long periods.

Precinct 2A

- *The Lygon Street East Brunswick Concept Plan, 1994* which provides guidance on built form on Lygon Street is out of date.

2.3.6 CHARACTER AND IDENTITY

- Apart from a bank and a post office constructed in the early 1900s, there are no grand civic buildings or churches on Lygon Street.
- A number of inter-war to mid twentieth century industrial buildings in Lygon Street are not included in the Heritage Overlay.
- The Heritage Overlay formally protects only a few buildings on Lygon Street, Brunswick.
- Lygon Street has recently undergone some redevelopment, but it retains much of its eclectic character.
- The existence of local creative businesses is not reflected in the streetscape through street art or in arty shopfronts.

2.3.7 SOCIAL, CULTURAL AND LEISURE SERVICES AND FACILITIES

- Early Years Facilities (Maternal and Child Health, Child Care and Kindergarten) are under pressure due to increasing demand.

Precinct 3B

- Council owns and maintains a number of social facilities such as the Maternal and Child Health Centre and the Clarrie Wohlers Senior Citizens Centre in the area which require significant investment to bring them to a standard where they are fit for purpose.

3 LOCAL AREA VISION

3.1 VISION

This area will continue to develop as a lively urban space, sought after by new residents and small businesses, due to its good public transport connections, great local services and its place at the forefront of Melbourne's cultural scene.

3.2 FUTURE CHARACTER

Lygon Street will be strengthened as a coherent streetscape well defined by visual gateways at the northern and southern ends. These gateways will be further improved by new landmark buildings and public space improvements.

The heritage value of several precincts will be protected by the inclusion of the precincts in the Heritage Overlay.

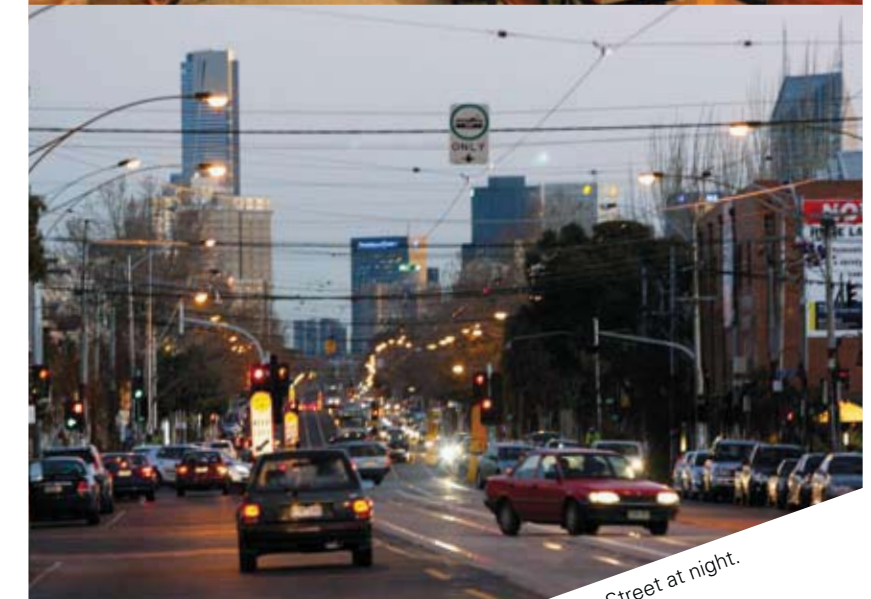
Activity will increase along the whole of Lygon Street including a significant population increase, and improvements such as wider footpaths and street tree planting will be investigated.

A new community hub will be focused around the Maternal and Child Health Centre and Fleming Park, resulting in Albert and Victoria Streets becoming key pedestrian links.

3.3 KEY INITIATIVES

Major initiatives in Local Area 2 that will emerge from this Structure Plan are:

- Develop the East Brunswick Maternal and Child Health Centre as a multi-purpose community centre.
- Create a forecourt/public place in front of the Maternal Child and Health centre.
- Prepare a master plan for Fleming Park to develop the park consistent with the community hub principle.
- Create a pedestrian priority environment at the southern end of Lygon Street.
- Create new public space at northern end of Lygon Street.



Lygon Street at night.

4 LOCAL AREA STRATEGIC FRAMEWORK





4.1 LOCAL AREA STRATEGIC FRAMEWORK

The seven theme maps shown overleaf represent the themes of the Brunswick Strategic Framework, as identified in Volume 1 of the Brunswick Structure Plan. Together, the theme maps comprise the spatial planning framework for the Lygon Street Local Area and inform the local area objectives, strategies and guidelines that will influence change within the local area.


The following objectives and strategies apply to the whole local area. Please also refer to section 5 - Local Area Precincts.

MAP 3 : LOCAL AREA STRATEGIC FRAMEWORK PLAN





Key streetscape improvements

-  Activity corridor
Key streets to be developed as prime locations of economic and social activity.
-  Albert and Victoria Axis
High amenity east-west pedestrian links along Albert and Victoria Streets.
-  Activity streets (other)
Street for future improvements to pedestrian amenity and development with active frontages.
-  Catalyst streetscape
Selected streetscapes to be improved to catalyse urban renewal.





Access and movement

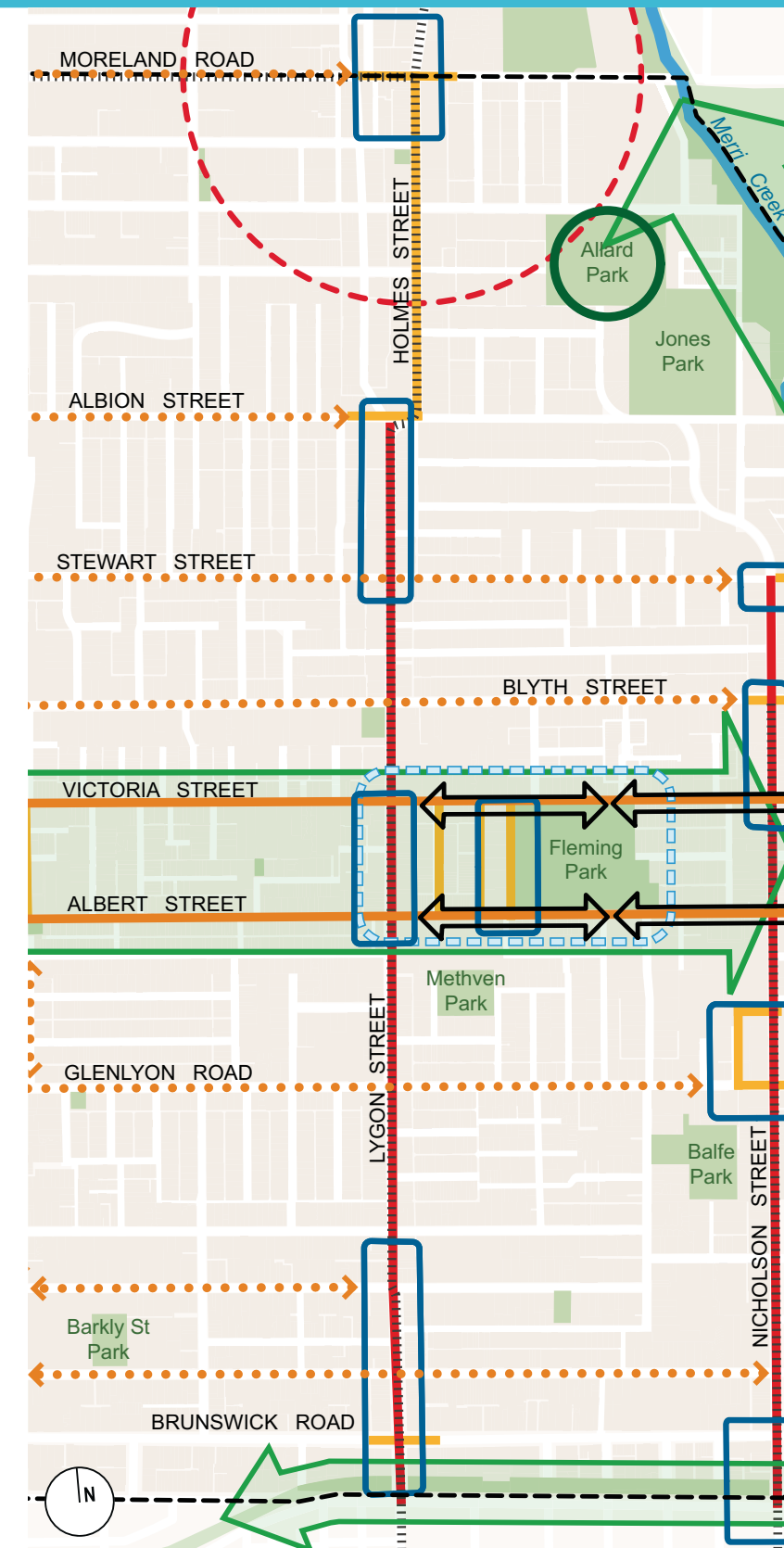
-  Active movement Link
Key pedestrian links to encourage walking and connect key activity nodes.

Existing conditions

-  Tram line
-  Study area
-  Waterways
-  Open space

Key urban renewal areas

-  Activity nodes
Areas with high levels of activity to provide strong character and local sense of place.
-  Recreation link
Key recreation links to be strengthened to enhance existing and promote new active and passive recreational opportunities.
-  Community hub
Future location for development of multiple public multi purpose facilities and meeting places to be co-located at identified hubs.
-  Neighbourhood activity centre



4.2 PLANNING AND LAND USE

OBJECTIVE 1

To ensure the Brunswick Structure Plan is used to inform and assess all land use and development in the area.

STRATEGY 1.1

Prepare amendments to the Moreland Planning Scheme to implement the Brunswick Structure Plan.

OBJECTIVE 2

To ensure the Lygon Street shopping strip focuses its retail around identified activity nodes and support opportunities for other commercial activity where feasible.

STRATEGY 2.1

Consider concentrating shop development in Precinct 2A and 2C, and encourage development of Precinct 2B as a mixed use area to create more defined and viable shopping nodes.

STRATEGY 2.2

Maintain the existing application of the B1Z on Lygon Street and continue to encourage primary retail activity to concentrate along Lygon Street.

STRATEGY 2.3

Coordinate and invest in urban design and shop front improvements in conjunction with traders' organisations.

OBJECTIVE 3

To support existing industrial businesses whilst they choose to remain in the area, and ensure future change of use considers off site impacts on existing businesses.

STRATEGY 3.1

Protect the use-rights of existing activities by ensuring that the onus of meeting amenity conditions falls on the proponents of new development.

OBJECTIVE 4

To reinvigorate the area through the redevelopment of redundant and vacant industrial and commercial sites.

STRATEGY 4.1

Support the rezoning and redevelopment of sites identified in the *Moreland Industrial Land Use Strategy 2004*.

OBJECTIVE 5

To effectively manage the ongoing pressure for redevelopment of former industrial sites, particularly in Precinct 2B between Blyth Street and Glenlyon Road, in a way that achieves good quality design and land use.

STRATEGY 5.1

Support the redevelopment of sites in accordance with the *Moreland Industrial Land Use Strategy 2004*.

OBJECTIVE 6

To ensure the development of new housing is balanced with the need to meet current and future demand for employment space.

STRATEGY 6.1

Support the land use mix and redevelopment requirements of the *Moreland Industrial Land Use Strategy 2004*.

STRATEGY 6.2

Ensure land rezonings and redevelopment consider the current and future employment needs of the area.

OBJECTIVE 7

To support arts and entertainment uses that contribute to the special character and retail offering of Lygon Street.

STRATEGY 7.1





Identify potential buildings in which arts studios may be interim uses.

STRATEGY 7.2




Identify new employment roles for the large format shops on the west side of Lygon Street, possibly including a cultural and creative industries cluster that builds on existing artists' studios in the area.

MAP 4 : PLANNING AND LAND USE





Proposed future land uses

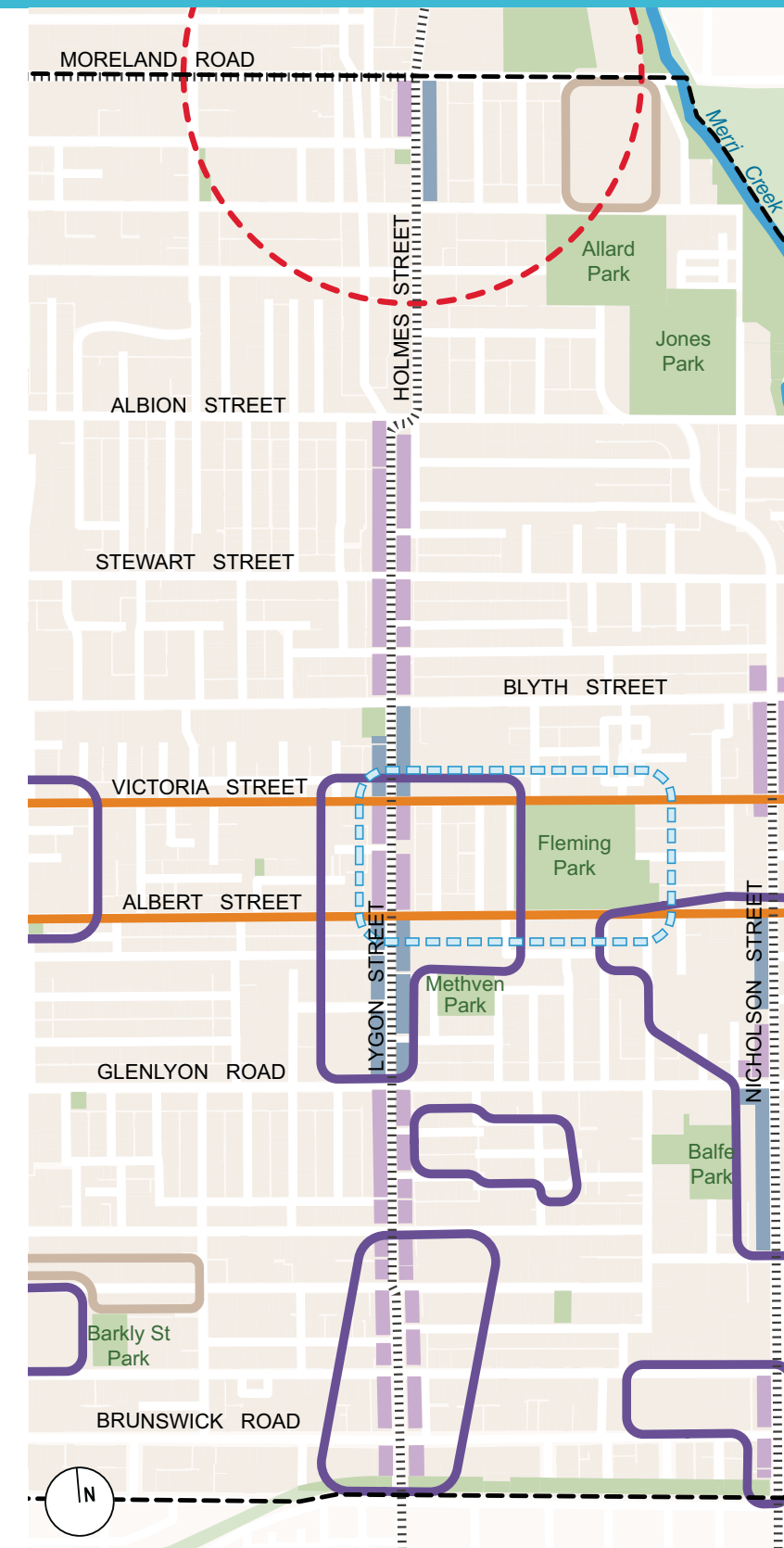
-  Retail focus to be strengthened
-  Large format retail, showroom or office at ground level focus
-  Mixed use development
-  Other industry and employment precinct

Key planning elements

-  Albert and Victoria Axis
-  Neighbourhood activity centre
-  Proposed community hub

Existing conditions

-  Tram line
-  Study area
-  Waterways
-  Open space



4.3 HOUSING

OBJECTIVE 1

To provide a broad range of housing types of high quality to reflect the needs of a diverse cultural community.

STRATEGY 1.1

Promote new forms of housing which provide features to support the social diversity of Moreland households.

STRATEGY 1.2

Identify a range of dwelling types and infill development as best practice examples for use in community engagement (including shop-top conversions).

OBJECTIVE 2

To accommodate future residential populations through the redevelopment of former industrial sites located behind the Lygon Street B1Z.

STRATEGY 2.1

Encourage higher density development on under-utilised industrial land, along transit corridors.

OBJECTIVE 3

To ensure new development provides a range of housing types to promote affordable housing.

STRATEGY 3.1

Encourage housing associations and other not-for-profit organisations to initiate projects in the Activity Centre.

STRATEGY 3.2

Broker partnerships and demonstration projects of affordable housing, including competition projects similar to K2 Apartments in Raleigh St, Windsor.

STRATEGY 3.3

Support the presence and development of the arts through provision of low cost studio/living spaces.

OBJECTIVE 4

To encourage appropriate and accessible housing.

STRATEGY 4.1

Identify opportunities where partnership projects between housing associations and the private sector can take place.

STRATEGY 4.2

Promote incorporation of adaptable and visitable design features such as those listed in the SILVER category of State Government's Build for Life material.

OBJECTIVE 5

To accommodate a new residential population through the redevelopment of former industrial sites and above existing commercial buildings

STRATEGY 5.1

Identify opportunities where Council can provide for residential development as part of community facility renewal (based on Port Phillip models).

OBJECTIVE 6

To improve access to open space in areas experiencing new residential development, particularly higher density residential development.

STRATEGY 6.1

Provide better pedestrian access to district parks and open space.

STRATEGY 6.2

Provide new open space in the form of small urban parks, roof gardens and new public places.

STRATEGY 6.3

Upgrade and green pedestrian streets adjacent to anticipated residential development areas, especially Albert and Victoria Streets, which provide pedestrian access to district parks, as well as Lygon Street, which lacks public places.

OBJECTIVE 7

To support shop-top housing as a viable housing option.

STRATEGY 7.1






Encourage intensive shop-top housing and multi-use development with housing at upper levels.

GUIDELINES : HOUSING DEVELOPMENT





Affordable housing	At least 20 per cent of housing within private development and on Council-owned land should be affordable.
Adaptable housing	100 per cent of high density dwellings should be adaptable based on best practice – high density in this context being developments over four storeys or more than 15 dwellings.
	The ground floor of all dwellings with no lift should be adaptable based on best practice.
Accessible housing	10 per cent of dwellings in development of six or more dwellings should be accessible.

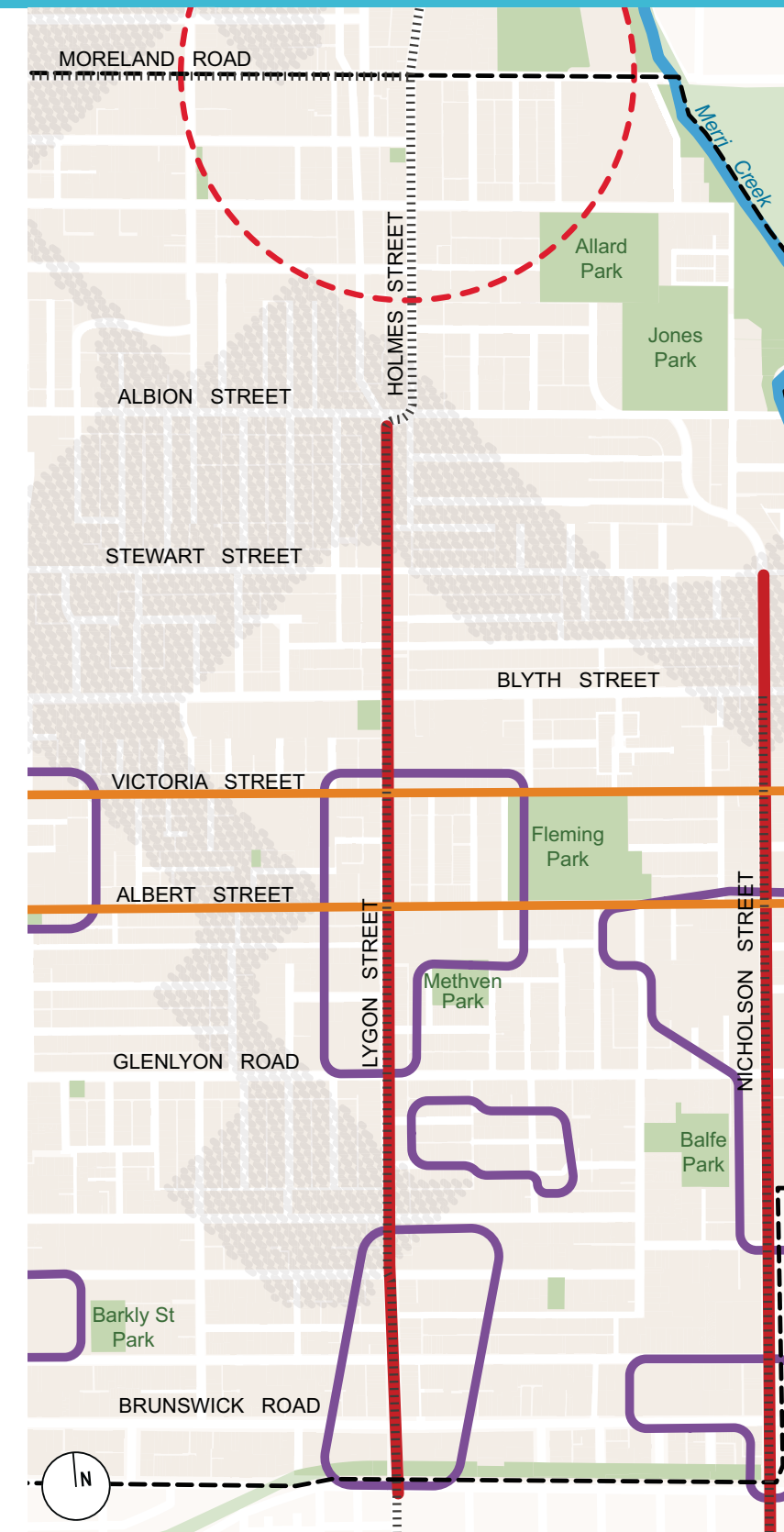
MAP 5 : HOUSING

Housing development and open space access

-  Mixed use redevelopment
-  Albert and Victoria Axis
Primary east - west pedestrian link along urban renewal.
-  Activity corridor
Increase shop-top housing.
-  Neighbourhood activity centres
-  Residential areas with poor access to public space
Indicative based on residences more than 300m from local park.

Existing conditions

-  Tram line
-  Study area
-  Waterways
-  Open space



4.4 TRANSPORT AND MOVEMENT

OBJECTIVE 1

To ensure vehicle traffic does not undermine the amenity of the retail and commercial activities and to provide a safe and attractive pedestrian environment with improved access along major transport routes.

STRATEGY 1.1

Develop high quality interchanges between different transport modes, particularly the north-south tram route and east-west bus services.

STRATEGY 1.2

Make tram and pedestrian amenity the first priority along the Lygon Street Activity Corridor, for example by reducing traffic speed and removing clearways.

STRATEGY 1.3

Develop pedestrian priority areas as per Map 6.

STRATEGY 1.4

Integrate enhanced tram stops with pedestrian movement network.

STRATEGY 1.5

Provide active frontages to development along Lygon Street to improve the sense of safety and add interest for pedestrians.

OBJECTIVE 2

To improve the function, connection and safety of the north-south bicycle routes, including Lygon Street.

STRATEGY 2.1

Develop and implement a bicycle transport plan to address cycling needs in the area.

GUIDELINES : ROAD SPACE PRIORITY

Lygon Street Activity Corridor	Develop long term combined transport and streetscape plan. Aim to provide tree planting, parallel parking, kerb extension and reduce traffic to one lane each way.
Vic Roads traffic routes <small>within and on the periphery of the Activity Centre including Brunswick Road</small>	Ensure safe pedestrian crossings at VicRoads traffic routes - especially along identified activity streets and active movement links (refer to Map 6).
Other arterial and collector roads	Where other arterial roads or collector roads coincide with identified activity streets and active movement links (refer to Map 6), ensure long term high pedestrian amenity and safety.
Pedestrian priority streets	Refer to definition of identified pedestrian priority streets on Map 7 and Guidelines for Public Space Improvements.

GUIDELINES : ACTIVE MOVEMENT NETWORK

Refer to Map 6 - Transport and Movement.

Nodes

Key future destinations for community, commercial and recreational activity.

Activity nodes

- Activity nodes will become destinations:
- within the active movement network that integrate public transport interchanges, commercial activity and other pedestrian generating activity.
 - for a range of formal and informal gathering places such as plazas forecourts, urban parks and pedestrian priority streets.

Activity links

Key links between activity nodes.

Active movement links

- These links will:
- strengthen pedestrian and bike connections between activity nodes.
 - improve pedestrian amenity.
 - provide active frontage to new development.

Activity streets

Streets with high level of amenity and sense of safety day and night.

Lygon Street Activity Corridor

This corridor will be developed as prime location for economic and social activity.

- These street environments will:
- improve pedestrian amenity including widening of footpaths.
 - enhance tram stops and integrate with pedestrian crossing points.
 - provide high level of active frontages to new development.
 - limit crossovers, and provide vehicle access to the rear of properties where feasible.

Albert and Victoria Axis (Albert Street and Victoria Street)

Much of the anticipated urban renewal will occur along the east-west spine at the centre of Brunswick defined by Victoria and Albert Streets

These street environments will:

- improve streetscape and pedestrian amenity generally.
- provide active frontage to new development and ensure high-level passive surveillance from residential and mixed-use development.
- integrate initiatives for the cross-Brunswick heritage interpretation trail and arts trail.
- limit crossovers to a minimum and provide vehicle access from rear where feasible.

Activity streets – other





Generally these are streets adjacent to potentially higher density and mixed-used development

These street environments will:




- improve pedestrian amenity generally.
- provide active frontage to new development and ensure high-level passive surveillance from residential and mixed-use development.
- limit crossovers to a minimum and provide vehicle access from rear where feasible.

MAP 6 : TRANSPORT AND MOVEMENT





Key links and nodes

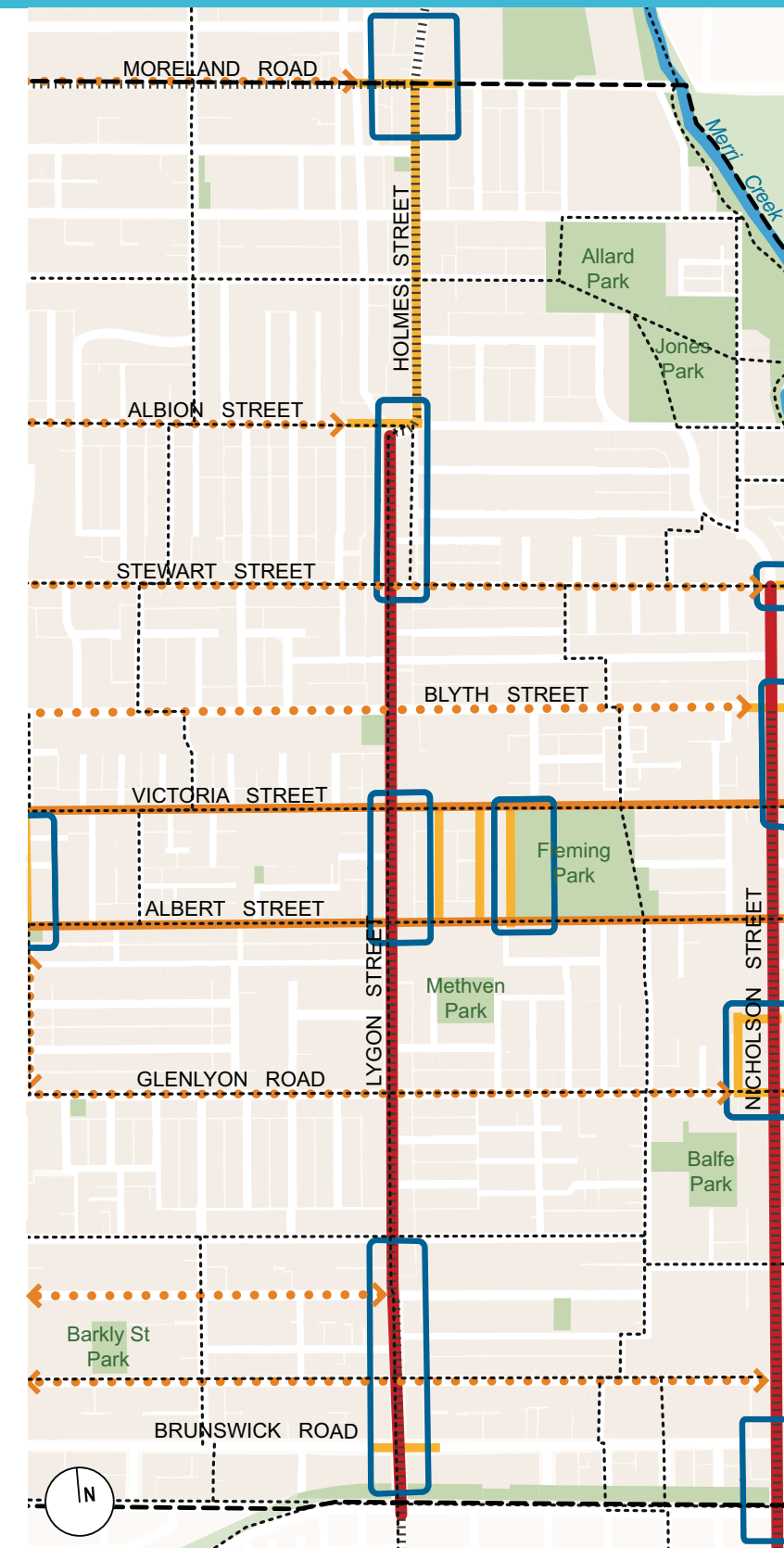
-  Activity node (indicative outline)
Enhance active movement network in and around activity nodes.
-  Recreation node (indicative outline)
Enhance movement network around key junctions in open space network.
-  Active movement link
Connect activity nodes.
-  Expanded cycle network

Activity streets

-  Activity corridors
Strengthen amenity and connectivity along key north - south routes and provide high level active frontage to development.
-  Albert and Victoria Axis
Develop as primary east - west pedestrian routes and provide active frontage to development.
-  Activity streets (other)
Improve pedestrian amenity and provide active frontage to developments.

Existing conditions

-  Tram line
-  Study area
-  Waterways
-  Open space



4.5 PUBLIC REALM

OBJECTIVE 1

To provide adequate public places for new and existing residents and users.

STRATEGY 1.1

Enhance the provision of public spaces and pedestrian-friendly environments as per Map 7.

OBJECTIVE 2

To meet the increased demand for public and open spaces resulting from urban renewal, particularly in central and southern Lygon Street

STRATEGY 2.1

Support the creation of new and upgrade of existing open space as per the *Moreland Open Space Strategy 2008*.

STRATEGY 2.2

Require a public open space component as part of new residential developments, particularly around central and southern Lygon Street.

OBJECTIVE 3

To improve streetscaping along Lygon Street, especially in the south, including landscaping, tree planting and streetscape improvements.

STRATEGY 3.1

Develop a streetscaping plan that manages the tree planting, landscaping, public art, footpath and streetscape needs of the area in an holistic and long-term manner.

OBJECTIVE 4

To improve the pedestrian experience along Lygon Street (in terms of function, safety, amenity and access).

STRATEGY 4.1

Implement active frontages to development to improve building interfaces in accordance with Precinct Map 6 and relevant guidelines.

STRATEGY 4.2

Integrate access points to tram stops with pedestrian network and movement.



MAP 7 : PUBLIC REALM

Public space improvements

- New major public place
- New or improved smaller public place
- ▬ Pedestrian priority street
Provide high level pedestrian priority through streetscape improvements.
- ▬ New green street
Consider potential kerb extensions and greening of streets, including Water Sensitive Urban Design with plants and trees.

Expanded open space network

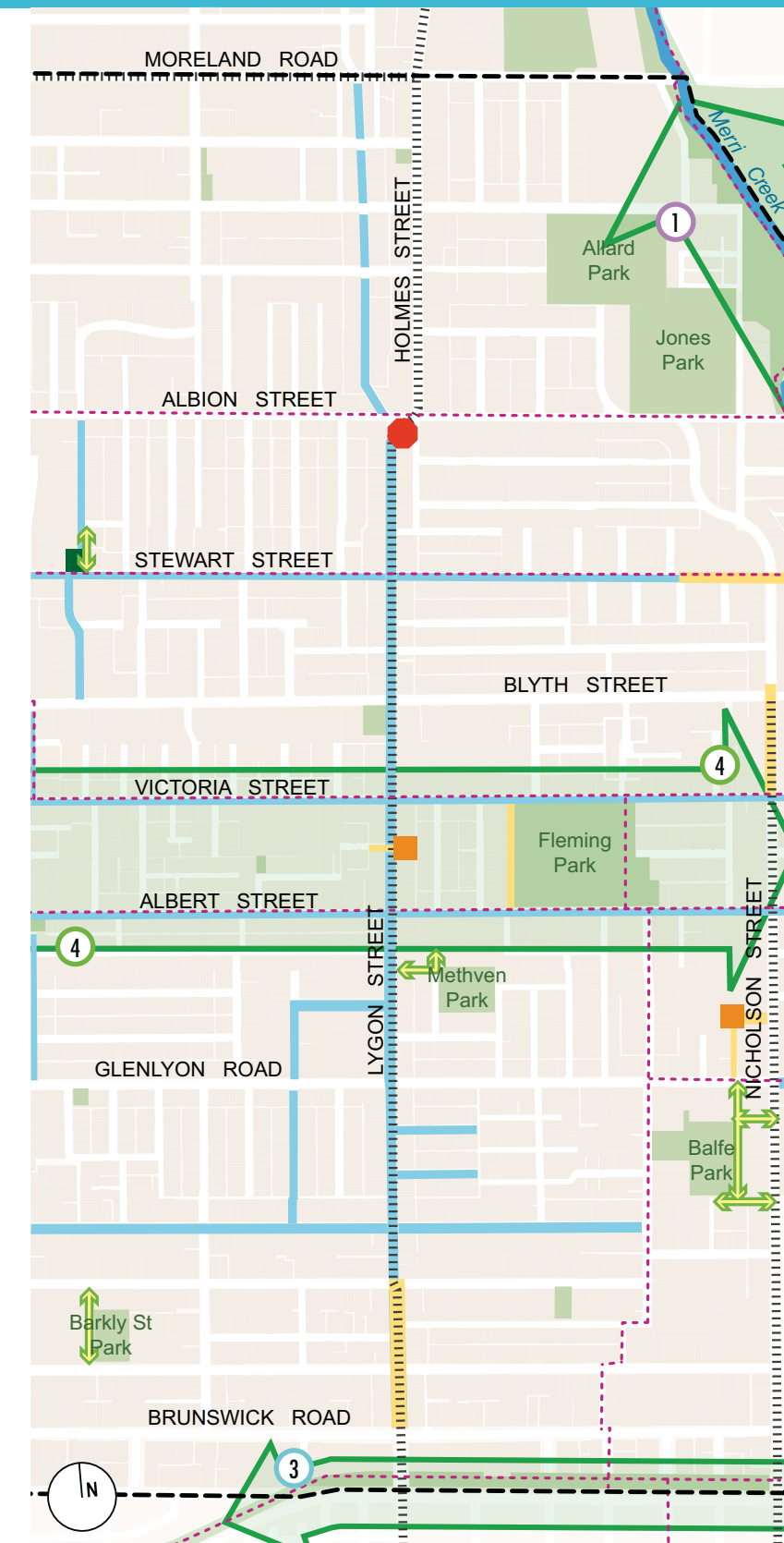
- New urban park or greening of reserves
Create new parks in areas with little access to open space.
- ↔ New park link
Encourage potential links through development sites to improve the integration of parks and other open space.
- - - Open space link
Create pedestrian-friendly links within the open space network.

Improved open space network

- ↔ Major recreational link
Strengthen the five major links to improve connectivity of open space and encourage more active lifestyles:
- 1 Merri Creek Trail
- 3 Capital City Trail
- 4 Albert and Victoria Axis

Existing conditions

- - - - - Tram line
- - - - - Study area
- ▬ Waterways
- Open space



GUIDELINES : PUBLIC SPACE IMPROVEMENTS

Major new public place. Refer to Map 7 – Public Realm.

<p>Lygon Street Gateway North</p>	<p>This new public place and landmark building to the north will reinforce the visual gateway to Lygon Street. The public place will be on the south-eastern side of the junction and will replace poor functioning shops. It will be integrated with a pedestrian friendly public transport interchange.</p>
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Forecourts and smaller public places
 New forecourt will provide better pedestrian amenity and connectivity – refer to Map 7 – Public Realm.

<p>Maternal and Child Health Centre, Lygon Street</p>	<p>A new forecourt and pedestrian circulation space will be integrated with the super tram stop and new pedestrian priority street at Ann Street.</p>
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Pedestrian priority streets

Certain streets are ready to be reclaimed as pedestrian priority spaces – especially at activity nodes and where there are conflicts between car use and pedestrian activity. The identified pedestrian priority streets all require different solutions, and one or more of the following treatments should be considered after further feasibility study. Refer to pedestrian priority streets as outlined on Map 7 – Public Realm.

<p>Traffic calming</p>	<p>Reduce traffic speed to protect and reinforce pedestrian activity.</p>
<p>Pedestrian crossings</p>	<p>Provide at grade pedestrian crossing with a pavement type that signals pedestrian priority.</p>
<p>Shared space</p>	<p>Provide prominent pavement treatment across the whole road reserve creating a shared space where all modes of traffic will need to look out for each other.</p>
<p>Pedestrian mall</p>	<p>Allow for pedestrian environment where vehicle access is limited to service and loading vehicles.</p>

New green streets

Certain streets have the opportunity for greening for different reasons. This include wide streets with capacity for extra planting, streets in areas with poor access to green open space and pedestrian routes that connect to larger park lands. Refer to new green streets as outlined on Map 7 – Public Realm. One or more of the following treatments should be considered after further feasibility study.

<p>Tree planting</p>	<p>Enhance streetscapes by creating new avenues of trees or grouping of trees.</p>
<p>Water Sensitive Urban Design (WSUD)</p>	<p>Allow for WSUD incorporating treatment of stormwater with plants and trees.</p>
<p>Kerb extension</p>	<p>Combine the above options and improve pedestrian amenity and stationary activity such as seating.</p>

GUIDELINES : MAJOR RECREATIONAL LINKS

Refer to Map 7 - Public Realm.

Major links

Improve public realm, improve connectivity to open space and provide longer walks to and along larger parklands.

Capital City Trail

This trail, already established, provides an opportunity for longer walks in a green setting. The trail connects the major recreational junction at Royal Park Station to the west with open space near Rushall Station to the east, and will be extended to Yarra Bend Park past Clifton Hill.

The link will visually connect the Activity Centre at the gateway to the City of Moreland, with the activity node at the southern end of Lygon Street. It will see improvement to spaces and park Interfaces will be activated.

Albert and Victoria Axis

This link connects district parks to the east and west and runs past Randazzo and Fleming Parks. The walk also passes the Upfield Shared Path and Lygon Street, both of which have potential for additional greening.

By way of example – kerb outstands and Water Sensitive Urban Design with plants and trees will provide an attractive walk to larger open spaces along the route.

To improve the integration of the district parks, these recreational nodes will be strengthened to the east and west by creating an appealing entry when arriving from Albert and Victoria Streets.



4.6 BUILT FORM

OBJECTIVE 1

To provide guidance on built form on Lygon Street to ensure the activity corridor and Axes are developed in a coherent manner.

STRATEGY 1.1

Ensure new development conforms to built form guidelines below and on Map 8. Prepare and implement into the Moreland Planning Scheme built form controls for Lygon Street, Brunswick Road, Glenlyon Road, Albert Street, Victoria Street and Albion Street in accordance with Map 8.

OBJECTIVE 2

To create a sense of arrival and identity when entering the gateways to Lygon Street at Brunswick Road and Albion Street.

STRATEGY 2.1

Prepare gateway plans for the intersections on Lygon Street at Brunswick Road and Albion Street, considering issues such as traffic/pedestrian/cycling management, built form and streetscaping.

STRATEGY 2.2

Ensure development on and adjoining gateway sites contributes to a visual landmark and sense of arrival.

OBJECTIVE 3

To ensure that urban renewal is sympathetic to the heritage values of places.

STRATEGY 3.1

Develop built form guidelines for Lygon Street taking into account heritage precincts identified in the *Lygon Street Heritage Assessment 2008*.

OBJECTIVE 4

To ensure retail and commercial components of new developments meet the needs of emerging business.

STRATEGY 4.1

Require new development with a commercial/retail component to consider the needs of emerging businesses in terms of floorplan, streetscape appeal, services, loading facilities, parking needs, etc.










MAP 8 : BUILT FORM




For more detailed outline of built form guidelines, please refer to precinct maps.

Built form guidelines

The maximum heights for future development outlined below are a guide based on long term development opportunities and preferred future character for the whole activity centre. New development proposals and new overlays will require site context analysis justifying more detailed built form controls.

-  3 storey maximum
-  4 storey maximum
-  5 storey maximum
-  6 storey maximum
-  7 storey maximum

-  Height of potential future development subject to context of key public buildings and other sites.
-  Public space subject to negotiation or public acquisition overlay





-  Potential landmark building
Height subject to context
-  Major visual gateway
-  Other visual gateway

Note: Existing development overlays






The Moreland Planning Scheme contains a number of existing development overlays in the Brunswick Structure Plan boundary. In some instances the Brunswick Structure Plan is inconsistent with existing overlays. In such instances, the existing overlays prevail until new scheme provisions, in accordance with the BSP, supersede and replace existing development overlays, where appropriate.

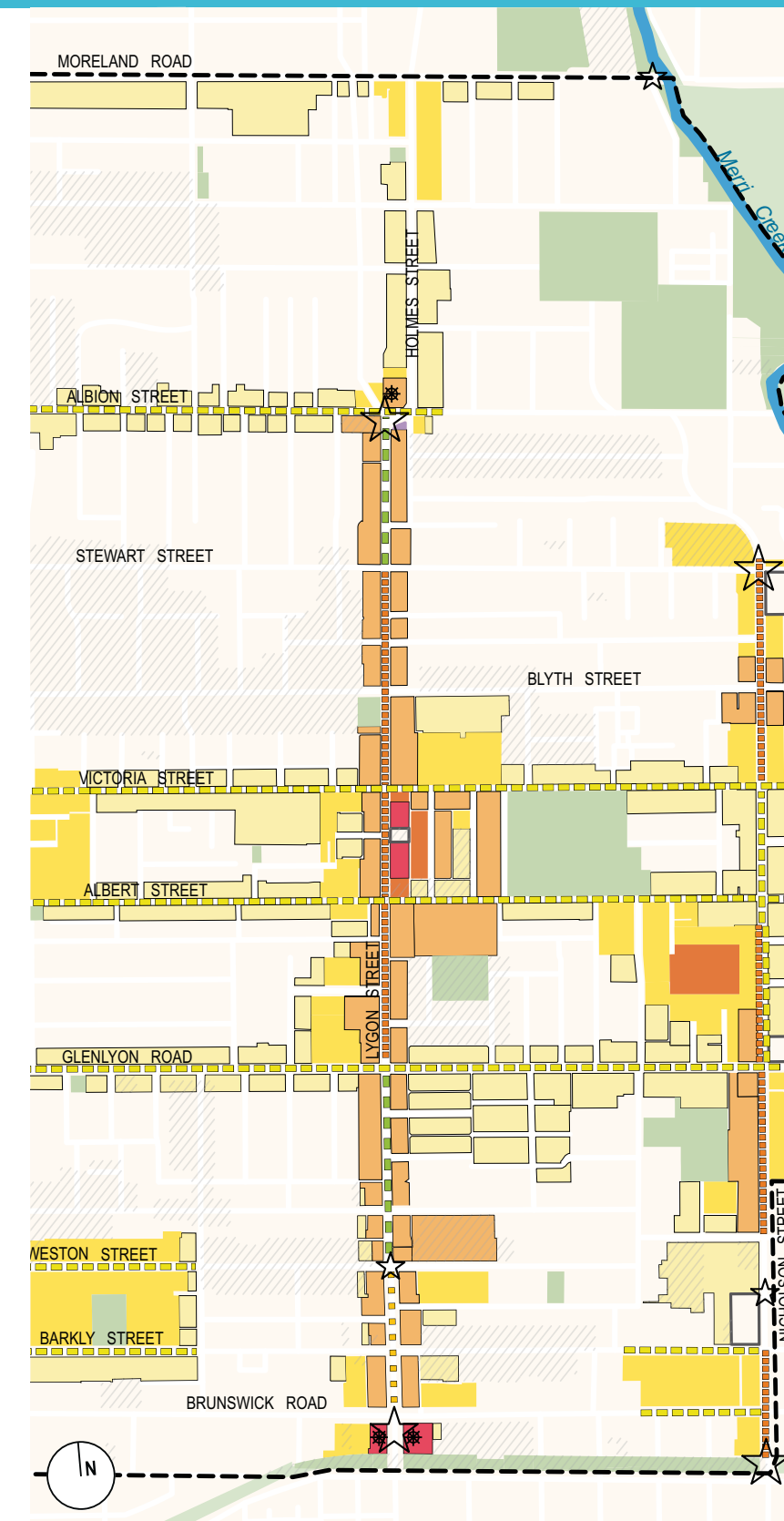
Streetscape controls

The controls for built form podium heights below must be established for new development to achieve preferred future streetscape character.

-  Establish a 3 storey built form podium height. Setback of development above the podium to be minimum 7 metres.
-  Establish a 3 storey built form podium height. Setback of development above the podium to be minimum 5 metres.
-  Establish a 3 storey built form podium height. Setback of development above the podium to be minimum 4 metres.
-  Establish a 4 storey built form podium height. Setback of development above the podium to be minimum 3 metres.

Existing conditions

-  Tram line
-  Study area
-  Waterways
-  Open space
-  Heritage overlay



GUIDELINES : BUILT FORM	
These guidelines set a framework for the future character of the Brunswick Activity Centre and establish a level of certainty for all stakeholders.	
Built form envelope	Overall height, podium height and setback of development above podium should be consistent with Map 8 and relevant built form diagrams.
Setback from street boundary	All new buildings next to activity streets should be built to street edge. On other streets the setback can vary subject to the context.
Rear and side interfaces	Built form at rear and side interfaces should be carefully designed to relate to adjacent scale and to avoid overlooking into adjacent dwellings.
Landmark sites	New buildings on these sites will be iconic given their unique position in the urban fabric and design excellence is required for any development of these sites.
Pedestrian links through sites	Pedestrian links through development sites should be provided in accordance with precinct plans.
Amenity to dwellings	Design of building layout should allow for good natural ventilation, generous daylight access to habitable rooms and generous outlook from dwellings.
Lot sizes	Subdivision of lots should be avoided where the subdivision mitigate against the objectives of the Structure Plan. Amalgamation of lots is encouraged to create opportunities for more efficient redevelopment (i.e. higher amenity to dwellings and reduced vehicle crossovers).

Façades	Façades must be designed to a scale appropriate to the overall street character, existing pattern (i.e. lot widths and floor to ceiling height) and pedestrians. Multiple entries and smaller shop fronts are encouraged.
Active frontage	Active frontage to new development should be provided in accordance with active frontage guidelines and precinct plans.
Vehicular access	Vehicular crossings should be from rear lanes or alternatively side streets where practically feasible to minimise or avoid use of pedestrian and retail frontages for vehicular access.
Car parking	Car parking at ground level should be avoided to ensure ground floor activity and good active frontage. Underground car parking is encouraged. If underground car parking is not feasible car parking on upper levels should not be visible from the street and there should be a zone of other activity between car park and façade. This other space of activity could be residential, commercial, or office space.
Development of further guidelines for urban renewal areas, large sites and landmark sites	In addition to the Structure Plan guidelines specific guidelines, in the form of development overlays etc., should be prepared for larger urban renewal areas, sites and landmark buildings. The more specific guidelines, covering potential additional pedestrian links and active frontage, should be developed subject to local opportunities and constraints.