

Part 7

Precinct guidelines

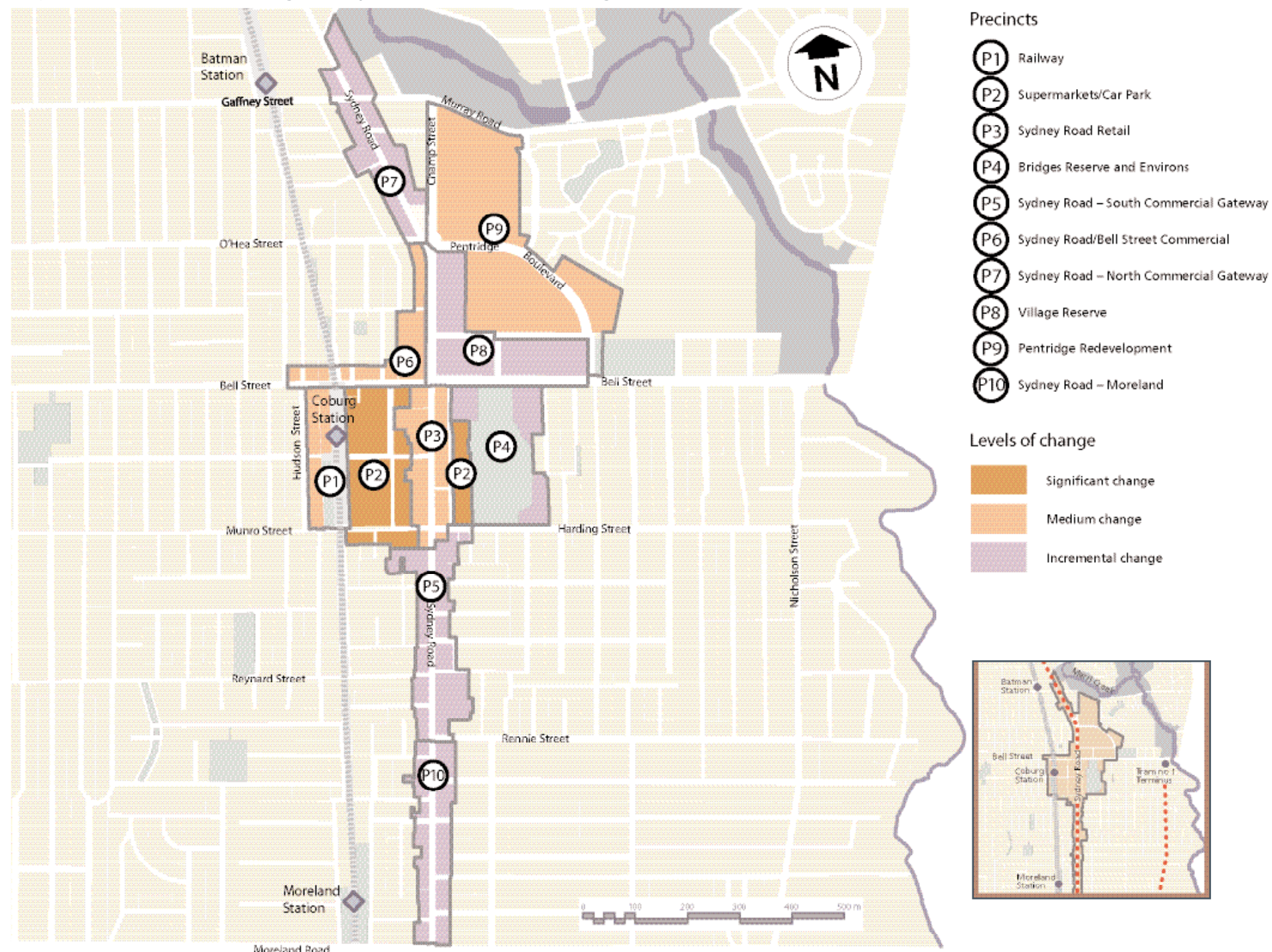
Part 7 defines 10 precincts within the Coburg Activity Centre. These are shown on Map 7.1. The structure plan requirements outlined in Part 5 are applied to each precinct in a more fine-grained analysis of the public realm, along with detailed built form and land use requirements for the private realm.

The 10 precincts are:



- Precinct 1 Railway
- Precinct 2 Supermarkets/Car Park
- Precinct 3 Sydney Road Retail
- Precinct 4 Bridges Reserve and Environs
- Precinct 5 Sydney Road – Southern Commercial Gateway
- Precinct 6 Sydney Road/Bell Street Commercial
- Precinct 7 Sydney Road – North Commercial Gateway
- Precinct 8 Village Reserve
- Precinct 9 Pentridge Redevelopment
- Precinct 10 Sydney Road – Moreland

Map 7.1 Precincts in the Coburg Activity Centre and levels of change



Precinct sheets

Precinct sheets describe the precinct in the public and private realms and provide guidance for development in the private realm. Each precinct sheet outlines the following elements:

Description – provides a description of the current built form and land use conditions of the precinct in both the public and private realm.

Vision – provides a vision for how the precinct could develop by the year 2020.

Urban initiatives – outlines proposals for projects to assist in achieving the articulated vision. Many of these projects relate to the public realm.

Objectives – outlines desired outcomes to be achieved either within the activity centre as a whole, or the precinct, or within individual developments. Objectives are grouped under the categories of built form, land use activity, residential amenity, environmental sustainability, neighbourhood character, streetscape character, heritage, vistas, pedestrian links, access and car parking, disabled access, and safety.

Not all precincts include objectives for every category. The objectives are not listed in any priority or ranking order, but need to be read as a whole and treated as a complete package to achieve the high quality outcomes sought for the Coburg Activity Centre.

All development must meet the relevant precinct objectives.

Design guidelines – sets out a range of requirements and techniques that, if incorporated into the design and construction of developments, will generally achieve the desired objectives and outcomes for the activity centre, precinct and individual developments. A development should meet all the design guidelines, however Council may allow variations to the guidelines where it is satisfied that the objectives are met and where a better quality development will be achieved as a result.

Anticipated dwellings and retail/office – provides an estimate of the likely dwellings, and retail and office floorspace for the precinct based on land use demand and built form capacity.

Precinct plan

A plan of each precinct provides a framework for the major changes proposed in the public realm including the interface with properties and pedestrian links. These reflect the principles outlined in Part 5 *Structure plan policies*.

The intention of the precinct plan is to give a combined overview of features, projects and opportunities for the precinct. This will:

- assist developers in preparing a neighbourhood description and

design response and ensure new development contributes to the precinct vision and;

- assist in determining future public realm improvements and capital works.

Key projects are outlined in Part 5 *Structure plan policies*. These significant projects often overarch several precincts or the whole activity centre.

Urban initiatives are projects that will assist in achieving the vision articulated for the precinct. Many of these relate to the public realm.

Opportunities will improve the functioning of the urban environment of the activity centre. These highlight issues that should be considered in resolving the design of new development.

Levels of change

Each precinct makes an important contribution to the overall Coburg Activity Centre. However, each precinct will play a different role and this will be reflected in the built form and land use future identified for each.

Three levels of change have been identified as follows:

- **Significant change** – the core of the activity centre where redevelopment will transform uses, activity and urban character to implement the objectives of *Melbourne 2030* and the structure plan.

- **Medium change** – areas where change that will contribute to the vitality of the activity centre is encouraged, but where change needs to be managed to maintain the established urban character and heritage fabric.

- **Incremental change** – areas where change is expected, but where it must be managed to ensure that it does not dilute the focus on development of the core, and where there are significant interface and urban character issues.

Map 7.1 outlines the level of anticipated change across the centre.

Precinct 1: Railway

Total land area: 44,100 m²

Level of change: Medium

Anticipated number of dwellings: 80

Anticipated retail/office: 500 m²

Description

The Railway Precinct encompasses the land around the Coburg railway station on the Upfield rail line and largely services the needs of the railway. The Upfield railway line (and associated buildings and structures) is of state heritage significance, and is included on the Victorian Heritage Register due to its historical, architectural, scientific and social importance. The land reserved for the station is relatively wide, approximately 70 metres.

The Coburg railway station is a small historic station building on the east side, while the western platform has a light-weight modern canopy. The historic station building has no sense of address due to the location of the supermarket in front, which blocks views, and a poor-quality circulation system from adjacent areas. A number of VicTrack works depot buildings exist on the west side of the building and the precinct contains two areas of commuter car parking. The car park in the northern area on the west side of the railway is unconstructed while the car park on the southern end on the east side is constructed but with poor access. On VicTrack land, in the south-western part of the railway reserve, is a small, open space with playground and bocce field. Pedestrian connections between the east and west side of the precinct are poor

and challenging to negotiate either over the rail line crossing or via a small pedestrian underpass aligned with Victoria Street. The precinct is not well-integrated into the neighbouring areas with dwellings backing onto a lane along the west side of the rail reserve, and the backs of supermarkets lining part of the eastern side.

Vision statement

The Railway Precinct will develop as part of a high quality sustainable transport hub focused on the movement of people to and from the train to the modal interchange and into the activities of Central Coburg. The increased uptake of sustainable transport in Coburg will lead to improved air quality and reduced greenhouse gas emissions.

This vision will be achieved through activating the surrounding environment and adjacent precincts and opening up the views to the station. The heritage station will be restored and become an important civic building. Landscape works surrounding the building will highlight the building's location, sitting on a platform and 'book-ending' the new station forecourt. Ramps from the station will enable improved access for all to the centre.

A new north-south road on the east side of the Upfield railway line, between Munro and Bell Streets, will

improve movement throughout the precinct, provide an address for new development to provide activity onto the street and link the station to the transport interchange. Residential and home office opportunities will be created on the western side of the precinct on the current commuter car park and the rear of properties on Hudson Street. These will improve the interface with the small open space area. A new pedestrian path along the west side of the railway line will provide a clear circulation system through this area and opportunities for new residential dwellings to address this path.

Victoria Street will be connected through to Hudson Street and the west side of Coburg, through a wide pedestrian underpass which will create the illusion that the street flows through. The wide underpass will improve visibility, enhancing people's sense of safety within the area and minimising the barrier effect of the railway line.

Urban initiatives

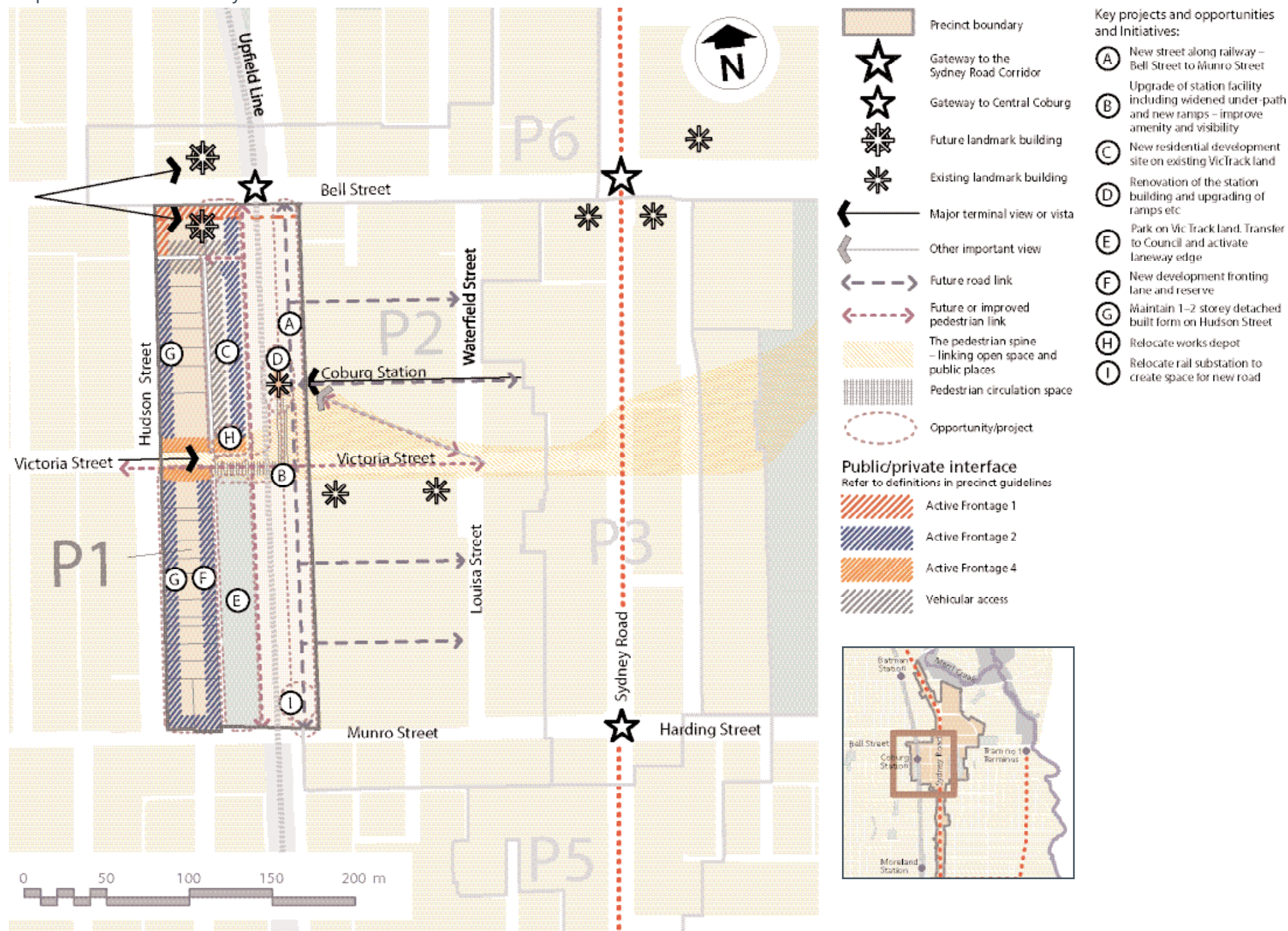
New north–south street

A new north–south street, adjacent to the rail line, will provide an address for the railway station and for activities occurring to the east. Improvements to be made include the circulation system, the road network for the bus interchange, and improved surveillance.

Station and underpass upgrade

The historic Coburg rail station will be restored to reflect its heritage significance and the surrounding environment improved. The underpass will be widened, improving the sense of safety when moving through the area and minimising the barrier effect of the train line.

Map 7.2 Precinct 1 Railway Precinct Plan



Objectives and guidelines



Built form

Objectives

To encourage the development of the rear of the existing residential properties on the east side of Hudson Street to provide passive surveillance and increased activity levels to existing laneways, pedestrian paths and public park interface.

To encourage redevelopment of the commuter car park on the western side of the railway line for residential use incorporating home offices or other compatible uses fronting the pedestrian path along the railway line.

To ensure that new residential uses respond to the adjacent noise sources, particularly the Upfield railway line.

To ensure new development is of a high standard of architectural and urban design.

To provide a transition and 'stepping down' in built form between the western part of Precinct 2 to the east and the existing low-scale residential areas to the west.

To ensure that new landmark buildings on identified sites achieve a high standard of design which reflects the importance of their location and extent of their visibility.

Guidelines

- All development must be generally consistent with Council's Draft Neighbourhood Character Guidelines.
- New buildings fronting Hudson Street:
 - should not exceed 7 metres (two storeys) in height, with the exception of a landmark building on the site identified on the precinct plan (see Map 7.2).
 - must be provided with setbacks to Hudson Street to maintain the existing streetscape character.
- New development between Victoria and Munro Streets, fronting the laneway, public park, Victoria Street or Munro Street:
 - should not exceed 11 metres (three storeys) in height, subject to complying with the objectives and standards of Clause 55 of the *Moreland Planning Scheme* (ResCode)
 - are encouraged to be constructed to the laneway frontage/boundary.
- New buildings between Bell and Victoria Streets adjacent to the Upfield railway line:
 - should not exceed 11 metres (three storeys) in height, with the exception of a landmark building on the site identified on the precinct plan (see Map 7.2). Heights of up to 14.5 metres (four storeys) will be considered where exemplary design is achieved, and where it can be demonstrated that off-site impacts can be mitigated through the design response.
 - should have a minimum setback of 2.0 metres from the laneway frontage/boundary to facilitate car access.

- All development including new residential or other noise-sensitive uses must incorporate noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the area; and other noises sources including the Upfield railway line and Bell Street traffic. New and refurbished development accommodating new residential or other noise sensitive uses must:
 - be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
 - have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- New landmark buildings must be designed and detailed to ensure that all visible facades (including the rear and sides of buildings) feature high quality architectural detailing and materials.
- New buildings must provide for passive surveillance and activity to adjacent public spaces including pedestrian paths and public open space areas.
- Service and utility areas should be integrated into the design of new buildings.

Land use activities

Objectives

To encourage a range of residential, home offices and small scale office and commercial uses on the west side of the Upfield railway line.

Environmental sustainability

Objectives

To create an environmentally sustainable and livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Neighbourhood character

Objectives

To ensure that development at the interface with established residential areas respects the existing neighbourhood character.

To encourage the retention of existing mature vegetation along the Upfield railway line

Guidelines

- Development at the western and southern boundaries of the precinct that abuts existing residential areas must:
 - demonstrate that off-site impacts of the development can be mitigated through a design response, and/or
 - provide for a building height at the interface with a street or adjoining buildings of no more than two storeys above the prevailing height of surrounding buildings.
- The health and life expectancy of existing mature trees should be assessed, and the design response for new development should respond to and provide for the retention of existing trees where practicable.

Streetscape character

Objectives

To upgrade the appearance and character of the existing laneways.

To ensure and enhance the active street frontage of Bell Street.

To promote pedestrian amenity on major pedestrian routes and areas.

To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.

To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.

To ensure active frontages are achieved and designed to avoid blank walls and non-transparent detail.

Guidelines

- New buildings should provide opportunities for surveillance and activity to streets, laneways, pedestrian paths and public parks.

- Primary pedestrian entrances to residential dwellings must be designed to be easily identifiable and to provide shelter and a sense of personal address.
- New buildings with multiple frontages to car parks, roads, laneways or pedestrian links should incorporate an active frontage to all frontages where practicable.
- Ground level street frontages must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.2) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade 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 1 streets or laneways.

Active Frontage 2 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 2' as identified on the precinct plan (Map 7.2) must present an attractive pedestrian, residential 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 2 streets or laneways, unless there is no alternative.

Active Frontage 3 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 3' streets or lanes as identified on the precinct plan (Map 7.2) must contribute to a high quality pedestrian focused frontage by:
 - maintaining existing front setbacks to retain the existing green edge to the street
 - providing for lighting appropriate to the pedestrian scale
 - providing seating and other street furniture
 - providing a high level of visual permeability through the site with no, or low visually permeable front fencing only.
- Vehicle ingress and egress, loading facilities and building services should not be located on frontages to Active 3 streets or laneways, unless there is no alternative.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.2) must contribute to high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Vehicle Access Frontage street and lanes

- All vehicle ingress and egress, loading facilities and other services to new development should be located in building frontages to 'Vehicle Access Frontages' streets or laneways as identified on the precinct plan (Map 7.2) to minimise or avoid use of pedestrian and retail frontages for vehicular access.

Heritage

Objectives

To ensure that new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

Guidelines

- Protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjacent to a heritage place must provide a transition in height to adjacent heritage buildings

- the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
- the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Access and car parking

Objectives

To ensure that car parking does not dominate the primary pedestrian links.

To ensure vehicle access to and from new development is safe, manageable and convenient.

To promote pedestrian flow, safety and amenity.

Guidelines

- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the Moreland Planning Scheme. Waivers or reductions of the standard requirements will be not be encouraged.
- New development should not have garage doors fronting the future north-south pedestrian link on the western side of the Upfield railway line.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

To ensure that all development meets or exceeds accessibility standards.

To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms, toilets and appropriate parking.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

Objectives

To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

Guidelines

- Developments should be designed to provide good lighting, visibility and surveillance of communal space, including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

Precinct 2: Supermarket/ Car parks

Total land area: 80,500 m²

Level of change: Significant

Anticipated number of dwellings: 850

Anticipated retail/office: 25,000 m²

Description

This precinct is made up of two parts, located to the east and west of the Sydney Road core retail area between Bell Street to the north and Munro/Harding Streets to the south. The precinct is dominated by large, open lot car parks (a large proportion of which are owned by Council). The western section of the precinct contains a mix of uses, including two supermarkets, the Coburg Library, a community health centre, churches and a range of small- to medium-scale retail and commercial uses.

The precinct is linked to Sydney Road by Victoria Street and a number of arcades. Existing buildings are located primarily along the western edge of the precinct abutting the railway line, and the southern sides of Bell Street and Victoria Street. Building scale is generally one to two storeys. The eastern section of the precinct consists of a large open-lot car park owned by Council, with pedestrian links through to Sydney Road and the existing retail areas to the west, and to Bridges Reserve and Coburg City Oval to the east. The car park plays a significant role in supporting the viability of the adjacent Sydney Road shopping strip.

Vision statement

This precinct has the potential for major redevelopment and will develop as a vibrant, pedestrian-focused, mixed-use precinct. The precinct will

incorporate a range of retail, entertainment, office and community uses in addition to medium to higher density residential development at upper levels of buildings.

Redevelopment of open-lot car parking areas and supermarkets will strengthen the role of the centre. New development will provide a balance between the western and eastern parts of Central Coburg and will incorporate a mix of large (e.g. supermarket, discount department store and/or cinema complex) and small scale development, providing active frontages to existing and new roads and pedestrian links. Car parking to service the centre will be provided in basement or above ground car parks located within the precinct ensuring a high level of activity and amenity to street frontages and pedestrian links.

The new transport interchange in the western part of the precinct will provide for improved access and facilities for public transport users.

The precinct will incorporate key community facilities, including an information and learning hub focused around the Coburg Library.

A new built-form character is to be developed, with an increase in scale and density to recognise and reinforce the area as the centre of the municipality. A high standard of contemporary design, which

maximises passive and active solar design and environmentally sustainable development opportunities, will be expected. New and improved pedestrian links will be developed through the precinct, and from the train station and transport interchange.

Urban initiatives

Waterfield and Louisa Streets

Rebuild the street with generous footpaths and street trees to create a vibrant street suitable for the expected mixed-use development that will occur adjacent to it.

Improve visual and pedestrian links to Coburg City Oval

Examine opportunities to improve the visual and pedestrian links from Sydney Road to Coburg City Oval. This may include changes to the built form, new road links and planting schemes to enhance connections to this important open space.

Coburg Information and Learning Hub

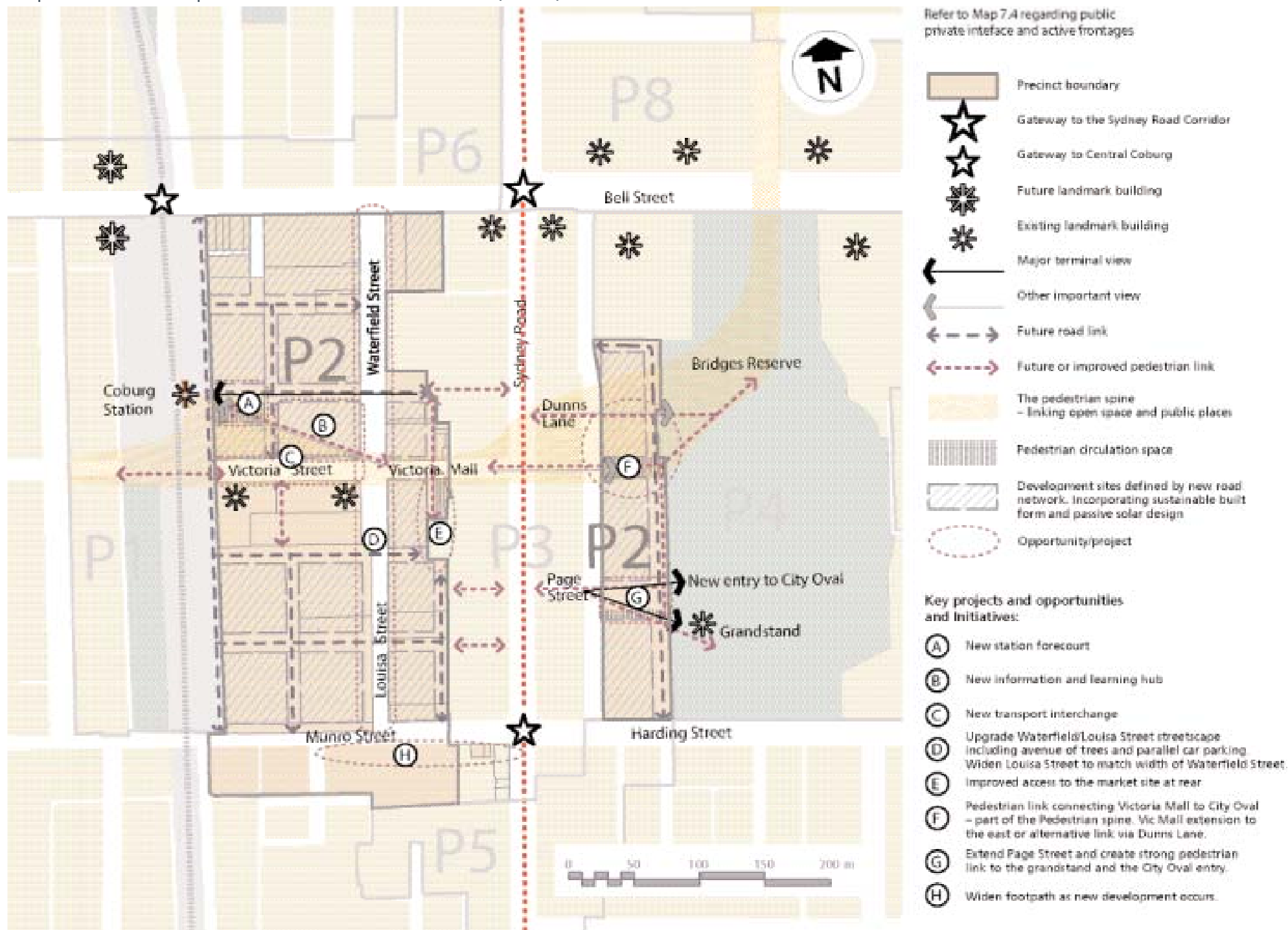
Construct the new information and learning hub on Victoria Street between the station and Sydney Road. The hub will provide a range of opportunities for the centre in addition to the facility, including activating the street, innovative and sustainable development, and potential new retail and residential spaces.

Transport interchange

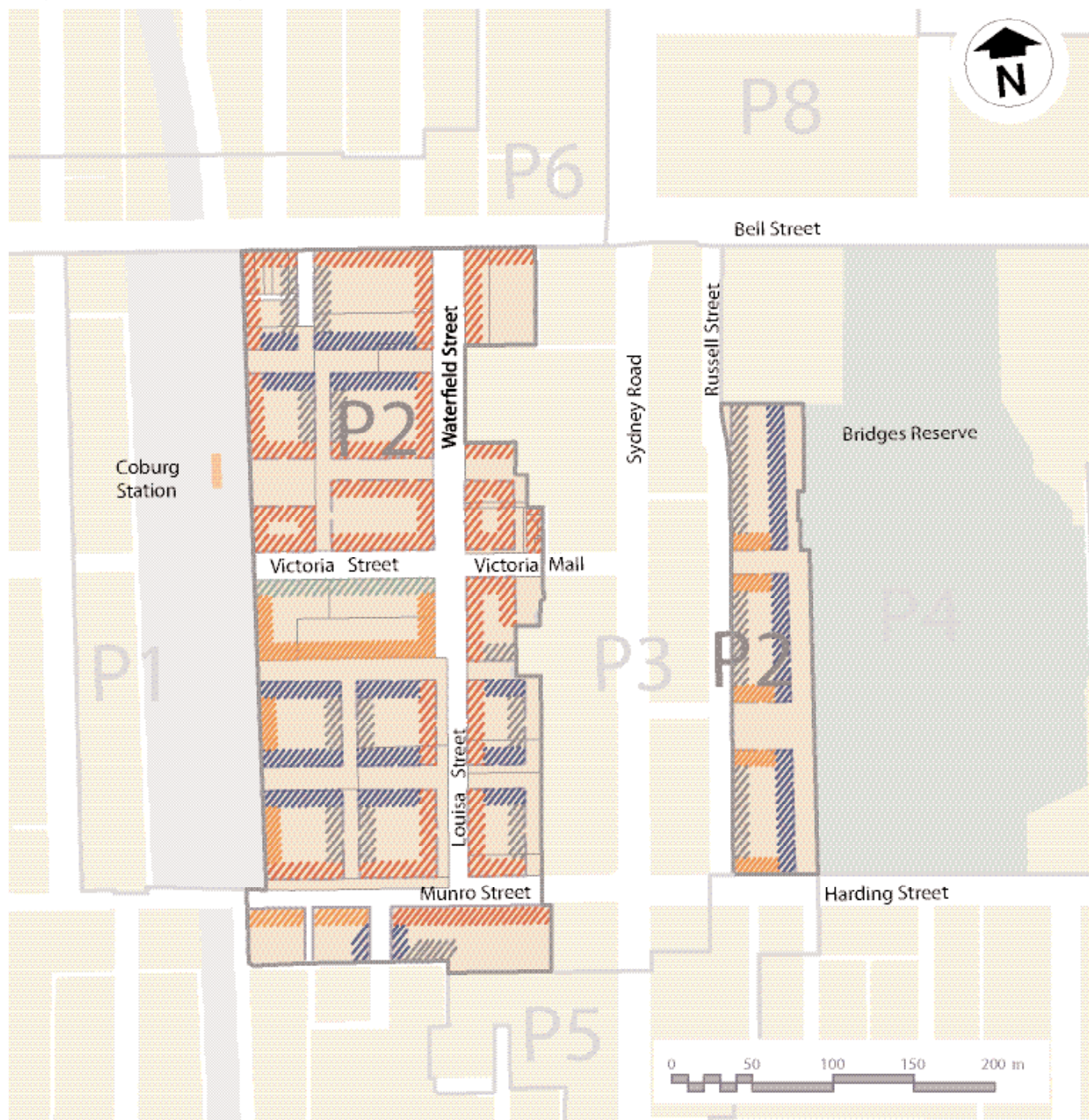
Construct the new transport interchange to provide improved access and facilities for public transport users to the centre and when moving between train, tram and bus services. The interchange will incorporate new bus stops, taxi and private vehicle pick-up points. Works

will include amenities such as bus shelters, seating, bicycle storage and streetscape improvements to complement the existing Victoria Mall and provide an important east–west link for pedestrians and cyclists to other parts of the centre.



Map 7.3 Precinct 2 Supermarkets/Car Park Precinct Plan (Part A)



Map 7.4 Precinct 2 Supermarkets/Car Park Precinct Plan (Part B)

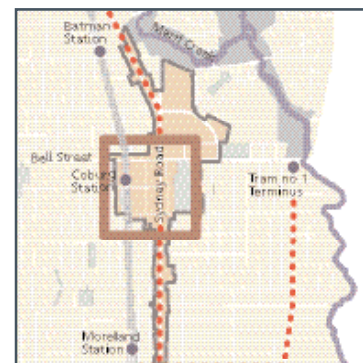


Please also refer to Map 7.3

-  Precinct boundary
-  Indication of development sites defined by new street network. Incorporating passive solar design

Public/private interface
Refer to definitions in precinct guidelines

-  Active Frontage 1
-  Active Frontage 2
-  Active Frontage 3
-  Active Frontage 4
-  Vehicular access



Objectives and guidelines



Built form

Objectives

- To encourage innovative, contemporary architecture.
- To encourage building design to maximise passive solar design and incorporate best practice environmentally sustainable design initiatives.
- To foster a new and distinct urban character.
- To encourage flexibility in building form to accommodate changing future uses.
- To encourage a scale of built form that recognises the role of the Coburg Activity Centre and supports its symbolic role in identifying the centre of the municipality.
- Maximise development density to take advantage of existing infrastructure and services, and increase the patronage for the established shopping centre.
- Provide architectural definition of streets with buildings built to the title boundary with no setbacks except where specific plazas have been identified.
- To ensure that building design and construction methods recognise and respond to the mixed use nature of the area.
- To promote pedestrian amenity on areas all roads, public places and pedestrian links.
- To provide protection from rain, wind and sun, without causing detriment to building or streetscape integrity.

To provide for appropriate spacing between buildings so as to maximise access to light, air and outlook.

To ensure new development is of a high standard of architectural and urban design.

To reinforce and enhance the role of Victoria Mall as the primary public open space and east–west link in Central Coburg.

Guidelines

- New buildings on the south side of Munro Street must not exceed 18 metres (five storeys) in height.
- All other new buildings should not exceed 21.5 metres (six storeys) in height.
- New development on the south side of Munro Street, between Walker Street and Sydney Road, must provide a 1.5 metres setback from the Munro Street property boundary to allow for future footpath widening.
- The height, built form and setbacks of all new development should be generally consistent with the 'Built Form Control' drawings for Precinct 2 (see Figures 7.1 and 7.2).
- All other new development must be built to the street edge with no setbacks at lower levels.
- New buildings must incorporate best practice, environmentally sustainable design, including passive solar design and maximisation of northern orientation.
- Existing buildings with secondary frontages to car parks, roads, laneways or pedestrian links are encouraged, to create an active frontage.
- New buildings with multiple frontages to car parks, roads, laneways or pedestrian links should incorporate an active frontage to all frontages where practicable.

- Service and utility areas should be integrated into the design of the building.
- Development incorporating a residential component should provide a range of apartment sizes and types, including different number of bedrooms.
- Buildings should be designed to ensure that as many apartments as practicable are provided with an outlook to public or communal open spaces within the development.
- Buildings should be designed to minimise adverse wind impacts on public and communal open spaces and pedestrian routes within and adjacent to the development.
- All developments of more than three storeys in height must be consistent with Council's Local Policy and Design Guidelines for Buildings Over three storeys.
- The design of buildings should provide for direct access from the footpath with minimal change of level, and incorporate provision for visual interaction between ground floor activity and pedestrians.
- New buildings should be designed as part of the streetscape rather than as stand-alone buildings.
- Primary pedestrian entrances to residential dwellings must be designed to be easily identifiable and to provide shelter and a sense of personal address.
- New development should provide for high levels of passive surveillance of public open space areas and pedestrian links.

Land use activities

Objectives

To create a high quality mixed-use area with a high level of pedestrian amenity.

To enhance ground floor retail and pedestrian-generating activities with new complementary activities in upper levels.

To achieve a mix of retail, entertainment, office, community and residential uses to create a vibrant area to work, live and play.

To extend the hours of activity within the precinct beyond daytime business hours.

To achieve an enhanced presence of community facilities including the reconceptualising of the library as an information and learning hub.

To attract one or more new anchors into the precinct, such as a supermarket, discount department store and/or cinema complex.

To ensure new development is designed to provide for commercial activity on the lower floors by providing higher floor to floor heights/levels at ground and first floor levels.

To reconfigure the location and provision of the supermarkets to improve the structure of the Coburg Activity Centre.

Guidelines

- New development should provide for retail or pedestrian-generating uses at ground level, and offices, residential or other complementary uses above.
- New development is encouraged to provide for a variety of retail, commercial and entertainment uses including uses that will provide a level of activity beyond normal business hours.
- New developments should have minimum floor-to-floor levels of 4.0 metres at ground level and 3.5 metres at first floor level.

Street network, land and building configuration.

Objectives:

To create a centre which provides high levels of amenity for all users.

To ensure good, convenient access by all modes of transport.

To ensure a sustainable built form.

To ensure that subdivision and/or consolidation of land parcels, and layout of buildings contribute to the above objectives.

Guidelines:

Development should create the land configuration and street networks as shown on Maps 7.3 and 7.4, unless the use of the land and the building format are incompatible with that layout.

Residential amenity

Objectives

To ensure developments acknowledge and respond to the challenges of providing appropriate levels of residential amenity within a mixed use area.

Guidelines

- All development including new residential or other noise-sensitive uses, must incorporate noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the area; and other external noise sources including the Upfield railway line, Bell Street traffic and the Sydney Road tram line.
New and refurbished development accommodating new residential or other noise sensitive uses must:
 - be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
 - have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- Waste management plans for new development must take into account the location of residential uses within the development or on adjacent land and minimise the impacts on the amenity of residents, in particular with regard to noise through the location of rubbish and recycling storage areas and rubbish collection methods and times.
- All new plant equipment and services including flues, exhaust ducts, air conditioning and heating units must be located and treated to minimise any impact on residential uses within the development and on adjacent sites from fumes, odours and noise.

Environmental sustainability

Objectives

To create an environmentally sustainable and livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Streetscape character

Objectives

To reduce the impact and dominance of car parking.

To enhance the active frontages of pedestrian links, public spaces and roadways

To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.

To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.

To ensure that active frontages are achieved and designed to provide shop entrances or display windows facing the street, and avoid blank walls, non-transparent detail and non-retail uses.

Guidelines

- Ground level street frontages must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.4) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade design that incorporates lighting to add to a sense of security at night
 - premises with a street frontage greater than 8 metres in width should provide for at least one entrance per 8 metres
 - 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 1 streets or laneways.

Active Frontage 2 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 2' as identified on the precinct plan (Map 7.4) must present an attractive pedestrian, residential 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 2 streets or laneways, unless there is no alternative.

Active Frontage 3 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 3' streets or lanes as identified on the precinct plan (Map 7.4) must contribute to a high quality pedestrian-focused frontage by:
 - maintaining existing front setbacks to retain the existing green edge to the street
 - providing for lighting appropriate to the pedestrian scale
 - providing seating and other street furniture
 - providing a high level of visual permeability through the site with no, or low visually permeable front fencing only.
- Vehicle ingress and egress, loading facilities and building services should not be located on frontages to Active 3 streets or laneways, unless there is no alternative.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.4) must contribute to a high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Vehicle Access Frontage streets and lanes

- All vehicle ingress and egress, loading facilities and other services to new development should be located in building frontages to 'Vehicle Access Frontages' streets or laneways as identified on the precinct plan (Map 7.4) to minimise or avoid use of pedestrian and retail frontages for vehicular access.
- All buildings with a frontage to Sydney Road, Bell Street, Waterfield Street, Louisa Street or Victoria Street should provide a verandah or canopy for weather protection over the footpath. (Note: all canopies, verandahs and sunblinds projecting beyond the title boundary must meet Division 2, Part 5 of the Building Regulations 2005.)

Heritage

Objectives

To ensure that new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development adjacent to a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.
- New development adjacent to the Upfield railway line, between Bell Street and Victoria Street, should frame the key terminal view to the Coburg railway station building as identified on Map 7.3.
- New development should maintain and preserve major view lines to the Coburg City Oval grandstand as identified on Map 7.3.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Vistas

Objectives

To create and capitalise on views and vistas to the railway station, Melbourne CAD, and Coburg City Oval grandstand.

Guidelines

- New development should provide for spacing of upper levels of buildings to allow for view corridors to be maintained through the precinct.

Pedestrian links

Objectives

To provide a permeable pedestrian environment.

To improve pedestrian links to and between public transport facilities.

To improve links between the supermarkets and the Sydney Road shopping strip.

To encourage pedestrian movements and links to, from and through the precinct and to other activity and public transport nodes.

Guidelines

- To create a permeable pedestrian environment, new development must provide for public pedestrian links to ensure that no street block has a perimeter of more than 400 metres.
- New developments should provide for pedestrian links as shown on Map 7.3 Precinct 2 Supermarkets/Car Park Precinct Plan (Part A).

Access and car parking

Objectives

To ensure that car parking does not dominate the streetscape.

To ensure vehicle access to and from new development is safe, manageable and convenient.

To promote pedestrian flow, safety and amenity.

To minimise conflict between pedestrians and vehicles on footpaths and in public spaces.

Guidelines

- Open lot car parking must be minimised, with car parking to be located underground where practicable.
- Vehicle crossings are to be minimised.
- Vehicular ingress or egress points should not be constructed on Sydney Road, Bell Street, Victoria Street, Louisa Street or Waterfield Street to limit any potential conflicts with pedestrian activity areas.
- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Development of parking that serves the centre as a whole, rather than parking for individual developments, to promote provision of parking that is shared between users needing short-term visitor parking or evening parking when day time uses have ceased is encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

To ensure that all development meets or exceeds accessibility standards.

To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).

- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

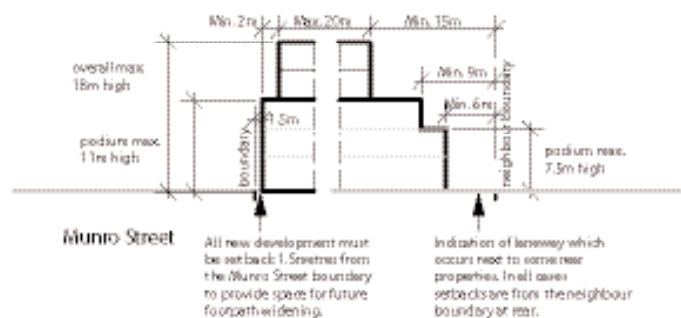
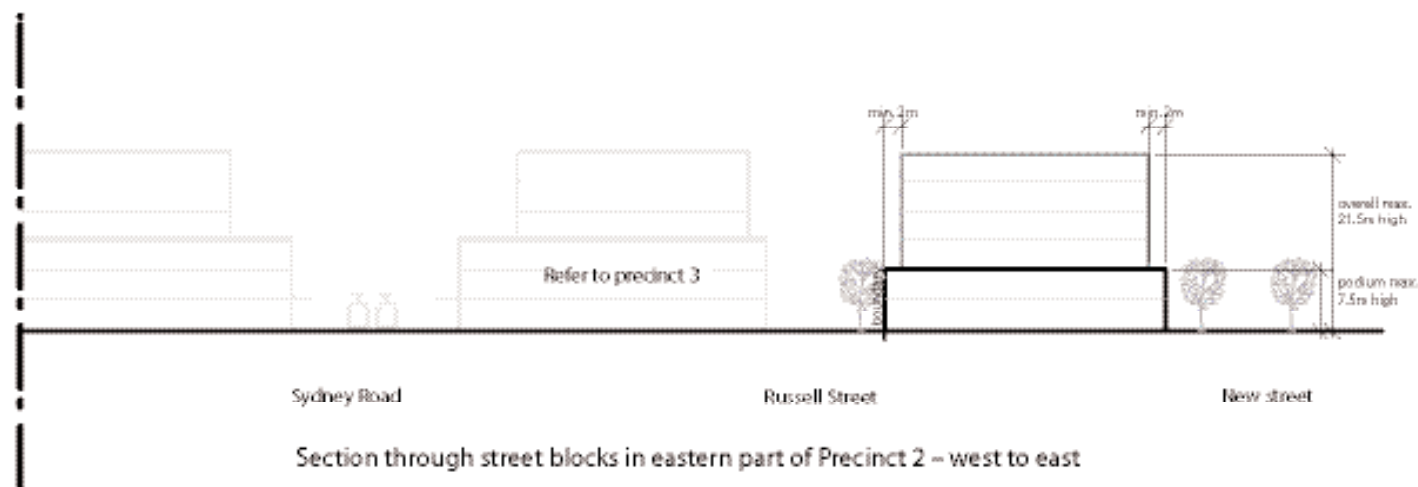
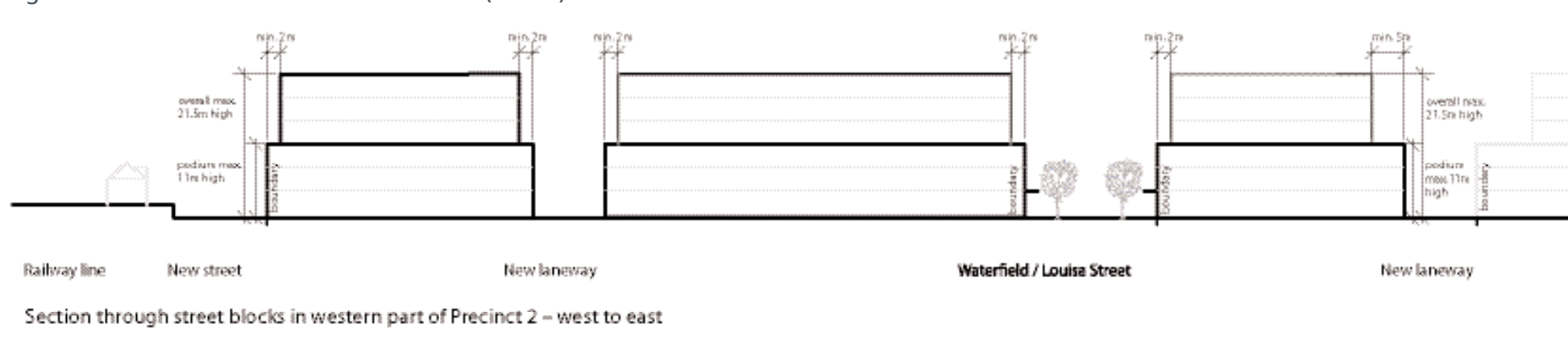
Objectives

To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

Guidelines

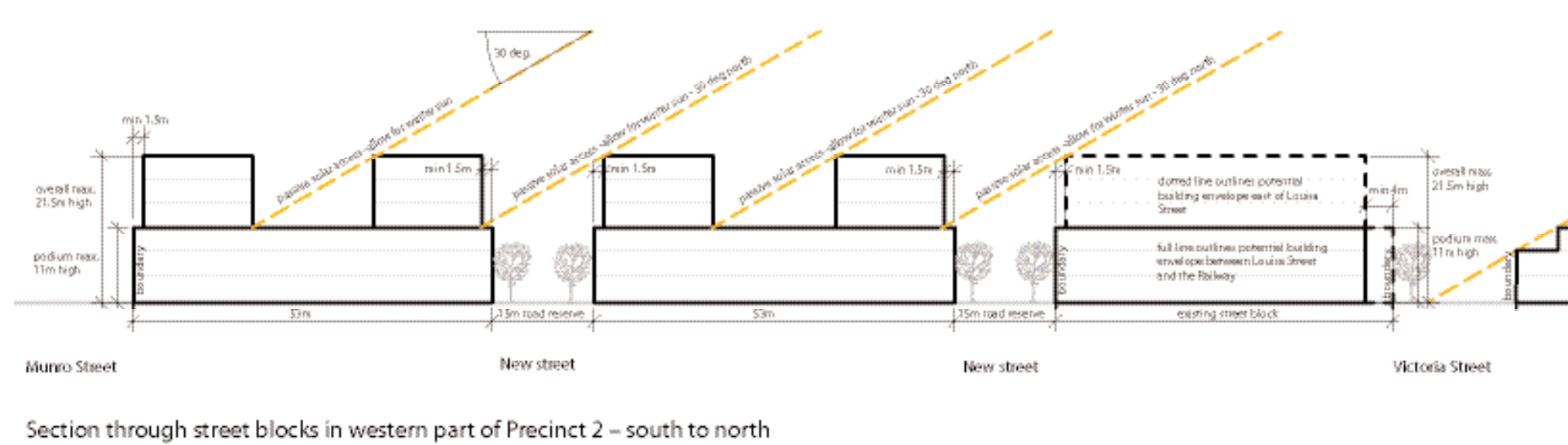
- Developments should be designed to provide good lighting, surveillance and visibility of communal space, including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

Figure 7.1 Built form controls for Precinct 2 (Part A)

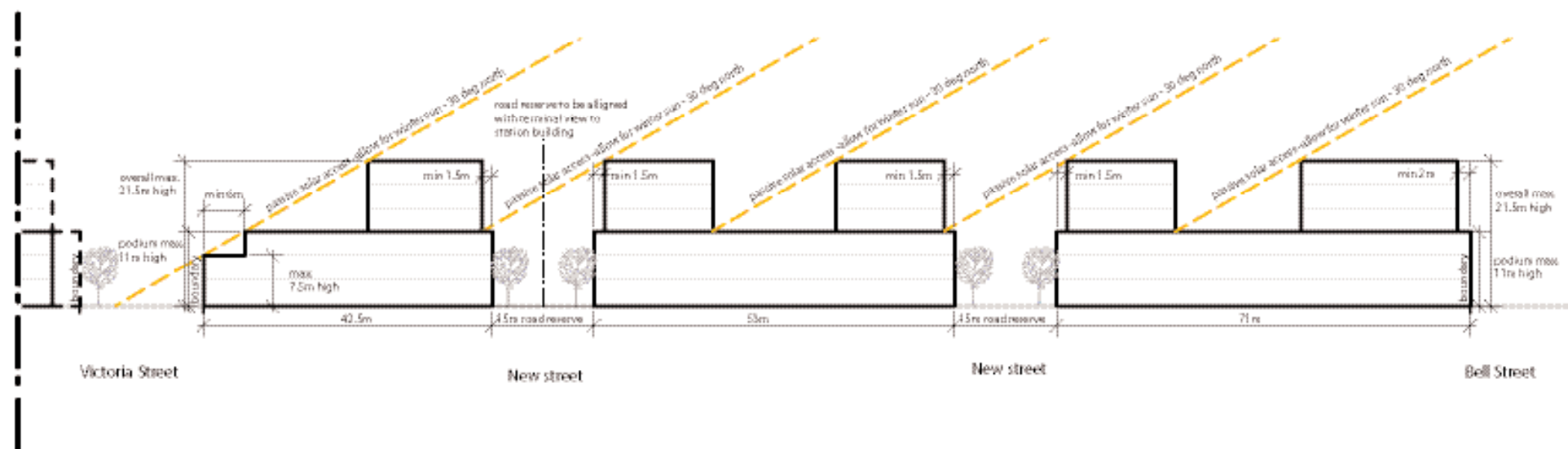


Development along south side of Munro Street

Figure 7.2 Built form controls for Precinct 2 (Part B)



Section through street blocks in western part of Precinct 2 – south to north



Precinct 3: Sydney Road Retail

Total land area: 49,400 m²

Level of change: Medium

Anticipated number of dwellings: 120

Anticipated retail/office: 1,000 m²

Description

This precinct is centred on Sydney Road and forms a traditional shopping strip with mixed retailing including food, clothing, cafes and business and community services. Buildings contribute to a consistently scaled streetscape, with building stock mostly one to two storeys (some two storey nineteenth century buildings are equivalent to modern three storeys) and varied in age and architectural significance. This has been influenced by the tram route along Sydney Road – one of the best-patronised tram routes in metropolitan Melbourne. In more recent times, a number of arcades have developed from Sydney Road westward towards the car parks and railway station. A number of shops are 'double-ended' which assists in encouraging pedestrian traffic east–west through the precinct and activating the rear streets.

The Coburg Market has traditionally formed an important community focal point while Victoria Mall provides an important community meeting space framed by retail activities. Opportunities to enhance the public environment are hampered by the dominance of traffic, including trucks in the Sydney Road.

Vision statement

This precinct will retain a traditional shopping strip character and continue to be the focus of retail activities within the activity centre. Shops will continue to be 'double-ended' increasing activity in the areas behind Sydney Road. Offices and shop-top housing will occur in vacant upper levels and additions. The built form is characterised by a strong horizontal emphasis along Sydney Road with any new upper level development set back from the street and of subservient nature. An improved pedestrian environment will create opportunities for new activities to occur on the street, such as kerbside dining. Victoria Mall will continue to be developed as the prime east–west link and public space in the centre.

Urban Initiatives

Sydney Road streetscape upgrade

Undertake an upgrade of the Sydney Road retail streetscape to improve pedestrian amenity and enhance its role as the prime retail environment. This will include repaving footpaths, upgrades to lighting, to increase energy efficiency, and street furniture, incorporating sustainable materials. When the clearways are removed, this will include minor footpath widening and kerb outstands for outdoor dining.

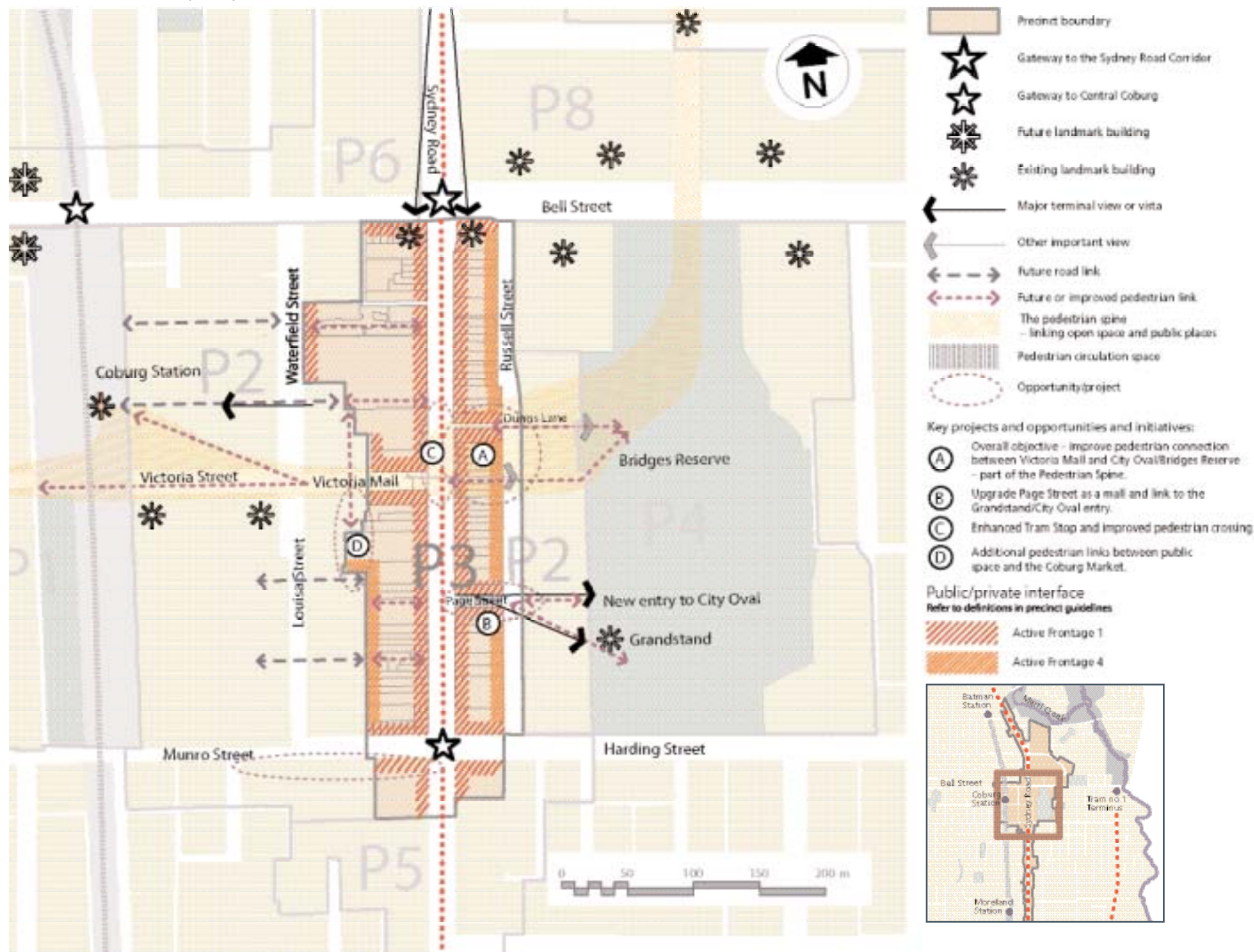
New pedestrian link to City Oval

Develop a new pedestrian and visual link to Coburg City Oval in the vicinity of Victoria Street. This will enhance links to this important community and public open space in the centre and improve permeability through this area.

Pedestrian zone and enhanced tram stop

Develop the intersection of Victoria Street and the new extension east to Coburg City Oval as a pedestrian-focused crossing, including an enhanced tram stop. Improve the transport connections, amenity and accessibility of the enhanced tram stop.

Map 7.5 Precinct 3 Sydney Road Retail Precinct Plan



Objectives and guidelines



Built form

Objectives

To ensure new buildings contribute to the pedestrian scale and character of Sydney Road.

To ensure that building design and construction methods recognise and respond to the mixed use nature of the area.

To promote pedestrian amenity on major pedestrian routes and areas.

To provide protection from rain, wind and sun, without causing detriment to building or streetscape integrity.

To ensure new development is of a high standard of architectural and urban design.

To differentiate the upper levels of new development in scale and appearance from the traditional shopping strip.

Guidelines

- New buildings fronting Sydney Road should provide for an 11-metre (three storey) podium to Sydney Road and have a maximum height of not more than 21.5 metres (six storeys).
- New buildings fronting Harding Street should provide for an 11-metre (three storey) podium to Harding Street and have a maximum height of not more than 14.5 metres (four storeys).
- The height, built form and setbacks of all new development should be generally consistent with the 'Built Form Control' drawing for Precinct 3 (see Figure 7.3).

- All development including new residential or other noise-sensitive uses must incorporate noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the area; and other noise sources including the Upfield railway line, Bell Street traffic and the Sydney Road traffic and tram line.

New and refurbished development accommodating new residential or other noise sensitive uses must:

- be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
- have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- All developments of more than three storeys in height must be consistent with Council's Local Policy and Design Guidelines for Buildings over Three Storeys.
- The design of buildings should provide for direct access from the footpath with minimal change of level, and incorporate provision for visual interaction between ground floor activity and pedestrians.
- New buildings should be designed as part of the streetscape rather than as stand-alone buildings.
- Primary pedestrian entrances to residential dwellings must be designed to be easily identifiable and to provide shelter and a sense of personal address.
- Existing buildings with secondary frontages to car parks, roads, laneways or pedestrian links are encouraged to create an active frontage to them.

- New buildings with multiple frontages to car parks, roads, laneways or pedestrian links, should incorporate an active frontage to all frontages where practicable.
- Service and utility areas should be integrated into the design of the building.
- Development incorporating a residential component should provide a range of apartment sizes and types, including different number of bedrooms.
- Buildings should be designed to ensure that as many apartments as practicable are provided with an outlook to public or communal open spaces within the development.
- Buildings should be designed to minimise adverse wind impacts on public and communal open spaces and pedestrian routes within and adjacent to the development.

Land use activities

Objectives

To maintain and enhance a vibrant streetscape, range of shops, cafes and restaurants to Sydney Road and Victoria Mall.

To create a high quality mixed use area with a high level of pedestrian amenity.

To enhance ground floor retail activities with new complementary activities in upper levels.

To ensure new development is designed to provide for commercial activity on the lower floors by providing higher floor to floor heights/levels at ground and first floor levels.

Guidelines

- New development should provide for retail or pedestrian-generating uses at ground level, and offices, residential or other complementary uses above.
- New developments should have minimum floor-to-floor levels of 4.0 metres at ground level and 3.5 metres at first floor level.

Environmental sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Streetscape character

Objectives

To ensure and enhance the active street frontage of Sydney Road.

To protect and enhance the character of the Sydney Road shopping street, reinforcing its continuity from Brunswick Road to Bell Street.

To activate street frontages along the rear of Sydney Road buildings.

To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.

To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.

To ensure that active frontages are achieved and designed to provide shop entrances or display windows facing the street, and avoid blank walls, non-transparent detail and non-retail uses.

Guidelines

- Ground level street frontages must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.
- Buildings should be designed to 'double-end' with the internal lay out of premises designed to create spaces to walk through or create new retail shops onto the side or rear of buildings with dual or multiple frontages.

- Buildings with a frontage to Sydney Road, Bell Street, Victoria Street, Munro Street or Harding Street should provide a verandah for weather protection over the footpath. (Note: all canopies, verandahs and sunblinds projecting beyond the title boundary must meet Division 2, Part 5 of the Building Regulations 2005.)

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.5) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade design that incorporates lighting to add to a sense of security at night
 - premises with a street frontage greater than 8 metres in width should provide for at least one entrance per 8 metres
 - 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 1 streets or laneways.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.5) must contribute to high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Heritage

Objectives

To ensure that new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development adjoining a heritage place should provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.
- New development should maintain and preserve major view lines to Coburg railway station and the City Oval grandstand (as shown on Map 7.5).

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Pedestrian Links

Objectives

To provide a permeable pedestrian environment.

To improve links between the supermarkets and the Sydney Road shopping strip.

To encourage pedestrian movements and links to, from and through the precinct and to other activity and public transport nodes.

Guidelines

- Development on land south of Victoria Street, between Sydney Road and Waterfield Street is encouraged to provide a pedestrian link through the site or development between these two streets.

Access and car parking

Objectives

- To ensure that car parking does not dominate the streetscape
- To ensure vehicle access to and from new development is safe, manageable and convenient.
- To promote pedestrian flow, safety and amenity.

Guidelines

- Vehicular ingress or egress points should not be constructed on Sydney Road, Bell Street, Victoria Street, Harding Street or Munro Street to limit any potential conflicts with pedestrian activity areas.
- Car parking should be located underground where practicable.
- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

- To ensure that all development meets or exceeds accessibility standards.
- To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).

- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

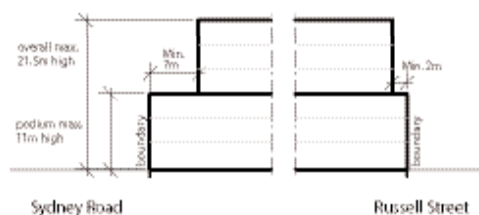
Objectives

- To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

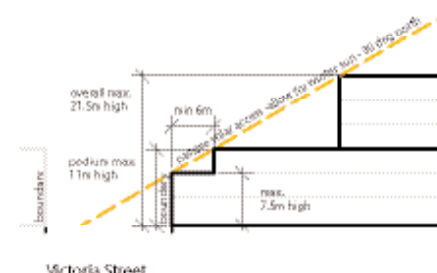
Guidelines

- Developments should be designed to provide good lighting, surveillance and visibility of communal space including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

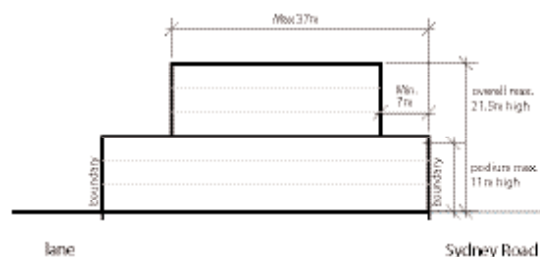
Figure 7.3 Built form controls for Precinct 3



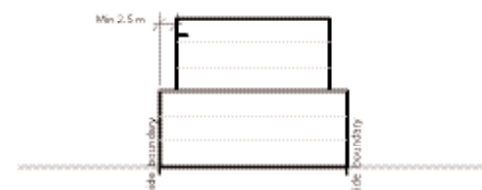
The section above relates to properties in Precinct 3 east of Sydney Road between Bell Street and Harding Street.



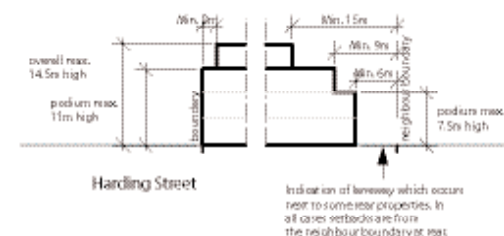
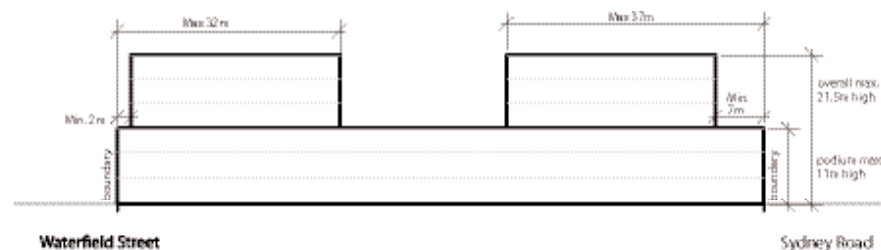
Section through building envelope north of Victoria Street



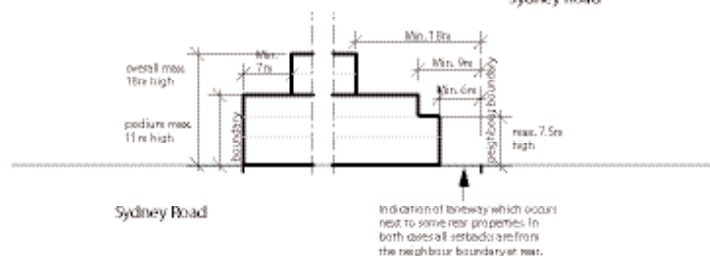
The section above relates to all properties in Precinct 3 west of Sydney Road between Bell Street and Munro Street apart from lots stretching from Sydney Road to Waterfield Street – see below



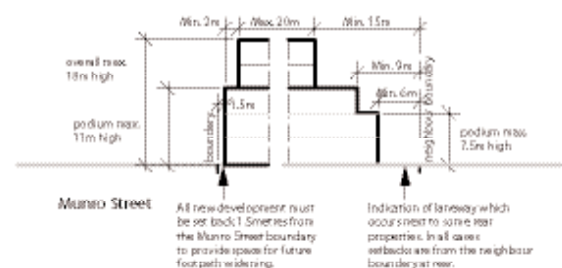
Side setbacks of development above three-storey podium



Development along Harding Street



Sydney Road east and west, south of Munro and Harding Streets



Development along south side of Munro Street

Precinct 4: Bridges Reserve and Environs

Total land area: 82,900 m²

Level of change: Incremental

Anticipated number of dwellings: 100

Anticipated retail/office: n/a

Description

This precinct is centred on the 'green lungs' of Central Coburg, Bridges Reserve and Coburg City Oval. A number of current and previous community uses adjoin the green space, including the southern campus of Coburg Primary School, the former Coburg High School (undeveloped) and the Gilgunyah Aged Care Centre. Bridges Reserve is an ornamental landscape providing for passive recreation at the north end of the precinct. Over time, the integrity of the reserve has been compromised by excisions of land and poorly placed buildings and car park. Coburg City Oval is an important sporting facility in the area, providing a premier ground for a number of sports. However, the facility currently presents as not accessible to the public and acts as a barrier to movement. The standard of amenity in the surrounds of the Coburg City Oval is poor. A number of sporting and leisure facilities occupy the precinct, including the Coburg Leisure Centre and Swimming Pool, the bowling club and the Trugo club, while the grandstand is used extensively by community groups. Visual links from this green space to the core of the activity centre are poor. Connectivity within the precinct and to adjacent precincts is also poor.

Vision statement

The Bridges Reserve and Environs Precinct will be Coburg's premium green open space. Improved connection to surrounding areas will increase the status of the oval. Good links will enable pedestrians to move around the precinct in a safe and high-quality environment. Land uses within the precinct will be sensitive to park users and an increased scale of surrounding developments will provide greater surveillance of the precinct for users.

The park environment will provide a health and wellbeing community hub. Coburg City Oval will be opened up, providing opportunities for passive recreation during times the oval is not in use for sporting events.

The former Coburg High School site will be developed with a mix of residential and community uses. A new pedestrian link will be provided through the site between Bridges Reserve and Rodda Street, and part of the south western section of the site, abutting Bridges Reserve and Coburg City Oval, will be returned to public ownership to improve the amenity of the park and existing pedestrian linkages. Built form will vary across the site, minimising impact on Bridges Reserve and stepping down to the existing low-rise residential areas to the south and east.

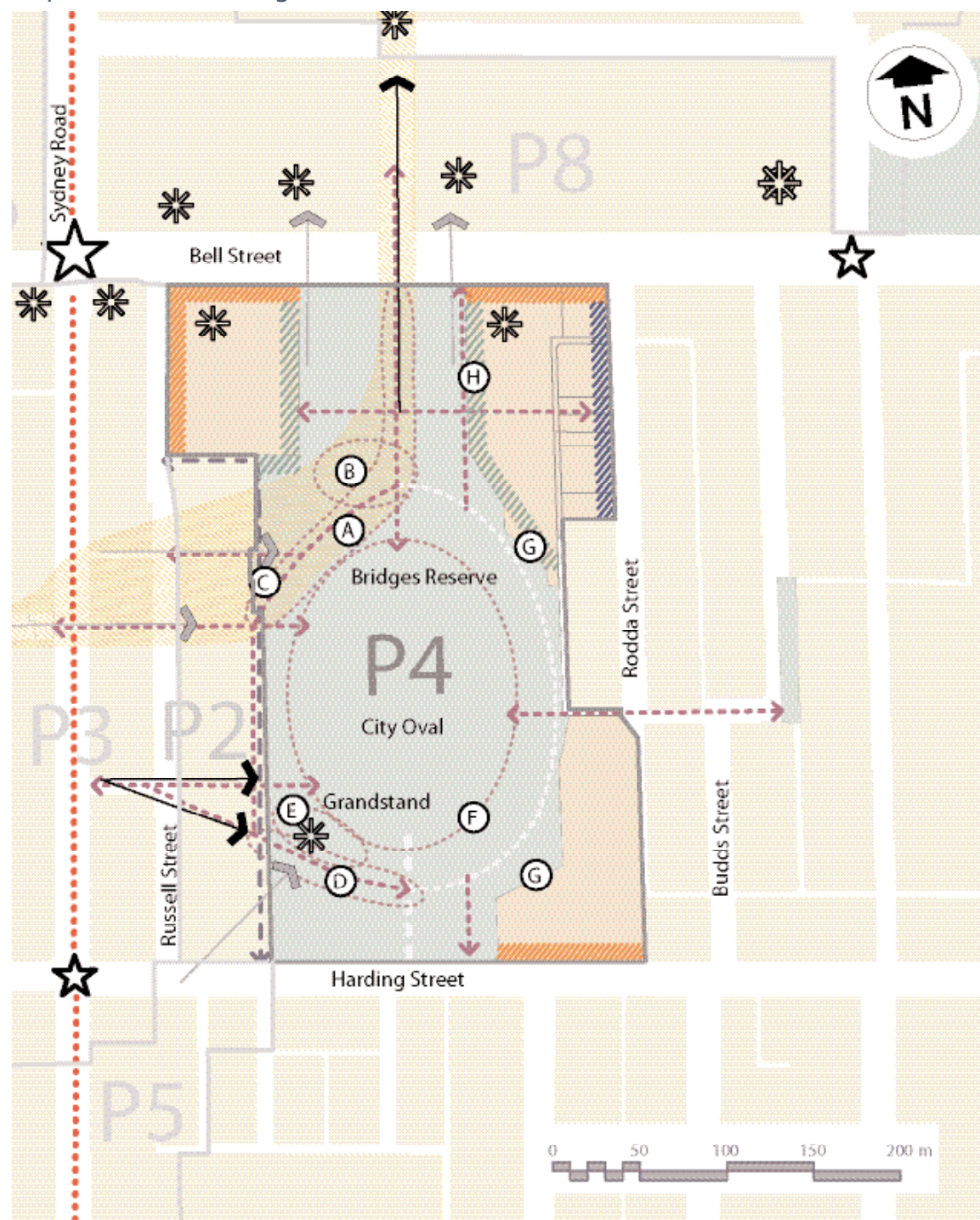
The large open space provided within the Bridges Reserve and Environs Precinct provides a unique opportunity to centralise the collection, treatment and reuse of stormwater.

Urban initiatives

Coburg City Oval upgrade

Upgrade Coburg City Oval and grandstand to improve the access to the oval as an open space resource and the grandstand as a community facility.

Map 7.6 Precinct 4 Bridges Reserve and Environs Precinct Plan



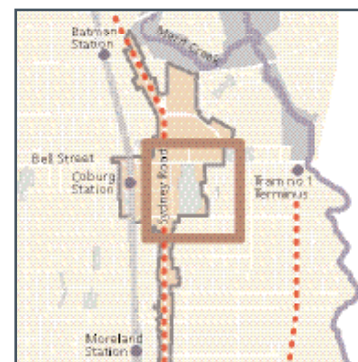
- Precinct boundary
- Gateway to the Sydney Road Corridor
- Gateway to Central Coburg
- Future landmark building
- Existing landmark building
- Major terminal view or vista
- Other important view
- Future road link
- Future or improved pedestrian link
- Existing pedestrian link to be better integrated
- The pedestrian spine – linking open space and public places
- Opportunity/project

Public/private interface
Refer to definitions in precinct guidelines

- Active Frontage 2
- Active Frontage 3
- Active Frontage 4

Key projects and opportunities and initiatives:

- (A) Improve pedestrian and bicycle link to connect Victoria Mall with Elm Street – part of the pedestrian spine
- (B) Opportunity for better integration of the Leisure Centre with Bridges Reserve
- (C) Investigate option for new street along western edge of Bridges Reserve
- (D) New pedestrian and bike path linking Page Street with the grandstand and the outer City Oval track
- (E) Redevelopment of City Oval Grandstand as a community facility. Improved address to public realm
- (F) Improve inner City Oval track – improved access to the public
- (G) Improve the amenity and safety to Bridges Reserve. Widen the pedestrian link on the north east side of City Oval to improve perception of safety and visual links. If opportunity arises return of 'Gillgunyah' to Bridges Reserve to improve relationship to Harding Street
- (H) Improve interface between new development and Bridges Reserve



Objectives and guidelines



Built form

Objectives

To ensure built form responds to the park environs.

To provide a transition and stepping down in built form between the eastern part of Precinct 2 to the west and the existing low scale residential areas to the east.

To ensure new development is of a high standard of architectural and urban design.

Guidelines

- New development should have a maximum height of 11 metres (2–3 storeys) to provide a graduation in building heights between the retail areas (Precinct 2) to the west and the established residential areas to the east.
- Higher built form will be considered on larger sites where exemplary design is achieved, and it can be demonstrated that off-site impacts can be mitigated through the design response, including overshadowing of public open space areas.
- Service and utility areas should be integrated into the design of new buildings.
- Front setbacks should respect the existing streetscape character.
- New development must be oriented to adjacent parkland.

Land use activities

Objectives

To encourage a range of community, recreation, residential and home office uses.

Environmental sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Neighbourhood character

Objectives

To ensure that development at the interface with established residential areas respects the existing neighbourhood character.

Guidelines

- Development at the eastern and southern boundaries of the precinct, that abuts existing residential areas must:
 - demonstrate that off-site impacts of the development can be mitigated through a design response, and/or
 - provide for a building height at the interface with a street or adjoining buildings of no more than two storeys above the prevailing height of surrounding buildings.

Streetscape character

Objectives

To promote pedestrian amenity on major pedestrian routes and areas.

To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.

To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.

To ensure that active frontages are achieved and designed to avoid blank walls and non-transparent detail.

Guidelines

Active Frontage 2 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 2' as identified on the precinct plan (Map 7.6) must present an attractive pedestrian, residential-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 2 streets or laneways, unless there is no alternative.

Active Frontage 3 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 3' streets or lanes as identified on the precinct plan (Map 7.6) must contribute to a high quality pedestrian focused frontage by:
 - maintaining existing front setbacks to retain the existing green edge to the street
 - providing for lighting appropriate to the pedestrian scale
 - providing seating and other street furniture
 - providing a high level of visual permeability through the site with no, or low visually permeable front fencing only.
- Vehicle ingress and egress, loading facilities and building services should not be located on frontages to Active 3 streets or laneways, unless there is no alternative.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.6) must contribute to a high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Open space character

Objectives

To ensure all new development creates a high quality interface with public open space areas.

Guidelines

- New buildings should provide for surveillance and activity to Bridges Reserve, Coburg City Oval, and existing and proposed pedestrian paths.
- New fences to boundaries with Bridges Reserve and Coburg City Oval must be low, open type fencing.
- In appropriate locations, roadways and pedestrian paths should be used as the interface with Bridges Reserve and Coburg City Oval.

Heritage

Objectives

To ensure that new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjoining a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.
- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Vistas

Objectives

To capitalise on and enhance views and vistas to the parklands and heritage buildings within the precinct.

Guidelines

- The site analysis and design response for all new development must identify, acknowledge and respond to existing and potential views and vistas to parklands and heritage buildings within the precinct.

Pedestrian links

Objectives

To create an east–west link between Bridges Reserve and Rodda Street.

To improve the amenity of the existing pedestrian link around eastern side of Coburg City Oval.

Guidelines

- Redevelopment of the former Coburg High School site must provide for a pedestrian link between Bridges Reserve and Rodda Street.

Access and car parking

Objectives

To ensure that car parking does not visually dominate the primary pedestrian links.

To ensure vehicle access to and from new development is safe, manageable and convenient

To promote pedestrian movement, safety and amenity.

Guidelines

- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- New development should not have garage doors fronting the existing and future pedestrian links, Bridges Reserve or Coburg City Oval.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

- To ensure that all development meets or exceeds accessibility standards.
- To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

Objectives

- To ensure the safety and security of residents, visitors, workers and property.

Guidelines

- Ensure developments are designed to provide good lighting, visibility and surveillance of communal space including car parks and public open space.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

Precinct 5: Sydney Road – Southern Commercial Gateway

Total land area: 90,700 m²

Level of change: Incremental

Anticipated number of
dwellings: 140

Anticipated retail/office: 1,500 m²

Description

This precinct forms the southern entrance or approach to the core of the Coburg Activity Centre. It contains a range of office, showroom and retail activities within a mixed scale of one to three storeys and a range of ages of built form. The mixed nature of the precinct, with a variety of heights and setbacks, forms a break in the consistency of scale along Sydney Road. A high proportion of Sydney Road properties are separated from existing low-density residential areas by laneways.

Vision statement

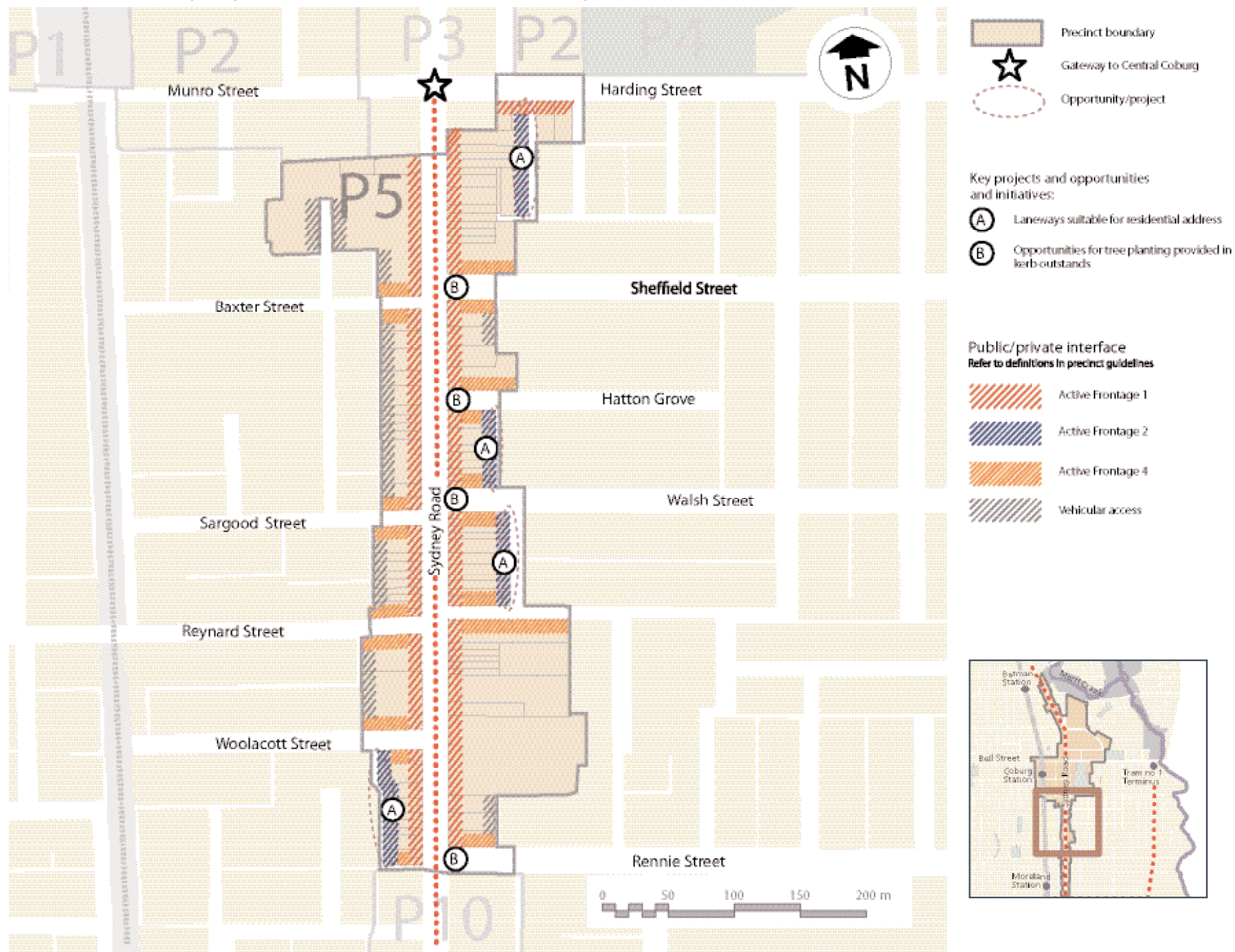
This precinct will develop as the southern approach to the core of the activity centre. The lower built form will provide a transition to the higher built form and intensity of buildings in the core to the north. A three-storey building podium to Sydney Road will reinforce the horizontal character of this important street and assist in improving the cohesiveness of the streetscape. Higher built form may be appropriate beyond the podium level, depending on the size of the site and the ability to sensitively manage the interface with residential buildings behind. Restricted retail activities and other commercial activities, which complement the core of the activity centre on ground floor will ensure active frontages to the street.

Urban initiatives

Kerb outstands

With limited opportunity for street tree planting in Sydney Road, opportunities for tree planting will be provided in kerb outstands of wide east–west running roads.

Map 7.7 Precinct 5 Sydney Road – Southern Commercial Gateway Plan



Objectives and guidelines



Built form

Objectives

To ensure new buildings contribute to the pedestrian scale and character of Sydney Road.

To create a cohesive built form character through consistent built form.

To ensure new development is of a high standard of architectural and urban design.

To ensure that building design and construction methods recognise and respond to the mixed-use nature of the area.

Guidelines

- New buildings fronting Sydney Road and/or Munro Street should provide for an 11-metre (three storey) podium to these road frontages.
- New buildings fronting Sydney Road and/or Munro Street should not exceed 18 metres (five storeys) in height.
- New buildings fronting Harding Street should not exceed 14.5 metres (four storeys) in height.
- Height, built form and setbacks of all new development should be generally consistent with the 'Built Form Control' drawing for Precinct 5 (see Figure 7.4).
- All development including new residential or other noise-sensitive uses, must incorporate noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the

area; and other noise sources including the railway line and the Sydney Road traffic and tramline.

New and refurbished development accommodating new residential or other noise sensitive uses must:

- be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
- have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- All developments of more than three storeys in height must be consistent with Council's Local Policy and Design Guidelines for Buildings over Three Storeys.
- All development adjacent to existing residential areas must be consistent with the provisions of Council's Draft Neighbourhood Character Guidelines with regard to the interface between commercial character areas and residential character areas.
- The design of buildings should provide for direct access from the footpath with minimal change of level, and incorporate provision for visual interaction between ground floor activity and pedestrians.
- New buildings should be designed as part of the streetscape rather than as stand-alone buildings.
- Primary pedestrian entrances to buildings must be designed to be easily identifiable and to provide shelter and a sense of personal address.
- Loading facilities, and where possible all other vehicle access, should be provided from rear laneways.

- Service and utility areas should be integrated into the design of the building.
- Buildings should be designed to ensure that as many apartments as practicable are provided with an outlook to public or communal open spaces within the development.
- Buildings should be designed to minimise adverse wind impacts on public and communal open spaces and pedestrian routes within and adjacent to the development.

Land use activities

Objectives

To encourage the mixed-use nature of the precinct with restricted retail premises, commercial or complementary light industrial uses at ground floor and offices, residential use (where it can be demonstrated the residential use will not impact on the viability of existing or encouraged employment generating uses) or other complementary uses above.

To facilitate active street frontages with office and/or residential uses above.

To ensure new development is designed to provide for commercial activity on the lower floors by providing higher floor to floor heights/levels at ground and first floor levels.

To encourage the expansion in restricted retail uses and service businesses in the precinct to complement and support the core of the activity centre to the north.

Guidelines

- New development should provide for active or pedestrian-generating uses at ground level, and offices, residential or other complementary uses above.
- New developments should have minimum floor-to-floor levels of 4 metres at ground level and 3.5 metres at first floor level.

Environmental sustainability

Objectives

To create an environmentally sustainable, liveable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Neighbourhood character

Objectives

To ensure that development at the interface with established residential areas respects the existing neighbourhood character.

Guidelines

- Development that abuts existing residential areas must:
 - demonstrate that off-site impacts of the development can be mitigated through a design response, and/or
 - provide for a building height at the interface with a street or adjoining buildings of no more than two storeys above the prevailing height of surrounding buildings.

Streetscape character

Objectives

To ensure and enhance the active street frontage of Sydney Road.

To promote pedestrian amenity on major pedestrian routes and areas.

To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.

To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.

To ensure that active frontages are achieved and designed to avoid blank walls and non-transparent detail.

Guidelines

- Buildings with a frontage to Sydney Road are encouraged to provide a verandah for weather protection over the footpath. (Note: all canopies, verandahs and sunblinds projecting beyond the title boundary must meet Division 2, Part 5 of the Building Regulations 2005.)
- Ground level street frontages must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.7) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade design that incorporates lighting to add to a sense of security at night
 - premises with a street frontage greater than 8 metres in width to Munro or Harding Streets should provide for at least one entrance per 8 metres
 - 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 1 streets or laneways.

Active Frontage 2 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 2' as identified on the precinct plan (Map 7.7) must present an attractive pedestrian, residential 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 2 streets or laneways, unless there is no alternative.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.7) must contribute to high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Vehicle Access Frontage streets and lanes

- All vehicle ingress and egress, loading facilities and other services to new development should be located in building frontages to 'Vehicle Access Frontages' streets or laneways as identified on the precinct plan (Map 7.7) to minimise or avoid use of pedestrian and retail frontages for vehicular access.

Heritage

Objectives

To ensure that new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjoining a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.

- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Access and car parking

Objectives

- To ensure that car parking does not dominate the streetscape.
- To ensure vehicle access to and from new development is safe, manageable and convenient.
- To promote pedestrian flow, safety and amenity.
- To minimise conflict between pedestrians and vehicles on footpaths.

Guidelines

- Vehicular ingress or egress points should not be constructed on Sydney Road.
- Open lot car parking must be minimised, with car parking to be located underground where practicable.
- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

- To ensure that all development meets or exceeds accessibility standards.
- To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

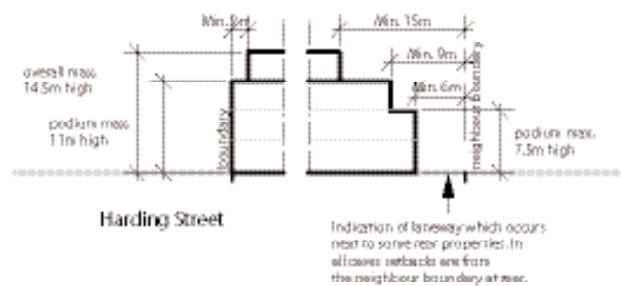
Objectives

- To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

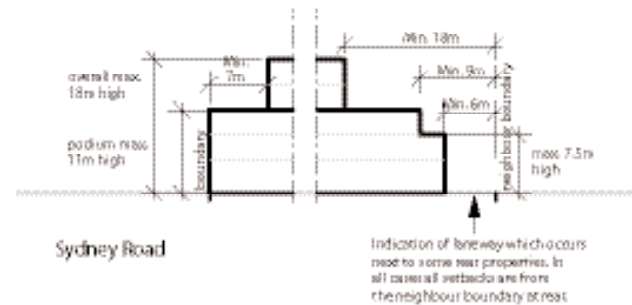
Guidelines

- Developments should be designed to provide good lighting, surveillance and visibility of communal space including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

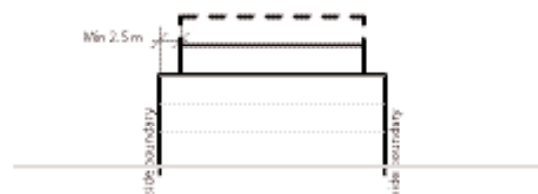
Figure 7.4 Built form controls for Precinct 5



Development along Harding Street



Sydney Road east and west



Side setbacks of development above three-storey podium

Precinct 6: Sydney Road/Bell Street Commercial

Total land area: 50,500 m²

Level of change: Medium

Anticipated number of
dwellings: 240

Anticipated retail/office: 6,000 m²

Description

This precinct focuses on the north-west quadrant of the Bell Street and Sydney Road intersection. It consists of a range of commercial, retail and industrial activities.

Buildings are generally one to two storeys in height and vary widely in age and architectural significance, though there is some consistency in some blocks of shops. Retail and pedestrian activity in the precinct is low due to the domination of traffic creating a hostile pedestrian environment and a variety of issues for pedestrians crossing Bell Street. The closure of a number of streets intersecting with Bell Street has deactivated the streetscapes behind, reducing the attractiveness of the pedestrian environments. Bell Street is a major barrier to movement north and south in Coburg.

The location of a public acquisition overlay to facilitate a 'Coburg bypass' has led to a number of derelict sites in the precinct, in particular the large CDA former industrial site dominates the Sydney Road frontage and has been derelict for some time.

Vision statement

This precinct will develop as a sustainable mixed-use precinct with an increase in scale. Higher buildings will provide a gateway to the activity centre from the west and north and form the buffer between the traffic

of Bell and Sydney Roads and the residential areas behind. An appropriate transition to lower building heights will be created at the edge of residential areas. Sites around the railway line will form the gateway into the centre and will develop with major buildings on large and consolidated sites. The area will provide for a range of office, showroom, medical centre and business services, located on the fringe of the core of the activity centre. The buildings will incorporate energy-efficient design to reduce high running costs usually associated with commercial building uses. The pedestrian environment will be significantly enhanced with widened footpaths and new boulevard treatments on Sydney Road and Bell Street, linking the core to the open space to the north.

Urban initiatives

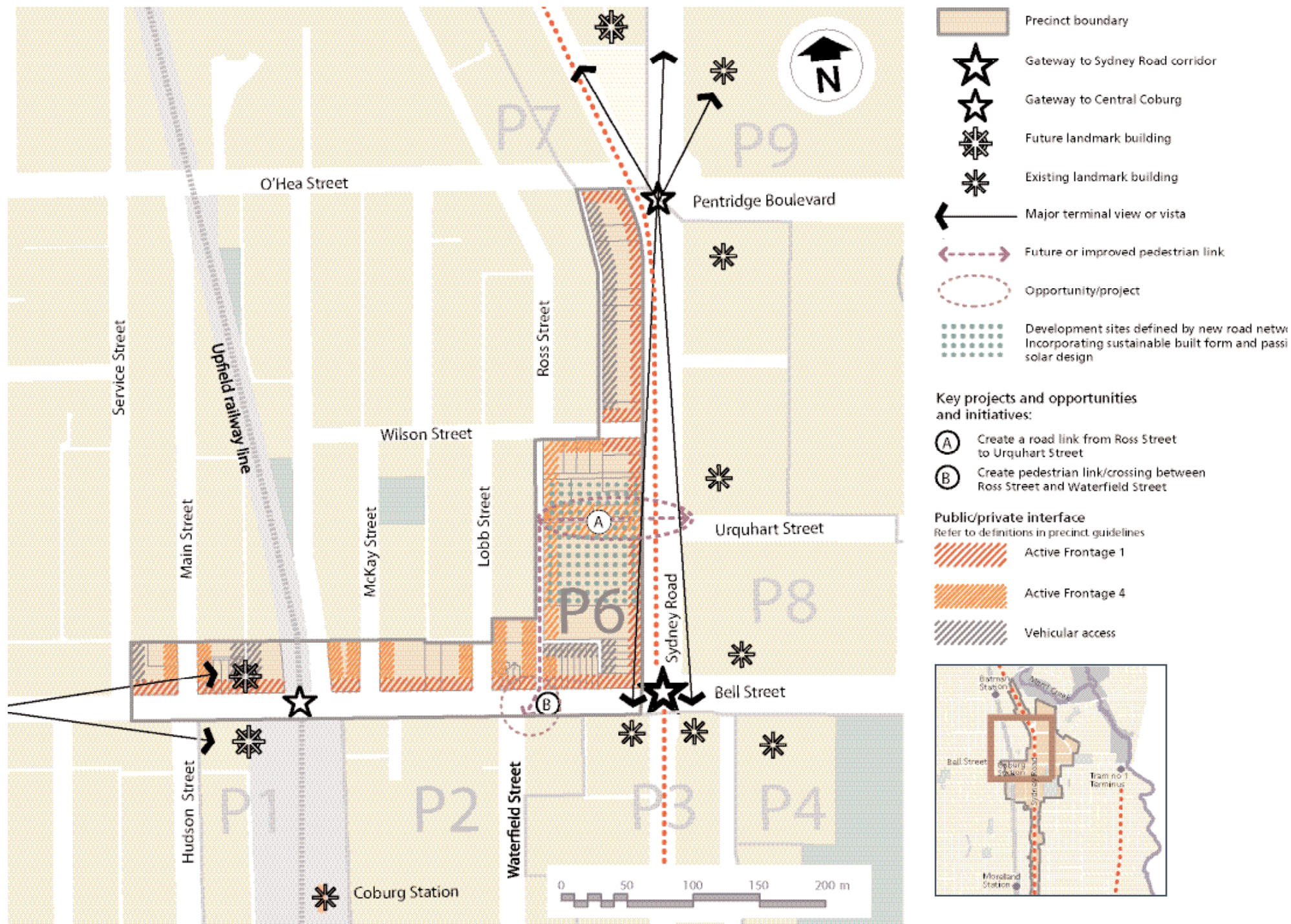
Sydney Road North Boulevard upgrade

Create a boulevard to link through to Champ Street linear park by widening footpaths and planting large canopy trees.

Bell Street upgrade

Improve the pedestrian environment of Bell Street following the resolution of road requirements. Improvements might include widened footpaths, and a planted median incorporating water-sensitive urban design.

Map 7.8 Precinct 6 Sydney Road/Bell Street Commercial Plan



Objectives and guidelines



Built form

Objectives

To improve the contribution of buildings to the streetscape and amenity of Sydney Road and Bell Street.

To ensure that building design and construction methods recognise and respond to the mixed use nature of the activity.

To provide for appropriate spacing between buildings so as to maximise access to light, air and outlook.

To ensure new development is of a high standard of architectural and urban design.

To differentiate the upper levels of new development in Bell Street in scale and appearance from the traditional shopping strip.

To ensure that new landmark buildings on identified sites are designed to achieve a high standard of design which reflects the importance of their location and extent of their visibility.

Guidelines

- New buildings fronting Bell Street should provide for an 11-metre (up to three storeys) podium to Bell Street, and have a maximum height of 21.5 metres (six storeys).
- New buildings fronting Sydney Road should not exceed 18 metres (five storeys) in height.
- With the exception of a landmark building on the site identified on the precinct plan (see Map 7.8), built form and setbacks of all new development should be generally consistent with the 'Built Form Control' drawing for Precinct 6 (see Figure 7.5).
- Development of a landmark building on the site designated on Map 7.8 should not exceed 25 metres (seven storeys) in height.
- All development including new residential or other noise-sensitive uses must incorporate best practice noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the area; and other noises sources including the Upfield railway line, Bell Street traffic and the Sydney Road tram line.
New and refurbished development accommodating new residential or other noise sensitive uses must:
 - be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
 - have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- All developments of more than three storeys in height must be consistent with Council's Local Policy and Design Guidelines for Buildings over Three Storeys.
- All development adjacent to existing residential areas must be consistent with the provisions of Council's Draft Neighbourhood Character Guidelines with regard to the interface between commercial character areas and residential character areas.

- The design of buildings should provide for direct access from the footpath with minimal change of level, and incorporate provision for visual interaction between ground floor activity and pedestrians.
- With the exception of a landmark building on the site identified on the precinct plan (Map 7.8), new buildings should be designed as part of the streetscape rather than as stand-alone buildings.
- New landmark buildings must be designed and detailed to ensure that all visible facades (including the rear and sides of buildings) feature high quality architectural detailing and materials.
- Primary pedestrian entrances to residential dwellings must be designed to be easily identifiable and to provide shelter and a sense of personal address.
- Existing buildings with secondary frontages to car parks, roads, laneways or pedestrian links are encouraged to create an active frontage to them.
- New buildings with multiple frontages to car parks, roads, laneways or pedestrian links should incorporate an active frontage to all frontages where practicable.
- Service and utility areas should be integrated into the design of the building.
- Loading facilities, and where possible all other vehicle access, should be provided from rear laneways.
- Development incorporating a residential component should provide a range of apartment sizes and types, including different numbers of bedrooms.
- Buildings should be designed to ensure that as many apartments as practicable are provided with an outlook to public or communal open spaces within the development.
- Buildings should be designed to minimise adverse wind impacts on public and communal open spaces and pedestrian routes within and adjacent to the development.

Land use activities

Objectives

To create a high quality mixed-use area with a high level of pedestrian amenity.

To facilitate active street frontages with residential and/or office uses above.

To encourage a range of commercial uses that complement the adjacent activity centre core, including medical centres, business services, offices and restricted retail uses.

To ensure new development is designed to provide for commercial activity on the lower floors by providing higher floor-to-floor heights/levels at ground and first floor levels.

Guidelines

- New development should provide for active, pedestrian-generating uses at ground level, and offices, residential or other complementary uses above.
- New developments should have minimum floor-to-floor levels for ground and first floor levels of 3.5 metres.

Environmental sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Neighbourhood character

Objectives

To ensure that development at the interface with established residential areas respects the existing neighbourhood character.

Guidelines

- Development at the northern and western boundaries of the precinct, that abuts existing residential areas must:
 - demonstrate that off-site impacts of the development can be mitigated through a design response, and/or
 - provide for a building height at the interface with a street or adjoining buildings of no more than two storeys above the prevailing height of surrounding buildings.

Streetscape character

Objectives

- To enhance the active street frontage of Sydney Road.
- To activate street frontages along the rear of Sydney Road buildings.
- To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.
- To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.
- To promote pedestrian amenity on major pedestrian routes and areas.
- To provide protection from rain, wind and sun, without causing detriment to building or streetscape integrity.
- To ensure that active frontages are achieved and designed to avoid blank walls and non-transparent detail.

Guidelines

- Ground level street frontages to Sydney Road and Bell Street must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.
- Buildings with a frontage to Sydney Road or Bell Street should provide a verandah for weather protection over the footpath. (Note: all canopies, verandahs and sunblinds projecting beyond the title boundary must meet Division 2, Part 5 of the Building Regulations 2005.)

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.8) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade design that incorporates lighting to add to a sense of security at night

- premises with a street frontage greater than 8 metres in width to Sydney Road or Bell Street should provide for at least one entrance per 8 metres
- 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 1 streets or laneways.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.8) must contribute to a high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Except in Ross Street, vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.
- In Ross Street vehicle ingress and egress, loading facilities and building services must be designed to provide good-quality pedestrian amenity in the street.

Vehicle Access Frontage street and lanes

- All vehicle ingress and egress, loading facilities and other services to new development should be located in building frontages to 'Vehicle Access Frontages' streets or laneways as identified on the precinct plan (Map 7.8) to minimise or avoid use of pedestrian and retail frontages for vehicular access.

Heritage

Objectives

- To ensure new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.
- To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjacent to a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.
- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Pedestrian links

Objectives

- To provide a permeable pedestrian environment.
- To encourage pedestrian movements and links to, from and through the precinct and to other activity and public transport nodes.

Guidelines

- On sites larger than 5,000 square metres public pedestrian links must be provided in order to create a permeable pedestrian environment.

Access and car parking

Objectives

- To ensure that car parking does not dominate the streetscape.
- To ensure vehicle access to and from new development is safe, manageable and convenient.
- To promote pedestrian flow, safety and amenity.
- To minimise conflict between pedestrians and vehicles on footpaths.

Guidelines

- Vehicular ingress or egress points should not be constructed on Sydney Road or Bell Street to limit any potential conflicts with pedestrian activity areas.
- Open lot car parking must be minimised, with car parking to be located underground where practicable.
- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

- To ensure that all development meets or exceeds accessibility standards.
- To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

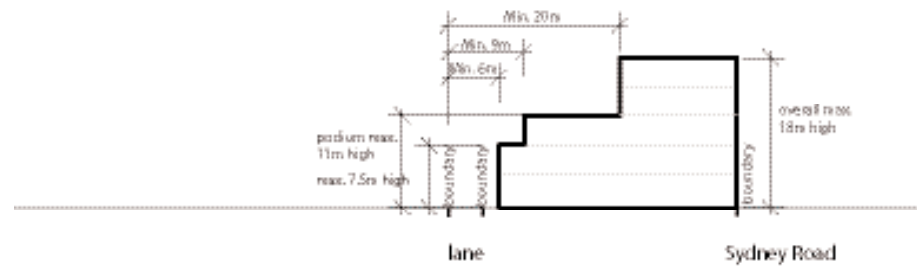
Objectives

- To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

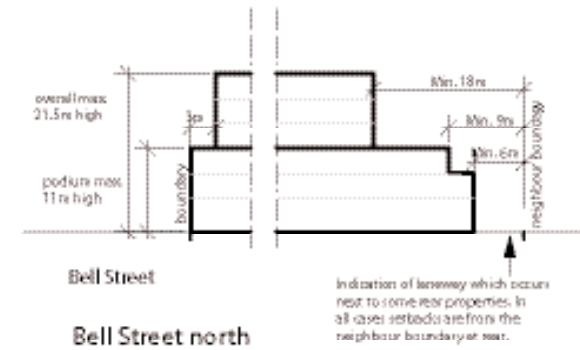
Guidelines

- Developments should be designed to provide good lighting, visibility and surveillance of communal space including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

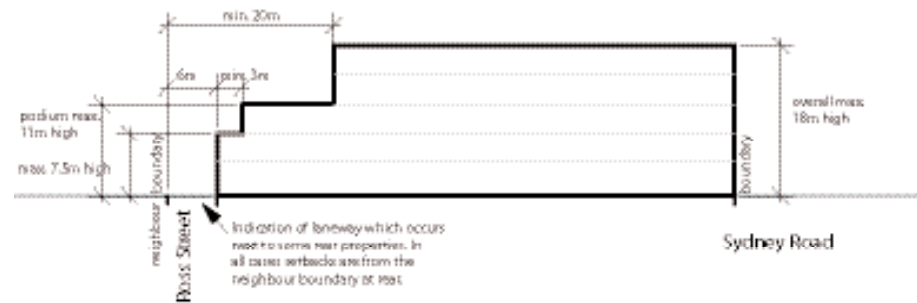
Figure 7.5 Built form controls for Precinct 6



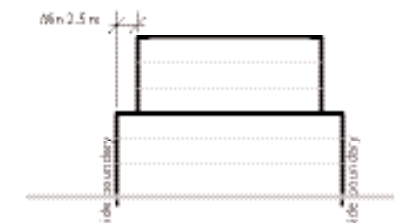
Development Sydney Road north of Wilson Street



Bell Street north



Development Sydney Road south of Wilson Street



Side setbacks of development along Bell Street

Precinct 7: Sydney Road – North Commercial Gateway

Total land area: 71,500 m²

Level of change: Incremental

Anticipated number of dwellings: 50

Anticipated retail/office: 500 m²

Description

This precinct forms the entrance to the activity centre from the north. Centred on Sydney Road, the area forms a transition between the residential area to the north and the retail and commercial activities to the south. The street is lined with mixed retailing, with a predominance of machinery and motor vehicle sales and services, the King Kahlid Islamic College and pockets of housing. Pedestrian activity in this area is lower than in the core of Coburg, due to the nature of surrounding activity. The intersections of Gaffney Street and Murray Road and O’Hea Street with Sydney Road and Pentridge Boulevard are important for pedestrian access between areas to the east and west. The mixed nature of the precinct has led to a poorly defined and inconsistent streetscape.

Vision statement

This precinct will develop as a high-quality entry to the Coburg Activity Centre. A mixture of uses will remain in the area, with the existing mix of predominantly light industrial and commercial uses retained and expanded on, to support and complement the core of the activity centre. Residential uses will be introduced into the precinct, primarily above commercial uses. Built form is likely to increase in scale, to improve the definition of the streetscape. It is

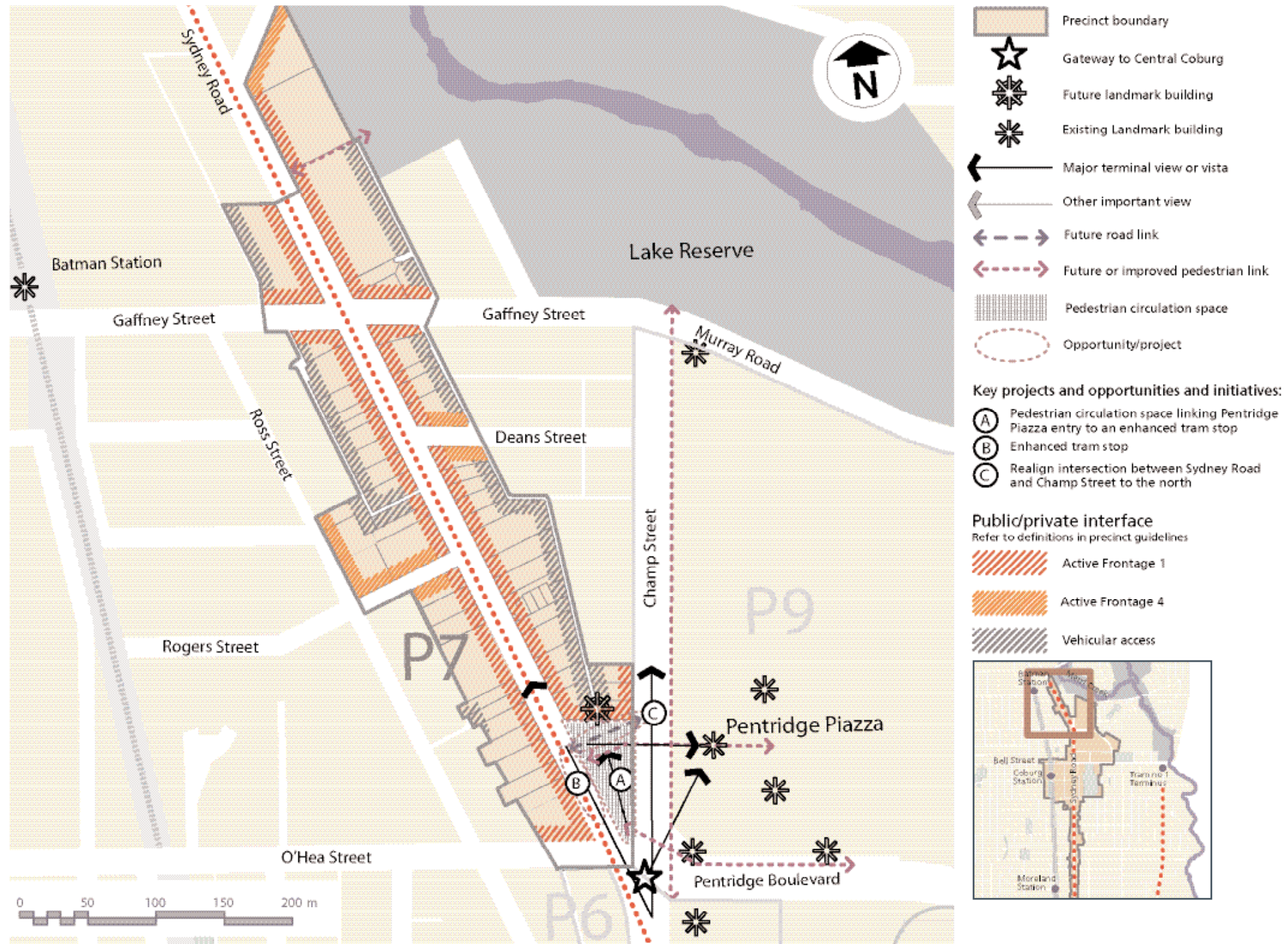
envisaged that a landmark sustainable building will be developed to mark the entry to the activity centre in the southern end of the precinct between Sydney Road and Champ Street. A new public space will be created at the southern end of the precinct at the intersection of Champ Street and Sydney Road, linking Pentridge to Coburg.

Urban initiatives

Public space and landmarks

A new public space will be created at the intersection of Sydney Road and Champ Street, adjoining an enhanced tram stop. A new landmark building will reinforce the gateway to the activity centre, while the new public space will connect Pentridge and Coburg.

Map 7.9 Precinct 7 Sydney Road – North Commercial Gateway Plan



Objectives and guidelines



Built form

Objectives

To improve the contribution of buildings to the streetscape and amenity of Sydney Road.

To ensure new development is of a high standard of architectural and urban design.

To ensure that building design and construction methods recognise and respond to the mixed-use nature of the area.

To ensure building design responds to the transitional nature of the precinct from the medium-high density development within the activity centre to the south and the lower scale buildings to the north, west and east.

To encourage a stepping down in built form between the Coburg Activity Centre and the adjacent low-rise residential areas.

To ensure new landmark buildings on identified sites are designed to achieve a high standard of design which reflects the importance of their location and extent of their visibility.

Guidelines

- With the exception of the landmark building on the site located on the precinct plan (Map 7.9), new buildings fronting Sydney Road should not exceed 14.5 metres (four storeys) in height, buildings fronting other streets within the precinct should not exceed 11 metres (three storeys) in height.
- New development fronting Sydney Road must be built to the Sydney Road frontage with no setbacks at lower levels.
- Built form and setbacks of all new development should be generally consistent with the 'Built Form Control' drawing for Precinct 7 (see Figure 7.6)
- Development of a landmark building on the site designated on Map 7.9 should not exceed 21.5 metres (six storeys) in height.
- Developments of more than three storeys in height must be consistent with Council's Local Policy and Design Guidelines for Buildings over Three Storeys.
- All development adjacent to existing residential areas must be consistent with the provisions of Council's Draft Neighbourhood Character Guidelines with regard to the interface between commercial character areas and residential character areas.
- The design of buildings should provide for direct access from the footpath with minimal change of level, and incorporate provision for visual interaction between ground floor activity and pedestrians.
- With the exception of a landmark building on the site identified in the precinct plan (Map 7.9), new buildings should be designed as part of the streetscape rather than as stand-alone buildings.
- New landmark buildings must be designed and detailed to ensure that all visible facades (including the rear and sides of buildings) feature high quality architectural detailing and materials.

- Primary pedestrian entrances to buildings must be designed to be easily identifiable and to provide shelter and a sense of address.
- All development, including new residential or other noise-sensitive uses, must incorporate noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the area; and other noises sources including the Upfield railway line, and Sydney Road traffic and tram line.

New and refurbished development accommodating new residential or other noise sensitive uses must:

- be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
- have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- Service and utility areas should be integrated into the design of the building.
- Buildings should be designed to minimise adverse wind impacts on public and communal open spaces and pedestrian routes within and adjacent to the development.
- Loading facilities, and where possible all other vehicle access, should be provided from rear laneways.

Land use activities

Objectives

To encourage the mixed-use nature of the precinct with restricted retail premises, commercial or complementary light industrial uses at ground floor and offices, or residential use (where it can be demonstrated the residential use will not impact on the viability of existing or encouraged employment generating uses) above.

To facilitate active street frontages with office, residential or other complementary uses above.

To ensure new development is designed to provide for commercial activity on the lower floors by providing higher floor-to-floor heights/levels at ground and first floor levels.

Guidelines

- New development should provide for active, pedestrian-generating uses at ground level, and offices, residential or other complementary uses above.
- New developments should have minimum floor-to-floor levels for ground and first floor levels of 3.3 metres.
- The design response for all development including new residential uses must acknowledge and respond to any potential conflicts between the proposed residential use and non-residential uses in the area to ensure the viability of non-residential uses is not compromised.
- Residential use will be supported only where it can be demonstrated it will not impact on the viability of existing and encouraged employment generating uses.

Environmental sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Neighbourhood character

Objectives

To ensure that development at the interface with established residential areas respects the existing neighbourhood character.

Guidelines

- Development that abuts existing residential areas must:
 - demonstrate that off-site impacts of the development can be mitigated through a design response, and/or
 - provide for a building height at the interface with a street or adjoining buildings of no more than two storeys above the prevailing height of surrounding buildings.

Streetscape character

Objectives

- To ensure and enhance the active street frontage of Sydney Road.
- To promote pedestrian amenity on major pedestrian routes and areas.
- To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.
- To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.
- To ensure that active frontages are achieved and designed to avoid blank walls and non-transparent detail.

Guidelines

- Ground level street frontages must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.9) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade 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 1 streets or laneways.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.9) must contribute to a high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.

- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Vehicle Access Frontage street and lanes

- All vehicle ingress and egress, loading facilities and other services to new development should be located in building frontages to 'Vehicle Access Frontages' streets or laneways as identified on the precinct plan (Map 7.9) to minimise or avoid use of pedestrian and retail frontages for vehicular access.
- Buildings with a frontage to Sydney Road are encouraged to provide a verandah for weather protection over the footpath. (Note: all canopies, verandahs and sunblinds projecting beyond the title boundary must meet Division 2, Part 5 of the Building Regulations 2005.)
- Loading facilities are to be provided from rear laneways to minimise disruption of pedestrian amenity on Sydney Road.

Heritage

Objectives

To ensure new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjacent to a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.
- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Vistas

Objectives

To retain and capitalise on views and vistas to the former Pentridge Prison complex.

Guidelines

- New development should maintain existing view lines to the bluestone walls and guard towers of the former Prison complex.
- New development should open/create a direct vista from Sydney Road to the main entry gate of the former Pentridge Prison (Piazza) aligned with the centreline of the gate.

Pedestrian links

Objectives

To provide a permeable pedestrian environment.

To encourage pedestrian movements and links to, from and through the precinct and to other activity and public transport nodes.

Guidelines

- Development on land adjacent to the Coburg Lake Reserve is encouraged to provide a pedestrian link through the site between Sydney Road and Coburg Lake Reserve.

Access and car parking

Objectives

To ensure that car parking does not dominate the streetscapes and landscape.

To ensure vehicle access to and from new development is safe, manageable and convenient.

To promote pedestrian flow, safety and amenity.

Guidelines

- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

To ensure that all development meets or exceeds accessibility standards.

To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

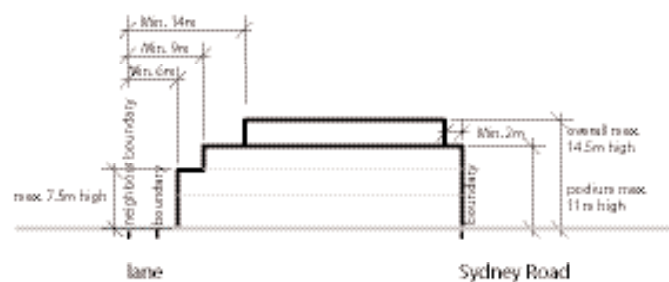
Objectives

To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

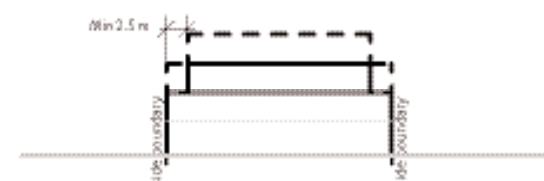
Guidelines

- Developments should be designed to provide good lighting, surveillance and visibility of communal space including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

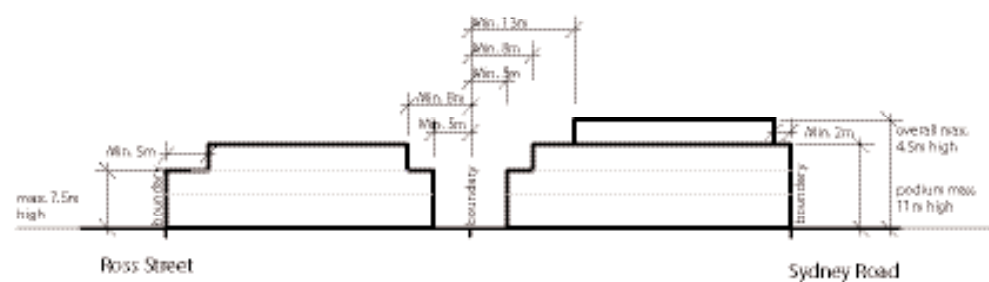
Figure 7.6 Built form controls for Precinct 7



Development with rear lane east and west of Sydney Road



Side setbacks of development above podium



Development with no rear lane between Sydney Road and Ross Street

Precinct 8: Village Reserve

Total land area: 87,300m²

Level of change: Incremental

Potential number of
dwellings: n/a

Proposed retail/office: 10,000 m²

Description

The area between Bell Street and Murray Road, stretching east from Sydney Road to the Coburg Cemetery, was designated as a Village Reserve when the Coburg area was surveyed under the supervision of Robert Hoddle in the late 1830s. It was subsequently developed for a variety of community uses, including churches, Pentridge Prison, the Coburg Primary School, a police station, the Coburg Town Hall and associated administrative buildings, and the Coburg Children's Centre, as well as residences for staff of the prison. This precinct comprises the south-west corner of the larger Village Reserve area of the 1830s.

The churches, school and municipal buildings form a distinct precinct of freestanding buildings with setbacks from the street, in landscaped surrounds. The Sydney Road frontage (referred to as the church precinct) represents a distinct array of church complexes, while the primary school, town hall and Council administrative buildings extend the open character along Bell Street. East of the Council offices, the area includes a number of community facilities (child care, senior citizens, and historical society) in former houses that are now owned by Council (referred to as the civic precinct).

The early church buildings, together with the bluestone warder's cottage

at 82 Bell Street, stand as the oldest remaining structures in Coburg.

The two major roads which divide central Coburg into quadrants form significant barriers between the Village Reserve precinct and those to the south and west. Sydney Road north of Bell Street is significantly wider (30 metres) than to the south, and Bell Street features a wide reserve with a centre median, acknowledging its function as a major arterial.

Vision statement

This precinct will become a vital interface between the core of the Coburg Activity Centre and the Pentridge Prison redevelopment, with improved pedestrian links through the precinct.

Development within this precinct will maintain and enhance the historical, architectural and social significance of the area. This includes promoting and enhancing the environmental initiatives currently incorporated in Council-owned buildings.

The cluster of church buildings fronting Sydney Road will be enhanced as a significant historical landscape. Council will work with the three churches on Sydney Road to ensure that the social, historical and architectural significance of the sites and their buildings are thoroughly researched, documented, conserved and enhanced over time.

The established facilities and uses in the Village Reserve Precinct will be retained into the future. The Council-owned land at the eastern end of the precinct will be redeveloped with new complementary uses, including a landmark building up to 10 storeys in height adjacent to the corner of Bell and Drummond Streets to mark the eastern entry to the Coburg Activity Centre.

Residential development is not envisaged within this precinct with the exception of some residential development in association with the established church and community uses.

The water-sensitive landscaping of Bell Street and Sydney Road will integrate the churches, Pentridge, the tramline and the school and Civic facilities into a cohesive high quality pedestrian environment.

Urban initiatives

Civic Precinct Master plan

Prepare a master plan for the future development of Council's land holdings, to:

- improve the relationship with the former Pentridge Prison Complex redevelopment
- provide for Council's administrative needs
- better utilise the land for a variety of uses to maximise community benefit
- develop the town hall complex as an intensively used community facility.

Churches precinct

Prepare a master plan for the three churches as a whole, to identify potential for expansion and consolidation of existing facilities, for introduction of complementary new uses and buildings, and for increased public access and use of open spaces while protecting the heritage significance of the buildings and their settings.

Elm Grove

As part of the Central Coburg Integrated Transport Network, upgrade Elm Grove as an important link in the primary pedestrian spine, linking the core of the Coburg Activity Centre with the Pentridge Prison redevelopment and open space to the north.

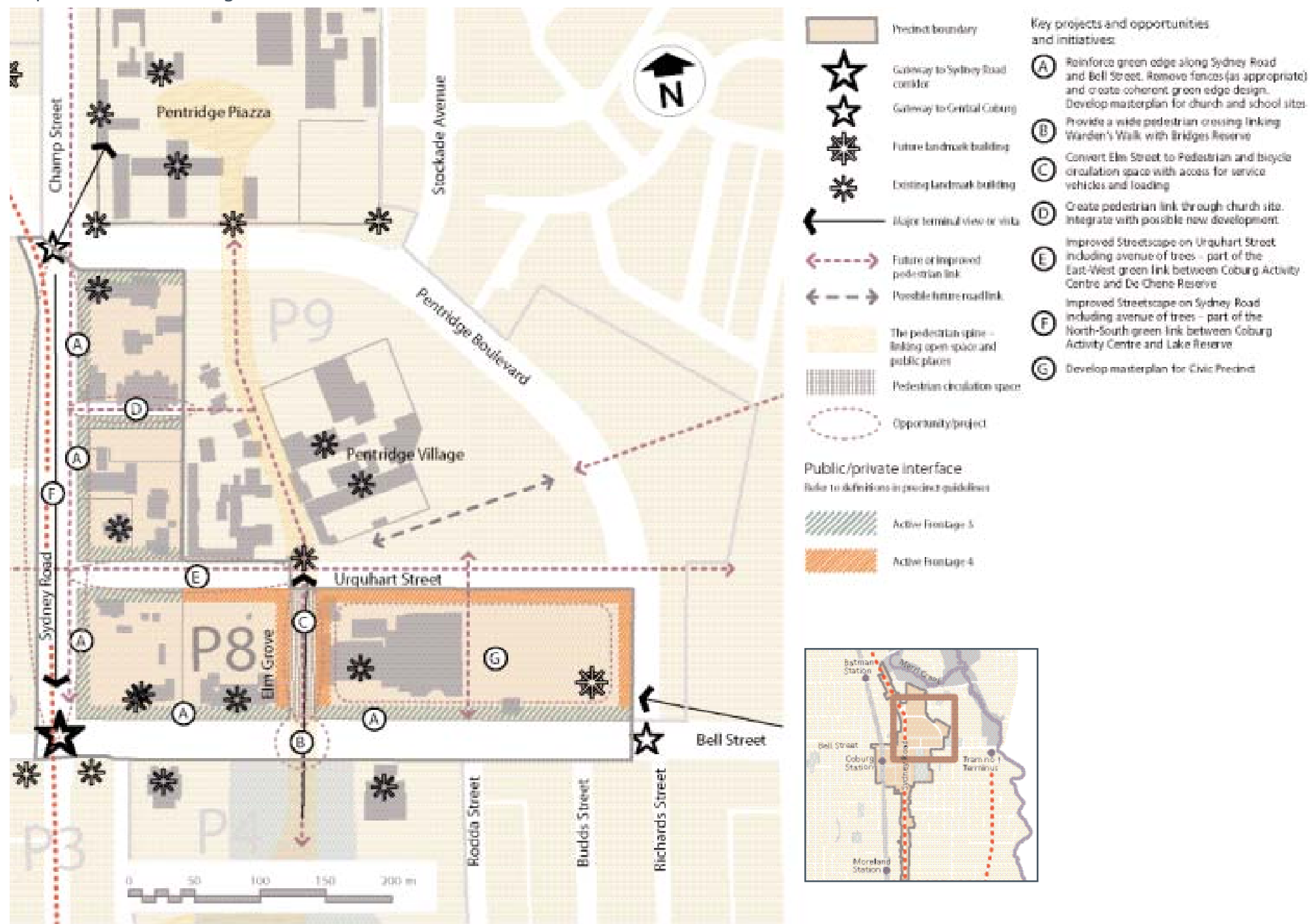
Coburg Primary School

Work with the primary school to integrate its Bell Street frontage into the Bell Street streetscape.

Sydney Road

Develop and implement a streetscape/landscape concept to connect Central Coburg to the Coburg Lake via Sydney Road and Champ Street. The landscape will integrate the churches, Pentridge, the tram line into a cohesive high quality pedestrian environment.

Map 7.10 Precinct 8 Village Reserve Precinct Plan



Objectives and guidelines



Built form

Objectives

To maintain and enhance the established pattern of free-standing buildings in open landscaped grounds.

To accommodate new development that will ensure the viability of established uses into the future.

To ensure new landmark buildings on identified sites are designed to achieve a high standard of design which reflects the importance of their location and extent of their visibility.

Guidelines

- New and infill development must maintain the established setbacks from the Bell Street and Sydney Road frontages.
- Development of a landmark building on the site designated on Map 7.10 should not exceed 35.5 metres (ten storeys) in height.
- New landmark buildings must be designed and detailed to ensure that all visible facades (including the rear and sides of buildings) feature high quality architectural detailing and materials.
- Service and utility areas should be integrated into the design of new buildings.

Land use activities

Objectives

To maintain the established church, educational and municipal uses.

To ensure new uses are complementary to the established uses.

Environmental Sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Streetscape character

Objectives

To integrate the churches, the former Pentridge Prison, and the tram line into a cohesive high quality pedestrian environment.

Guidelines

- Ensure that new development includes streetscape improvements.

Active Frontage 3 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 3' streets or lanes as identified on the precinct plan (Map 7.10) must contribute to a high quality pedestrian-focused frontage by:
 - maintaining existing front setbacks to retain the existing green edge to the street
 - providing for lighting appropriate to the pedestrian scale
 - providing seating and other street furniture
 - providing a high level of visual permeability through the site with no, or low visually permeable front fencing only.
- Vehicle ingress and egress, loading facilities and building services should not be located on frontages to Active 3 streets or laneways, unless there is no alternative.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.10) must contribute to high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontage to Active Frontage 4 streets or laneways.

Heritage

Objectives

To ensure new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjacent to a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site
 - new development should maintain the freestanding character of heritage places.
- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Vistas

Objectives

To retain and enhance views to and from the buildings which establish the distinctive skyline of this precinct.

Guidelines

- New development should maintain existing view lines to the churches, primary school and town hall.
- New development should maintain existing view lines to the bluestone walls, guard towers and buildings of the former Pentridge Prison complex.

Pedestrian links

Objectives

To provide a permeable pedestrian environment around and through the established buildings and complexes.

Guidelines

- New development should maintain the established open landscape character of the precinct, and create new public pedestrian connections along major 'desire lines.'

Access and car parking

Objectives

To ensure that car parking does not dominate the streetscapes and landscape.

To ensure vehicle access to and from new development is safe, manageable and convenient.

To promote pedestrian flow, safety and amenity.

Guidelines

- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

To ensure that all development meets or exceeds accessibility standards.

To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

Objectives

To ensure the layout of development provides for the safety and security of visitors, workers, residents and property.

Guidelines

- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

Precinct 9: Pentridge Redevelopment

Total land area: 191,100 m²

Level of change: Medium

Anticipated number of dwellings: 1,500

Anticipated retail/office: 20,000 m²

Description

This precinct encompasses the former Coburg Prison Complex and is located on the northeast fringe of the Coburg Activity Centre bound by Murray Road, Champ Street, Urquhart Street and Stockade Avenue. Closed in 1997, the former Coburg Prison Complex consisted of the Pentridge and Metropolitan Reception Prisons. The precinct is dominated by bluestone buildings and impressive prison walls that are highly visible from surrounding areas. A number of the former prison buildings and structures are of state heritage significance and are included on the Victorian Heritage Register.

Vision statement

Given the abundance of land available within this precinct, the area will develop as a higher density, environmentally sustainable mixed-use area. Development will incorporate an extensive mix of commercial, business, entertainment, tourist and community uses in conjunction with a significant residential component.

The precinct will develop as a unique tourist attraction and destination based on the active and ongoing interpretation of Pentridge's history and its heritage buildings. Development will include re-use of part of the former D Division building as an interpretative museum of prison life in the nineteenth century.

A range of dwelling types and densities will be developed to broaden the choice and living opportunities within the Coburg Activity Centre.

A range of built form and height across the site will respond to the heritage character and topography. View lines to the former prison buildings will be considered a priority in determining height and bulk of new development with the objective of protecting views within and from outside the precinct.

The new Pentridge Boulevard and pedestrian movement network will integrate seamlessly into the broader Coburg network while incorporating innovative water-sensitive urban design techniques.

Urban initiatives

Pentridge Streetscape Design Project

Through a simple yet effective landscape design, the boundary of the former Pentridge Prison fronting Murray Road, Stockade Avenue, Pentridge Boulevard and Champ Street, will be transformed into an attractive, passive interface. With the inclusion of uplighting, seating and a multi-purpose track this area will effectively interface with the Coburg Lake Reserve.

Urquhart Street realignment

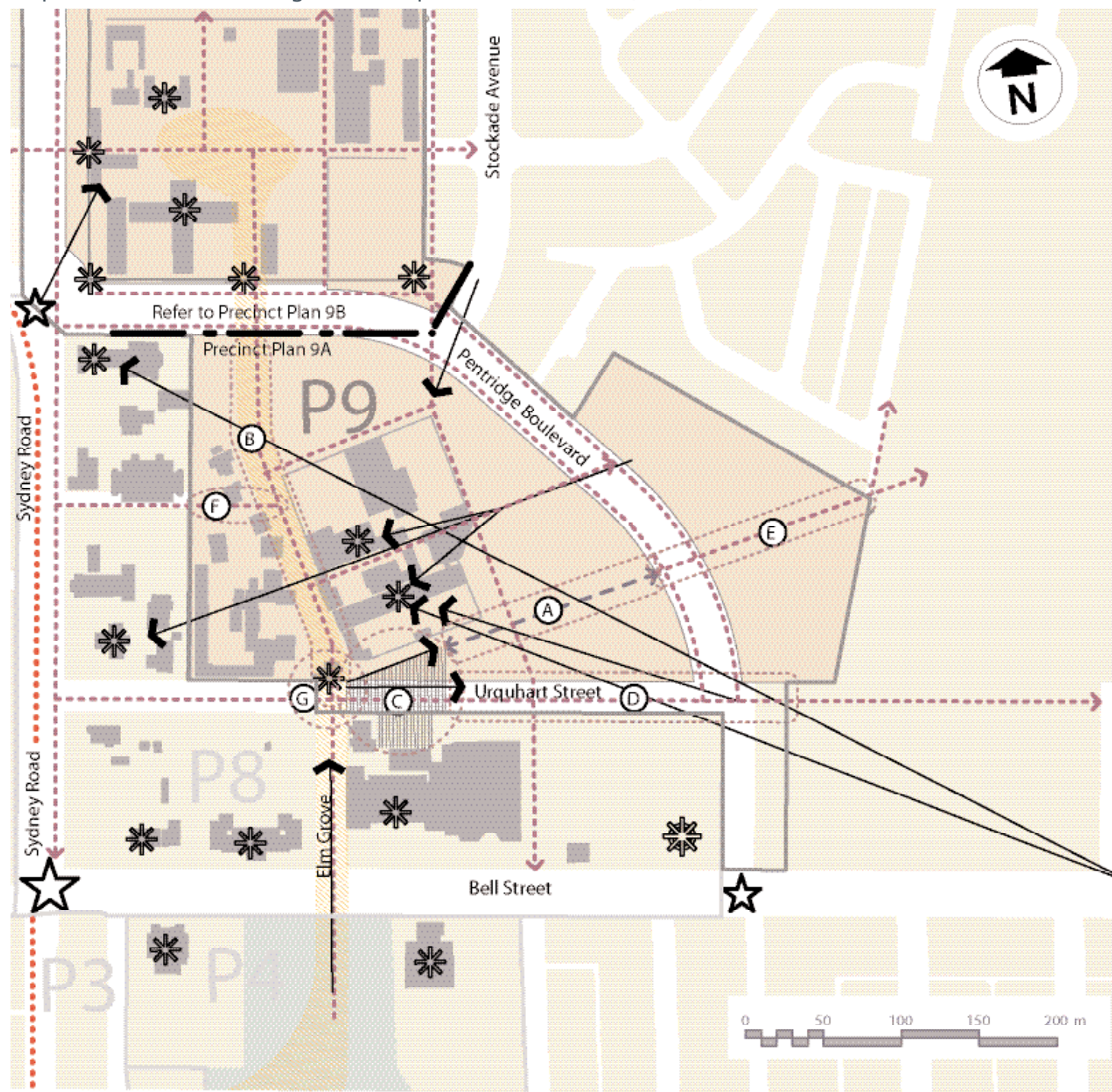
The realignment of the eastern end of Urquhart Street to follow the prison wall has the potential to achieve the following urban design advantages:

- improved visibility and appreciation of the prison walls (particularly D Division)
- improved view to park setting to the east
- better utilisation of adjacent land
- improved pedestrian link to regional parkland to the east.

Pentridge Boulevard

A 30-metre wide road will be constructed through the former prison site extending from Sydney Road to the west through to Bell Street in the south-east. The new road will include bicycle lanes and footpaths providing for a clear travel route for all forms of transport.

Map 7.11 Precinct 9 Pentridge Redevelopment Precinct Plan (Part A)

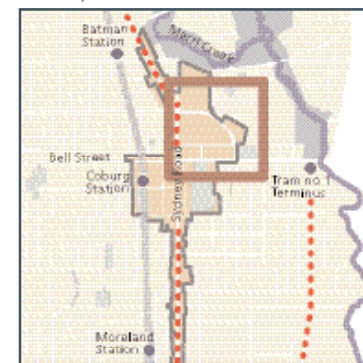


Please also refer to Map 7.12

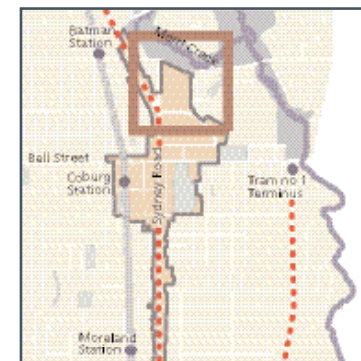
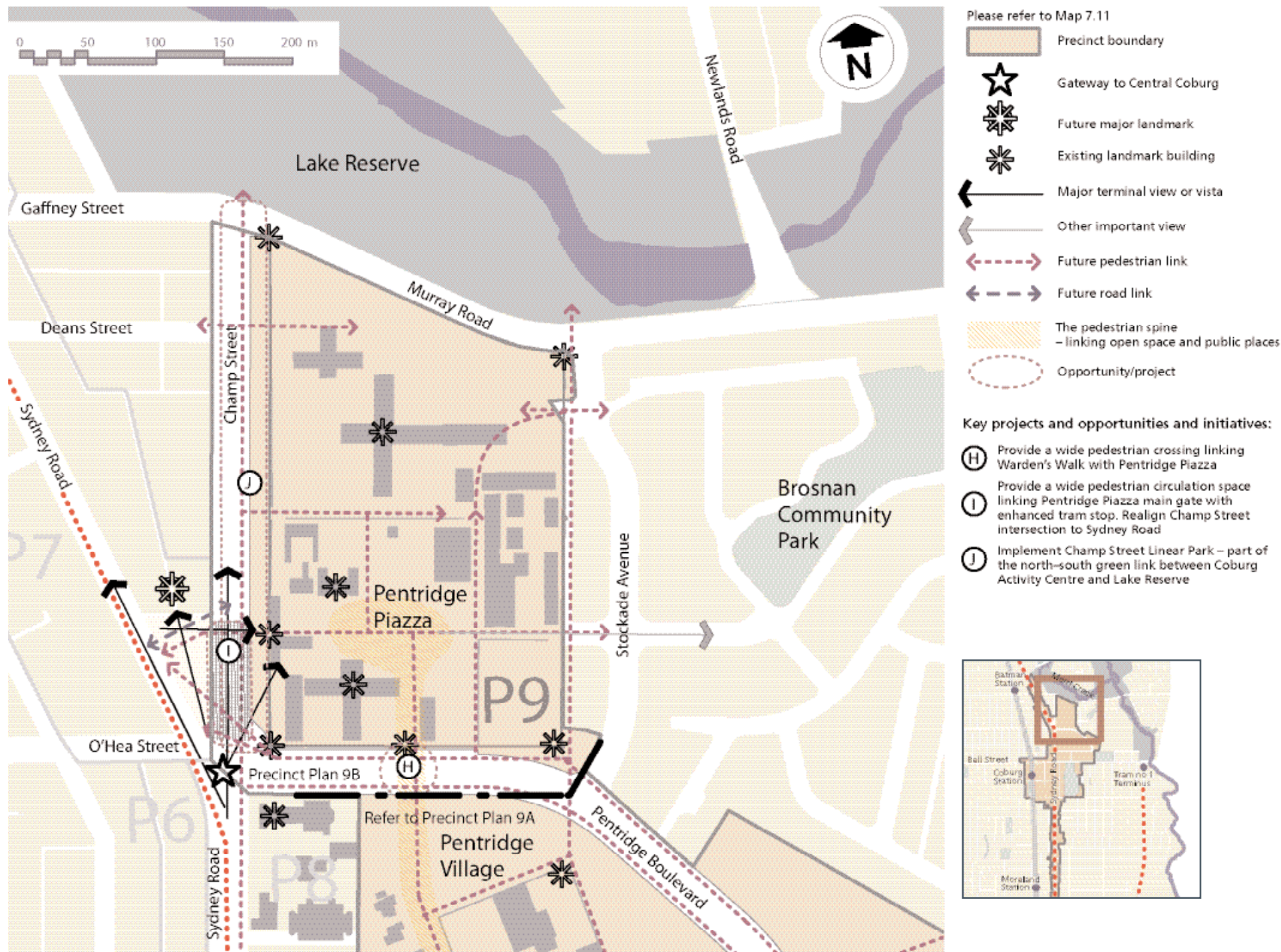
- Precinct boundary
- Gateway to Sydney Road Corridor
- Gateway to Central Coburg
- Future landmark building
- Existing landmark building
- Major terminal view or vista
- Future road link
- Future or improved pedestrian link
- The pedestrian spine – linking open space and public places
- Pedestrian circulation space
- Opportunity/project

Key projects and opportunities and initiatives:

- (A) Potential Urquhart Street realignment
- (B) Wardens' Walk – part of the pedestrian spine
- (C) Northern forecourt expansion
- (D) Maintain pedestrian and bicycle link along Urquhart Street
- (E) Pedestrian and bicycle link between Pentridge Boulevard and the secondary school site
- (F) Pedestrian link between Wardens' Walk and Street Paul's school site – linking to Sydney Road
- (G) Key pedestrian node. Provide wide pedestrian crossing linking the new pedestrian network



Map 7.12 Precinct 9 Pentridge Redevelopment Precinct Plan (Part B)



Objectives and guidelines



Built form

Objectives

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

To ensure that development of land adjacent to Urquhart Street is integrated with and complements future redevelopment of the Village Reserve precinct and the proposed Moreland Civic Precinct Masterplan.

To encourage flexibility in building form to accommodate changing future uses.

To ensure that building design and construction methods recognise and respond to the mixed-use nature of the area.

Guidelines

- Development must be generally in accordance with the endorsed Pentridge Piazza Design Guidelines and Master Plan, April 2003 and the Pentridge Village Pty Ltd Design Guidelines and Master Plan: Comprehensive Development Zone Area.
- All development, including new residential or other noise-sensitive uses must incorporate noise attenuation measures to address the impact of noise generated from within the building and other external noises sources including non-residential uses in the precinct.

New and refurbished development accommodating new residential or other noise sensitive uses must:

- be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
- have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- Service and utility areas should be integrated into the design of new buildings.

Land use activities

Objectives

To achieve a mix of retail, entertainment, office, community and residential uses to create a vibrant area to work, live and play.

Guidelines

- Land uses must be generally in accordance with the Grandview Square Comprehensive Development Plan, April 1999 and the endorsed Pentridge Piazza Design Guidelines and Master Plan, April 2003 and the Pentridge Village Pty Ltd Design Guidelines and Master Plan: Comprehensive Development Zone.

Environmental sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Streetscape character

Objectives

To provide an integrated landscape design to the interfaces of the former Pentridge Prison complex and surrounding streets.

Guidelines

- The Champ Street, Murray Road, Stockade Avenue, Wardens' Walk and Pentridge Boulevard frontages of Pentridge Piazza and Pentridge Village must be developed in accordance with the 'Pentridge Streetscapes Concept Design'.

Heritage

Objectives

To ensure new development on sites containing or adjacent to a heritage place is of a form and scale which is respectful of these heritage places.

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

Guidelines

- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjoining a heritage place must provide a transition in height to adjacent heritage buildings

- the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place.
- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Pedestrian links

Objectives

Improve the integration, circulation and public transport networks especially linking through Pentridge and across Champ Street, Urquhart Street and Pentridge Boulevard.

Reduce the impact of Pentridge's walls as physical and psychological barriers between the new development and surrounding areas.

Guidelines

- The subdivision and development of the former Pentridge Prison complex must provide for publicly accessible pedestrian links through the sites to provide connections to public transport links, public open space and Sydney Road Shopping Centre.

Access and car parking

Objectives

To ensure that car parking does not dominate the streetscapes and landscape.

To ensure vehicle access to and from new development is safe, manageable and convenient.

To promote pedestrian flow, safety and amenity.

Guidelines

- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.

- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

To ensure that all development meets or exceeds accessibility standards.

To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.
- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
- All dwellings are to have a ground or entry level accessible entrance and must be designed and constructed to be visitable by having essential facilities and rooms at the ground floor or entry level with wider doors, corridors and adequate circulation spaces (unless the essential facilities and rooms can be reached by an available lift or stair lift from the ground or entry level).

Safety

Objectives

To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

Guidelines

- Developments should be designed to provide good lighting, visibility and surveillance of communal space, including building entrances and car parking areas.

- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

Precinct 10: Sydney Road – Moreland

Total land area: 90,700 m²

Level of change: Incremental

Anticipated number of
dwellings: 50

Anticipated retail/office: 500 m²

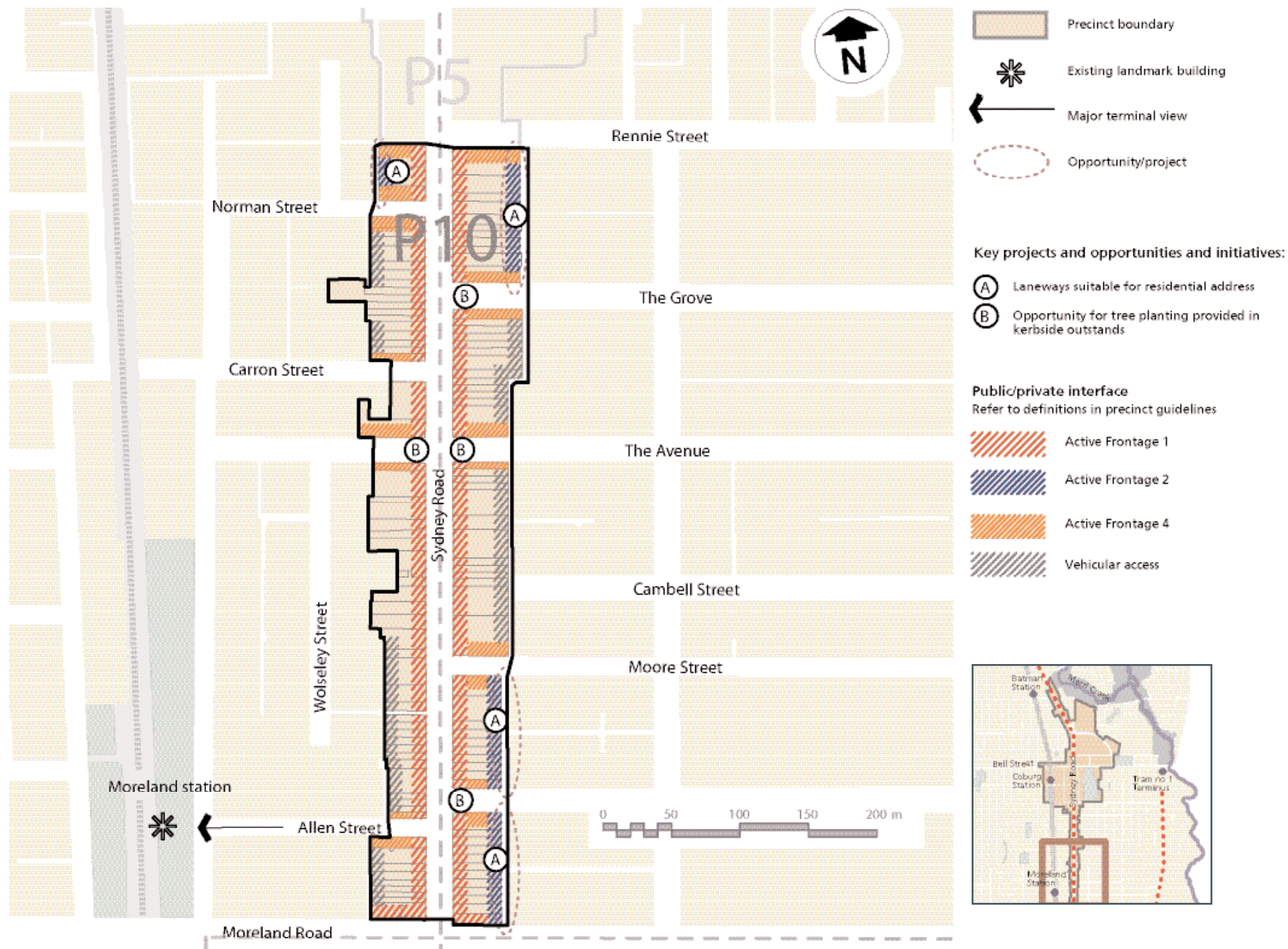
Description

This precinct marks the threshold between Brunswick and Coburg. The precinct is linear in nature with a relatively consistent built form of one to two storeys to the street frontage. A number of heritage buildings exist within the precinct which create visual interest. Sydney Road properties are generally separated from existing low density residential areas by laneways.

Vision statement

This precinct will reinforce the linear character of Sydney Road. Development will be built to the street and consist of a three-storey podium with higher elements setback from Sydney Road. Rear lanes will be developed to provide new residential addresses where suitable. A mix of uses including restricted retail, office and commercial with residential development above to complement the core of the activity centre will develop.

Map 7.13 Precinct 10 Sydney Road – Moreland Precinct Plan



Objectives and guidelines



Built form

Objectives

To ensure new buildings contribute to the pedestrian scale character of Sydney Road.

To create a cohesive streetscape character through consistent built form.

To ensure new development is of a high standard of architectural and urban design.

To ensure that building design and construction methods recognise and respond to the mixed use nature of the area.

Guidelines

- New buildings should provide for an 11-metre (three storey) podium to Sydney Road and have a maximum height of not more than 18 metres (five storeys).
- Built form and setbacks of all new development should be generally consistent with the 'Built Form Control' drawing for Precinct 10 (see Figure 7.7).
- All development, including new residential or other noise-sensitive uses, must incorporate noise attenuation measures to address the impact of noise generated from within the building; other non-residential uses in the area; and other noises sources including the Upfield railway line and Sydney Road traffic and tram line.

New and refurbished development accommodating new residential or other noise sensitive uses must:

- be designed and constructed to achieve a maximum noise level of 45 dB(a) in habitable rooms with windows closed
- have external glazing and doors, and the air conditioning or ventilation system designed by a recognised acoustic consultant.
- All developments of more than three storeys in height must be consistent with Council's Local Policy and Design Guidelines for Buildings Over Three Storeys.
- All development adjacent to existing residential areas must be consistent with the provisions of Council's Draft Neighbourhood Character Guidelines with regard to the interface between commercial character areas and residential character areas.
- The design of buildings should provide for direct access from the footpath with minimal change of level, and incorporate provision for visual interaction between ground floor activity and pedestrians.
- New buildings should be designed as part of the streetscape rather than as stand-alone buildings.
- Primary pedestrian entrances to residential dwellings must be designed to be easily identifiable and to provide shelter and a sense of personal address.
- Service and utility areas should be integrated into the design of the building.
- Loading facilities, and where possible all other vehicle access, should be provided from rear laneways.

- Development incorporating a residential component should provide a range of apartment sizes and types, including different number of bedrooms.
- Buildings should be designed to ensure that as many apartments as practicable are provided with an outlook to public or communal open spaces within the development.
- Buildings should be designed to minimise adverse wind impacts on public and communal open spaces and pedestrian routes within and adjacent to the development.

Land use activities

Objectives

To facilitate active street frontages with residential and/or office uses above.

To ensure new development is designed to provide for commercial activity on the lower floors by providing higher floor-to-floor heights/levels at ground and first floor levels.

Guidelines

- New development should provide for active or pedestrian generating uses at ground level, and offices or apartments above.
- New developments should have minimum floor-to-floor levels for ground and first floor levels of 3.3 metres.
- Residential use will be supported only where it can be demonstrated it will not impact on the viability of existing and encouraged employment generating uses.

Environmental sustainability

Objectives

To create an environmentally sustainable, livable city.

To encourage the implementation of triple-bottom line solutions to improve the local environment.

Guidelines

- All development must meet the requirements of Part 6 'Environmentally sustainable development' of the *Central Coburg 2020 Structure Plan*.

Neighbourhood character

Objectives

To ensure that development at the interface with established residential areas respects the existing neighbourhood character.

Guidelines

- Development that abuts existing residential areas must:
 - demonstrate that off-site impacts of the development can be mitigated through a design response, and/or
 - provide for a building height at the interface with a street or adjoining buildings of no more than two storeys above the prevailing height of surrounding buildings.

Streetscape character

Objectives

To ensure and enhance the active street frontage of Sydney Road.

To promote pedestrian amenity on major pedestrian routes and areas.

To ensure ground floor frontages are pedestrian oriented and add interest and vitality to the streetscape.

To ensure ground floor frontages contribute to the amenity and safety of the area by providing lighting and activity.

To ensure active frontages are achieved and designed to avoid blank walls and non-transparent detail.

Guidelines

- Buildings with a frontage to Sydney Road are encouraged to provide a verandah or canopy for weather protection over the footpath. (Note: all canopies, verandahs and sunblinds projecting beyond the title boundary must meet Division 2, Part 5 of the Building Regulations 2005.)
- Ground level street frontages must contribute to the safety, visual interest and vitality of the street by minimising the extent and visual impact of blank walls, office lobbies, vehicle entrances and utilities.

Active Frontage 1 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 1' as identified on the precinct plan (Map 7.12) must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% 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
 - facade 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 1 streets or laneways.

Active Frontage 2 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 2' as identified on the precinct plan (Map 7.12) must present an attractive pedestrian, residential 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 2 streets or laneways, unless there is no alternative.

Active Frontage 4 streets and lanes

- Buildings with ground level frontages to 'Active Frontage(s) 4' as identified on the precinct plan (Map 7.12) must contribute to high quality safe and attractive street frontages through the provision of lighting, street furniture, entry doors, low fences and display windows where possible.
- Vehicle ingress and egress, loading facilities and building services should be minimised on frontages to Active Frontage 4 streets or laneways.

Vehicle Access Frontage streets and lanes

- All vehicle ingress and egress, loading facilities and other services to new development should be located in building frontages to 'Vehicle Access Frontages' streets or laneways as identified on the precinct plan (Map 7.12) to minimise or avoid use of pedestrian and retail frontages for vehicular access.
- Buildings should be designed to 'double-end' with the internal lay out of premises designed to create dual or multiple frontages.

Heritage

Objectives

To ensure that new development on sites containing or adjacent to a heritage place is of a form and scale that is respectful of these heritage places.

To ensure new development respects and enhances the valued elements of the built heritage, including principal landmarks and view lines.

To reinforce the existing character of the Victorian, linear shopping strip.

Guidelines

- The location, bulk, form and appearance of developments on sites containing heritage building(s) must complement and reinforce the character and appearance of the heritage place and adjacent heritage buildings and places.
- To protect the setting, appearance and significance of heritage places:
 - the height of new development on sites adjoining a heritage place must provide a transition in height to adjacent heritage buildings
 - the materials and detailing of new development adjacent to a heritage place must provide a complementary setting for the heritage place
 - the front setbacks of new development must complement the front setbacks of a heritage place on the same or adjoining site.
- New development should maintain and preserve key view lines to heritage buildings and places.

Note: In relation to Aboriginal heritage, every landowner and developer should make themselves aware of their obligations under the *Archaeological & Aboriginal Relics Preservation Act 1972*, *Aboriginal & Torres Strait Islander Heritage Protection Act 1984* and the Draft Aboriginal Heritage Bill.

Access and car parking

Objectives

- To ensure that car parking does not dominate the streetscape.
- To ensure vehicle access to and from new development is safe, manageable and convenient.
- To promote pedestrian flow, safety and amenity.
- To minimise conflict between pedestrians and vehicles on footpaths.

Guidelines

- Vehicular ingress or egress points should not be constructed on Sydney Road. Where possible all vehicle access and loading facilities should be accessed from rear laneways.
- Open lot car parking must be minimised, with car parking to be located underground where practicable.
- Appropriate and adequate emergency and service vehicle access must be provided to all developments.
- All developments must incorporate bicycle parking and facilities in accordance with the requirements of Clause 52.34 (Bicycle Facilities) of the planning scheme. Waivers or reductions of the standard requirements will not be encouraged.
- Car parking should be provided for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Access for all

Objectives

- To ensure that all development meets or exceeds accessibility standards.
- To encourage flexible and universal design and layout of buildings to allow for adaptability of dwellings to provide for access for all.

Guidelines

- All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.

- Buildings that incorporate a residential component and are equipped with a lift should be designed to ensure dwellings are capable of being adapted/fitted to cater for the needs of people with limited mobility (refer to AS4299-1995 Adaptable Housing).
- In developments incorporating six or more dwellings, 10% of all new dwellings must be specifically adapted to provide access for all, including entry doors, corridors, bathrooms and toilets.
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Safety

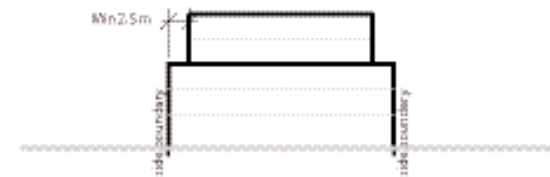
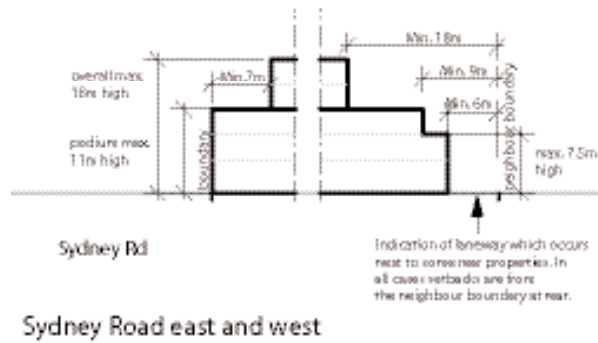
Objectives

- To ensure the layout of development provides for the safety and security of residents, visitors, workers and property.

Guidelines

- Developments should be designed to provide good lighting, visibility and surveillance of communal space, including building entrances and car parking areas.
- Private spaces within developments should be protected from inappropriate use as public thoroughfares.
- All new development must have regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.

Figure 7.7 Built form controls for Precinct 10



Side setbacks of development above three-storey podium