

BRUNSWICK STRUCTURE PLAN

REFERENCE DOCUMENT (April 2018)

A Reference Document to the Moreland Planning Scheme

About this Reference Document:

This Document is intended to be a policy neutral consolidation of all past adopted Structure Plans relevant to Brunswick Structure Plan Area and Activity Centre, including the Brunswick Structure Plan (2010), Brunswick Structure Plan Addendum (2012) and Sydney Road and Upfield Corridor Strategic Framework Plan (2014). Neither the vision nor the guiding principles have been changed.

The document also includes changes to the Brunswick Structure Plan and Activity Centre that formed part of Amendment C134 (gazetted 11/08/2016) and recommendations from the associated Planning Panel Report

This consolidation has not involved a qualitative review of the content of these sources, but aims to bring them together to provide a single reference document suitable for inclusion in the Moreland Planning Scheme to inform statutory consideration and decisions. Updates to the document are limited to: demographic data in the background and analysis section to reflect 2016 ABS statistics, references to the Brunswick Place Action Plan, adopted by Council December 2017 and Moreland Industrial Land Strategy 2017 – 2020 (Amendment C158 gazetted 6/4/2017).

Elements of the BSPs that encourage actions by Council, such as public realm works, have not been transferred into this document but are instead included in the Brunswick Place Action Plan 2017.

Version Control		
Date	Authorisation	Summary of Version Change
5 October 2016	Adopted by Council	Policy neutral consolidation of reference documents
9 August 2017	Adopted by Council	Changes to maps in accordance with Amendment C164
30 August 2017	Delegated change prior to exhibition	Changes for clarity, fix errors and include reference to MILS areas added through C158.
11 April 2018	Considered by Council	Includes changes to address policy neutral matters raised in public submissions received to Amendment C167, fully reflects the effect of C134, changes made by Council Officers to better translate the preceding structure plan documents and changes to reference the Brunswick Place Action Plan adopted December 2017.

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1 INTRODUCTION

1.1 WHAT IS THIS DOCUMENT?

Moreland City Council has prepared the *Brunswick Structure Plan Reference Document* (The Reference Document) to consolidate previous structure plans, subsequent statutory approvals and provide an integrated policy framework to guide the use and development of land within the Brunswick Structure Plan boundary. The referenced document incorporates the policy position adopted by Council to concentrate intensive redevelopment into the three defined corridors of Sydney Road / Upfield Corridor, Lygon Street and Nicholson Street. This policy position was endorsed by the independent Panel and subsequently approved by the State as part of Amendment C134.

The reference document also draws upon three key documents:

- The Brunswick Structure Plan (2010),
- The Brunswick Structure Plan Addendum (2012), and
- The Sydney Road and Upfield Corridor Strategic Framework Plan (2014).

A full list of all supporting documents is found in **Appendix 1**.

The Reference Document contains:

- An overview of the strategic and policy context and the key issues facing the use and development of the Structure Plan and Activity Centre areas.
- The Vision and guiding principles underpinning the strategic response to future land use and development.
- A Strategic Planning Framework which is structured to address seven key themes and comprises visions, objectives and strategies for the Structure Plan Area as a whole and, where relevant, to the Brunswick Activity Centre.

The seven themes of the Structure Plan are:

- Land use pattern and activity
 - Housing
 - Employment
 - Transport and movement
 - Built form and heritage
 - Public realm and open space
 - Social, cultural and leisure services
- Policy refinement and statutory decisions related to the Brunswick Structure Plan that were considered and approved as part of Amendment C134 to the Moreland Planning Scheme.
 - Implementation

1.2 EVOLUTION OF THE BRUNSWICK STRUCTURE PLAN

up to 2010

- Development guided by local policy in the local planning policy framework.
- Melbourne 2030 *Planning for Sustainable Growth* released by the State Government in October 2002.
- Identifies Brunswick within the hierarchy of activity centres in metropolitan Melbourne.

August 2010

- Brunswick Structure Plan boundary adopted by Council.
- Structure Plans prepared for Sydney Road/ Upfield Corridor, Lygon Street and Nicholson Street.

June 2012

- Interim built form controls introduced via Amendment C105/C121 in the form of a local planning policy and Design and Development Overlay for the Brunswick Structure Plan Area.
- The Brunswick Structure Plan Addendum is adopted by Council.
- The Structure Plan boundary is reduced to only include those areas forming part of the three local areas.
- Built form guidance for areas to be excluded from the structure plan boundary no longer apply but are guided through the provisions of the underlying zone, ResCode and any other relevant planning policy.
- Preparation for Amendment C134 commences.

January 2015

- Amendment C152 revises the MSS and LPPF and removes the local planning policy relating to urban villages.
- The Brunswick Structure Plan (2010) and Addendum to the Brunswick Structure Plan (2012) are added to the Planning Scheme as reference documents.

August 2016

- Amendment C134 is finalised and incorporated into the planning scheme.
- Permanent built form controls apply to the Brunswick Activity Centre via Design and Development Overlays 18, 19 and 20.
- The Strategic Framework Plan in the MSS identifies the Brunswick Activity Centre as those areas included in Design and Development Overlays 18, 19 and 20.

1.3 BRUNSWICK STRUCTURE PLAN BOUNDARY

Council adopted the Brunswick Structure Plan (BSP) boundary in August 2010 as part of the Brunswick Structure Plan. This boundary was amended in some locations by the BSP Addendum, adopted in 2012. The Addendum removed the designation of the three local areas as 'Areas of major change'. This terminology was not required with the reduction of the activity centre boundary to include only those areas forming part of designated precincts. The wider boundary under the 2010 adopted version included areas within the activity centre that were not expected to undergo significant levels of change.

Amendment C134 gazetted on 11 August 2016, applied the following Design and Development Overlays (DDOs) to the activity centre defined by three core corridors within the Structure Plan Area. The DDOs have been applied to land in commercial zones, mixed use zones and to some land which is within a residential zone. It excludes most land in industrial zones. The activity centre DDO boundaries do not always align with the BSP boundary, as parts of the Structure Plan Area are not included within the DDOs.

The DDOs have been applied as follows to provide clear built form guidelines and streetscape controls:

- Schedule 18 to the Design and Development Overlay - Sydney Road and Upfield Corridor – Brunswick Activity Centre - Clause 43.02s18
- Schedule 19 to the Design and Development Overlay - Lygon Street Local Area – Brunswick Activity Centre - Clause 43.02s19
- Schedule 20 to the Design and Development Overlay - Nicholson Street Local Area – Brunswick Activity Centre - Clause 43.02s20

The Panel for Amendment C134 supported the logic of the application of the activity centre boundary to accord with the linear nature of the corridors, and the application of the DDOs to apply to land which is in a commercial or residential zone identified for change.



Figure 1 - Brunswick Structure Plan Area and Brunswick Activity Centre boundary

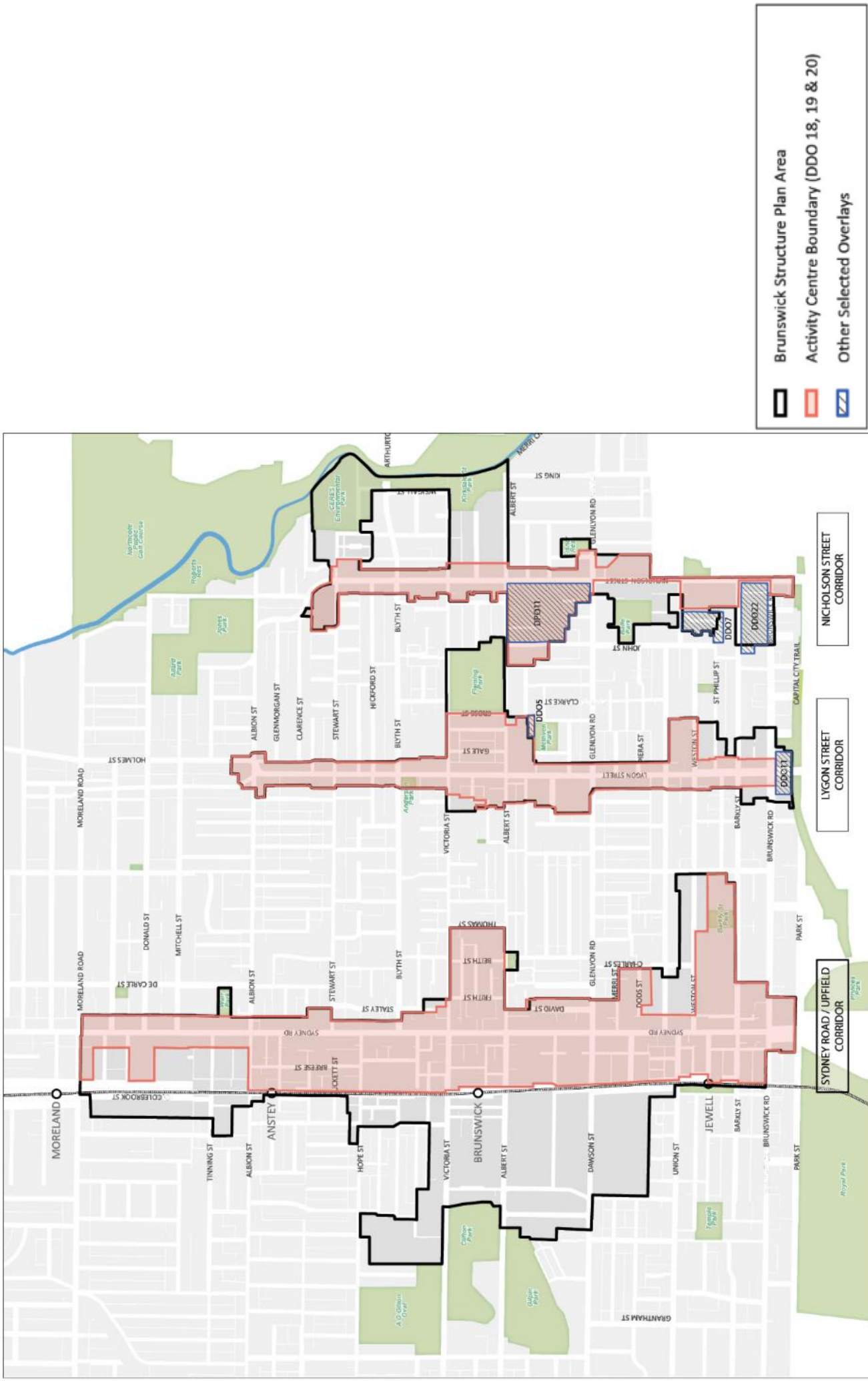


Figure 2 - Brunswick Structure Plan Area and Brunswick Activity Centre boundary with selected Overlays and Open Spaces

1.4 STATUS OF THIS DOCUMENT

This document replaces the Brunswick Structure Plan 2010, the Brunswick Structure Plan Addendum (2012) and the Sydney Road/Upfield Corridor Strategic Framework Plan (2014) (Strategic Framework Plan). The statutory elements from these plans has been translated into this document, the remaining objectives and strategies have been incorporated into the Brunswick Place Action Plan and non-statutory elements remain in the plans. Urban design principles that provide further background and context for future built form and public realm outcomes from the Sydney Road and Upfield Corridor Strategic Framework Plan are included in **Appendix 2**.

This document also incorporates relevant objectives and strategies from the Brunswick Major Activity Centre Integrated Transport Strategy (BITS) (2013), as well as incorporates the open space and public realm objectives and strategies identified in the Strategic Framework Plan.

The Brunswick Place Action Plan details the implementation strategy to achieve the objectives outlined in the Structure Plan. The Place Action Plan relates to the broader Structure Plan Area and the implementation actions are not confined to the land covered by the Brunswick Activity Centre.

Changes that have emerged from recommendations of the Moreland Industrial Land Strategy 2015-2030 (MILS) as it pertains to land within, and adjacent to, the Structure Plan Area have also been incorporated.

The Reference Document also incorporates some changes following consideration of the Moreland C134 Panel recommendations. The preparation of the Reference Document implements the Moreland C134 Panel recommendation to:

14. Review the relevant reference documents to identify any “policy neutral” opportunities to improve their clarity and relevance in light of the approved Amendment and the Panel’s recommendations.

This document therefore has the status of a reference document, and was included in the Moreland Planning Scheme as a reference document through Amendment C167 to the Moreland Planning Scheme. Planning Practice Note 13 Incorporated and Reference Documents (June 2015) states that:

Reference documents provide background information to assist in understanding the context within which a particular policy or provision has been framed.

The reference document has been prepared to provide background to inform planning, land use and development outcomes across the Brunswick Structure Plan Area. It should be read in conjunction with the Design and Development Overlays for the Sydney, Lygon and Nicholson Local Areas which provide the detailed directions for the Brunswick Activity Centre designated for more intense change.

The Brunswick Place Action Plan (December 2017) has actions that apply to the whole Structure Plan Area as per the diagram below:

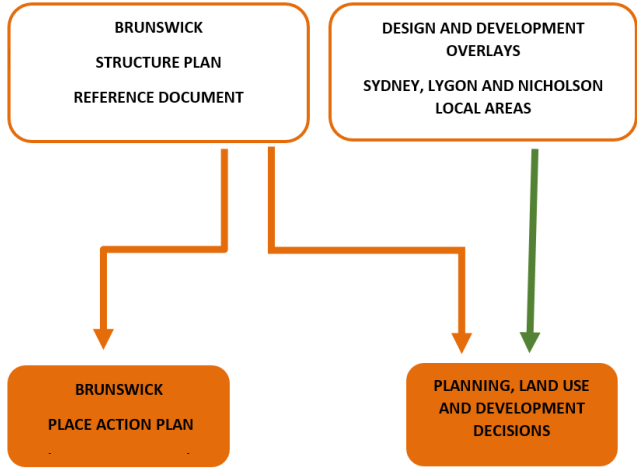


Figure 3: Relationship between the Brunswick Structure Plan Reference Document and other Council documents

1.5 STRATEGIC CONTEXT

The Brunswick Structure Plan Area and Brunswick Activity Centre:

- Are located approximately 5kms north of the Melbourne CBD.
- Comprises three north-south corridors of Sydney Road/Upfield Railway Line, Lygon Street and Nicholson Street.
- Benefits from a high level of public transport accessibility, including the Upfield Railway Line, the Sydney Road, Lygon Street and Nicholson Street tram routes and the Upfield Shared Path.
- The BAC is identified in the metropolitan planning strategy, *Plan Melbourne*, as an urban renewal area for investment, employment and residential opportunities.
- The BAC comprises a broad range of land uses, including higher density housing, strip shopping centres, Barkly Square sub-regional shopping centre and a range of entertainment, cultural and commercial activities.
- Includes core industrial areas and industrial areas undergoing change with new employment and residential development opportunities (as identified in MILS).
- Includes a range of civic, community and cultural buildings and uses.
- Are well known for their unique cultural scene in food, live music and art.

1.6 PLANNING POLICY CONTEXT

Structure planning for Brunswick has been informed by the State and local planning policy frameworks and other higher order strategic plans, as follows:

- The State Planning Policy Framework (SPPF) establishes that activity centres will be a focus for major retail, residential, commercial, administrative, entertainment and cultural developments, which provide a variety of land uses and are highly accessible to the community (Clause 11).
- Metropolitan planning strategy has established an expectation for sustainable urban growth and the development of activity centres to provide communities with convenient access to a wide range of goods and services and to facilitate vibrant local economies.
 - *Melbourne 2030: Planning for Sustainable Growth* (2002) identified Brunswick as a major activity centre in the hierarchy of metropolitan Melbourne's activity centres and as a focus for high-quality development, activity and living.
 - *Plan Melbourne 2017 – 2050* identifies the Brunswick Activity Centre as a major activity centre. These centres are defined as suburban centres that provide access to a wide range of goods and services. They had different attributes and provide different functions, with some serving larger subregional catchments. Major activity centres provide opportunities for more medium and higher-density development in middle suburbs close to jobs and services.
- Clause 21.02-3 of the Moreland Municipal Strategic Statement (MSS), which states:

Council is committed to creating sustainable neighbourhoods where people can walk to shops and services, employment, schools, public transport, parks and community services.

The Moreland Activity Centre Framework 2014 contributes to Council's vision for sustainable neighbourhoods by identifying a series of different sized activity centres across the municipality. The framework ensures the majority of households in Moreland are within walking distance (i.e. approximately 400 metres) of an activity centre and have local access (i.e. approximately one kilometre) to a centre that meets their weekly convenience needs (i.e. Coburg, Brunswick or Glenroy Activity Centres or a Neighbourhood Activity Centre).

Coburg, Brunswick and Glenroy Activity Centres are the larger centres in the framework. These centres provide a broad mix of retail uses (including convenience and comparison shopping), commercial and cultural activity, a diverse mix of employment options and are generally well served by public transport. These centres are preferred locations for administrative and civic centre functions and should be prioritised for government investment and regional facilities.

These three centres are identified to accommodate the most significant change of all the activity centres. Change and intensification should be consistent with the directions set out in the relevant zones and overlays and the following strategic plans – the Coburg Place Framework 2010 and Central Coburg 2020 Structure Plan 2006, the Brunswick Structure Plan 2010 and Addendum 2012, the Sydney Road/Upfield Corridor Strategic Framework Plan and the Glenroy Structure Plan 2008.

A series of smaller Neighbourhood and Local Activity Centres are also identified in the Moreland Activity Centre Framework.

The objectives and directions of Moreland’s Industrial Land Strategy for the Brunswick Structure Plan Area are reflected in this document where relevant and will guide the long term use and development of industrial land in Brunswick.

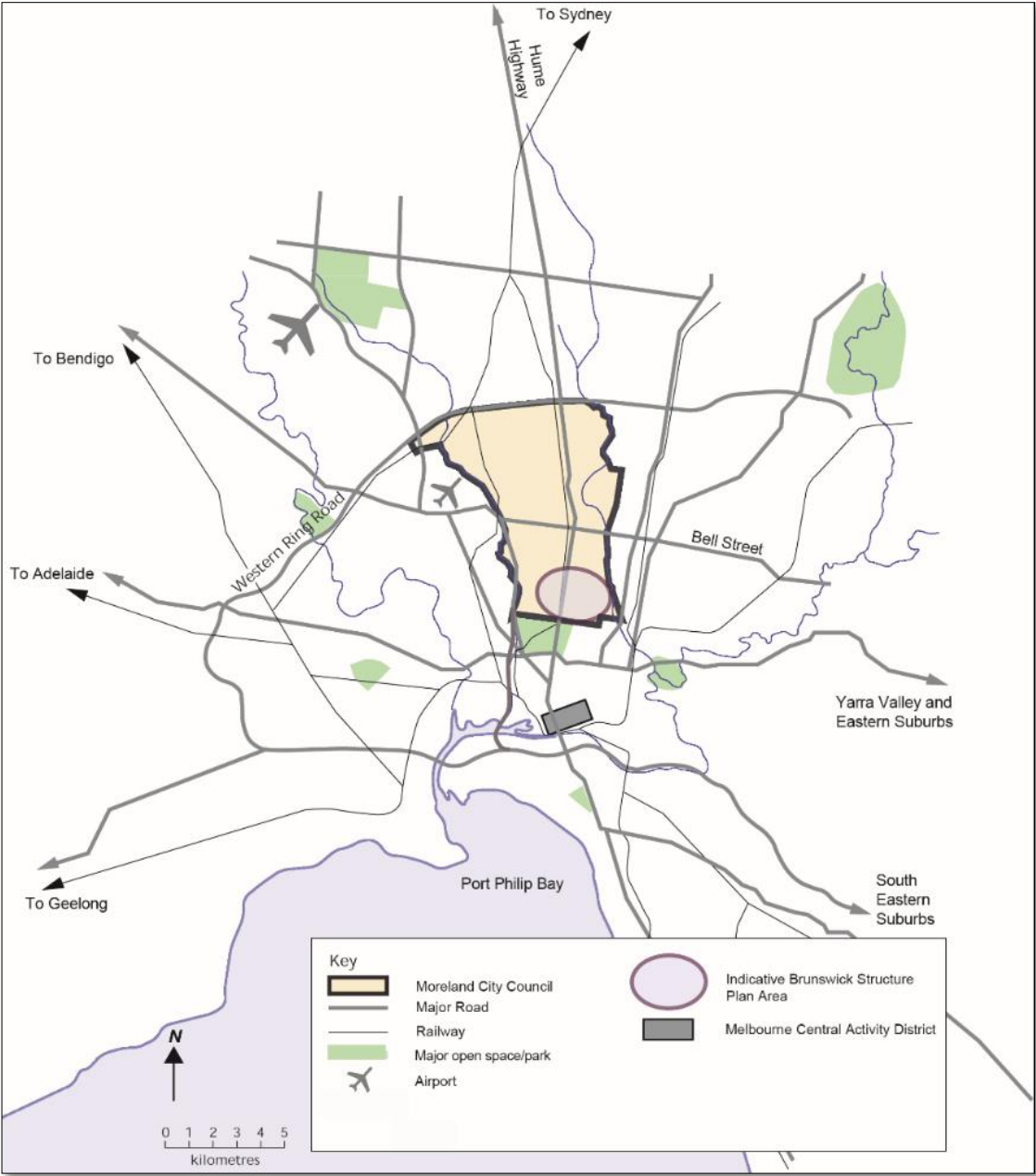


Figure 4. Brunswick Structure Plan Area in Regional Context

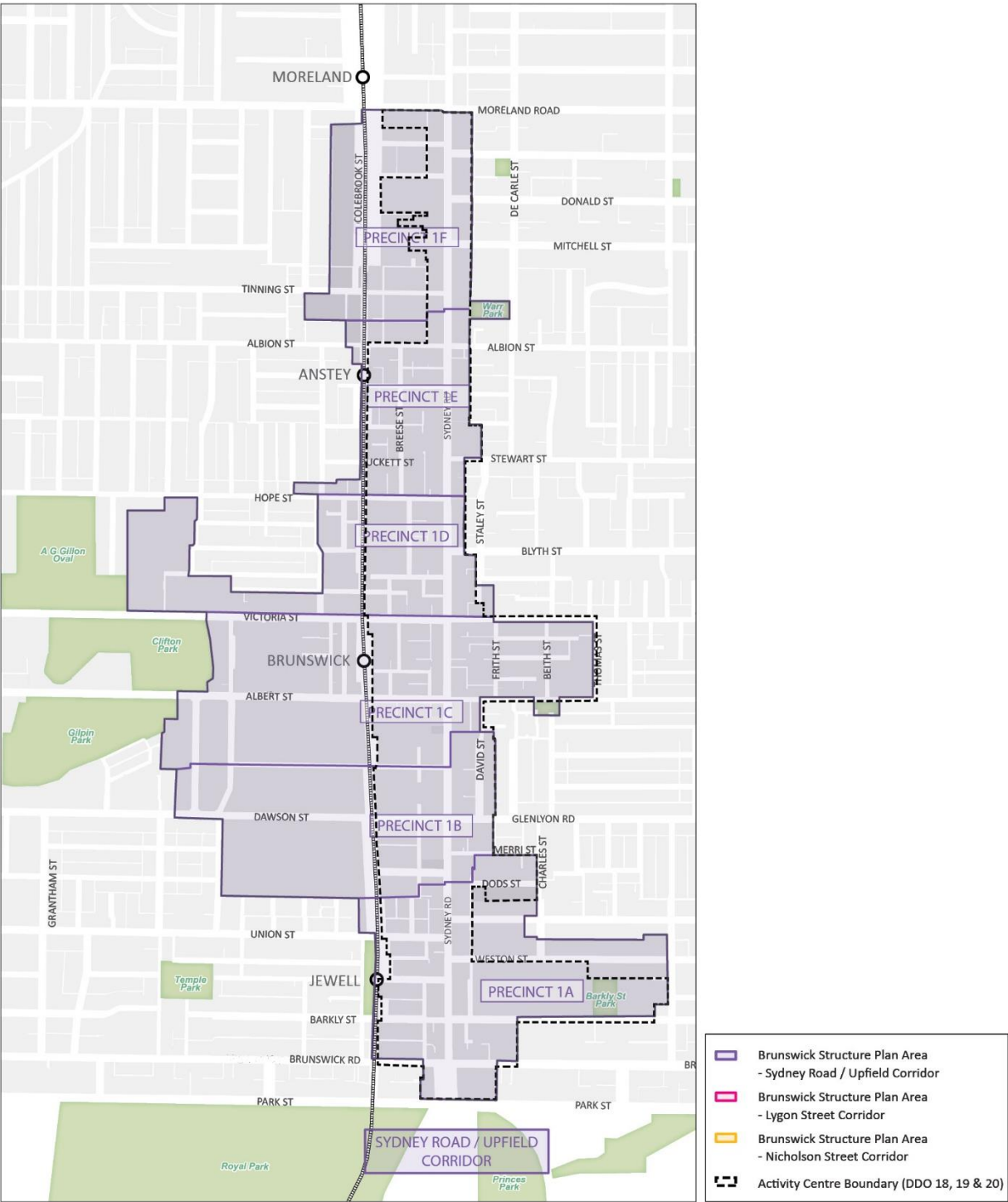


Figure 5. Brunswick Structure Plan Area – Sydney Road / Upfield Corridor

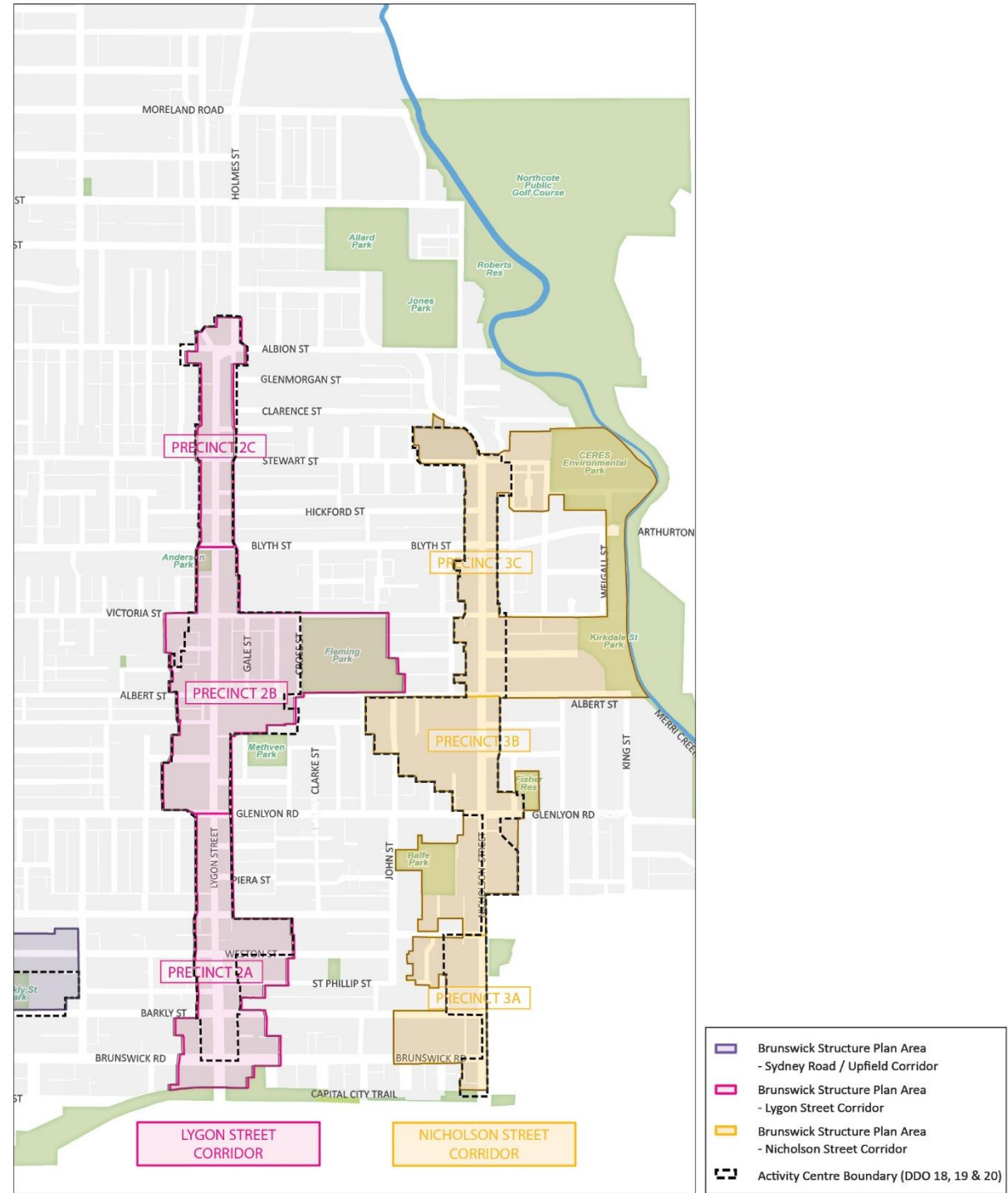


Figure 6. Brunswick Structure Plan Area - Lygon and Nicholson Street corridors

2 BACKGROUND AND ANALYSIS

The Brunswick Structure Plan 2010 and its supporting documents presented background information and articulated issues to inform the planning response required from a strategic framework. That work is consolidated and updated here.

2.1 DEMOGRAPHIC TRENDS

The 2016 census of population and housing recorded the following key demographic features and differences between Brunswick (the suburb) and the City of Moreland:

People

- Brunswick contains 15% of the Moreland population and in 2016 the usual resident population was 24,296 people, which is an increase of 9.6% from 2011. This is in line with the municipality population increase of 9.4% for the same period.
- People aged 25 to 34 years old form the largest age group in Brunswick (30.1%) and this has increased by 1,161 people or 1.9% since 2011. This is far higher than the Moreland proportion of 21.8% in 2016.
- Around 29% of Brunswick's population were born overseas, which is a drop of 3.5% (319 people) since 2011. The top five languages other than English spoken at home in Brunswick are Italian, Greek, Mandarin, Arabic and Nepali. The largest increase since 2011 has been Mandarin speakers.

Qualifications and employment

- A significant proportion of Brunswick adults hold a bachelor degree or higher (46.8%) and has increased by 3.4% and 1,749 people since 2011. This is far higher than for Moreland overall, where around one third (33.6%) of adults held a degree or higher in 2016, which has increased sharply since 2011 (6.3%, 12,154 people).
- A larger proportion of the Brunswick workforce (32.5%) use public transport to travel to work than Moreland residents (25.2%) and has increased since 2011 (by 2.5%). The main industries of employment are professional, scientific and technical services (14.3%), education and training (13.3%) and health care and social assistance (11.3%). The industry with the largest increase in numbers since 2011 accommodation and food services (+390) and the largest decrease has been residents employed in the wholesale trade (loss of 1,377 people) and manufacturing (loss of 123 people).

Households

- In Brunswick the largest household type is lone person households (28.2%), followed by couples without children (26.1%) and both have increased since 2011. Group households also form a significant proportion of households in Brunswick (16.5%). Households with children have dropped in terms of % and numbers in Brunswick.

Dwellings

- Brunswick has seen a large increase in the number of high density dwellings since 2011, and in 2016 made up 25% of all dwellings, far higher than Moreland (9.2%). Brunswick has a larger proportion (39.3%) of medium density dwellings than Moreland (35.1%) too. In 2016 there were 11,681 dwellings in Brunswick.

Forecasts

- The population of Brunswick is forecast to increase by 45% from 2016 to 2036 (11,500 people), which is higher than the Moreland forecasted increase of 33%. The number of dwellings are forecast by 5,100, an increase of 43% and again is higher than Moreland forecasted change of 35%.

2.2 EXISTING CONDITIONS

The Brunswick Structure Plan Area encompasses a broad range of land uses supporting a variety of activities, including dwellings, shops, cafes and restaurants, hotels and nightclubs, offices, service industries, wholesalers, and manufacturing. In recent years, many mixed use apartment buildings with ground commercial uses and upper level dwellings have been constructed within the Brunswick Activity Centre.

The urban character of the three corridors is described as follows:

SYDNEY ROAD / UPFIELD CORRIDOR

- Sydney Road has a relatively consistent streetscape character created by fine-grain one and two storey Victorian and Edwardian commercial buildings.
- The coherence of the streetscape is compromised by deteriorating facades, unsympathetic cladding of facades, overhead wiring and discordant advertising signage.
- The streetscape is punctuated by a number of civic buildings such as the Brunswick Municipal offices and town hall and churches that contribute to the valued character of the area.
- The activity centre area is transitioning to a mid-rise built form with new mixed-use apartment buildings ranging between 5 and 9 storeys, setback behind the established streetscape character.
- The Upfield Corridor, which includes land between the rear of Sydney Road and the Upfield Railway Line, is largely transitioning from a low-rise industrial character to a mid-rise character of mixed-use apartment buildings between 5 and 9 storeys, behind lower-scale streetwalls.
- Some industrial land on the east side of Sydney Road is also transitioning from a low-rise industrial character to a mid-rise mixed use character.
- Core industrial areas are characterised by low-rise one and two storey industrial buildings.

LYGON STREET CORRIDOR

- The Lygon Street streetscape is experiencing significant redevelopment, with new mid-rise apartment buildings up to ten storeys comprising ground floor commercial uses and upper level dwellings, setback behind lower-scale streetwalls.
- The eclectic streetscape is punctuated with landmark and significant buildings, including the East Brunswick Maternal Child and Health Centre, the Lyndhurst Hotel and contemporary infill mid-rise apartment buildings.
- Heritage precincts have now been introduced which will ensure the retention of historic streetscapes and heritage buildings.

NICHOLSON STREET CORRIDOR

- Nicholson Street lacks a coherent built form character, partially as a result of development that has been permitted under various historic industrial, commercial, residential and public land use zones.
- A new built form character is beginning to emerge with the construction of mid-rise apartment buildings between 3 and 6 storeys within the activity centre boundary.

2.3 KEY ISSUES

2.3.1 Land use pattern and activity

- i. There is a large number of under-utilised properties and buildings that detracts from the vibrancy of the activity centre.
- ii. Category 2 (Employment) areas need to be revitalised to provide a mix of industrial uses and transition to office and retail uses, broadening the business base and employment opportunities available to Moreland residents and complementing the diversity of land uses in the activity centre.
- iii. Industrial areas that are poorly located for continued industrial or alternative commercial uses (Category 3 Transition Residential Areas) need to contribute to housing supply and transition to quality residential environments.
- iv. Core industrial areas need to be protected from the encroachment of sensitive uses.

2.3.2 Housing

- i. There is a need to significantly increase the number of dwellings to meet the expected population growth.

- ii. Many of the new apartments are not providing a diversity of housing types and have poor internal amenity and facilities and services.
- iii. Decreasing housing affordability is impacting on the ability of an increasing amount of households to live in Brunswick.

2.3.3 Employment

- i. There has been a significant decline in traditional local employment, particularly in manufacturing and local service industries. There has been growth in service and professional employment.

2.3.4 Transport and movement

- i. Traffic congestion is detracting from the functionality of the three principal north-south transport corridors.
- ii. Safety for cyclists using the road network is of increasing concern, particularly along the main roads in the three transport corridors.
- iii. There is an urgent need to improve the capacity of the Upfield rail services as well as the three tram services.

2.3.5 Public realm and open space

- i. There is an urgent need to improve pedestrian amenity and links to encourage more walking.
- ii. A sense of personal safety is lacking, particularly around railway stations and rundown industrial sites.
- iii. There is an insufficient amount of public open space and links to open space areas need to be improved.

2.3.6 Built form and heritage

- i. The activity centre is undergoing significant urban renewal, impacting on its valued heritage and built form.
- ii. The absence of built form controls has resulted in some development that is too high, does not integrate well with the public realm through scale and visual bulk, and is discordant with valued streetscapes.
- iii. Enhanced energy efficiency of buildings is required to reduce greenhouse gas emissions, improve thermal comfort and reduce household energy costs.

2.3.7 Social, cultural and leisure services

- i. Social, cultural and leisure services are under increasing pressure to meet the demands of the significant population growth and the changing demographic profile.

2.4 KEY OPPORTUNITIES

The Brunswick Structure Plan 2010 was prepared to guide the evolution and growth of the area toward 2025. It takes into account the views of the community, and various stakeholders, as well as the diversity, historic fabric and special character of Brunswick.

The overall aim of the Structure Plan is to facilitate urban consolidation in close proximity to facilities and services and public transport infrastructure. It provides an opportunity for a larger population to live within a smaller carbon footprint, made possible by Brunswick’s location to the Melbourne CBD, rail and tram routes, the bike path network and range of services and cultural activities. The following seven key themes summarise the key issues to be addressed in the future use and development of the Structure Plan Area:

2.4.1 Land use pattern and activity

- i. The three corridors provide a significant opportunity for urban renewal given the extent of under-utilised land and buildings.
- ii. Urban renewal will improve the vibrancy of the centre by providing newer and more appropriate housing, new forms of employment and access to services, entertainment and cultural activities.

2.4.2 Housing

- i. Significant opportunities for new housing exist along the three main road corridors and in the former industrial areas.
- ii. Application of Council’s Moreland Apartment Design Code (MADC) will ensure that new housing will provide good internal amenity and ensure adequate facilities and services.

2.4.3 Employment

- i. Protection of Core Industry and Employment Areas from sensitive uses will ensure industrial businesses can continue operating.
- ii. Support for the transition from traditional industrial uses to a broader range of employment uses in Employment Areas, as well as requiring ground floor commercial uses in apartment developments, to provide opportunities for employment in the new and emerging economy.
- iii. Use of older buildings for employment.

2.4.4 Transport and movement

- i. Opportunities exist to encourage a shift to more sustainable transport modes by implementing traffic management measures to give preference to pedestrians and cyclists, by improving pedestrian and cycling links and safety and by advocating for improved public transport.

2.4.5 Public realm and open space

- i. Solar access to key pedestrian streets and open space areas is able to be protected by built form controls that do not unreasonably overshadow such areas.
- ii. There are opportunities to increase public investment in creating new open space areas and in upgrading existing public open space areas, as well as improving links to such spaces.
- iii. There are opportunities for streetscape and pedestrian improvements by tree planting, new paving and rain gardens.

2.4.6 Built form and heritage

- i. Built form analysis indicates that the Brunswick Activity Centre can be developed as a mid-rise centre of up to 10 storeys which will establish a clear contrast with the high-rise of central Melbourne and the residential hinterland.
- ii. A mid-rise centre will provide a balance between increased intensification with a sense of openness.
- iii. Planning controls that require both lower-scale streetwalls and upper level setbacks will minimise the impact of height and ensure solar access to key pedestrian streets.
- iv. Built form controls can ensure the retention of views to landmark buildings and buildings of individual significance.

2.4.7 Social, cultural and leisure facilities

- i. An increased population will help ensure the viability of a range of community services, including childcare, schools, youth services, recreation facilities and aged care.
- ii. Council's Community Infrastructure Framework will provide guidance for the planning of social, cultural and social services.

3.1 VISION FOR BRUNSWICK

We value Brunswick for its varied people, places, buildings and streets, for its creeks and open spaces and for the variety of experiences and opportunities that it offers.

Our aim in planning Brunswick’s future is to preserve what we love, while providing for growth that respects and enhances these characteristics. This means neighbourhoods that will continue to welcome newcomers; neighbourhoods that will continue to provide a range of opportunities and choices for a diverse and prosperous community; neighbourhoods where a car and a high income are not necessary to enjoy all that Brunswick has to offer.

The vision for the three corridors is as follows:

SYDNEY ROAD

Sydney Road will continue to function as one of Melbourne’s iconic nineteenth century retail strips, and will experience significant revitalisation through the establishment of a series of distinctive precincts. The renewal process will bring a new residential population that will provide a major boost in new investments that upgrade heritage buildings and precincts, and through urban and cultural initiatives. The presence of more people living and working in Local Area 1 will support a healthy 24-hour local economy.

LYGON STREET

This area will continue to develop as a lively urban space, sought after by new residents and small businesses, due to its good public transport connections, great local services and its place at the forefront of Melbourne’s cultural scene.

NICHOLSON STREET

This area will develop as a city fringe location for businesses serving the inner city. The Nicholson Street boulevard will attract investment in showrooms and offices as well as medium and high-density housing. New and existing residents will benefit from a new neighbourhood shopping and service centre, and improved connections to open space and recreational facilities.

3.2 PRINCIPLES

The vision for Brunswick Structure Plan Area is underpinned by the following guiding principles:

- 1. **A celebration of our shared heritage**
The heritage street network, laneways and buildings will continue to be recognised as major contributors to the character and feel of Brunswick. These elements will provide the foundation for a well-grounded, socially inclusive future Brunswick. Local action for global issues – Environmental, social and democratic values will continue to be an important focus of everyday life in Brunswick.
- 2. **Local action for global issues**
Environmental, social and democratic values will continue to be an important focus of everyday life in Brunswick. A rich network of streets, places and spaces – A public realm in Brunswick consisting of a range of high-quality places and spaces that support positive interaction between people will be progressively developed.
- 3. **A community linked by healthy transport options**
Brunswick features high-quality, well-integrated transport and movement networks.
- 4. **A rich network of streets, places and spaces**
A public realm in Brunswick consisting of a range of high-quality places and spaces that support positive interaction between people will be progressively developed.
- 5. **Local jobs and services in a robust economy**
Businesses will choose to come to Brunswick and remain due to the support and encouragement given to existing business services, and to a new wave of creative service activities.
- 6. **Stimulating arts, cultural and recreational activities**
Brunswick will continue to be a creative hub for fashion, arts and music. The range of formal and informal sporting and recreation facilities will be enhanced to cater for all the community.
- 7. **Access, services, facilities and accommodation for all**
People of all abilities, incomes and cultures will have access to public facilities, services and housing within Brunswick.

4 STRATEGIC PLANNING FRAMEWORK

The Strategic Planning Framework includes the objectives and strategies that are relied upon to respond to the key issues.

Implementation of the strategic planning framework will assist to achieve the vision, guiding principles and objectives for the Brunswick Structure Plan Area.

The framework is ordered under the following themes:

- Theme 1: Land use pattern and activity
- Theme 2: Housing
- Theme 3: Employment
- Theme 4: Transport and movement
- Theme 5: Built form and heritage
- Theme 6: Public Realm and open space
- Theme 7: Social, cultural and leisure facilities

Each theme contains a vision, objectives and strategies. Some objectives and strategies relate to the Structure Plan Area as a whole and some specifically to the activity centre designated by the three corridors.

The activity centre built form and heritage objectives have been implemented through three schedules to the Design and Development Overlay in the Moreland Planning Scheme:

- Schedule 18, *Brunswick Activity Centre – Sydney Road / Upfield Corridor*;
- Schedule 19, *Brunswick Activity Centre – Lygon Street Local Area*; and
- Schedule 20, *Brunswick Activity Centre – Nicholson Street Local Area*.

4.1 THEME 1: LAND USE PATTERN AND ACTIVITY

BRUNSWICK ACTIVITY CENTRE

VISION

The vision for the Brunswick Activity Centre is one of continued economic and social diversity and improved sustainability. Planning for growth and development will focus on three corridors: the Sydney Road/Upfield Corridor, Lygon Street and Nicholson Street. Core Industry and Employment Areas will be protected, Employment Areas will transition from traditional industrial uses to a broader range of employment uses, and declining industrial areas will transform into residential areas.

OBJECTIVES

- 4.1.1 To develop a vibrant activity centre by encouraging a range of land uses that support a variety of activities, including higher density housing, industry, office, retailing, arts and entertainment, community services and cultural events.

STRATEGIES

- 4.1.2 Encourage a mix of uses, including retail, office, commercial, entertainment and community, to strengthen the role of the three corridors as a major concentration of activity and as a community and civic focus.
- 4.1.3 Support higher density residential development.
- 4.1.4 Reinforce and enhance Core Industry and Employment Areas (Category 1 Areas) identified in the Moreland Industrial Land Strategy (MILS) as places for industry and complementary employment uses.
- 4.1.5 Support the transition from traditional industrial uses to a broader range of employment uses, and prioritise employment over residential uses in Employment Areas (Category 2 Areas) identified in MILS.
- 4.1.6 Support change in Transition-Residential Areas (Category 3) to facilitate quality residential development and to contribute to housing supply.
- 4.1.7 Implement rezonings where required to give effect to the MILS.
- 4.1.8 Build on the unique land use activities of each precinct within the three corridors to support the vibrancy of the centre as a whole.
- 4.1.9 Require the design of new buildings to have regard to potential amenity impacts in mixed use areas in accordance with the agent of change principle by:
 - Supporting the continued operation of existing noise generating uses, including live music venues.
 - Requiring new residential developments and mixed use (incorporating residential) developments to be designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity. For example, incorporate design and noise attenuation measures to protect residents from noise and locate bedrooms away from noise sources such as adjoining live music venues, late night entertainment venues, industrial uses, garbage collections areas, vehicle accessways, rail lines and busy roads.
 - Encouraging new noise generating uses, including live music venues, to integrate noise attenuation measures as appropriate.
- 4.1.10 Protect the lawful use-rights of existing activities by ensuring that the onus of meeting amenity expectations falls on the proponents of new development.

SYDNEY ROAD / UPFIELD CORRIDOR

STRATEGIES

- 4.1.11 Support Sydney’s Road continued role as a strip shopping centre that provides specialised retail clusters, a burgeoning arts, entertainment and cultural scene and a community and civic focus.
- 4.1.12 Encourage the redevelopment of industrial precincts rezoned to give effect to the MILS in the Upfield Corridor and on the east side of Sydney Road, in accordance with the Category 2 and 3 objectives of the MILS.
- 4.1.13 Protect the Core Industry and Employment Areas (Category 1 Areas) in the Upfield Corridor in accordance with the objectives of MILS.
- 4.1.14 Place a Development Plan Overlay on the Albert Street Safeway site that improves the integration of the site with the surrounding area.
- 4.1.15 Encourage uses that support the land use objectives identified in the seven precincts, as follows:
 - Precinct A – Jewell Station/Sydney Road Gateway
 - Precinct B – Civic and Cultural Precinct
 - Precinct C – Brunswick Station (Albert Street and Victoria Street)
 - Precinct D – Victoria Street to Hope Street
 - Precinct E – Anstey Station
 - Precinct F – Albion Street to Moreland Road.

PRECINCT A

- 4.1.16 Support the role of the Barkly Square Shopping Centre as a sub-regional shopping centre.
- 4.1.17 Explore further opportunities to improve the integration of the Barkly Square Shopping Centre with Sydney Road and surrounding commercial uses with any future redevelopment proposals of Barkly Square.
- 4.1.18 Support the precinct’s unique cafes, music venues and shops.
- 4.1.19 Support the urban renewal of Jewell Station through a collaborative relationship with VicTrack and its project developers on integrating the Jewell Station Renewal development with the surrounding area.
- 4.1.20 Protect the Core Industry and Employment Area in the Weston Street precinct (MILS Area 58) from inappropriate uses.
- 4.1.21 Support the transition from traditional industrial uses to a broader range of employment uses within the Brunswick Road precinct Employment Areas (MILS Areas 59,60 & 68), and prioritise employment uses over residential uses.

4.1.22 Support the transition of the Edward Street precinct Transition Residential Area (MILS areas 69 & 70)

4.1.23 Place a Development Plan Overlay on the Albert Street Safeway site that improves the integration of the site with the surrounding area.

PRECINCT B

4.1.24 Support the precinct's civic and cultural role that includes the Brunswick town hall and library, the Mechanics Institute, the Brunswick Baths and a number of churches.

4.1.25 Support the continued operation of existing industry and encourage new industry and complementary employment uses to locate within the Brunswick Core Industry and Employment Area in the Upfield Corridor (MILS area 64).

4.1.26 Support the transition of the Michael Street precinct Transition Residential Area (MILS area 71).

PRECINCT C

4.1.27 Recognise this section of Sydney Road as the principal shopping strip experience of unique retail destinations.

4.1.28 Improve the Albert Street Safeway site to create a vibrant mixed use hub in the immediate surrounds.

4.1.29 Support the transition of the Brunswick Station precinct which includes a new public space.

4.1.30 Support the transition from traditional industrial uses to a broader range of employment uses within the Rosser Street precinct Employment Area (MILS area 62), and prioritise employment uses over residential uses.

PRECINCT D

4.1.31 Recognise this section of Sydney Road as a continuation of the retail shopping strip, including some large format retail outlets.

4.1.32 Support the transition from traditional industrial uses to a broader range of employment uses within the Upfield Corridor Employment Area (MILS Area 63), and prioritise employment uses over residential uses.

4.1.33 Support the transition of the Ovens Street Transition Residential Area (MILS area 72).

PRECINCT E

4.1.34 Recognise this section of Sydney Road as a continuation of the retail shopping strip, which features large fruit and vegetable outlets including the Brunswick Market.

4.1.35 Support the transition from traditional industrial uses to a broader range of employment uses within the Tinning Street and Upfield Corridor precinct Employment Areas (MILS Areas 29 & 63), and prioritise employment uses over residential uses.

4.1.36 Support the transition of the Tinning Street precinct Transition Residential Area (MILS area 30).

- 4.1.37 Support the transition of the area between Anstey station and Sydney Road to a higher density residential area.

PRECINCT F

- 4.1.38 Recognise this section of Sydney Road as a continuation of the retail shopping strip, which features many fine-grain shops and cafes.
- 4.1.39 Support the continued operation of existing industry and encourage new industry and complementary employment uses to locate within the Brunswick Core Industry and Employment Areas in the Upfield Corridor (MILS Areas 26, 27 & 28).

LYGON STREET

STRATEGIES

- 4.1.40 Support Lygon Street's eclectic role in providing a range of activities including shops, cafes, clubs, music venues and higher density housing.
- 4.1.41 Support the transition from traditional industrial uses to a broader range of employment uses in the Employment Areas east and west of Lygon Street and prioritise employment uses over residential uses.
- 4.1.42 Encourage the redevelopment of the transitioning industrial precincts to the east and west of Lygon Street in accordance with the Transition Residential Category 3 objectives of the MILS.
- 4.1.43 Encourage land uses that support the land use objectives identified in the three precincts, as follows:
- Precinct 2A: Lygon Street South Gateway
 - Precinct 2B: Lygon Street Central
 - Precinct 2C: Lygon Street North Gateway

PRECINCT 2A

- 4.1.44 Encourage use of existing fine-grain buildings for speciality shops, cafes and convenience retailing.
- 4.1.45 Encourage the redevelopment of larger sites for anchor retailers with higher density housing (Design and Development Overlay 19).
- 4.1.46 Support the transition from traditional industrial uses to a broader range of employment uses and prioritise employment uses over residential uses in the Lygon Street South Employment Areas (MILS Areas 50, 51, 55 & 56).
- 4.1.47 Support the transition of the Lygon Street South Transition-Residential Areas (MILS areas 52, 53, 54 & 57).

PRECINCT 2B

- 4.1.48 Encourage the redevelopment of larger sites with employment-generating uses at lower levels and higher density housing at upper levels (Design and Development Overlay 19).
- 4.1.49 Support the transition from traditional industrial uses to a broader range of employment uses and prioritise employment uses over residential uses in the Victoria Street/Albert Street Employment Areas (MILS areas 43, 44, 46 & 48).
- 4.1.50 Support the transition of Victoria Street/Albert Street Transition-Residential Areas (MILS areas 41, 42, 45, 47 & 73).

PRECINCT 2C

- 4.1.51 Encourage the use of the existing fine-grain buildings for speciality shops, cafes and convenience retailing.
- 4.1.52 Encourage higher density housing at upper levels of buildings (Design and Development Overlay 19)

NICHOLSON STREET

STRATEGIES

- 4.1.53 Support the transition of Nicholson Street into a vibrant corridor with commercial activities at key nodes, convenience retailing and higher density housing (Design and Development Overlay 20).
- 4.1.54 Encourage uses that support the land use objectives identified in the three precincts, as follows:
 - Precinct 3A: Nicholson Street South
 - Precinct 3B: Nicholson Street Central
 - Precinct 3C: Nicholson Street North

PRECINCT 3A

- 4.1.55 Support the creation of a mixed-use centre on the west side of Nicholson Street between Park Street and Brunswick Road.
- 4.1.56 Support proposals to implement the objectives of the Balfe Park Precinct Urban Design Framework (Design and Development Overlay 23).
- 4.1.57 Support the transition from traditional industrial uses to a broader range of employment uses and prioritise employment uses over residential uses in the Barkly Street Employment Area (MILS Area 49).
- 4.1.58 Support the redevelopment of the existing service sites on the west side of Nicholson Street with ground floor commercial uses and higher density housing at upper levels (Design and Development Overlay 20).

PRECINCT 3B

- 4.1.59 Support the East Brunswick Village site and surrounding sites as a vibrant mixed use centre including a supermarket, offices, convenience shops, cafes, aged care, student housing, higher density housing and home offices.
- 4.1.60 Support the redevelopment of residential sites with higher density housing (Design and Development Overlay 20).

PRECINCT 3C

- 4.1.61 Support the creation of a mixed-use centre at the corner of Nicholson Street and Blyth Street.
- 4.1.62 Support the redevelopment of residential sites with higher density housing on land within Design and Development Overlay 20.
- 4.1.63 Encourage the establishment of uses that support and complement the Centre for Education and Research in Environmental Strategies (CERES), such as research and development in environmental policy.
- 4.1.64 Investigate opportunities to locate spin-off businesses from CERES in the industrial area on the east side of the Merri Creek (in the City of Darebin) or to locate in small shop-fronts at the intersection of Blythe and Nicholson Streets.
- 4.1.65 Support the transition of the Kirkdale Street Transition-Residential Area (MILS area 39).
- 4.1.66 Support the continued operation of the existing Kirkdale Street industrial precinct (MILS area 40) to provide local service industries including the transfer station.
- 4.1.67 Ensure that developments abutting the Kirkdale Street industrial precinct (MILS area 40) do not detract from the existing industrial activities.

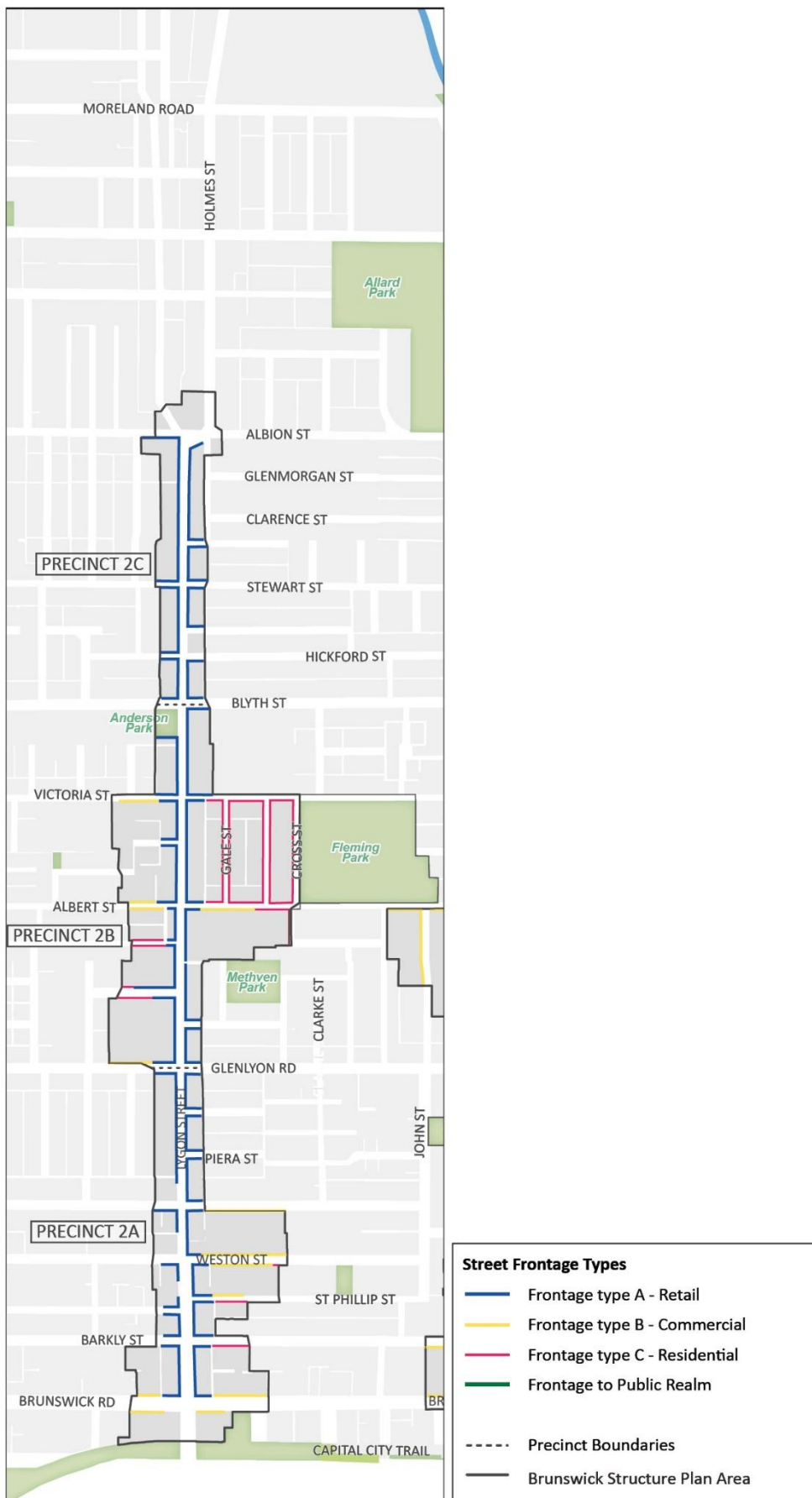


Figure 8. Land use pattern and activity - Lygon Street corridor

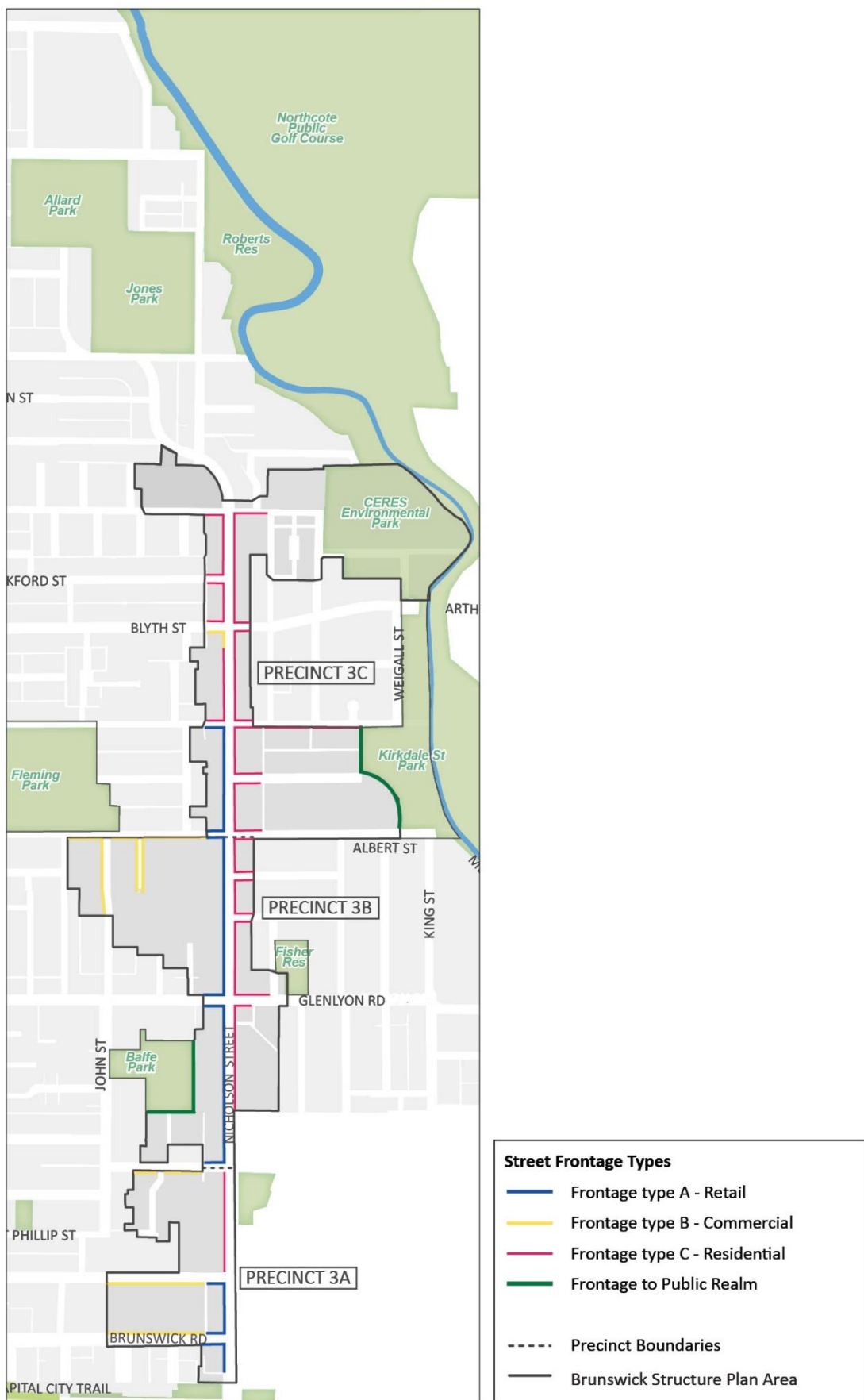


Figure 9. Land use pattern and activity - Nicholson Street corridor

4.2 THEME 2: HOUSING

Vision

Housing in Brunswick will respond to Melbourne’s population growth and will principally occur through higher density housing in the form of mid-rise apartment developments and some medium density housing developments well serviced by public transport and community infrastructure.

New apartment developments will feature a high standard of internal amenity for residents through passive design and good quality services in accordance with the objectives of the Moreland Apartment Design Code (MADC).

The provision of housing in Brunswick will cater for people with varied needs at different times in a person’s life-cycle and include provision for affordable and adaptable housing. This will help support and maintain a diverse community.

BRUNSWICK STRUCTURE PLAN AREA

4.2 OBJECTIVES

- 4.2.1 To increase the supply of housing to meet the projected increase of population.
- 4.2.2 To support the development of higher density housing in the Brunswick Activity Centre in accordance with the land use objectives of the various precincts in accordance with Design and Development Overlays 18, 19 and 20.
- 4.2.3 To encourage the design of apartments to ensure adequate noise attenuation in mixed use areas.
- 4.2.4 To support shop-top housing, particularly in the Victorian and Edwardian buildings in Sydney Road and Lygon Street.
- 4.2.5 To ensure higher density housing meets the passive design and internal amenity and facilities objectives of MADC.
- 4.2.6 To ensure dwellings meet the objectives of Clause 22.08 (Environmentally Sustainable Development).
- 4.2.7 To encourage a diversity of dwelling types with a range of dwelling sizes in apartment developments.
- 4.2.8 To contribute to housing affordability.
- 4.2.9 To increase the supply of housing that is visitable and adaptable to meet the needs of different sectors of the community.

- 4.2.10 Encourage developments to include a proportion of affordable rental housing to be owned and managed by a registered Housing Association, Housing Provider or similar not for profit organisation.
- 4.2.11 Encourage all dwellings to be visitable by a person with limited mobility by providing:
- An accessible path from the street and car park areas to a level entry;
 - Minimum width of 850mm for doors and 1000mm for hallways at entry level; and
 - A clear path of travel from the accessible entry to a living area and toilet suitable for people with limited mobility.
- 4.2.12 Encourage the provision of liveable housing that can be lived in by people with limited mobility (or easily adapted to be lived in) by incorporating the following design features:
- An accessible path from the street and car park areas to a level entry;
 - A bedroom, living area, kitchen, private open space, bathroom and toilet which can be efficiently adapted for people with limited mobility on entry level; and
 - Minimum width of 850mm for doors and 1000mm for hallways at entry level.
- 4.2.13 Investigate Council owned land, such as the air space above car parks, to provide affordable housing projects.
- 4.2.14 Apply the objectives and standards of the MADC to ensure high quality design of apartments that provides a good standard of accommodation for residents.
- 4.2.15 Apply Clause 22.08 (Environmentally Sustainable Development) to ensure a high level of environmental performance for dwellings.
- 4.2.16 Ensure the provision of diverse housing types to enable all community sectors to live in the Structure Plan Area.

4.3 THEME 3: EMPLOYMENT

VISION

The vision for Brunswick is to transform from traditional manufacturing into a diversified and dynamic local economy that maximises local employment opportunities. The transforming local economy will provide a wide range of employment opportunities that will attract an increasing amount of people residing in the municipality. Local jobs that match local skills will enable more residents to work locally, with improved social, economic and environmental outcomes.

BRUNSWICK STRUCTURE PLAN AREA

OBJECTIVES

- 4.3.1 To strengthen the economic role of the activity centre to ensure a robust, diverse and competitive local economy that provides increased employment opportunities and supports regional and local community needs.
- 4.3.2 To support transition from traditional industrial uses to a broader range of employment uses and prioritise employment uses over residential uses within MILS Category 2 Employment Areas.

STRATEGIES

- 4.3.3 Support use and development that provides employment in urban manufacturing, small and medium scale food manufacturing, services for central city services, large-format and convenience retailing, health services, education and training, professional and cultural services, cultural production and recreation.
- 4.3.4 Facilitate the transition of MILS Category 2 Employment Areas to accommodate a broader range of employment generating uses, including a mix of industry and office-based uses and other compatible commercial uses.
- 4.3.5 Protect the continued operation of existing viable industries in Category 2 Employment Areas.
- 4.3.6 Ensure commercial uses are prioritised over residential uses in MILS Category 2 Employment Areas. Where mixed use is proposed, the amount of employment floorspace should be equivalent to the amount of all proposed ground and first floor building floorspace (inclusive of car parking, other services and circulation space).
- 4.3.7 Encourage non-conforming uses, particularly residential uses in non-residential areas, to convert to suitable industrial or business uses.
- 4.3.8 Encourage the re-use of heritage buildings in the Heritage Overlay for suitable industrial or business uses rather than residential uses in Category 1 MILS areas.
- 4.3.9 Attract retail anchors on large retail sites through Council’s Economic Development Unit’s Business Facilitation Unit.

4.3.10 Support convenience retail uses through business support, marketing and advocacy.

4.3.11 Support the night-time economy by encouraging live music venues, restaurants and cafes in appropriate locations and that do not have an unreasonable impact on residential amenity.

4.4 THEME 4: TRANSPORT AND MOVEMENT

VISION

Brunswick will develop as a sustainable centre around an integrated and convenient access and movement network, reducing dependence on private motor vehicles. Walking, cycling and public transport are the preferred modes of transport.

BRUNSWICK STRUCTURE PLAN AREA

OBJECTIVES

- 4.4.1 To reduce reliance on private motor vehicles as the main transport mode and reduce traffic congestion.
- 4.4.2 To develop a convenient, safe and integrated access and movement network that prioritises walking, cycling and public transport over private motor vehicles in accordance with the Brunswick Integrated Transport Strategy (BITS) hierarchy.
- 4.4.3 To reinforce the local role of local streets, and minimise the impact of congestion on arterial roads from spilling into local areas.
- 4.4.4 To make the Principal Pedestrian Network (PPN) identified in BITS a more convenient, safe and attractive choice.
- 4.4.5 To ensure a safe, accessible and efficient bicycle network.
- 4.4.6 To integrate between different modes of transport.
- 4.4.7 To prioritise trams and buses over cars in order to improve their ability to provide a viable alternative to cars.

STRATEGIES

- 4.4.8 Develop a PPN in Brunswick that:
 - reduces delays at intersections;
 - increases freedom of movement (i.e. crossing opportunities) for pedestrians;
 - reduces obstructions;
 - increases footpath widths;
 - incorporates shelter, shade and seating;
 - improves lighting;
 - promotes a slow speed environment;
 - provides safe, high quality linkages that connect railway stations with public spaces and corridors/public interchanges;

- improves walking and cycling connections through and between open spaces and to creek corridors; and
- improves pedestrian permeability through street blocks to make public spaces more accessible.

4.4.9 Provide a bicycle network that:

- is accessible, visible, safe and well signed;
- enhances existing connections to public transport stops;
- provides bicycle parking amenities in key activity areas;
- adequately segregates bicycles from other transport nodes.

4.4.10 Prioritise bicycles and pedestrians over cars, for example by closing a street to traffic but maintains a bicycle and pedestrian link.

4.4.11 Slow traffic to improve pedestrian priority and amenity, for example through the application of shared zones.

4.4.12 Seek improved network integration via:

- public transport services with 10 minute or more frequencies;
- high frequency bus services to provide a good level of integration between modes;
- advocating for the proposed 'Blue Orbital' Smart Bus route, which would provide a high frequency east-west service along Brunswick Road linking the major corridors of the Activity Centre and other centres to the east and west;
- design of public transport interchanges at key locations where buses intersect.

4.4.13 Provide tram and bus priority treatments, including:

- provision of part-time or fulltime 'fairways' or dedicated lanes for trams (generally involves removal of car parking);
- provision of bus lanes;
- signal/intersection treatments, including bus/tram traffic signals; changed phasing or operation to support public transport priority; right turn arrows to clear turning traffic from in front of trams; and right turn bans to prevent queuing vehicles from delaying trams.

4.4.14 Consider reducing car parking requirements for individual developments under Clause 52.06 having regard to the accessibility of public transport, the provision of on-site bicycle facilities and the availability of car share schemes.

4.4.15 Apply the lower Column B car parking rates in accordance with Clause 45.09 of the Moreland Planning Scheme.

4.4.16 Prepare a future planning scheme amendment that reduces the minimum car parking rates in accordance with the recommended BITS Car Parking Strategy.

- 4.4.17 Identify opportunities to improve pedestrian connections through larger sites as identified in the three corridors below.
- 4.4.18 Minimise the number of vehicle crossovers in all streets to reduce potential conflict between motor vehicles and pedestrians.
- 4.4.19 Advocate to the State Government to increase its investment in public transport, particularly the Upfield Railway Line (and its railway stations) and the Sydney Road, Lygon Street and Nicholson Street tram routes, as well as the Upfield Shared Path.
- 4.4.20 Advocate to the State Government to improve the safety of VicRoad's managed roads (Sydney Road, Nicholson Street, Brunswick Road and Moreland Road) for pedestrians and cyclists.
- 4.4.21 Support the development of the tram super-stops at designated locations to improve accessibility to the tram network.
- 4.4.22 Continue to build strong relationships with the Brunswick community, including residents and businesses, to promote the shift to more sustainable transport nodes identified in BITS.
- 4.4.23 Improve signage and lighting to promote pedestrian and cycling efficiency and safety.

SYDNEY ROAD / UPFIELD CORRIDOR

OBJECTIVES

- 4.4.24 To promote a hierarchy of movement corridors that centres on Sydney Road as the main north-south link and identifies key east-west links between Sydney Road and the railway station along the Upfield Railway Line.
- 4.4.25 To strengthen the role of the Upfield Shared Path as a key element of the movement network for cyclists and pedestrians.

STRATEGIES

- 4.4.26 Prioritise the enhancement of the Sydney Road pedestrian corridor through upgrading of footpaths, improved pedestrian crossings, street seating and maximum streetwall heights that ensure adequate solar access.
- 4.4.27 Identify the following key east-west pedestrian streets as priorities for pedestrian access and amenity:
 - Wilson Avenue
 - Dawson Street
 - Wilkinson Street
 - Albert Street
 - Victoria Street

- Florence Street
- Albion Street

- 4.4.28 Continue to upgrade the Upfield Shared Path to meet increased demand and to improve safety.
- 4.4.29 Identify and enhance areas to promote the interchange between different transport nodes, particularly north-south train and tram routes with east-west bus routes.
- 4.4.30 Require the ground floor of development abutting the Upfield Shared Path to be setback a minimum of 1 metre.
- 4.4.31 Establish pedestrian connections through key sites, including the Council car park at 797-801 Sydney Road; 191-199 and 203-205 Albert Street; 300-304 Albert Street; and the Barkly Square car park.

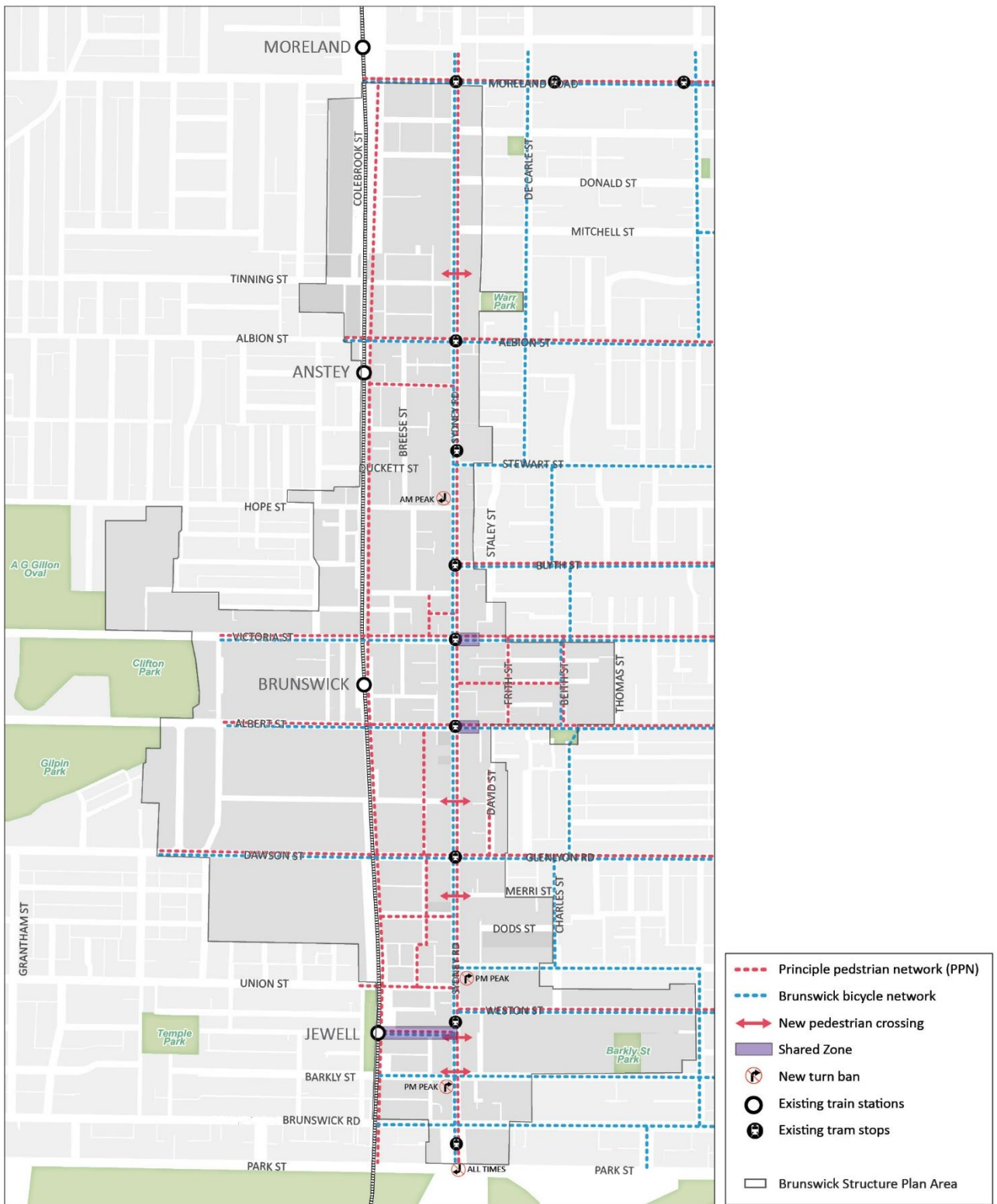


Figure 10. Transport and movement - Sydney Road / Upfield corridor

LYGON STREET

OBJECTIVES

- 4.4.32 To promote a hierarchy of movement corridors that centres on Lygon Street as the main north-south link and identifies key east-west links that provide connections to Sydney Road and Nicholson Street.

STRATEGIES

- 4.4.33 Prioritise the enhancement of the Lygon Street pedestrian corridor through upgrading of footpaths, improved pedestrian crossings, street seating and maximum streetwall heights that ensure adequate solar access.
- 4.4.34 Identify the following key east-west pedestrian streets as priorities for pedestrian access and amenity:
- Brunswick Road
 - Glenlyon Road
 - Albert Street
 - Victoria Street
 - Stewart Street
- 4.4.35 Identify and enhance areas to promote the interchange between different transport nodes, particularly north-south tram routes and east-west bus routes.

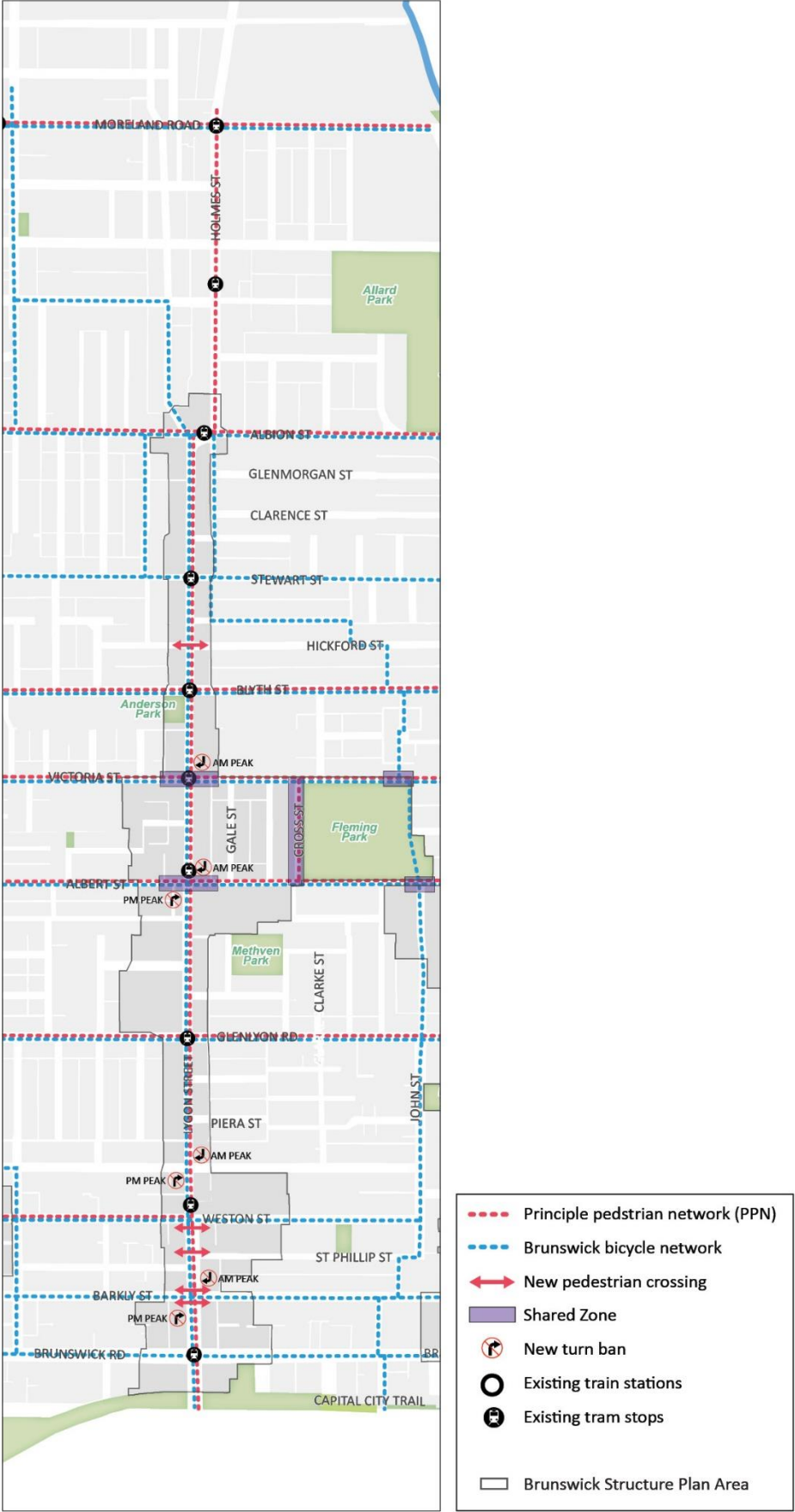


Figure 11. Transport and movement - Lygon Street corridor

NICHOLSON STREET

OBJECTIVES

- 4.4.36 To promote a hierarchy of movement corridors that centres on Nicholson Street as the main north-south link and identifies key east-west links that provide connections to Lygon Street and the Merri Creek corridor.

STRATEGIES

- 4.4.37 Prioritise the enhancement of the Nicholson Street pedestrian corridor through upgrading of footpaths, improved pedestrian crossings, landscaping, street seating and building heights that ensure adequate solar access.
- 4.4.38 Identify the following key east-west pedestrian streets as priorities for pedestrian access and amenity:
- Brunswick Road
 - Glenlyon Road
 - Albert Street
 - Victoria Street
 - Stewart Street
- 4.4.39 Establish pedestrian connections through the East Brunswick Village site from Nicholson Street to Gamble Street, Elm Grove and John Street.

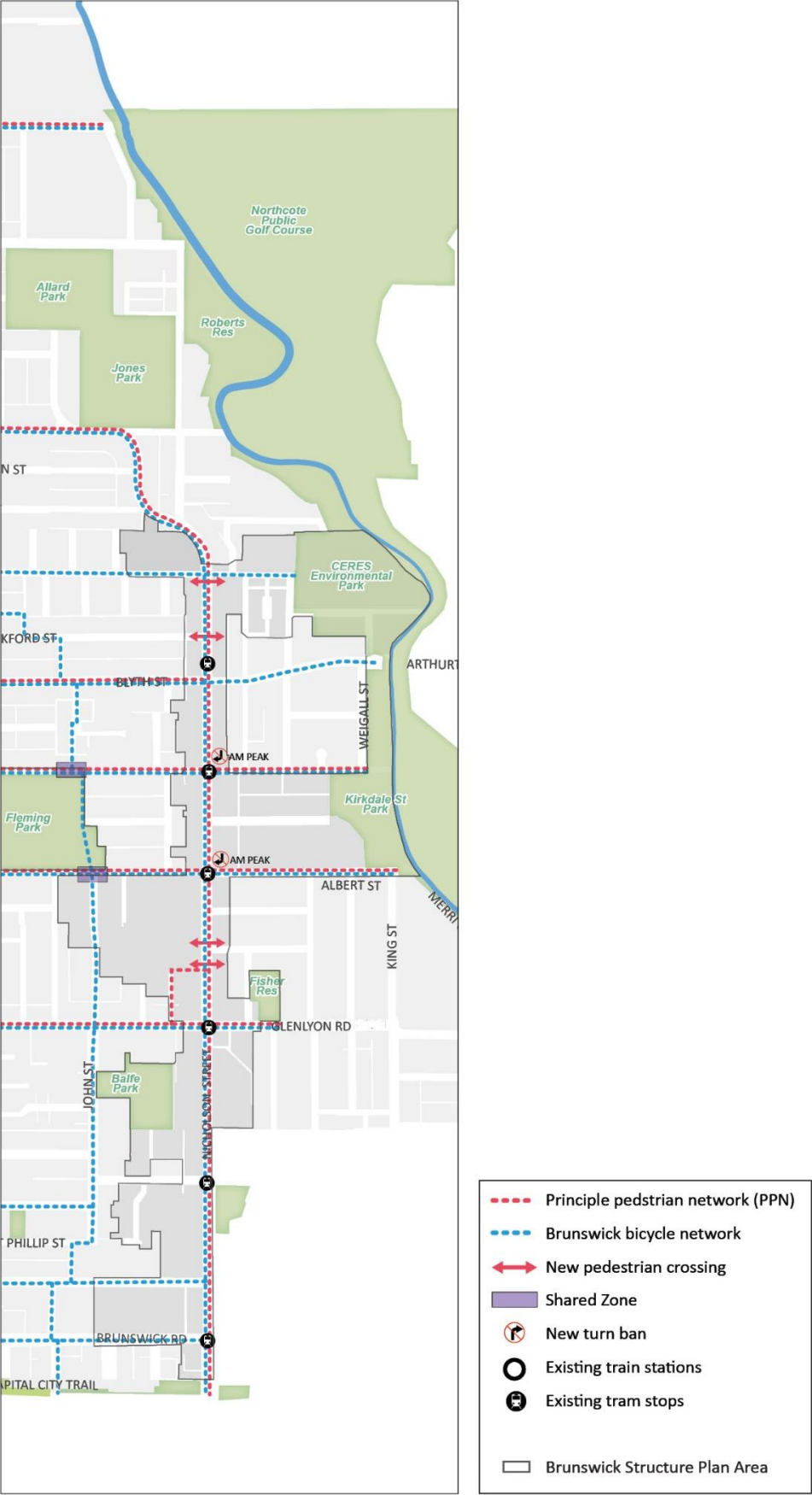


Figure 12. Transport and movement - Nicholson Street corridor

4.5 THEME 5: BUILT FORM AND HERITAGE

VISION

A mid-rise built form will establish a clear contrast with the high-rise of central Melbourne and provide a new public realm that balances increased intensification with a sense of openness. Variable heights will respect the hierarchy of streets and the urban and heritage characteristics of the centre. It will allow development in Brunswick to contribute to Moreland meeting housing targets and to delivering sensitive, well-designed, innovative and sustainable urban renewal and growth.

BRUNSWICK ACTIVITY CENTRE

This section specifically relates to built form and heritage within the Brunswick Activity Centre as guided by DDOs 18, 19 and 20 as areas designated for major change. Incremental and low change built form for the balance of the Brunswick Structure Plan Area will be guided by the Moreland Planning Scheme within Clauses 21.02 - Vision and 22.01 – Neighbourhood Character Policy.

OBJECTIVES

- 4.5.1 To establish a new public realm character that balances intensification of built form with a sense of openness (Design and Development Overlays 18, 19 and 20).
- 4.5.2 To ensure streetwalls are the visually dominant element of development and that any height above the street wall is visually recessive, subservient and does not dominate the streetscape appearance.
- 4.5.3 To complement valued built form and heritage character.
- 4.5.4 To create an inviting and vibrant public realm.
- 4.5.5 To encourage active frontages in retail areas and commercial areas.
- 4.5.6 To maintain solar access to key pedestrian streets and public open spaces.
- 4.5.7 To ensure development is designed to respect the form and design of significant civic buildings, heritage places and churches.
- 4.5.8 To maintain reasonable amenity for residential properties adjacent to the activity centre.
- 4.5.9 To sensitively manage interface issues between new and existing development to enhance the public realm and address potential adverse amenity impacts.
- 4.5.10 To ensure development meets the objectives of Clause 22.08 (Environmentally Sustainable Design).
- 4.5.11 Provide a level of certainty to all stakeholders about built form expectations.
- 4.5.12 Encourage buildings to have active frontages.

- 4.5.13 Provide guidance on the appropriate built form of development through the application of the Design and Development Overlay.
- 4.5.14 Require active frontages ground level as follows:
 - i. Frontage – Type A (retail areas): A display window and/or entrance, measuring 65 - 80% of the width of the street frontage of each individual premise.
 - ii. Frontage – Type B (commercial areas): A display window and/or entrance, measuring at least 60% of the width of the street frontage of each individual premise.
 - iii. Frontage - Type C (residential): Individual entry doors to ground floor dwellings. Privacy is to be provided by elevating the ground floor approximately 0.5 to 1 metre above the street level and/or provide a landscaped front setback.
- 4.5.15 Require that development appropriately transitions in scale to surrounding low-density residential areas.
- 4.5.16 Require development to avoid 'wedding cake' built form outcomes.
- 4.5.17 Require the use of materials at the upper levels of the building to be distinct from materials of the lower levels of the building.
- 4.5.18 Require the architectural expression of the upper and lower building components to be complementary and for upper levels to be visually recessive.
- 4.5.19 Require rooftop plant equipment, infrastructure and green roofs to be well integrated into new development and appropriately screened.
- 4.5.20 Require the sustainable integration of built form with landscape design.
- 4.5.21 Encourage consolidation of sites outside existing fine-grain areas and where there are opportunities for more efficient urban renewal.
- 4.5.22 Require development to incorporate windows in all upper level facades facing streets.
- 4.5.23 Require building design to optimise safety and security for internal and public spaces by creating open areas, providing passive surveillance and avoiding blind spots.
- 4.5.24 Ensure new development with a commercial/retail component considers the needs of emerging businesses through appropriate floor plan, streetscape appeal, provision of services and efficient and safe loading facilities.`
- 4.5.25 Require the design of buildings to provide scope to accommodate a range of uses over time, particularly at lower levels.
- 4.5.26 Require the screening of electrical and communications services associated with new development.
- 4.5.27 Support the undergrounding and/or bundling of overhead cables, where feasible.

- 4.5.28 Require the integration of heritage buildings into new developments, as appropriate.
- 4.5.29 Support the inclusion of art within public spaces and private development that is celebrated as landmarks and local icons and contribute to place making, including:
 - i. Focusing artwork at activity nodes and along key pedestrian links;
 - ii. Exploring opportunities to create a public art trail from Brunswick Central Parklands to Merri Creek along Albert and Victoria Streets;
 - iii. Ensuring that planning for all major capital works projects includes consideration of public art and includes appropriate processes for community involvement and evaluation.
- 4.5.30 Support the external refurbishment of buildings that strengthen the character and perception of the activity centre.
- 4.5.31 Encourage cultural representation of heritage places through protection of heritage fabric, interpretive design and artworks.

SYDNEY ROAD / UPFIELD CORRIDOR

OBJECTIVES

- 4.5.32 To encourage a built form character that accommodates mid-rise buildings ranging from 4-10 storeys with lower built form at the interfaces with the adjoining low rise residential areas (Design and Development Overlay 18).
- 4.5.33 To complement the valued built form and heritage character along Sydney Road.
- 4.5.34 To ensure new street wall heights remains the visually dominant element of all development in Sydney Road and that any height above the street wall is visually recessive, subservient and does not dominate the streetscape appearance.
- 4.5.35 To reinforce the fine grain character of Sydney Road.
- 4.5.36 To encourage a new mid-rise built form character that appropriately balances strong spatial definition in the streetscape with a sense of openness (Design and Development Overlay 18).
- 4.5.37 To ensure new street walls reinforce the existing character of street walls in nominated off-corridor streets
- 4.5.38 To improve the interface between buildings abutting the Upfield Shared Path
- 4.5.39 To protect views to landmark buildings in Sydney Road and in off corridor locations of individual heritage significance.

STRATEGIES

- 4.5.40 Apply the building height, upper level setbacks and streetwall heights in accordance with Figure 13 and DDO18.

- 4.5.41 Support the reinstatement of the character of the 19th century shopping strip through the restoration of traditional shopfronts and facades.
- 4.5.42 Improve the visual appearance of streetscapes by screening the location of services and cables.
- 4.5.43 Ensure new development does not adversely impact the visual identity and character of existing landmark and civic buildings, particularly the Brunswick Uniting Church, Brunswick Town Hall, Christ Church, 340 Sydney Road Church spire, Australian Liquorice Factory Chimney and Fire Tunnel Remains, Brunswick Markets and Brunswick Tram Depot.
- 4.5.44 Design development that abuts the Upfield Shared Path to avoid large areas of blank walls. Where unavoidable, large areas of blank walls should be treated with materials, artwork or in other ways that provide an attractive and visually interesting environment.
- 4.5.45 Require development to incorporate windows in all upper level facades facing Upfield Shared Path.

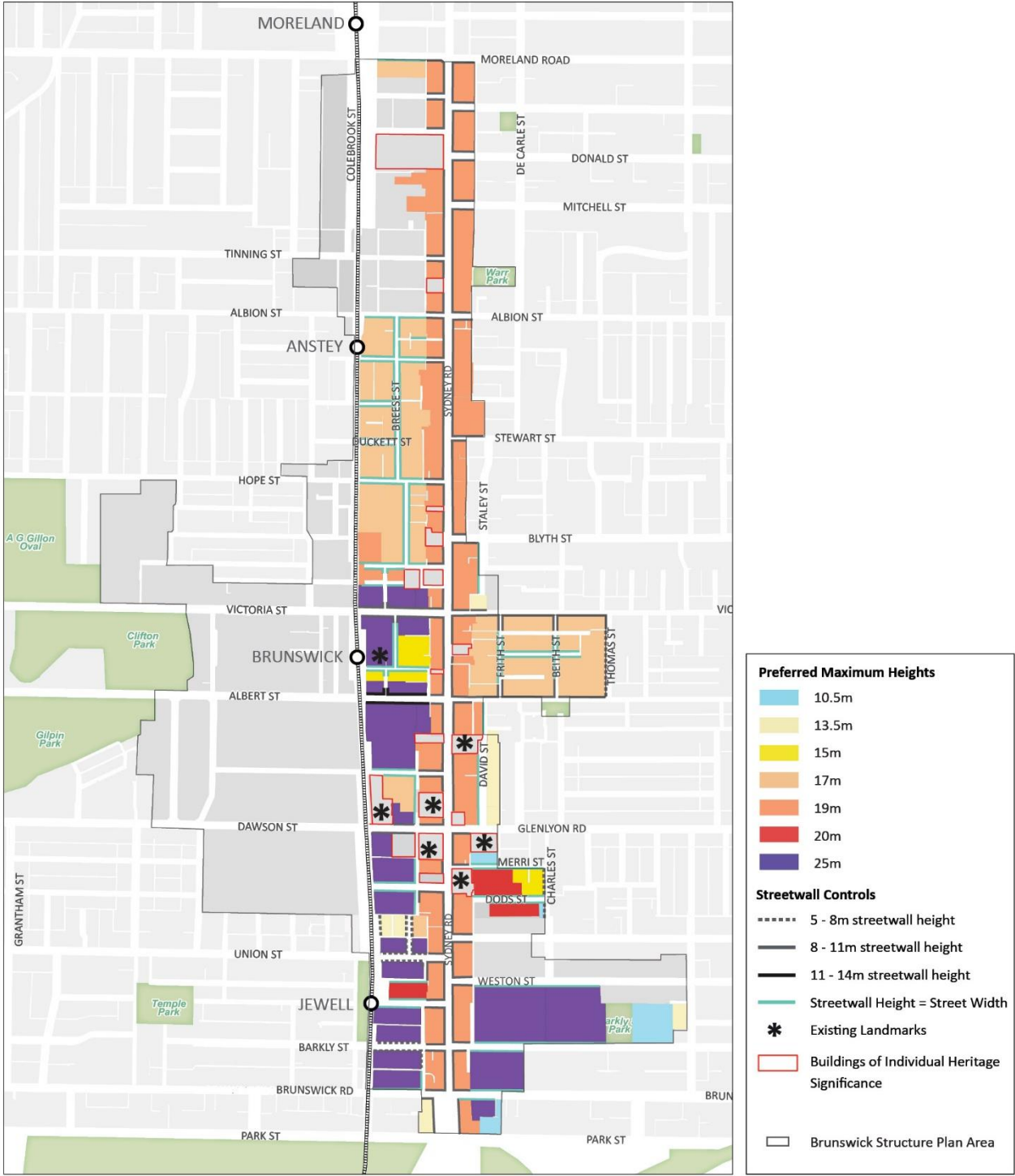


Figure 13. Built form and heritage - Sydney Road / Upfield corridor

LYGON STREET

OBJECTIVES

- 4.5.46 To create a new built form character that accommodates mid-rise buildings ranging from 3 to 9 storeys and respects the valued streetscape characteristics (Design and Development Overlay 19).
- 4.5.47 To reinforce the existing fine grain character areas of Lygon Street.
- 4.5.48 To ensure highly visible development is limited to identified key redevelopment sites and responds to specific design objectives.
- 4.5.49 To protect views along Lygon Street to landmark buildings and buildings of individual heritage significance.
- 4.5.50 To ensure the street wall remains the visually dominant element of all development in Lygon Street and that any height above the street wall is visually recessive, subservient and does not dominate the streetscape appearance.
- 4.5.51 To provide built form transition between the Lygon Street Activity Corridor and adjoining low-rise residential areas.
- 4.5.52 To create a sense of arrival and identity when entering the gateways to Lygon Street at Brunswick Road and Albion Street.
- 4.5.53 To reinforce and enhance the eclectic character and identity of Lygon Street through the protection of existing landmark buildings.
- 4.5.54 To protect places with heritage value along Lygon Street, including inter-war and mid twentieth century industrial buildings.

STRATEGIES

- 4.5.55 Apply the building height, upper level setbacks and streetwall heights in accordance with Figure 14 and DDO19.
- 4.5.56 Support the reinstatement of heritage buildings through the restoration of traditional shopfronts and facades, including industrial buildings.
- 4.5.57 Require the design of new development at the identified “gateway” areas at the intersections of Brunswick Road and Albion Street to provide a visual landmark and sense of arrival.
- 4.5.58 Ensure new development does not adversely impact the visual identity and character of existing landmark and civic buildings, particularly The Quarry, The East Brunswick and the Lyndhurst hotels and the East Brunswick Maternal and Child Health Centre.

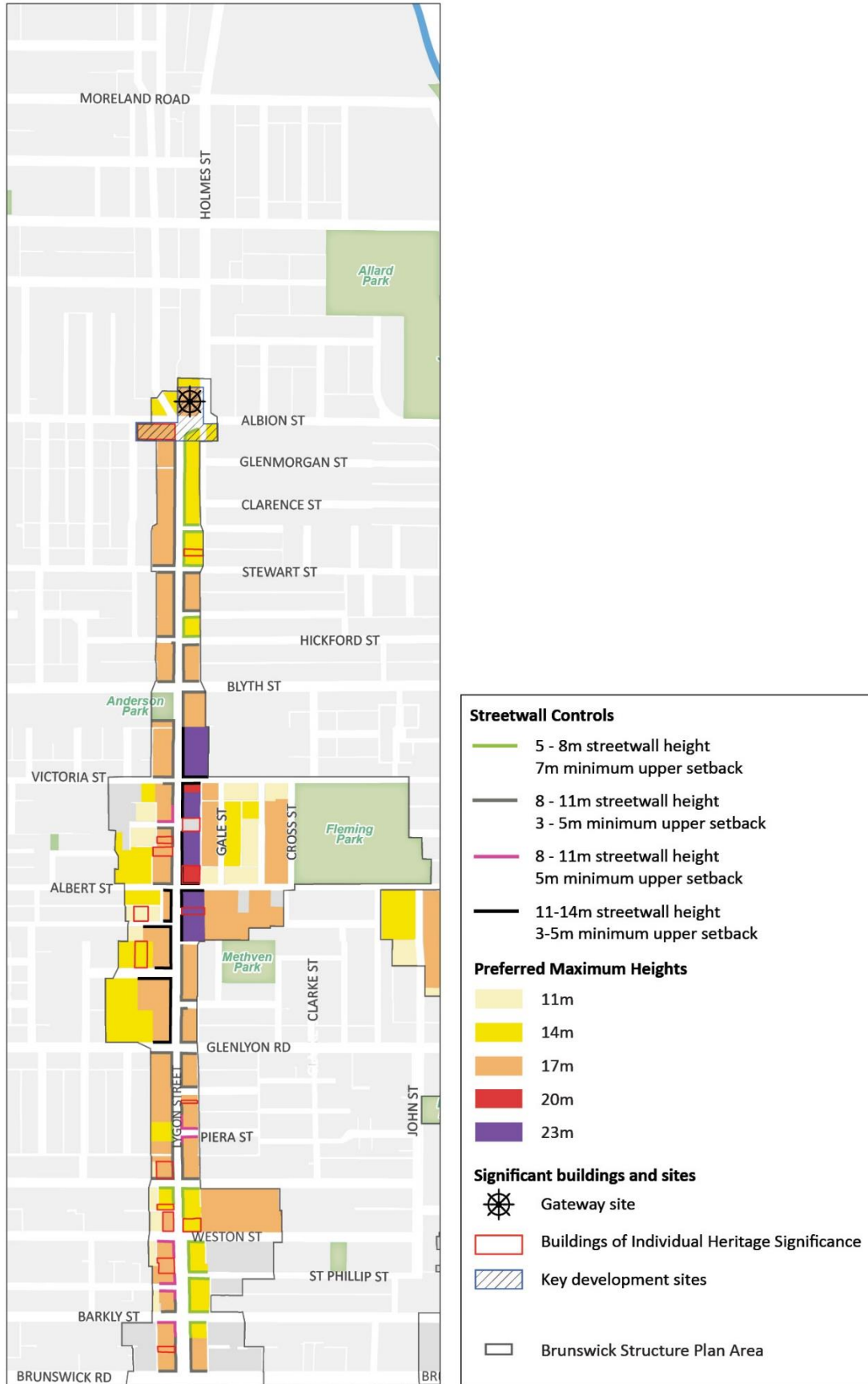


Figure 14. Built form and heritage - Lygon Street corridor

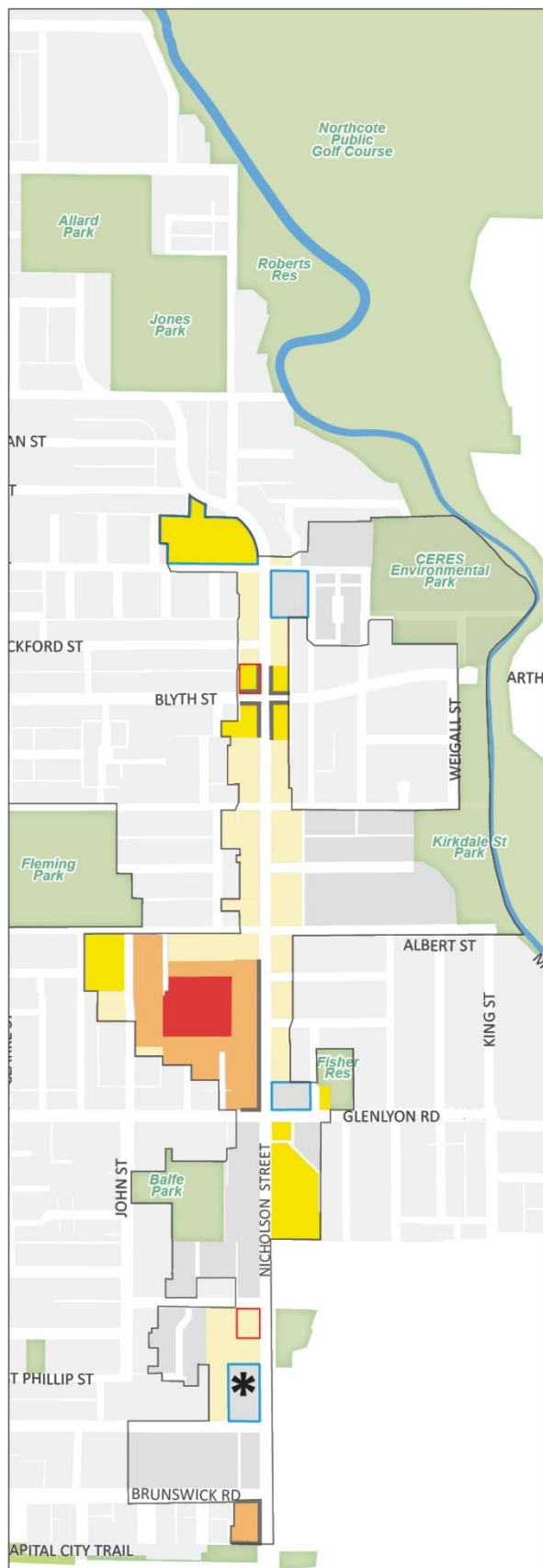
NICHOLSON STREET

OBJECTIVES

- 4.5.59 To create a new built form character that accommodates mid-rise buildings ranging from 3 to 6 storeys (Design and Development Overlay 20).
- 4.5.60 To establish a consistent street wall along the western side of Nicholson Street between Miller Street and Albert Street.
- 4.5.61 To provide built form transition between Nicholson Street and adjoining low-rise residential areas.
- 4.5.62 To ensure development is designed to respect the form and design of heritage places.
- 4.5.63 To create a more coherent streetscape on Nicholson Street.

STRATEGIES

- 4.5.64 Apply the building height, upper level setbacks and streetwall heights in accordance with Figure 15 and DDO20.
- 4.5.65 Provide active frontages to development along Nicholson Street.
- 4.5.66 Ensure that individual developments contribute to the development of a coherent corridor character that integrates the variety of land uses and building typologies.
- 4.5.67 Ensure new development does not adversely impact the visual identity and character of existing landmark buildings.



Streetwall Controls

- 5 - 8m streetwall height
7m minimum upper setback
- 8 - 11m streetwall height
3 - 5m minimum upper setback
- 8 - 11m streetwall height
5m minimum upper setback
- 11-14m streetwall height
3-5m minimum upper setback

Preferred Maximum Heights

- 11m
- 14m
- 17m
- 20m
- 23m

Significant buildings and sites

- * Existing Landmarks
- Civic Buildings and Churches
- Buildings of Individual Heritage Significance
- Brunswick Structure Plan Area

Figure 15. Built form and heritage - Nicholson Street corridor

4.6 THEME 6: PUBLIC REALM AND OPEN SPACE

Vision

The quality and provision of public spaces, including road reserves, laneways, squares and parks, as well as building forecourts and arcades, will be enhanced by creating a network of unique and relevant places within the Activity Centre. These spaces will serve as the community’s meeting and living spaces within the public realm and to better match the opportunities of a growing and diversifying population.

BRUNSWICK STRUCTURE PLAN AREA

OBJECTIVES

- 4.6.1 To provide a network of small and connected public spaces.
- 4.6.2 To encourage diversity of activities to meet peoples’ needs.
- 4.6.3 To improve the quality of existing public spaces.
- 4.6.4 To create public realm which has authentic character and identity.
- 4.6.5 To improve the quality of existing open space.
- 4.6.6 To encourage the provision of open space on private development sites.
- 4.6.7 To provide a public realm that encourages community interaction and creates a sense of ownership for people in the area.
- 4.6.8 To provide public realm that is comfortable, clean, safe, easy to navigate and easily accessible to people of all ages and abilities.
- 4.6.9 To increase biodiversity in urban areas.
- 4.6.10 To support community inspired/led improvements.
- 4.6.11 To improve the visual character of some of the wide streets.
- 4.6.12 To improve legibility and connectivity of the streets and laneways.
- 4.6.13 To encourage a diversity of uses for laneways.
- 4.6.14 To maintain solar access to key pedestrian streets and existing and proposed public open space.
- 4.6.15 To identify opportunities in the public realm and in open space areas to address the Urban Heat Island Effect.

STRATEGIES

→ Urban public space

- 4.6.16 Provide a network of connected open spaces by:
 - i. improving Council owned land;

- ii. advocating for the improvement of publicly accessible private land e.g. church forecourts;
- iii. providing kerb extensions on side streets which can act as a seating area;
- iv. better utilising laneways as public spaces; and
- v. improving links and pedestrian access to parks and open space, particularly Merri Creek, Brunswick Central Parklands, Princes Park and Royal Park.

4.6.17 Encourage diversity of uses to meet people's needs by:

- i. providing public realm that supports diverse activities like eating, play, relaxation, events and gatherings;
- ii. providing streets and public spaces with varying scale and character to facilitate pedestrian, cycling and vehicular movements;
- iii. providing spaces that support structured and non-structured activities and provides both passive and active recreation; and
- iv. designing spaces that can be adapted to different uses in different seasons and also over a period of time.

4.6.18 Improve the quality of existing public spaces by:

- i. creating a positive interface between the public space and the surrounding buildings;
- ii. improving the quality of materials and street furniture;
- iii. providing flexibility in the space for a variety of uses; and
- iv. advocating for the improvement of facades of privately owned buildings that interface with public space;

4.6.19 Create public realm with authentic character and identity by:

- i. embedding qualities of the site to establish a character and identity for the space;
- ii. providing a unified and consistent approach to the design of each street using the materials and street furniture identified in the Brunswick Public Realm Manual;
- iii. incorporating reference to heritage elements of the surrounding area in the design of the space;
- iv. building on the existing themes associated with Brunswick such as quirkiness, arts, sustainability and community; and
- v. incorporating public art that is local and integrated within the design.

→ Green open space

- i. Encourage developers to include an area of green open space on sites within the Activity Centre that are greater than 8,000m².
- ii. Require that new development complements adjoining public open space, avoids overshadowing of parkland and facilitates public access to the open space.
- iii. Increase vegetation cover in open space areas to decrease temperatures from urban heat.

→ Streets and laneways

4.6.20 Provide a public realm that encourages interaction within community by:

- i. designing streets that encourage interaction, socialising, shopping, art and architecture rather than just being used as a transport corridor;
- ii. engaging with local community at an early stage in the design and development of public space and streetscape projects;
- iii. locating community facilities adjacent to public space or so that they enhance and interact with the street;
- iv. encouraging community initiatives to enhance and contribute towards the public realm; and
- v. ensuring that the streetscape design contributes towards improvement of community health and wellbeing.

4.6.21 Provide a public realm that has high levels of amenity and easily accessible by:

- i. choosing appropriate tree species or shading devices to provide shade and wind protection;
- ii. ensuring lighting is designed to provide a safe and attractive space;
- iii. providing street furniture such as seats, bins, bike hoops, drinking fountains and directional signage, to improve the amenity of the space;
- iv. improving safety along key pedestrian routes connecting railways stations, public spaces and Activity Corridors; and
- v. designing streets and public spaces so that they are easily accessible by people of all abilities.

4.6.22 Harness opportunities to increase biodiversity in urban areas by:

- i. planting garden beds and street trees wherever space and surrounding infrastructure allows;
- ii. using a diverse range of indigenous species of plants and trees to ensure a harmonious environmental balance;

- iii. creating continuous stretches of street tree planting which is essential to support the lifecycles and movement patterns of native insects, birds and small mammals; and

- iv. plant trees to decrease urban heat along streets.

4.6.23 Support community (resident and business) inspired/led improvements such as:

- i. community tree planting sessions;
- ii. adopting a street tree and caring for it;
- iii. enhancing the nature strip by gardening (refer Moreland Street Landscape Strategy Appendix 4 for guidelines);
- iv. using unused kerb outstands for temporary or permanent uses;
- v. business proposing a parklet in front of their premises to enhance the public realm; and
- vi. advocating and supporting greening of streets.

4.6.24 Improve the visual character of the streets by:

- i. street tree planting to soften the streetscape and improve the amenity;
- ii. widening the footpaths to improve pedestrian amenity; and
- iii. including water sensitive urban design treatments where possible.

4.6.25 Improve legibility and connectivity of the streets by developing and implementing a wayfinding system for Brunswick.

4.6.26 Encourage a diversity of uses for laneways through:

- i. public art installations;
- ii. improvements to safety, legibility and accessibility;
- iii. the creation of outdoor dining areas where through traffic is not required; and
- iv. pop-up events such as art exhibitions, performances and community festivals.

4.6.27 Develop and strengthen the major recreational links in accordance with Figures 16, 17 and 18.

SYDNEY ROAD / UPFIELD CORRIDOR

OBJECTIVES

4.6.28 To develop four distinct hubs connected by a network of smaller public spaces which encourage active uses along the length of Sydney Road and offer areas of rest and respite along the way.

4.6.29 To develop new gathering places and provide space that allow the holding of events.

- 4.6.30 To improve pedestrian connectivity from Sydney Road to Jewell, Brunswick and Anstey train stations and the Brunswick Baths via the Key Pedestrian Streets: Wilson Avenue, Dawson Street, Wilkinson Street, Albert Street, Victoria Street, Florence Street, and Albion Street.
- 4.6.31 To investigate the potential for parts of Council owned car parks in Breese Street and Wilkinson Street to be converted into neighbourhood parks.
- 4.6.32 To investigate the potential for the Edward Street car park to be established as a neighbourhood park.
- 4.6.33 To create new green open spaces located on quiet side streets between Sydney Road and the Upfield train line.
- 4.6.34 To support the upgrade of the Upfield Shared Path to provide an important north-south commuter route for pedestrians and cyclists.
- 4.6.35 To encourage the activation of spaces along the Upfield Shared Path.
- 4.6.36 To ensure new development around the Jewell, Brunswick and Anstey Stations includes provision for well-designed public spaces that integrate with the Upfield Shared Path and improve visibility of and access to the Station buildings.

STRATEGIES

- 4.6.37 Encourage the redevelopment of the Brunswick Market with the creation of active frontages on all sides, outdoor dining and late-night trading.
- 4.6.38 Negotiate transfer of VicTrack land to Council for the development of high-quality parkland and pockets of green open space.
- 4.6.39 Implement the public realm and open space projects in accordance with the Brunswick Public Realm and Infrastructure Strategy, as follows:
 - a) Urban Public Spaces
 - i. Upgrade forecourt to Council car park (P1)
 - ii. Upgrade forecourt to Council car park (P2)
 - iii. Expand Sparta Place (P3)
 - iv. Upgrade Mechanics Institute forecourt (P4)
 - v. Upgrade Town Hall forecourt (P5)
 - vi. Create New urban space at Wilson Avenue (P6)
 - b) Key Pedestrian Streets
 - i. Improve pedestrian amenity on Sydney Road (S1)
 - ii. Improve pedestrian amenity on Florence Street (S2)
 - iii. Improve pedestrian amenity on Wilkinson Street (S3)
 - iv. Improve pedestrian amenity on Dawson Street (S4)

- v. Improve pedestrian amenity on Wilson Avenue (S5)

c) Green Open Spaces

- i. New green open space on Breese Street car park (G1)
- ii. New green open space on Wilkinson Street car park (G2)
- iii. New green open space on Saxon Street (G3)
- iv. New green open space on Edwards Street car park (G4)

d) Kerb Extensions

- i. Upgrade kerb extension at Davies Street (K1)
- ii. Upgrade kerb extension at Donald Street (K2)
- iii. Upgrade kerb extension at Mitchell Street (K3)
- iv. New kerb extension at Michael Street (K4)
- v. New kerb extension at Edward Street (K5)

e) Upfield Bike Path

- i. Upgrade Upfield bike path as per Moreland Bicycle Strategy (B1)

f) Key Pedestrian Link

- i. New pedestrian link from Wilkinson Street to Sydney Road (L1)

g) Activation Projects

- i. Activate Baptist Church forecourt (A1)
- ii. Activate Penny Black forecourt (A2)
- iii. Activate Brunswick Community School forecourt (A3)
- iv. Activate St Ambrose Church forecourt (A4)

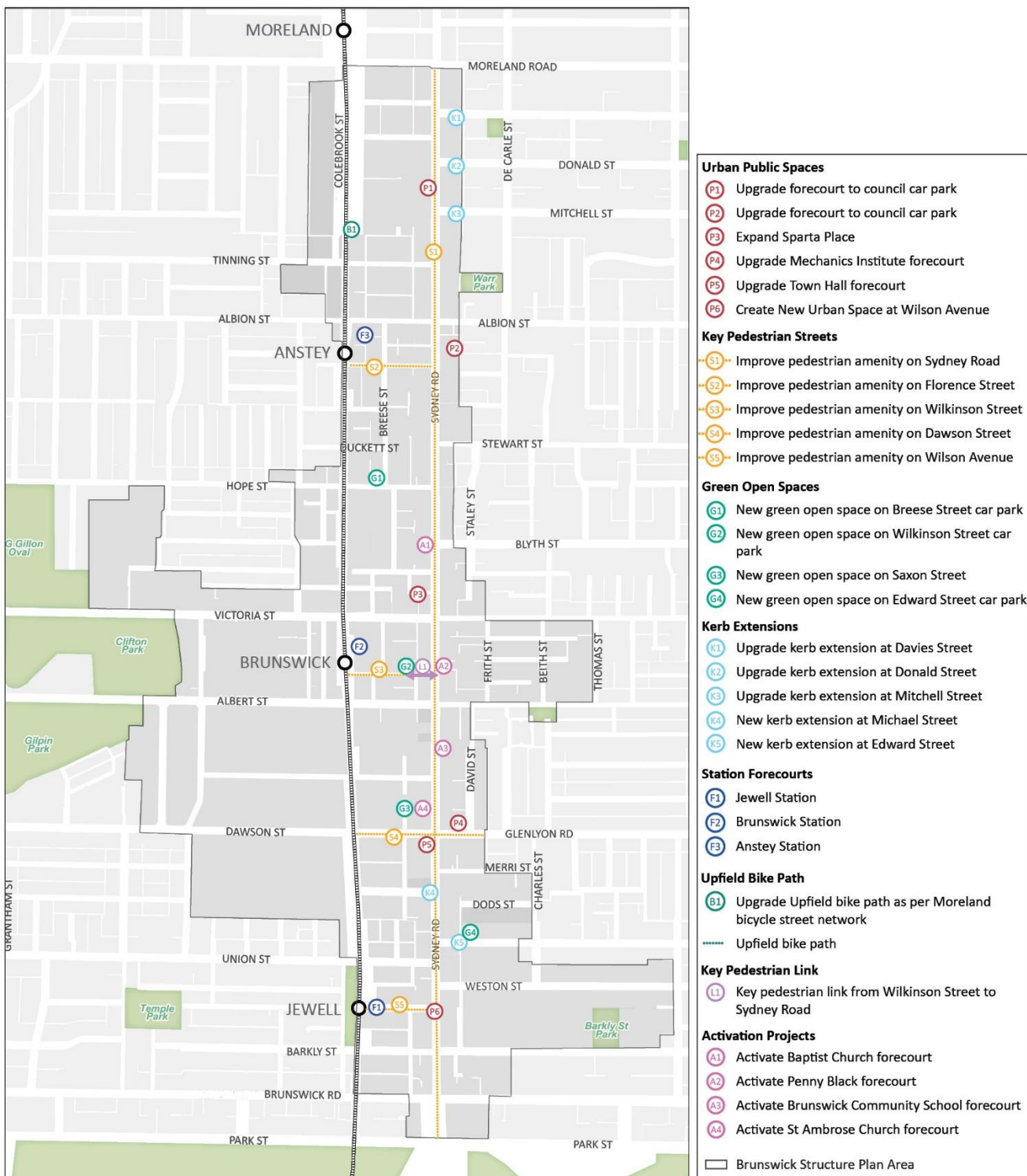


Figure 16. Public realm and open space - Sydney Road / Upfield corridor

OBJECTIVES

- 4.6.40 To develop three distinct hubs connected by a network of smaller public spaces which encourage active uses along the length of Lygon Street and offer areas of rest and respite along the way.
- 4.6.41 To improve the legibility, accessibility and appearance of the street, by the upgrading of footpaths, furniture and signage, and installing several new pedestrian crossing points.
- 4.6.42 To improve pedestrian links along Albert Street to Fleming Park and along Stewart Street to CERES further east.

STRATEGIES

- 4.6.43 Improve the parks located in East Brunswick, including Fleming Park.
- 4.6.44 Construct landscaped kerb extensions (incorporating WSUD tree pits or rain garden, where possible) in side streets.
- 4.6.45 Improve pedestrian access to Fleming Park by planting trees on the north side of Albert Street, installing wayfinding signage, and creating a shared zone at the interface with Fleming Park.
- 4.6.46 Implement the following public realm and open space projects in accordance with the Brunswick Public Realm and Infrastructure Strategy, as follows:
 - a) Urban Public Spaces
 - i. New pedestrian priority spaces at Albion/Lygon intersection (P7)
 - ii. New public space at the Maternal and Child Health Centre (P8)
 - b) Key Pedestrian Streets
 - i. Improve pedestrian amenity on Lygon Street (S6)
 - ii. Improve pedestrian amenity on Stewart Street (S7)
 - iii. Improve pedestrian amenity on Albert Street (S8)
 - c) Kerb Extensions
 - i. Upgrade kerb extensions at Stewart Street (K6)
 - ii. New kerb extension and activation program at Pitt Street (K7)
 - iii. New kerb extension at O’Connor Street (K8)
 - iv. New kerb extension at Piera Street (K9)
 - v. New kerb extension at Barkly Street (K10)
 - d) Key Pedestrian Link
 - i. New pedestrian link from Lygon Street to Methven Park via right-of-way (L2)



Figure 17. Public realm and open space - Lygon Street

NICHOLSON STREET

OBJECTIVES

- 4.6.47 To develop three distinct hubs connected by a network of smaller public spaces which encourage active uses along the length of Nicholson Street and offer areas of rest and respite along the way.
- 4.6.48 To improve the legibility, accessibility and appearance of the street, by the upgrading of footpaths, furniture and signage.
- 4.6.49 To establish the intersection of Nicholson Street and Stewart Street as an important gateway to the corridor and also a connection to CERES.
- 4.6.50 To provide for enhanced and new pedestrian and cyclist links through Nicholson Street and Balfe Park in accordance with DDO 23 Map 1.
- 4.6.51 To enhance the public realm at the intersection of Nicholson Street and Blyth Street given its emerging role as a focal point with the Nicholson Street new tram super stop terminus, Community Radio RRR and cafes.
- 4.6.52 To integrate the new public realm associated with the Brunswick East Village with Nicholson Street, Fleming Park and Kirkdale Park.
- 4.6.53 To revitalise the public realm of the southern end of Nicholson Street through streetscape upgrades and the installation of a tram super stop.

STRATEGIES

- 4.6.54 Enhance the intersections of Nicholson Street and Stewart Street and Nicholson Street and Blyth Street with kerb extensions, new planting and wayfinding signage.
- 4.6.55 Improve pedestrian access to CERES by upgrading Stewart Street, with a specific focus on bicycle commuters.
- 4.6.56 Implement the following public realm and open space projects in accordance with the Brunswick Public Realm and Infrastructure Strategy, as follows:
 - a) Key Pedestrian Streets
 - i. Improve pedestrian amenity on Nicholson Street (S9)
 - ii. Improve pedestrian amenity on Stewart Street to CERES (S10)
 - iii. Improve pedestrian amenity on Albert Street to Merri Creek (S11)
 - b) Kerb Extensions
 - i. Upgrade kerb extensions at Stewart Street (K11)
 - c) Key Pedestrian Link
 - i. New pedestrian link from Lygon Street to Balfe Park via R.O.W. (L3)



Figure 18. Public realm and open space - Nicholson Street Corridor

Vision

Brunswick is home to a range of social, cultural and leisure facilities that meet the changing needs of the Brunswick community, including people from non-English speaking backgrounds, children and young people, people with a disability, older people and families. A network of 'community hubs' serve as focal points for the co-locating services and facilities to achieve integrated, efficient and flexible delivery of social and community infrastructure.

BRUNSWICK STRUCTURE PLAN AREA

Objectives

- 4.7.1. To provide social, cultural and leisure facilities that meet the changing needs of the changing Brunswick community.
- 4.7.2. To develop and enhance a community focal point within, or in close proximity, to each of the three main corridors.
- 4.7.3. To ensure social, cultural and leisure services are easily accessible by pedestrians, cyclists and by public transport.
- 4.7.4. To ensure the design of new facilities or the upgrading of existing social, cultural and leisure facilities provides a welcoming and positive experience for all users.
- 4.7.5. To explore opportunities to incorporate social, cultural and leisure facilities in larger development projects.
- 4.7.6. To explore opportunities to provide innovative and compact built form solutions such as vertical mixed use and flexible community facilities.

Strategies

- 4.7.7. Facilitate the provision of facilities for aquatic and leisure, community halls and meeting places, libraries, neighbourhood houses, sport and life cycle services such as maternal and child health centres, early years education and care, youth and aged and disability.
- 4.7.8. Apply the Moreland Community Infrastructure Framework 2015 to provide guidance on the provision of social, cultural and leisure facilities.
- 4.7.9. Enhance the community focal point around the Brunswick Town Hall precinct, including investigating the future use of 33 Saxon Street.
- 4.7.10. Enhance the community focal point around Fleming Park.

5 IMPLEMENTATION

The built form directions of earlier Brunswick Structure Plan strategies were refined and implemented by Amendment C134 in August 2016. These changes are reflected in this compilation of Brunswick Structure Plan policies. Objectives and strategies will continue to be implemented through a combination of statutory systems, investment, encouragement and other mechanisms.

In December 2017 Council adopted a Place Action Plan for Brunswick that sets out an implementation framework for public realm and infrastructure, local transport and investment priorities. The Brunswick Place Action Plan is reviewed and updated annually and is considered a working document.

The Brunswick Place Action Plan is Council's implementation plan for the Brunswick Structure Plan Area, focussed on Council's investment in people and community infrastructure, public spaces (including streetscapes), transport and the local economy. The Action Plan should be considered separate to Council's Planning, Land Use and Development decisions which are also guided by the Structure Plans.

The Place Action Plan is intended to be adaptable over time to changing issues, opportunities and community sentiment. It will be reviewed each year to inform the following year's budget allocation and to determine any need to adjust the work program in response to changing circumstances.

APPENDIX 1 - SUPPORTING DOCUMENTS

Brunswick Major Activity Centre Integrated Transport Strategy (2013)

Brunswick Structure Plan (2010)

Brunswick Structure Plan Addendum (2012)

Brunswick Major Activity Centre Environmental Audit Overlay Assessment (2011)

Brunswick Investment Strategy (2013)

Brunswick Public Realm and Infrastructure Strategy (2013)

Moreland Community Infrastructure Framework 2015

Moreland Industrial Land Strategy 2015-2030

Moreland Integrated Transport Strategy 2010-2019 (2010)

Panel Report, Moreland Planning Scheme Amendment C134 Brunswick Activity Centre

Sydney Road and Upfield Corridor Strategic Framework Plan (2014)

APPENDIX 2 – SYDNEY ROAD AND UPFIELD CORRIDOR URBAN DESIGN PRINCIPLES

Urban Design Principles

- 1. Establish a new public realm character that balances spatial definition and openness.**
 - 2. Complement valued built form character or, where appropriate, establish a cohesive new character—street wall.**
 - 3. Complement valued built form character and heritage values—upper levels.**
 - 4. Create an inviting and vibrant public realm.**
 - 5. Maintain solar access to streets and public open space.**
 - 6. Maintain reasonable amenity for residential properties alongside the activity centre.**
 - 7. Reinforce the fine grain character of Sydney Road.**
 - 8. Facilitate the provision of new public open spaces.**
 - 9. Reinforce the fine grain character of Sydney Road.**
 - 10. Facilitate the provision of new public open spaces.**
-

1. Establish a new public realm character that balances spatial definition and openness.

Design Requirements

The height of each part of a building should not exceed its horizontal distance from the opposite street boundary.

Rationale

Policy directs that the character of the Framework Plan Area will evolve to accommodate urban consolidation. It will develop a more urban feel. However, a character is sought that maintains a sense of openness for pedestrians in the street. A key aspect of great streets is good spatial definition, created by building heights that complement the street width. This contributes to memorable places.

A ratio of building height to building separation across the street of approximately 1:1 strikes an appropriate balance between creating good spatial definition and maintaining sky visibility. The application of this design requirement leads to the creation of a mid-rise built form character.

Because building height at the street frontage is determined by the width of the street reserve, it will emphasise the street hierarchy through taller buildings on the wider, main roads. The resulting mid-rise scale will also establish a clear contrast with the high-rise scale of central Melbourne and with the low-rise scale of the residential hinterland, reinforcing the legibility of the broader urban structure.

There is a range of street widths within the Framework Plan Area. These include the 20 metre wide Activity Corridor of Sydney Road. Other key east-west streets such as Barkly Street, Victoria Street

Glenlyon Road also have 20 metre wide road reserves. Other streets, such as Breese Street and Albion Street, are 12 metres wide. This is illustrated in Figure 18 overleaf.

The public realm character is only one driver of building form. Building height may also be limited by the other built form principles and design requirements outlined in this document. For example, height at the street edge may be limited to complement the existing built form character (see section 3.2). The need to avoid unreasonable impacts on the amenity of adjoining residential properties may also limit the maximum allowable building height.

The building height design requirement defined above and illustrated overleaf allows for greater height above that allowed at the street boundary provided that it is set back the equivalent distance. This will maintain the preferred balance between spatial definition and openness.

The provision for setbacks to upper levels could encourage 'wedding cake' buildings with different setbacks at each level to maximise yield. This form is generally considered to be inelegant. Therefore, the design requirements in Section 3.3 also seek a common setback for the majority of the upper form to ensure a coherent composition. However, a small proportion of the upper form may have a different setback to allow for the creation of a distinct 'top' to the building or a 'negative level' separating the podium and upper form.



Buildings at Burnley Street in Richmond where the building height is equal to the road reserve width.

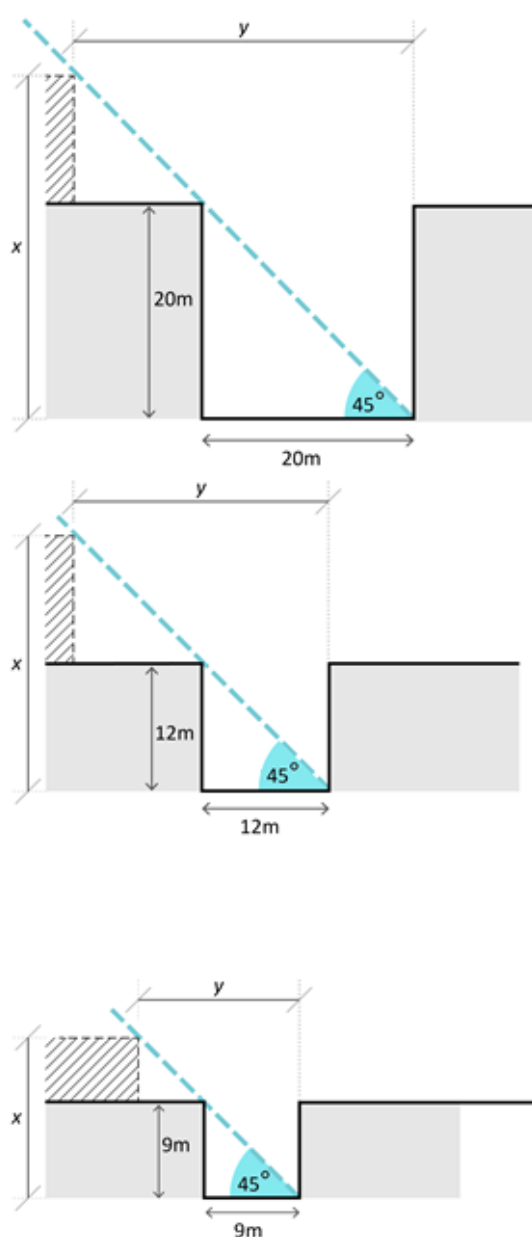


Figure 18 – The maximum allowable building height is in part determined by the width of the road reserve. Building height may also be limited by other built form principles and design requirements outlined in this document.

2. Complement valued built form character or, where appropriate, establish a cohesive new character—street wall.

Design Requirements

All buildings within the commercial zone should have a zero street setback.

All buildings within the mixed use zone should be setback in accordance with the prevailing character.

Building height on Sydney Road street boundaries and the street boundary of Victoria Street, east of Sydney Road should be between 8 and 11 metres.

Building height on the street boundaries of the following streets should be between 5-8 metres:

- *Barkly Street (west of Sydney Road);*
- *Union Street;*
- *Manallack Street;*
- *Railway Place (north of Union Street); and*
- *Thomas Street.*

Building height on the street boundary of Albert Street, should be between 11 and 14 metres.

Street facades should extend to both side boundaries.

Rationale

Building Alignment

Front setbacks are an important contributor to the character of an area. Further, new buildings within activity centres should generally be built to the street edge in order to provide clear definition between the public and private realms.

New buildings along Sydney Road and sections of the Upfield Corridor that are zoned Commercial 1 should be built to the street edge to reinforce the existing 'hard-edged' character of this Activity Corridor and Key Pedestrian Streets.

Where ground floor residential uses are proposed, buildings should provide privacy by elevating the ground floor approximately 0.5

metres to 1 metre above the street level or through the provision of appropriate landscaping.

Street Wall Height

The 'street wall' is created by the front façade of buildings built on or close to the street boundary. Street walls of a relatively consistent height help to unify otherwise disparate and fragmented collections of buildings, creating a more visually cohesive streetscape. Spatial definition is reinforced by a 'hard' and continuous edge to the street where buildings are built on the front boundary for its full width.

The height and detailed design of a street wall can reinforce valued streetscape character, including heritage fabric. Variations in the street wall height may be required to reflect specific streetscape conditions such as important street corners and adjoining heritage places.

Along Sydney Road the character is typically defined by 1 -2 storey, narrow-fronted, Victorian, Edwardian or Inter-war buildings built on the street boundary. They generally reach a height of between 9-10 metres. A typical contemporary 3-storey (11 metres) street wall fits comfortably within this traditional streetscape due to its more modest floor-to-floor heights.

The section of Sydney Road, north of Albion Street, presents a relatively consistent street wall character. Whilst these lots are not included within the Sydney Road heritage precinct there is a relatively consistent streetscape character of 1-2 storey buildings built on the street boundary.

Continuous Facades

The prevailing character of the commercial and mixed-use areas in Sydney Road is of a continuous, 'hard-edged' street wall. A break in the continuity of the street wall lessens the spatial definition and activation of the public realm.

Off-corridor Locations

The Mixed Use zoned land around Wilson Avenue, Little Gold Street, Union Street and Manallack Street has a relatively consistent low-rise built form character. It consists of traditional, single storey workers' cottages and more recently constructed 3 storey townhouses and apartments. Therefore, any built form should respond to the prevailing character of this area.

Along Victoria Street, west of Sydney Road the character is typically defined by 1-2 storey commercial buildings including a row of Victorian heritage shop fronts. A typical contemporary 3-storey (11m) street wall will create a sense of cohesion to the streetscape.

To the east of Sydney Road, the character of Victoria Street is defined by a mixture of 1 storey houses and 1 and 2 storey warehouses and office buildings. A street wall height of 8-11 metres will sit comfortably within this streetscape. This also reflects the approved 3 storey street wall of development at 300 Victoria Street.

The existing character of Albert Street, west of Sydney Road includes traditional 2 storey heritage properties and the heritage listed 3-storey Railway Hotel. A street wall height of between 11-14 metres will sit comfortably within the existing streetscape.

Building height at the Thomas Street frontage should adopt a height at the boundary of between 5-8 metres in order to respect the existing low-rise character of properties along the eastern side of Thomas Street.

In other, off-corridor locations, the preferred street-edge built form character will be determined by other design principles, including public realm character and solar access.

Where Sydney Road intersects with east-west streets, the street wall height on Sydney Road should also apply to the secondary street frontage for the depth of the upper level setback. This will avoid awkward transitions in locations where different built form principles apply to streets that intersect.



The existing character of Victoria Street consists of 1-2 storey buildings



The recently constructed 3-storey street wall at 201-207 Albert Street

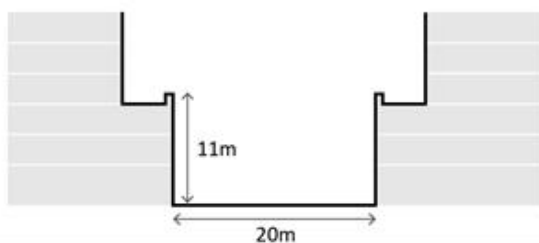


Figure 19: Proposed Street Wall Height along Sydney Road



The valued streetscape character of Sydney Road

3. Complement valued built form character and heritage values—upper levels.

Design Requirements

Any part of a building (including balconies) above the preferred building height at the street boundary along the Sydney Road Corridor should:

- *be set back at least 5 metres from the street boundary;*
- *be designed to ensure that it occupies no more than one-quarter of the vertical angle defined by the whole building in the view from an eye-level of 1.7 metres on the opposite side of the street;*
- *adopt a common street setback for at least 75% of the height of the upper levels; and*
- *have an architectural expression that complements but is distinct from the lower part of the building and visually recessive.*

Development should be designed to respect the form and design of adjacent civic buildings and heritage places.

Rationale

This design requirement applies to the Sydney Road Corridor. This is reflected by a number of heritage overlays and presents a consistent and valued character that requires a sensitive design approach to intensification.

Setbacks

Buildings that are taller than the prevailing scale are emerging in response to urban consolidation imperatives. One way in which taller buildings can be designed to complement valued low-rise built form character and heritage places is by setting them back above the prevailing building scale.

There are two benefits of setting back upper levels. The first is that it helps to clearly distinguish the new 'layer' of taller forms from the pre-existing 'layer' of low-rise forms. This maintains the ability to 'read' the low-rise street wall as a distinct element in the streetscape. A minimum upper level setback of 5 metres is proposed to achieve this effect. Whilst a greater setback would provide a clearer distinction, it would preclude the viable development of the large number of relatively shallow properties in Sydney Road.

The second benefit of setting back upper levels is that it reduces their prominence in views from within the street, helping to avoid the valued existing character from being overwhelmed. The extent of prominence that is acceptable is determined by the proportion of the view of the building from the opposite side of the street that is occupied by the upper form. An upper form that occupies no more than one-quarter of the overall angle of view occupied by the building, or one-third of that defined by the street wall, is considered to be sufficiently visually subservient to the street wall. Another way to put this is that if the vertical angle defined by the street wall is three times as much as that defined by the upper form, it will remain the dominant influence on this part of the streetscape.

The design requirement is expressed in this way to allow flexibility for designers to choose their preferred combination of height and setback.

As an illustration, on 20 metre wide streets such as Sydney Road:

- For buildings with a street wall height of 11 metres and overall building height of 19 metres, a minimum upper level setback of 5 metres is required.
- For buildings with a street wall height of 11 metres and overall maximum height of 22.5 metres, a minimum upper level setback of 10 metres is required.
- For buildings with a street wall height of 11 metres and an overall maximum height of 25 metres, a minimum upper level setback of 14 metres is required.

This is illustrated in Figure 19 overleaf.

The application of this requirement will automatically ensure compliance with the 1:1 public realm character requirement outlined in Section 3.1.

The application of the requirement explained above could encourage 'wedding cake' buildings with different setbacks at each level to maximise yield. This form is generally considered to be inelegant. Therefore, the design requirements also seek a common setback for the majority of the upper form to ensure a coherent composition. However, a small proportion of the upper form is allowed to have a different setback to allow for the creation of a distinct 'top' to the building or a 'negative level' separating the podium and upper form.

Architectural Expression

Another way in which upper levels can be distinguished from the low-rise street-edge form is through a distinct architectural expression. The prevailing architectural character of the low-rise street walls tends to be defined by relatively solid masonry forms with 'punched' openings. If a contrasting, more lightweight architectural expression is adopted for upper levels, this not only helps to distinguish the two 'layers', but also contributes to the visual recessiveness of the upper form.

Colour can also affect recessiveness. Both very light and very dark colours tend to draw the eye, whereas mid-toned colours, such as grey, are less striking against the sky.

Civic Buildings

The Framework Plan Area incorporates a number of civic buildings and heritage places that make an important contribution to the character and legibility of the area. Therefore, development adjacent to such buildings is proposed to be required to respect their built form values.



250 Chapel Street, Windsor and 175 Sydney Road: Examples of new development setback from the 'layer' of lower rise forms

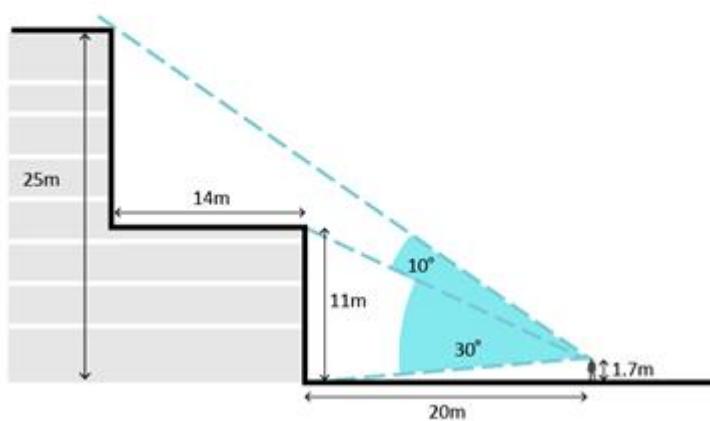
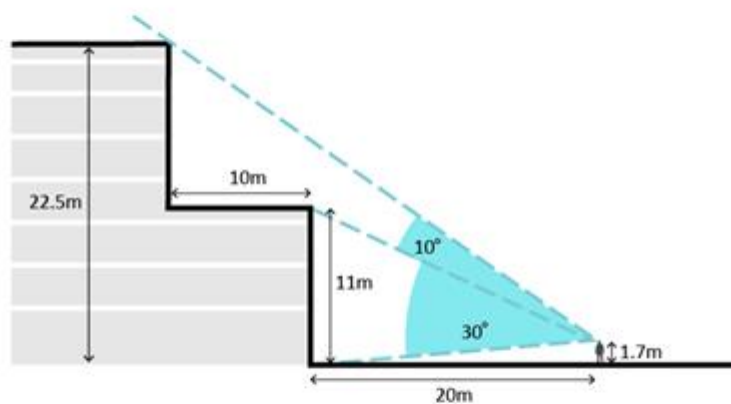
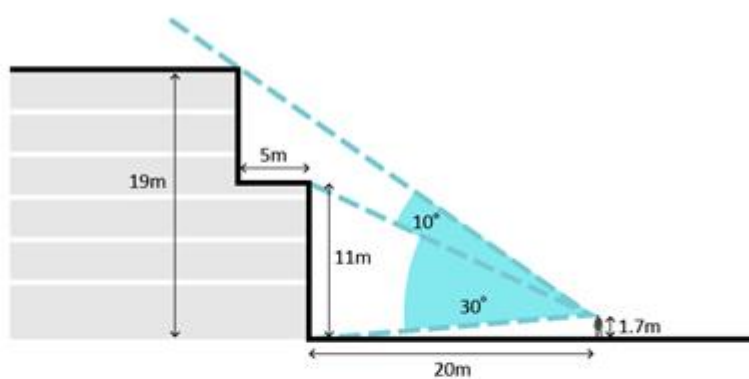


Figure 20: Recessive upper levels along Sydney Road

4. Create an inviting and vibrant public realm.

Design Requirements

Development should incorporate active edges at street level fronting all streets (except rear access lanes), public open spaces and the Upfield Shared Path (where appropriate). Active edges should comply with the Commercial and Residential Frontage standards specified in the Moreland Apartment Design Code.

Development should incorporate windows in all upper level facades facing streets, public open spaces and the Upfield Shared Path.

Development should minimise the impact of vehicle access and car parking on the public realm by:

- locating vehicle access at the rear of buildings wherever possible, or the side of corner properties away from the front façade where rear access is not available; and
- locating car parking where it cannot be seen from the public realm.

In commercial and mixed use zones, development should have a ground floor ceiling height that allows for a range of appropriate uses.

In commercial zones, development should incorporate awnings over the footpath for the full width of the building frontage in accordance with the Moreland Apartment Design Code.

Services cabinets should be located at the rear of buildings wherever possible, or the side of corner buildings away from the front façade where rear access is not available. Where they can only be located in the front façade, the size of services cabinets should be minimised and they should be integrated with the overall façade design.

Rationale

Active edges

Active ground floor frontages, which provide for engagement between those inside buildings and those in the street outside, contribute to the appeal of the public realm for pedestrians, and thus the success of an activity centre. Active frontages are achieved by doors, windows and activities which ‘spill out’ into the street such as footpath dining and trading.

Active frontages also contribute to passive surveillance, which enhances actual and perceived safety by adding ‘eyes on the street’.

Across the Framework Plan Area, there will be three different degrees of ‘activeness’ depending on the ground floor uses i.e. active retail edges, commercial edges and residential edges. These are defined in the Moreland Apartment Design Code as:

- *Built Edge Condition 1: Retail Frontage – A display window and/or entrance, measuring at least 80% of the width of the street frontage of each individual premise.*
- *Built Edge Condition 2: Other Commercial Frontage – A display window and/or entrance, measuring at least 60% of the width of the street frontage of each individual premise.*
- *Built Edge Condition 3: Residential Frontage – Individual entry doors to ground floor dwellings. Privacy is to be provided by elevating the ground floor approximately 0.5 to 1 metre above the street level and/or provide a landscaped front setback.*

Ground floor residential uses can achieve a balance between contributing to street activation and privacy by being elevated approximately 0.5-1 metre above the footpath level, or through the provision of appropriate landscaping.

Upper levels can also contribute to the social experience and passive surveillance of streets by orientating windows and balconies towards them. This helps to create a safe and vibrant place.

Vehicle Access, Car Parking & Services Cabinets

Vehicle access and services cabinets detract from the appearance and ‘activeness’ of the public realm, and disrupt and reduce the safety of pedestrian activity. Therefore, it is proposed that they be located where they will cause the least disruption to an active streetscape.

Car parking that is located at the public edges of buildings also detracts from the appearance and ‘activeness’ of the public realm. Therefore, it is proposed that it be located where it cannot be seen from the public realm. This can be achieved by locating it at a basement level or behind other, more ‘active’ accommodation at ground floor or upper levels.

To increase the capacity of the existing laneway network to allow it to provide for more intense development, the traditional narrow lanes should be widened to 6 metres to allow for two-way movement where possible.

Ground Floor Ceiling Heights

The specific use of ground floor commercial space in activity centres tends to change more frequently than space in other locations. There are a range of objectives to encourage employment and commercial floor spaces within the Brunswick Activity Centre.

Therefore, buildings in commercial and mixed use zoned land should be designed to allow for changes in use at ground floor in response to fluctuating market conditions. Given that many retail and office uses require greater ceiling heights than residential uses this translates to a more generous floor-to-floor dimension of approximately 3 metres.

Awnings

Protection from the sun and rain is a key ingredient of an inviting pedestrian environment. It is also characteristic of retail environments. Design requirements for awnings are detailed in the Moreland Apartment Design Code, including:

- *Provide continuous awnings along retail/commercial frontages and Key Pedestrian Streets;*
- *Respond to the prevailing pattern of awnings by complementing the existing height, depth and form of awnings;*
- *Provide sufficient protection from sun and rain; and*
- *Contribute to the legibility of the development and amenity of the public domain by locating awnings over building entries.*

5. Maintain solar access to streets and public open space.

Design Requirements

Development along Sydney Road and Key Pedestrian Streets should avoid overshadowing the opposite footpath between 10:00am and 2:00pm at the equinox.

Development should avoid overshadowing more than 50% of any existing or proposed public space, including parks and plazas, between 10:00am and 2:00pm at the equinox.

Rationale

Access to sunlight is a critical ingredient of the amenity and appeal of the public realm and, therefore, the success of an activity centre. Therefore, the design requirements seek to avoid unreasonable overshadowing of streets and public open spaces.

Some overshadowing is inevitable where buildings are tall and relatively close together. Therefore, efforts to avoid overshadowing are proposed to be focused on Sydney Road, Key Pedestrian Streets and other public spaces where there is most activity – both walking and outdoor dining.

Given the prevailing low-rise built form scale at least one footpath in Sydney Road and the Key Pedestrian Streets currently receives sunlight for a minimum of 5 hours during the Equinox. That is, at least one side of the footpath receives sunlight.

As the primary pedestrian locations within the Framework Plan Area it is important that reasonable solar access is maintained to the footpaths of these streets.

Solar access for pedestrians is relevant for most parts of the day. However, the desire for solar access must be balanced with the need to provide for urban consolidation. For outdoor dining and resting, solar access is most relevant during the middle part of the day.

In order to encourage a vibrant street life and pedestrian activity, it is proposed that sunlight access to the footpath on one side of Sydney Road and Key Pedestrian Streets, and to a minimum of 50% of any park or plaza, be maintained between 10:00am and 2:00pm at the equinox.

Shadow analysis diagrams are outlined in Figures 21 and 22 overleaf.

Sydney Road
(Southern Precincts)
19m max height 5m setback
above 11m Street Wall

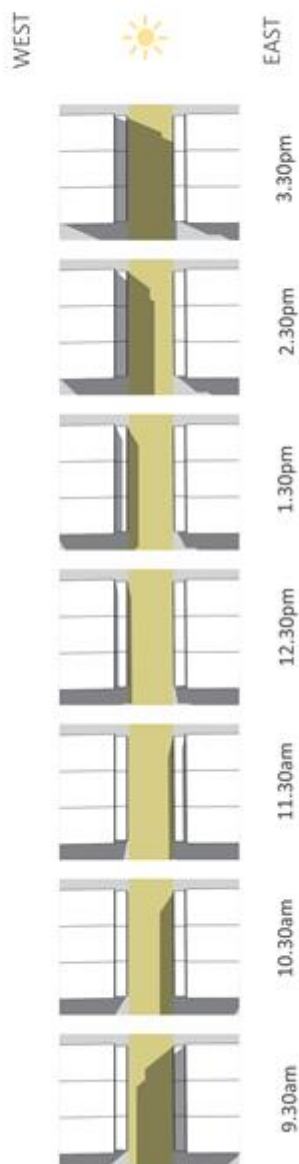


Figure 21: Shadow Analysis Sydney Road Activity Corridor

Street Wall Height = Street
Width 25m max height 5m
setback above 20m Street Wall

NORTH



SOUTH

Street Wall Height = Street
Width 25m max height 13m
setback above 12m Street Wall

NORTH



SOUTH

Figure 22: Shadow Analysis - Key Pedestrian Streets (East-West)

6. Maintain reasonable amenity for residential properties alongside the activity centre.

Design Requirements

Any part of a building adjacent to residentially-zoned land outside the Framework Plan Area (including across a lane) should be set back from the residential boundary at that interface by a dimension equivalent to its height above 5 metres, up to a maximum setback of 10 metres.

Rationale

Taller development can adversely affect the amenity of adjacent residential properties through visual bulk, overlooking and overshadowing. Such impacts can be reduced by setting back upper levels at the residential interface.

It is a well-established principle that amenity expectations should be tempered alongside activity centres where policy promotes a greater intensity of development. Therefore, ResCode provisions are inappropriate. Instead, a new setback requirement has been developed to avoid unreasonable amenity impacts.

Where a site directly abuts a residential property outside the Framework Plan Area, a 1-storey form is provided for at the common boundary. The requirement allows for a maximum height of 5 metres (compared with the maximum height of 3.6 metres provided by ResCode Standard B17) to allow for the higher floor-to-floor requirement of a commercial ground floor use and/or a privacy screen at the edge of the second level.

Above a height of 5 metres, buildings are required to be set back a distance equivalent to their additional height. Another way of putting this is that they may not encroach above a 45° plane rising from a height of 5 metres on the boundary. This is generally consistent with the setbacks required by ResCode Standard B17.

Where a site is separated from the adjacent residential property by a 3 metre wide lane, the setback requirement is still measured from the residential boundary because its purpose is to provide protection for the amenity of that property, not the lane. The setback provided by the lane allows a building to be 8 metres or 2 storeys high at its own boundary. This scale of development is commonly found in activity centres close to residential interfaces separated by a lane.

Where existing lanes are widened to 6 metres to allow for 2-way traffic, the greater setback provided by the widened lane allows a building to reach a height of 11 metres or 3 storeys at its own boundary.

If the setback requirement outlined above is continued across the full depth of the properties at the edge of the Framework Plan Area, it would substantially limit development potential, given the relatively shallow property depths in much of the Framework Plan Area and the upper level street setbacks required to meet other principles. Therefore, the setback requirement only applies up to a distance of 10 metres from the residential boundary. This ensures that there is sufficient property depth remaining after setback requirements from the front and rear of most properties to enable viable upper levels.

Given that the average rear setback or backyard depth of adjacent residential properties is around 9 metres, any part of a development above 3 storeys high will be at least 19 metres from the rear of the adjacent dwelling. This is considered sufficient to ameliorate the visual bulk of taller buildings. The rear setbacks are illustrated in Figure 23 overleaf.

The setback requirement will ensure that over half of the rear garden of neighbouring residential properties will receive a total of at least 3 hours of sunlight between 9am and 3pm at the equinox. This is considered reasonable in the immediate hinterland of a major activity centre.

The setback requirement will also ensure that the windows of any levels above 3 storeys and the balconies of any levels above 4 storeys are more than 9 metres from adjacent residential properties, avoiding the need for privacy screens which can add to the visual presence of buildings and adversely affect their internal amenity. At lower levels (other than ground floor) the careful placement of balustrades and/or raised planters may avoid the need for vertical privacy screens.

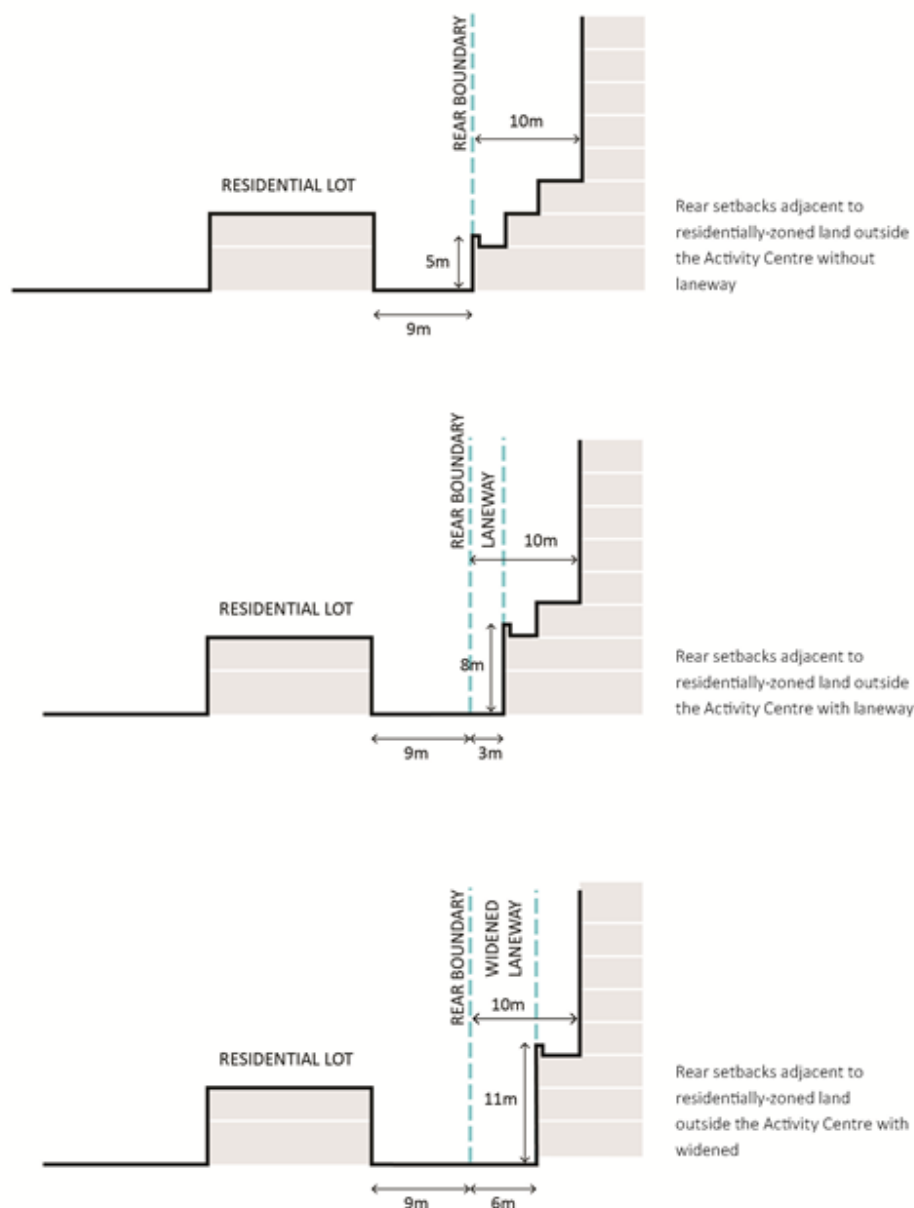


Figure 23: Rear setbacks adjacent to residentially-zoned land outside the Strategic Framework Area



Figure 24: Shadow testing of design requirements for rear setback to north-south street at the Equinox.

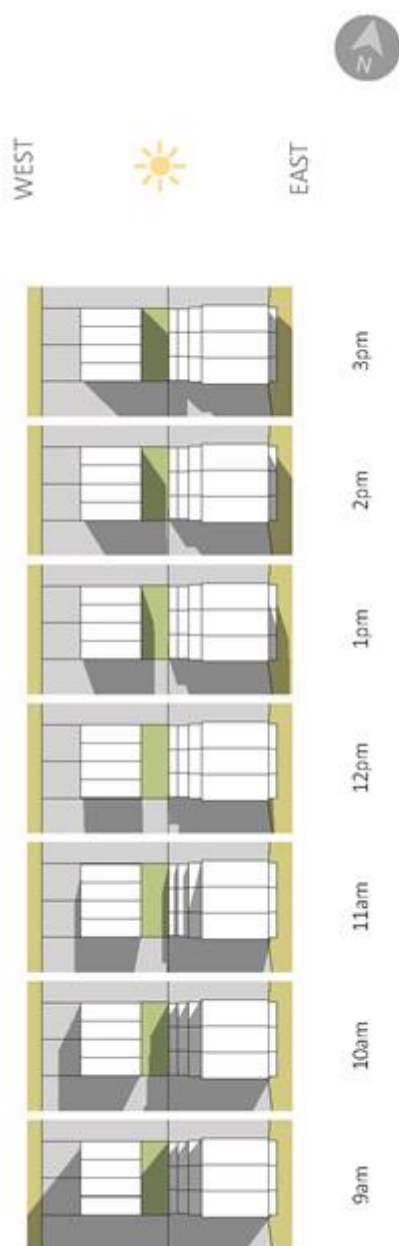


Figure 25: Shadow testing of design requirements for rear setbacks to north-south streets at winter solstice.

7. Reinforce the fine grain character of Sydney Road.

Design Requirements

Building facades on the street boundary of Sydney Road should incorporate vertical articulation that reflects the prevailing pattern of subdivision and buildings.

Rationale

Vertical articulation

Sydney Road is characterised by a fine grain subdivision and building pattern, resulting in a strong vertical rhythm. The consolidation of two or more lots could lead to the creation of long, uninterrupted facades that would undermine this distinctive character. This would also detract from the visual experience for pedestrians.

Therefore, new buildings are required to incorporate vertical articulation that is generally consistent with the rhythm of the prevailing facades within Sydney Road, even where they are the result of the consolidation of multiple properties.



Contemporary building facades that have incorporated vertical articulation to reflect the prevailing pattern of buildings

8 Facilitate the provision of new public open spaces.

Design Requirements

Provide new public open spaces in the following locations (refer to Figure 25):

Urban Public Space

- P1 - Upgrade forecourt of Council car park.
- P2 – Upgrade forecourt of Council car park.
- P3 – Expansion of Sparta Place.
- P4 – Upgrade Mechanics Institute forecourt.
- P5 – Upgrade Town Hall forecourt.
- P6 – New urban space at Wilson Avenue.

Green Open Spaces

- G1 – New green open space on Breese Street car park.
- G2 – New green open space on Wilkinson Street car park.
- G3 – New green open space on Saxon Street.
- G4 - New green open space on Edward Street car park.

Kerb Extensions

- Upgrade kerb extension at Davies Street.
- Upgrade kerb extension at Donald Street.
- Upgrade kerb extension at Mitchell Street.
- Upgrade kerb extension at Michael Street.
- Upgrade kerb extension at Edward Street.

Upfield Bike Path

- Upgrade Upfield Bike Path as per the Moreland Bicycle Strategy.

Rationale

Public open space serves as an important social function as well as adding to the character and sense of place of the Sydney Road/Upfield Corridor. At present, there is a lack of public open space within the Framework Plan Area. The proposed growth in the local population will generate additional demand for public spaces that cater for a range of activities including dining, entertainment and recreation.

The Brunswick Structure Plan identifies a series of potential new public spaces including new major public places, pedestrian priority streets and new green streets within the Framework Plan Area.

These have been reviewed and refined to identify key public realm proposals. All of these proposed new public open spaces are on public land.