



5.3 PRECINCT 1C : BRUNSWICK STATION / BEITH ST

TOTAL LAND AREA (GROSS): 20.8 HECTARES
ANTICIPATED NEW DWELLINGS: 859

This precinct is the principal strip shopping experience for regular users of Sydney Road. It contains major retail landmarks such as Savers, Spotlight, Franco Cozzo, Mediterranean Wholesalers and Mariana Hardwick on Sydney Road, as well as the large Safeway supermarket on Albert Street. In addition, this precinct contains many of the fabric shops for which Sydney Road is famous and a wide range of cafés and restaurants.

Some retail development has extended along the major cross streets of Albert Street and Victoria Street. These streets carry considerable light industrial traffic accessing the industrial precincts to the west.

A remnant industrial area east of Sydney Road includes a number of large vacant buildings along with smaller operating industrial businesses, and newly developed housing.

Strip retailing can be strengthened in this area by controlling the retail mix and by building a strong coalition of user groups. This should include local workers and residents, due to continued redevelopment of lanes and side streets for retail, office and residential uses.

5.3.1 OBJECTIVES AND STRATEGIES

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

PLANNING AND LAND USE

OBJECTIVE 1

To ensure the best use and development of VicTrack land along the Upfield Train Line, in particular the existing carpark.

STRATEGY 1.1

Work with VicTrack to ensure that their land is integrated into future development of the station precinct and public realm improvements.

OBJECTIVE 2

To improve the Albert Street Safeway site and its role in the creation of a vibrant mixed use hub on the land bound by Albert Street, Sydney Road, Victoria Street and the Upfield Shared Path, Brunswick.

STRATEGY 2.1

Review Development Plan Overlay 2 Albert Street Supermarket to address interfaces, pedestrian and vehicle access, amenity, built form, relationship to surrounding areas including Sydney Road and Upfield Shared Path.

HOUSING

OBJECTIVE 1

To optimise the use of Council land along Sydney Road to achieve a broader range of objectives and activities including affordable and accessible housing.

STRATEGY 1.1

Consider the feasibility of developing the Council carparks in Frith and Wilkinson Streets for a mixture of uses including affordable, accessible housing in partnership with a Housing Association.

TRANSPORT AND MOVEMENT

OBJECTIVE 1

Improve pedestrian connections throughout the precinct in particular between Brunswick Station and Sydney Road.

STRATEGY 1.1

Work with Sydney Road traders to improve pedestrian access at the rear of shops.

STRATEGY 1.2

Create pedestrian priority streets in accordance with Map 16 Precinct 1C.

STRATEGY 1.3

Improve existing and create new links from Sydney Road to Brunswick Station in accordance with Map 16 Precinct 1C.

STRATEGY 1.4

Ensure the redevelopment of redundant industrial land provides visual and physical connections to Brunswick Station.

PUBLIC REALM

OBJECTIVE 1

To develop a public space that can be used as a resting place away from the activity of traffic and pedestrians.

STRATEGY 1.1

Redevelop the forecourt of the old Post Office at 420-428 Sydney Road to create a resting place.

OBJECTIVE 2

To create a vibrant mixed use hub on the land bound by Albert Street, Sydney Road, Victoria Street and the Upfield Shared Path, Brunswick.

STRATEGY 2.1

Develop a master plan for large scale urban renewal in the street block defined by Albert Street, Sydney Road, Victoria Street and the Upfield Shared Path.

STRATEGY 2.2

Redevelop the setting of Brunswick Station, including turning the Council car park and VicTrack land into a forecourt / public space.

STRATEGY 2.3

Develop a new public plaza at Brunswick Station to create a place where residents, shoppers and travellers can enjoy the old station building and heritage listed chimney.

STRATEGY 2.4

Ensure redevelopment of the block is undertaken in a coordinated manner with all landowners.

BUILT FORM

OBJECTIVE 1

To ensure new development creates a positive, attractive and active interface with adjacent areas.

STRATEGY 1.1

Implement built form guidelines in particular around Brunswick Station between the railway and Sydney Road to facilitate transport-oriented development and ensure the careful integration of iconic heritage buildings.

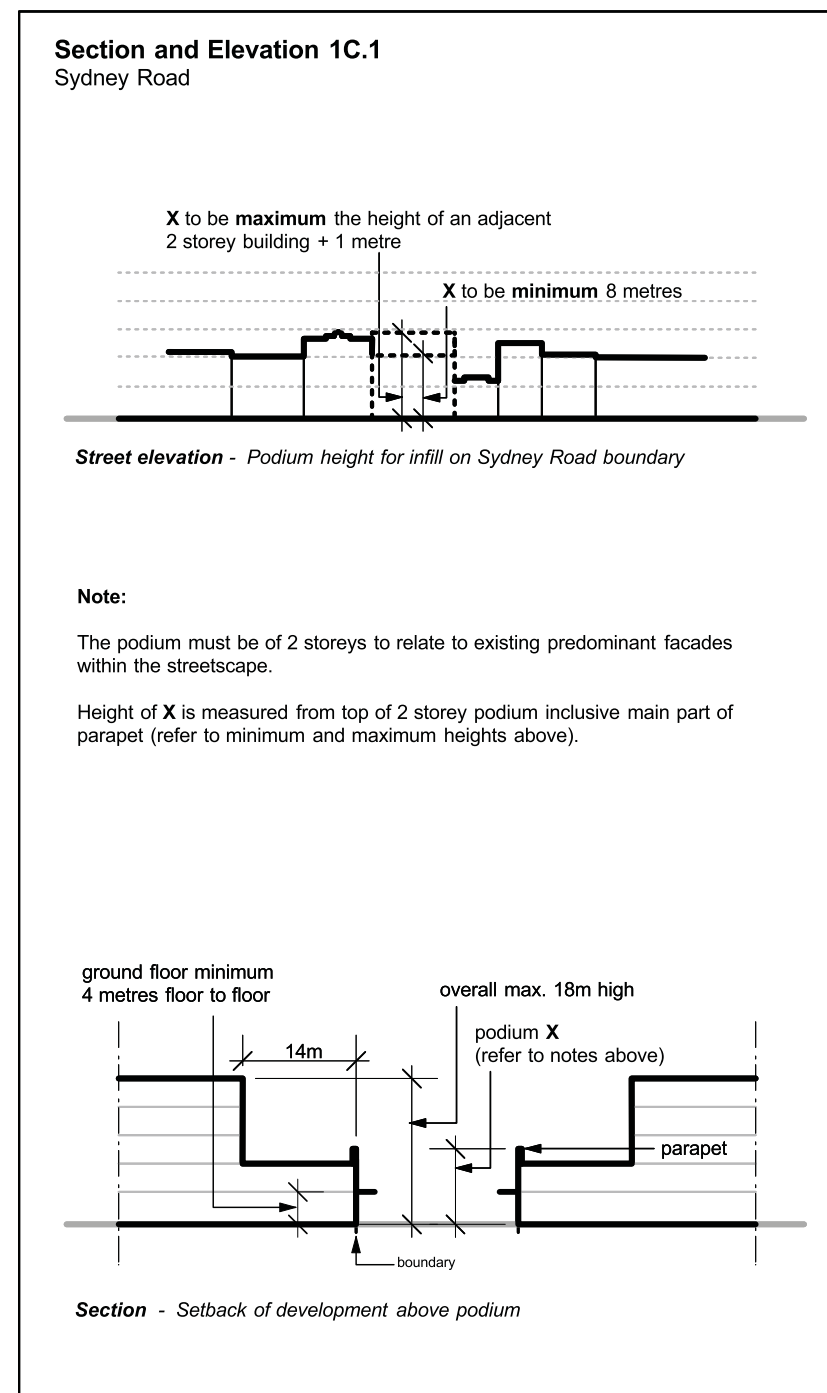









FIGURE 6 : Precinct Built Form Guidelines

MAP 15 : PRECINCT 1C
BUILT FORM




Built form guidelines

-  4 storey maximum (14.5 metres)
-  5 storey maximum (18 metres)
-  6 storey maximum (21 metres)
-  7 storey maximum (24 metres)








-  Landmark
Integrate new landmark building to improve legibility of urban context
-  Height of potential future development subject to context of key public buildings and other sites.
-  Public space subject to negotiation or public acquisition overlay.

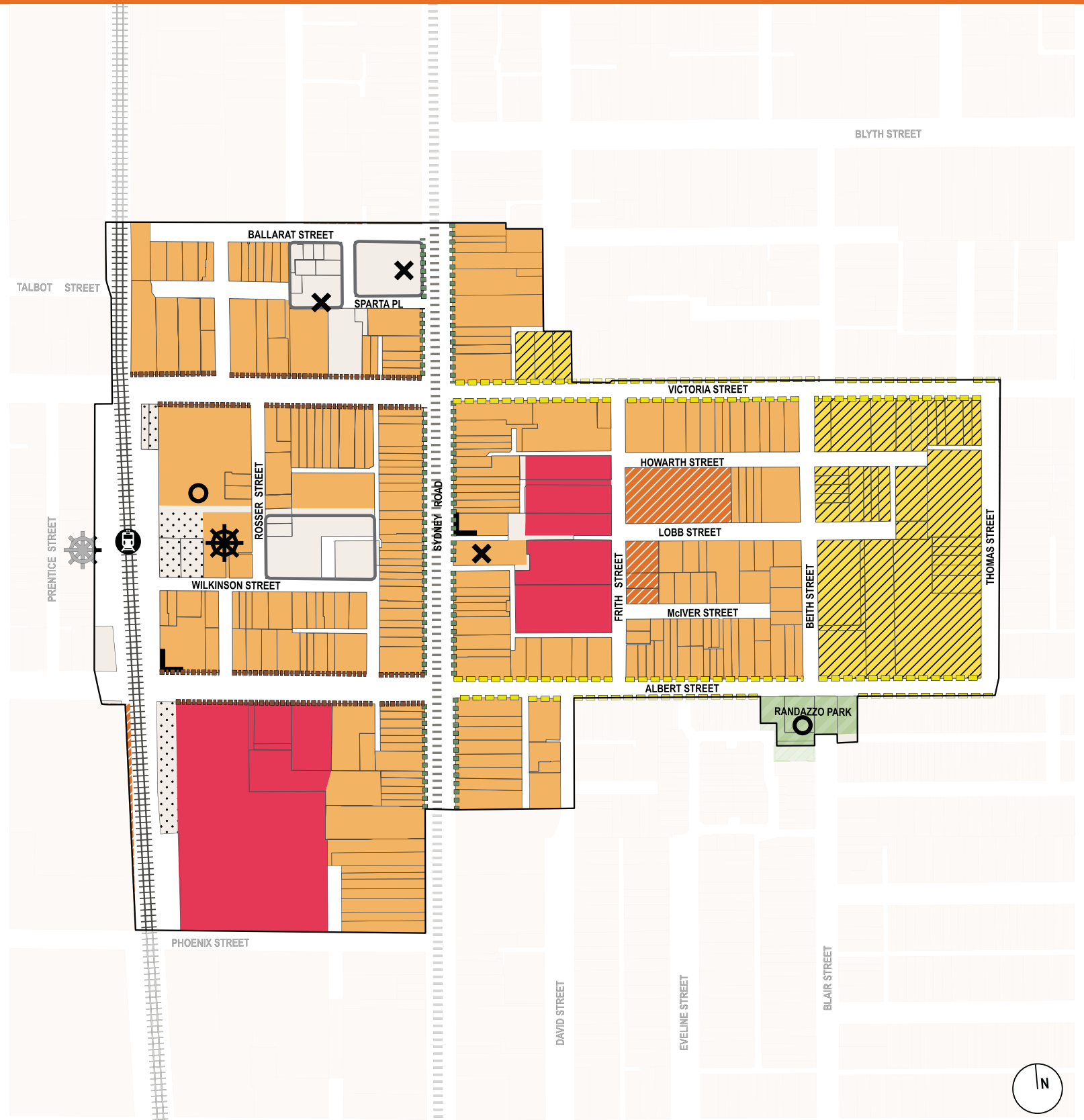
Streetscape guidelines

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

-  Establish a 2 storey built form podium height. Setback of development above the podium to be minimum 14 metres.
-  Establish a 3 storey built form podium height. Setback of development above the podium to be minimum 5 metres.
-  Establish a 5 storey built form podium height. Setback of development above the podium to be minimum 2 metres.



Existing conditions

-  Rail line/train station
-  Tram line
-  Existing open space
-  Precinct boundary
-  Iconic corner hotel
-  Iconic building
-  Feature element












MAP 16 : PRECINCT 1C
PUBLIC REALM AND ACTIVE FRONTAGE








Activity streets

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

Public realm improvements

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

Existing conditions

-  Rail line/train station
-  Tram line
-  Existing open space
-  Existing buildings
-  Precinct boundary
-  Council owned land
-  VicTrack owned land

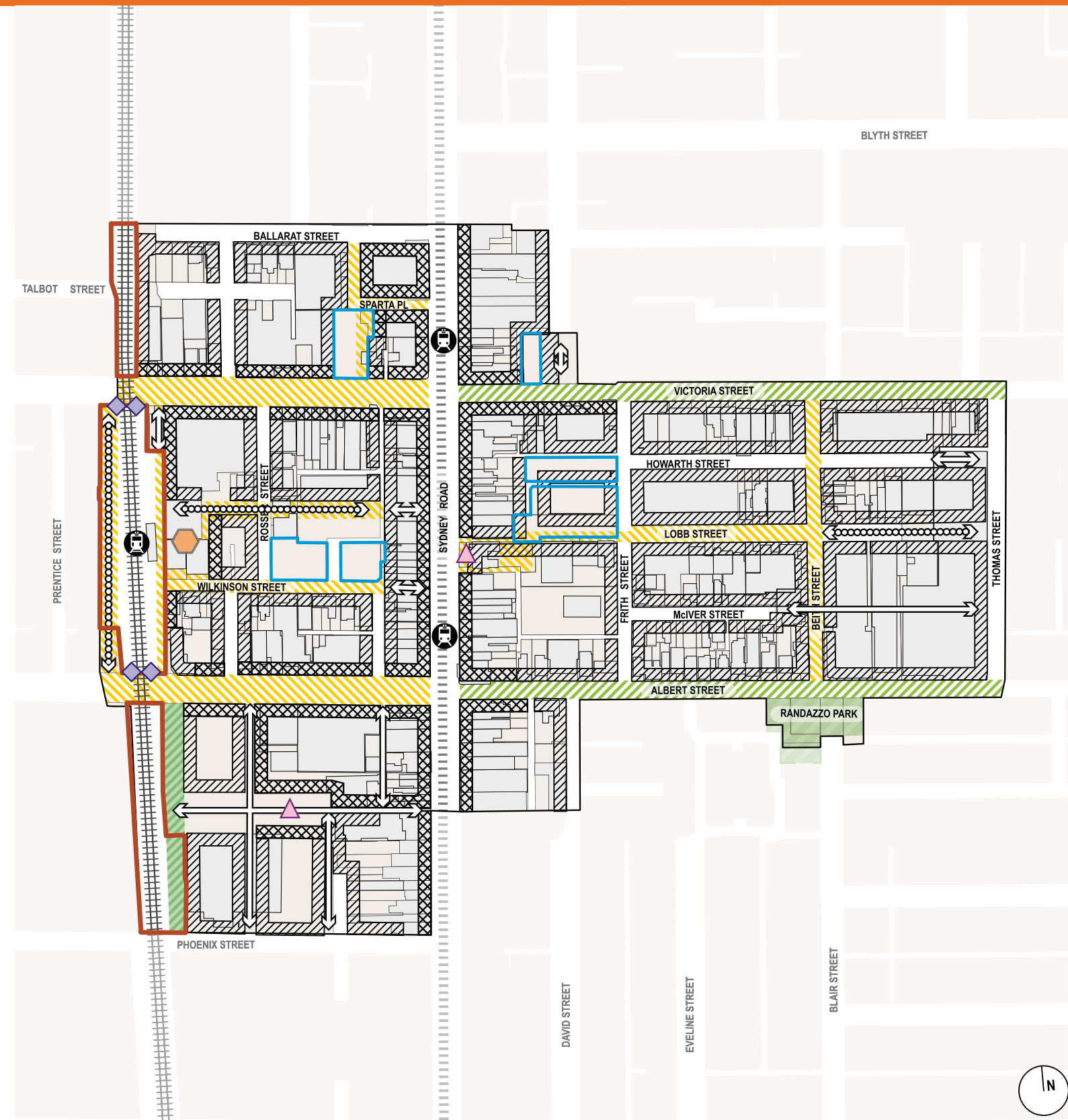


FIGURE 7:
Artist's impression -
Activity node at Brunswick Central

- (A)** New land mark buildings emphasise public space around Brunswick Station.
- (B)** New public place at the Brunswick Station is created by setback of new development.
- (C)** New pedestrian priority streets linking Sydney Road Activity Corridor and Brunswick Train Station.
- (D)** Sparta Place.
- (E)** New super tram stop between Victoria Street and Sparta Place.
- (F)** Upgrading of Post Office Place to be a high quality public place with pedestrian link to Lobb Street.
- (G)** Enhanced tram stop between Albert Street and Post Office Place.
- (H)** Pedestrian amenity along Albert and Victoria Streets improved by footpath widening and street trees.
- (I)** New linear park along Upfield Train Line.
- (J)** Improved access to platforms from Albert and Victoria Streets.
- (K)** New public link along train line.
- (L)** Higher density mixed use development near train station.

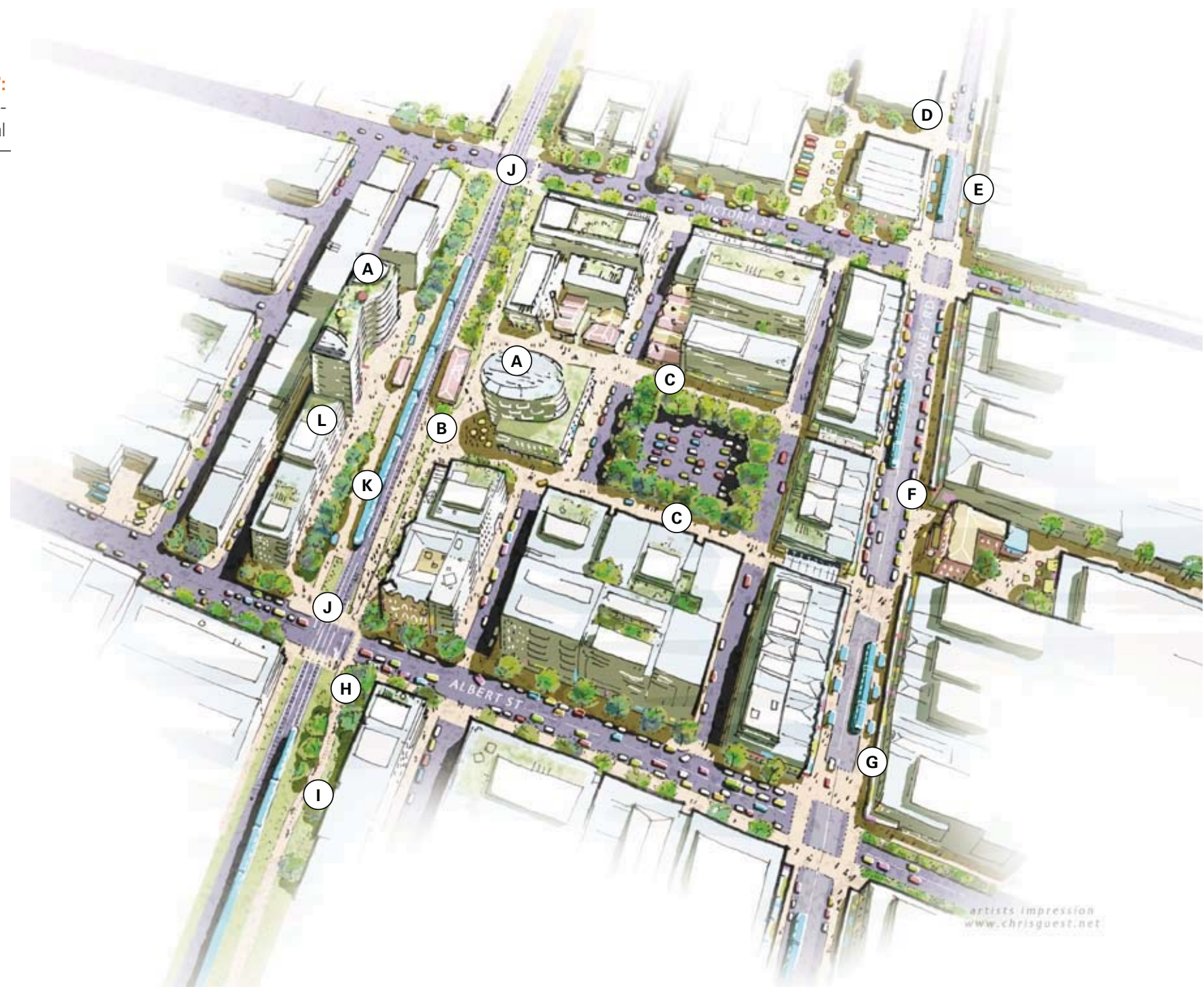


FIGURE 8:
Artist's impression -
Activity node at Beith Street

- (A)** Pedestrian priority street – road reserve shared to higher degree by all users.
- (B)** Set back development to provide for greening of Beith Street.
- (C)** Integration of Water Sensitive Urban Design.
- (D)** New mixed-use development.
- (E)** Create a safe and generous bike link from Blair Street through Beith Street and strengthen this link as a key north-south bike link.
- (F)** Improved pedestrian amenity and greening of street.
- (G)** Generous footpath through Lobb Street to Post Office Place and Sydney Road.
- (H)** Improve pedestrian amenity and greening of street.



5.4 PRECINCT 1D : ANSTEY URBAN VILLAGE

TOTAL LAND AREA (GROSS): 22.2 HECTARES
ANTICIPATED NEW DWELLINGS: 676

This precinct includes a continuation of the Sydney Road retail strip, although without the large format shops that are present in Precinct 1C. Notable uses include the Brunswick Police Station, a continuation of the cluster of bridal dress shops around Brunswick Hill, and several large fruit and vegetable outlets including the Brunswick Market.

Behind the Sydney Road frontage to the west is an area of wholesaling and light manufacturing industrial properties, as well as a string of major development sites. Several of these are being redeveloped with high-density housing. This precinct also contains the Chef development, a significant recent office building that accommodates a range of small professional services businesses.

The shopping and dining function of this precinct will be strengthened as a result of the significant residential development occurring in the area. Non-retail employment uses can be developed in the side streets and laneways to provide local employment opportunities.

5.4.1 OBJECTIVES AND STRATEGIES

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

PLANNING AND LAND USE

OBJECTIVE 1

To ensure the best use and development of Council owned car parks.

STRATEGY 1.1

Prepare feasibility studies for Council owned car parks to understand future use and development options.

OBJECTIVE 2

To attract a strong shopper base to the area.

STRATEGY 2.1

Attract retail anchors to the precinct.

STRATEGY 2.2

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

STRATEGY 2.3

Work with local traders to develop a retail plan and marketing strategy for the precinct.

OBJECTIVE 3

To maximise local job opportunities through the provision of employment generating uses.

STRATEGY 3.1

Ensure that applications for mixed use developments prioritise viable commercial/ retail space consistent with the objectives of the land use zone.

STRATEGY 3.2

Support the rezoning of land in the Multi-Use Employment and Multi-Use Residential areas consistent with the *Moreland Industrial Land Use Strategy 2004*.

TRANSPORT AND MOVEMENT

OBJECTIVE 1

To improve visual and physical connections between Anstey Station and Sydney Road.

STRATEGY 1.1

Create a new link extending West Street from the southern end of Anstey Station platform to Sydney Road.

PUBLIC REALM

OBJECTIVE 1

To create a vibrant residential and commercial hub in the block defined by Hope Street, Sydney Road, Albion Street and the Upfield Shared Path.

STRATEGY 1.1

Develop a coherent master plan for large scale urban renewal in the street block defined by Hope Street, Sydney Road, Albion Street and the Upfield Shared Path and integrate new public space.

STRATEGY 1.2

Undertake background work to support a planning scheme amendment to rezone the block of land identified as Multi-Use – Residential in the *Moreland Industrial Land Use Strategy 2004*.

STRATEGY 1.3

Create new public spaces in accordance with Map 18 Precinct 1D.

OBJECTIVE 2

To redevelop the Brunswick Market into a thriving attractor for the area with excellent car parking and pedestrian access.

STRATEGY 2.1

Upgrade the Council car park at 36 Breese Street to improve signage and amenity.

STRATEGY 2.2

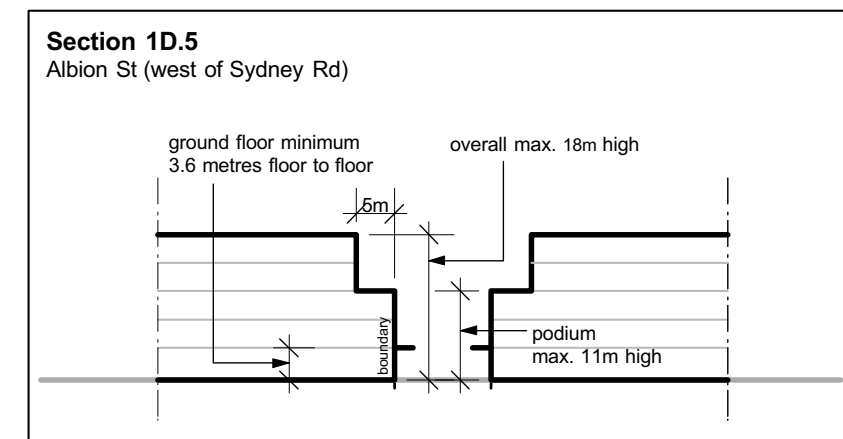
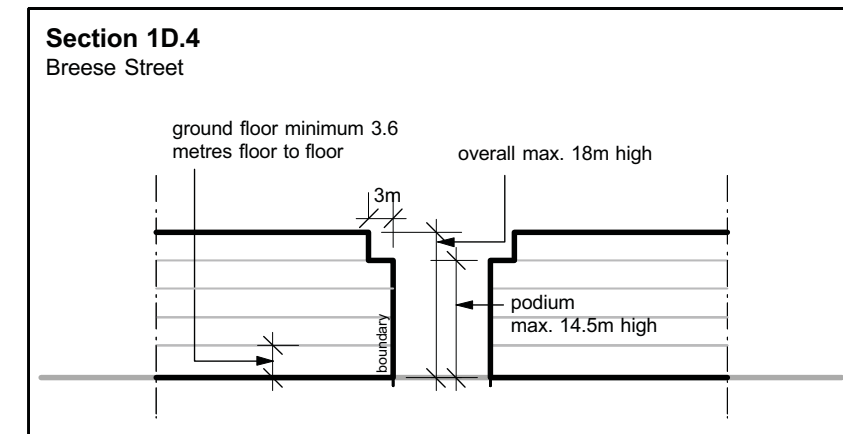
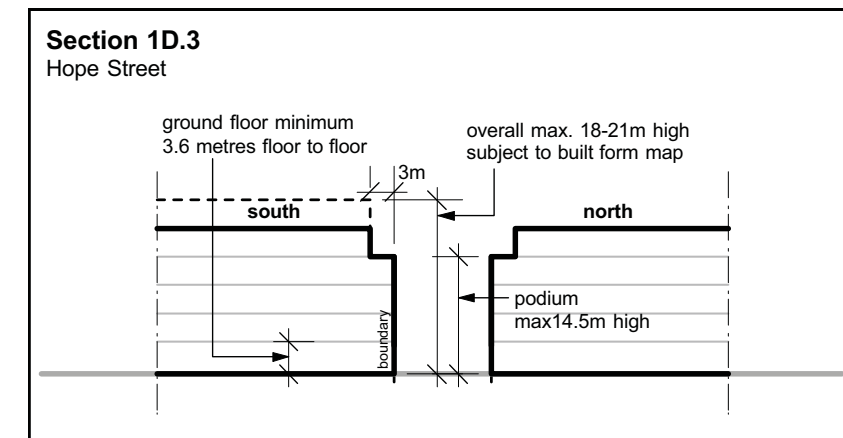
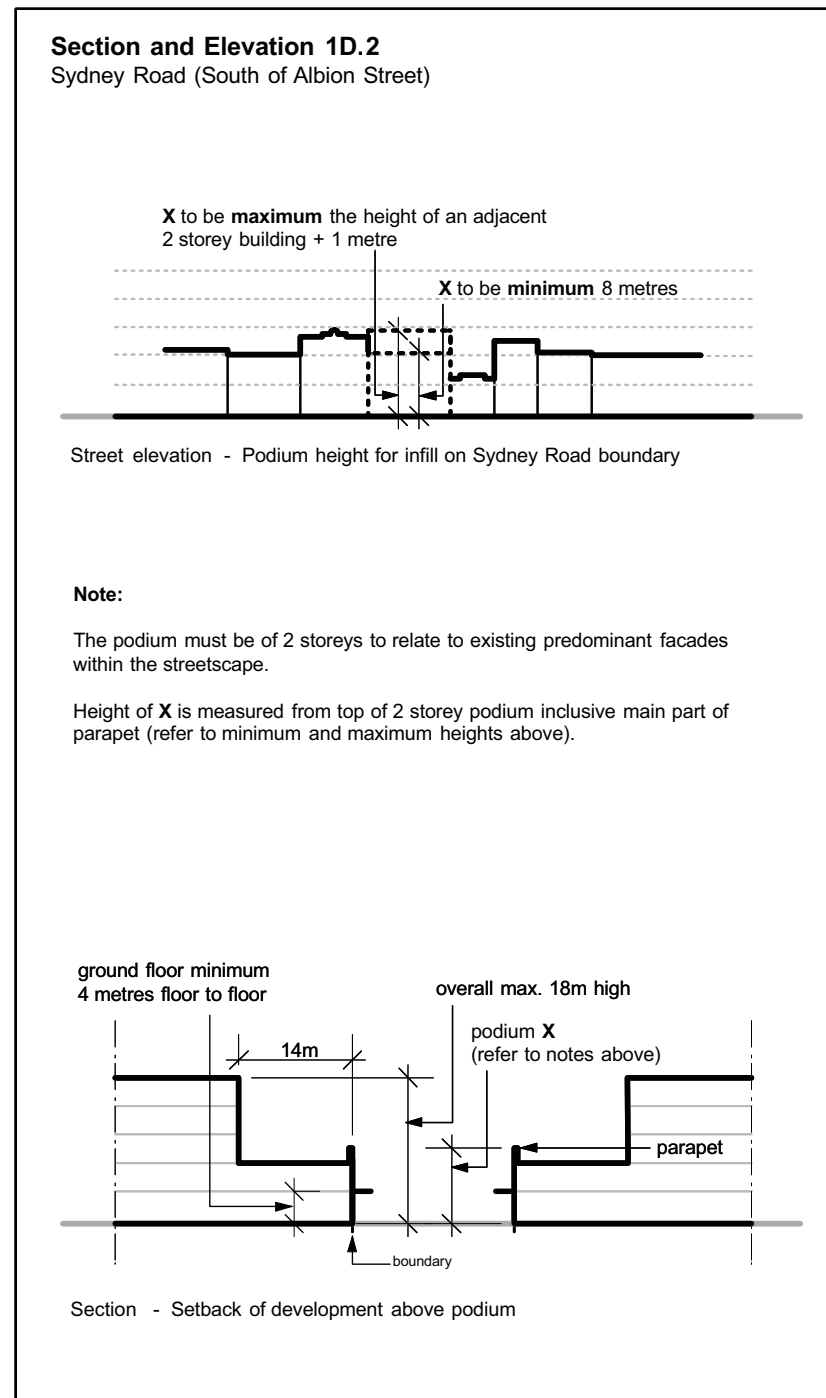
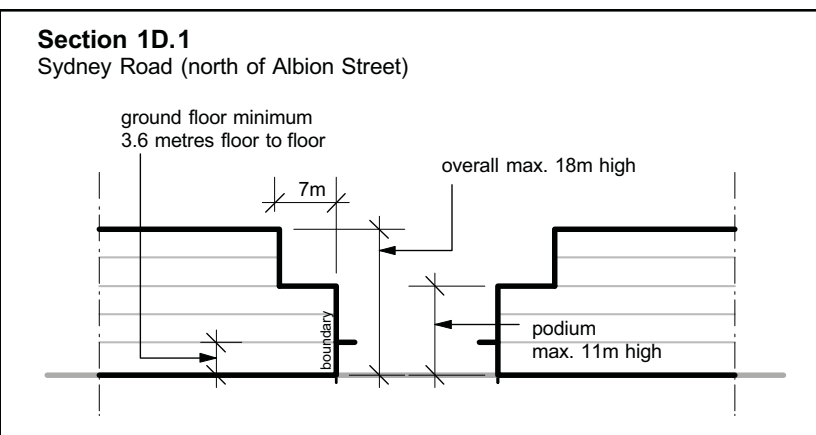
Work with the Brunswick Market to develop a masterplan for the site, including pedestrian and vehicular access, car parking, signage, marketing and urban realm improvements.

OBJECTIVE 3

To improve the amenity and presentation of Anstey Station.






STRATEGY 3.1




Implement built form guidelines in particular around Anstey Station between the railway and Sydney Road to facilitate transport-oriented development and manage the preferred future streetscape character on key streets.



MAP 17 : PRECINCT 1D
BUILT FORM





Built form guidelines

-  3 storey maximum (11 metres)
-  4 storey maximum (14.5 metres)
-  5 storey maximum (18 metres)
-  6 storey maximum (21 metres)
-  7 storey maximum (24 metres)







-  Landmark
Integrate new landmark building to improve legibility of urban context.
-  Height of potential future development subject to context of key public buildings and other sites.
-  Public space subject to negotiation or public acquisition overlay.

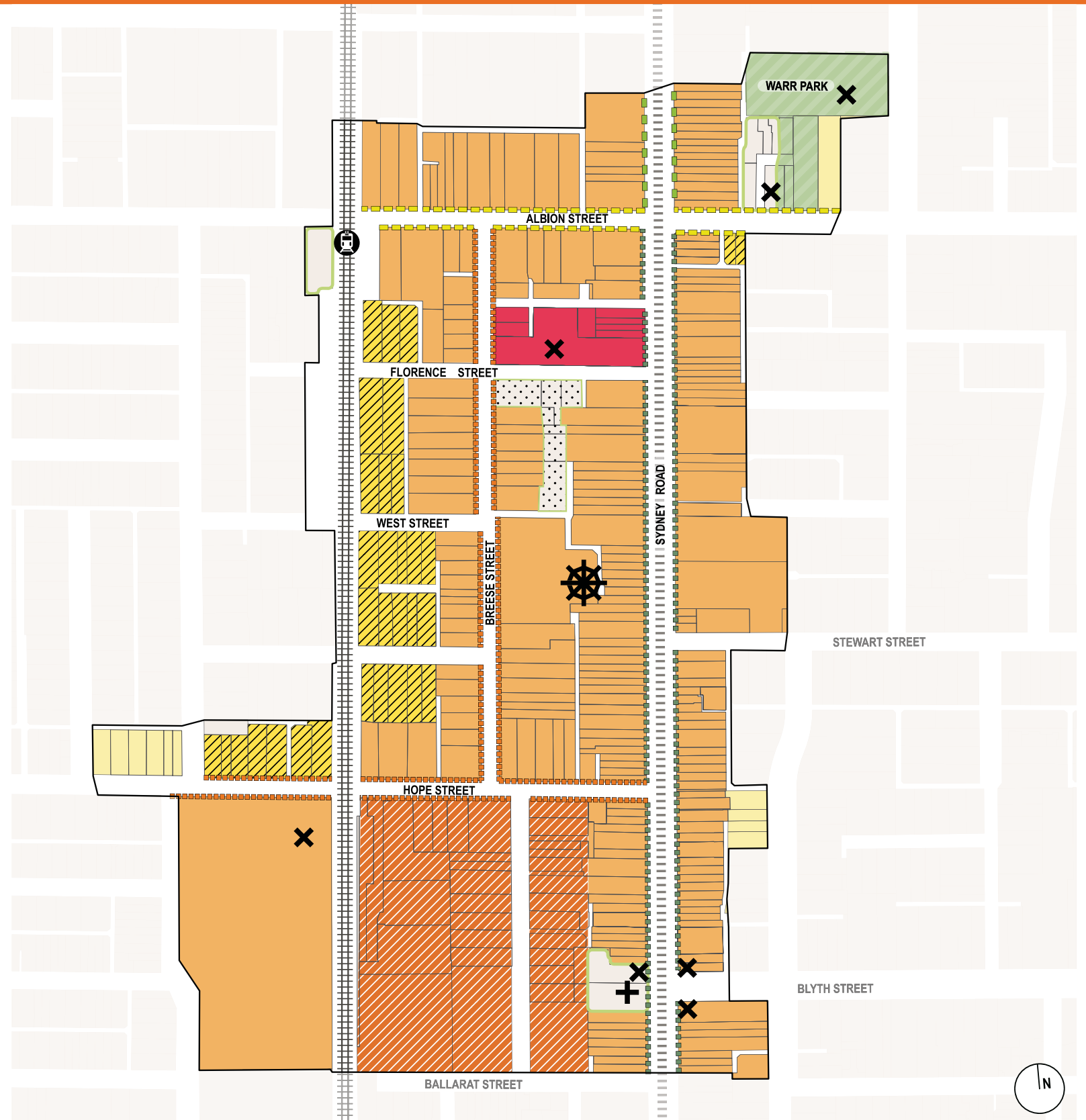
Streetscape guidelines

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

-  Establish a 2 storey built form podium height. Setback of development above the podium to be minimum 14 metres.
-  Establish a 3 storey built form podium height. Setback of development above the podium to be minimum 7 metres.
-  Establish a 3 storey built form podium height. Setback of development above the podium to be minimum 5 metres.
-  Establish a 4 storey built form podium height. Setback of development above the podium to be minimum 3 metres.



Existing conditions

-  Rail line/train station
-  Tram line
-  Existing open space
-  Precinct boundary
-  Church
-  Iconic building










MAP 18 : PRECINCT 1D
PUBLIC REALM AND ACTIVE FRONTAGE

Activity streets

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

Public realm improvements

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

Existing conditions

-  Rail line/train station
-  Tram line
-  Existing open space
-  Existing buildings
-  Precinct boundary
-  Council owned land
-  VicTrack owned land
-  Other visual gateway

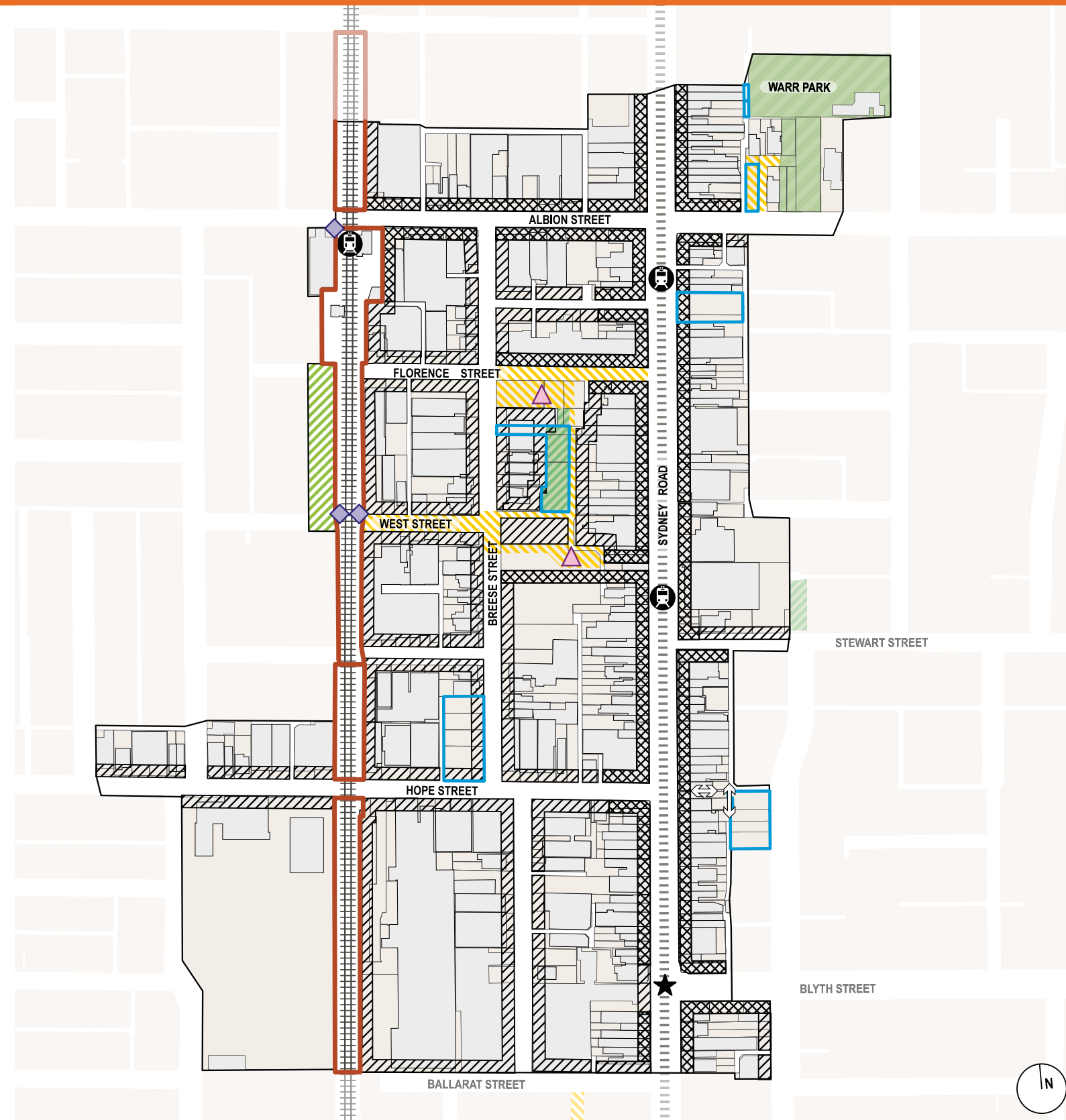


FIGURE 9:
Artist's impression -
Activity node at Brunswick Hill

- (A) Pedestrian priority streets.
- (B) Potential site for open air market.
- (C) New prominent gateway to redeveloped Brunswick Market.
- (D) Mall with new café settings.
- (E) New urban park.
- (F) New super tram stop between Stewart Street and east-west leading to Anstey Station via West Street.
- (G) New landmark building on top of Brunswick Hill.
- (H) New public place with café seating on key link to Anstey station.
- (I) Improved access to platforms from Albion Street and West Street.
- (J) Generous shared path between the northern and southern access points to the station.





5.5 PRECINCT 1E : MORELAND SOUTH

TOTAL LAND AREA (GROSS): 19.5 HECTARES
ANTICIPATED NEW DWELLINGS: 385

This precinct includes a transition from the larger format retail along Sydney Road in the Anstey Urban Village, to the finer grained convenience retail at the intersection of Sydney Road and Moreland Road, and the nearby Moreland Station. Notable uses include the Brunswick Tram Depot and The Don Bosco Youth Centre and Hostel fronting Sydney Road, a Centrelink office on Moreland Road, and a significant Secondary Industrial Precinct on either side of the train line. The industrial area to the west of the train line features some substantial bluestone warehouse buildings.

5.5.1 OBJECTIVES AND STRATEGIES

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

PLANNING AND LAND USE

OBJECTIVE 1

To support viable industrial and commercial activities by protecting them from encroachment of incompatible uses.

STRATEGY 1.1

Prohibit the intrusion of non-industrial uses such as residential or other sensitive uses into the industrial precincts.

OBJECTIVE 2

Work with traders and land-holders to develop a more vibrant and effective neighbourhood activity node around the intersection of Moreland Road.

STRATEGY 2.1

Prepare an urban design strategy that will allow new development to make a strong and high quality contribution to the liveability of the area.

OBJECTIVE 3

Protect the function of Brunswick Tram Depot and Don Bosco's if there are large-scale changes in the rest of the area.

OBJECTIVE 4

Encourage the provision of employment uses in redevelopment areas, including multi-use buildings and loose-fit buildings that can accommodate either housing or employment uses.

HOUSING

OBJECTIVE 1

Ensure that new residential development does not undermine the viability of the established industrial and commercial uses.

STRATEGY 1.1

Support the development of housing only in shop-top form along Sydney Road, and on larger sites within the Business 1 Zone.

TRANSPORT AND MOVEMENT

OBJECTIVE 1

Ensure improved integration of Moreland Train Station and tram stops.

STRATEGY 1.1

Develop integrated transport interchange improving pedestrian amenity between Moreland Train Station, tram stops and other modes of transport.

PUBLIC REALM

OBJECTIVE 1

Ensure the environment along the Upfield Shared Path provide and attractive setting for the many users of this active movement link.

STRATEGY 1.1

Create attractive linear green setting along the Upfield Shared Path between Albion Street and Moreland Road where the Vic Track reserve is wide.

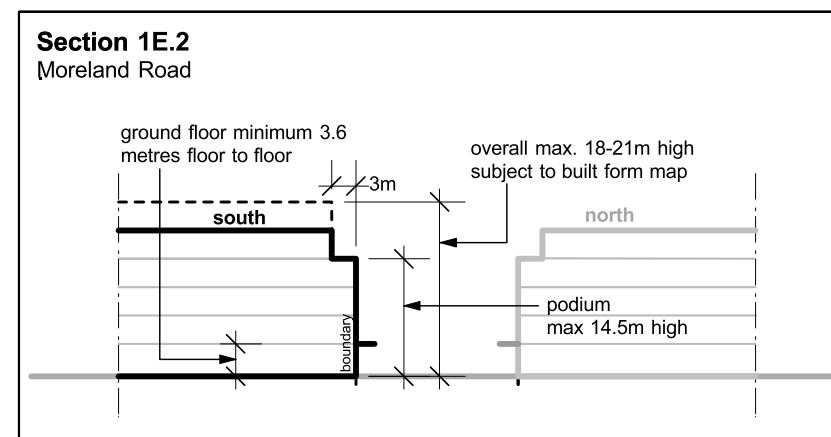
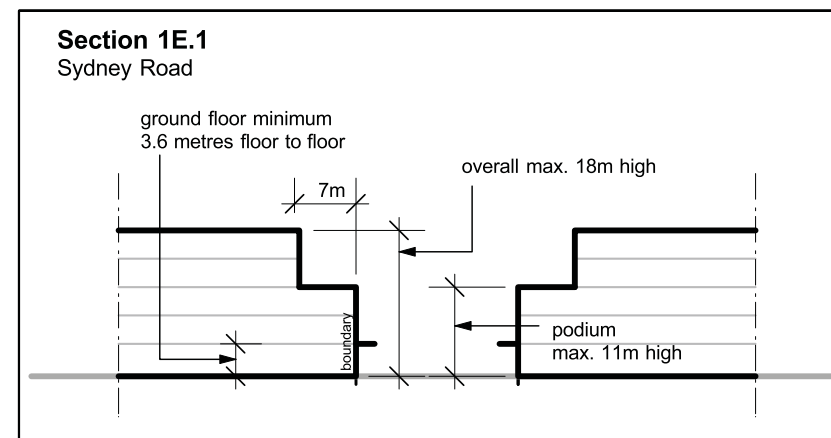






FIGURE 10 : Precinct Built Form Guidelines



MAP 19 : PRECINCT 1E
BUILT FORM



Built form guidelines

-  4 storey maximum (14.5 metres)
-  5 storey maximum (18 metres)
-  7 storey maximum (24 metres)






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

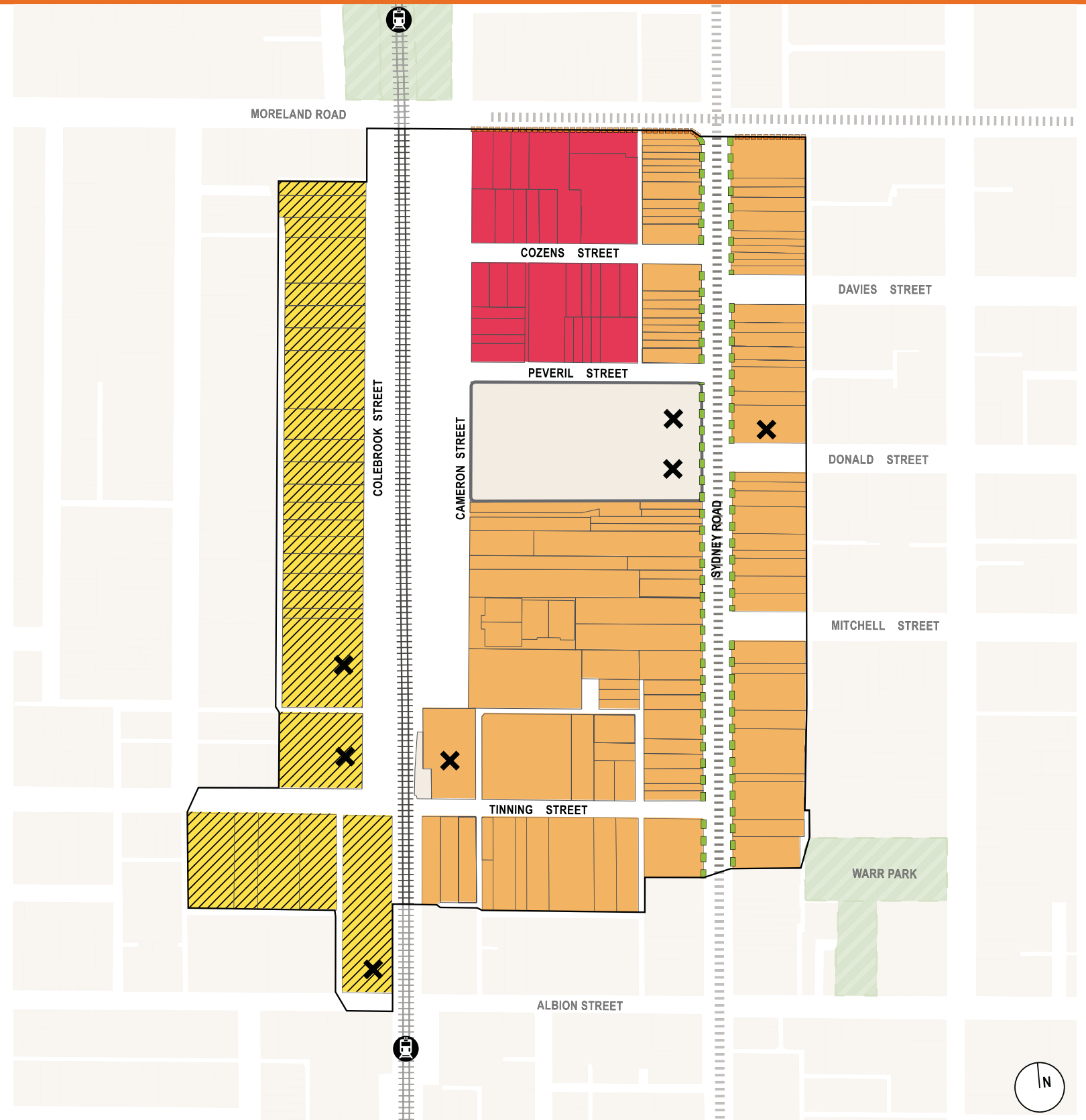
Streetscape guidelines

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

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



Existing conditions

-  Rail line/train station
-  Tram line
-  Existing open space
-  Precinct boundary
-  Iconic building







MAP 20 : PRECINCT 1E
PUBLIC REALM AND ACTIVE FRONTAGE







Activity streets

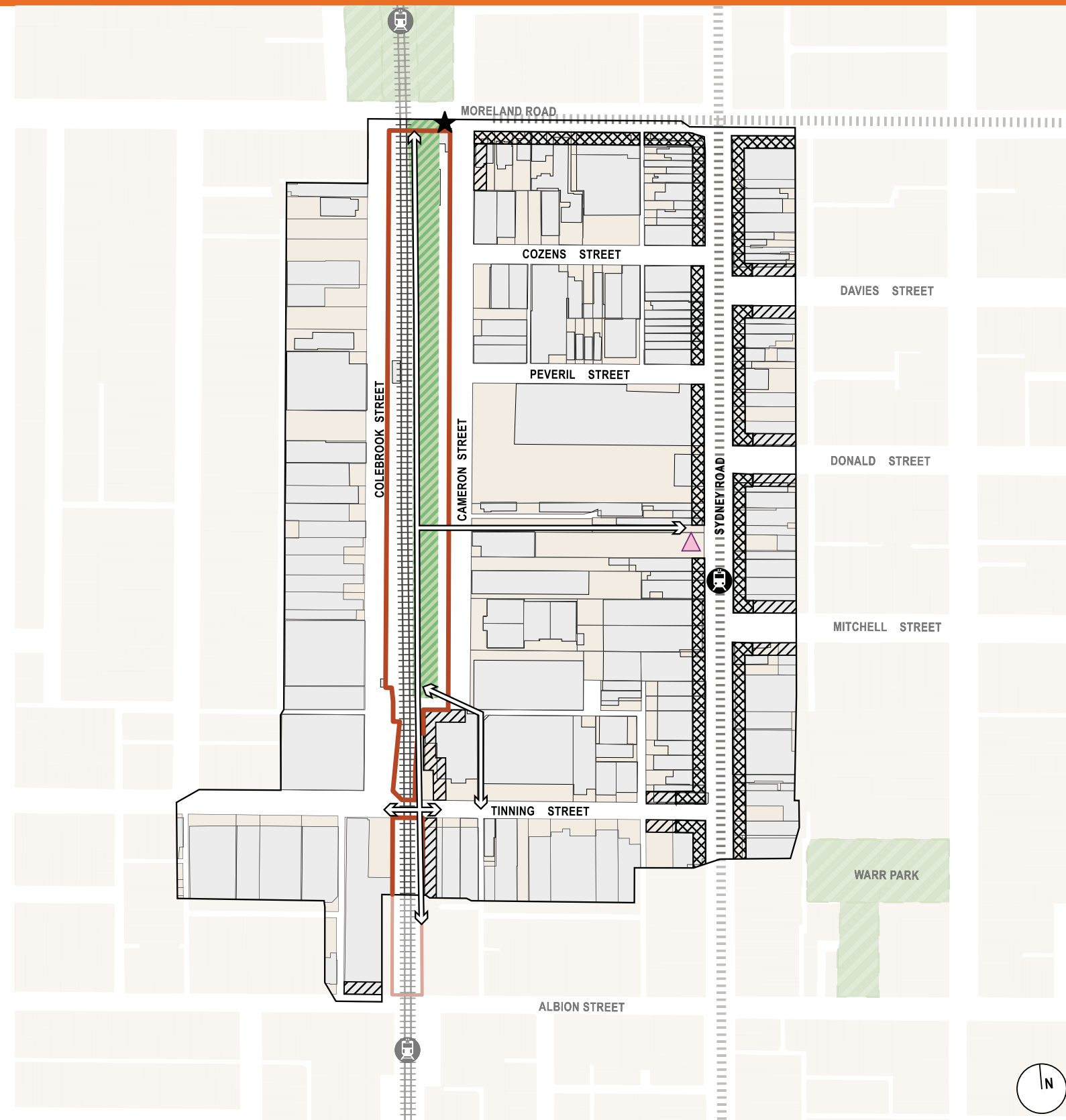
-  Active frontage type A - Refer to section 4.6 - Guidelines
-  Active frontage type B - Refer to section 4.6 - Guidelines

Public realm improvements

-  New or improved smaller public place - Refer to section 4.5 - Guidelines
-  New open space
-  Pedestrian links
 New or improved pedestrian link through property or public land with high level active frontage to development and high level pedestrian amenity
-  Enhanced tram stop

Existing conditions

-  Rail line/train station
-  Tram line
-  Existing open space
-  Existing buildings
-  Precinct boundary
-  VicTrack owned land



6 GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

BSP – Brunswick Structure Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Intermodal – activities between different modes of transport.

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

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

MCC – Moreland City Council.

MILUS – Moreland Industrial Land Use Strategy, August 2004.

MITS – Moreland Integrated Transport Strategy, November 1998.

MOSS – Moreland Open Space Strategy, August 2004.

MUZ – Mixed Use Zone

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

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

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

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

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

(Source: Pedestrian Council of Australia).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Source: Walk 21 Charter)

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

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



For further information contact:

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電話號碼的詳情

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All other languages

including 廣東話,

فارسی, Kurdi, Malti,

Македонски, Српски,

Somali, Tetum

9280 1919