

HIGH STREET STUDY Precinct Guidelines

March 2005

Towards a Sustainable Spine for Darebin

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URBAN DESIGN AND TOWN PLANNING



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[urban strategy planners]

STUDY AREA

No.	Precinct name
16	REGENT
15	PRESTON 'AUTO ALLEY'
14	PRESTON NORTH
13	PRESTON CENTRAL
12	PRESTON SOUTH
11	THE JUNCTION Refer to Junction Integrated Development Plan
10	THORNBURY JUNCTION
09	THORNBURY CENTRAL
08	THORNBURY VILLAGE
07	CROXTON
06	NORTHCOTE PLAZA
05	NORTHCOTE CENTRAL "RUCKERS HILL"
04	NORTHCOTE SOUTH
03	WESTGARTH NORTH This precinct has no frontage to High Street. Its properties therefore have more in common with those behind the properties facing High Street, which are considered to be adequately covered by the current zoning and urban character controls.
02	WESTGARTH CENTRAL
01	WESTGARTH SOUTH



KEY OBJECTIVES

- ▶ To protect heritage places and valued built form character

VISION

The vision for Westgarth South is for it to remain a predominantly low-rise residential precinct centred on a broad tree-ed avenue, respecting and retaining its relatively intact, historically significant and valued Edwardian built form character and streetscape.

The industrial sites on the east side of High Street between Walker and Cunningham Streets will house a mix of commercial and residential uses in the existing buildings or new buildings of a similar form.

The precinct is a major gateway to Darebin. However, the value of its built form precludes the opportunity to express this through 'gateway' buildings. Instead, the existing avenue of trees creates a gateway, which will be enhanced through further planting.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct
- ▶ Existing Local Policy on Urban Character
- ▶ Rezoning of remaining industrially-zoned property on the east side between Walker and Cunningham Streets to B2Z
- ▶ Existing Heritage Overlay

Capital Works

See overleaf for details

Other

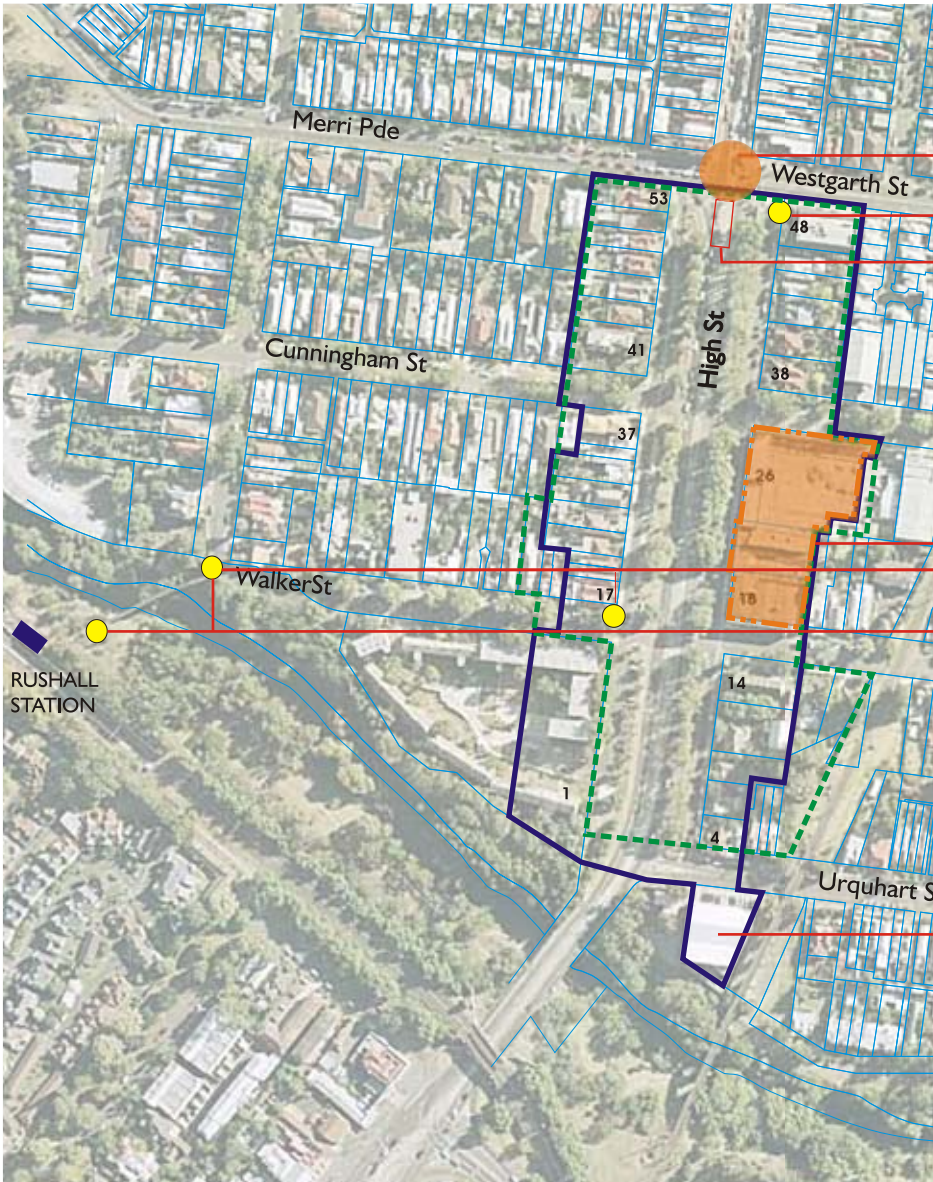
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times and increase tram priority

PREFERRED OUTCOMES

General

- 1-2 storey detached houses in accordance with Heritage Overlay and Urban Character Study, except where indicated below
- Wide traffic lanes to support cycling

Note: some transport proposals will be undertaken by other agencies.



Reduced wait times, increased tram priority, yellow pedestrian crossings & advanced stop lines for cyclists at traffic lights

New sign to Westgarth Station

New tram superstop subject to design resolution

Rezone to B2 or MU to facilitate mixed business and residential uses in existing building or new building with up to 2 additional storeys set back from ground floor frontage

New signs to Rushall Station

New signs to High Street

Rezone to R1 to facilitate new apartment development using low level of site to allow height

Existing Heritage Overlays

KEY OBJECTIVES

- ▶ To protect heritage places and valued built form character
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the viability of local shops, services & businesses
- ▶ To protect and enhance public realm amenity

VISION

Westgarth is a successful activity centre based on local convenience shops, an arthouse cinema, and unique and 'trendy' cafes, bars and gift shops. Its streetscape is characterised by relatively intact, valued and historically significant one- and two-storey Victorian and Edwardian buildings set in traditional narrow-fronted retail lots, along with 'arty' signage and street furniture, resulting in a 'bohemian village' character. The boundaries to the precinct are very clearly defined by much broader road reserves to the north and south, providing a sense of openness and 'greenness' in each direction. The lots are mainly in separate ownership, resulting in few easy opportunities for large-scale redevelopment. Substantial change is, therefore, not only undesirable but also unlikely while larger development opportunities exist elsewhere in High Street.

However, some urban consolidation can be achieved through small-scale residential development above or behind business premises. The high parapets of the existing buildings combined with a front setback and contrasting materials to new elements above them will minimise the adverse impact of such development on the valued streetscape character and amenity.

The larger lots north of Candy Street on the eastern side and that on the corner of Westgarth Street offer the opportunity for more substantial development, potentially accommodating new anchor attractions and apartments. New low-rise development in these locations need not be detrimental to the valued character of the precinct if carefully designed, and would express the entries to the centre.

The vision for Westgarth, therefore, is for its distinctive historic and bohemian streetscape character and existing amenity to remain and be enhanced, while allowing some consolidation and strengthening of the centre's viability through incremental development.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the identification of larger redevelopment opportunities and the promotion of mews dwellings and shoptop apartments in conjunction with performance-based height controls, and the prohibition of single new buildings replacing more than 2 existing narrow buildings
- ▶ Existing B1 zoning
- ▶ Existing Heritage Overlay

Capital Works

See overleaf for details

Further Studies

- ▶ Parking strategy for centre

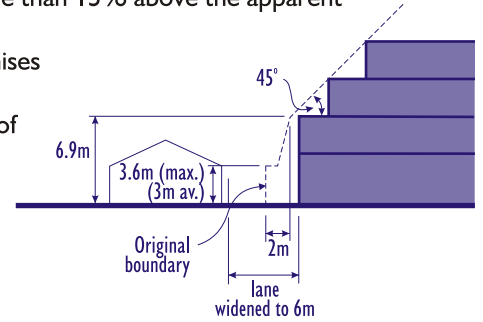
Other

- ▶ Reduction in speed limit to 50kph
- ▶ Removal of clearways (although replacement with no standing except north of Westgarth Theatre)
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times and increase tram priority

PREFERRED OUTCOMES

General

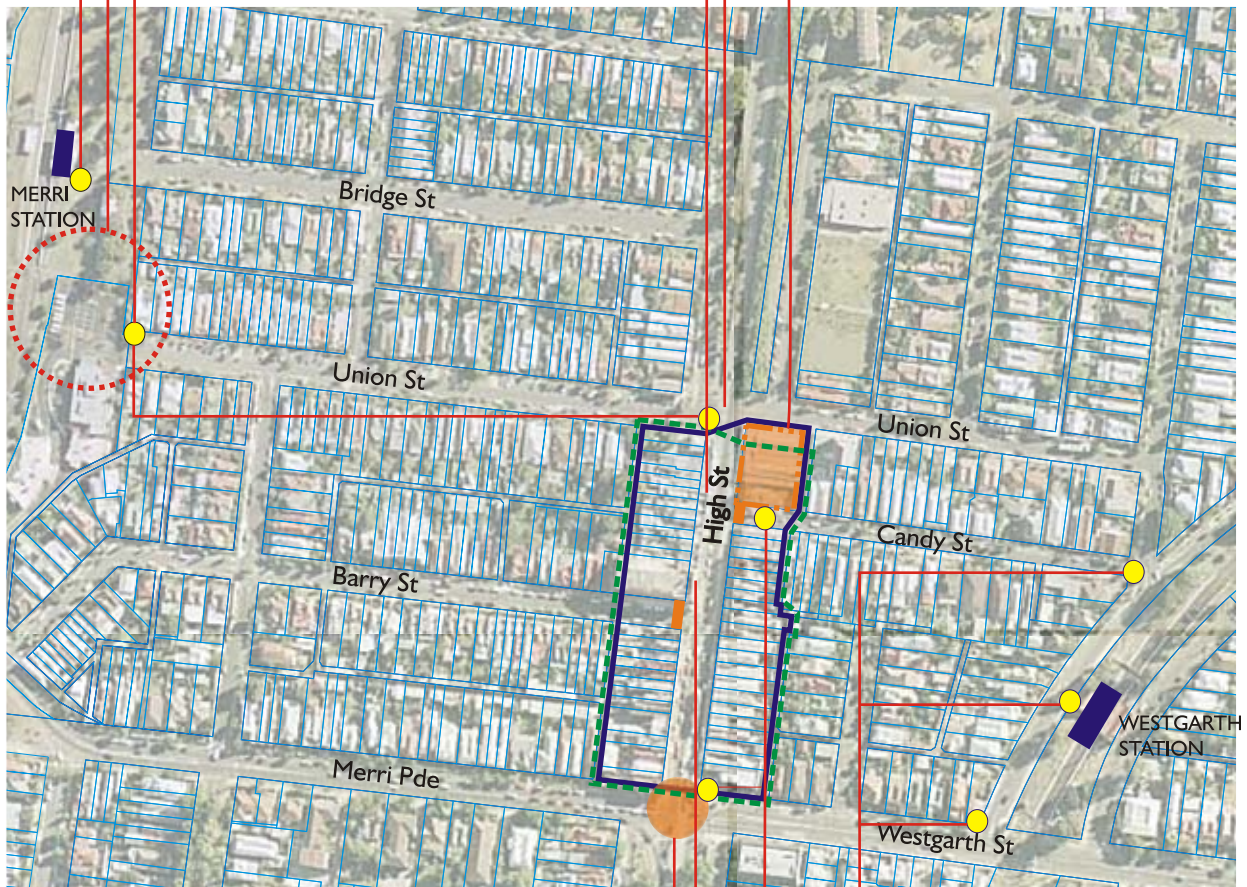
- Narrow-fronted shops at ground floor with apartments or offices on top up to 1 storey above existing building floor levels & set back behind existing facade so that they protrude no more than 15% above the apparent street wall height when viewed from across the street
- Dwellings up to 3 storeys high behind and accessed through business premises
- Widening of rear lane to 6m
- Removal of clearways & replacement with no standing areas except north of Westgarth Theatre
- Speed limit reduced to 50 kph
- Wide traffic lanes to support cycling
- Gradual replacement of interlocking footpath pavers to minimise maintenance & provide a more appropriate setting for buildings



Rear setbacks adjacent to side-on residential lot

Note: some transport proposals will be undertaken by other agencies.

- New sign to High St
- Improved Visibility and Lighting
- New signs to Merri Station
- 'Gateway' treatment to mark entry to centre & slow traffic
- New kerbside tram platforms and 'puffin' pedestrian crossing
- New development on top of existing buildings, or redevelopment up to 3 storeys high with no front or side setbacks up to 8m but 1.5m front setbacks & contrasting external wall materials above 10m, and rear setbacks in accordance with diagram above



- Existing Heritage Overlays
- Side street threshold treatments
- Reduced wait times, increased tram priority, yellow pedestrian crossing & advanced stop lines for cyclists at traffic lights
- New tram superstop subject to design resolution
- New signs to High Street
- New signs to Westgarth Station
- Widened footpath and new seating to create informal meeting space outside Westgarth Theatre

KEY OBJECTIVES

- ▶ To protect key views and vistas
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To enhance the legibility of the urban structure

VISION

This precinct has a mixed character, stemming from a range of uses, lot sizes, building heights and front setbacks. However, it is tied together by its position on a ridge leading up to the top of Ruckers Hill - offering spectacular views of the Melbourne CBD - and on the fringe of the Northcote Activity Centre. The contrast of the buildings fronting High Street in this precinct with the openness of the viaduct to its south creates a 'gateway' to the Northcote Centre. The top of the hill provides a visual landmark from many directions, punctuated by a disused Church on the highest point of the hill.

The predominantly medium-sized and larger lots provide opportunities for substantial new development that could take advantage of the views. It is therefore envisaged that the role for this precinct be one of consolidation, partly in support of the adjoining activity centre. This will contain low-rise commercial and/or residential development, which will emphasise the sense of a gateway to the Northcote Centre while protecting the view from the top of the hill and respecting the precinct's visual prominence.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct
- ▶ Rezone IN3 to B2
- ▶ New Design and Development Overlay to protect views and adjoining residential amenity
- ▶ Existing Heritage Overlay

Capital works

See overleaf for details

Other

- ▶ Reduction in speed limit to 50kph
- ▶ Covenant or similar to control height of development on Council-land immediately south of Town Hall
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times and increase tram priority

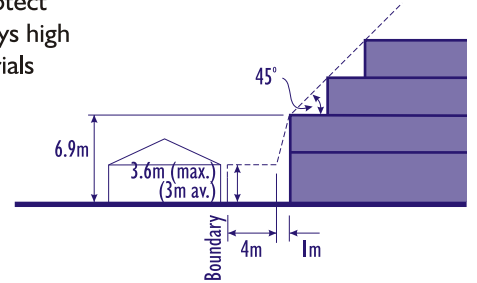
Further Studies

- ▶ Structure Plan for whole of Northcote activity centre incorporating parking strategy

PREFERRED OUTCOMES

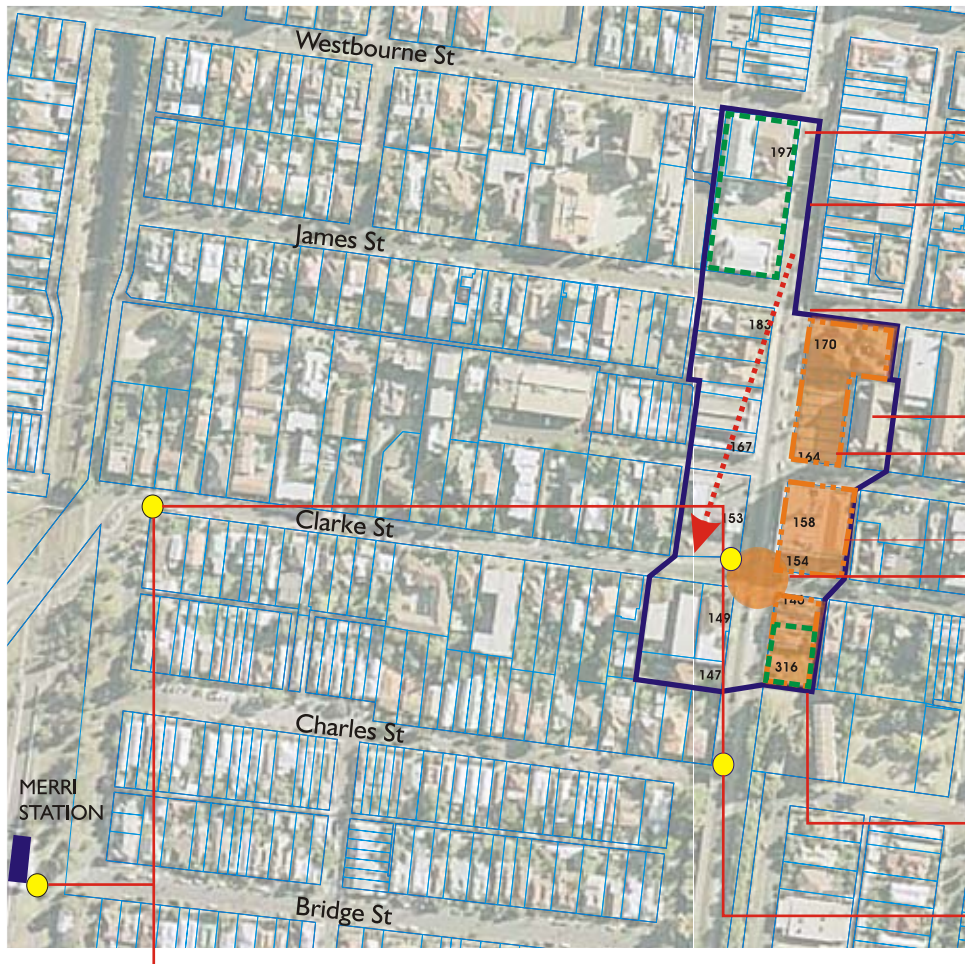
General

- Office or apartment buildings up to 2 storeys high on the west side - to protect the view of the Melbourne CBD from the top of Ruckers Hill - & 3-4 storeys high on the east side, with 1.5m front setback & contrasting external wall materials above 10m, and rear setbacks in accordance with diagram below
- Speed limit reduced to 50kph
- Wide traffic lanes to support cycling
- New trees at medium spacing in kerbside parking lane on both sides
- Reinstatement of bluestone kerb and gutter on west side



Rear setbacks adjacent to side-on residential lot

Note: some transport proposals will be undertaken by other agencies.



- New kerbside tram platforms
- Conversion of existing crossing to puffin crossing
- Undergrounded powerlines in front of Town Hall
- 'Gateway' treatment to mark entry to Northcote activity centre & slow traffic
- Disused church on top of hill, forming major visual landmark
- 4 storeys maximum building height
- Improved tram access & stop facilities
- Reduced waiting time, increased tram priority, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals
- 3 storey maximum building height
- New signs to Merri Station
- New sign to High Street

--- Existing Heritage Overlays

▶ View to CBD

KEY OBJECTIVES

- ▶ To protect heritage places and valued built form character
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the viability of local shops, services & businesses
- ▶ To protect and enhance public realm amenity

VISION

Ruckers Hill is the core of the Northcote Major Activity Centre, identified in the metropolitan planning strategy as a location for growth and change. It is a successful activity centre based on local convenience and comparison shops, services and offices - including an emerging fashion niche - and anchored by Northcote Plaza (considered separately as Precinct 6). Its streetscape is characterised by relatively intact, valued and historically significant one- and two-storey Victorian and Edwardian buildings set in mainly traditional narrow-fronted lots, and is recognised as having a 'village' character. The lots are mainly in separate ownership, offering few easy opportunities for large-scale redevelopment. Substantial change is, therefore, not only undesirable but also unlikely while larger development opportunities exist elsewhere in High Street.

However, some urban consolidation can be achieved through small-scale residential development above or behind business premises. The high parapets of the existing buildings combined with a front setback and contrasting materials to new elements above them will minimise the adverse impact of such development on the valued streetscape character and amenity.

The medium-sized lots scattered through the precinct offer the opportunity for more substantial redevelopment, potentially accommodating new anchor attractions and apartments. New low-rise development on these sites need not be detrimental to the valued character of the precinct if carefully designed and could be argued to help maintain the continuity of the local identity of the centre. It would also enhance the precinct's diversity and, at the northern end, express the entry to the centre.

The vision for Ruckers Hill, therefore, is for its distinctive historic streetscape character and existing amenity to remain and be enhanced, while allowing some consolidation and strengthening of the centre's viability through incremental development

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the identification of larger redevelopment opportunities and the promotion of mews dwellings and shoptop apartments in conjunction with performance-based height controls, the prohibition of new buildings replacing more than 2 existing narrow buildings, and the encouragement of an active frontage facing Arthurton Street
- ▶ Existing B1 zoning
- ▶ Existing Heritage Overlay
- ▶ New Public Acquisition Overlay to widen footpath on south side of Arthurton Street

Capital Works

See overleaf for details

Further Studies

- ▶ Structure Plan for whole of Northcote activity centre incorporating parking strategy

Other

- ▶ Reduction in speed limit to 50kph
- ▶ Removal of clearways
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times and increase tram priority
- ▶ Encouragement of shops abutting off-street car parks to present a frontage to them

PREFERRED OUTCOMES

General

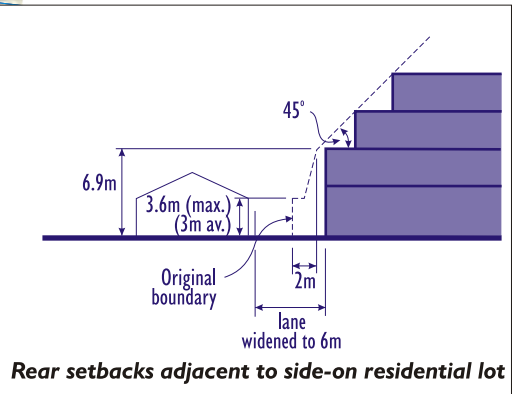
- Narrow-fronted shops at ground floor with apartments or offices on top up to 1 storey above existing building floor levels & set back behind existing facade so that they protrude no more than 15% above the apparent street wall height when viewed from across the street
- Mews dwellings up to 3 storeys high facing rear lanes
- Widening of rear lane to 6m & other upgrading as necessary to provide adequate vehicular and pedestrian access
- New development on top of existing buildings or redevelopment up to 4 storeys on lots 15m or more wide, and development north of Arthurton Rd / Separation St up to 5 storeys, with no front or side setbacks up to 8m but 1.5m front setback per floor & contrasting external wall materials above 10m, and rear setbacks in accordance with diagram below
- Speed limit reduced to 50 kph
- Clearways removed
- Painted central median
(continued below)



- Wide traffic lanes to support cycling
- Trees at close spacing in kerbside parking lane on both sides if unreasonable loss of parking spaces can be avoided

Note: some transport proposals will be undertaken by other agencies.

- ‘Gateway’ treatment to mark entry to centre & slow traffic
- New development below horizon as viewed from All Nations Park hilltop
- Improved links between High St, Plaza & All Nations Park
- New signs to High Street
- New signs to Northcote Station
- Tram lines realigned to kerb at stop 33
Reduced waiting time, increased tram priority, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals
- New pedestrian link to Station through acquisition of house
- New footpath widenings & ‘puffin’ pedestrian crossing
- Shops abutting car park encouraged to create a frontage to them
- New kerbside tram platforms & widened footpath with seating to create informal meeting spaces



- Removal of traffic island.
- New kerbside tram platforms & ‘puffin’ pedestrian crossing
- ‘Gateway’ treatment to mark entry to centre & slow traffic

- Existing Heritage Overlays
- Side street threshold treatments

KEY OBJECTIVES

- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To promote attractive built form
- ▶ To protect key views and vistas
- ▶ To increase the viability of local shops, services & businesses
- ▶ To protect and enhance public realm amenity
- ▶ To improve the synergy between off-street and High Street shops

VISION

Northcote Plaza is a key retail destination and anchors the northern end of the Northcote Major Activity Centre, identified in the metropolitan planning strategy as a location for growth and change. It is envisaged that this role will continue. However, it is also recognised that the site offers an ideal opportunity to introduce additional residential accommodation within the centre, in line with the metropolitan strategy, with no impact on the amenity of adjoining residential properties. The Plaza also has a poor relationship with All Nations Park and Separation Street, and a convoluted link with High Street, all of which could be repaired through new development.

Therefore, it is envisaged that new apartment building(s) be developed on the eastern edge of the site, facing the park, and the eastern end of the southern boundary, facing Santa Maria College. The height of such development will be limited so that it is below the horizon when viewed from the All Nations Park hilltop and it will be attractively designed, in recognition of its visual prominence from the park.

Residential accommodation may also be developed on the Dennis Street frontage, however this must be in keeping with the street's low-rise residential character.

Should the opportunity arise, it is also envisaged that a more direct link will be provided between High Street and the anchor stores within the Plaza and through to All Nations Park.

IMPLEMENTATION

Planning scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct
- ▶ Existing BI zoning.
- ▶ New Design and Development Overlay to protect northwest vista from All Nations Park hilltop, require high quality of design and require new development to address All Nations Park and Separation Street

Further Studies

- ▶ Structure Plan for whole of Northcote activity centre incorporating parking strategy

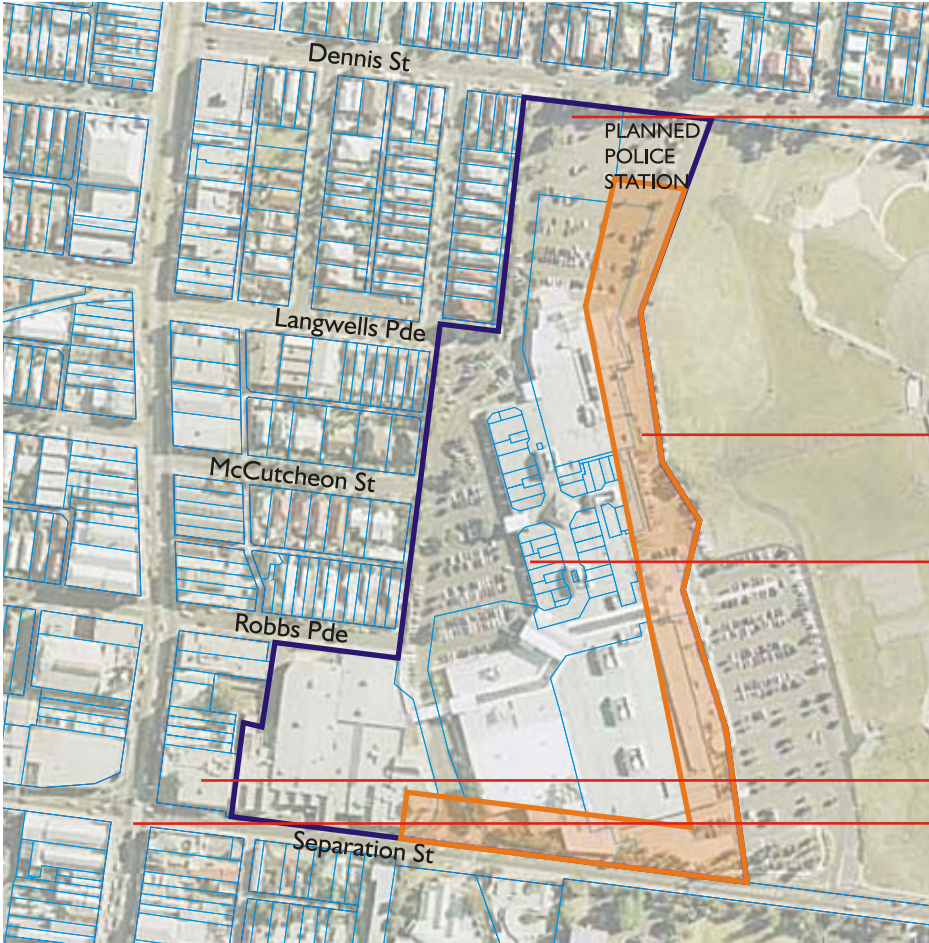
Other

- ▶ Negotiation with owner and/or developer to achieve more direct pedestrian links through any redevelopment of the centre in the future

PREFERRED OUTCOMES

General

- Shops at ground floor, and shops, offices or apartments at upper levels, except where indicated below



Medium-density housing or community facility facing Dennis St in accordance with Urban Character Study

Potential redevelopment of all or part of Plaza for 4-storey office or apartment buildings, particularly heavily modulated buildings facing Separation St & All Nations Park, with 1.5m front setback to top floor

Active frontages onto car park

Improved links between High St, Plaza & All Nations Park

Tram lines realigned to kerb at stop 33
 Reduced waiting time, increased tram priority, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals

KEY OBJECTIVES

- ▶ To promote reinvestment
- ▶ To protect key views and vistas
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the viability of local shops, services & businesses

VISION

The area between the Ruckers Hill and Thornbury Village activity centres contains a wide mix of uses and a relatively high proportion of vacant buildings, resulting in low land values and, frequently, rundown built fabric. A clearer role is required for this precinct to foster its rejuvenation through private investment.

It is envisaged that this role will incorporate a substantial residential component, responding to the precinct's potential for urban consolidation and more diverse housing, the desire to consolidate primary retail activity within and create clearer boundaries to the shopping strips, and the strong demand for residential development compared with a lack of demand for retail and business space at present. This will result in low-rise buildings, below the horizon when viewed from the top of All Nations Park.

It is envisaged that the frontages to High Street will largely remain commercial at ground floor level, to maintain the interest and amenity of the public realm between existing commercial premises. Specialty shops will gradually be concentrated within the core retail strips (such as Ruckers Hill and Thornbury Village), and showrooms and offices will occur in this location.

One exception to this is envisaged in the block between Darebin Road and Dennis Street, on the east side of High Street. Apart from a row of narrow lots at the southern end, all of the properties in this block are medium-large sized lots, creating the likelihood that the whole row between the Northcote RSL and the Northcote Baptist Church and that beyond the church will ultimately be redeveloped. Such a comprehensive redevelopment would remove the need to maintain a more direct interface between building frontages and the footpath, and offer the chance instead to create a purely residential precinct without requiring retail or commercial space at ground floor. Residential-only development would benefit from a small front setback, which would create a welcome 'incident' in the otherwise tightly-defined corridor and an opportunity for more substantial tree planting that would greatly enhance the image of this precinct, promoting reinvestment. On a wider scale, this would also create a point of visual interest and identity in the journey along High Street, and mark the boundary between Northcote and Thornbury.

The northern boundary of this precinct, abutting Thornbury Village (precinct 8), is poorly-defined, due to the gradual southward creep of the Thornbury shops. Therefore, a flexible approach will be taken to land uses in the northern part of this precinct, allowing the Thornbury Village retail strip to grow southward in response to demand.

IMPLEMENTATION

Planning scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the gradual exclusion of small shops.
- ▶ Rezone all to B2, to express shift in emphasis away from core retail, entertainment and community activities and towards offices.
- ▶ New Design and Development Overlay to protect northwest vista from All Nations Park and adjoining public and private amenity including openness to the sky - and define front setback for properties between Northcote RSL and Northcote Baptist Church.
- ▶ Existing Heritage Overlay on historic properties

Capital Works

See overleaf for details

Further Studies

- ▶ Parking strategy

Other

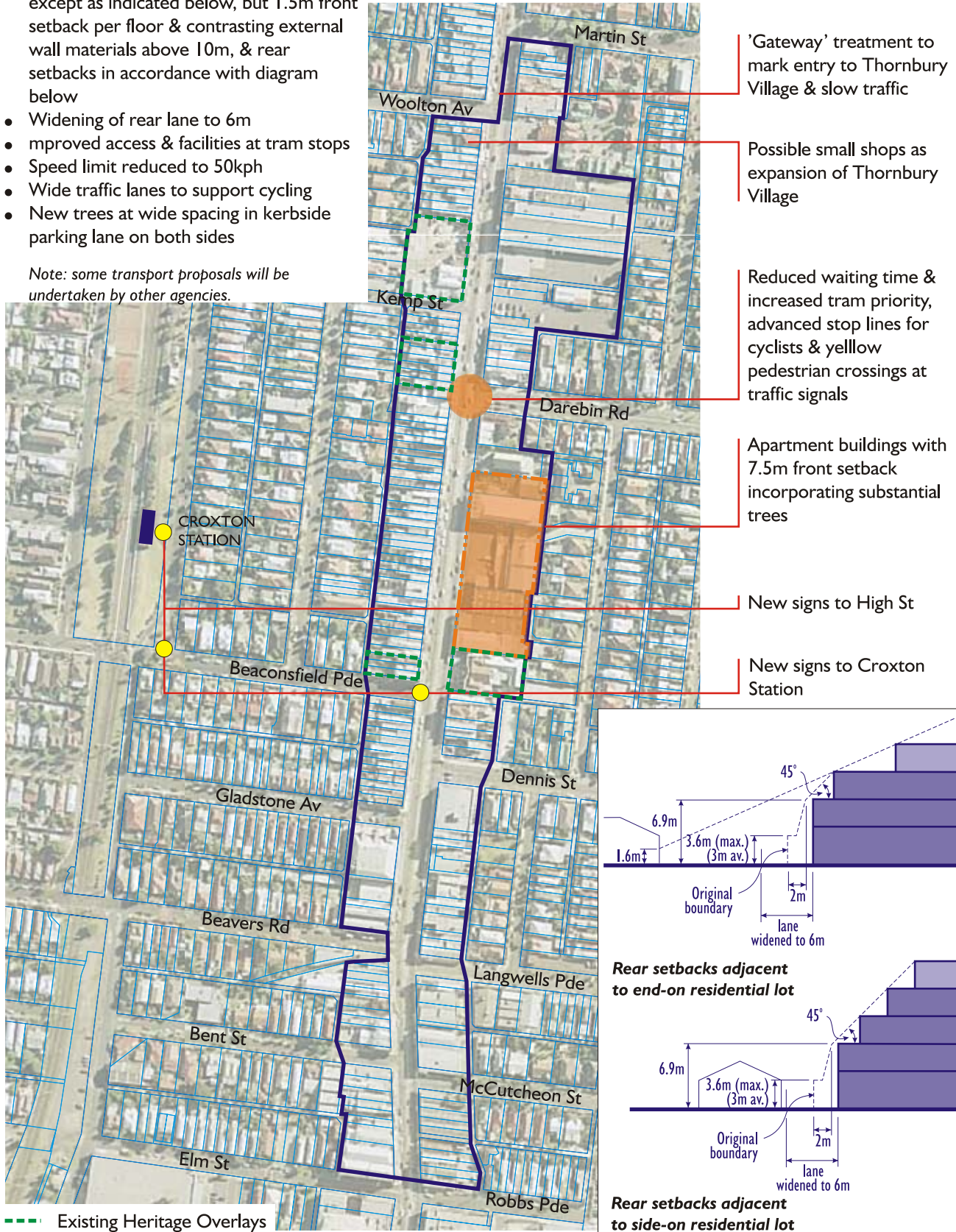
- ▶ Reduction in speed limit to 50kph

PREFERRED OUTCOMES

General

- 3-5 storey buildings containing showrooms or offices at ground floor (to be monitored for viability) & offices or apartments above, below horizon line when viewed from All Nations Park hilltop
- No front & side setbacks up to 8m, except as indicated below, but 1.5m front setback per floor & contrasting external wall materials above 10m, & rear setbacks in accordance with diagram below
- Widening of rear lane to 6m
- Improved access & facilities at tram stops
- Speed limit reduced to 50kph
- Wide traffic lanes to support cycling
- New trees at wide spacing in kerbside parking lane on both sides

Note: some transport proposals will be undertaken by other agencies.



KEY OBJECTIVES

- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the viability of local shops, services & businesses
- ▶ To protect and enhance public realm amenity
- ▶ To promote reinvestment

VISION

Thornbury Village is a successful activity centre based on local convenience and comparison shops, services and offices, and anchored by a small supermarket and market. Its streetscape on the west side and north of Clarendon Street is characterised by an inconsistent mix of one- and two-storey predominantly Victorian and Edwardian buildings set in traditional narrow-fronted lots, and is recognised as having a 'village' character. The lots are mainly in separate ownership, offering few easy opportunities for large-scale redevelopment. Substantial change is, therefore, not only undesirable but also unlikely while larger development opportunities exist elsewhere in High Street.

However, some urban consolidation can be achieved in this part of the precinct through small-scale residential development above or behind business premises. The high parapets of many of the existing buildings combined with a front setback and contrasting materials to new elements above them would maintain the visual dominance of the existing built form on the streetscape character.

South of Clarendon Street, on the east side, the lots almost all have wider frontages and a much greater distance to the residential properties behind. The lots immediately north of Clarendon Street have a car park behind them, also creating a greater distance to the residential properties behind. This creates substantially improved opportunities for redevelopment - particularly if developed together - offering the potential for new anchor attractions and mid- or even high-rise apartment buildings which would strengthen the centre considerably. New low-mid rise development on these sites need not be detrimental to the valued character of the precinct if carefully designed. It would also enhance the precinct's diversity and, if most of the properties are developed to their potential, will create a visual landmark fitting for an activity centre and significant intersection.

The vision for Thornbury Village is therefore for its existing streetscape character and amenity to remain and be enhanced, while allowing consolidation and strengthening of the centre's viability through substantial development in the southeast quadrant and incremental development elsewhere.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the promotion of major development in the southeast quadrant, mews dwellings and shoptop apartments in conjunction with a performance-based height control
- ▶ Rezone IN3Z to B1Z
- ▶ Existing Heritage Overlay on Brown Motors building, among other properties

Capital Works

See overleaf for details

Further Studies

- ▶ Parking strategy for centre

Other

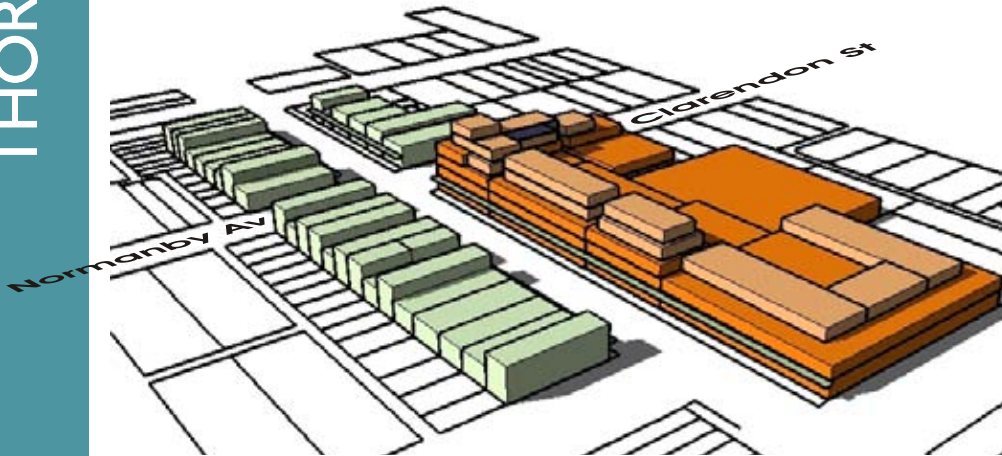
- ▶ Reduction in speed limit to 50kph
- ▶ Removal of am clearway
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times and increase tram priority

PREFERRED OUTCOMES

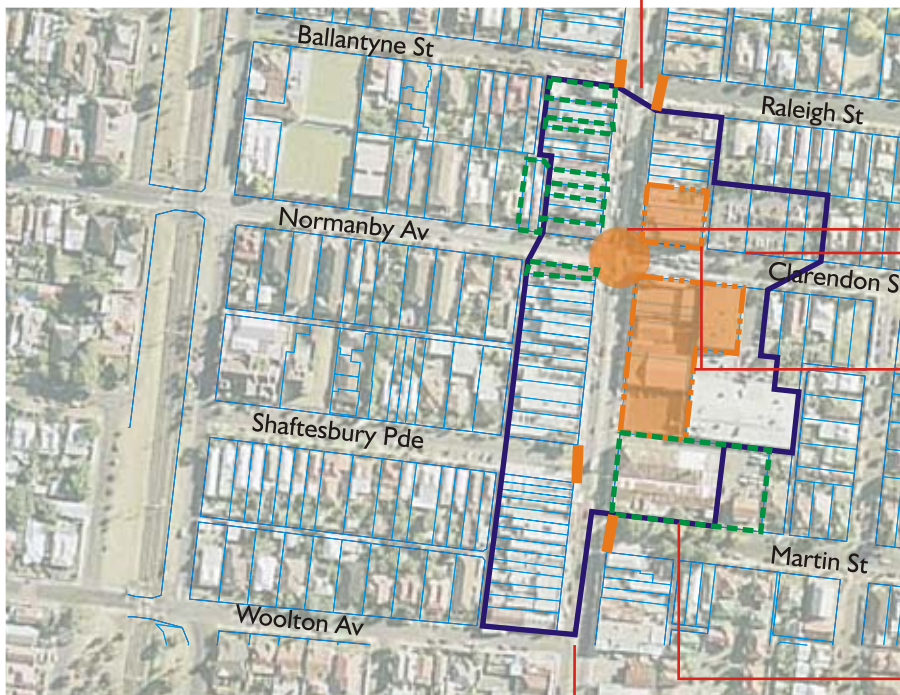
General

- Narrow-fronted buildings with shops at ground floor, & apartments or offices on top up to 2 storeys above existing floor levels with 1.5m front setback per floor above 10m
- Mews dwellings up to 3 storeys high facing rear lanes
- Widening of rear lane to 6m & other upgrading as necessary to provide adequate vehicular and pedestrian access
- Painted central median
- Speed limit reduced to 50 kph
- Southbound clearway removed
- Wide traffic lanes to support cycling
- Trees at close spacing in kerbside parking lane on both sides if unreasonable loss of parking spaces can be avoided

Note: some transport proposals will be undertaken by other agencies.



Potential scale of new development



- Existing Heritage Overlays
- Side street threshold treatments

'Gateway' treatment to mark entry to centre & slow traffic

Tram lines realigned to kerb at stop 38
 Reduced waiting time, increased tram priority, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals
 Widened footpaths with seating to create informal meeting space

Shops abutting car park encouraged to create a frontage to them

New development ranging from 3 storeys at eastern boundary along Clarendon St to 6 storeys within 18m of High St intersection & 5 storeys along High St, with no front & side setbacks up to 8m but 1.5m front setback per floor & contrasting external wall materials above 10m

Reuse of Brown's building with additional floor on top set back and finished in contrasting materials

'Gateway' treatment to mark entry to centre & slow traffic

KEY OBJECTIVES

- ▶ To promote reinvestment
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the viability of local shops, services & businesses

VISION

The area between the Thornbury Village and Thornbury Junction activity centres contains a wide mix of uses and a relatively high proportion of vacant buildings, resulting in low land values and, frequently, rundown built fabric. A clearer role is required for this precinct to foster its rejuvenation through private investment.

It is envisaged that this role will incorporate a substantial residential component, responding to the precinct's potential for urban consolidation and more diverse housing, the desire to consolidate primary retail activity within and create clearer boundaries to the shopping strips, and the strong demand for residential development compared with a lack of demand for retail and business space at present. This will result in low-mid rise buildings.

It is envisaged that the frontages to High Street will largely remain commercial at ground floor level, to maintain the interest and amenity of the public realm between existing commercial premises. Specialty shops will gradually be concentrated within the core retail strips (such as Thornbury Village and Thornbury Junction), and showrooms and offices will occur in this location.

IMPLEMENTATION

Planning scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the gradual exclusion of small shops.
- ▶ Rezone all to B2, to express shift in emphasis away from core retail, entertainment and community activities and towards offices.
- ▶ Existing Heritage Overlay on 759 High Street, and St Mary's Church and School

Capital Works

See overleaf for details

Other

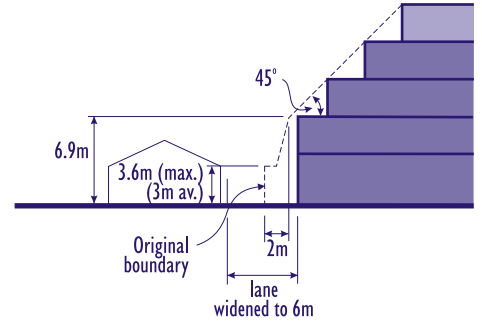
- ▶ Reduction in speed limit to 50kph
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times and increase tram priority

PREFERRED OUTCOMES

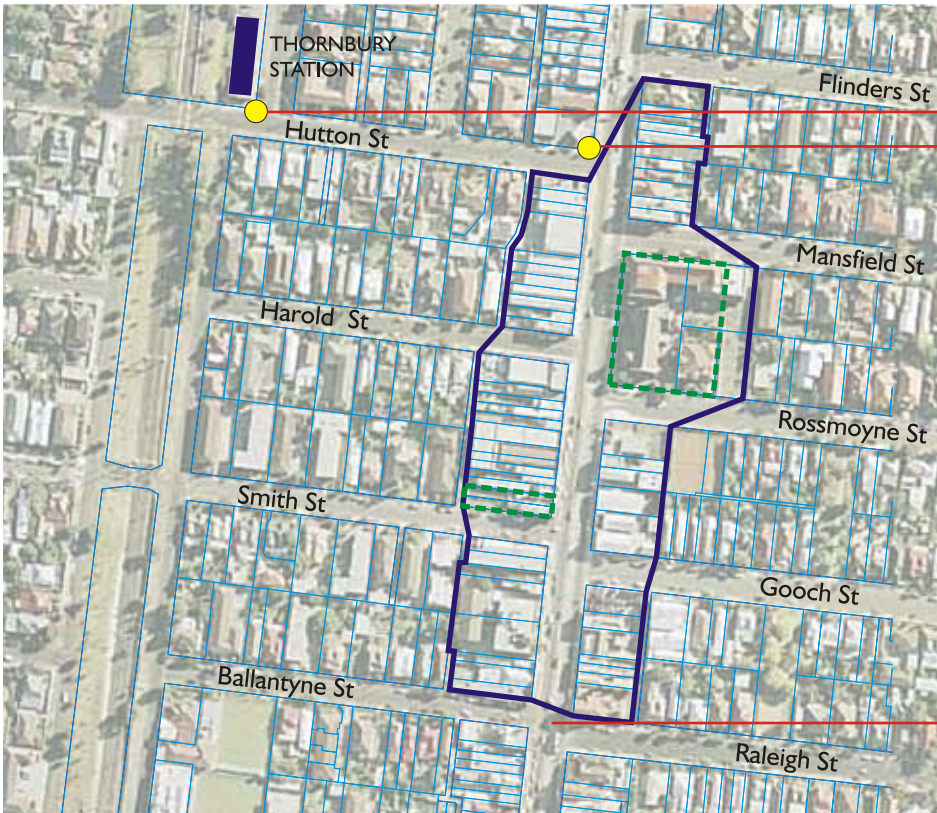
General

- 4-5 storey buildings with showrooms or offices at ground floor & offices or apartments above, with no front or side setbacks up to 8m but 1.5m front setback per floor & contrasting external wall materials above 10m, & rear setbacks in accordance with adjacent diagram
- Widening of rear lane to 6m
- Improved access & facilities at tram stops
- Speed limit reduced to 50kph
- Wide traffic lanes to support cycling
- New trees at wide spacing in kerbside parking lane on both sides

Note: some transport proposals will be undertaken by other agencies.



Rear setbacks adjacent to side-on residential lot



New sign to High St
New sign to Thornbury Station

'Gateway' treatment to mark entry to Thornbury Village & slow traffic

--- Existing Heritage Overlays

KEY OBJECTIVES

- ▶ To increase the viability of local shops, services & businesses
- ▶ To promote reinvestment
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To protect valued built form character
- ▶ To protect and enhance public realm amenity

VISION

Thornbury Junction is a struggling activity centre offering an eclectic mix of local convenience and other shops and services, but without a major anchor attraction. Notwithstanding an emerging niche market based around local artists, it contains a wide mix of uses and a relatively high proportion of vacant buildings, resulting in low land values and, frequently, rundown built fabric. A clearer role is required for this precinct to foster its rejuvenation through private investment.

The streetscape is characterised by inter- and post-war buildings set in traditional narrow-fronted lots, and dominated by the busy intersection at Miller / Dundas Streets. The lots are mainly in separate ownership, offering few easy opportunities for large-scale redevelopment. Substantial development is, therefore, unlikely while larger opportunities exist elsewhere in High Street.

However, some urban consolidation can be achieved through small-scale residential development above or behind business premises. In addition, the medium-large sized lots scattered through the precinct offer the opportunity for more substantial redevelopment, potentially accommodating new anchor attractions and apartments. New low-rise development on such sites need not be detrimental to the character of the precinct if carefully designed.

The vision for Thornbury Junction is therefore for consolidation and strengthening of the centre's viability through business attraction and development strategies, supported by incremental development.

While the northern boundary of this precinct is clearly defined by the Miller / Dundas Street intersection, its southern boundary abutting Thornbury Central (precinct 9) is less well-defined, due to the wide range of uses and high vacancy rate in the area. Therefore, a flexible approach will be taken to land uses in the southern part of Precinct 10, allowing the retail strip to contract in response to market forces.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the promotion of development on larger or amalgamated lots, mews dwellings and shoptop apartments in conjunction with performance-based height controls.
- ▶ Rezone IN3Z to B2Z
- ▶ Existing Heritage Overlay on Midas Reception Centre

Capital Works

See overleaf for details

Other

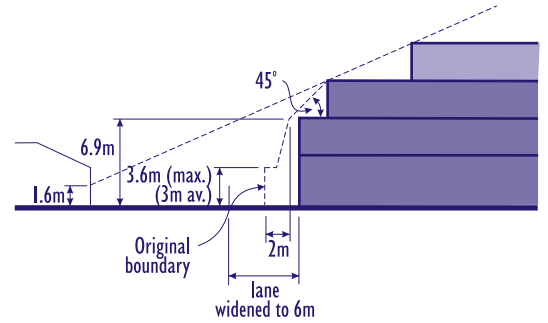
- ▶ Reduction in speed limit to 50kph
- ▶ Traffic signal changes to increase tram priority
- ▶ Business attraction program

PREFERRED OUTCOMES

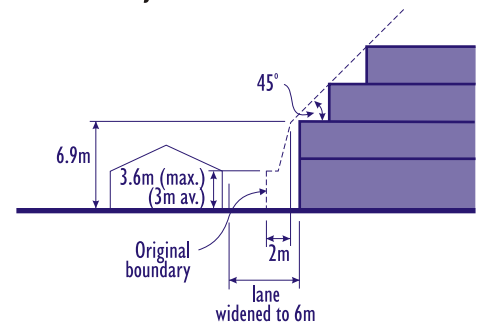
General

- Narrow-fronted buildings with shops at ground floor, & apartments or offices on top up to 2 storeys above existing floor levels with 1.5m front setback per floor above 10m
- Mews dwellings up to 3 storeys high facing rear lanes
- Widening of rear lane to 6m & other upgrading as necessary to provide adequate vehicular and pedestrian access
- New development on top of existing wider buildings or redevelopment up to 4 storeys on wider or amalgamated lots, with no front or side setbacks up to 8m but 1.5m front & 1.2m side setbacks per floor & contrasting external wall materials above 10m, and rear setbacks in accordance with adjacent diagrams
- Improved access & facilities at tram stops
- Painted central median
- Speed limit reduced to 50 kph
- Southbound clearway removed
- Wide traffic lanes to support cycling
- Trees at close spacing in kerbside parking lane on both sides if unreasonable loss of parking spaces can be avoided
- Business attraction program

Note: some transport proposals will be undertaken by other agencies.



Rear setbacks adjacent to end-on residential lot



Rear setbacks adjacent to side-on residential lot



Tram lines realigned to kerb at stop 42
 Reduced waiting time, increased tram priority, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals
 Widened footpath & new seating to create informal meeting space

Rezone to B2
 Offices or large shops at ground floor

New sign to High St

New sign to Thornbury Station

--- Existing Heritage Overlays

KEY OBJECTIVES

- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the amount of local business space
- ▶ To enhance the legibility of the urban structure
- ▶ To protect and enhance public realm amenity

VISION

The Preston activity centre is the most significant mixed-use activity centre in Darebin. Not only does it have the most office floorspace and the most combined retail and office floorspace apart from Northland, a market with a regional catchment, a TAFE college, good strategic road access and a 'premium' train station, but it has the potential to act as a business and community centre for a significant part of northern Melbourne. However, in order to fulfil this potential, it requires substantially more office space and a more prominent visual profile.

Preston South is a mixed retail and business precinct, accommodating the 'secondary' uses associated with the Preston activity centre. Its location between Bell Street and the core of the centre gives it great significance as a 'gateway' to that centre. When considered with its predominance of medium-large lot sizes - by comparison with the predominantly small lots elsewhere in the centre - it provides the only opportunity for substantial development in the centre.

The vision for this precinct is therefore one of substantial floorspace in the form of mid-high rise buildings to form a major business precinct. The ground floor frontage will continue to accommodate offices and large-format retail uses along High Street, and may accommodate smaller specialty shops along High Street as the centre grows. The upper levels may accommodate apartments to provide an alternative housing choice and greater safety outside business hours, but office space will form a major component of the precinct.

It is envisaged that the properties either side of High Street at its intersection with Bell Street will be developed for 'landmark' high-rise buildings, taking advantage of the fact that they have no residential interfaces to mark this regionally-significant node in the urban structure and the entrance to the district centre.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the creation of a 'gateway' office precinct with an emphasis on larger-format retail uses and a mix of offices and apartments on upper floors, the protection of public and private amenity and the provision of an active frontage to Bell Street.
- ▶ Rezone Mary St to B2
- ▶ Capital Works
See overleaf for details

Further Studies

- ▶ Structure Plan for whole of Preston activity centre incorporating parking strategy

Other

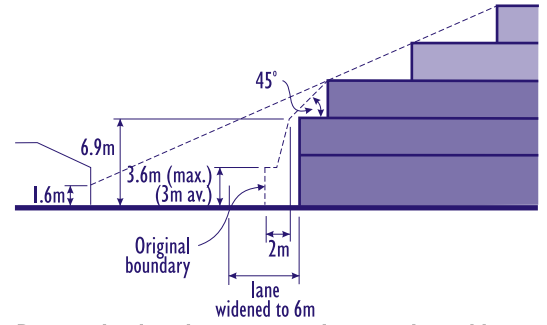
- ▶ Reduction in speed limit to 50kph

PREFERRED OUTCOMES

General

- 4-5 storey buildings stepping up to 8 storeys at Bell St intersection, containing large shops or offices at ground floor & offices or apartments above, with no front or side setbacks up to 8m but 1.5m front setback per floor & contrasting external wall materials above 10m, & rear setbacks in accordance with adjacent diagram
- Widening of rear lane to 6m
- New bus 'boarders'
- Raised central median with trees
- Speed limit reduced to 50kph
- Wide traffic lanes to support cycling
- New trees at medium spacing in kerbside parking lane on both sides if unreasonable loss of parking spaces can be avoided

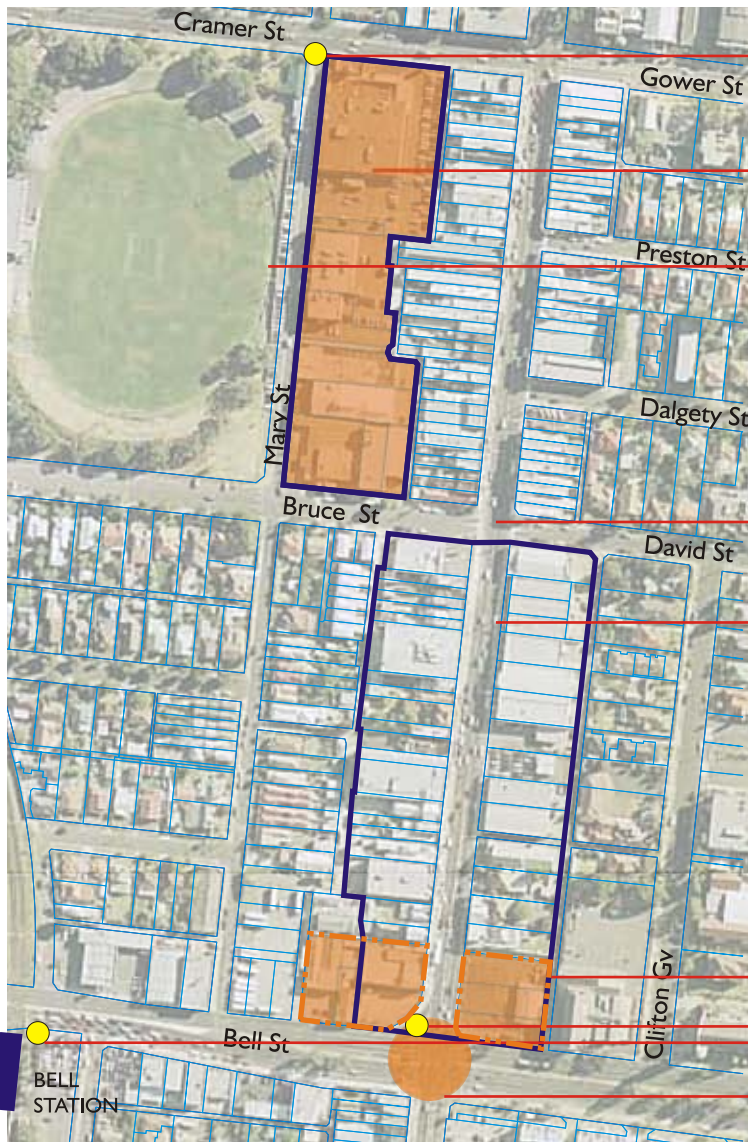
Note: some transport proposals will be undertaken by other agencies.



Rear setbacks adjacent to end-on residential lot



Potential scale of new development



- New sign to Preston Station
- Offices or apartments only on Mary St, with no rear setback requirement
- Fences around oval removed
- 'Gateway' treatment to mark entry to Preston Central & slow traffic
- Possible small shops as expansion of Preston Central
- 8-storey 'gateway' buildings at intersection
- New sign to Bell Station
- New sign to High St
- Advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals

KEY OBJECTIVES

- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To protect and enhance public realm amenity

VISION

Preston Central has been identified as a Major Activity Centre in the metropolitan planning strategy, where growth will be encouraged. It is a successful activity centre based on convenience and comparison shops, services and offices, and anchored by Safeway, Coles and (soon) Aldi supermarkets, Preston Market and local and state government offices. Preston is the most significant mixed-use activity centre in Darebin. Not only does it have the most office space and the most combined retail and office floorspace apart from Northland, a market with a regional catchment, a TAFE college, good strategic road access and a 'premium' train station, but it has the potential to act as a business and community centre for a significant part of northern Melbourne.

Preston Central's built form character is composed of a mix of one- and two-storey Victorian and more recent buildings set in mainly traditional narrow-fronted lots. The lots are mainly in separate ownership, offering few easy opportunities for large-scale redevelopment. Substantial change is, therefore, unlikely while larger development opportunities exist elsewhere in High Street.

However, some urban consolidation can be achieved through small-scale residential development above or behind business premises. The high parapets of many of the existing buildings combined with a front setback and contrasting materials to new elements above them would maintain the visual dominance of the existing built form on the streetscape character.

In addition, the medium-sized lots scattered through the precinct offer the opportunity for more substantial redevelopment, potentially accommodating new anchor attractions and apartments. New low-rise development on these sites would also enhance the precinct's visual and functional diversity.

The vision for Preston Central is therefore for its existing public realm amenity to remain and be enhanced, while allowing some consolidation and strengthening of the centre's viability through incremental development.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the reinforcement of its role as a sub-regional centre and the protection of public realm amenity.
- ▶ (No rezoning)

Capital Works

See overleaf for details

Further Studies

- ▶ Structure Plan for whole of Preston activity centre incorporating parking strategy

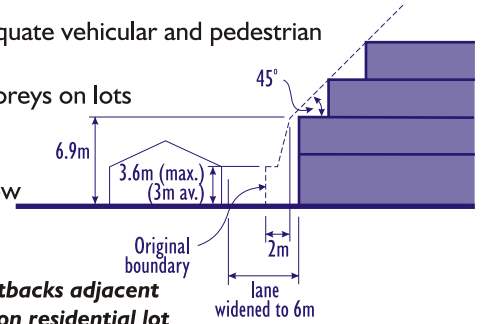
Other

- ▶ Reduction in speed limit to 50kph
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times
- ▶ Encouragement of shops abutting off-street car parks to present a frontage to them

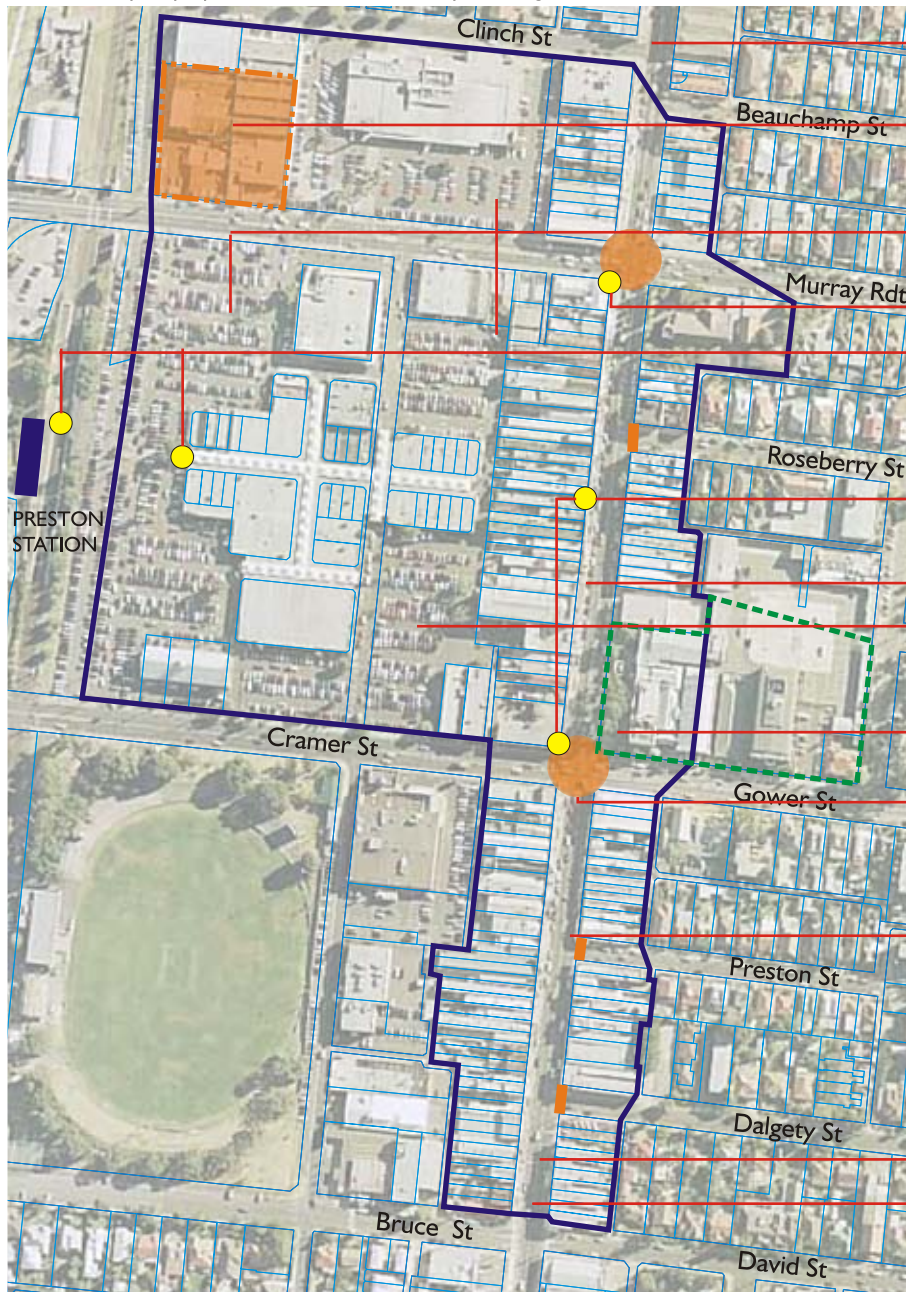
PREFERRED OUTCOMES

General

- Narrow-fronted buildings with shops at ground floor, & apartments or offices on top up to 2 storeys above existing floor levels with 1.5m front setbacks per floor above 10m
- Mews dwellings up to 3 storeys high facing rear lanes
- Widening of rear lane to 6m & other upgrading as necessary to provide adequate vehicular and pedestrian access
- New development on top of existing buildings or redevelopment up to 4 storeys on lots 15m or more wide, with no front or side setbacks up to 8m but 1.5m front setback per floor & contrasting external wall materials above 10m, & rear setbacks to adjoining residential properties in accordance with diagram below
- Raised central median with trees
- Speed limit reduced to 50kph
- Wide traffic lanes to support cycling
- New trees in kerbside parking lane on both sides



Note: some transport proposals will be undertaken by other agencies.



- 'Gateway' treatment to mark entry to Preston Central & slow traffic
- Rezone to B1 to facilitate major new retail development
- Shops abutting car parks encouraged to create a frontage to them
- New signs to Preston Station & Market
- New signs to High St
- New signs to Preston Market & Station
- Improved link to Market
- Widened footpaths & seating to create informal crossing point & meeting space
- New bus 'boarder'
- Long-term redevelopment of Market area in accordance with Structure Plan
- New treatment to form town square in front of town hall
- Reduced waiting time, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals
- New bus 'boarder'
- Widened footpath & 'puffin' pedestrian crossing
- 'Gateway' treatment to mark entry to Preston Central & slow traffic

- Existing Heritage Overlays
- Side street threshold treatments

KEY OBJECTIVES

- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the viability of local shops, services & businesses
- ▶ To increase the amount of local business space
- ▶ To protect and enhance public realm amenity

VISION

Preston North contains a mix of low-rent retail and industrial uses and a relatively high proportion of vacant buildings, resulting in low land values and, frequently, rundown built fabric. A clearer role is required for this precinct to foster its rejuvenation through private investment.

The adjoining Preston activity centre is the most significant mixed-use activity centre in Darebin. Not only does it have the most office floorspace and the most combined retail and office floorspace apart from Northland, a market with a regional catchment, a TAFE college, good strategic road access and a 'premium' train station, but it has the potential to act as a business and community centre for a significant part of northern Melbourne. Therefore, it is envisaged that the new role for Preston North will be to support the Preston activity centre through the accommodation of complementary business and residential uses, responding to the precinct's proximity to the centre and Preston Station, its potential for urban consolidation on the east side, the desire to consolidate primary retail activity within and create clearer boundaries to the shopping strips, and the strong demand for residential development compared with a lack of demand for retail and business space at present. This will result in low-rise buildings, limited by the proximity of abutting residential properties.

It is envisaged that the frontages to High Street will largely remain commercial at ground floor level, to maintain the interest and amenity of the public realm between existing commercial premises. Specialty shops will gradually be concentrated within the core Preston retail strips (precinct 13), and showrooms and offices will occur in this location.

This is a long-term vision, as there are currently more attractive development options further south along High Street, and the realisation of this vision on the west side will require extensive site amalgamation.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the desire for employment space, and the protection of public and private amenity.
- ▶ Rezone all to B2, to express shift in emphasis away from core retail, entertainment and community activities and towards office uses.

Capital Works

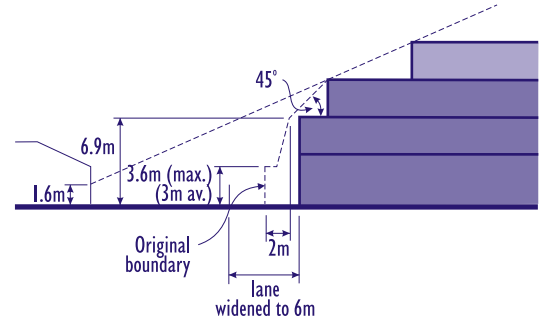
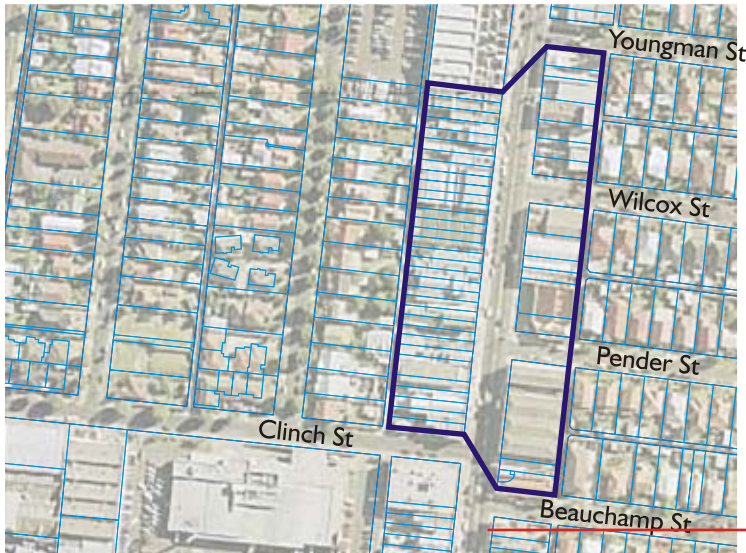
See overleaf for details

PREFERRED OUTCOMES

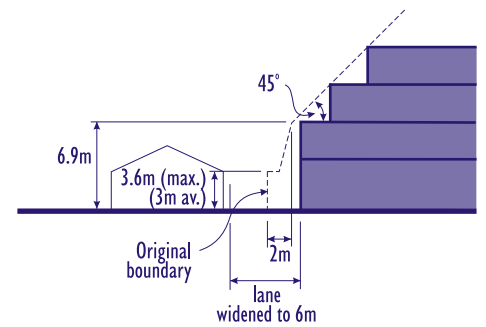
General

- 3-4 storey buildings with showrooms or offices at ground floor & offices or apartments above, with no front or side setbacks up to 8m but 1.5m front side setback above 10m, & rear setbacks in accordance with adjacent diagrams
- Widening of rear lane to 6m
- Improved bus stop facilities
- Wide traffic lanes to support cycling
- New trees at medium spacing in kerbside parking lane on both sides

Note: some transport proposals will be undertaken by other agencies.



Rear setbacks adjacent to end-on residential lot



Rear setbacks adjacent to side-on residential lot

'Gateway' treatment to mark entry to Preston Central & slow traffic

KEY OBJECTIVES

- ▶ To increase the amount of local business space
- ▶ To protect and enhance public realm amenity

VISION

Preston 'Auto Alley' is dominated by three large car yards. These attract people to the area from a wide catchment and, along with the other businesses within the precinct, employ a significant number of people.

The precinct is beyond a comfortable walking distance from the Preston District Centre, but has deep lots, resulting in little constraint on development from a need to protect adjoining residential amenity, and no valued built form character to respond to. Therefore, it is an appropriate location for new business development in the form of low-rise buildings, in response to the desire to retain and increase local employment space and consolidate primary retail activity within the shopping strips. The height of the buildings will be limited to four storeys as it is beyond a comfortable walking distance from an activity centre or train station.

Any future redevelopment of the Holden site would offer the chance to establish a front setback, to create a welcome 'incident' and point of visual interest and identity in the otherwise tightly-defined High Street corridor. This would also mark the boundary between Preston and Regent, and provide an opportunity for more substantial tree planting which would greatly enhance the image of this precinct.

Additional street tree planting will help to create a positive image for the precinct, particularly given the lack of public realm definition provided by the current uses.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the desire to retain employment space and protect public and private amenity while acknowledging the long-term potential for residential uses
- ▶ Rezone to B3 to facilitate the retention of business uses

Capital Works

See overleaf for details

Other

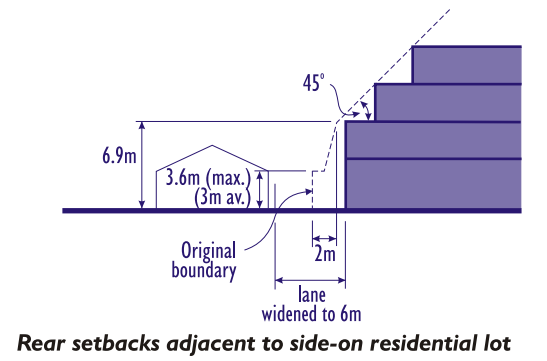
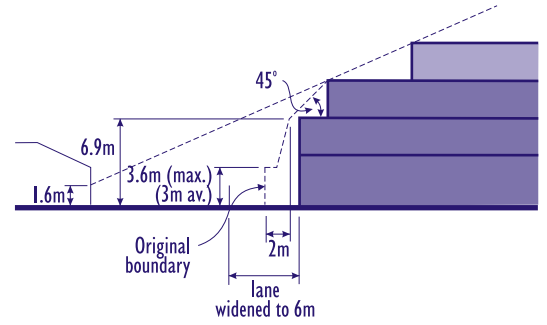
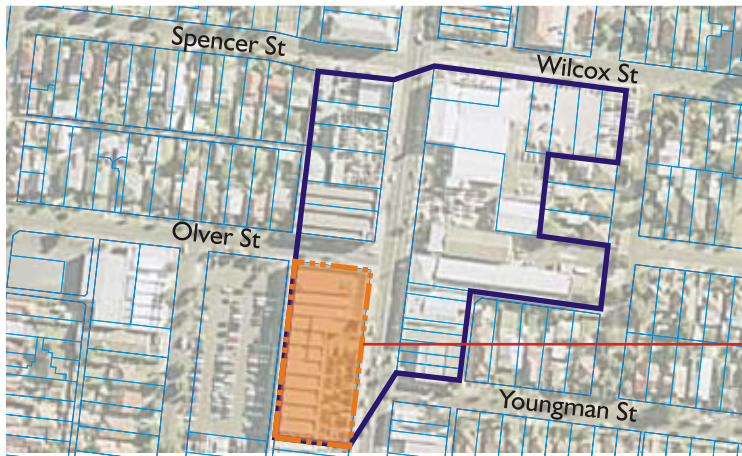
- ▶ Traffic signal changes to reduce pedestrian and vehicle wait times

PREFERRED OUTCOMES

General

- Buildings up to 3-4 storeys containing offices or other business uses, with 1.5m front setback above 10m, & rear setbacks in accordance with adjacent diagrams
- Improved bus stop facilities
- Wide traffic lanes to support cycling
- New trees at wide spacing in kerbside parking lane on both sides

Note: some transport proposals will be undertaken by other agencies.



6m front setbacks with substantial trees

KEY OBJECTIVES

- ▶ To promote reinvestment
- ▶ To promote urban consolidation in and around activity centres and train stations
- ▶ To increase the amount of local business space

VISION

Apart from a few exceptions (including the Toyota car yard and new DHS office building), Regent is characterised by a mix of low-grade retail and industrial activities and vacant premises, resulting in low land values and, frequently, rundown built fabric. A clearer role is required for this precinct to foster its rejuvenation through private investment.

It is envisaged that the area south of Regent Street and 626 High Street will continue to provide significant levels of employment in the form of showrooms, offices, service industries and other, higher order business uses.

A viable function for the remainder of the precinct has not emerged yet. Therefore, the vision for the northern area is a flexible one, acknowledging the need to respond to whatever direction the market takes in order to attract investment. It is likely that this will involve a mix of business, showrooms and/or residential accommodation. In any case, new development will be limited to four storeys to reflect the precinct's distance from an activity centre and its visual prominence.

IMPLEMENTATION

Planning Scheme

- ▶ Specific provisions in a Local Policy, setting out the key objectives and policy for the precinct, including the flexibility over use.
- ▶ Rezone to B3 south of Regent Street and 626 High Street, to facilitate retention of business uses, and to MU to the north, to express shift in emphasis towards complementary residential and commercial uses

Capital Works

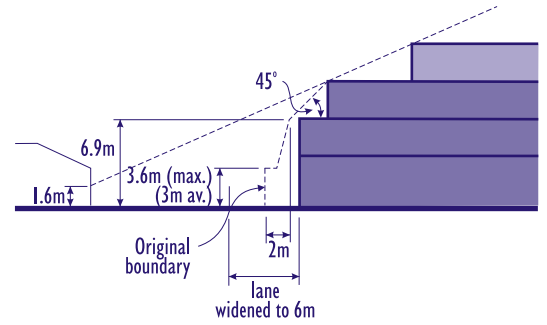
See overleaf for details

PREFERRED OUTCOMES

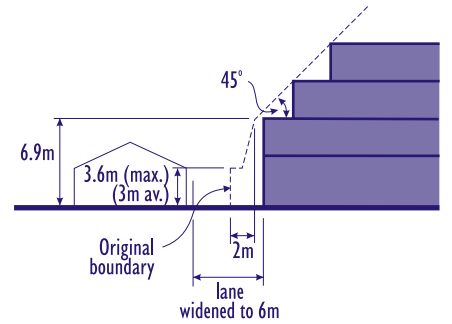
General

- 3-4 storey buildings containing showrooms, offices or apartments, with 1.5m front setback above 10m, & rear setbacks in accordance with adjacent diagrams
- Improved bus stop facilities
- New trees at wide spacing in kerbside parking lane on both sides

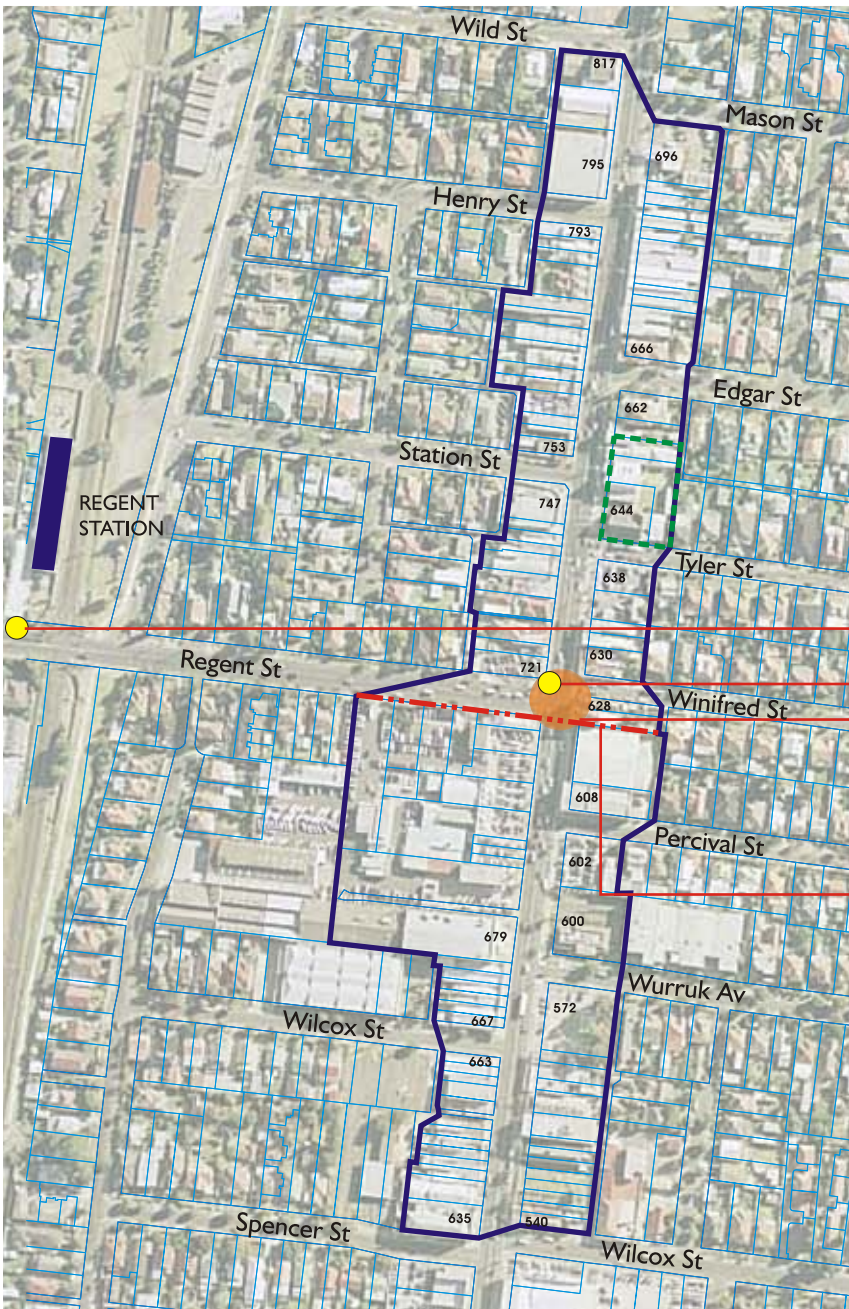
Note: some transport proposals will be undertaken by other agencies.



Rear setbacks adjacent to end-on residential lot



Rear setbacks adjacent to side-on residential lot



- New sign to High St
- New sign to Regent Station
- Reduced waiting time, advanced stop lines for cyclists & yellow pedestrian crossings at traffic signals
- Rezone to B3 south of this line & MU to the north

--- Existing Heritage Overlays

KEY OBJECTIVES

- ▶ To protect key views and vistas
- ▶ To protect and enhance public realm amenity

VISION

The vision for the perimeter of All Nations Park is for it to remain a predominantly low-rise residential precinct, broadly respecting and retaining its built form character. Whilst a small amount of small-scale infill and redevelopment will occur, it is envisaged that the fine views that are currently available from within the park will be protected from encroachment by development around the park. These include the vista to the west including Mt Macedon at its northernmost extent, the vista to the east featuring the Dandenong Ranges, and the view of the Melbourne CBD from the area around the lake.

IMPLEMENTATION

Planning Scheme

- ▶ The existing Local Policy on Urban Character
- ▶ A DDO to protect the western vista (refer also to precincts 6 and 7, Northcote Plaza and Croxton) and another DDO to protect the northernmost edge of the eastern vista, which passes over higher ground where the existing planning policies may not be sufficient to keep new development below the horizon. (The view of the Melbourne CBD is most likely to be affected by development in the City of Yarra.)
- ▶ Existing particular provisions (clause 55.02-5) to ensure development addresses park

Other

- ▶ Liaise with the City of Yarra regarding protection for the view of the Melbourne CBD from All Nations Park

PREFERRED OUTCOMES

General

- 1-2 storey detached houses, in accordance with the Darebin Urban Character Study

