

Maribyrnong City Council

footscray skyline study **revised report**

October 2012



contents

Part A	
Background.....	04
A1. Introduction	05
A2. Context	06
A3. Amendment C90 & Submissions	10
A4. Aims	11
 Part B	
Strategic CAA Overview.....	12
B1. Development Influences	14
B2. Height Guidance	16
 Part C	
Precincts + Principles.....	18
i. Overarching Principles	20
01. Core Retail Precinct	22
02. Station Precinct	24
03. Victoria University Precinct	26
04. Riverside Precinct	28
05. Joseph Road Precinct	30
06. Peripheral Activity Precinct	32
07. Neighbourhood Fringe Precinct	34
08. Civic Precinct	36

Footscray Skyline Study | Revised Report for Maribyrnong City Council

final document

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part A_
background



A1. Introduction

In recent years redevelopment has changed the Footscray Central Activities Area (CAA) significantly and this trend is likely to continue in future years. There has been strong developer interest in the centre in response to state government initiatives, strategic planning policy directions and a strong residential property market. Several large-scale mixed use and residential developments have ‘tested the water’ and have been successfully completed across the CAA, resulting in a new and emerging building ‘skyline’ for the Footscray CAA.

These projects have often resulted in building forms and heights well above those suggested in the earlier 2005 Footscray Skyline Study and the heights proposed in Amendment C90, including the 2010 review and update of the Footscray Skyline Study. It is evidenced by these projects and other development proposals that taller buildings, up to approximately 25 storeys in height, are being sought for larger development sites in key areas within the CAA. It is noteworthy that the 2010 Skyline Study does envision buildings of this height, but only focussed at the Footscray Market site.

The Skyline Study 2005 recognised Footscray’s potential for significant development and change. It analysed the scale of redevelopment that might occur in Footscray CAA and proposed preferred building heights across the centre. Since then the realisation of building projects, new development proposals and policy settings (particularly Footscray’s designation as a Central Activities District) have changed from the circumstances of 2005. Accordingly in 2010 this work was reviewed as part of planning scheme amendment C90 proposing new planning controls over the Footscray CAD. The Skyline Study Review (2010) updated the previous work and provided a more strategic approach to revised heights across the centre. These heights were used in the proposed building heights plan exhibited as part of Amendment C90.

The new development ‘reality’ that is evident in Footscray must be acknowledged. There is a need to proactively guide where this type of development is appropriate, and where it is not acceptable, and also what outcomes will be sought as a result, such as enhanced public realm, sustainability, amenity and design quality.

Document Purpose

This report updates and refines the Footscray Skyline Study and will set Council’s preferred directions for building heights across the Footscray CAA.

It is intended that this report will be used to guide preparation of a structure plan and new planning controls for the Footscray CAA.

This review is needed in order to:

- respond to the public submissions received to Amendment C90
- respond to the current development context in central Footscray
- address and respond to recent development outcomes, proposals and decisions for significant projects in the Footscray CAA which exceed previous height limits. These outcomes are particularly evident in proposals within the Footscray Station Precinct, the Joseph Road Precinct and Little Saigon.

This report presents a further review of previous skyline studies and current development circumstances and considers the comments provided in the submissions received in response to Amendment C90.

This review will:

- strengthen the strategic basis for considering taller buildings in Footscray;
- provide improved guidance for Council’s Statutory and Strategic Planners on preferred locations for taller buildings in the CAA and preferred heights when assessing development applications;
- provide clearer guidance for developers and designers regarding development principles, precinct guidance and assessment criteria for central Footscray;
- clearly identify appropriate locations for taller built form, and locations where heights should be kept low;
- encourage appropriate transitions in height from higher-density locations, to established, sensitive residential and public realm locations;
- provide clear and strong principles for preferred development outcomes across the CAA;
- provide further guidance, expectations and aspirations for development outcomes.

A2. Context

Planning Policy

Footscray is a significant metropolitan centre with excellent transport links and opportunities to become a stronger, more prosperous centre and an attractive place to live and work within the inner metropolitan area. State and local planning policies support Footscray's role and revitalisation as a Central Activities Area (CAA) and as a preferred location for higher density development, catering for increased housing opportunities and new business development. Improved public transport, amenity and community infrastructure will all help achieve these outcomes and support Footscray's future vision.

Emerging Development Location

Melbourne's metropolitan area continues to experience rapid population growth, and a continuing shift towards higher-density apartment-type developments and taller built form, particularly in central locations. This shift reflects an increasing demand for well-located and more affordable housing, and access to lifestyle benefits that established urban centres can provide.

Footscray CAA, like many other inner city suburbs, has become an increasingly attractive location for apartment living. Central Footscray is emerging as a primary location for substantial, large-scale commercial development, with several recent developments, approvals and proposals for large-scale mixed-use and residential buildings being established in recent years.

Large-scale, nationally prominent developers and reputable architects are engaged on projects in Footscray, working in collaboration with Maribyrnong City Council, the Department of Planning and Community Development, and Places Victoria, among many other stakeholders.

Footscray presents many advantages which make it an attractive place for residential development, as well as commercial office space, including:

- proximity to the CBD and Docklands (with access to long-range views to these areas)
- extensive public transport access
- amenity aspects such as the Maribyrnong River
- availability of extensive ex-industrial land, often in large allotments
- established facilities such as the Footscray Market, shops and restaurants as well as community infrastructure
- interesting, creative/artistic and edgy character
- general openness to change and redevelopment

Benefits and Opportunities of Commercial Development

Commercial development for apartments and offices can bring numerous benefits to urban areas, including:

- increased local population, which provides support through patronage of local shops, businesses, services and facilities
- increased activity and sense of vibrancy in streets and spaces, through increased local population
- increased safety (actual and perceived), through greater activity levels and 'eyes on the street'
- improved visual amenity and appearance of streetscapes, through new built form
- potential for improved public realm environments
- potential for new community spaces and facilities, as well as shops, cafes and so on
- potential for increased local land values.

Therefore commercial development, particularly for residential apartments, is a vital element of urban revitalisation, and should be strongly encouraged, within the appropriate parameters and limitations.

Development Feasibility and Building Size

Different building sizes align with varying financial and feasibility circumstances, and economic viability of commercial development can be closely aligned to building height, site size and building configuration. It should be noted that development feasibility should always be considered on a site-by-site basis, and the information provided here is only a general overview of some of the considerations.

Buildings up to 3-4 storeys in height can be delivered within relatively low construction costs (expressed in cost per square metre), because this type of built form:

- can be constructed in 'lightweight' construction (timber or metal framing, light cladding)
- can often be constructed by 'domestic' builders as opposed to larger, commercial building companies
- may not require elevators and other 'heavy' building services
- may have reduced need for large cranes and other 'heavy' equipment
- can avoid significant construction elements such as structured car parking and communal outdoor spaces.

Buildings taller than this 3-4 storey threshold, however, often trigger significantly higher construction costs per square metre, due to:

- requirements for lifts and other heavy building services
- likelihood of 'heavyweight' construction (precast concrete etc.)
- potential involvement of larger construction companies
- likely need for bigger cranes and other equipment.

Built form which is just above this 3-4 storey threshold can sometimes be economically unfeasible, particularly in 'emerging' areas, because they trigger the various additional cost factors outlined above, but do not provide significant development yield above the 3-4 storey model, to offset these costs.

This situation may result in development being feasible at 3-4 storeys, or at 7-8 storeys or higher, but not at 5-6 storeys (subject to local conditions and site parameters etc.).

Therefore it can be difficult or ineffective to set a 'medium' preferred height limit in urban areas which may be affected by these economic circumstances. This issue has affected the preferred height limits set out in this document.

Constraints to Development

Footscray however, is also constrained in the competitive residential market by several factors, including:

- relative immaturity of the apartment market in this location
- lower levels of amenity and lifestyle offerings than areas such as Richmond, South Yarra, Port Melbourne and the CBD
- general perception of the western suburbs as a less desirable location
- social issues in Footscray
- safety issues (actual and perceived)
- lower land values of surrounding areas (compared to Richmond etc.)
- 'emerging' or 'pioneering' nature of the residential market
- existing and proposed services and infrastructure, such as easements are to be identified.

Development in Footscray is also constrained by other factors, including:

- **Heritage:** Substantial parts of the Footscray CAA are affected by Heritage Overlays and Heritage Registration, including the significant Station Precinct.
- **Character:** Related to heritage considerations, parts of central Footscray display a unique, valued urban character, which should be reinforced and protected.
- **Geotechnical:** Footscray is located within the 'basalt plains' west of Melbourne. Its ground conditions are largely defined by dense basalt rock close to the ground surface, which is relatively deep. This condition makes excavation and basement construction (for car parking) very difficult and prohibitively expensive. This in turn means that car parking must be accommodated above ground, presenting challenges to good urban design outcomes and the overall building form, height and mass. Future development may require land to be investigated for potential contamination.

Planning

The process of gaining Planning Permission for developments can be a lengthy and uncertain one, which may involve extended periods of negotiation, discussion, reviews and re-workings, and potentially appeals against decisions. These aspects of the development process can create significant extra costs for the developer to carry, as well as extra risk, which need to be accommodated within the financial model for the development project. Increased certainty in planning provisions can provide a less risky environment for encouraging good development outcomes.

The challenge for developers and development projects is to achieve an appropriate balance between construction costs for large-scale commercial development, and sales rates for apartment dwellings in Footscray, with an adequate projected profit to offset the risk that the developer takes on in delivering these projects.

Recent Development Activity

Footscray CAA has experienced more development in the last few years than for the previous twenty years. Most of the constructed developments during this period have been in the form of taller buildings within the range of 7 to 12 storeys in height and comprise residential apartments with some commercial and retail activities on the ground floor. Further developments have been approved and there is on-going developer interest in a number of key sites within the CAA.

Developments have been located across the centre including around the Footscray Community Arts Centre and on key sites along Barkly and Hopkins Streets, such as the Barkly Hotel and Barkly Theatre.

The Footscray Station Precinct, Footscray Market and the Joseph Road Precinct have been earmarked for significant redevelopment of up to 25 storeys in height. Development is commencing with the first stage of the Grocon development on McNab Avenue and several development proposals are being considered within the Joseph Road Precinct.

These early developments have established the Footscray CAA as an emerging inner city location for apartment living. They have proven the market for higher density housing and this has helped build market confidence for future developments.



01



02



03



05



06



07

01 Axiom Apartments; 02 Barkly Street; 03 Barkly Street (showing Allegro Apartments); 04 Barkly Hotel; 05 French Street; 06 Allegro Apartments; 07 Little John Street

varying styles
and scales
of recent
development in
central
Footscray



A3. Amendment C90 & Submissions

Amendment C90 to the Maribyrnong Planning Scheme was exhibited for public comment in May 2010 and included the 2010 Skyline Study review and a building heights plan indicating preferred heights across the centre. The amendment also included more specific development guidelines for the precincts within the centre.

There were 95 submissions lodged responding to various aspects of the amendment. The key comments regarding building heights included:

- impact of taller building heights on low-scale residential areas;
- potential impact on privacy, over-looking, amenity and northerly solar access of existing areas;
- general concerns regarding taller building heights including development over ten storeys being too big for Footscray and some opposition to 25 storey buildings;
- concern that heights are not maximums only preferred;
- impact on neighbouring properties in Talbot Street and Cowper Street from 10 storey buildings on the former Binks Ford site;
- support for increasing heights at the western end of Barkly Street;
- if higher buildings occur there should be a trade-off for measures that protect and improve the public realm;
- the heights in the amendment were substantially higher than in Council's earlier 2006 study;
- sites of heritage significance should be protected and not have heights;
- concerns about heights proposed in areas west of the 'ring road' and based around Bunbury Street;
- increased development should be supported by upgrades to public transport and infrastructure;
- the apartments and social impacts and ghetto effect;
- impact of additional car parking and traffic from the development;
- loss of heritage and character of some areas through redevelopment;
- concern about proposed heights applying to heritage sites such as the Footscray Community Arts Centre and St Monicas Primary School;
- preference for medium density not high density developments;
- need to protect existing residential areas outside the 'ring road';
- more development but no more open space being proposed;
- support for higher building heights on strategic sites;
- developments of 4 or more storeys on Moore Street are not supported;
- support for taller buildings in the Joseph Road Precinct.

This review of the Skyline Study has considered and responded to the concerns raised through the Amendment C90 submissions.

It is clear that strategic planning policies support higher density development within the Footscray CAA which has attracted strong developer interest in the form of taller buildings. Recent developments indicate the capacity of the centre to accommodate taller buildings whilst also achieving good design and public realm improvements and an overall benefit to the community.

The scale of development will significantly change the appearance of the centre over time. It is therefore important that direction is provided regarding the preferred locations for taller buildings, to mitigate any adverse impacts, and provide strategic guidance on the preferred design and development outcomes.

The heritage buildings and streetscapes are highly valued by the community. Existing taller developments within the centre, most notably the Barkly Theatre and Barkly Hotel, demonstrate how important heritage buildings can be retained whilst also being successfully reused and integrated with new development. This review has strengthened the importance of heritage in determining suitable building heights, building locations and the design outcomes expected. It is important to recognise that the building heights indicated do not override the heritage considerations of sites.

Submissions indicate that the manner in which new taller buildings respond to adjoining areas of a lower scale is a concern. This review has identified the key areas where a transition in building heights is needed. By doing so, the potential for adverse impacts such as overlooking, scale and over-shadowing, can be mitigated.

Other strategic work by Council, including the City Edge Masterplan 2012 is addressing the community's expectation that significant redevelopment is supported by transport improvements, infrastructure, additional open space and the community infrastructure needed by businesses and people living, working and visiting Footscray in the future.

A4. Aims

It is evident that central Footscray will continue to 'grow' as a location for higher-density, mixed-use commercial development. It will enjoy the benefits of this revitalisation, but must also manage any detrimental impacts.

This updated and refined Footscray Skyline Study document endeavours to:

- clearly identify appropriate locations for taller built form, and locations where heights should be kept low
- encourage appropriate transitions in height from higher-density locations, to established, sensitive residential and public realm locations
- provide clear and strong principles for preferred development outcomes across the CAA
- provide further guidance, expectations and aspirations for development outcomes
- provide design parameters for consideration of building height above the recommended heights, in particular locations.

As discussed above, recent years have seen various significant, large-sale projects 'test the water' in terms of commercially feasible, well-designed development in the central Footscray context. These projects have often resulted in building forms and heights well above those suggested in the 2010 Footscray Skyline Study (Review and Update).

Therefore this updated document aims to proactively guide the location and design of the emergent forms of development in Footscray. It seeks to reinforce and strengthen the overarching, guiding principles for the distribution of built form across the CAA.

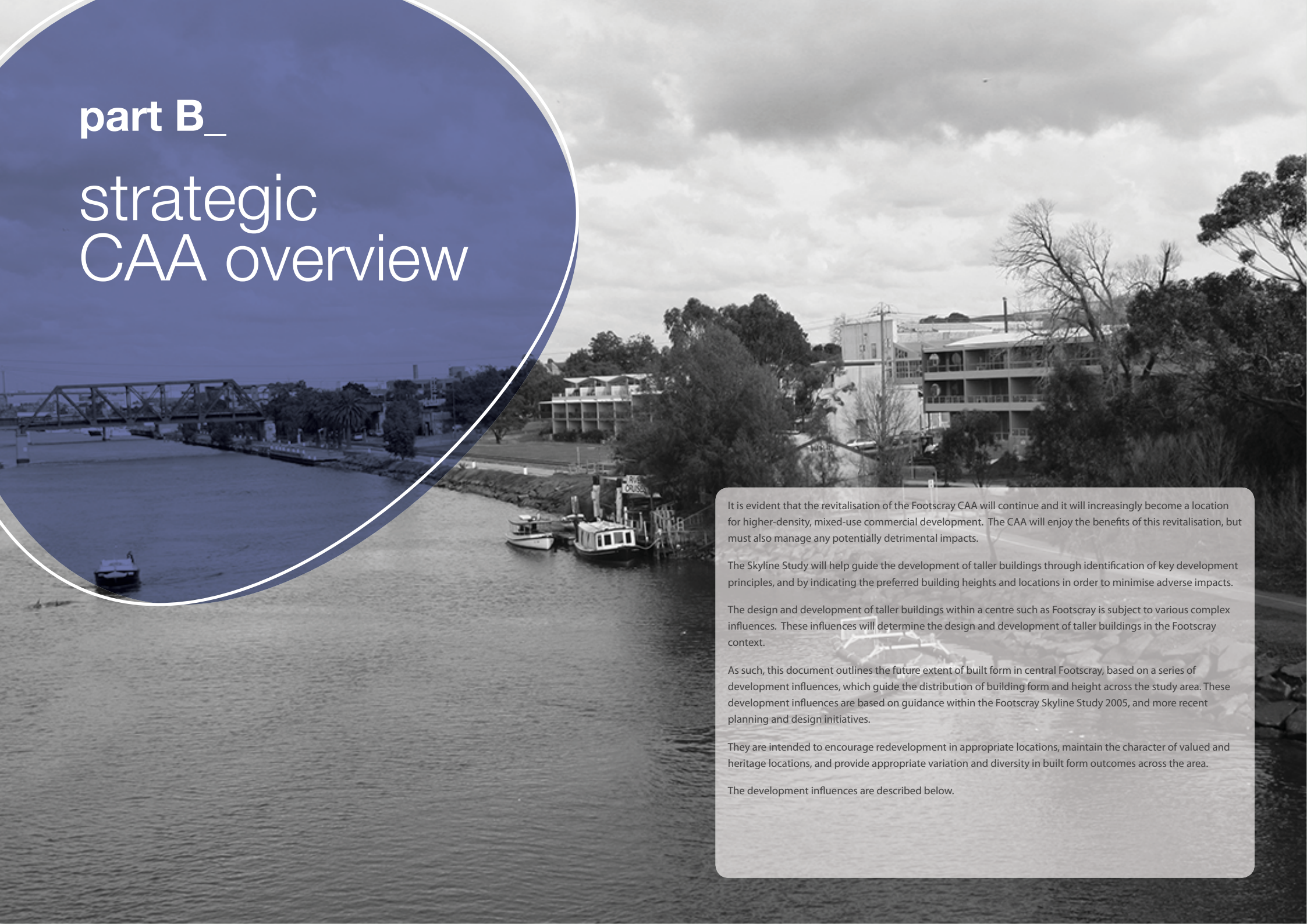
The approach taken in this updated document to guiding the form of development reflects a shift away from 'absolute' numbers in terms of building heights, towards a greater focus on ensuring that the principles are achieved, and that good design and public realm outcomes are delivered.

However, the established directions for transitions to sensitive edges and retention of valued urban fabric and character areas, remain strongly embedded in this new work.

It is also essential that particular areas where substantial built form will be permitted or encouraged, such as the Station Precinct and Joseph Road Precinct, are subject to rigorous, localised master planning processes, providing greater detail and resolution of preferred built form outcomes, to support:

- effective, integrated public realm outcomes across and between development sites
- protection of public realm amenity in existing and new public spaces
- appropriate relationships between buildings, including separation, spacing, outlook, natural light access
- management of off-site and inter-site impacts, such as overshadowing, overlooking, views and outlook and visual bulk
- appropriate skyline outcomes as viewed from the public realm.

The Footscray Skyline Study cannot provide this level of design detail and resolution itself, but does encourage these integrated outcomes in key development areas.

The background image is a black and white photograph of a river scene. On the left, a truss bridge spans the river. In the foreground, a small boat is on the water. On the right bank, there are several buildings, including a prominent multi-story building with a balcony. Trees are scattered along the banks. A large blue circle with a white border is overlaid on the left side of the image, containing the title text.

part B_ strategic CAA overview

It is evident that the revitalisation of the Footscray CAA will continue and it will increasingly become a location for higher-density, mixed-use commercial development. The CAA will enjoy the benefits of this revitalisation, but must also manage any potentially detrimental impacts.

The Skyline Study will help guide the development of taller buildings through identification of key development principles, and by indicating the preferred building heights and locations in order to minimise adverse impacts.

The design and development of taller buildings within a centre such as Footscray is subject to various complex influences. These influences will determine the design and development of taller buildings in the Footscray context.

As such, this document outlines the future extent of built form in central Footscray, based on a series of development influences, which guide the distribution of building form and height across the study area. These development influences are based on guidance within the Footscray Skyline Study 2005, and more recent planning and design initiatives.

They are intended to encourage redevelopment in appropriate locations, maintain the character of valued and heritage locations, and provide appropriate variation and diversity in built form outcomes across the area.

The development influences are described below.

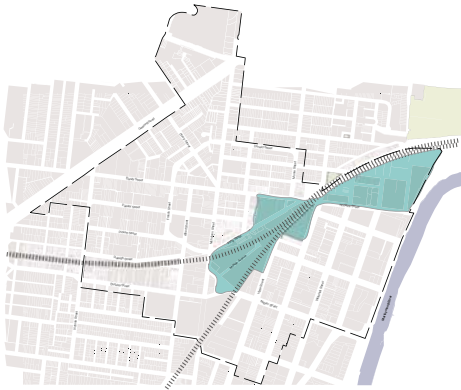


Development Influences

- CAA Boundary
- Transformational Change
- Retain Fine Grain
- Medium Scale
- Areas of Minimal Change
- Built Form Edge to Highway
- Transitional Edges
- Heritage Clusters
- Public Realm Spaces

Not to Scale

B1. Development Influences



Transformational Change

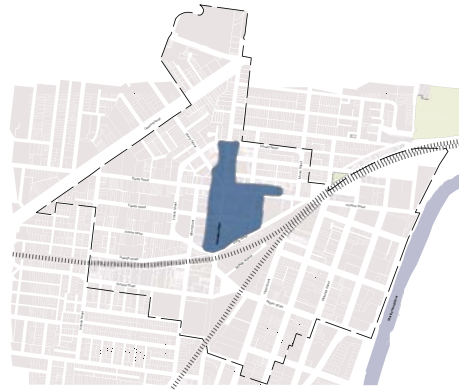
The railway corridor into and through central Footscray is a major focus area for urban renewal, with large under-used sites able to accommodate significant development. These sites can catalyse revitalisation, attracting new investment to boost local economic development.

Development should reinforce the arrival experience and the dynamic 'sweep' of the railway into the CAA. This corridor should be defined by significant scale or 'CBD-style' development, with taller buildings above relatively consistent podiums that define streets and spaces.

Development should contribute to and reinforce a high-quality, human-scaled public realm network, with opportunities for substantial buildings, while protecting heritage values of buildings and spaces. Impacts on the public realm and streets should be well managed.

Development is expected to be bold and contemporary, reflecting high architectural design quality and leading ESD outcomes which can in effect attract other uses to the city.

Built form should effectively address 'sensitive edges', through appropriate built form transitions to mitigate any significant impacts.



Retain Fine Grain

The central retail core of Footscray (along Nicholson, Paisley, Leeds and Barkly Streets), currently has a high level of pedestrian patronage, and should therefore retain the 'human-scale' nature of these streetscapes.

Built form in this location should not impact the fine-grain frontages of the existing streetscapes (of 2 storeys), or public spaces such as Nicholson Street Mall and Maddern Square, and taller forms should be setback from the street.

Although these streetscapes have land parcels able to accommodate urban improvements and appropriate redevelopment, this should not impact upon the existing character of the area, or impede solar access to these key streets where activity is encouraged to 'spill' onto the streets.

Any new, or upgrades to, built form should enhance a safe, comfortable, high-quality and well-designed public realm.

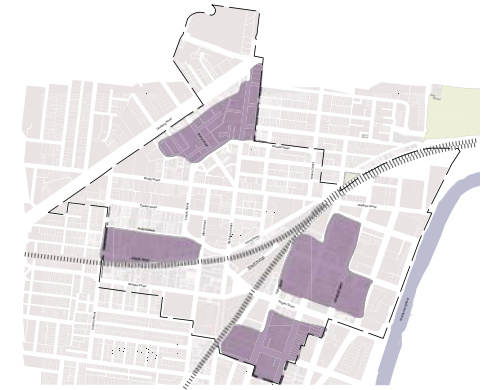


Medium Scale

The CAA has significant capacity to accommodate additional, modest, residential, commercial and retail growth, across other locations in the Centre, at a consistent 'medium-scale'.

These areas have been identified due to their location along key streets, or where land parcels have greater ability to accommodate new development, due to their size or location. Although, it must be noted that as these areas are spread across the Centre, this 'development influence' recognises that the scale and design of new development should be appropriate to the specific location and context of streets and sites.

Key sites for medium scale development are the Victoria University sites in the north and south of the Centre.



Areas of Minimal Change

Within the CAA there are a number of residential or 'lower order' streets that should be subject to minimal / less intensive development and lower-height built form envelopes, as appropriate to their narrower widths and more local, residential character.



Built Form Edge to Highway

The built form edge to the Princes Highway has the capacity to accommodate increased heights, and form a built form 'shield' to lower scale, fine grain residential within the CAA.

This frontage to the highway has a different pattern of development with capacity to absorb medium density development.

New development should ensure that there is a 'transition down' in height to existing lower-scale built form.

Building design and facade treatments along the Princes Highway should ensure that traffic noise impacts to residences is minimised.

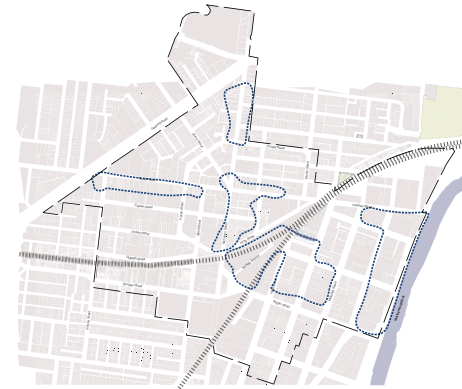


Transitional Edges

Built form heights of proposed development should not have a significant negative or detrimental impact upon existing residential properties within the CAA, and other sensitive edges such as the River.

To protect these residential edges, proposed built form should transition down towards the prevailing 1-2 storey scale of the established residential areas at the periphery of the CAA area. This avoids abrupt changes in adjacent built form heights and uncomfortable visual and amenity relationships between large and small buildings.

In addition, as a key open space / public realm corridor and heritage precinct for Footscray, built form height in the CAA should also provide a transition down in height towards the river frontage, while maintaining development opportunities fronting the river, and the potential benefits this can bring.



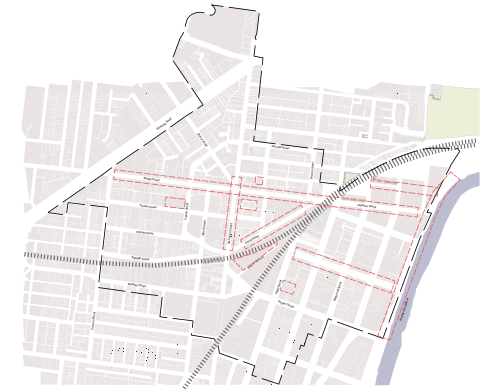
Heritage Clusters

Footscray has a significant catalogue of built form heritage throughout the Centre, with five key heritage clusters across the Centre, which this Skyline Study seeks to retain, protect and enhance, where appropriate.

Key heritage features of the Centre are the streetscapes and their rhythm, development pattern and style, which is punctured with key heritage built form, such as along Barkly Street. New development should respect the existing patterns of these streetscapes, their interfaces and character values.

Taller built form along these corridors should not have a detrimental impact on the built form heritage features of these streets, or cause significant overshadowing of the streetscapes.

It should also be noted that the Footscray CAA also has numerous other smaller, individual heritage buildings and features which should be enhanced and protected in line with development proposals.



Public Realm Spaces

There are a number of significant, well used public realm streets and spaces throughout the CAA, which include Maddern Square, Nicholson Street Mall, the Barkly / Hopkins Street corridor, Railway Reserve, Ercildoune Reserve, Irving Street, Bunbury Street, Warde Street, and the Riverfront.

New development should ensure that a high level of solar access is maintained for all these public realm spaces, and should protect both existing and identified opportunities for future open space (as designated in the Footscray City Edge Masterplan).

New development should ensure that these key public realm streets and spaces should maintain lower scale fine grain, 'human-scale' frontages.

The riverfront offers a unique recreation opportunity in the Centre, and new development should 'transition down' to the river to retain an open and lower scale along the river corridor.

B2. Height Guidance

The table below summarises the Development Influences and their applicability to the Precincts within the Footscray CAA.

Precinct definitions can be found at the start of Part C.

		Development Influences							
		● = development influence applicable in this precinct							
Precinct	Precinct area	Transformation	Fine grain	Medium scale	Minimal change	Built form edge to street	Transitional edges	Heritage clusters	Public Spaces
01: Core Activity Precinct			●	●			●	●	●
02: Station Precinct		●					●	●	●
03: Victoria University Precinct	A			●		●	●		
	B			●			●		
04: Riverside Precinct				●			●	●	●
05: Joseph Road Precinct		●					●		●
06: Peripheral Activity Precinct	A			●		●	●	●	●
	B			●			●		
07: Neighbourhood Fringe Precinct	A				●	●	●	●	
	B				●				
	C				●			●	●
	D				●				
08: Civic Precinct				●	●		●		

This document seeks to reinforce and strengthen the overarching development influences for the distribution of built form across the CAA.

The plan opposite outlines ranges of height envisioned for the future development of the Footscray CAA. These five height ranges will allow for a shift away from 'absolute' numbers in terms of building heights, towards a greater focus on ensuring that the development influences are achieved, and that good design and public realm outcomes are delivered.

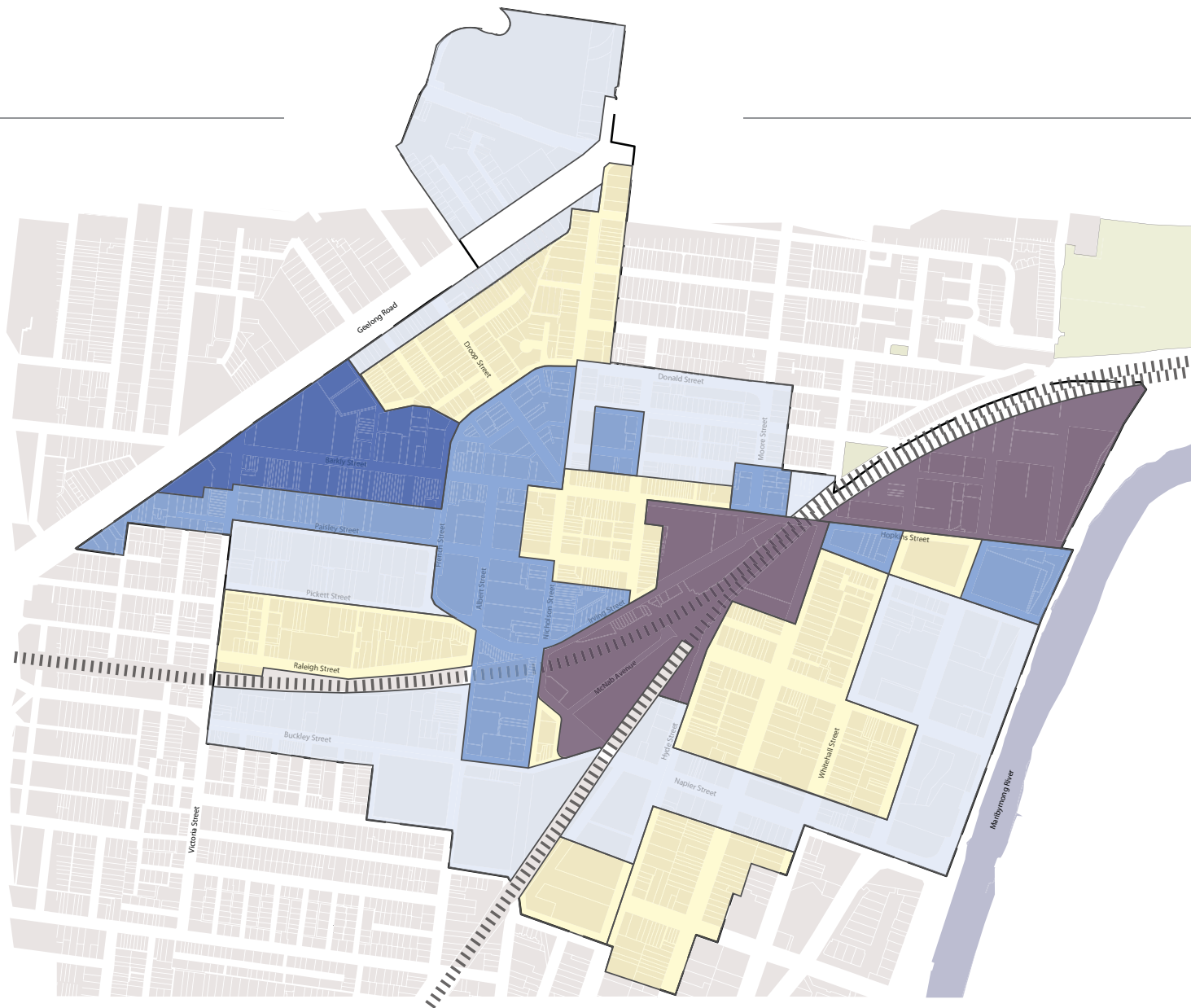
It is envisioned that the precincts in which significant heights are proposed will have pedestrian scale streetscapes and lower scale podiums at the lower end of each 'range' – thus a 4-25 storey range generally denotes street walls of up to 4 storeys. Precincts are anticipated to develop a range of built form heights appropriate to the CAA context, and establish a diverse / varied city skyline.

There are two key sites in Footscray identified for 'substantial change', with major developments having heights of up to 25 storeys. These include the Station Precinct and the Joseph Road Precinct. In addition there are also areas identified for significant growth with ranges including up to 10 and 14 storeys.

It is important to note that these areas where substantial built form will be permitted or encouraged are subject to rigorous, localised master planning processes, providing greater detail and resolution of preferred built form outcomes, to support:

- effective, integrated public realm outcomes across and between development sites;
- protection of public realm amenity in existing and new public spaces;
- appropriate relationships between buildings, including separation, spacing, outlook, natural light access;
- management of off-site and inter-site impacts, such as overshadowing, overlooking, views and outlook and visual bulk; and
- appropriate skyline outcomes as viewed from the public realm.

The Footscray Skyline Study cannot provide this level of design detail and resolution itself, but does encourage these integrated outcomes in key development areas.



Height Guidance

— CAA Boundary

up to 1-3 storeys

up to 2-6 storeys

up to 2-10 storeys*

up to 4-14 storeys*

up to 4-25 storeys*

* range includes upper limit
for both podiums and towers

Not to Scale

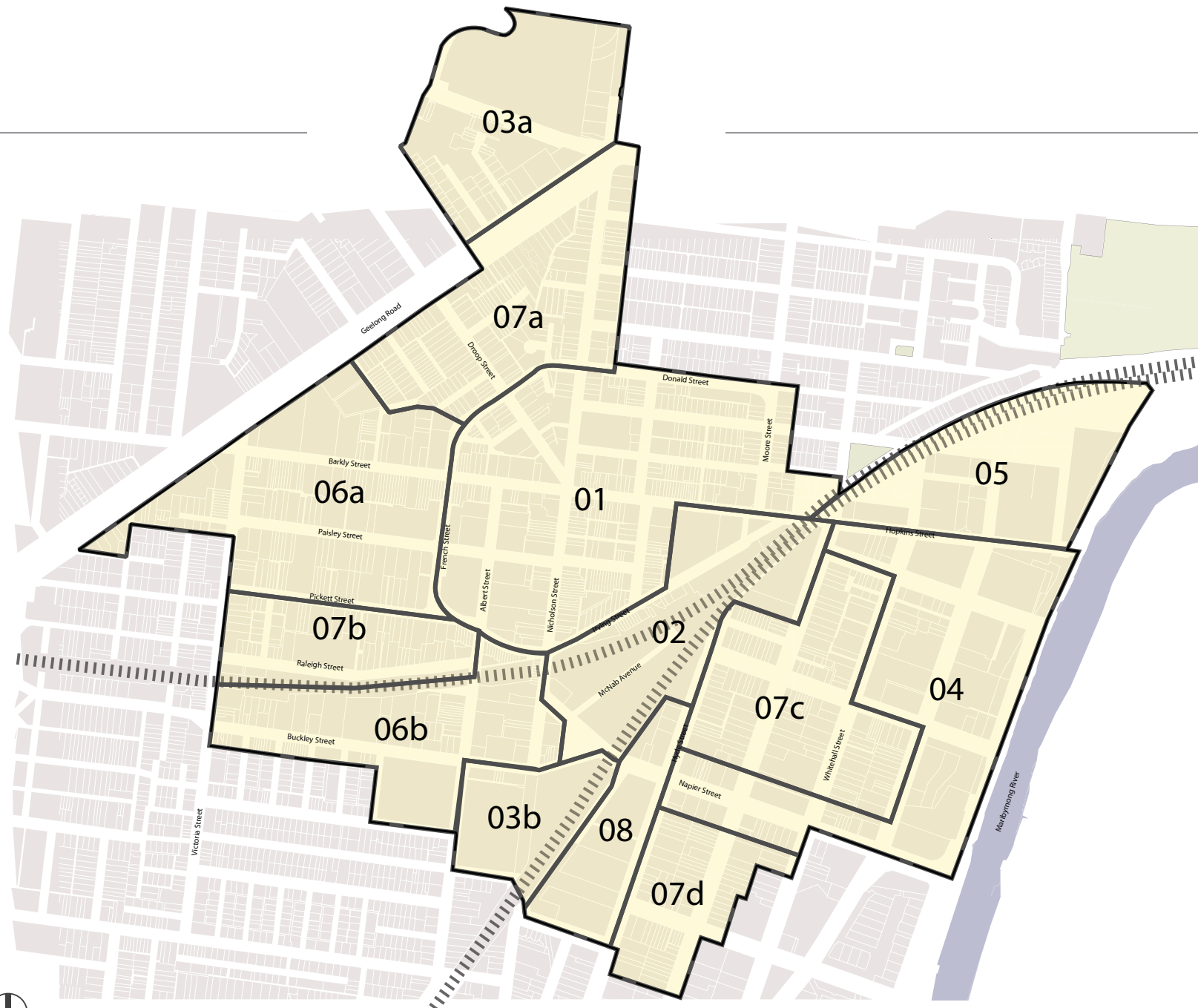


part C_

precincts + principles

This chapter will examine the built form guidance for the CAA, in more detail, via its division into eight (8) Precincts.

FOOTSCRAY



- Precinct 01_
Core Retail
- Precinct 02_
Station
- Precinct 03_
Victoria University
- Precinct 04_
Riverside
- Precinct 05_
Joseph Road
- Precinct 06_
Peripheral Activity
- Precinct 07_
Neighbourhood Fringe
- Precinct 08_
Civic

Not to Scale

overarching principles

As a starting point, on the whole new development within the CAA should adhere to the following sequence of overarching principles (as outlined below) regarding: built form, frontages, the public realm; and movement and access.

These principles seek to minimise the impacts of new built form on the public realm:

Built Form

- new development should be spaced to maximise daylight and sunlight to buildings and manage overlooking onto habitable room windows and balconies.
- the bulk and scale of new development should consider the potential future built form and land use on adjacent sites.
- new lower level built form façade treatments should provide a pedestrian environment that has visual interest and activates the street.
- tower forms above podiums, or upper level built form, should generally be setback by at least 5 metres from the streetscape to adequately limit visual bulk and the wind impacts at ground level of tower buildings.

Frontages

- built form frontages should seek to reinforce the existing strongly defined pattern of streets and lanes by building up to street frontages, except where this would be inconsistent with the established rhythm of street setbacks
- new development should reinforce existing fine grain built form.
- activation at ground level should be prioritised, and should be applied according to the precinct's land uses. For example the core retail centre should encompass retail and commercial ground floor activation.
- activation from upper levels should be maximised, including residential or commercial spaces which have visible windows and balconies to facilitate visual interaction (as well as appropriate privacy).
- building frontages should seek to enhance existing adjoining streets and be designed to be visually interactive, with passive surveillance opportunities, and be visually interesting and engaging through use of contemporary, durable materials.
- 'sensitive edges' to surrounding residential areas should be respected by new development at their immediate interfaces, through transitional built form envelopes.

- new built form frontages should seek to provide articulation and detail in frontage facades, especially in 'long' or substantial new buildings.
- new development should seek to provide active frontages which 'wrap' or conceal any proposed car parking, especially at the ground level.
- car parking access to buildings should be consolidated at one entry point, and carefully located away from areas with a pedestrian focus, to avoid conflicts.

Public Realm

- development should establish and reinforce a continuous, legible and consistent public realm network, providing a diverse range of spaces for a variety of formal and informal uses.
- public art and wayfinding within development proposals should be reinforced, as a benefit to the public realm system.
- development proposals should seek to protect the public realm from environmental impacts such as wind, noise, shading etc. to contribute to activation of streets and open spaces throughout the year, and provide a sense of enclosure.
- proposed development should respect the heritage which is embodied in buildings, public realm spaces and streetscapes, whilst seeking to enhance their quality and character.
- public realm spaces should be clearly defined in terms of their role in the network, with proposed role/activities, and uses which activate their edges.
- public spaces which facilitate sitting / lingering / social activity, without requiring financial expenditure (cafes etc.) should be facilitated, as well as opportunities for shops, food and beverage uses.
- development proposals should seek to avoid cut-off 'dead spaces' or isolated pockets of land that may present safety concerns.

Movement and Access

- the laneway network which incorporates, and contributes to, key public realm spaces, such as Madder Square should be retained and reinforced for further contribution of activation and amenity.
- proposed development should seek to reflect the historic permeable, grid-based pattern of streets and lanes, which is characteristic of central Footscray.
- proposed development should seek to incorporate cross-connections through precincts, to reinforce the wider movement network, and reduce barriers to movement (especially across the railway corridor in the Station Precinct).
- pedestrian entrances to buildings should be in prominent, visible and easily accessible locations. The number of entry points should be maximised, including individual entries for ground floor dwellings, to maximise activation and passive surveillance.
- vehicle entry points, as well as loading bays and other service areas, should be designed to minimise impacts on the ground floor frontage and pedestrian movement. 'Back of house' areas should be located to avoid impacts on key streets and public realm spaces.

precinct structure

overview

The overview will provide an outline as to the location of the Precinct.

expected future outcomes

This will provide an outline of the future development potential and character for the Precinct.

relevant development influences

This will highlight the relevant development influences specific to the Precinct

design guidelines

the design guidelines will provide specific built form guidance for the individual Precincts, within three (3) categories:

- _ built form massing;
- _ views and visibility; and
- _ daylight and sunlight.

01. Core Activity Precinct

Overview

Precinct 01 is the Core Activity Precinct and includes the central area of the Footscray CAA, taking in the retail core, part of the Barkly-Hopkins Street corridor and Nicholson Street. It interfaces with residential and commercial areas to the north, west and south.

Expected Future Outcomes

Council seeks to make the CAA a walkable centre, by reducing traffic volumes and introducing slower speeds, footpath widening, prioritising pedestrians and providing bicycle share opportunities. Key streets within this precinct, such as Nicholson Street, Barkly/Hopkins Street, Leeds Street, Paisley Street and Irving Street are all key movement spines through the centre, and therefore a priority for pedestrian focus and improvement.

The character of Precinct 01 should seek to maintain and enhance the existing rich, diverse, vibrant, and busy urban personality, with revitalisation of the built form stock, and investment in the public realm.

This precinct is the heart of Footscray. The core commercial area will see a range of mixed use developments, including higher density housing, creative spaces and office uses at upper floor levels. The precinct will also be the location for a range of complementary community facilities to service residents.

Heritage streetscapes including areas around Nicholson Street Mall and Maddern Square will retain a low scale built condition but enable redevelopment which activates these important public spaces.

Relevant Development Influence(s)

Fine Grain Retail Centre

Precinct 01 incorporates the entire fine grain core, which is characterised by low scale built form and food and retail land uses.

Medium Scale

Precinct 01 also wraps the edge to the fine grain core. This principle seeks to achieve opportunities for increased built form at the perimeter, creating a transition down toward the fine grain centre and medium scale streets, whilst transitioning upward toward the more significant threshold space of the Market and Binks Ford sites.

Transitional Edges

The transitional edges in Precinct 01 seek to protect the fine grain areas of minimal change both within and outside the CAA, in the north and east.

Heritage Clusters

The 'heritage cluster' in Precinct 01 predominantly covers built form fronting Nicholson Street and Barkly / Hopkins Street.

Public Realm Spaces

Barkly / Hopkins Street is a major east-west corridor running through the centre of Precinct 01, currently accommodating a range of land uses. Built form along this corridor should seek to emphasise its pedestrian focus in the future, through new land uses, active frontages, pedestrian access, and enhanced streetscape infrastructure.

Nicholson Street is a key north-south corridor through the centre of the CAA, and also runs directly through the centre of Precinct 01. Built form along this corridor should seek to enhance the importance of pedestrian focus of this streetscape, as described above.

Maddern Square is an urban square and a major pedestrian link between Nicholson Street and Leeds Street, leading to public transport infrastructure. This public realm space was rebuilt in 2006 to accommodate formal and informal gatherings.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges illustrated opposite.
- street wall heights should generally range between 2 and 4 storeys, subject to heritage considerations where applicable such as on Nicholson Street, Barkly / Hopkins Street and Paisley Street, and existing street wall conditions
- side setbacks should be reflective of the existing context within the precinct and frontages should maintain a continuous street wall edge.
- larger sites should accommodate medium density development to maximise land use and should enhance the existing streetscape presentation through new active frontages, façade treatments, and a contribution to streetscape planting or infrastructure.
- existing residential areas on Donald Street and Ryan Street should seek to maintain a residential/mixed use focus, as the transitional space between the centre and residential areas to the north of the CAA.

- future built form should provide appropriate transitions in building height and mass toward existing fine grain or the defined sensitive 'transitional' edges, and not exceed 3 storeys within that transitional edge.
- new built form should be respectful and responsive in the heritage context of the retail core on Barkly / Hopkins Street and Nicholson Street, allowing for heritage prominence to be maintained and sensitively mitigated – built form massing, articulation and distribution should be carefully considered.
- where new development adjoins heritage buildings, the design should have regard to the height, scale, rhythm and proportions of the heritage buildings including characteristic, fine-grain frontage widths.

B. Orientation, views and vistas

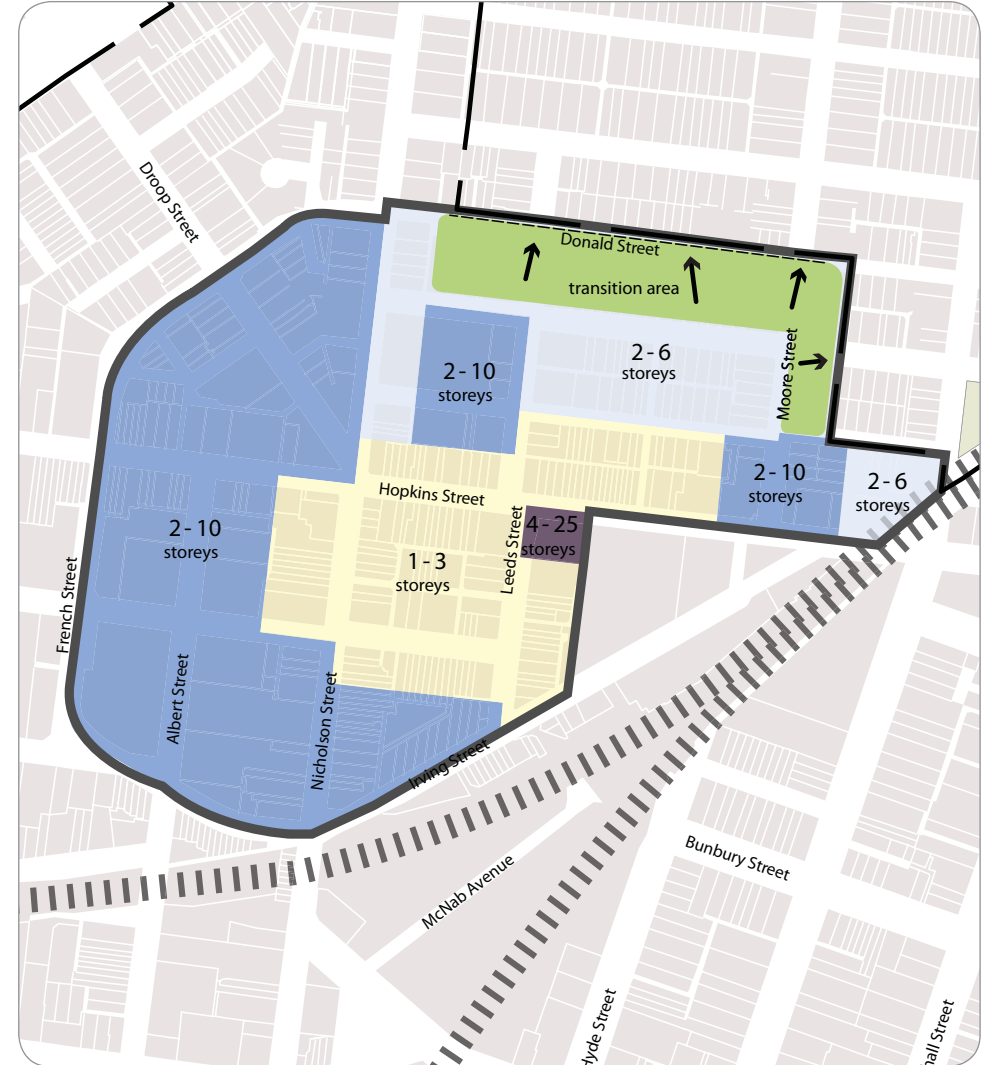
- the retail core of the CAA benefits from a variety of long range views and vistas, such as the Barkly / Hopkins corridor and the Nicholson Street corridor. Development proposals should seek to maintain and reinforce visibility through these areas.
- views to the Melbourne CBD from along Hopkins Street define Footscray as part of the city edge and should be maintained by new development.
- the vista down Droop Street to the Barkly / Hopkins corridor and Nicholson Street is a key point of orientation in the CAA. The intersection of these three vistas should be maintained and reinforced by development proposals.
- the visibility of the Station area should be enhanced through development, especially along Leeds Street and Irving Street.
- the 'lower scale' built form of the centre should allow for open views to the sky, and visibility across the wider cityscape.

C. Daylight and sunlight

- key public realm spaces such as the Nicholson Street Mall and Maddern Square, should have good solar access and outlook (between 10am and 3pm at the equinox) to maintain and enhance activity.
- new built form on the north side of key streets should ensure that sunlight access is maintained on the south side of the street, especially along key streets in the CAA, such as Barkly / Hopkins Street and Paisley Street (between 10am and 3pm at the equinox, September 22).



Figure 1.1: Core Activity Precinct - Boundary
Aerial source: Nearmap 2012



Not to Scale

Figure 1.2: Core Activity Precinct - Proposed Heights

02. Station Precinct

Overview

Precinct 02 is the Station Precinct, which is located centrally within the CAA and is the key entry point into Footscray via public transport. The Precinct includes the grounds of the Railway Station, Footscray Market, the McNab development and the former Binks Ford site.

The Station Precinct has a diverse range of interfaces, which includes established residential areas to the east, the central retail core to the north and west, and the Victoria University and Council Civic Precinct to the south.

Expected Future Outcomes

The land parcels in the Station Precinct provide a significant opportunity for transformational change, urban renewal and 'transit-oriented development'.

The Footscray Station Precinct has been the subject of a number of studies to assess and configure its potential for mixed-use development and public realm and infrastructure improvements, the most recent and focussed of which is the Planning and Urban Design Framework (PUDF). This document considers potential built form and public realm outcomes and infrastructure development around the Station, with corresponding design guidelines to encourage high-quality outcomes. The PUDF provides building height recommendations across the Precinct.

Subsequently, the last two years have seen a significant amount of work to design development plans for key sites within the precinct, such as the Grocon development on McNab Avenue and a master plan for the Binks Ford site.

It is not anticipated that development of this precinct will compete with or detract from the retail functions of the core precinct, but complement it. New development should accommodate a broad mix of land uses which support daytime and evening activity, accessible by the whole community and with strong strategic and functional relationships to surrounding areas. New development should retain the pedestrian focus and space around the Station, and strengthen the identity of Railway Reserve as a public "oasis" within an area of change.

Relevant Development Influence(s)

Transformational Change

The northern part of Precinct 02 forms the threshold / gateway to the CAA, which includes the Station, the Binks Ford site and the Market.

Transitional Edges

The transitional edge in Precinct 02 seeks to protect the fine grain areas of minimal change to the east of Hyde Street, and to the north of Talbot Street.

Heritage Clusters

The 'heritage cluster' in Precinct 02 covers the Station environment, including built form and the gardens on McNab Avenue.

Public Realm Spaces

The northern edge of Precinct 02 sits within the Barkly / Hopkins Corridor and interfaces with the streetscape.

Irving Street is a key streetscape and public realm space due to its location between the Station and the retail core. Built form along this corridor should seek to enhance the pedestrian focus of this streetscape.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges illustrated opposite, or lower heights where needed to achieve the design objectives below
- new built form in this Precinct should respond to its central and strategic location within the 'transport hub', with iconic or landmark buildings.
- podium forms should define streets edges and public spaces on Irving Street, Napier Street and Hopkins Street by typically building to site edges.
- buildings should be appropriately spaced and offset to provide for visual depth and relief, and provide a sensitive relationship to existing built form.
- building forms above podiums should generally align with the street pattern, and achieve generous spacing between buildings, views to the sky, and daylight access to the public realm.
- side setbacks should be reflective of the existing context within the CAA and frontages should maintain a continuous street wall edge.
- the design of new built form should have appropriate setbacks or stepped mass to create sensitive interfaces with adjoining buildings.
- tower forms should be located to facilitate visual depth, relief, or respite from built form mass in views of the Precinct from the public realm.
- new built form within the Precinct should minimise impacts of the railway corridor interface, such as noise, vibrations and outlook, on amenity within buildings. However, Station entry points should be emphasised.
- future built form should provide appropriate transitions in building height

and mass toward existing fine grain or the defined sensitive 'transitional' edges.

- when new development adjoins heritage buildings, the design should have regard to the height, scale, rhythm and proportions of the heritage buildings including characteristic, fine-grain frontage widths.
 - roof spaces should be treated as potential outdoor recreational spaces.
 - roof plant equipment should not be visible from the public realm.
- B. Orientation, views and vistas
- the Precinct is centrally positioned within the CAA, and has significant long-range views toward it, such as along Napier, Barkly / Hopkins Street and Irving Street. These vistas into new development in the precinct will define future Footscray. Views of the area from a distance need to be considered in the design of new buildings and their relationships to each other.
 - the Precinct is the key arrival point via the railway corridor. New development should maintain the visibility of approaches to the station area and enhance the sense of arrival at the station.
- C. Daylight and sunlight
- built form should be configured to maximise direct sunlight access (measured between 10am and 3pm at the September equinox) to key public realm spaces, such as the Railway Reserve on McNab Avenue, Irving Street and the Station.
 - roof spaces and gardens should also be carefully configured to maximise sunlight access.
 - tower forms above podiums should be located relative to one another to optimise access to daylight and sunlight for internal spaces.



Figure 2.1: Station Precinct - Boundary
Aerial source: Nearmap 2012



Figure 2.2: Station Precinct - Proposed Heights
Not to Scale

Figure 2.2: Station Precinct - Proposed Heights

03. Victoria University Precinct

Overview

Precinct 03 is Victoria University. It incorporates both the northern (3A) and southern (3B) campuses of VU within the CAA.

Building height envelope recommendations for these campus locations were not covered by the previous versions of the Footscray Skyline Study.

Expected Future Outcomes

Precinct 03 will remain an educational Precinct within the Footscray CAA, and will have the capacity to accommodate new or expanded medium density built form. Footscray will be a university town, and the Victoria University will play a stronger role and have a greater presence in the centre.

This proposed future capacity will allow the University to cater for an increased student population, with enhanced facilities, as part of its overall growth and prosperity.

Relevant Development Influence(s)

Medium Scale

The major east-west movement route on Buckley Street forms a key element within the southern part of Precinct 03 (Precinct 3B), and accommodates a range of retail and commercial uses. Built form should emphasise the primacy of this street, as an entry point from the west, and with the capacity to accommodate medium density growth.

Built Form Edge to Geelong Road/Princes Highway

Precinct 3A incorporates some of the Footscray CAA frontage to Geelong Road in the north-west. The interface of this major roadway provides an opportunity for increased heights.

Transitional Edges

The southern edges of both parts of Precinct 03 have interfaces with established, lower-scale residential areas, both within and outside of the CAA boundary. Future redevelopment should provide appropriate transitions in building height and mass toward these areas.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges illustrated opposite.
- street wall heights should generally range between 2 and 4 storeys, with taller street frontages on major roads such as Ballarat Road and Buckley Street.
- where streetscape context reflects zero front-and side setbacks, new built form should maintain this condition, forming a continuous 'street wall'.
- future built form should provide appropriate transitions in building height and mass toward existing fine grain or the defined sensitive 'transitional' edges, and not exceed 3 storeys at the interface.
- when new development adjoins heritage buildings, the design should have regard to the height, scale, rhythm and proportions of the heritage buildings including characteristic, fine-grain frontage widths.
- the arrangement of buildings should facilitate pedestrian and cycle access routes into and through the site which contribute to the permeability of the wider pedestrian and cycle network

B. Orientation, views and vistas

- new built form and spacing between buildings should be designed, where available, to align with key view corridors.
- the vista along Nicholson Street between the retail core and the south campus of VU visually connects the CAA and the campus. This vista should be maintained in both directions and reinforced by new development.

C. Daylight and sunlight

- built form should be configured to maximise direct sunlight access between 10am and 3pm at the equinox to the key public realm spaces, to maintain and enhance activity.

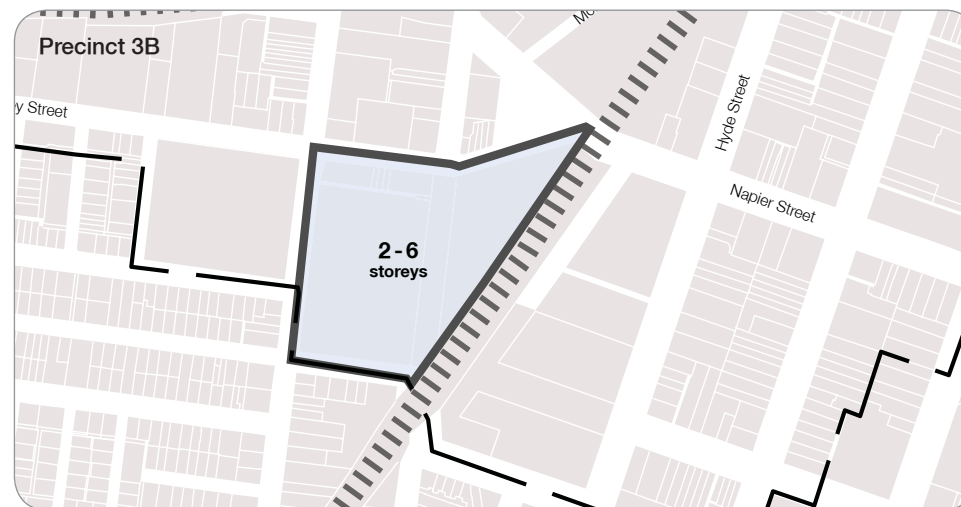
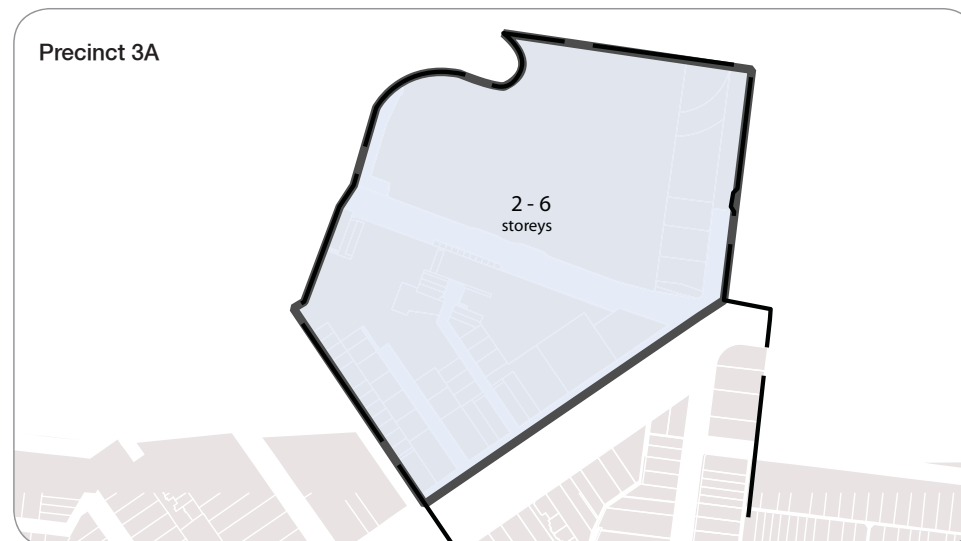


Figure 3.1: Victoria University Precinct - Boundaries
Aerial source: Nearmap 2012

Not to Scale

Figure 3.2: Victoria University Precinct - Proposed Heights

04. Riverside Precinct

Overview

Precinct 04 is the Riverside Precinct and is located south of Hopkins Street. The Precinct has key interfaces with the Maribyrnong River to the east, Hopkins Street to the north and established residential areas to the south and west.

The Riverside Precinct incorporates a range of land uses, building types, property types and sizes, and urban conditions. This diversity is embodied in the range of large current and former industrial sites.

Expected Future Outcomes

This Precinct already has an established arts / cultural focus and is well utilised by the local community. This will be further strengthened in the future.

It is envisioned that this Precinct will continue to redevelop larger, former industrial sites to accommodate new residential development, whilst enhancing and maintaining the cultural /arts aspect with views and access to the riverfront and its public realm.

Relevant Development Influence(s)

Medium Scale

The streetscapes in Precinct 04 are all allocated for future medium scale development due to their existing size, land use, and capacity to accommodate medium scale development. Built form in this Precinct should continue to emphasise the primacy of these streets.

Transitional edges

Along its western and southern edges, abutting the boundary to Precinct 07, Precinct 04 interfaces with established, lower-scale residential areas. Future redevelopment should provide appropriate transitions in building height and mass towards these areas.

Heritage Clusters

The 'heritage cluster' in Precinct 04 covers the eastern edge, which incorporates the Arts Precinct and built form interface to the River. Significant portions of the Precinct are subject to archaeological heritage overlays.

Public Realm Spaces

The northern edge of Precinct 04 sits within the Barkly / Hopkins Corridor and interfaces with the streetscape.

Bunbury Street provides a pleasant walking experience, and forms an important pedestrian connection between the Station and the River/Arts Precinct.

A large public open space fronting the river exists within this Precinct, near the Footscray Community Arts Centre.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges indicated for the precinct, illustrated in the plan opposite.
- street wall heights should generally range between 2 and 3 storeys, subject to heritage considerations where applicable such as on Hopkins Street, Moreland Street and on the Riverfront.
- future built form should provide appropriate transitions in building height and mass toward existing fine grain or the defined sensitive 'transitional' edges, and not exceed 3 storeys.
- larger industrial sites should accommodate medium scale development to maximise land use and enhance the existing streetscape presentation.
- key movement corridors should accommodate increased heights, such as Napier Street and Hopkins Street.
- built form massing and 'break up' should reflect the existing subdivision, streetscape pattern and grain.
- built form should reflect an appropriate transition down in height toward sensitive, fine grain, or residential interfaces, especially along Moreland and Bunbury Streets.
- built form should transition down in height and scale toward the riverfront.
- new built form should be respectful and responsive in the heritage context of the Precinct on Moreland Street, allowing for heritage prominence to be maintained and sensitively mitigated – through the careful consideration of built form massing, articulation and distribution.
- the Maribyrnong River Valley Design Guidelines (DPCD, April 2010) have building setbacks from the river for Footscray and Footscray Wharf areas, including this precinct. Design Guideline 19 is the most relevant to building

height in this area, and indicates a setback ratio of 3:5 for height/setback taken from eye level (1.6 metres) at the top of the bank, to moderate building heights in relation to riverside open space width. The Guidelines should be consulted in regard to building siting, scale and materials in the relevant parts of the precinct.

- when new development adjoins heritage buildings, the design should have regard to the height, scale, rhythm and proportions of the heritage buildings including characteristic, fine-grain frontage widths.
- B. Orientation, views and vistas
- the Riverfront benefits from a variety of long range views and vistas, both to and from the Precinct. Clear views of the port and the CBD are available down streets such as Wingfield and Bunbury Streets. New developments should seek to maintain and reinforce the role of streets, lanes and other public spaces as view corridors to the river, the port and the CBD.
 - the transition from Hopkins Street into Dynon Road is a key point of orientation upon entry to the CAA. Views to and from this node down the Hopkins/Barkly corridor and Dynon Road should be maintained and reinforced by new development.
 - the visibility of the Station should be enhanced by development proposals especially along Bunbury Street and Hopkins Street.
 - to reinforce the identity of the precinct, new development should maximise views of the river from the public realm.

C. Daylight and sunlight

- key public realm spaces such as the Riverfront and the Footscray Community Arts Centre grounds, should have good solar access and outlook to maintain and enhance activity.
- development should maximise sunlight access to the south side of key streets in the CAA, such as Hopkins Street, Wingfield Street, Bunbury Street and Napier Street.

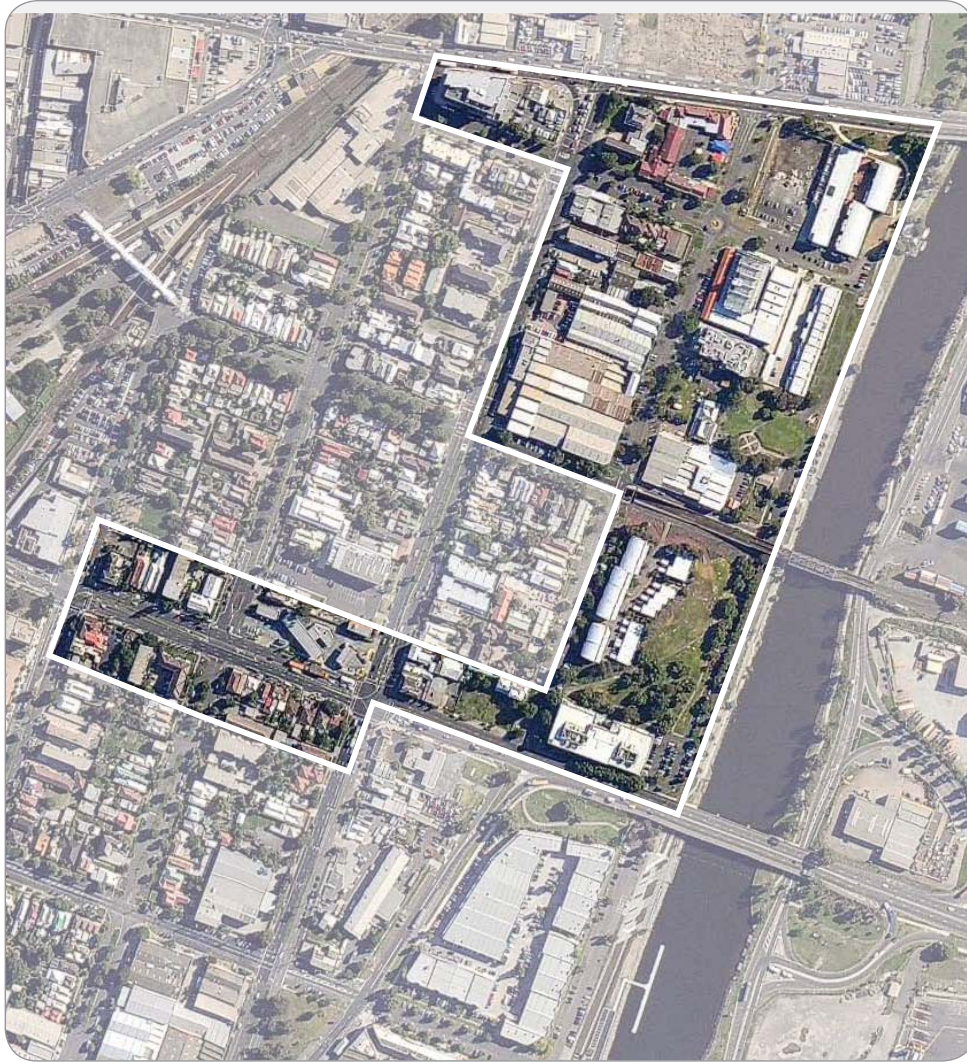


Figure 4.1: Riverside Precinct - Boundary
Aerial source: Nearmap 2012



Not to Scale

Figure 4.2: Riverside Precinct - Proposed Heights

05. Joseph Road Precinct

Overview

Precinct 05 is the Joseph Road Precinct, located north of Hopkins Street, between the railway corridor and the Maribyrnong River, immediately north-east of the Footscray Station Precinct and city centre.

This Precinct is the visual introduction to the CAA for people travelling to Footscray from the east, including the CBD, by train or by car along Dynon Road.

Expected Future Outcomes

The land parcels in the Joseph Road Precinct provide a significant opportunity for transformational change and urban renewal. The precinct is covered by a Priority Development Zone (PDZ) and associated schedule, which will be updated to reflect recent studies.

Through a process of substantial change, the Precinct will become a thriving vibrant mixed use area. A high quality public realm will be created, and the precinct will be well connected to Footscray station and the core commercial precinct. The building frontage at Hopkins Street will be set back by an additional 3 metres to ensure quality urban design outcomes at the street edge and to allow space for a potential extension of the tram line to North Melbourne along Dynon Road’.

Relevant Structuring Principle(s)

Transformational Change

The Joseph Road Precinct has been earmarked for substantial change through mixed use redevelopment of former industrial land. It will create new built form edges to the River, Hopkins Street and the Footscray rail corridor.

Transitional Edges

The Joseph Road Precinct interfaces with the Maribyrnong River public realm corridor north of Hopkins Street. Built form should demonstrate a transition to lower heights near this frontage.

The Precinct also interfaces with the railway corridor to the north and west, between Neilson Place and Maribyrnong Street, where the railway line adjoins single storey residential. In all transitional areas, the built form should step down in scale to complement the profile of neighbouring buildings.

Public Realm Spaces

The southern edge of Precinct 05 sits within the Barkly / Hopkins Corridor and interfaces with the streetscape, and at a key gateway / entry point to the CAA from central Melbourne via Dynon Road.

The proposed extension of Warde Street will provide a new pedestrian focussed streetscape connection anchored by key public spaces – the Riverfront to the east and a planned new plaza space at the western end of Warde Street.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges indicated for the precinct, illustrated in the plan opposite.
- podium forms should define the edges to streets and public spaces, by typically being built to the site edges, where commercial, retail and other ground floor activity exists.
- podiums should define and reinforce the distinction between public and private space, through façade treatment, building form, articulated active edges and landscaping.
- building forms above podiums should reflect a mix of heights, shapes and orientations across the precinct, to achieve ‘city-skyline’ and not be dominated by one height or form.
- new built form should support significant spacing or separation between buildings, to allow for views to the sky, sunlight and daylight to balconies or gardens and daylight access to the public realm.
- future built form should provide appropriate transitions in building height and mass toward existing fine grain or the identified sensitive ‘transitional’ edges.
- tower forms should generally be slender in proportion(s).
- tower forms should be located to facilitate visual depth and relief in views of the Precinct from the public realm, especially from the River corridor and the Hopkins Street approach.
- roof spaces should be treated as potential outdoor recreational spaces.
- roof plant equipment should not be visible from the public realm.
- frontage setbacks along Hopkins will be an additional 3 metres, to facilitate its transformation into transit-based urban boulevard.

B. Orientation, views and vistas

- the precinct sits in a strategic position within the CAA on the Maribyrnong River. As it is transformed it will present striking views from a distance, including significant long-range views toward it from the Barkly/Hopkins Street/Dynon Road corridor, the river corridor, Whitehall Street and Irving Street. The presentation and arrangement of new buildings need to be carefully considered, taking into account the long range views into the precinct that will be created.
- views into the precinct from adjoining public spaces along the river and along streets in adjoining areas also need to be carefully considered.
- building forms should be arranged to maximise access to key views from buildings within the Precinct toward the river and Melbourne CBD.
- site master plans should demonstrate consideration of the pedestrian visual experience including access to views of the sky between taller buildings.

C. Daylight and sunlight

- direct sunlight access to key areas of the River corridor (between Napier Street and Joseph Road) should be maintained between 10am and 3pm at the equinox, particularly the 15m wide corridor from the River’s edge which features the path and potential sitting areas.
- built form should be carefully configured around the key public plazas/ spaces to maximise sunlight access between 10am and 3pm at the equinox.
- tower forms above podiums should be located relative to one another to maximise access to daylight and sunlight for internal spaces.
- roof spaces and gardens should also be carefully configured to maximise sunlight access.
- developments should maximise sunlight access to the south side of key streets in the Precinct, such as Warde Street and Neilson Street, and to the south side of Hopkins Street outside this precinct.



Figure 5.1: Joseph Road Precinct - Boundary
Aerial source: Nearmap 2012



Not to Scale

Figure 5.2: Joseph Road Precinct - Proposed Heights
Aerial source: Nearmap 2012

06. Peripheral Activity Precinct

Overview

Precinct 06 covers two non-contiguous areas in the western part of the CAA (Precincts 6A and 6B). These areas are referred to as 'peripheral activity precincts' due to their varied land use, which incorporates some retail, commercial, service and educational properties to the 'edge' of the core retail centre.

Expected Future Outcomes

This Precinct will support the growing mixed use character of Footscray's centre. It is anticipated that the precincts will accommodate incremental development toward 'medium scale' streetscapes of up to 6 storeys on Buckley Street and 14 storeys on Barkly Street stepping down to the south in both precincts. Heritage streetscapes predominantly along the south side of Barkly Street will need to be maintained.

Relevant Development Influence(s)

Medium Scale

The major east-west movement route on Barkly / Hopkins Street forms a key element within Precinct 06, and accommodates a range of commercial, residential and institutional uses. Built form should emphasise the primacy of this street. Sites along Buckley Street also have the capacity to accommodate medium scale growth.

Built Form Edge to the Highway

The Footscray CAA area extends to Geelong Road in the west, and the interface of this major roadway provides an opportunity for increased heights, especially at the intersection of Barkly Street. Solid building massing and height, in conjunction with other sound attenuation treatments, will help reduce the impact of traffic noise from Geelong Road on new development.

Transitional Edges

Along its northern and southern edges, except abutting the railway corridor, Precinct 06 interfaces with established, lower-scale residential areas. Future redevelopment should provide appropriate transitions in building height and mass towards these areas

Heritage Clusters

The 'heritage cluster' in Precinct 6A predominantly covers the southern edge of Barkly Street, and incorporates a number of key heritage buildings (HO3).

Public Realm Spaces

Barkly / Hopkins Street is a major east-west corridor running through Precinct 06, currently accommodating a range of land uses. Built form along this corridor should seek to emphasise its primacy, especially at the intersection with Geelong Road (Precinct 6A).

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges indicated for the precinct, illustrated in the plan opposite.
- street wall heights should generally range between 2 and 3 storeys, subject to heritage considerations where applicable such as maintaining existing street wall heights, especially on Barkly Street.
- side setbacks should reflect the existing context within the CAA and should maintain a continuous street wall frontage, where appropriate along key streets such as Barkly Street and Buckley Street.
- larger sites should accommodate medium scale development to maximise land use, whilst maintaining the existing fine grain, active streetscape presentation.
- future built form should provide appropriate transitions in building height and mass toward existing fine grain or the identified sensitive 'transitional' edges, and not exceed 3 storeys at the interface.
- new built form should respect and respond to the heritage context of Barkly Street, allowing for heritage prominence to be maintained and sensitively managed – with the careful consideration of built form massing, articulation, distribution, and architectural style.
- when new development adjoins heritage buildings, the design should take into consideration the height, scale, rhythm and proportions of the heritage buildings including characteristic, fine-grain frontage widths.
- new development should seek to reflect the minor setback condition of existing streetscapes, such as Paisley Street and Buckley Street, through landscape treatments or gardens, providing a point of difference between the retail core and peripheral activity.
- Tower forms at upper levels should be set back from the streetscape

and side and rear boundaries at least 5 metres, to reduce visual bulk and moderate wind effects.

B. Orientation, views and vistas

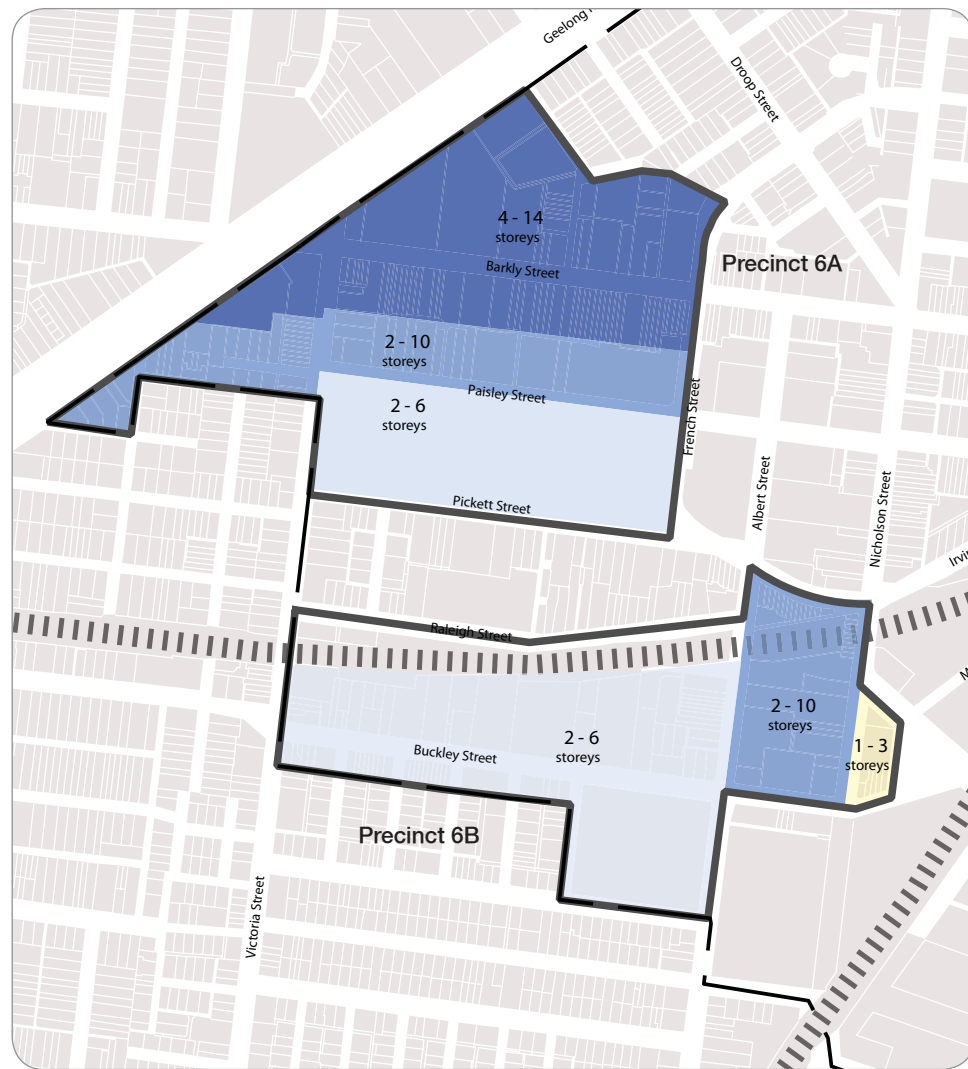
- development proposals should seek to maintain and reinforce visibility along the Barkly / Hopkins corridor, and toward the retail core on Paisley Street from within the precinct.

C. Daylight and sunlight

- developments should maximise sunlight access to the south side of key streets in the Precinct (between 10am and 3pm at the equinox), such as Barkly / Hopkins corridor, Paisley Street and Buckley Street, and the south side of Pickett Street in the adjacent precinct, to enhance activity and maintain pedestrian amenity.
- roof spaces and gardens should also be carefully configured to allow reasonable sunlight access.



Figure 6.1: Peripheral Activity Precinct - Boundary
Aerial source: Nearmap 2012



Not to Scale

Figure 6.2: Peripheral Activity Precinct - Proposed Heights

07. Neighbourhood Fringe Precinct

Overview

Precinct 07 covers four non-contiguous areas (Precincts 7A, B, C and D) across the CAA. These areas are referred to as 'Neighbourhood Fringe' due to their predominant, fine grain, residential land use.

Expected Future Outcomes

It is anticipated that these precincts will retain their existing fine grain character and land use characterised by cottage architectural styles and low scale built form on smaller lots. This expression contributes to the neighbourhood character and streetscape qualities which are unlikely to change significantly. Generally, new development should not exceed 3 storeys in height, though modest step-ups in height could be considered for the central portions of large sites.

Relevant Development Influence(s)

Areas of Minimal Change

Precinct 07 is comprised of 'areas of minimal change', which contains several minor streets, accommodating a mix of low-scale residential and other uses, such as Bunbury, Cowper and Whitehall Streets, whose built form character and prevailing land uses should be maintained.

Built Form Edge to the Geelong Road/ Princes Highway

The Footscray CAA area extends to Geelong Road in the west, and the interface of this major roadway provides an opportunity for increased heights. Solid building massing and height, in conjunction with other sound attenuation treatments, will help reduce the impact of traffic noise from Geelong Road on new development

Transitional Edges

Future medium scale built form redevelopment along the Geelong Road interfaces with established, lower-scale residential areas and should provide appropriate transitions in building height and mass towards these areas.

Heritage Clusters

The 'heritage clusters' in Precinct 07 cover a significant number of buildings at the northern end of Nicholson Street, and a core cluster around Bunbury Street.

Some sites in Cowper Street are also significant.

Public Realm Spaces

Bunbury Street provides a pleasant walking experience, and forms an important pedestrian connection between the Station and the River/Arts Precinct. A small public park fronting Hyde Street exists within this Precinct, opposite the Police Station.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges indicated for the precinct, illustrated in the plan opposite.
- where building to the street is appropriate in the context of surrounding built form, street wall heights should be no more than 2 storeys.
- upper level(s) should be setback from the streetscape to maintain the 2 storey street wall frontage.
- existing residential areas should seek to maintain this land use focus and built form diversity, as the transitional space between the retail centre and the CAA boundary.
- future built form should provide appropriate transitions in building height and mass toward existing fine grain or the identified sensitive 'transitional' edges, and not exceed 3 storeys. at the interface.
- new built form should be respectful and responsive in the heritage context around Bunbury Street, Cowper Street and Nicholson Street, allowing for heritage prominence to be maintained and sensitively managed. Built form massing, articulation and distribution should be carefully considered.

- when new development adjoins heritage buildings, the design should have regard to the height, scale, rhythm and proportions of the heritage buildings including characteristic, fine-grain frontage widths.
- setbacks to built form is encouraged on local streets to reflect the landscape street character of the precinct.

B. Orientation, views and vistas

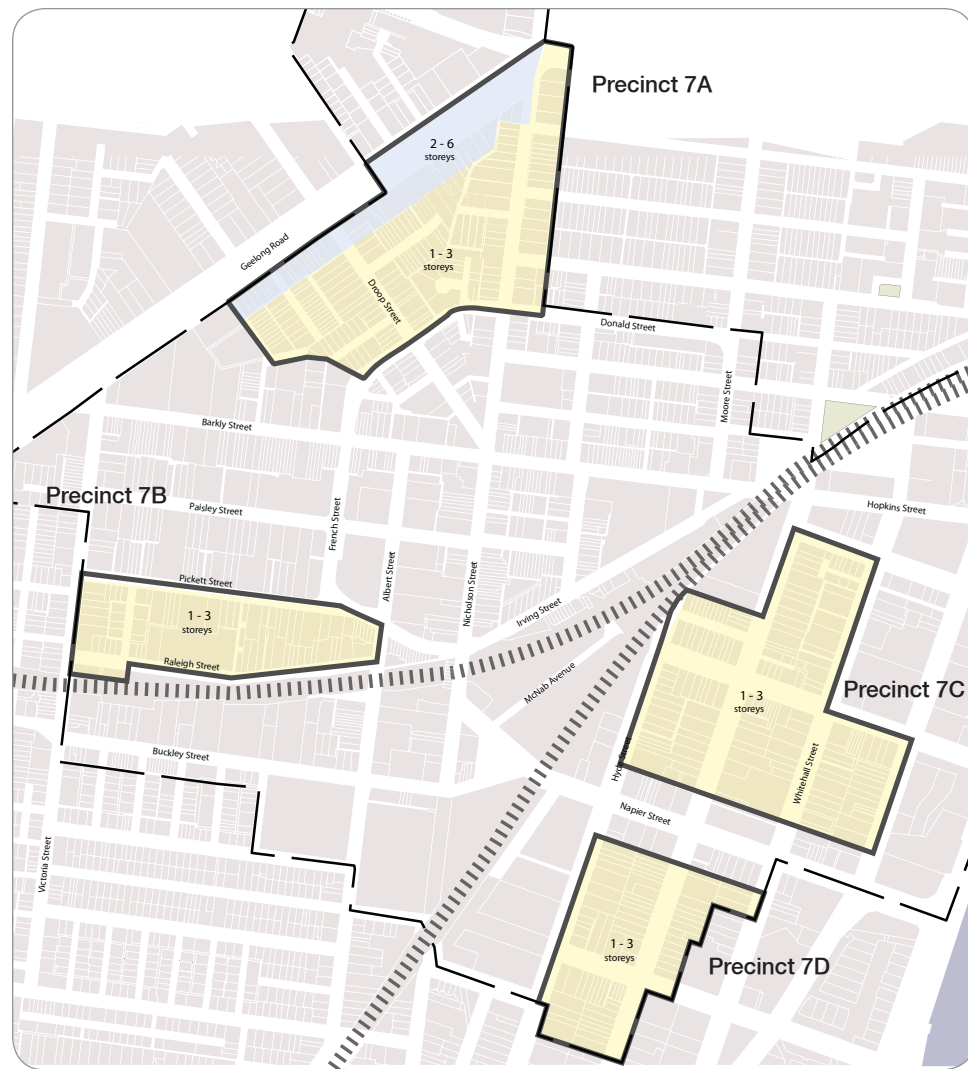
- the neighbourhood fringe of the CAA benefits from a variety of longer range views and vistas, particularly from Precinct 7A down Droop Street to the retail core. Development proposals should seek to maintain and reinforce visibility through this area.
- the visibility of the Station precinct and the pedestrian routes into it should be enhanced by development proposals, especially along Bunbury Street and Hyde Street.
- the 'lower scale' built form within this Precinct should allow for open views to the sky, and visibility across the wider CAA cityscape.

C. Daylight and sunlight

- key public realm spaces such as Ercildoune Reserve and the main pedestrian thoroughfares to the Station, should have good solar access and outlook to maintain and enhance activity.
- development should maximise sunlight access to the south side of key streets between 10am and 3pm at the equinox.



Figure 7.1: Neighbourhood Fringe Precinct - Boundary
Aerial source: Nearmap 2012



Not to Scale

Figure 7.2: Neighbourhood Fringe Precinct - Proposed Heights

08. Civic Precinct

Overview

Precinct 08 comprises the Civic Precinct, at the southern threshold or entry point to the Footscray CAA. It is distinguished by the heritage Footscray Town Hall building, and is immediately adjacent to the Station Precinct.

Expected Future Outcomes

This precinct is anticipated to undergo minimal change in its functions, but will be enhanced for civic, community, cultural and education uses. Any change would be expected to maintain and enhance the heritage values of the precinct and adjoining residential areas.

Relevant Development Influence(s)

Medium Scale

Napier Street and Hyde Street in Precinct 08 are both allocated for future medium scale development due to their existing size, civic land uses, and capacity to accommodate medium density growth.

Areas of Minimal Change

The 'area of minimal change' in Precinct 08, includes the school, which should be maintained and enhanced.

Transitional Edges

Along its north-eastern edge, abutting the boundary to Precinct 07(c), Precinct 08 interfaces with established, lower-scale residential areas. Future redevelopment should provide appropriate transitions in building height and mass towards these areas.

Design Guidance

A. Built form massing

- new built form should adhere to the height ranges indicated for the precinct, illustrated in the plan opposite.
- new built form should be respectful and responsive to the heritage context of the Precinct, allowing for heritage prominence to be maintained and sensitively mitigated – through the careful consideration of built form massing, articulation, distribution, and architectural style.

B. Orientation, views and vistas

- the area benefits from a variety of views and vistas, both to and from the Precinct, along Hyde Street and Napier Street.
- the Town Hall is a key element of the precinct. Development proposals should seek to maintain and reinforce visibility toward this key heritage building.
- pedestrian orientation in this precinct should be enhanced by safe, walkable connections through and around the area, clear signage and active street frontages

C. Daylight and sunlight

- reasonable sunlight access should be maintained by development proposals to the south side of key streets in the Precinct, such as Napier Street between 10am and 3pm at the equinox

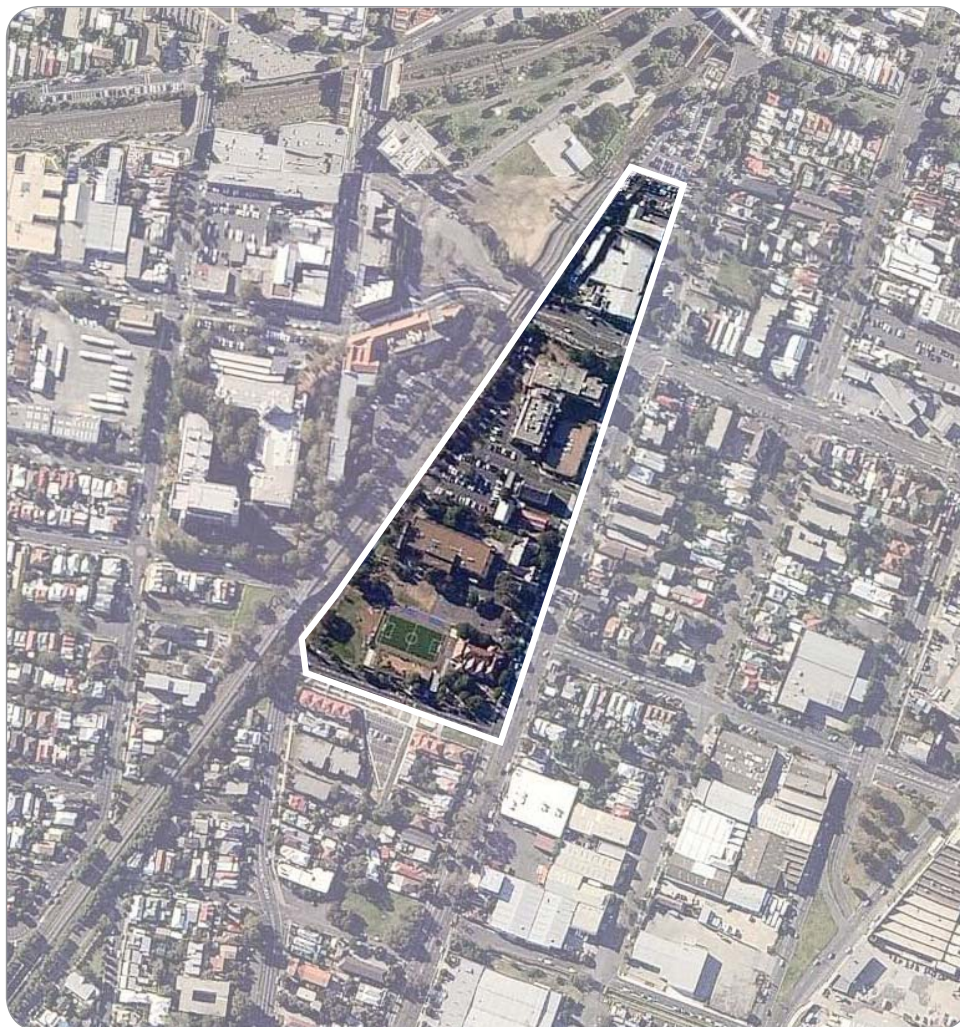
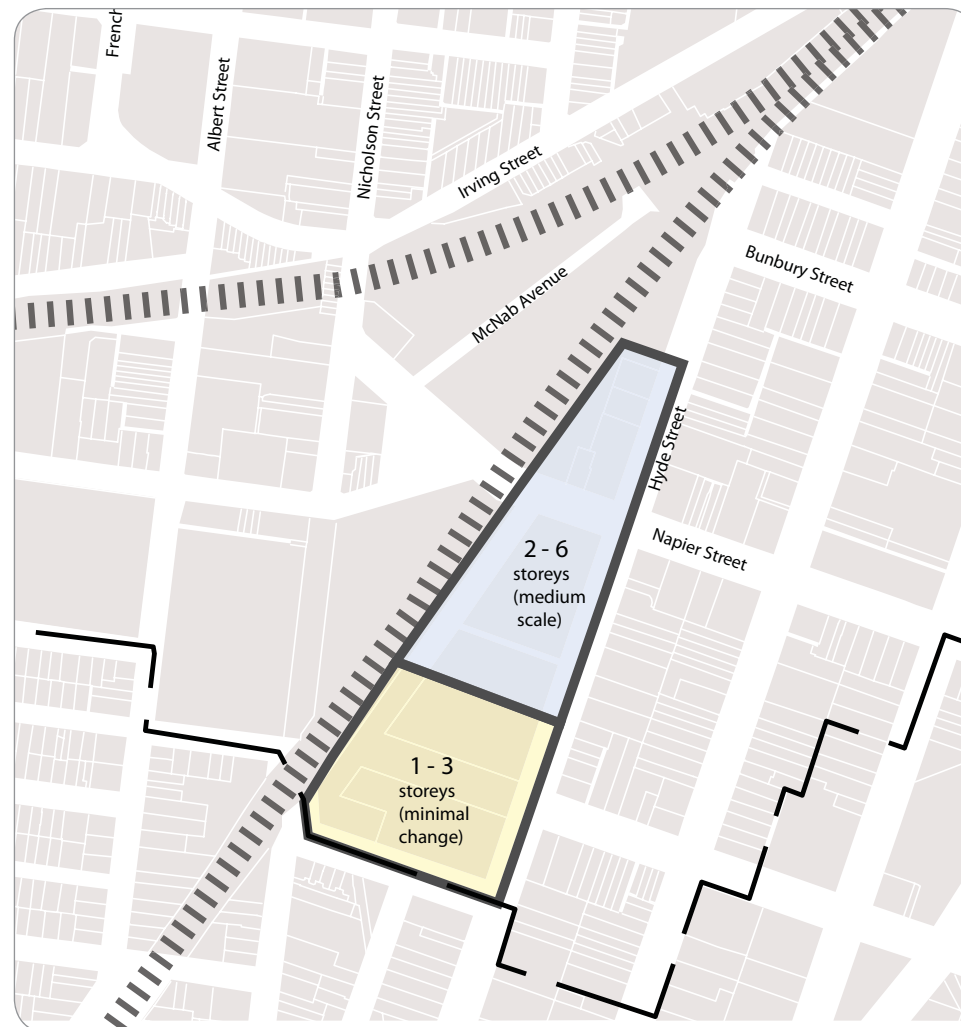


Figure 8.1: Civic Precinct - Boundary
Aerial source: Nearmap 2012



Not to Scale

Figure 8.2: Civic Precinct - Proposed Heights

