

14-22 GAFFNEY STREET COBURG NORTH ■ URBAN DESIGN FRAMEWORK



JUNE 2013

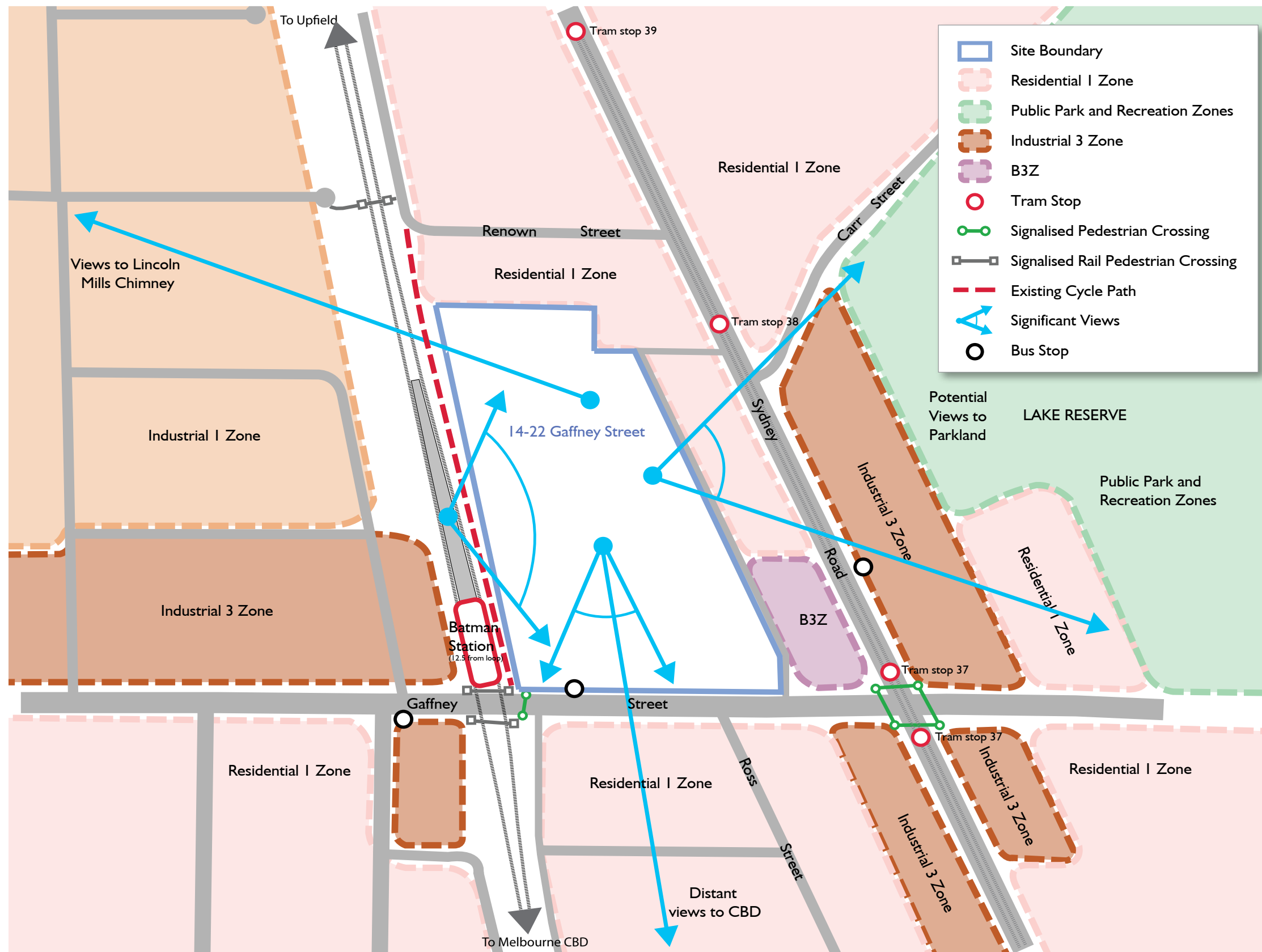
14-22 GAFFNEY STREET COBURG NORTH

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14-22 GAFFNEY STREET COBURG NORTH

CONTEXT ANALYSIS



This Urban Design Framework (UDF) is intended to provide direction in relation to the future built form and public domain for the subject site (14-22 Gaffney Street, Coburg North). The UDF has been informed by discussions with Council officers and contains a site context, site analysis and design response sections in relation to the site and its surrounds. The site is considered to be a strategic development site, due to its size, proximity to all modes of public transport and relative lack of sensitive interfaces.

FIGURE 1
CONTEXT ANALYSIS

14-22 GAFFNEY STREET COBURG NORTH

CONTEXT ANALYSIS

Heritage

- The subject site does not contain any heritage buildings.

Subdivision

- The subdivision pattern within the surrounding residential neighbourhood is characterised by narrow to medium fronted residential lots and larger format industrial buildings along Gaffney Street.
- The large size of the subject site also presents a strategic redevelopment opportunity close to Batman Train Station in accordance with the urban consolidation imperatives of Melbourne 2030 and the Coburg Structure Plan. It also enables development to respond sensitively to its residential interfaces to the north, east and south.
- The separation of the subject site from nearby development by the existing laneway to the east, Gaffney Street to the south and the Upfield rail line to the west further reinforces the potential for development on the site without adverse impacts on the surrounding properties.
- There is a lack of an existing buffer along the sensitive northern interface.

Movement Network

- Public transport network
 - Trains – Batman Station is located immediately adjacent to the subject site on the Upfield rail line. 8.5 km or 24 minutes from central Melbourne.
 - Trams – 60m walk to Sydney Road/Gaffney Street (stop 37) tram stop, 65m walk via existing laneway to Sydney Road/Carr Street (stop 38). 38 minutes to central Melbourne.
 - Buses – Route 534 immediately to the south along Gaffney Street, route 530 is a 60m walk away, along Sydney Road; and routes 526 and 561 are a 300m walk away, along Champ Street.
- Pedestrian movements
 - Existing signalised pedestrian crossing on Gaffney Street immediately to the east of the rail line.
 - Existing pedestrian rail level crossing on Gaffney Street.
 - Existing pedestrian rail level crossing north of Batman Station, linking Renown Street to Charles Street.
 - Existing signalised pedestrian crossings at the intersection of Gaffney Street and Sydney Road.
- Cycle network
 - Existing on street cycle lanes along Gaffney Street immediately to the south of the site.
 - Existing cycle path runs along Upfield rail line immediately to the west of the site.
 - The Principal Bicycle Network runs along Gaffney Street through the provision of a shared bicycle and parking lane.

Existing Land Uses

- Residential dwellings are located to the north, east and south of the subject site.
- A vacant lot zoned Business 3 (B3Z) is located to the east on the corner of Gaffney Street and Sydney Road.
- The Upfield rail line abuts the subject site to the west, beyond which are light industrial/industrial premises.
- Within 950m to the Sydney Road retail precinct.

Built Form

- The residential properties to the south of the site fronting Gaffney Street are characterised by 1-3 storey residential dwellings. There is a mixture of original single storey detached dwellings, new attached 3 storey terrace dwellings and semi detached 2 storey townhouses.
- The residential properties to the east fronting Sydney Road are characterised by predominantly 2 storey dwellings. There is a mixture of original 2 storey detached dwellings with high pitched roofs, new 2 storey semi detached townhouses, a 2 storey unit development, and one single storey bungalow.
- The residential properties to the north fronting Renown Street are characterised by a combination of 1 and 2 storey dwellings. There is a mixture of original single storey detached dwellings, new 2 storey semi detached townhouses and a 2 storey unit development on the corner of Renown Street and Sydney Road.
- The industrial properties to the west are characterised by 2 storey buildings located beyond Batman Station.
- The Batman Train Station consists of a central platform with a modest single storey timber station building at the southern end of the platform.

Open Space

- Lake Reserve is located 300m to the east. This reserve forms part of the Merri Creek linear public open space corridor and is of regional significances.
- Lake Reserve is easily accessible via two routes from the site, either along Gaffney Street or via the existing laneway linking to Sydney Road and then via Carr Street.

Views and Vistas

- There are prominent views of the site from the Batman Station platform and passing trains.
- Frontage to Gaffney Street is highly visible to passing traffic.
- Taller development on the site may have views of central Melbourne.

14-22 GAFFNEY STREET COBURG NORTH STRUCTURE PLAN CONTEXT

Structure Plan Context

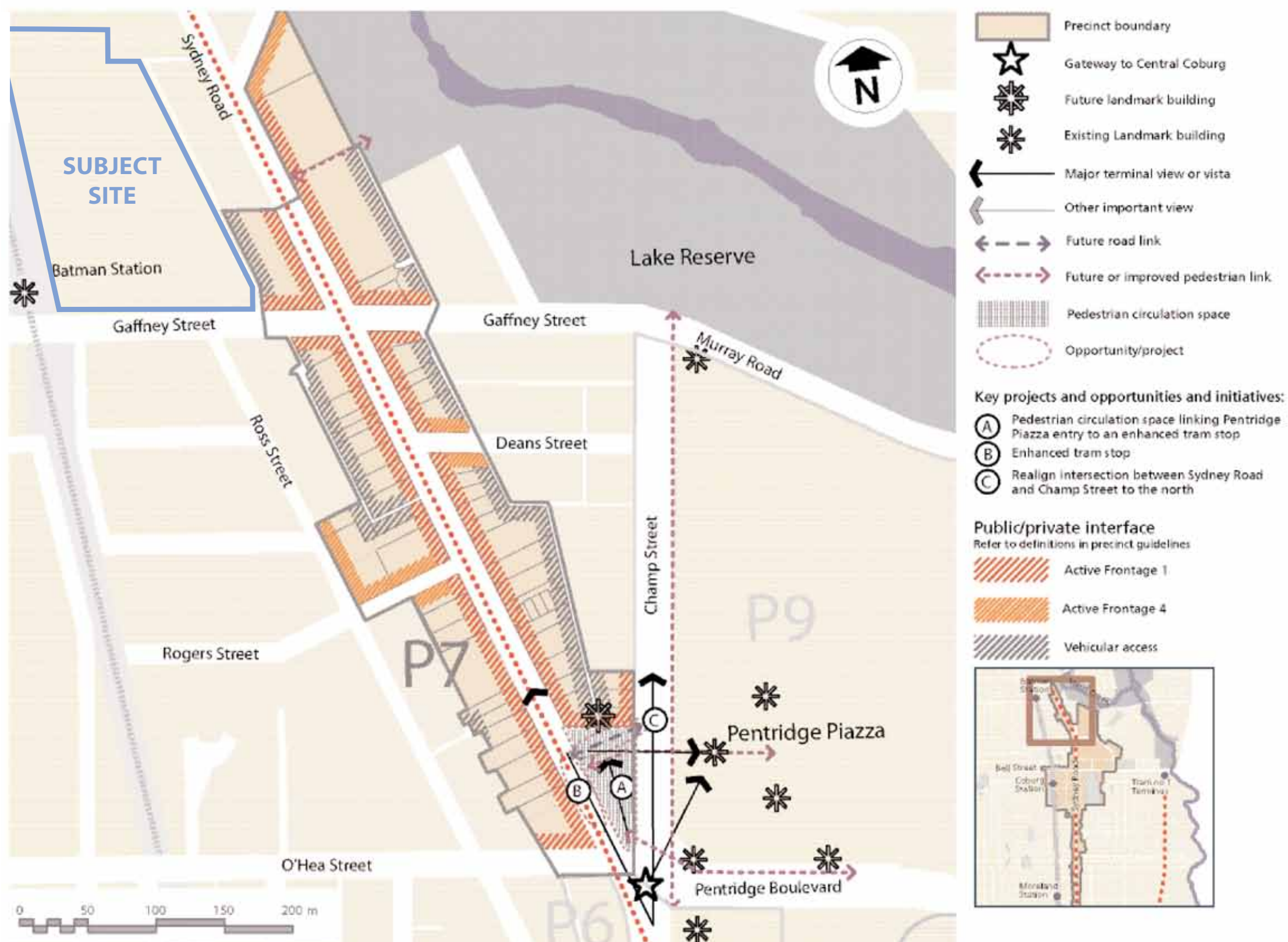


FIGURE 2
MAP 7.9
PRECINCT 7 SYDNEY ROAD NORTH
COMMERCIAL GATEWAY PLAN FROM
THE CENTRAL COBURG 2020 STRUCTURE PLAN

14-22 GAFFNEY STREET COBURG NORTH

STRUCTURE PLAN CONTEXT

The Central Coburg 2020 Structure Plan contains the following recommendations relevant to 14-22 Gaffney Street:

Neighbouring Features

- Vacant land on the corner of Gaffney Street and Sydney Road is slated for a new 4 storey development.
- Batman Station is identified as an “Existing Landmark Building”.

Movement

- An existing cycle path runs along the eastern side of the Upfield rail line adjacent to the site, and forms part of the existing Local road bicycle network.
- Gaffney Street identified in the Structure Plan as an “Existing bicycle link” and a “Major pedestrian link”.
- Sydney Road identified in the Structure Plan as a “Principal Traffic Route”, with a Tram route, an “Existing bicycle link” and a “Major pedestrian link”.
- Both the Gaffney Street and Sydney Road existing bicycle links form part of the existing Principal Bicycle Network.
- The intersection of Gaffney Street and Sydney Road is identified in CC2020 Structure Plan for “Proposed Intersection works”.

Land Use

- The Structure Plan identifies the adjacent property on the corner of Gaffney Street and Sydney Road as within Precinct 7 Sydney Road – North Commercial Gateway.
- Precinct 7 forms the entrance to the Coburg activity centre from the north.
- Precinct 7 forms a transition between the residential area to the north and the retail and commercial activities to the south.
- Precinct 7 is identified as an Incremental change precinct.
- The future land use identified for the corner of Gaffney Street and Sydney Road is mixed use – large format retail/showroom, office ground floor uses with office and residential above.

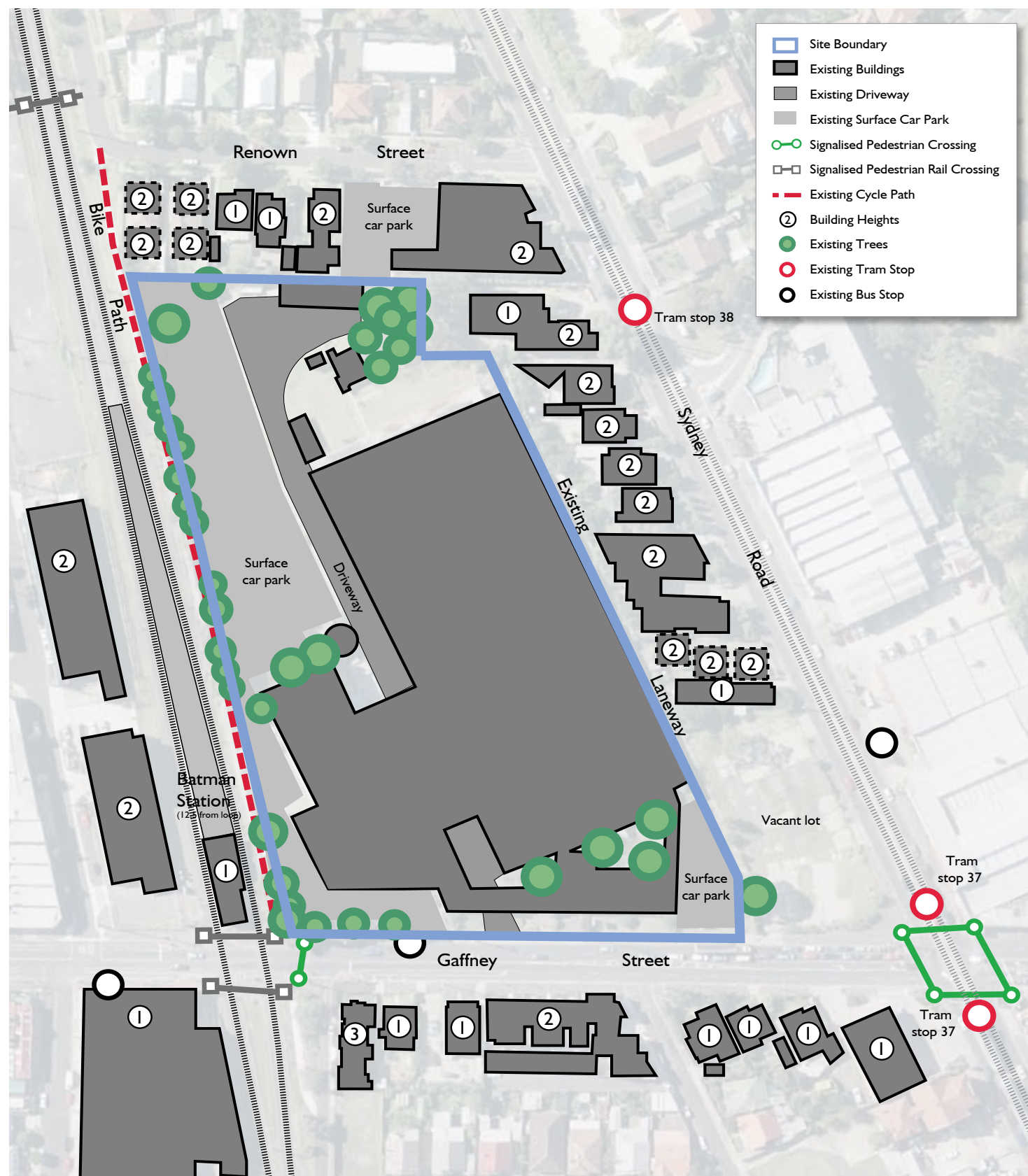
Built Form

- The Structure Plan identifies the adjacent property on the corner of Gaffney Street and Sydney Road as being able to be developed up to a 4 storey building, providing “Active Frontage 1” treatment to both Gaffney Street and Sydney Road, and Vehicular access from the rear laneway.
- The Structure Plan defines “Active Frontage 1” as follows:
 - Buildings with ground level frontages to ‘Active Frontage(s) 1’ as identified on the precinct plan must contribute to the appearance and retail function of the area by providing:
 - a display window and/or entrance measuring at least 80% of the width of the street frontage of each individual shop premises and food and drink premises, or at least 60% of the width of the street frontage of each premises used for other commercial uses
 - clear glazing to street frontages. Security grilles must be visually permeable or transparent, and are encouraged to be internally mounted
 - facade design that incorporates lighting to add to a sense of security at night
 - built scale appropriate to the street and proximity to pedestrians.
 - Vehicle ingress and egress, loading facilities and building services should not be located on frontages to Active 1 streets or laneways.

Note: the site falls outside the Central Coburg 2020 Structure Plan area, however the structure plan is of contextual relevance to the site.

14-22 GAFFNEY STREET COBURG NORTH

SITE ANALYSIS



This section of the UDF documents the existing site and immediate surrounds context.

- The subject site is 14-22 Gaffney Street, Coburg North.
- Subject site has an area of 2.51ha.
- The subject site presently contains the Australian Defence Apparel factory.
- The subject site is located immediately adjacent (just outside) the Central Coburg 2020 Structure Plan.
- Close proximity to public transport; Batman Station on the Upfield rail line is immediately adjacent, 60m to Sydney Road/Gaffney Street tram stop (stop 37) and 65m to Sydney Road/Carr Street (stop 38) on tram route 19, and bus stops along Gaffney Street and Sydney Road.
- Direct site frontage onto Gaffney Street totalling 145m.
- Major pedestrian movement network along Gaffney Street. Signalised pedestrian crossing located immediately to the east of the rail line.
- Direct site frontage onto Batman Station on the Upfield rail line totalling 215m. 2m wide cycle path alongside rail line runs parallel immediately to the west of the site boundary.
- Vacant B3Z lot immediately adjacent to the east on the corner of Gaffney Street and Sydney Road.
- Sensitive interface with the residential dwellings and associated private secluded space at the north and east.
- Existing vehicle access to subject site from Gaffney Street.

FIGURE 3
SITE ANALYSIS

14-22 GAFFNEY STREET COBURG NORTH

DESIGN RESPONSE

This section of the UDF provides a design rationale and documents the design response, including three potential options for development.

The subject site represents a significant opportunity for urban consolidation. It is considered to be a strategic development site, due to its size, proximity to Central Coburg PAC and Batman Station, and accessibility by rail, tram, bus, bicycle and road. The lack of sensitive interfaces on 2 sides further strengthens the development potential of the site. Therefore, future built form need only be limited at the residential interfaces to avoid unreasonable impacts on private amenity, and along the Gaffney Street frontage to contribute to an appropriate new streetscape character along Gaffney Street.

The following section outlines the proposed design response to the site consistent with its significant urban consolidation potential.

General

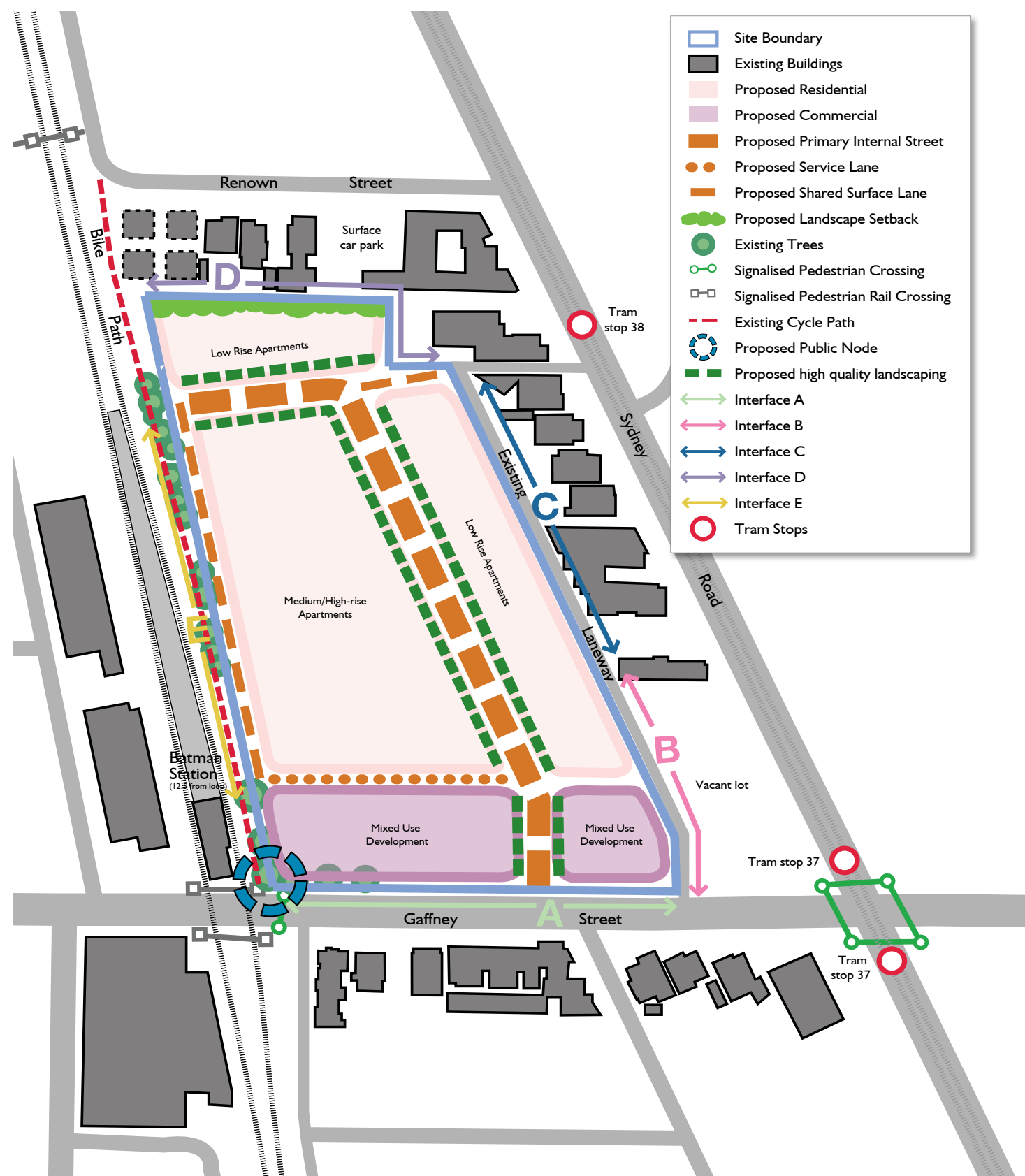
- The positioning of lower residential buildings along the sensitive northern and eastern interfaces in response to the existing residential dwelling use and scale.
- Medium to high-rise residential building(s) located within the core of the site and along the least sensitive western interface, closest to the station.
- Commercial uses at ground floor along the Gaffney Street boundary, to provide an active frontage, more diverse and sustainable employment, and convenience retail for the local community.
- Local convenience shops/services preferred at the south-west corner of the site. Along with creation of a public node that could provide surveillance to the Batman Train Station entry/exit.
- Provision of a small urban space potentially retaining one or more existing mature trees at the south west corner.
- Upgrades to public transport stops (bus and tram) within the vicinity and alterations to the Gaffney Street and Sydney Road intersection to enable full tram priority.

Built Form

- Buildings to address street frontages to provide passive surveillance to the all streets and public spaces, and to include habitable rooms, balconies and openings orientated to street and public spaces.
- Car parking located at basement level, or behind buildings at podium level to minimise visibility from the street.
- Loading bay and refuse collection areas provided within the subject site, away from the Gaffney Street frontage and primary internal streets, to be integrated into the site with minimal visual intrusion.
- Buildings to address all primary internal street frontages to provide passive surveillance. Buildings should also be oriented to primary internal street frontages to include habitable rooms, balconies and openings including at ground level. No blank walls and well designed fencing facing primary internal streets should be considered.
- Building frontages to Gaffney Street to incorporate canopies over the footpath.

14-22 GAFFNEY STREET COBURG NORTH

DESIGN RESPONSE



Movement and Access

- No loading facilities or service areas located on the Gaffney Street frontages or primary internal streets.
- One vehicle access point from Gaffney Street, consistent with the current access arrangement.
- A hierarchy of accessways to be including:
 - Primary internal streets with high quality public realm including; footpaths, buildings addressing street, landscaping, lighting, and minimal crossovers and garage entrances on both sides.
 - Secondary internal streets as required for access, which may incorporate a footpath or shared vehicle/pedestrian access with high quality public realm including landscaping, generally incorporating building facades that enhance the street on both sides.
 - A new accessway to improve access to both Batman Train Station and Sydney Road Tram.
 - Street or shared surface lane along the western boundary adjacent to and integrated with the Upfield Bike Path incorporating high quality landscaping and addressed by building frontages.
 - Rear access behind the commercial development fronting Gaffney Street, and behind any attached townhouse lots/ apartment buildings to avoid crossovers and garages dominating the primary and secondary streets.
 - The provision of an internal pedestrian and cycle route (may be a shared vehicle route) linking the existing laneway along the eastern boundary to the Upfield Path and Batman Rail Station, to provide east/west access through the subject site via a permeable and accessible environment.

FIGURE 4
DESIGN RESPONSE

14-22 GAFFNEY STREET COBURG NORTH DESIGN RESPONSE

Illustrative Layout Concepts

These concept drawings illustrate three different ways in which the site may be developed in accordance with the Urban Design Framework. This demonstrates the robustness of the UDF. They are not intended to preclude consideration of other layouts which are in accordance with the UDF.

Road and Path Hierarchy

- (P) Primary internal street
- (S) Secondary internal street
- (L) Shared surface lane
- (R) Rear access lane

For description please refer to the Movement and Access section within the Design Response

Building Typology

LOW RISE APARTMENTS up to 4 storeys

MEDIUM RISE APARTMENTS up to 7 storeys

HIGH RISE COURTYARD APARTMENTS 7 storeys, provided that there are no unreasonable impacts on public or private amenity.

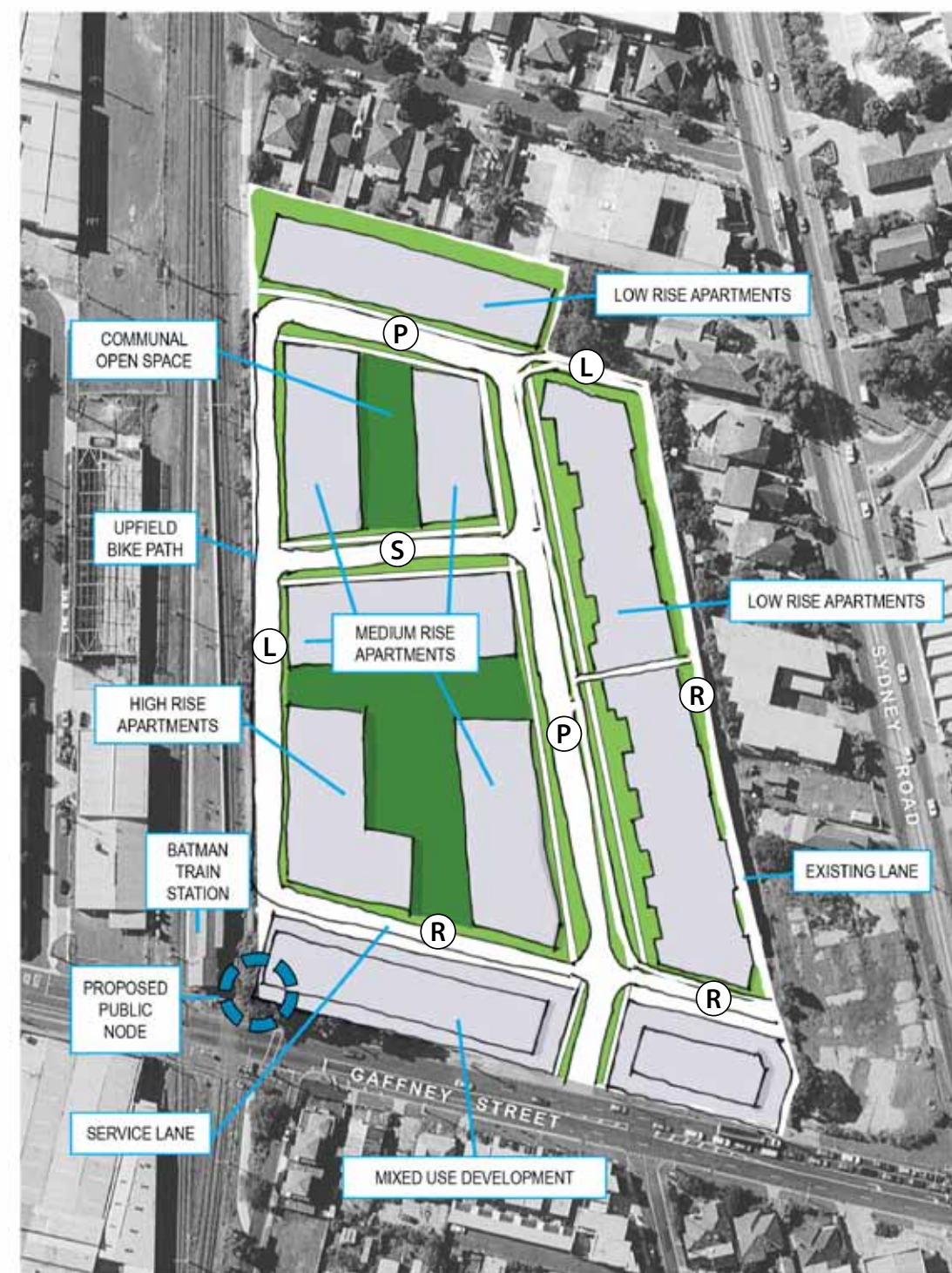


FIGURE 5
OPTION 1 - SLAB APARTMENT OPTIONS

14-22 GAFFNEY STREET COBURG NORTH DESIGN RESPONSE

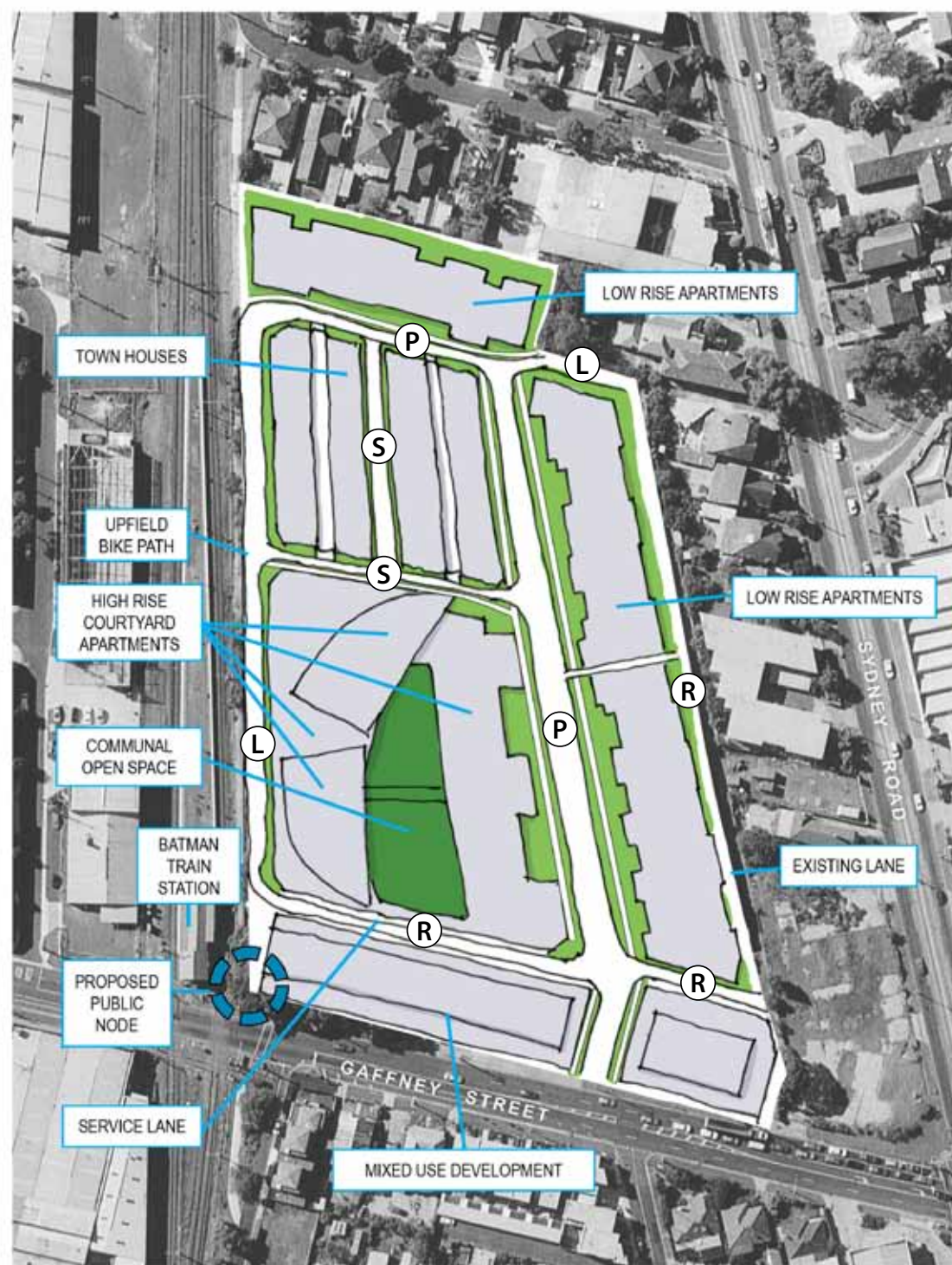


FIGURE 6
OPTION 2 - MIXED APARTMENTS/TOWNHOUSE OPTION

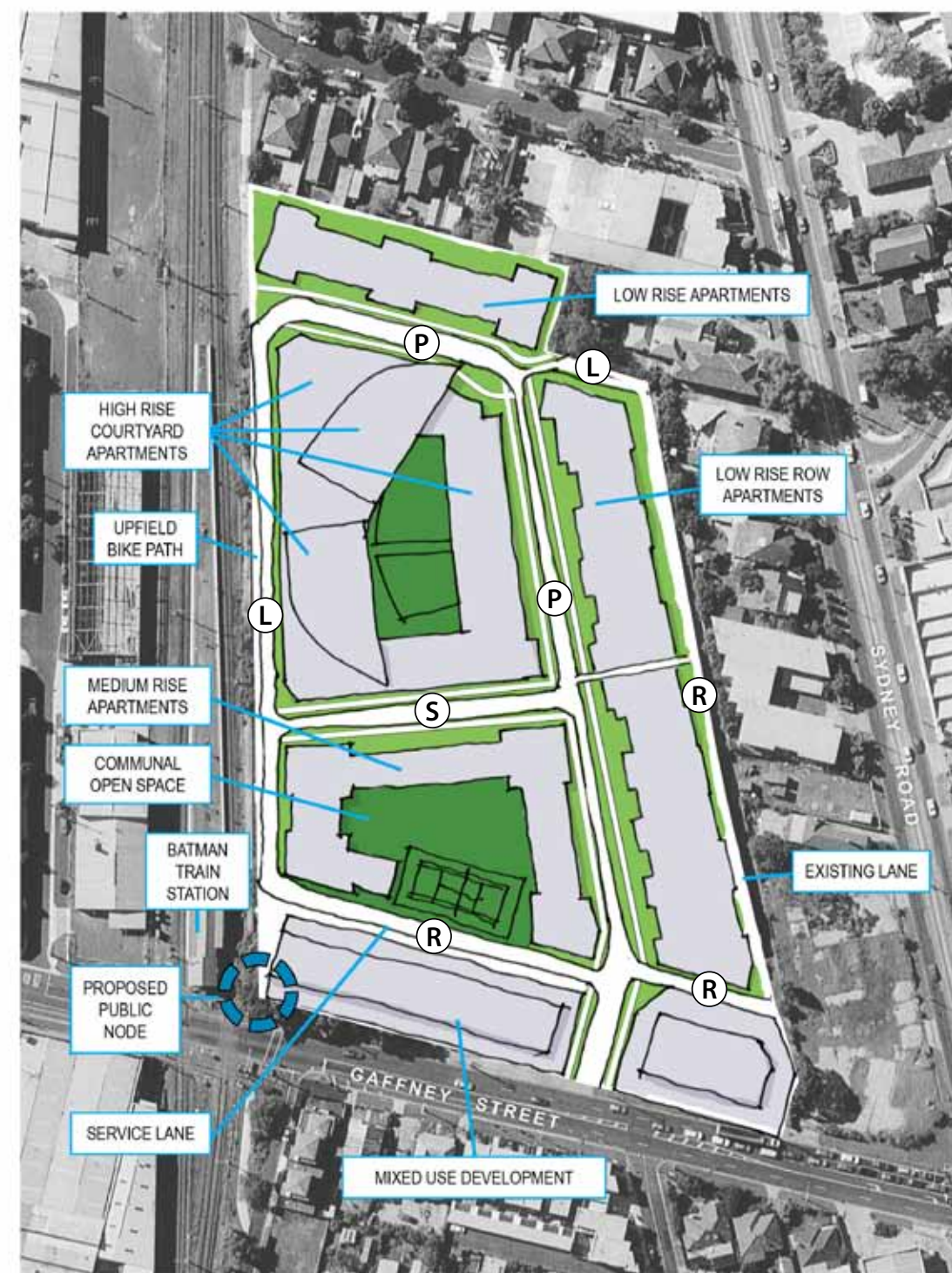


FIGURE 7
OPTION 3 - COURTYARD APARTMENTS OPTION

14-22 GAFFNEY STREET COBURG NORTH DEVELOPMENT GUIDELINES

Introduction

This section of the Design Response provides development guidelines for the interface treatments to be applied to the edges of the subject site in order to ensure that development responds appropriately to the surrounding properties.

PUBLIC NODE AT THE SOUTH/WEST CORNER OF THE SITE

The development should incorporate a small urban space in the south-west corner of the site, that:

- Is flanked by ground floor commercial uses and incorporate areas of clear glazing.
- Potentially incorporates one or more of the existing trees.
- Is activated by adjoining commercial uses where possible.
- Provides passive surveillance of the Batman Train Station.
- Is landscaped to facilitate passive recreation and social activity.
- Is finished with high quality paving, furniture, planting and lighting.

INTERFACE A - GAFFNEY STREET

This should be read in conjunction with Figure 8

The development should respond to the existing and likely future character of Gaffney Street as follows.

- Development may be up to 6 storeys high provided that it has:
 - A 4 storey 'street wall' built on the boundary, supporting active frontages and 0m front setback for the ground, first, second and third floors;
 - A 3m front setback to the third and fourth storeys, so that they are visually subservient to the street wall; and
 - A minimum 5m front setback to the upper levels, so that it is barely visible from the street.
- Development should be finely articulated, including vertical modulation expressing unit widths, reflecting the rhythm of the residential dwellings across the street and use high quality materials and finishes.
- Ground floor level should be no more than 0.2m above the footpath level and make provision for people of all abilities.
- Ground floor commercial uses should provide a canopy and incorporate substantial areas of clear glazing. Canopies should not preclude street tree planting. Any security grills must be visually permeable or transparent, and are encouraged to be internally mounted.



FIGURE 8

- The development should be designed to address the street, with active street frontage at ground floor level incorporating glazing and ground level entries. At upper storey development should incorporate balconies that contribute to an interesting street frontage and allow for passive surveillance.
- Main entries and lobby spaces should be legible from the street frontage with good physical and visual connections to the street.
- Car park access from Gaffney Street should be via one primary proposed access point.
- Car park entries should be located separately from pedestrian entries to the development and away from the Gaffney Street frontage and contained within the site.
- The visible dominance of any car parking from the primary road must be minimised.
- The major pedestrian movement along Gaffney Street should be facilitated by the provision of an at-grade pedestrian crossing at or in proximity to the primary proposed access point in accordance with advice from authorities.
- The provision of streetscape improvements should be undertaken in conjunction with development.
- The existing bus stop (ID40918) may require relocation along the Gaffney Street frontage to allow for a deceleration lane. Any upgrades or improvements to the bus stop must be to the satisfaction of the Responsible Authorities.
- High quality contemporary materials and articulation to ameliorate the visual bulk of the building.

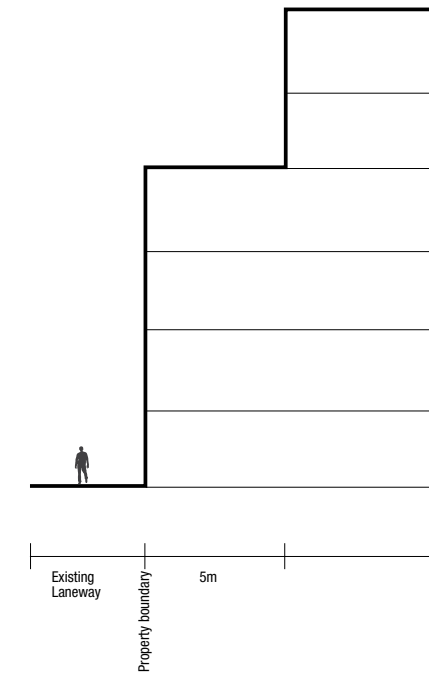


FIGURE 9

INTERFACE B – EXISTING LANEWAY BETWEEN THE PROPERTY AT THE CORNER OF GAFFNEY STREET AND SYDNEY ROAD

This should be read in conjunction with Figure 9

The development should respond to the existing laneway adjoining the property at the corner of Sydney Road as follows:

- Development may be up to 6 storeys high provided that it has:
 - A 0m setback for the first to fourth storeys.
 - A 5m setback to the fifth and sixth storey, to provide an incremental transition to taller development to the west.
- Design of balconies and windows of upper storeys to respond to any proposed development on the adjacent site (corner of Sydney Road and Gaffney Street) and allow passive surveillance of the existing laneway.
- High quality contemporary materials and articulation to ameliorate the visual bulk of the building.

14-22 GAFFNEY STREET COBURG NORTH DEVELOPMENT GUIDELINES

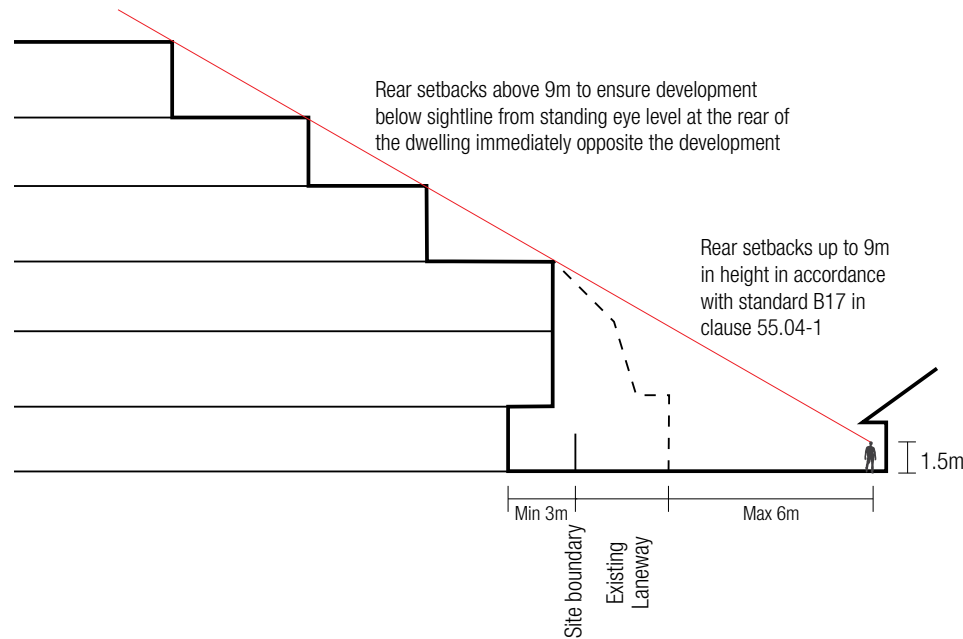


FIGURE 10

INTERFACE C – EXISTING LANEWAY THE REAR OF PROPERTIES FRONTING SYDNEY ROAD

This should be read in conjunction with Figure 10

The development should respond to the existing laneway at the rear of properties fronting Sydney Road as follows:

- Development may be up to 6 storeys high provided that:
- Lowest 3 levels are set back in accordance with standard B17 in clause 55.04-1 set on the opposite laneway boundary, to protect the amenity of adjoining residential properties.
- Storeys 4 and above are set back to ensure development is below sightline from standing eye level (1.6m) at the rear of the existing dwelling immediately opposite the subject site or at a point 6m from the rear boundary of the adjacent site, whichever is closer.
- Design of balconies and windows of upper storeys to avoid unreasonable overlooking to residents secluded open space or habitable room windows in accordance with standard B22 of ResCode.
- High quality contemporary materials and articulation to ameliorate the visual bulk of the building.

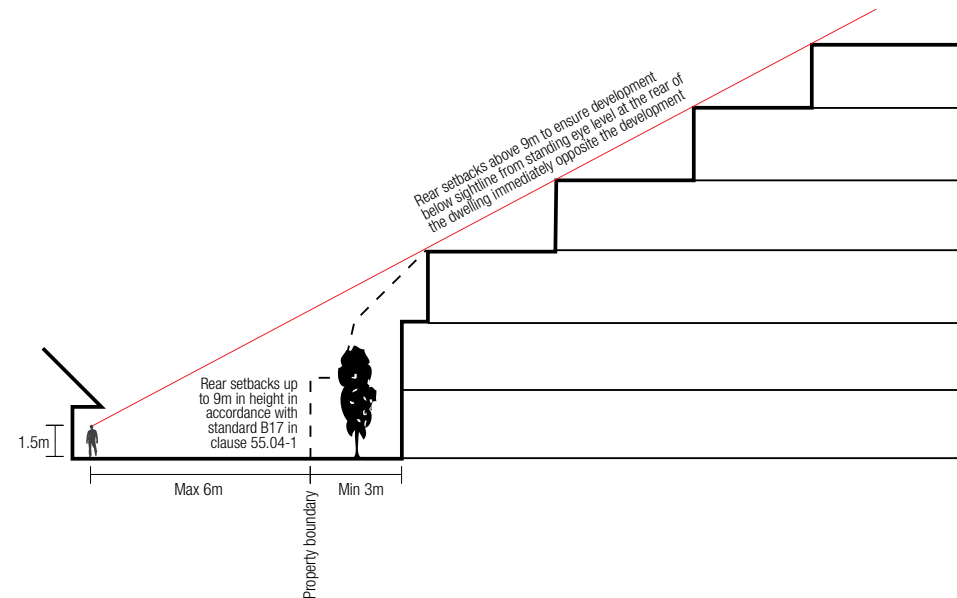


FIGURE 11

INTERFACE D – REAR OF PROPERTIES FRONTING RENOWN STREET

This should be read in conjunction with Figure 11

The development should respond to the existing properties fronting Renown Street as follows:

- Buildings setback a minimum of 3m from the northern property boundary to provide for landscaping.
- Development may be up to 6 storeys high provided that:
 - Lowest 3 storeys are set back a minimum of 3m to provide for landscaping and in accordance with standard B17 in clause 55.04-1, to protect the amenity of adjacent residential properties.
 - Storeys 4 and above are set back to ensure development is below sightline from standing eye level (1.6m) at the rear of the existing dwelling immediately opposite the subject site.
 - Design of balconies and windows of upper storeys to avoid unreasonable overlooking to residents secluded open space or habitable room windows in accordance with standard B22 of ResCode.
 - High quality contemporary materials and articulation to ameliorate the visual bulk of the building.

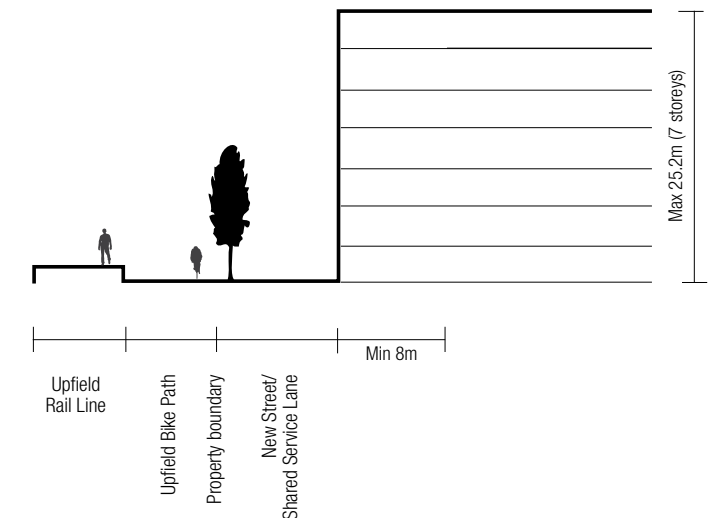


FIGURE 12

INTERFACE E – RAIL LINE

This should be read in conjunction with Figure 12

The development should respond to the rail line as follows:

- Development must include the creation of a new street or shared surface lane.
- Development should address the western boundary with entries, windows and/or balconies.
- Development should be finely articulated, including vertical modulation expressing unit widths, employing high quality materials and finishes.
- Building frontages must be prominent to the new road and the visibility of any car parking from the public realm must be minimised.
- Development should utilise a bold, contemporary architectural style.
- The height of development fronting the rail line should be varied to create an interesting skyline.
- Development must be designed to address the rail line and offer passive surveillance.
- Contribute to public amenity by upgrading the existing cycle path and improving visually permeable fencing along the rail boundary.
- Incorporate design measures to meet noise attenuation requirements for noise originating from the railway line and adjoining non-residential uses.

