

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.

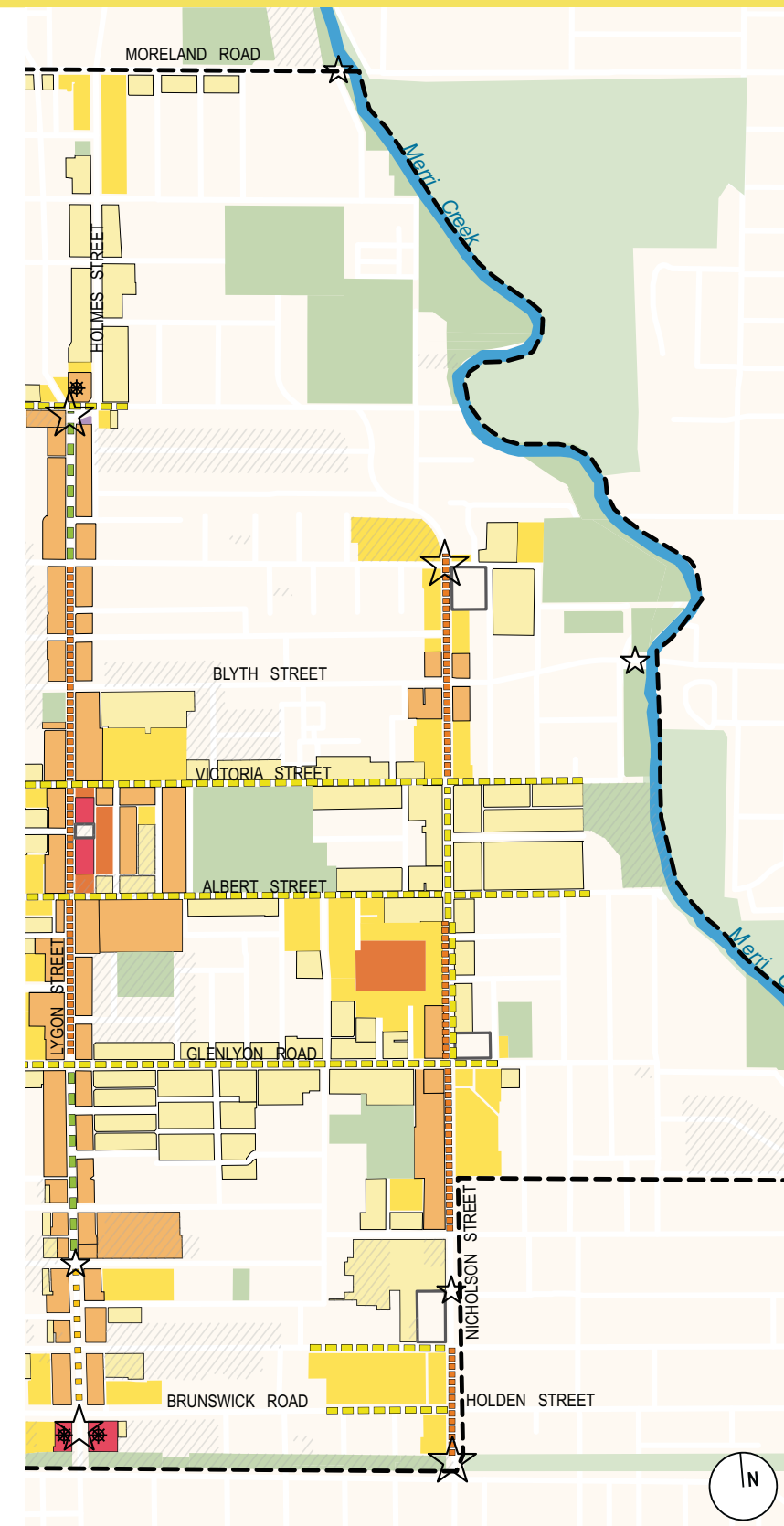
Streetscape controls

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 built form Map 8 and relevant built form diagram.
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.

GUIDELINES - ACTIVE FRONTAGE

For detailed mapping of active frontage categories refer to relevant precinct maps.

Major links:

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

Active frontage type A – retail core

This category of active frontage applies primarily to property adjacent to identified activity corridors. Refer to precinct maps.

Buildings with ground level frontages to active frontage(s) type A as identified on the precinct plan maps must contribute to the appearance and retail function of the area by providing:

- a display window and/or entrance measuring at least 80 per cent of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60 per cent of the width of the street frontage of each premises used for other commercial uses.
- clear glazing to street frontages. Security grilles must be visually permeable or transparent, and are encouraged to be internally mounted.
- façade design that incorporates lighting to add to a sense of security at night.
- built scale appropriate to the street and proximity to pedestrians.

Vehicle ingress and egress, loading facilities and building services should not be located on frontages to active frontage type A streets.

Active frontage type B - activity streets and links

This category of active frontage applies primarily to property adjacent to other identified activity streets and identified active movement links. Refer to precinct maps.

Buildings with ground level frontages to active frontage(s) type B as identified on the precinct plan maps must present an attractive pedestrian focused frontage by providing:

- individual entry doors to ground level dwellings to create a residential address to the street.
- shelter and lighting to entries.
- clear glazing to street frontages. Security grilles must be visually permeable or transparent, and are encouraged to be internally mounted.
- no, or low visually permeable front fencing only.
- built scale appropriate to the street and proximity to pedestrians.

Vehicle ingress and egress, loading facilities and building services should not be located on frontages to active frontage type B streets or laneways, unless there is no alternative.

Other frontages

This category applies to property adjacent to other streets, laneways or other public land not covered by active frontage types A and B but within the local area boundary.

All other frontages to street, lane or public land, other than the identified active frontage types A and B, should contribute to high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, habitable rooms with windows, low fences and display windows where possible.

Vehicle ingress and egress, loading facilities and building services should be located on lanes where possible.



4.7 CHARACTER AND IDENTITY

OBJECTIVE 1

To create a coherent streetscape that brings together the variety of land use zones and building types.

STRATEGY 1.1

Support large scale land use rezonings to implement the *Moreland Industrial Land Use Strategy 2004*.

STRATEGY 1.2

Prepare and implement built form controls for Nicholson Street, Brunswick Road, Barkly Street, Glenlyon Road, Albert Street, Victoria Street and Stewart Street.

STRATEGY 1.3

Develop a coherent corridor character for Nicholson Street by developing sites in accordance with built form controls in Map 8.

GUIDELINES: FUTURE CHARACTER

Refer to Map 9 – Future Character.

Nicholson Street

Nicholson Street will develop into three nodes of activity emphasised by higher buildings.

To the south, the precinct will develop as part of Nicholson Village in Fitzroy.

In the core of Nicholson Street, new development with new retail destinations will be focused around the tram / smart bus interchange at Glenlyon Road.

To the north, at the East Brunswick Village Centre, the local sense of identity around Lomond Hotel will be strengthened. Streetscape improvements will occur along pedestrian links improving the connections between Nicholson Street and parklands at Merri Creek.

Albert and Victoria Axis

The east-west axis of Albert and Victoria Streets will be developed as pedestrian-friendly links between district parklands in the east and west. These links will also connect new community hubs, one at Lygon Street / Fleming Park and another at Brunswick Central Parklands.

These pedestrian-friendly community links will also provide a cross-Brunswick heritage interpretation and artworks trail.

GUIDELINES - PUBLIC ART

Public art should seek to achieve the following:

Interpret, define and enhance the character and cultural identity of a city.

Acknowledge cultural heritage and traditions.

Provide a sense of public ownership of public art objects and spaces.

Encourage positive and practical interaction between people and public spaces.

Challenge perceptions and prejudices.

Express the principles of sustainability.

MAP 9 : CHARACTER AND IDENTITY

Key character areas

Local Area 2 - Lygon Street

The future Lygon Street will be characterised as a public space to gather in its entire length from gateway in south to gateway in north. This could include widened footpath with an avenue of trees and opportunities for pleasant café environments and informal seating.

Local Area 3 - Nicholson Street and links to Merri Creek and Parklands

Activity will be focused around several nodes and pedestrian friendly east-west streets will provide good links to open space along Merri Creek. Safe pedestrian crossings along the street and good links to Merri and CERES will be provided.

Albert and Victoria Axis

Albert and Victoria streets will be developed as pedestrian friendly links between major parklands to the east and west. This link will incorporate a range of initiatives such as:

- east-west active movement network
- new community hubs
- heritage interpretation and public arts trail

District park

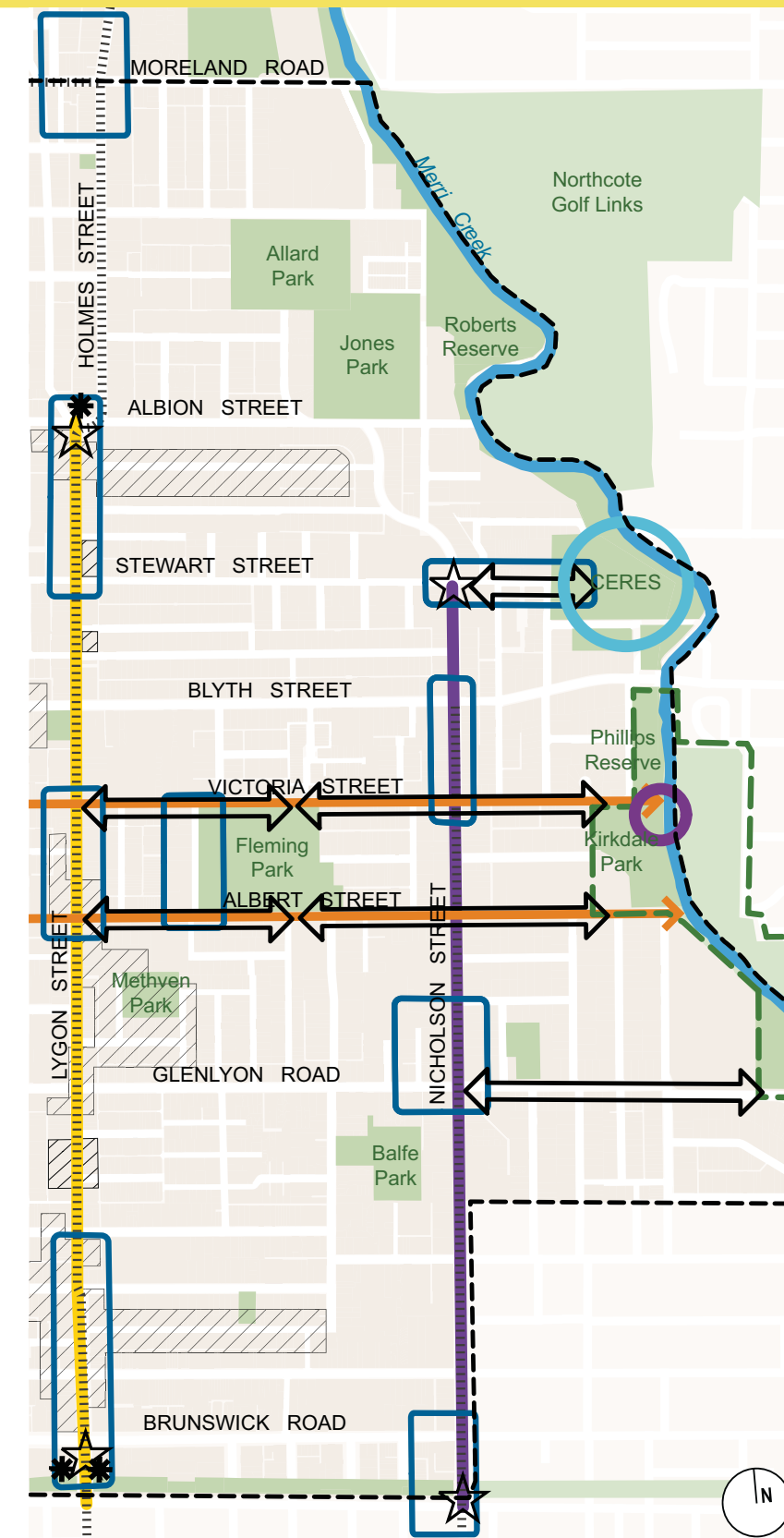
Encourage the further development of Kirkdale, Sumner and Merri Parklands as strong and distinct character areas.

Character elements

- ☆ Gateway to activity corridor
Strengthen character and local sense of place in key gateway locations.
- * Proposed landmark
Encourage major visual landmarks in key locations.
- CERES
Support the continued development of CERES.
- ▭ Activity node
Strengthen character and local sense of place in key activity nodes.
- ↔ Catalyst streetscape
Improve selected streetscapes to catalyst urban renewal and make better use of under-utilised community facilities, inclusive of parks and train stations.
- ▨ Heritage cluster
Respect streetscapes or groups of buildings of interest to the legibility of the heritage character.
- Bluestone quarry heritage
Protect historic features along Merri Creek that relate to former bluestone quarry. Relate interpretation of the former bluestone quarries and heritage structures at Kirkdale Park.

Existing conditions

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



4.8 SOCIAL, CULTURAL AND LEISURE SERVICES AND FACILITIES

OBJECTIVE 1

To create a new multi-purpose community facility in Brunswick East.

STRATEGY 1.1

Undertake a feasibility study to identify options for a community facility in Brunswick East and to examine the roles of CERES and Fleming Park.

OBJECTIVE 2

To meet the current and future demand for early years facilities (maternal and child health, child care and kindergarten).




STRATEGY 2.1

Identify opportunities for future early years facilities, including the potential for expanding existing facilities and co-location of maternal and child health service.




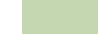


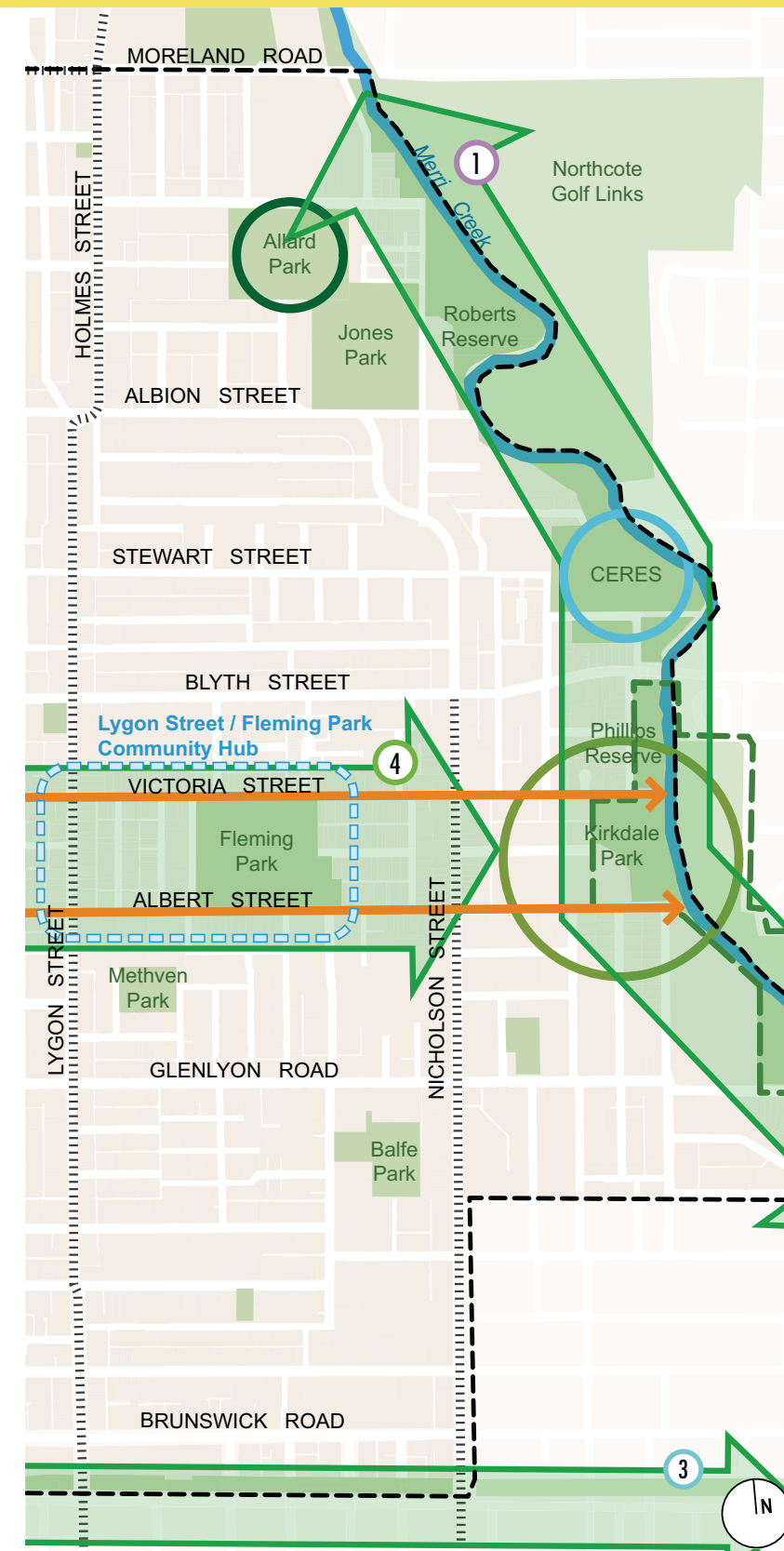
MAP 10 : SOCIAL, CULTURAL AND LEISURE SERVICES AND FACILITIES

Facilities

-  Proposed community hub
Location for future major community hub clustering multiple public facilities and meeting places.
-  CERES
Acknowledge and strengthen the role of CERES as a community hub by strengthening key gateways and visual connections.
-  Recreation node
Focus for multi use open space.
-  Sports hub
Focus for higher level sporting facilities.
-  Albert and Victoria Axis
Encourage community uses to develop the key east - west axis.
-  District park
Enhance district parks to create new social, cultural and leisure opportunities.
-  Major recreation link
Strengthen recreation links to promote new and enhance existing active and passive recreational opportunities.
-  1 Merri Creek Trail
-  3 Capital City Trail
-  4 Albert and Victoria Axis

Existing conditions

-  Tram line
-  Study area
-  Waterways
-  Open space



5 LOCAL AREA PRECINCTS

5.1 PRECINCT 3A : NICHOLSON STREET SOUTH

TOTAL LAND AREA (GROSS): 6.8 HECTARES
ANTICIPATED NEW DWELLINGS: 228

The southern end of this precinct, between Brunswick Road and Park Street forms part of the Nicholson Village Shopping Centre in North Carlton (in the City of Yarra). North of Brunswick Road on the west side of Nicholson Street is an area of largely under-utilised industrial properties and a Catholic church and primary school precinct.

This precinct can become better connected to the Nicholson Village Shopping Centre, providing shop-front services and office accommodation as well as an intensification of residential development.

5.1.1 OBJECTIVES AND STRATEGIES

The following objectives and strategies apply to this precinct only. Please also refer to Section 4 - Local Area Strategic Framework.

PLANNING AND LAND USE

OBJECTIVE 1

To create a high amenity mixed use centre at the intersection of Nicholson Street and Brunswick Road / Park Street that supports existing key uses such as the school whilst encouraging new development.

STRATEGY 1.1

Facilitate the development of offices and associated commercial uses, and an intensification of residential development in Precinct 3A.

STRATEGY 1.2

Support the preparation of a master plan for Our Lady Help of Christians Church and School.

STRATEGY 1.3

Ensure preference is given to employment uses on the main street-frontages if this area is rezoned.

STRATEGY 1.4

Prepare a small area urban design strategy to encourage investment in cafés and other shop-front activity around the intersection of Park and Nicholson Streets.

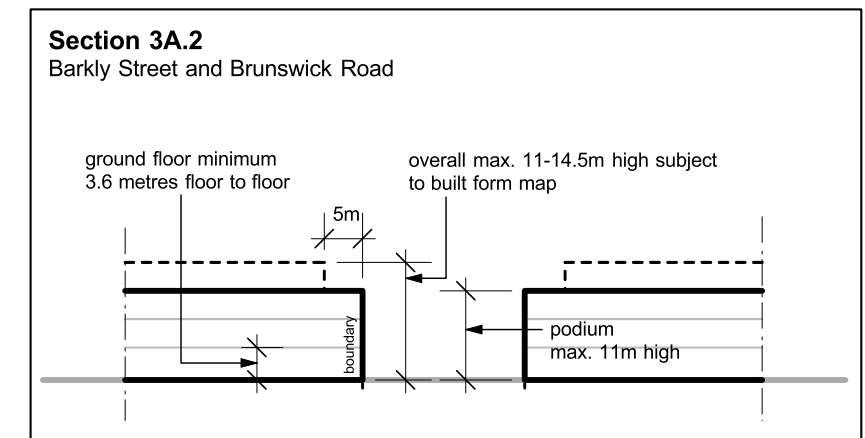
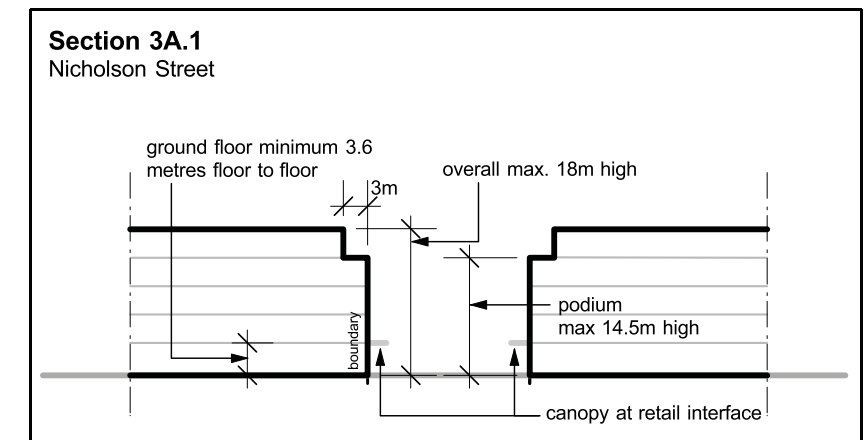
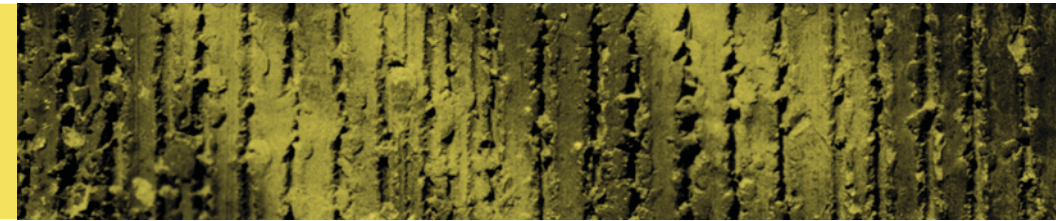



FIGURE 2 : Precinct Built Form Guidelines




MAP 11 : PRECINCT 3A
BUILT FORM

Built form guidelines


 3 storey maximum (11 metres)


 4 storey maximum (14.5 metres)

 Height of potential future development subject to context of key public buildings and other sites.


Streetscape guidelines


The guidelines for built form podium heights below should 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 5 metres.

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

Existing conditions

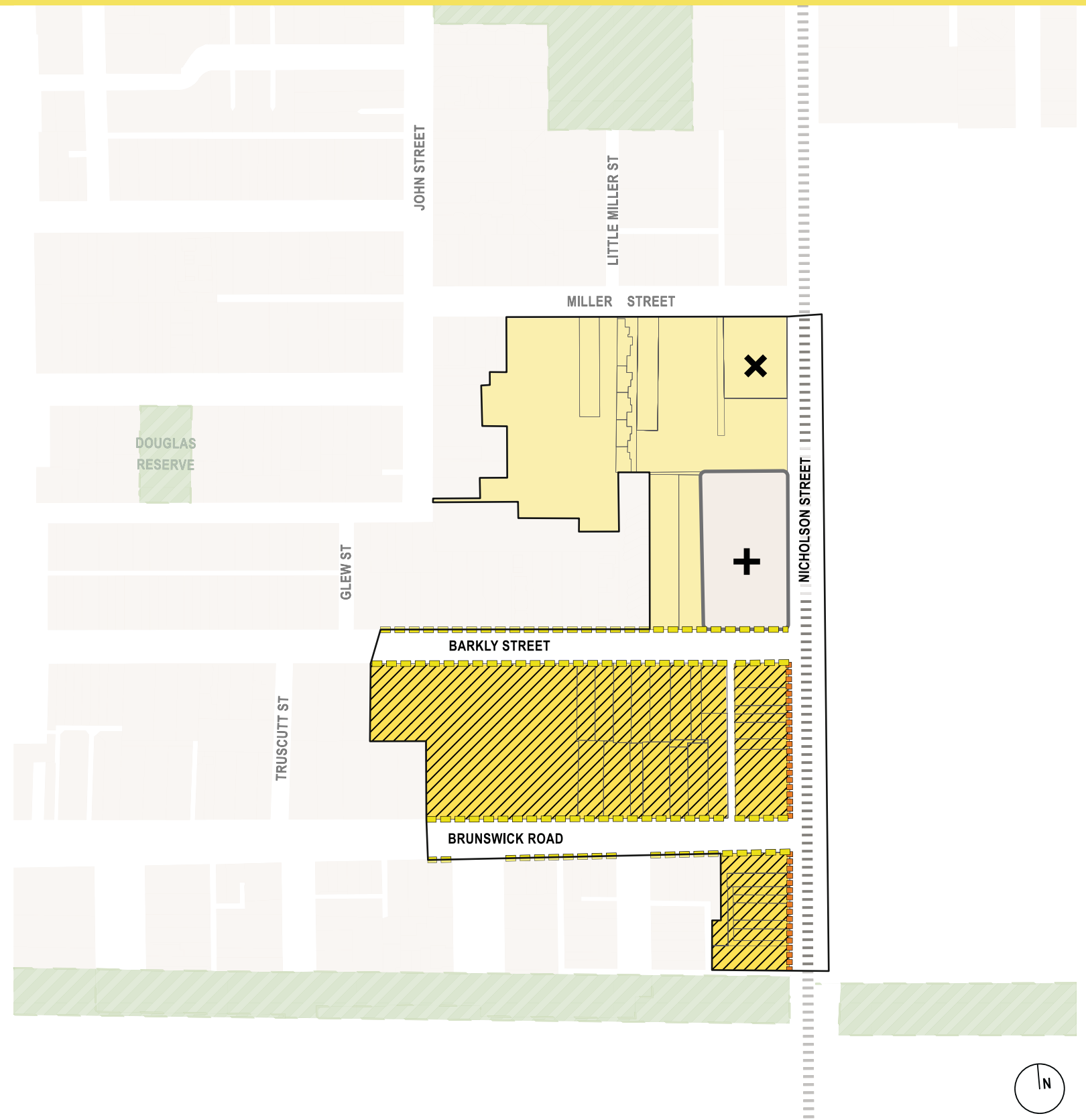
 Tram line

 Existing open space

 Precinct boundary




 Church

 Iconic building









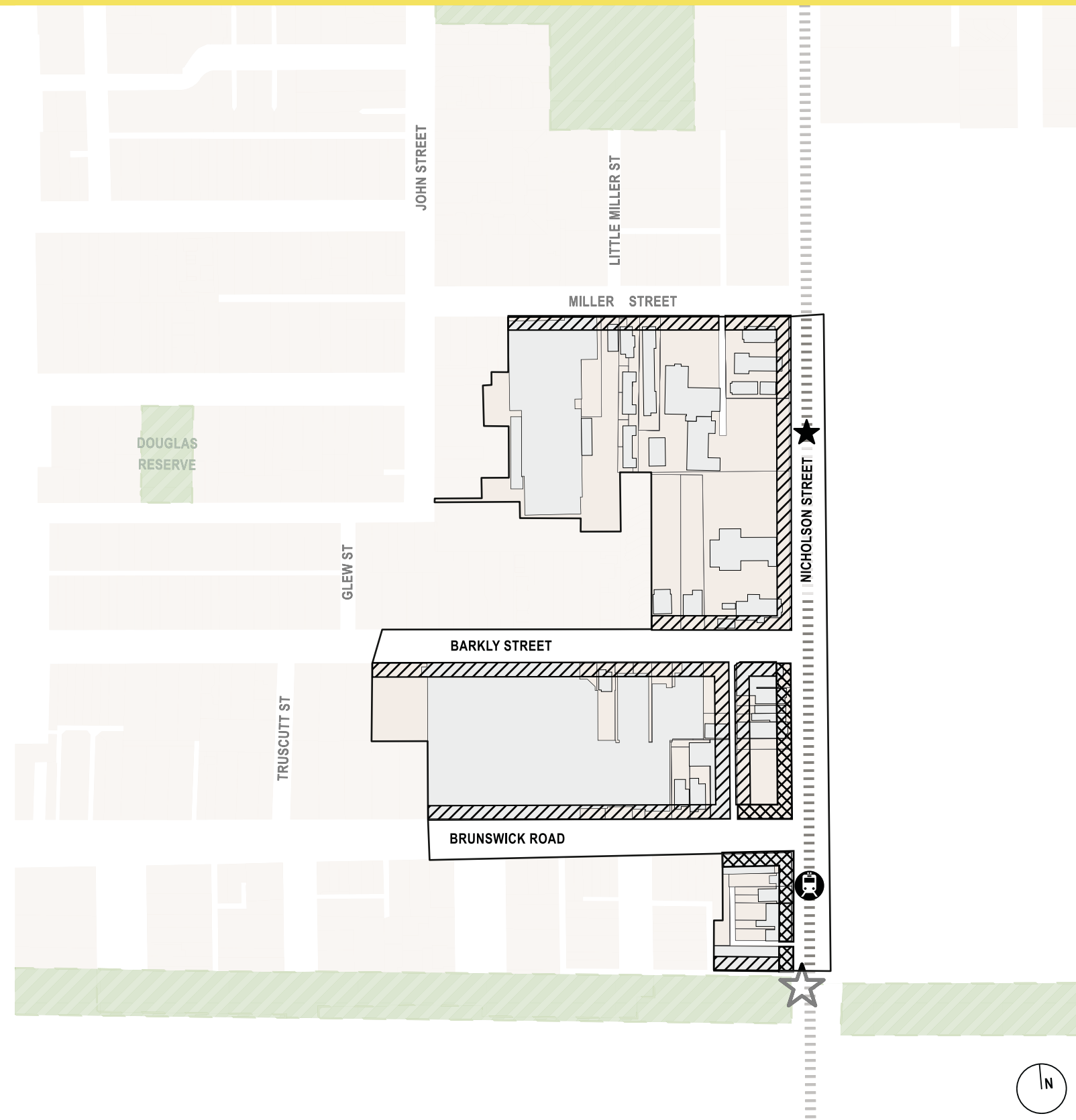
MAP 12 : PRECINCT 3A
PUBLIC REALM AND ACTIVE FRONTAGE

Activity streets

-  Active frontage type A - Refer to section 4.6 - Guidelines
-  Active frontage type B - Refer to section 4.6 - Guidelines
-  Enhanced tram stop

Existing conditions

-  Tram line
-  Existing open space
-  Existing buildings
-  Precinct boundary
-  Major visual gateway
-  Other visual gateway



5.2 PRECINCT 3B : NICHOLSON STREET CENTRAL

TOTAL LAND AREA (GROSS): 14.4 HECTARES
ANTICIPATED NEW DWELLINGS: 918

This area contains many of the largest industrial properties in the Nicholson Street area, a number of which are vacant or soon to be vacant. Many of the remaining industrial businesses do not expect to continue in the precinct long term. Some smaller businesses including a range of automotive services, trade on their position on a main road. The commercial uses are concentrated on the west of Nicholson Street, with housing on the east side. This precinct contains the former Tontine site on which the development of a neighbourhood shopping centre has been proposed.

The existing and former industrial properties in this precinct provide significant opportunities for change. The development of this precinct will define the future role of Nicholson Street. A new neighbourhood shopping function, for example, would encourage investment in other employment activities such as showrooms and offices. The precinct can also accommodate a significant number of new residents.

5.2.1 OBJECTIVES AND STRATEGIES

The following objectives and strategies apply to this precinct only. Please also refer to Section 4 - Local Area Strategic Framework.

PLANNING AND LAND USE

OBJECTIVE 1

To ensure redevelopment of large format industrial sites, including the former Tontine site, meets community needs and minimises off-site impacts in residential areas.

STRATEGY 1.1

Require high quality urban design for all new developments.

STRATEGY 1.2

If industrial uses stop, consider rezoning former industrial land in accordance with the *Moreland Industrial Land Use Strategy 2004*.

STRATEGY 1.3

Develop a new neighbourhood shopping centre focused at the intersection of Nicholson Street and Glenlyon Road.

STRATEGY 1.4

Ensure that the amenity of existing occupants in Precinct 3B is protected when new developments are approved.

STRATEGY 1.5

Work with the stakeholders of the proposed new shopping centre on Nicholson Street, to ensure that design maximises the economic development potential of the surrounding area.

OBJECTIVE 2

To create a showroom function in Precinct 3B.

STRATEGY 2.1

Encourage pioneer investors to locate in this precinct.

OBJECTIVE 3

To encourage transit oriented development at the intersections of Nicholson Street with Glenlyon Road.

STRATEGY 3.1

Encourage multi-use development, including residential use, in Precinct 3B.

TRANSPORT AND MOVEMENT

OBJECTIVE 1

To improve pedestrian access to trams and buses.

STRATEGY 1.1

Design a public transport interchange at the intersection of Nicholson and Glenlyon Streets and Nicholson and Blyth Streets.

OBJECTIVE 2

To improve access from Nicholson Street to Balfe Park.

STRATEGY 2.1

Develop urban design guidelines for the Precinct 3B that ensure improved access to Balfe Park.

PUBLIC REALM

OBJECTIVE 1

To improve connection between urban renewal areas and parklands along Merri Creek.

STRATEGY 1.1

Develop a prominent green link along Glenlyon Road from Nicholson Street to Sumner Park at Merri Creek, by way of an avenue of trees, water sensitive plantings and a pedestrian friendly streetscape.

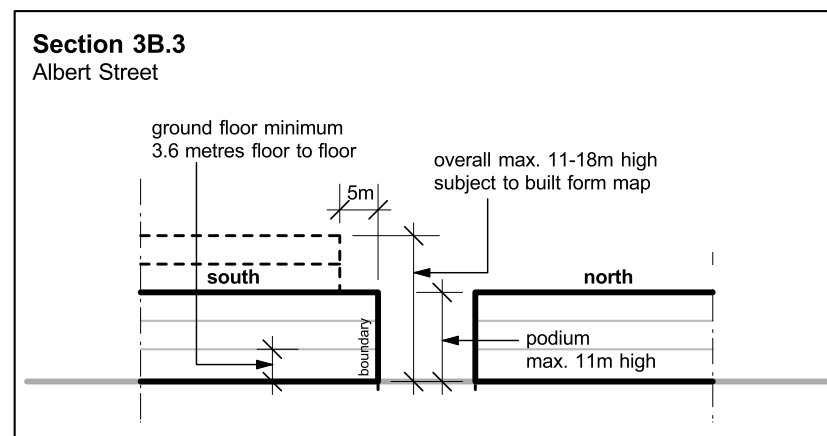
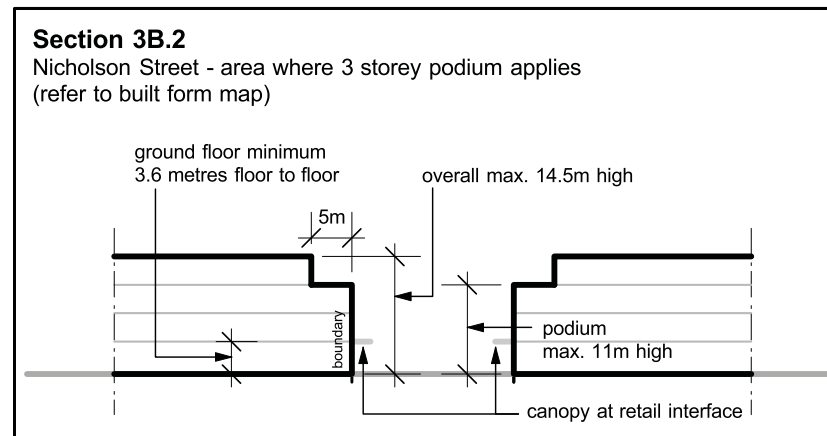
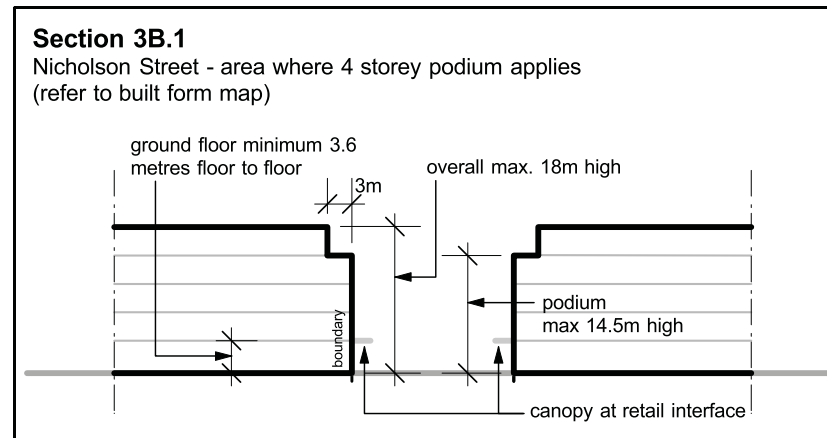







FIGURE 3 : Precinct Built Form Guidelines

MAP 13 : PRECINCT 3B
BUILT FORM



Built form guidelines

-  3 storey maximum (11 metres)
-  4 storey maximum (14.5 metres)
-  5 storey maximum (18 metres)
-  6 storey maximum (21 metres)





 Height of potential future development subject to context of key public buildings and other sites.

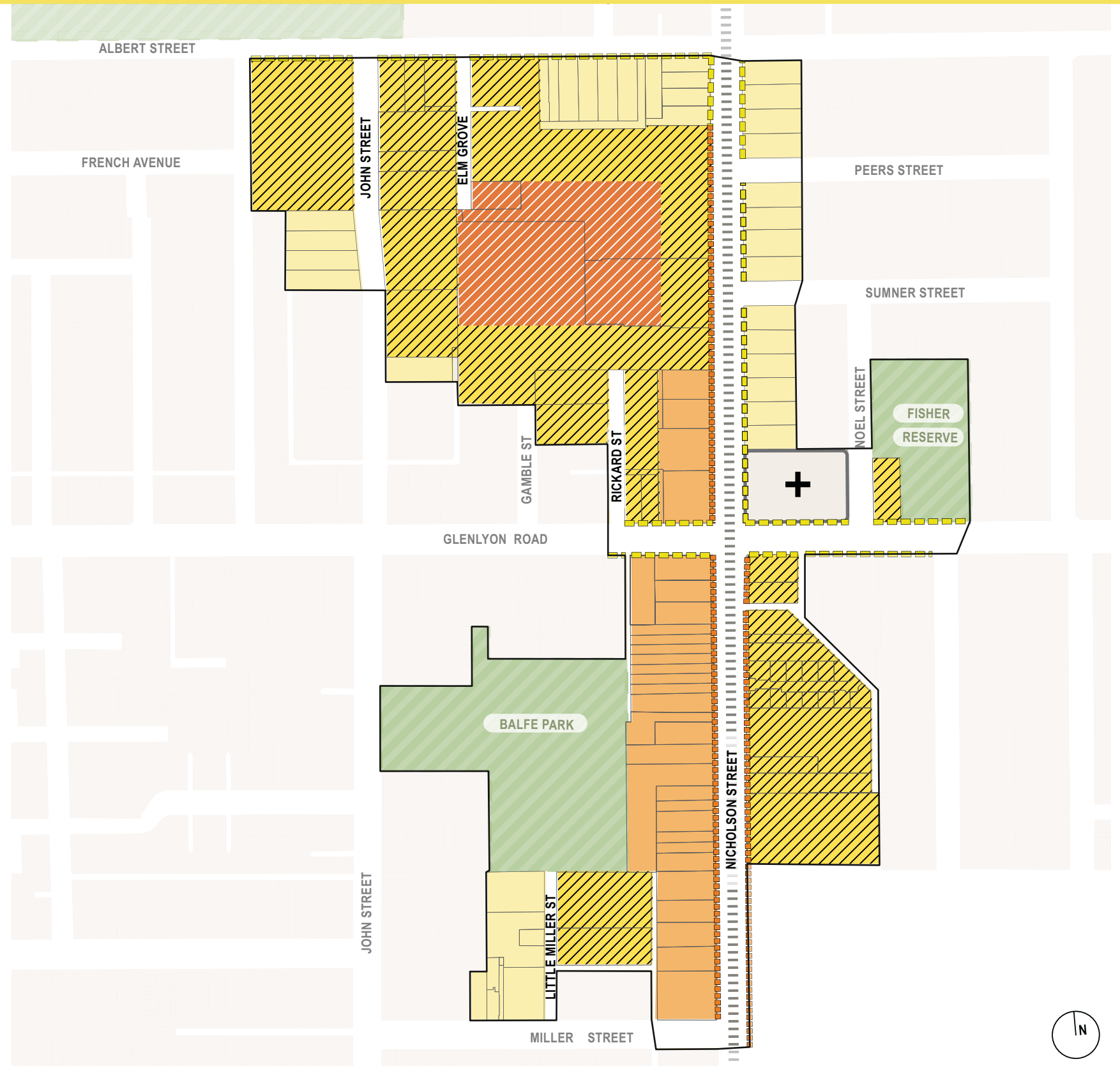
Streetscape guidelines

The guidelines for built form podium heights below should 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 5 metres.
-  Establish a 4 storey built form podium height. Setback of development above the podium to be minimum 3 metres.



Existing conditions

-  Tram line
-  Existing open space
-  Precinct boundary
-  Church










MAP 14 : PRECINCT 3B
PUBLIC REALM AND ACTIVE FRONTAGE





Activity streets

-  Active frontage type A - Refer to section 4.6 - Guidelines
-  Active frontage type B - Refer to section 4.6 - Guidelines

Public realm improvements

-  New or improved smaller public place - Refer to section 4.5 - Guidelines
-  Pedestrian priority street - Refer to section 4.5 - Guidelines
Provide high level pedestrian priority through streetscape improvements.
-  New green street - Refer to section 4.5 - Guidelines
Consider potential kerb extensions and greening of streets, including Water Sensitive Urban Design with plants and trees.
-  Potential new street
-  Pedestrian links
New or improved pedestrian link through property or public land with high level active frontage to development and high level pedestrian amenity.
-  Enhanced tram stop
-  Potential Blue Orbital Smartbus stop

Existing conditions

-  Tram line
-  Existing open space
-  Existing buildings
-  Precinct boundary

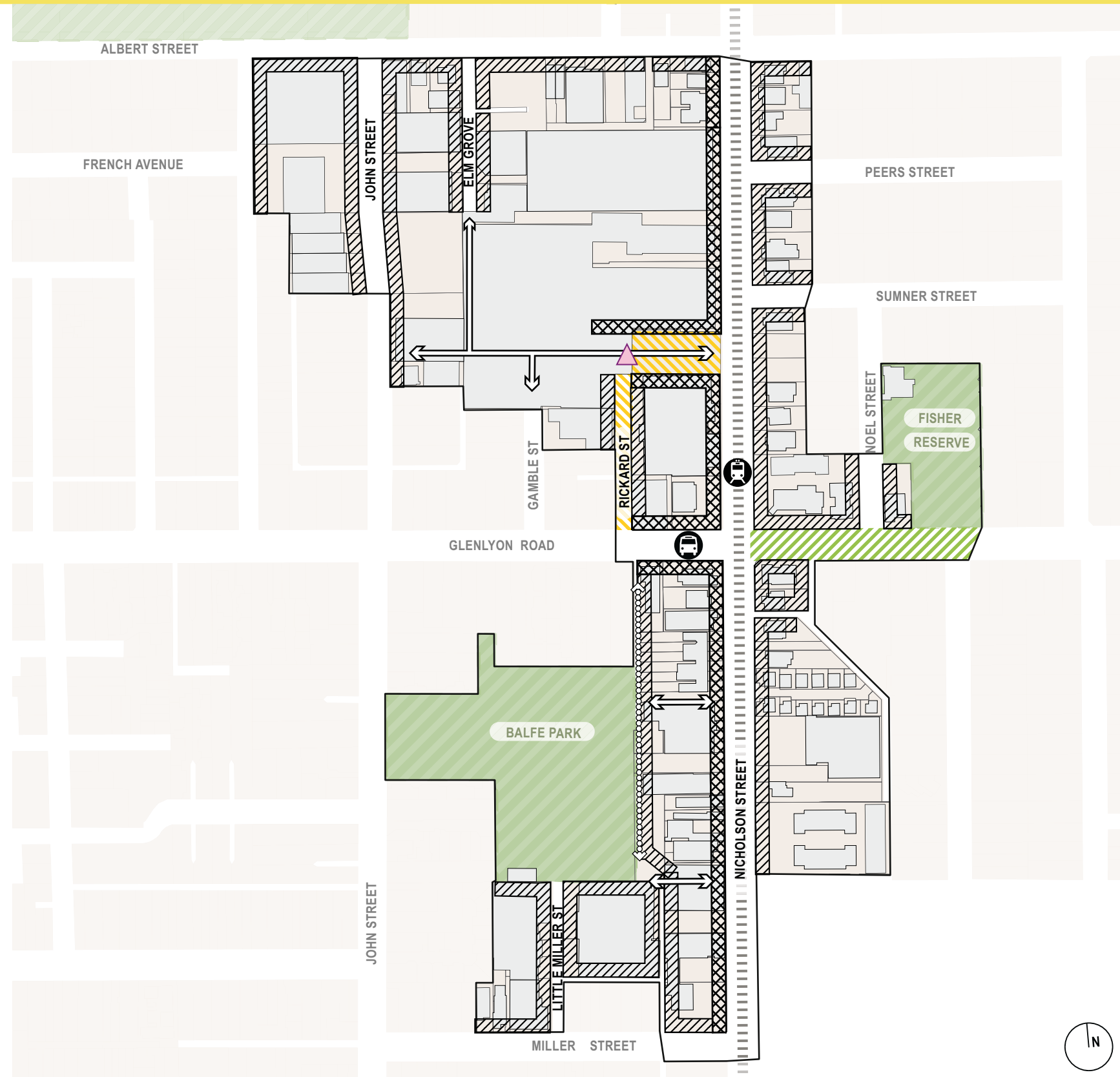




FIGURE 4 :
Artist's impression -
Activity node at Nicholson Street Central

- (A)** New transport interchange including enhanced tram stop and Blue Orbital Smartbus stop.
- (B)** Glenlyon Road will provide pedestrian friendly environment with prominent avenue of trees and will link activity node at Nicholson Street with Merri Creek Parklands.
- (C)** Higher density built form will be focused around new activity node at the Nicholson Street and Glenlyon Road intersection.
- (D)** The interface to Balfe Park will be improved – this includes new pedestrian links to Nicholson Street and active frontage along an upgraded lane that provides entries to mixed-use development.
- (E)** Potential large mixed-use development with pedestrian friendly environment will be well connected to new transport interchange.



5.3 PRECINCT 3C : NICHOLSON STREET NORTH AND MERRI CREEK PARKLANDS

TOTAL LAND AREA (GROSS): 23.4 HECTARES
ANTICIPATED NEW DWELLINGS: 203

This area contains many of the largest industrial properties in the Nicholson Street area, a number of which are vacant or soon to be vacant. Many of the remaining industrial businesses do not expect to continue in the precinct long-term. Some smaller businesses including a range of automotive services, trade on their position on a main road. The commercial uses are concentrated on the west of Nicholson Street, with housing on the east side. This precinct contains the former Tontine site on which the development of a neighbourhood shopping centre has been proposed.

The existing and former industrial properties in this precinct provide significant opportunities for change. The development of this precinct will define the future role of Nicholson Street. A new neighbourhood shopping function, for example, would encourage investment in other employment activities such as showrooms and offices. The precinct can also accommodate a significant number of new residents.

5.3.1 OBJECTIVES AND STRATEGIES

The following objectives and strategies apply to this precinct only. Please also refer to Section 4 - Local Area Strategic Framework.

PLANNING AND LAND USE

OBJECTIVE 1

To encourage the establishment of commercial and retail opportunities that support CERES.

STRATEGY 1.1

Investigate opportunities to locate spin-off businesses from CERES in the industrial area on the east side of the Merri Creek (in the City of Darebin) or to locate in small shop-fronts at the intersection of Blythe and Nicholson Streets.

OBJECTIVE 2

To protect the Kirkdale Street industrial area from residential encroachment so that it can continue to service local residents and businesses.

STRATEGY 2.1

Retain the industrial zoning in the Kirkdale Street industrial area and ensure new development is consistent with the *Moreland Industrial Land Use Strategy 2004*.

TRANSPORT AND MOVEMENT

OBJECTIVE 1

To improve the pedestrian and transport interchange function at the intersection of Nicholson Street and Blyth Street.

STRATEGY 1.1

Work with VicRoads and Yarra Trams to improve tram safety and amenity including signage, pedestrian access to the tram terminus and signalling.

STRATEGY 1.2

Create safe crossing points along Nicholson Street especially at key links to Merri Creek parklands and to CERES.

PUBLIC REALM

OBJECTIVE 1

To improve pedestrian and bicycle access to and amenity of key community parks.

STRATEGY 1.1

Integrate CERES with the local area including improving pedestrian access points.

STRATEGY 1.2

Improve signage, landscaping, path maintenance and visual links between Kirkdale Park, Sumner Park and Merri Park (in Darebin).

STRATEGY 1.3

Prepare a landscape management plan for Kirkdale Park, including upgrading the pedestrian access on Kirkdale Street.

OBJECTIVE 2

To improve sense of safety for pedestrians and to add interest to the street.

STRATEGY 2.1

Implement active frontage to development as per relevant precinct maps and guidelines.

SOCIAL, CULTURAL AND LEISURE SERVICES AND FACILITIES

OBJECTIVE 1

To improve access to CERES for pedestrians, cyclists and car users.

STRATEGY 1.1

Integrate streetscapes and access points to CERES with the masterplan for this community facility.

OBJECTIVE 2

To maximise the use of Kirkdale Park.

STRATEGY 2.1

Develop Kirkdale Park as a multi use open space.

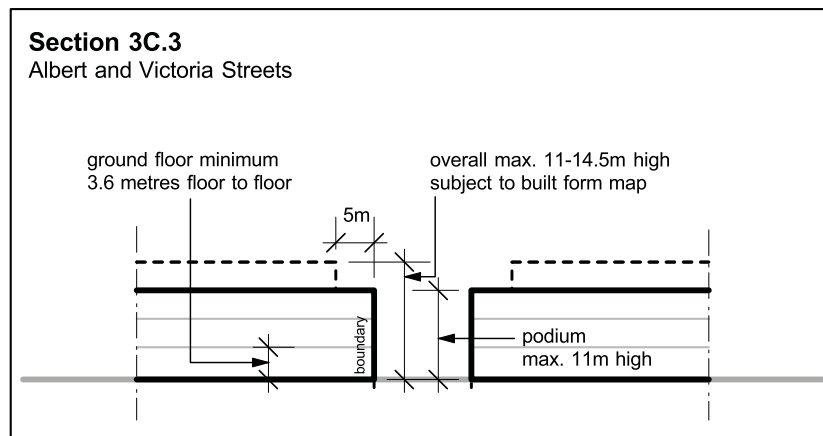
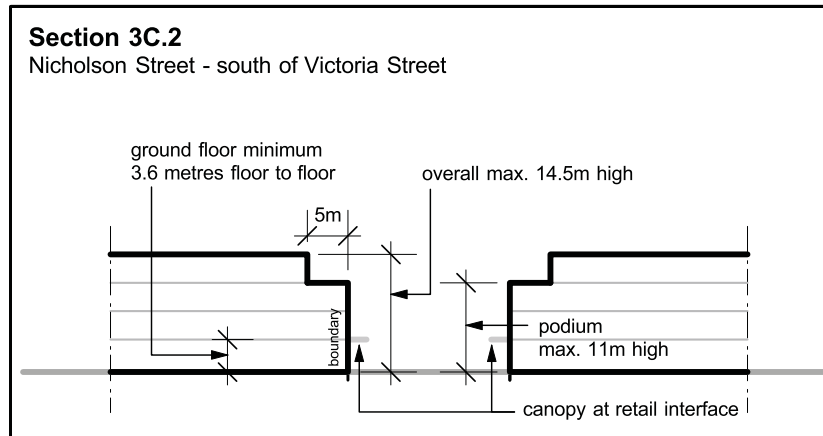
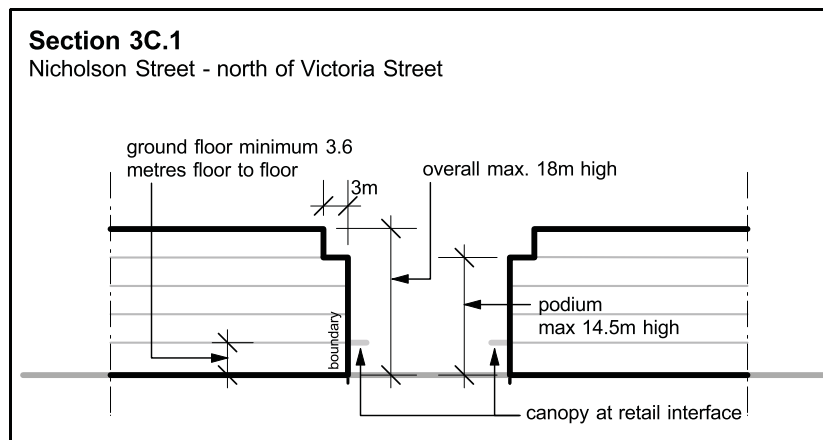






FIGURE 5 : Precinct Built Form Guidelines

MAP 13 : PRECINCT 3C
BUILT FORM



Built form guidelines

-  3 storey maximum (11 metres)
-  4 storey maximum (14.5 metres)
-  5 storey maximum (18 metres)








-  Height of potential future development subject to context of key public buildings and other sites.

Streetscape guidelines

The guidelines for built form podium heights below should 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 5 metres.
-  Establish a 4 storey built form podium height. Setback of development above the podium to be minimum 3 metres.



Existing conditions

-  Tram line
-  Existing open space
-  Precinct boundary
-  Church
-  Iconic corner hotel
-  Iconic building
-  Feature element







MAP 14 : PRECINCT 3C
PUBLIC REALM AND ACTIVE FRONTAGE








Activity streets

-  Active frontage type A - Refer to section 4.6 - Guidelines
-  Active frontage type B - Refer to section 4.6 - Guidelines

Public realm improvements

-  Pedestrian priority street - Refer to section 4.5 - Guidelines
Provide high level pedestrian priority through streetscape improvements.
-  New green street - Refer to section 4.5 - Guidelines
Consider potential kerb extensions and greening of streets, including Water Sensitive Urban Design with plants and trees.
-  Potential new street
-  Pedestrian links
New or improved pedestrian link through property or public land with high level active frontage to development and high level pedestrian amenity.
-  Enhanced tram stop

Existing conditions

-  Tram line
-  Existing open space
-  Existing buildings
-  Precinct boundary
-  Council owned land
-  Major visual gateway
-  Other visual gateway

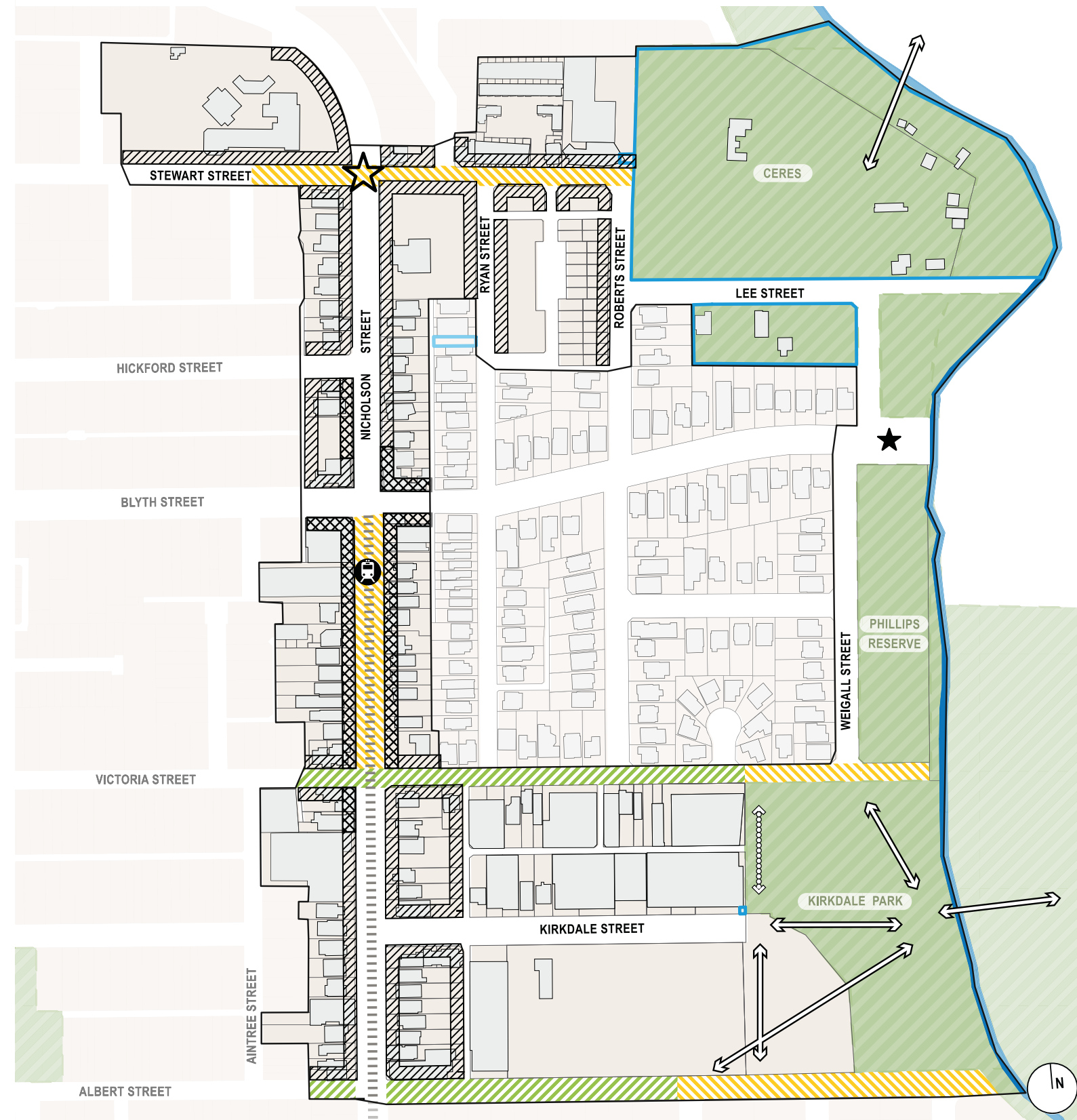


FIGURE 6 :
 Artist's impression -
 East Brunswick Village Centre,
 CERES Gateway and Kirkdale Park

- (A)** CERES will be better integrated with pedestrian network and entry points will be more attractive.
- (B)** Develop active interface between Kirkdale Park and adjacent activities.
- (C)** Kirkdale Park will be strengthened as a natural junction point in the open space network by improving pedestrian links and visual connectivity.
- (D)** Albert and Victoria Streets will become prime east-west pedestrian links between Merri Creek parklands and central part of Brunswick Activity Centre – streetscape upgrade will include Water Sensitive Urban Design with plants and trees.
- (E)** Pedestrian priority streetscape will be the focus for an enhanced village centre.
- (F)** New environmental business cluster will be focused in the vicinity of CERES.
- (G)** Pedestrian priority streetscape on Stewart Street will create a prominent sense of address to CERES.



6 GLOSSARY

Accessible housing – housing designed to provide for the needs of all people without requiring adaptation or specialised design.

Active / inactive frontages – street frontages where an active visual engagement occurs between people in the street and those on the ground floors of buildings. This quality is assisted where the front façades of buildings, including the main entrance, face and open toward the street.

Activity centre – a place where people shop, work, meet, relax and often live. They are typically well served by public transport, and range in size and intensity of use. The activity centre concept is a central part of *Melbourne 2030*, which encourages development to occur in activity centres as a way to use existing infrastructure effectively, and to foster lively communities.

Activity link – a key pedestrian link between an activity nodes and an open space.

Active movement network – the pedestrian and cycling network connecting the key activity nodes within the Activity Centre.

Activity node – areas or nodes where public transport and economic and social activities come together. Activity nodes are key destinations in the active movement network and become focus areas for new transport interchanges and improvements to public space.

Activity corridor – the Brunswick Activity Centre features three main north-south activity corridors, Sydney Road, Lygon Street and Nicholson Street. Each corridor has tram services and significant retail and business activity. These corridors will be developed as prime locations of economic and social activity.

Activity streets - streets with a high level of pedestrian amenity. These streets feel safe during the day and night because they are always active with people moving about their business. Activity streets in the Brunswick Activity Centre will include those streets with higher-density mixed-used development such as Sydney Road, Lygon Street, Nicholson Street, Albert Street and Victoria Street.

Adaptable housing – housing that is visitable although not initially fully accessible, but can be made fully accessible should the need arise. This relates to structural or design features that would be difficult to change later if not considered at the time of construction.

Affordable housing – housing that can be purchased or rented by payment of 30 per cent or less of the average household's gross income.

Agent of change – the agent of change principle determines responsibility for noise management. That is, where changed conditions are introduced into an environment, (for example through a new use, or changed operating conditions), the reasonable expectations of the existing land users should be respected. This applies to both venue operators and residents.

BSP – Brunswick Structure Plan.

CAD – Central Activity District – the centre of metropolitan Melbourne.

Carbon footprint – a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide. Carbon dioxide enters the earth's atmosphere (the air that we breathe) during the energy conversion of fossil fuels, such as crude oil and coal, into petrol and electricity. Carbon dioxide emissions, or 'green house gas emissions', are deemed responsible for the global warming process (climate change).

Climate Change – the long-term significant change in average weather patterns. (Refer also to 'Greenhouse gas' and 'Global warming'). 'Climate change is arguably the greatest challenge facing humanity. The scientific evidence linking climate change to the increasing carbon concentration in the atmosphere, arising from human activity, is now overwhelming. Absolute proof of the linkage will not emerge for decades. However the evidence is sufficiently clear that urgent precautionary measures should be taken to reduce carbon emissions if dangerous consequences are to be avoided.' (Source: Dunlop, Ian 2007, Climate Change and Peak Oil – an integrated policy)

Community hub – an area or facility in which complementary community services are provided.

Diverse mobility – the wide variety (diversity) of human mobility needs and capabilities. This notion reflects a need to ensure our city structure and infrastructure has adaptable interfaces that can accommodate the whole population.

Environmentally Sustainable Development (ESD) – 'development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends.'

(Source: Australian Government 1992, 'National Strategy for Ecologically Sustainable Development', prepared by the Ecologically Sustainable Development Steering Committee, endorsed by the Council of Australian Governments, December, 1992, ISBN 0 644 27253 8.)

Fine-grained public transport – a local well-serviced public transport network that includes a possible minibus / shuttle bus service operating between nodes of activity, with a focus on east-west

connections across tram corridors, linking community hubs, shopping corridors and transport interchanges around train stations.

Food access (also known as food security) – the ability of all people to access safe, affordable, healthy and culturally appropriate food at all times, without the use of emergency food relief in the form of food vouchers or parcels. The concept has its origins in the need to consider the sustainability of food supply. Water shortages, climate change and dwindling supplies of oil (see 'Peak oil') means food security is becoming a global issue.

Gateway – the experience of arriving in the Activity Centre. Land at the gateways to the municipality and the Activity Centre are focal points where high quality, architecturally designed signature buildings are encouraged.

Gentrification – or urban gentrification – changes in demographics, land uses and building conditions in an area, accompanied by rapid increase in property prices, and influx of investment and physical remodelling and renovation. Gentrification brings new investment, makes improvements to buildings, helps preserve local heritage and increases the Council rate base. However, it can also displace low income tenant households and commercial leases, and result in social homogenisation (or polarisation and homogeneity at the extremes of the socio-economic scale) and loss of cultural diversity.

Global warming – the increased temperature in recent decades, of the earth's atmosphere and its projected continuation – it implies a human influence.

Greenhouse gas – gases present in the atmosphere, which reduce the loss of heat into space and therefore contribute to global temperatures through the greenhouse effect. Greenhouse gases are essential to maintaining the temperature of the Earth; without them, the planet would be so cold as to be uninhabitable. However, an excess of greenhouse gases can raise the temperature of a planet to lethal levels. (Source: United Nations Framework Convention on Climate Change.)

Heritage place – a place acknowledged under the Victorian Heritage Register or the Moreland Planning Scheme for its cultural significance. Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Intermodal – activities between different modes of transport.

Landmark – ‘an external reference point, usually a simply defined physical object.’ (Source: Lynch 1993, The image of the city, The MIT Press, Mass.).

Legibility – a term used in the context of neighbourhood character. It is the need to ensure that a place appears coherent, as in, visual cues convey a sense of how to move about the centre with ease.

MCC – Moreland City Council.

MILUS – Moreland Industrial Land Use Strategy, August 2004.

MITS – Moreland Integrated Transport Strategy, November 1998.

MOSS – Moreland Open Space Strategy, August 2004.

MUZ – Mixed Use Zone

Planning scheme – unless otherwise noted, references to the planning scheme are the Moreland Planning Scheme.

Passive surveillance – natural surveillance, or eyes on the street provided by local people as they go about their daily activities – this can deter antisocial behaviour and make places ‘feel’ safer.

Peak oil – the point at which further expansion of oil production becomes impossible because new production is fully offset by the decline of existing production, irrespective of the oil price. There is a high probability that the peak of global oil production will be reached within the next 5 years. It may take the form of a sharp peak, from which oil availability declines rapidly, or it may be an undulating plateau spread over a number of years if, for example, oil demand drops as a result of climate change impact. Given the absolute dependency of modern societies on oil and gas, the result will be traumatic. Australia is particularly vulnerable.

(Source: Dunlop, Ian 2007, Climate Change and Peak Oil – an integrated policy).

Pedestrian – ‘Any person wishing to travel by foot, wheelchair or authorised electric scooter, throughout the community. The definition of pedestrian thus includes all people with a disability, including people with visual, physical, mental or sensory impairment.’

(Source: Pedestrian Council of Australia).

Permeability – ensuring a place is easy to get to and move through. A permeable place gives people maximum journey choice taking into account all forms of movement (foot / cycle / public transport and car), and minimises travel distances and maximises access to facilities and services.

Plaza/Piazza – a public square or open space in a city or town.

Podium – a low continuous structure serving as a base for a building, often built to the street edge.

Precinct – smaller geographic areas within the Activity Centre that have similar built form and /or land use patterns, and where particular characteristics or features are to be encouraged and developed.

SEIFA – Socio-Economic Indexes for Areas prepared by the Australian Bureau of Statistics.

Self containment index – the ability of residents to perform multiple tasks locally i.e. shops, school, work and home without the use of a private vehicle. The notion is aligned with environmental sustainability. A high rate of self-containment indicates that activities are located in relative proximity to each other, thereby enabling multi tasks to be performed. A low rate indicates wide dispersal of activities, requiring the use of individual cars.

Sense of address – an urban design term relating to the how people experience the Activity Centre. A good sense of address requires buildings to have an outward orientation i.e. be visually engaging, and to create opportunities for informal rest /meeting areas at building entrances.

Statistical Local Area (SLA) – a small geographic area used by the Australian Bureau of Statistics to collect and disseminate statistics.

Sustainable development – development that meets the needs of current generations without compromising the ability of future generations to meet their own needs (also see Environmentally Sustainable Development).

Sustainable Design Scorecard (SDS) – Moreland City Council and the City of Port Phillip’s on-line scorecard for evaluating the sustainability of non-residential buildings.

Sustainable Tools for Environmental Performance Strategy (STEPS) – Moreland City Council’s on-line sustainable design assessment tool. STEPS measures the impact of residential building design on greenhouse gas emissions, peak cooling demand, water consumption, stormwater run-off and material use.

Transit-oriented development – development that is well serviced by public transport or shaped around a transport hub.

Universal design – The design of products and environments that are usable by all people, to the greatest extent possible, without the need for adaptation or specialised design.

Urban renewal – the rehabilitation of urban areas, by regeneration, replacement, repair, or renovation, in accordance with comprehensive plans (such as a structure plan).

Urban village – environmentally sustainable, mixed use, and public transport oriented town or neighbourhood centres. These are mostly located at existing public transport and activity nodes.

VAMPIRE index – vulnerability assessment for mortgage, petrol and inflation risks and expenses’ (VAMPIRE) – used to assess how potential adverse impacts from rising fuel costs would likely be distributed across Australian cities based on ABS Census data. It also assesses the capacity of existing urban structures and transport systems to accommodate behavioural responses to rising fuel costs and changing household financial pressures. The VAMPIRE index is a policy tool used to address oil and mortgage vulnerability with an emphasis on equitable spatial provision of public transport services.

Visitable housing – housing that can allow all people to enter a home, navigate through the ground or entry level and to a bathroom suitable for universal use. It should include a suitable bedroom on the ground or entry level.

Walkability – relates to the notion of a network of connected, direct and easy to follow walking routes that are safe, comfortable, attractive and well-maintained, linking people to their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

(Source: Walk 21 Charter)

Waste minimisation – the implementation of integrated facilities to encourage separation of garbage, recyclable and organic waste, bin storage and safe collection points into the design of the development.

Water Sensitive Urban Design (WSUD) – the implementation of integrated water management through recycling, water quality, stormwater run-off, drinking water, sewerage treatment into urban design and development.

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