Hodyl & Co

Preston Central
Built Form Framework

Prepared for the Darebin City Council
March 2022

Prepared by Hodyl & Co for the Darebin City Council.

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Version B

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Darebin Creek. Source: Wikipedia.

Acknowledgement of Traditional Owners and Aboriginal and Torres Strait Islander people

Hodyl & Co acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners and custodians of the land and waters we now call Darebin and affirms that Wurundjeri Woi-wurrung people have lived on this land for millennia, practising their customs and ceremonies of celebration, initiation and renewal. Council acknowledges that Elders past, present and emerging are central to the cohesion, intergenerational wellbeing and ongoing self-determination of Aboriginal communities. They have played and continue to play a pivotal role in maintaining and transmitting culture, history and language.

Darebin City Council respects and recognises Aboriginal and Torres Strait Islander communities' values, living culture and practices, including their continuing spiritual connection to the land and waters and their right to self-determination.

Aboriginal and Torres Strait Islander people and communities have had and continue to play a unique role in the life of the Darebin municipality. Council recognises and values this ongoing contribution and its significant value for our city and Australian society more broadly.

Executive summary

The purpose of this project is to develop a built form framework to guide growth and change in Preston Central. This framework must be place-specific and derived from an understanding of the urban context.

The need for updated guidance.

The existing built form guidance in Preston Central was first implemented in 2007 and subsequently amended in 2014. Since then, projected population growth for Preston Central has increased significantly with the population anticipated to double in size by 2041.[1] Further to this, the Preston Market redevelopment and the Level Crossing Removal project represent two state-significant projects that will have a significant influence on the growth trajectory of Preston Central.

Precincts

The Framework has identified six precincts in Preston Central, each with their own unique character and land uses. (see Figure 1 and Figure 2). The characteristics include rows of heritage buildings, retail uses at the ground floor, awnings, median trees and walkways through buildings.

There are two types of precincts, those that are likely to undergo transformative change and those that are likely to change incrementally.

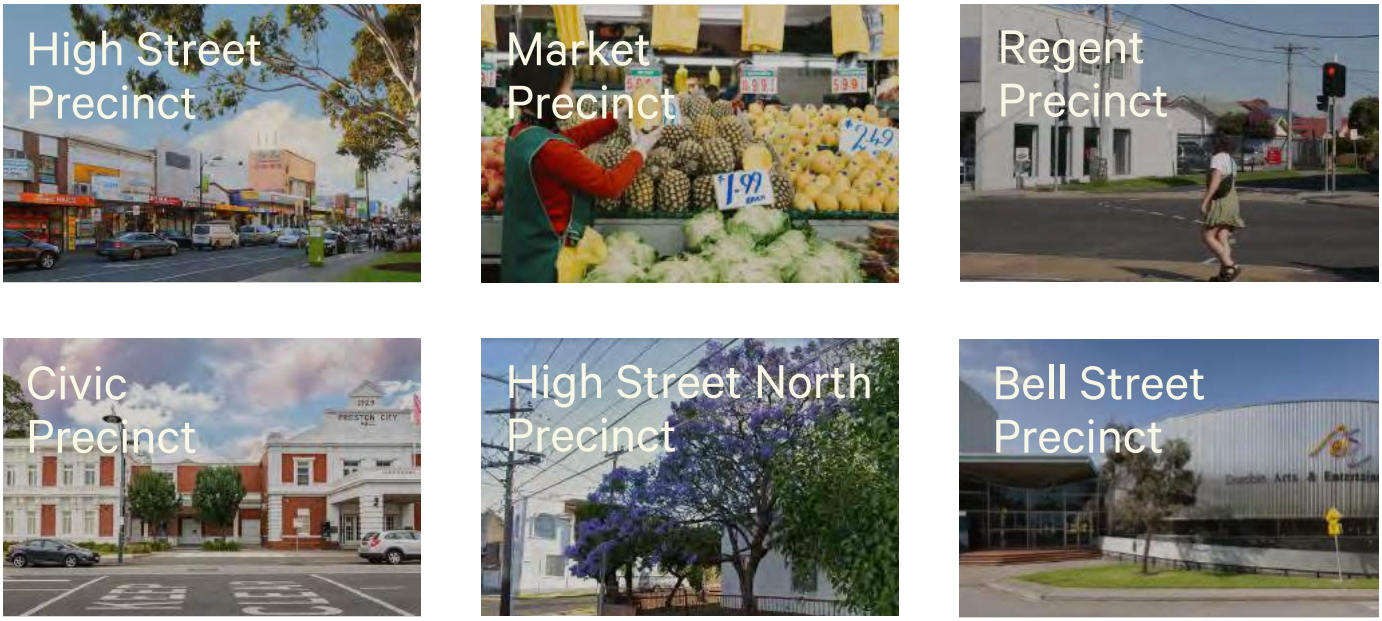

Figure 1. The six precincts.

1 Future Preston Urban Design Issues and Opportunities Paper

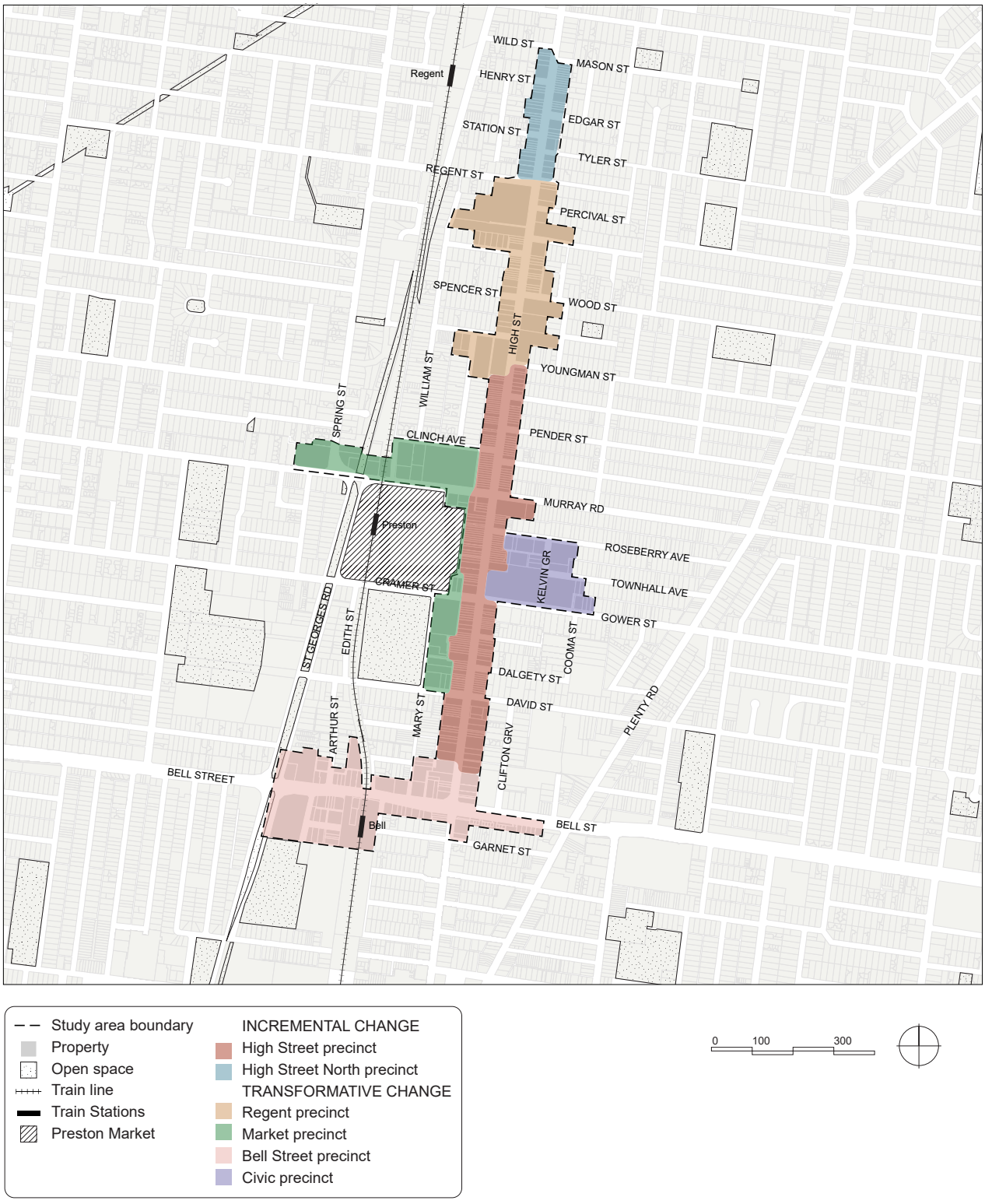

Figure 2. Precincts map.

Executive summary

Design strategies

Good design strategies are the foundation of good design outcomes. Six design strategies have been developed to provide a clear vision for the future of development in Preston Central (see Figure 3). These strategies will guide the design of buildings and ensure that each building contributes to an improved environment for all those living, working and playing in Preston Central.

The design strategies have been implemented through a suite of built form controls to ensure that they are measurable and implementable (see Table 1).

Methodology

The methodology for developing the built form controls included site visits, spatial analysis, sectional analysis, policy analysis, development analysis, capacity analysis and 3D modelling.

The 3D testing that occurred is documented in the Technical Report which included site-specific testing, solar testing and sensitive interface testing. This testing ensured that the built form controls were responsive to context and delivered on the design strategies. This led to the refinement of the built form controls and the introduction of the following types of built form controls:

- Height controls
- Floor Area Ratio controls
- Site coverage controls
- Ground floor landscape controls
- Solar access controls
- Street wall heights and upper-level setbacks
- Building separation controls
- Sensitive interface controls

Figure 3. Six strategies for good design.

Table 1 demonstrates the relationship between the design strategies and the built form controls. The provision of these metrics ensures that development proponents and those assessing applications have clarity on the design outcomes that is sought.

DESIGN STRATEGY	Height controls	Floor Area Ratio controls	Site coverage controls	Ground floor landscape controls	Solar access controls	Street wall heights and upper-level setbacks	Building separation controls	Sensitive interface controls
Buildings need to contribute to the precinct	●	●	●	●	●	●	●	●
Buildings need to be sustainably designed		●	●	●			●	
Buildings need to integrate landscape		●	●	●				
Buildings need to be good neighbours	●	●			●		●	●
Streets need to be safe and engaging	●			●	●	●	●	●
Streets and parks need to stay sunny	●				●		●	

Table 1. Built form metrics that give effect to the design strategies.

Introduction

The study area.

Figure 5 indicates the extent of the study area which is centred along High Street, extending from Bell Street in the south to Wild Street in the north. It also includes major civic anchors including the Preston Market (currently subject to a State Government Planning Framework process), Preston City Hall, Preston Library, Preston Oval and the Darebin Arts and Education Centre. The study area sits within a low-scale residential context which includes pockets of heritage significance. To the south-east of the study area are three schools and to the west is the tertiary education institution - Melbourne Polytechnic.

The exact boundary of the study area is defined by the existing Priority Development Zone (adopted in the planning scheme) with some minor modifications.[1]

The need for updated guidance.

The built form guidance for Preston Central was first implemented in 2007 and then amended in 2014. Since then, the projected population growth for Preston Central has increased significantly with the population anticipated to double in size by 2041.[2] This development pressure reflects that expansion of Melbourne to the north and the general development pressure on larger scale sites along transport corridors in inner Melbourne.

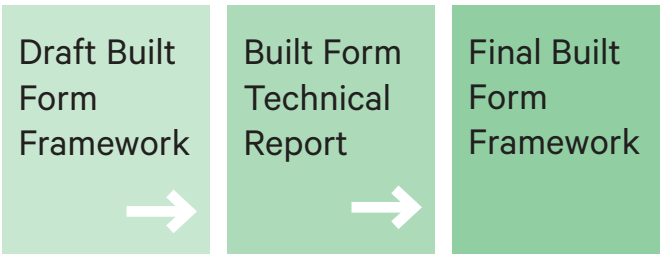

Figure 4. Preparation of the Final Built Form Framework.

The influence of major projects.

The Preston Market redevelopment and the Level Crossing Removal project represent two state-significant projects that will have a major influence on the character of Preston Central:

PRESTON MARKET REDEVELOPMENT

Preston Market is fundamental to the identity of Preston Central and its future redevelopment will have a significant influence on the character and function of Preston Central. The Victorian Planning Authority (VPA) released the Draft Preston Market Precinct Structure Plan in May, consultation on the Plan is now closed with submissions currently under consideration by the VPA.

Draft buildings heights on the site range between 10 to 14 storeys in height. This signifies a significant change in the scale of buildings in Preston Central with existing preferred maximum heights of between 4 and 8 storeys (with the exclusion of the Preston Market site).[3]

LEVEL CROSSING REMOVAL PROJECT

The State Government is removing three congested level crossings within the study area at Bell Street, Cramer Street and Murray Road. This will mean that the rail line is raised over the roads on the Mernda line and two new stations will be built as part of the upgrade - Bell Station and Preston Station. This will also mean the delivery of new open spaces and improved local east-west connections for the community. Figure 5 indicates the location of the level crossing removals and the preferred locations for new liner open spaces.

1 See appendix for a more detailed description of the study area boundary.

2 Future Preston Urban Design Issues and Opportunities Paper

3 See appendix for a map of existing heights.

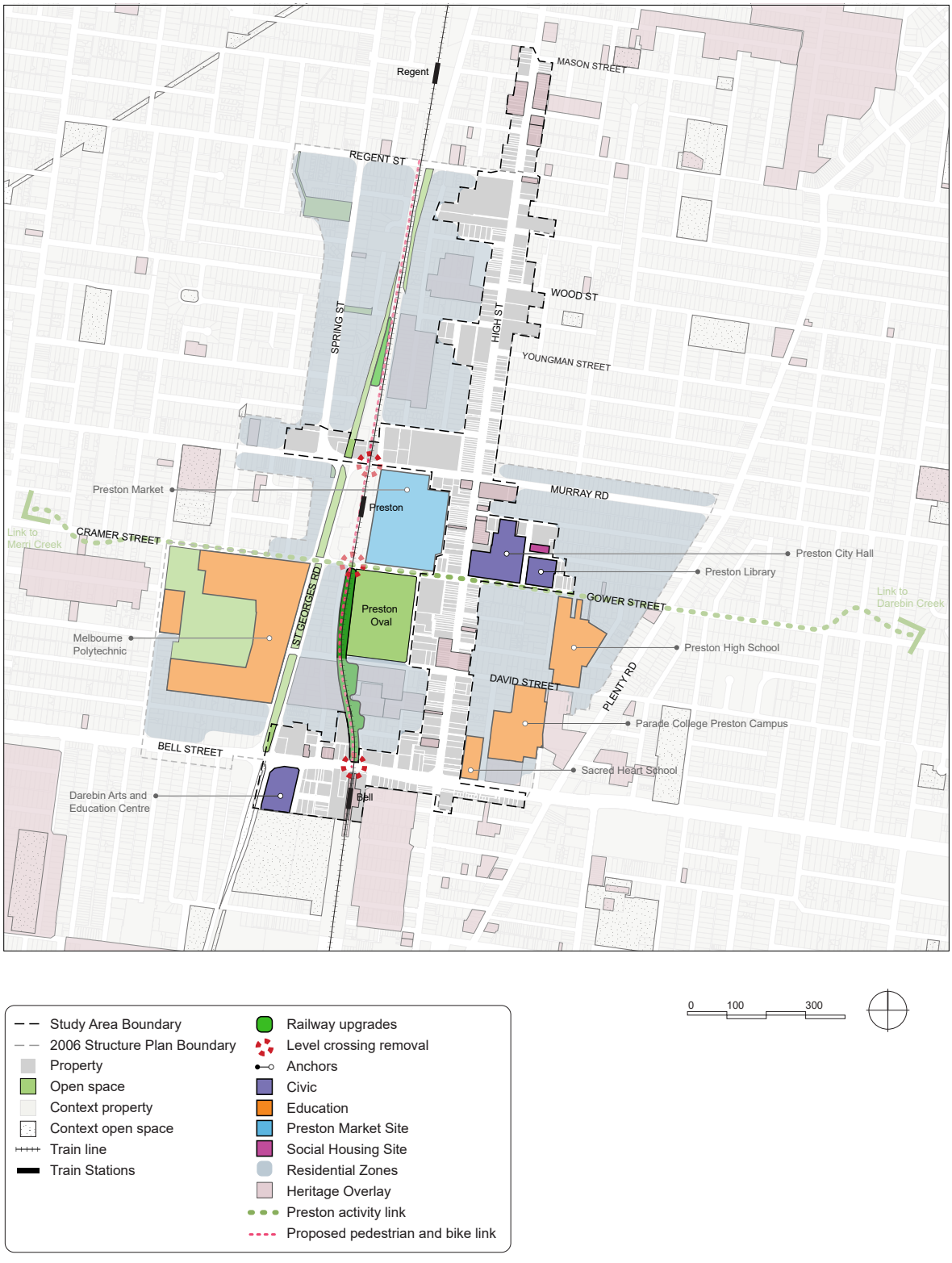

Figure 5. Context map.

Emerging design issues

The emerging design issues.

An assessment of 15 development applications in Preston Central identified 12 common design issues across recent development applications (see page 90). The most prevalent issues were related to poor siting and massing while less prevalent issues were related to design resolution. In some instances, a lack of sufficient information provided during the application process meant that issues could not be adequately assessed without the provision of further information from the proponent.

SITING AND MASSING

There were multiple design issues that emerged as a result of the poor massing and siting of buildings in the initial stage of the design process. This included negative impacts on the public realm due to visual bulk and overshadowing; poor amenity outcomes internally including limited access to daylight and private open space; insufficient ventilation and low-quality outlook; and impacts on neighbouring properties including insufficient building setbacks, overshadowing and overlooking. Other issues included minimal landscape provision, inability to deliver canopy trees due to soil depths and insufficient dwelling diversity.

DESIGN RESOLUTION

There were additional issues that were related to a more detailed level of design resolution. These included an insufficient sense of address, poor ground floor resolution, lack of water sensitive urban design, limited use of Environmentally Sustainable Design (ESD) infrastructure, poorly resolved facade design and low-quality material selection.

The role of process.

Many of the design issues that arise in the design process are a result of decisions made in the early stages of the design process. For example, the selection of an inappropriate building typology for a site might result in multiple apartments with no cross-ventilation. Until these core design issues are resolved, it is inefficient for the proponent and the decision-maker to assess the more detailed aspects of the design, for example, the design of the building entrance.

The opportunity.

There is an opportunity to improve the application process to allow for a more effective decision-making process. A two-stage process would allow core design issues related to siting and massing to be resolved in the first stage and design resolution to be resolved in the second stage (see Figure 6).

Further to this, more clarity is needed on the application requirements at each stage. Applications are often lacking key information that is required to effectively assess an application. For example, detailed elevations of the ground floor should be required in the second stage of an application to ensure that the design resolution of the ground floor can be effectively assessed.

'Design Excellence is both a process and an outcome, a way of thinking and a result of making. Good design outcomes result from good processes.'

— Government Architect NSW, 2017

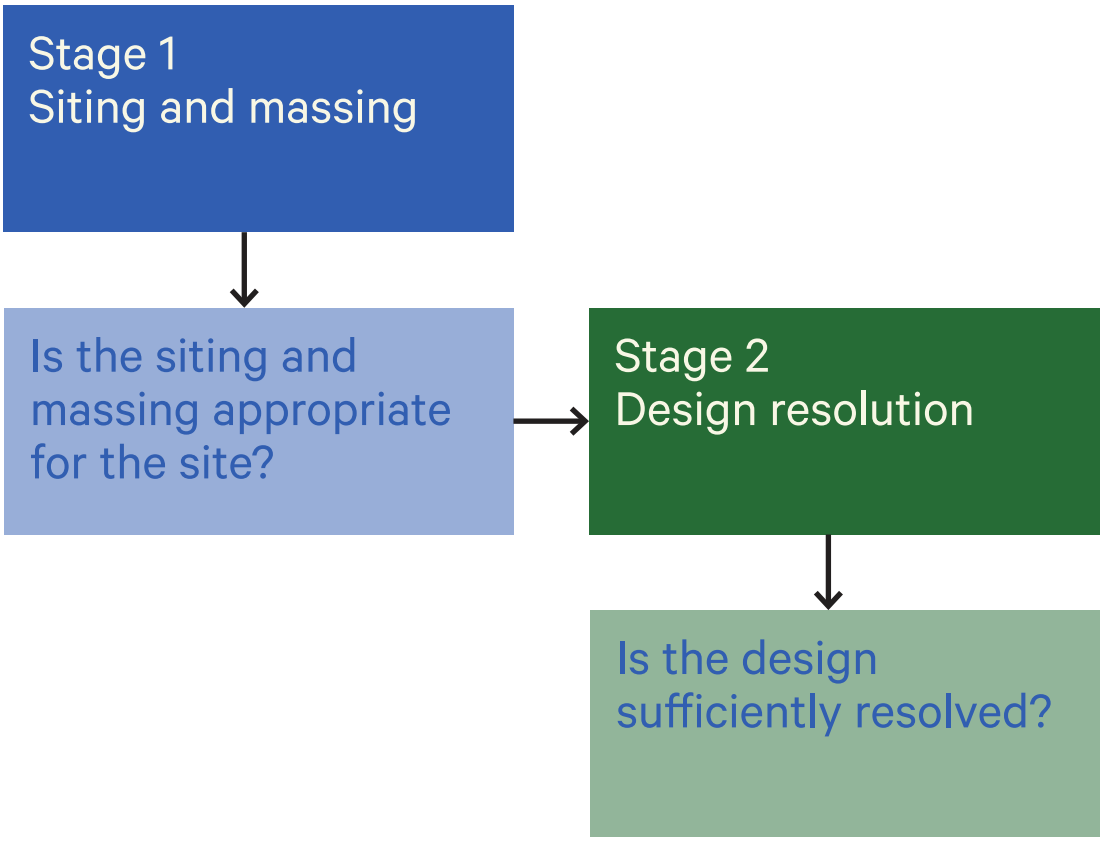

Figure 6. A more effective application process.

Good design strategies are the foundation of good design outcomes. These six design strategies have been developed to provide a clear vision for the future of development in Preston Central.[1]

Pictured to the right is the central stairway at 122 Roseneath Street, Clifton Hill. Building designed by Fieldwork and photo sourced from Wulff Projects.

Figure 7. Six strategies for good design.

1 These design strategies integrate the opportunities identified in the Preston Central Urban Design Issues and Opportunities Report and the Future Preston Community Directions Report.


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Buildings need to contribute to the precinct

The context.

There are six precincts identified in Preston Central, each with their own unique character and land uses.[1] The characteristics include rows of heritage buildings, retail uses at the ground floor, awnings, median trees and walkways through buildings.

There are two types of precincts, those that are likely to undergo transformative change and those that are likely to change incrementally.

INCREMENTAL CHANGE

High Street and High Street North are likely to change incrementally. These precincts have a fine-grain character with predominantly low-scale buildings (1-2 storeys) and a number of heritage buildings.

TRANSFORMATIVE CHANGE

The Market Precinct, Regent Precinct, Bell Street Precinct and Civic Precinct are likely to undergo more transformative change. These precincts have a mixed character with industrial, commercial, residential and civic buildings and are in close proximity to railway stations.

The design strategy.

Buildings should make a positive contribution to Preston Central by enhancing the valued characteristics that are particular to each of the precincts. This could include contributing to upgrades to the public realm, providing a specific response to heritage buildings, or providing new walkways through buildings. Larger-scale sites afford greater opportunities as they are generally able to make a more significant public contribution due to their size.

The following pages provide an overview of the existing character in each of these precincts. This analysis of the existing character will inform the place-specific design objectives to guide design outcomes in each of these precincts.

Figure 8. The six precincts.

1 These precincts were informed by the existing precincts in the 2006 Structure Plan but have been reviewed and simplified for the purpose of this project.

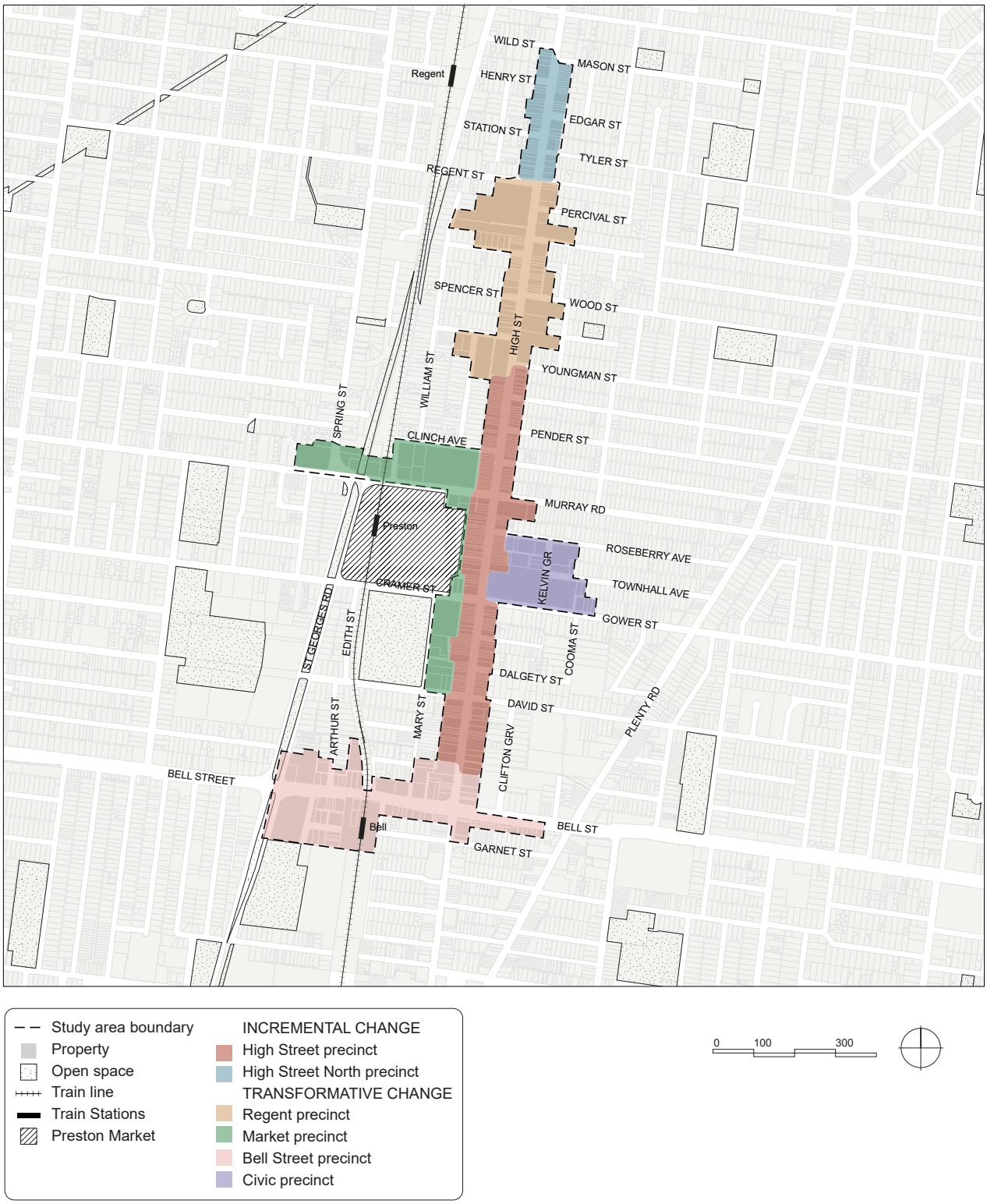


Figure 9. Precincts map.

The existing character.

High Street is the central street in Preston Central and is lined with shops, cafes and restaurants. The precinct has a mix of buildings of different styles and eras and many of the buildings are adorned with colourful signage.

There is a cluster of heritage shopfronts to the north of David Street and to the north of Gower Street (east side). There are also several individual heritage buildings (see Image 3) and heritage buildings at intersections which create important visual landmarks in the public realm.

The majority of sites are small and narrow and buildings are predominantly between 1 and 2 storeys. The lot widths range from 30m-70m and the lot depths are mostly around 5m-10m. The buildings have awnings at ground level creating consistent shelter for those walking along the street. Many of the buildings have interesting parapet designs (see Image 2).

High Street has tree planting in the centre of the street between Bell Street and Murray Road. This makes the street feel green in sections, particularly in areas where the trees are more mature.

Image 1. Corner heritage building with an awning and decorative parapets.
Source: Hodyl & Co, 2021

Image 2. High Street shop frontages with decorative parapets.
Source: Hodyl & Co, 2021

Image 3. Heritage building on at 308 High Street with a pitched roof.
Source: Hodyl & Co, 2021

Image 4. Median strip along High Street with tree planting.
Source: Hodyl & Co, 2021

Figure 10. High Street Precinct Aerial.

The existing character

The Regent Precinct is the continuation of High Street to the north and has predominantly large format warehousing and car yards for industrial uses.

There is only one heritage building in the area. However, there are clusters of old commercial buildings have been retained and are being used as cafes and retail spaces (see Image 8).

The majority of sites are large scale and have high potential for new developments (see Image 7). New buildings are already being constructed on larger sites in the area (see Image 5). Many of these developments are built to the boundary with little to no open space provided on site.

Multiple sites have on-site parking located to the front of the property, similar spaces have been converted to provide space for outdoor dining further south along the High Street. This industrial typology provides potential for adapted use for creative industries, an example of this is the music recording studio The Jam Hut (see Image 6).

Low-scale residential areas are located to the east and west of the precinct. There is very limited existing open space within the precinct, the closest park is located in the neighbouring residential area to the east. There is limited street planting within the precinct.

Image 5. New Quest development
Source: Hodyl & Co, 2021

Image 6. On site carparking at the Jam Hut, a music recording studio.
Source: Hodyl & Co, 2021

Image 7. Toyota site - key redevelopment site
Source: Hodyl & Co, 2021

Image 8. Small commercial buildings
Source: Hodyl & Co, 2021

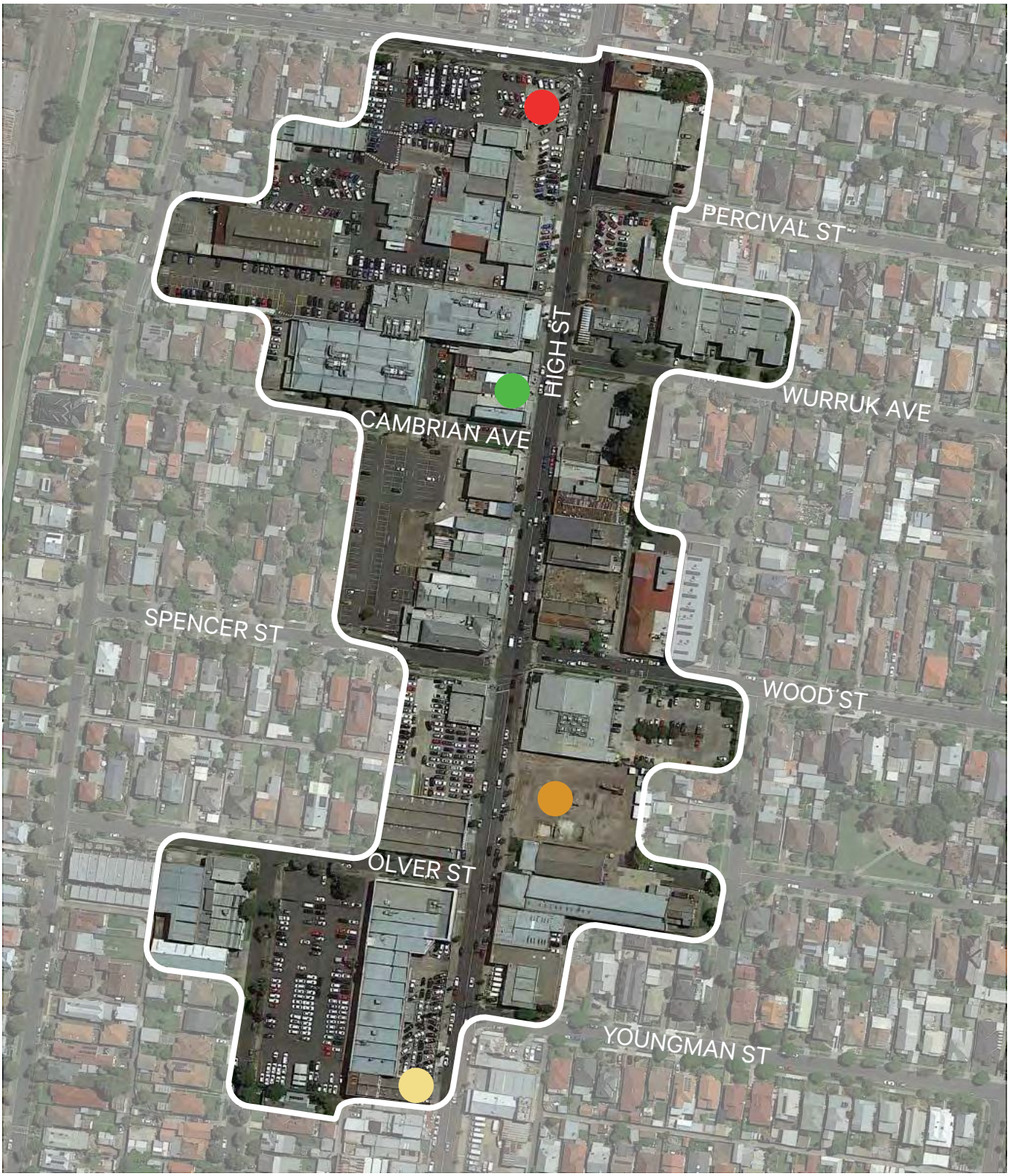


Figure 11. Regent Precinct aerial

The existing character.

The Market Precinct sits between High Street and Preston Station. The Market Precinct excludes the Preston Market but is informed by the vision for transformational change on the site. The precinct boundary includes sites that surround Preston Market including those that interface Preston Oval and those that interface Murray Road.

The sites within the precinct are medium to large scale with mostly commercial buildings but also some residential apartments. There are no heritage buildings in the precinct.

The market is connected to High Street in the east through informal walkways through buildings. To the south of the market is the Preston Oval which is a well-used, large recreational space. The buildings that interface the oval are a mixture of office and residential buildings (see Image 12).

The sites on Murray Road sit between a busy road in the south and houses to the north (see Image 10). A few of these sites have been redeveloped, but there are several large sites that are likely to have significant development pressure.

PRESTON MARKET

The Preston Market is in the centre of the precinct and the future outcome for the sites are being developed through a separate process. The site is currently home to a large, single storey structure surrounded by outdoor carparking (see Image 9). The market is very well-loved and frequented by the community. As well as food shopping, there are places to sit, eat and enjoy entertainment within the market.

Image 9. Preston Market as viewed from the carpark.
Source: Hodyl & Co, 2021

Image 10. View of a contemporary development to the north of Murray Road.
Source: Hodyl & Co, 2021

Image 11. Government services on Murray Road.
Source: Hodyl & Co, 2021

Image 12. Mary Street with Preston Oval to the west.
Source: Hodyl & Co, 2021

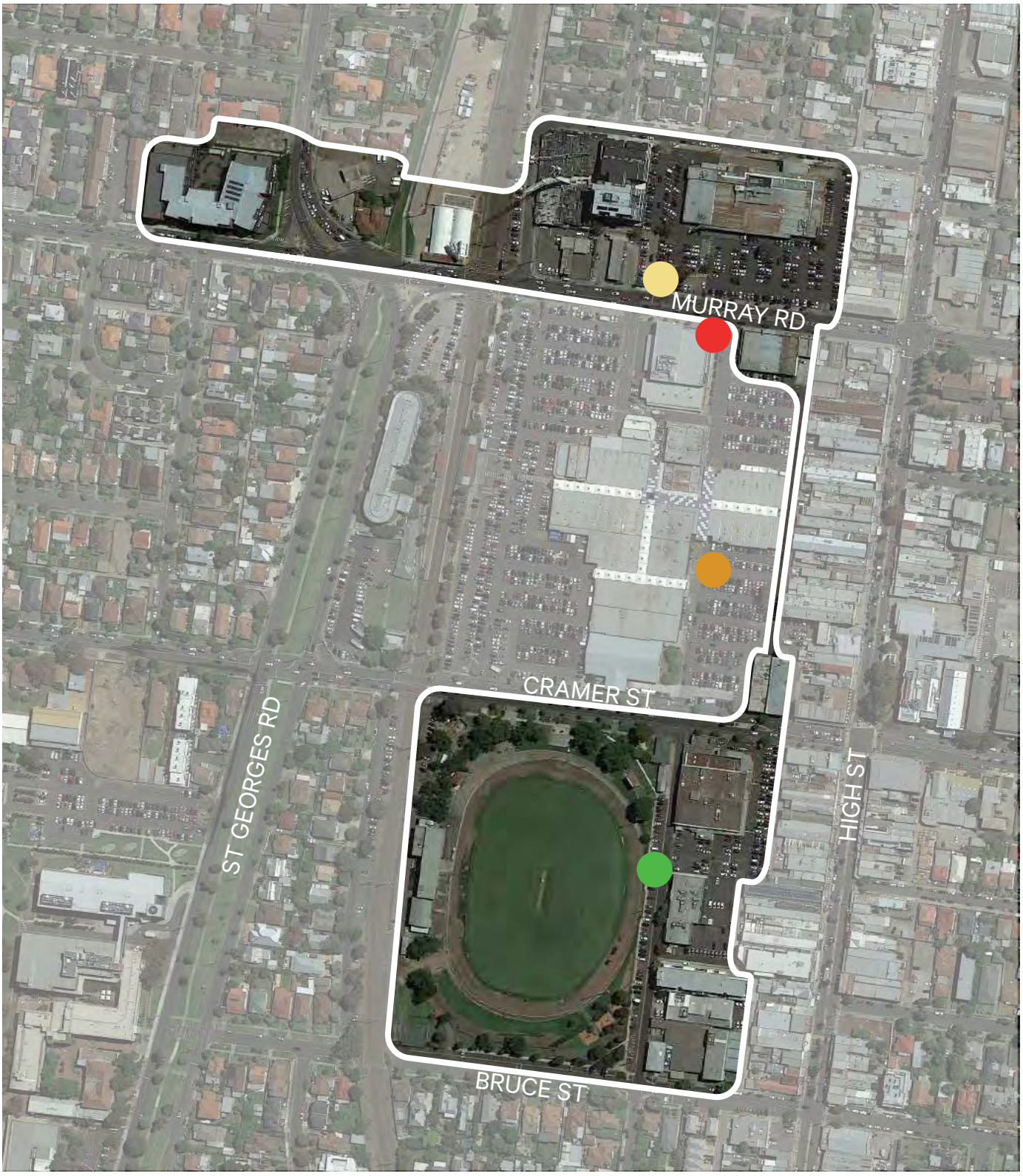


Figure 12. Market Precinct Aerial

The existing character.

The Civic Precinct is home to many civic buildings that serve the broader community of Darebin including the Darebin Town Hall, the Preston Library, the Preston Police Station and a local childcare centre. A Masterplan was prepared for the Civic Precinct in 2006.

The Town Hall and council offices are heritage listed as well as the old police station to the north of the precinct. A council owned carpark to the south of the Preston Police Station (see Image 15) has been flagged as a site for affordable housing provision and plans are currently in progress for this site.

This precinct is relatively disconnected from High Street with no formal links that connect to High Street in the west. However, the property at 421 High Street has been acquired by council to create an east-west link through the precinct (indicated in blue on the aerial) as proposed in the 2006 Preston Central Structure Plan.

There are many native trees planted in this precinct and small green spaces, play spaces and seating areas around the Preston Library (see Image 16). There are also large areas of outdoor carparking that sit behind the Preston Town Hall and the historic Preston Police Station (see Image 13).

Image 13. Historic Police Station.
Source: Hodyl & Co, 2021

Image 14. Darebin Town Hall.
Source: Hodyl & Co, 2021

Image 15. Carparking that has been identified as a site for affordable housing delivery. Source: Hodyl & Co, 2021

Image 16. Preston Library.
Source: Hodyl & Co, 2021

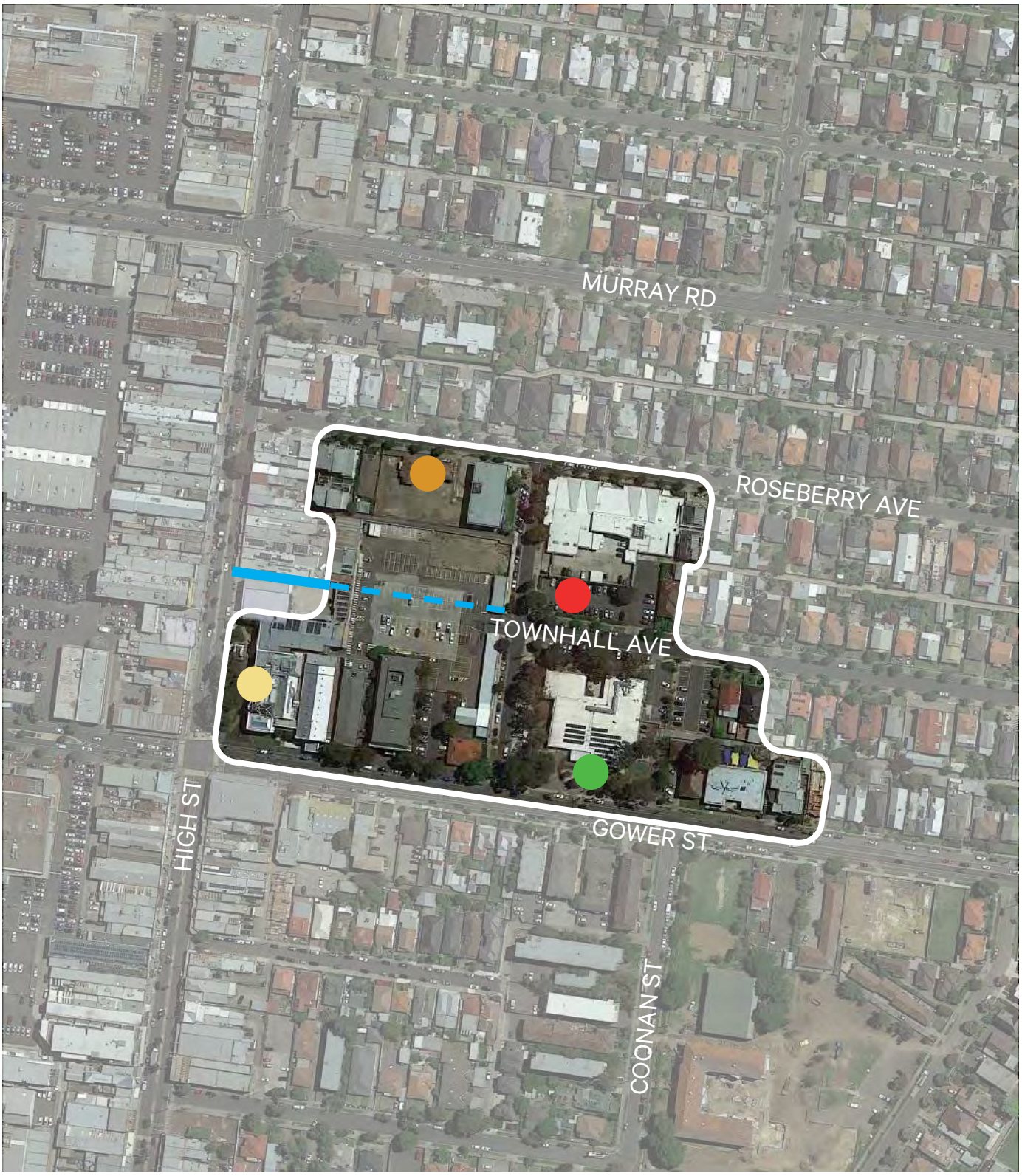


Figure 13. Civic Precinct aerial

The existing character.

The High Street North Precinct has a mixed character with different types of heritage buildings (see Image 18), car yards and industrial buildings. There are also a mixture of uses including gyms (see Image 17), wholesalers, restaurants and cafe. This mix of industrial, heritage and commercial buildings means that different types of uses are able to be supported.

Most of the sites are small and narrow with 1 to 2 storey buildings. The lot sizes for these sites range from 30m-50m depp and 5m-30m wide. Most of the buildings have rear laneways which provides separation between these sites and the houses to the east and the west. However, there are no laneways to the south of the precinct where there are several warehouses and outdoor carparks (see Image 20).

There are minimal new buildings in this precinct with the exception of a modest three storey apartment building (see Image 19).

The quality of the public realm is moderate with low-quality footpaths and intermittent street planting along the footpath. There are small examples of planting in private sites at the street frontage which contributes to greening along High Street. The residential streets that intersect with High Street generally have nature strips which add to the greening along the street.

Image 17. Health and fitness centre.
Source: Google Maps, 2021

Image 18. Heritage buildings that are now home to social services and a chiropractor. Source: Google Maps, 2021

Image 19. Industrial building that has no street interface.
Source: Google Maps, 2021

Image 20. Carpark on corner site
Source: Google Maps, 2021

Figure 14. High Street North Precinct aerial

The existing character.

The Bell Street Precinct is to the south of the study area and is oriented east-west along Bell Street. Bell Station (see Image 23) is to the west of the precinct and will be upgraded as part of the Level Crossing Removal Project.

There are predominately large sites in the precinct and several of these have been redeveloped into large-scale commercial and residential buildings. There are no existing heritage buildings in the precinct. The majority of existing buildings are multi-story commercial and residential buildings.

The Darebin Arts and Entertainment Centre and Bell Station are key anchors in the precinct. The heavy traffic along Bell Street makes it an unpleasant pedestrian route to access these key anchors. In general, there is little relief or buffers between the traffic and pedestrians. However, the tree lined median to the east of Bell Street contributes to greening along the street.

Image 21. Trees in central median on Bell Street.
Source: Google Maps, 2021

Image 22. Car yard on Bell Street.
Source: Hodyl & Co, 2021

Image 23. Bell Street level crossing.
Source: Hodyl & Co, 2021

Image 24. A multi-storey residential building on Bell Street.
Source: Google Maps, 2021

Figure 15. Bell St aerial.

Buildings need to be sustainably designed

The context.

Buildings need to be sustainably designed to minimise energy demand and make buildings more comfortable on the inside. Buildings should also contribute to broader environmental objectives, for example, meeting canopy cover targets and managing flooding impacts naturally.

The design strategy.

New buildings should be designed to reduce energy consumption through reduced reliance on artificial lighting, heating and cooling. This can be achieved by optimising access to daylight, creating good thermal mass, integrating landscape to reduce runoff and heat gain and supporting natural ventilation to internal spaces (see Figure 16).

The ability for a project to achieve sustainable outcomes is related to the selected building typology and its appropriateness for the site in question. Buildings with large floorplates that seek to maximise the amount of floorspace delivered within a site can result in unsustainable buildings forms that are overly reliant on artificial lighting, heating and cooling. Built form guidance that supports design flexibility has the potential to support innovative site layouts that are responsive to environmental conditions.

Image 25. Garden roof top of the Arkadia building designed by Breathe Architecture and photographed by Tom Ross. Arkadia has won 10 awards since its completion in 2020 including the Sustainability Award for Multiple Dwellings.

Daylight access

Buildings with good daylight access reduce their reliance on artificial light and therefore reduce their energy demand. Achieving good internal daylight is about creating a building footprint that optimises access to daylight. This can occur through shallow floorplates, large light-wells, separation between buildings, sufficient window sizes and adequate floor to floor ceiling heights.

Natural ventilation

Buildings with good natural ventilation can be cooled down without relying on artificial cooling. This means that buildings are more comfortable on the inside and that common issues related to poor ventilation, including mould, can be avoided. Cross-ventilation is the optimal approach to achieving natural ventilation.

Thermal mass

A building with good thermal mass stabilises the environment internally and reduces fluctuations in temperature during extreme weather periods. A good thermal mass can be achieved through the use of dense building materials and the use of insulation in floors and ceilings. Other design responses, including climate responsive facade design, can also assist in reducing reliance on artificial cooling.

Landscape integration

The integration of landscape into the design of buildings can reduce heat gain, contribute to natural water management and support increased tree canopy cover. The integration of landscape into the ground floor, facade and roof design offers natural cooling benefits. A reduction in site coverage to dedicate space to landscape improves the permeability of sites and allows for the planting of mature trees.

Figure 16. Design responses that reduce reliance on artificial lighting, heating and cooling.

Buildings need to integrate landscape

The context.

Maximum site coverage controls and landscaping requirements are common in residential zones in Victoria. However, these have been less commonly applied in areas designated for a higher scale of development.

Higher scale buildings often have high levels of site coverage and provide limited landscape at the ground floor. This issue is exacerbated by the inclusion of underground carparking which limits the ability to plant more substantial trees due to minimal soil depths.

There is existing policy[1] in Preston Central that requires ground floor setbacks at the rear of buildings fronting High Street. This is to provide a transition between the taller buildings on High Street and the houses to the east and west of High Street. However, generally these setbacks aren't being delivered and there is no requirement to integrate landscape into these setbacks.

There is a negative cumulative impact when buildings are consistently built with high site coverage and with a lack of integrated landscape. This includes poor drainage, a decline in tree canopy, loss of biodiversity, as well as missed opportunities to provide amenity within sites.

The design strategy.

There are different opportunities afforded in each of the different precincts to integrate landscape into the design of buildings. This depends on the character of each precincts and the anticipated degree of change.

Image 26. Arkadia building designed by Breathe Architecture and photographed by Tom Ross. Arkadia is an example of a building in which landscape is integrated into the design of the building. The building has a large central open space which provides an attractive outlook for apartments and townhouses oriented to the open space.

1 Clause 22.05 High Street Corridor Land Use and Urban Design.

Buildings need to be good neighbours

The context.

It is important to design buildings that result in good design outcomes for the buildings they sit alongside. Typical issues that arise between neighbouring buildings are overlooking, overshadowing and visual bulk impacts.

Overlooking is often poorly managed through the use of screening which has a negative impact on internal uses as it obstructs views and reduces daylight. Outlook is often 'borrowed' from neighbouring sites without consideration of the future buildings that might be built on these neighbouring sites in the future. These types of issues can be managed by providing separation between buildings, the use of landscape (instead of screening) and the management of views through carefully located windows.

These types of issues are particularly challenging at the edges of the study area where higher buildings are proposed to interface with single storey houses. This is easier to manage if there is a laneway separating the different types of buildings. It is more difficult to manage if sites directly interface sites (this is more common in the Regent Precinct and the Bell Precinct).

There are existing requirements that apply at the edges of the study area which have been found to result in the following unfavourable outcomes:

- The existing side interface controls do not provide sufficient separation between buildings to create good design outcomes internally or for neighbouring sites.
- The existing rear interface controls are not being adhered to and provide insufficient guidance on the preferred function and use of the ground floor setbacks provided to the rear.

Image 27. View of the Quest redevelopment (6 storeys) on High Street as viewed from Hubert Street. This site directly interfaces a low-scale residential area with no laneway in between.

The design strategy.

There is an opportunity to design new buildings that provide positive interfaces to the houses that interface with the study area. This guidance should provide clarity on the intended function and design at these interfaces. This is especially important in areas where there is no existing laneway in order to create a buffer between different scales of development.

Streets need to be safe and engaging

The context.

Streets must feel safe and engaging to be enjoyed by the public. An important part of delivering safe streets is making sure that there are enough 'eyes on the street'.[1] This requires activities to occur within buildings that are visible from the street, creating interaction between those that are indoors and those that are outdoors. Buildings with large blank walls, above ground carparking or services that dominate the street reduce the opportunities for these types of interactions.

Buildings make a positive contribution to the street when building entrances are clearly legible, services are thoughtfully designed, internal uses are visible from the street (unless these uses require privacy) and the impact of carparking entrances is minimised.

More specifically, different types of streets have different types of design requirements and this is often related to the types of uses that occur in buildings along the street. For example, buildings along retail streets will typically be built to the street edge, have consistent awnings and integrate signage into the design of the ground floor.

The design strategy.

There is an opportunity to provide built form guidance on the preferred design of the street interface in each precinct. This includes ground floor setbacks, street wall heights and upper-level setbacks. There is also an opportunity to recommend changes to the design High Street to create a better quality environment for pedestrians and cyclists.

Image 28. Awnings, decorative building parapets and integrated signage along High Street.

1 Concept developed by Jane Jacobs which contends that when there are 'eyes on the street' the street is safer and social cohesion is improved.

Streets and parks need to stay sunny

The context.

Protecting access to sunlight in parks and well used streets is important to the ongoing success and comfort of these public spaces. Sunlight access is typically protected between 11am and 2pm at the spring equinox. This is because public spaces are often well used at this sunny time in the day. Best-practice approaches to sunlight protection apply a higher level of protection to public open spaces than streets by protecting these spaces between 11am and 2pm at the winter solstice.

The design strategy

Key streets and open spaces should be protected from overshadowing. Built form guidance on height limits, interface controls and solar access should be provided to ensure new buildings do not limit solar access to key streets and open spaces.

Image 29. Dappled sunlight along the footpath of High Street.

Implementing strategies

Table 2 summarises the built form controls that will be used to implement the six design strategies for Preston Central. The translation of these design strategies into metrics will ensure that they are measurable and implementable. The provision of these metrics ensures that development proponents and those assessing applications have clarity on the preferred outcomes.

DESIGN STRATEGY	Height controls	Floor Area Ratio controls	Site coverage controls	Ground floor landscape controls	Solar access controls	Street wall heights and upper-level setbacks	Building separation controls	Sensitive interface controls
Buildings need to contribute to the precinct	●	●	●	●	●	●	●	●
Buildings need to be sustainably designed		●	●	●			●	
Buildings need to integrate landscape		●	●	●				
Buildings need to be good neighbours	●	●			●		●	●
Streets need to be safe and engaging	●			●	●	●	●	●
Streets and parks need to stay sunny	●				●		●	

Table 2. Built form metrics that give effect to the design strategies.

Determining built form controls

A Technical Report has been prepared which tested the built form controls including:

- Height controls
- Floor Area Ratio controls
- Site coverage controls
- Solar access controls
- Sensitive interface controls
- Street wall heights and upper-level setbacks

This Technical Report include the following types of testing:

- Sensitive interface testing
- Solar testing
- Site-specific testing

The site-specific testing was used to test whether the built form controls worked well together. This led to refinements to the proposed controls. Two sites were tested in each precinct.

Height controls

Height controls provide certainty to the community and development proponents about the level of growth that is anticipated. Height controls ensure that development growth is balanced with other objectives to maintain the quality of the environment as outlined in the six design strategies for Preston Central. The Technical Report was used to test and refine the heights for Preston Central.

FAR controls

A FAR control is proposed to manage the overall density allowable within sites and have a direct relationship to the preferred heights. The FARs were tested and refined in the Technical Report to ensure that they aligned with the suite of proposed built form controls.

FARs support context responsive, sustainable design. Controlling the amount of floorspace that can be delivered on a site is a direct and effective way of supporting design responses that respond to context. Further to this, FARs support the design of more sustainable building forms by facilitating the delivery of building typologies that have reduced reliance on artificial lighting, heating and cooling.

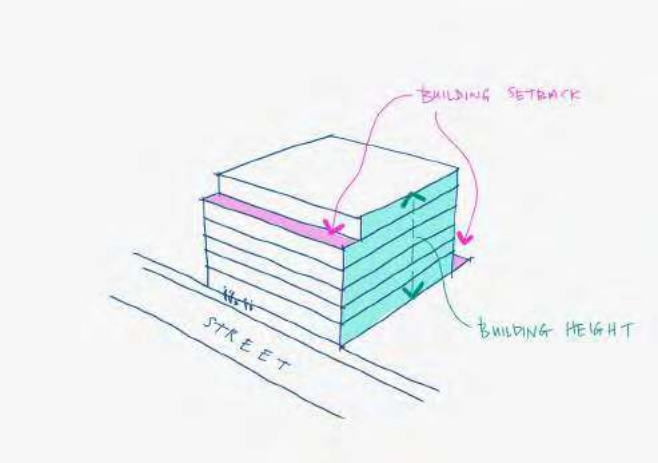


Figure 17. Building envelope controls (e.g. heights and setbacks)

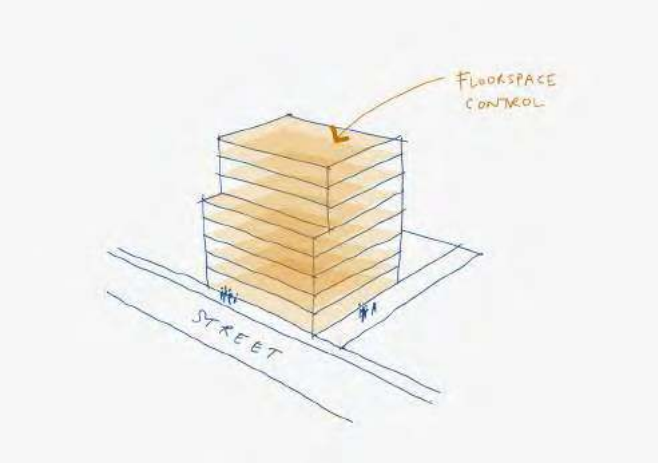


Figure 18. Building density controls (e.g. floor area ratio controls).

This is because FARs set the amount of floorspace that can be delivered within a site and thereby remove the focus from maximising floorspace, to maximising design benefits. This reduces the pressure to deliver excess floorspace within built form envelopes which can lead to poorly designed buildings that are unsustainable by design. These FAR controls needs to be mandatory to have meaningful effect.

Floor Area Ratio (FAR) control the total floor area of a building in relation to the area of the site. It is important to set the FAR at a level that balances support for development intensification with the delivery of well-designed buildings.

Design outcomes that can be facilitated through the use of FARs include:

- Sufficient daylight and sunlight access to interiors of buildings.
- Provision of high-quality outlook from internal apartment areas.
- Integration of ground floor landscape outcomes.
- Avoidance of building designs that 'fill' the built form envelope (in order to maximise the amount of floorspace) rather than delivering the best design outcome.

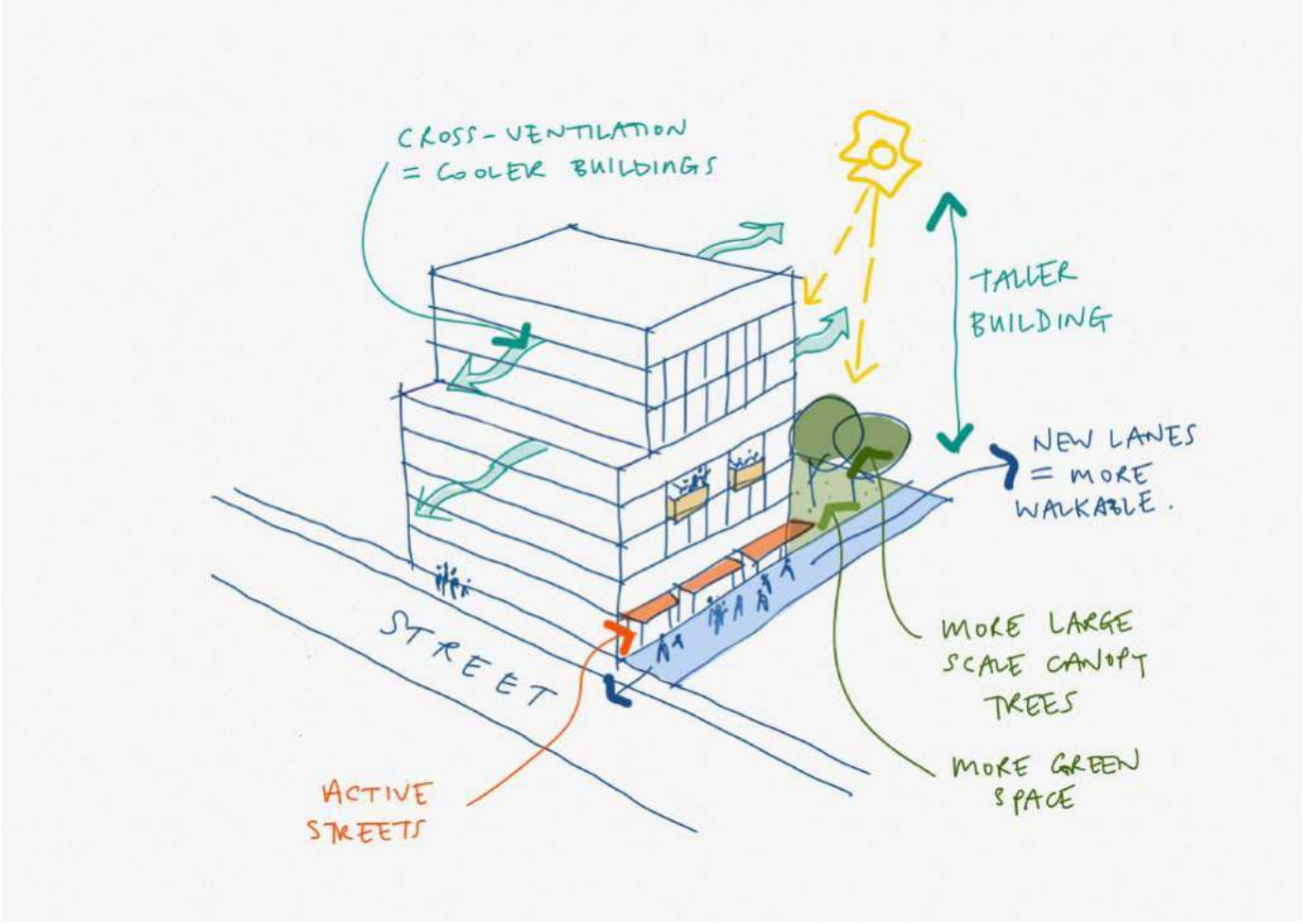


Figure 19. Design outcomes that can be facilitated through the use of building envelope controls used in tandem with building density controls.

Site coverage controls

Site coverage controls manage the degree to which a building can 'cover' a site. Limiting the extent of site coverage means that there are remaining areas within sites that remain unbuilt. This allows for landscaping to be integrated into the design of buildings and for surfaces to remain permeable. Permeable surfaces allow water to permeate the soil, filter out pollutants and recharge the water table. This helps to manage drainage and Urban Heat Island Effect while contributing to the greening of Preston Central.

Different levels of site coverage are proposed that align with the proposed building heights across the precincts. The FAR controls are set at a level that ensures that the site coverage controls can be met. The proposed ground floor landscape controls are calculated to correspond to these site coverage controls.

Ground floor landscape controls

There are various ways of incorporating landscape within built areas including the provision of landscaped setbacks, private open spaces and public open spaces. These greening strategies address multiple issues in urban areas including poor drainage, a decline in tree canopy, loss of biodiversity and lack of amenity. The Victorian Better Apartment Standards includes guidance and case studies on different approaches on integrating landscape into the design of buildings.

Solar access controls

Built form controls are proposed to protect key streets and public open spaces from overshadowing. This is consistent with best practice approaches to protecting solar access which applies a higher level of protection to public open spaces than to streets.

Street wall heights

The height of buildings at the street edge has a direct impact on the experience of pedestrians within the street. This element of the building is called the street wall height. Lowering the height of the building at the street interface creates a comfortable 'human-scale' where the building is most directly experienced from the public realm.

Upper-level setbacks

Setting back the upper-levels of buildings above the street wall enable the benefits of the preferred street wall height to be realised. Upper-level setbacks need to be of a sufficient depth to ensure that there is a clear delineation between the street wall and the building elements above.

Ground floor setbacks

Ground level setbacks refer to the space around a building if it is setback from the street or from the property boundary. Ground floor setbacks from the street can be used to create a transition zone between the public realm (e.g. the street) and the private realm (e.g. the building). This transition zone can be dedicated to different uses including ground floor landscaping and seating.

Building separation controls

Building separation is the minimum distance between buildings measured from the external wall or the edge of a balcony. Building separation ensures adequate space is provided between buildings to allow good natural light into buildings. It also minimises overlooking and acoustic disturbance, therefore creating a good amenity for balconies, apartments and commercial tenancies.

Sensitive interface controls

Sensitive interface controls are required to manage the transition between higher density forms within the study area and adjacent low-scale residential properties. These controls use a combination of ground floor setbacks, built form envelope controls and solar controls to provide a sensitive interface to these neighbouring properties.

The building heights, FAR controls and site coverage controls work together to drive good design outcomes in Preston Central. Table 3 outlines the proposed built form controls for each height area.

Proposed height controls

The proposed height controls have been determined through built form testing in the Technical Report. The recommendations allow for the anticipated development in Preston Central while sensitively responding to the residential context.

Height	FAR	Site coverage	Ground floor landscape
4	-	-	-
6	4:1	80%	10%
5 - 7	3:1	60%	20%
8	3.5:1	65%	17.5%
10	5.5:1	70%	15%

Table 3. Built form controls table

The 6 storey height limit proposed in the High Street precinct supports infill development of the fine grain sites along the High Street corridor. Sensitive interface controls manage the transition to neighbouring residential areas.

The 10 storey height limit proposed in the Market Precinct supports a scale of development that responds to the emerging context and the proposed redevelopment of the Preston Market site. The height decreases in the west to 6 storeys in order to sensitively transition to the residential context west of the railway line.

A mixture of heights is proposed in the Regent Precinct between 4-8 storeys. An 8 storey height limit is proposed on larger scale sites, a 6 storey height limit on fine grain sites along High Street and a 4 storey height limit to manage the transition to neighbouring residential areas.

A 5-7 storey height limit is proposed in the Civic Precinct. A 5 storey height limit is proposed across the majority of the precinct with a 7 storey height limit proposed to the centre of the precinct. This supports a reasonable scale of development without compromising the neighbouring residential areas.

The 6 storey height limit proposed in the High Street precinct supports infill development of the fine grain sites along the High Street corridor. Sensitive interface controls manage the transition to neighbouring residential areas.

A mixture of heights is proposed in the Bell Street Precinct between 4-10 storeys. This allows for a significant scale of development that responds to the emerging context and the proposed Level Crossing Removal Project. On the smaller sites to the east and north of the precinct a 4 storey height limit is proposed to manage the transition to neighbouring residential areas.

Figure 20. Height controls map

Proposed FAR controls

The proposed FAR controls have been determined through site-specific testing in the Technical Report. The recommendations allow for considerable development while encouraging well-designed buildings. The FAR controls vary in line with the proposed variation in heights.

An average of the results from the site-specific testing was used to determine the appropriate FAR controls for each height area. No FAR is proposed to apply to areas in which a 4 storey height control applies. These sites are smaller-scale and located at the edges of the study area. The built form envelope controls are considered sufficient to guide outcomes on these sites.

KEY	FAR
	FAR controls do not apply
	3:1
	3.5:1
	4:1
	5.5:1

Table 4. Proposed FAR controls

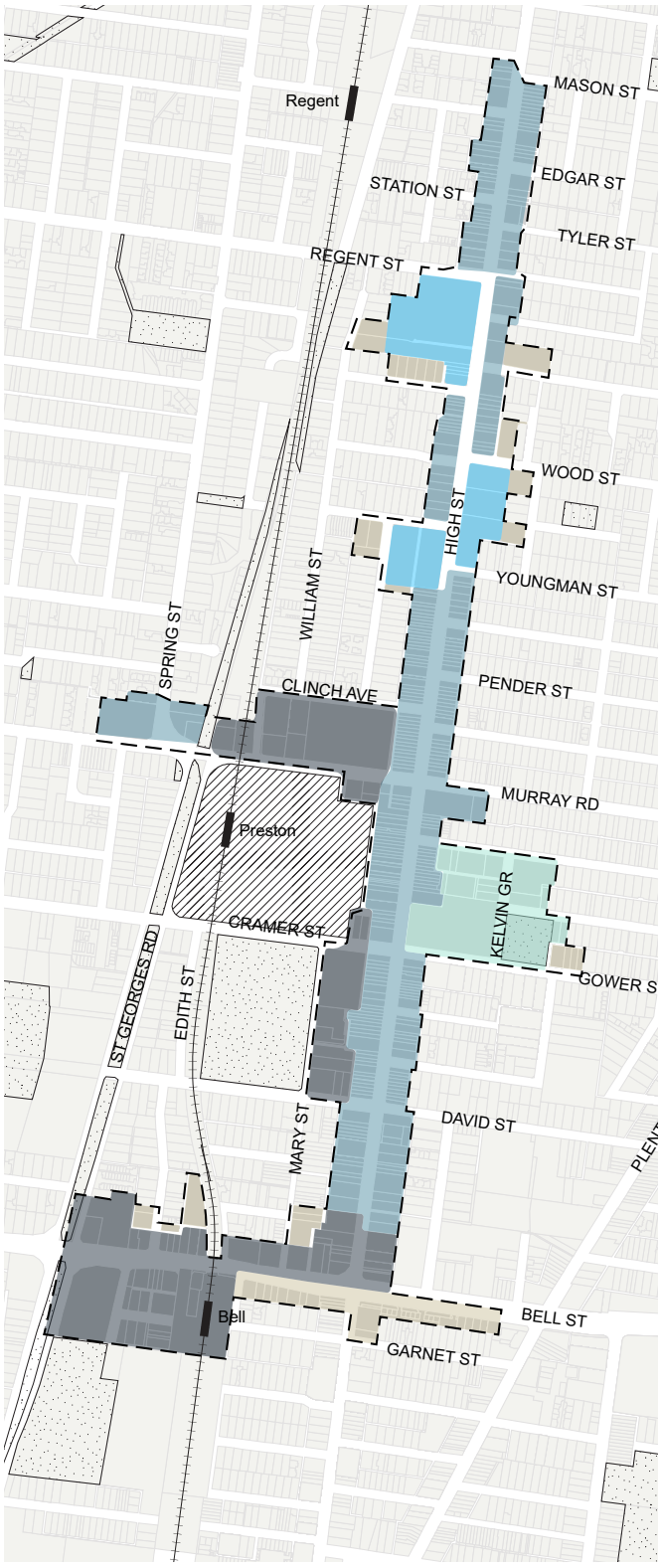


Figure 21. FAR controls map

Proposed site coverage controls

The site coverage controls were determined through site specific testing in the Technical Report. An average of the results from the site-specific testing was used to determine the appropriate site coverage controls for each height area. These site coverage controls respond to the different opportunities afforded in each of the precincts to integrate landscape into the design of buildings.

No site coverage controls are proposed to apply to areas in which a 4 storey height control applies. These sites are smaller-scale and located at the edges of the study area. The built form envelope controls are considered sufficient to guide outcomes on these sites.

Proposed ground floor landscape controls

The proposed ground floor landscape controls determine the percentage of the site required to be dedicated to ground floor landscaping. These metrics correspond to the site coverage controls and represent 50% of the non-built area.

KEY	Site coverage controls	Ground floor landscape controls
	Site coverage controls do not apply	Landscape controls do not apply
	80%	10%
	70%	15%
	65%	17.5%
	60%	20%

Table 5. Proposed ground floor landscape controls

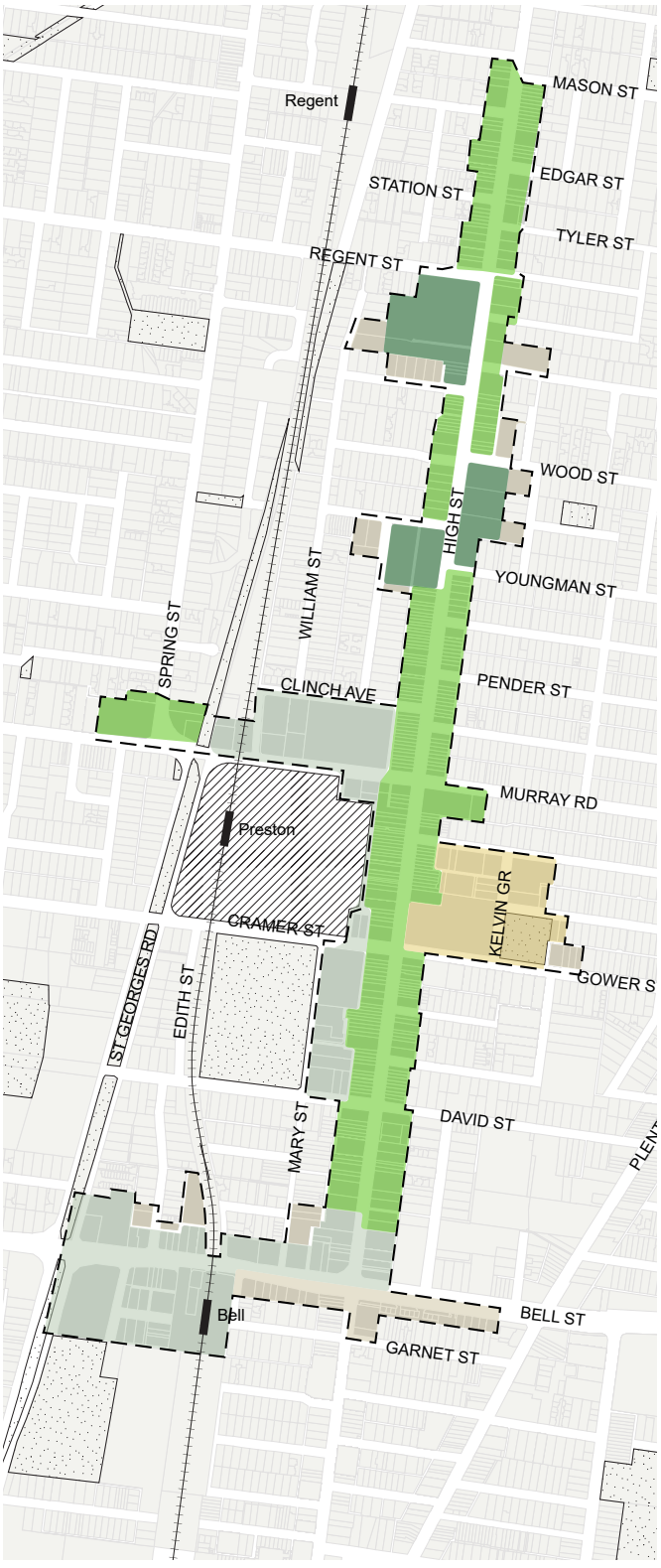


Figure 22. Ground floor landscape controls map

Solar access controls

The following built form controls are proposed to protect key streets and public open spaces from overshadowing. This is consistent with best practice approaches to protecting solar access which applies a higher level of protection to public open spaces than it does to streets.

KEY STREETS

- No overshadowing of the adjacent footpath on High Street between 11am and 2pm at the spring equinox.
- No overshadowing of the southern footpath of Gower Street between 11am and 2pm at the spring equinox.

PUBLIC OPEN SPACE

- No overshadowing of Preston Oval between 10am and 3pm at the winter solstice.
- No overshadowing of Ray Bramham Gardens between 10am and 3pm at the winter solstice.

These solar access controls were tested and refined in the Technical Report.

KEY	INTERFACE
	No overshadowing of the adjacent footpath between 11am and 2pm at the spring equinox.
	No overshadowing of public open space between 10am and 3pm at the winter solstice.

Table 6. Proposed solar access controls

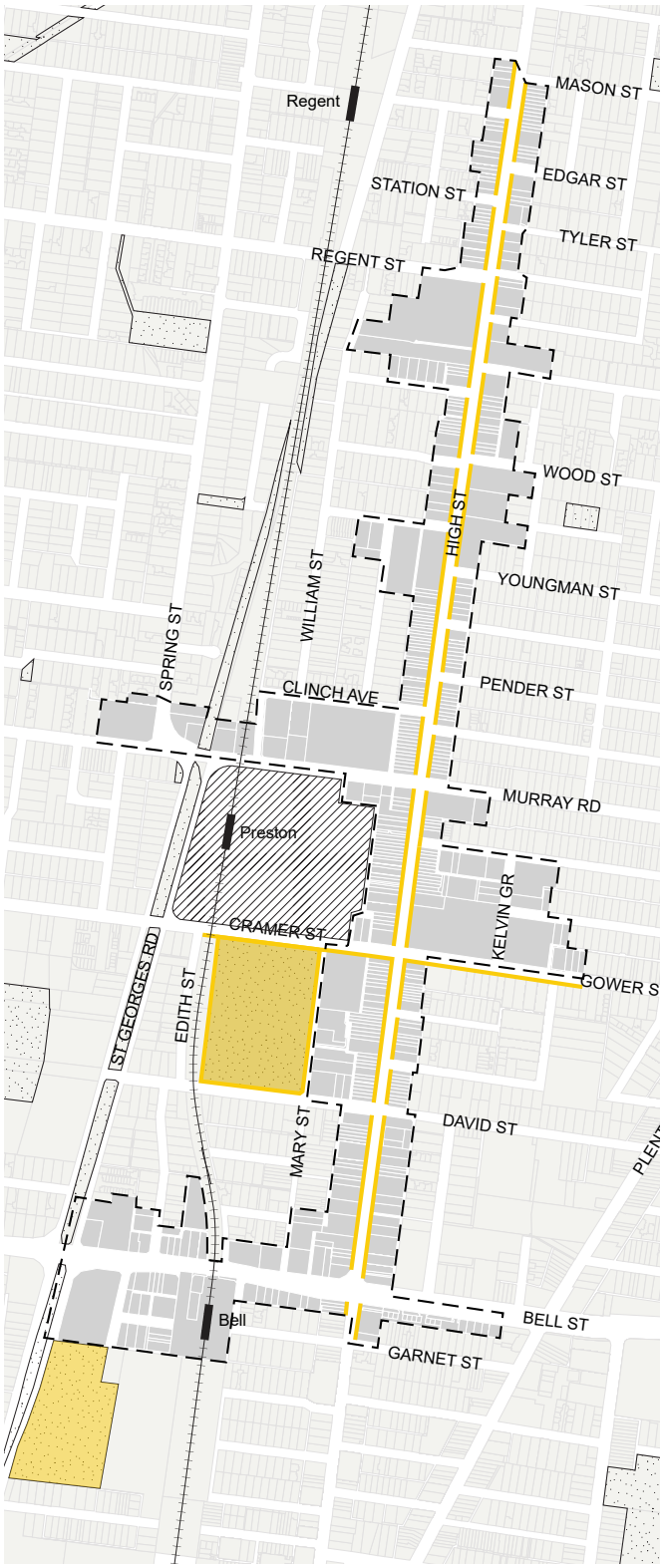


Figure 23. Solar access map

Sensitive interface guidance

Figure 24 categorises the different types of sensitive interfaces in the study area. Table 5 proposes rear and side profiles to guide design outcomes at these sensitive interfaces. These profiles achieve the following outcomes:

- Provide a transition in scale at sensitive interfaces to minimise visual bulk to neighbouring properties.
- Provide separation between new buildings and neighbouring properties through the provision of new laneways and landscaped ground floor setbacks.
- Private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced. This has been adapted from Standard A14 and B21 in ResCode.

These rear and side profiles were tested and refined in the Technical Report to analyse whether they adequately achieved these outcomes. Diagrams of the rear/side profiles can be found on the following pages.

NEW LANEWAY
New through connections that have been proposed as part of the Preston Transport Implementation Strategy or have been identified through this work as having an important service function.

RESIDENTIAL INTERFACE 01
Direct rear and side residential interfaces.

RESIDENTIAL INTERFACE 02
Direct rear and side residential interfaces, where the residential properties are to the south of the study area.

LANEWAY INTERFACE
Interfaces where residential properties abutting the study area are separated by a laneway.

KEY	INTERFACE	GROUND FLOOR SETBACK	STREET WALL HEIGHT	Upper-level SETBACK
	Residential interface 01	3m	2 Storeys	5m
	Residential interface 02	5m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Table 7. Proposed sensitive interface controls

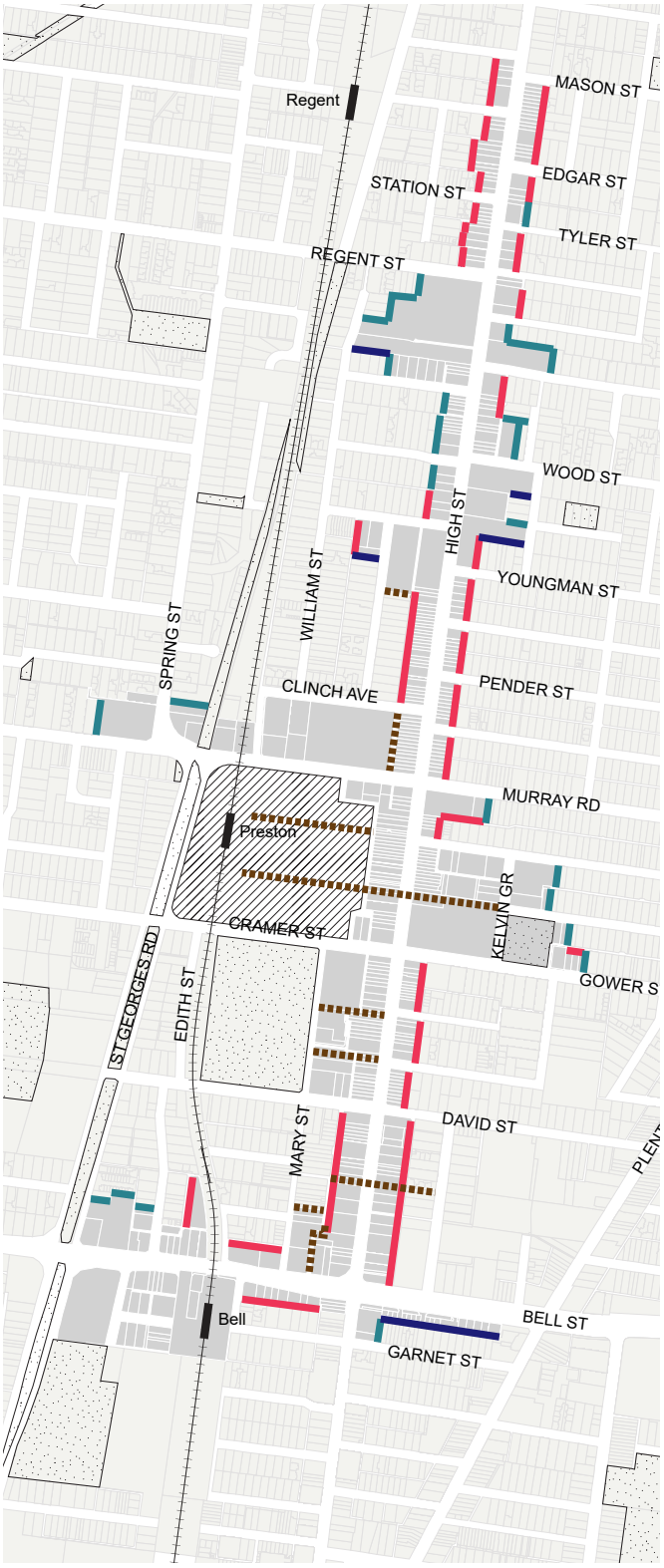


Figure 24. Sensitive interface map

KEY	INTERFACE	GROUND FLOOR SETBACK	STREET WALL HEIGHT	Upper-level SETBACK
	Residential interface 01	3m	2 Storeys	5m
	Residential interface 02	5m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Table 8. Built form controls to manage sensitive interfaces.

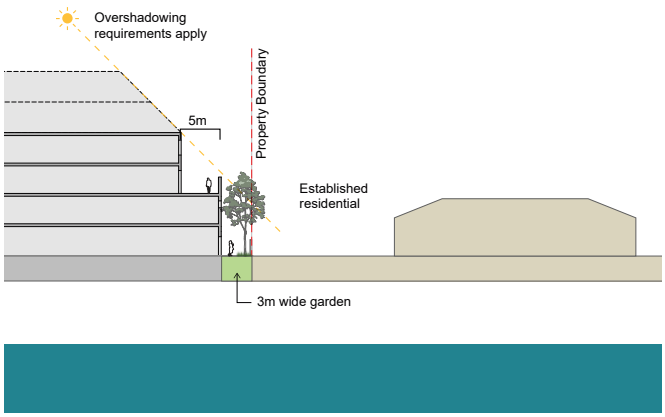


Figure 26. Acceptable outcome for a residential interface 01, direct residential interface with a 3m setback providing a garden. Diagrams demonstrate an indicative built form envelope only.

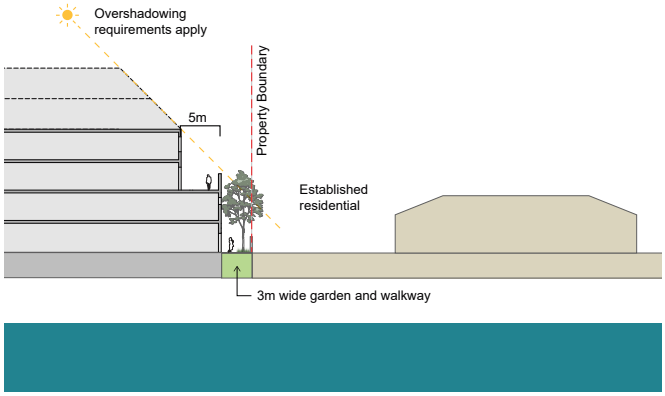


Figure 25. Acceptable outcome for a residential interface 01, direct residential interface with a 3m setback providing a 3m wide garden or walkway. Diagrams demonstrate an indicative built form envelope only.

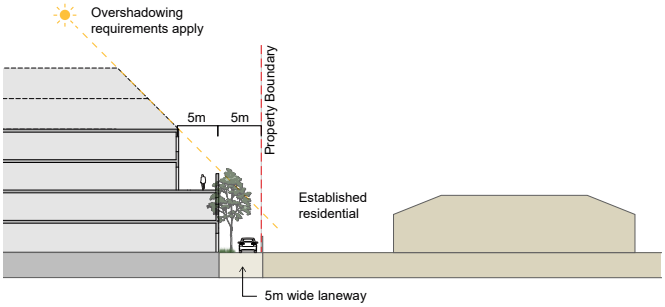


Figure 27. Acceptable outcome for a residential interface 02, direct residential interface with a 5m setback providing a rear laneway. Diagrams demonstrate an indicative built form envelope only.

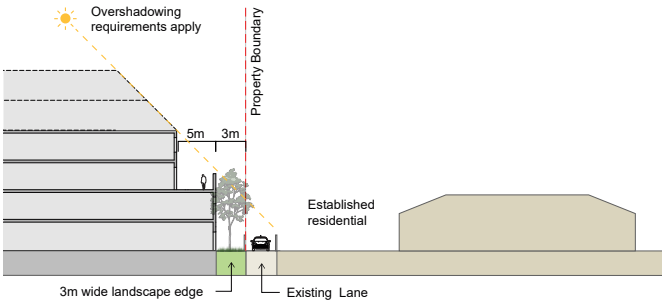


Figure 28. Acceptable outcome for laneway interface, 3m setback providing a landscape edge. Diagrams demonstrate an indicative built form envelope only.

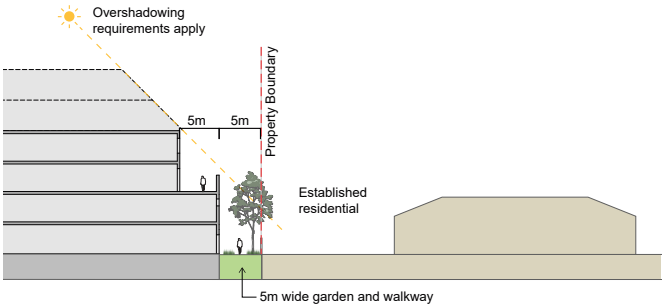


Figure 29. Acceptable outcome for a residential interface 02, direct residential interface with a 5m setback providing a rear walkway and garden. Diagrams demonstrate an indicative built form envelope only.

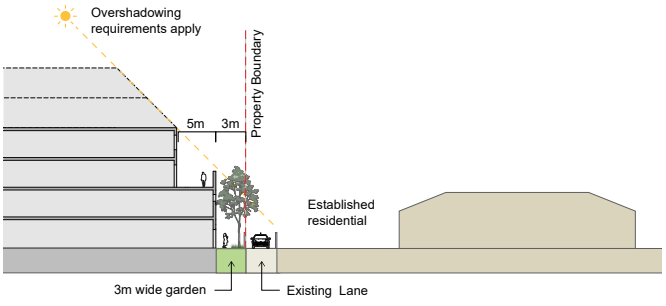


Figure 30. Acceptable outcome for a laneway interface, 3m setback providing a garden. Diagrams demonstrate an indicative built form envelope only.

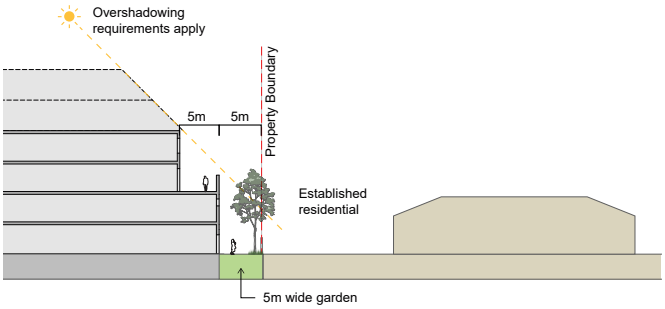


Figure 32. Acceptable outcome for a residential interface 02, direct residential interface with a 5m setback providing a rear garden. Diagrams demonstrate an indicative built form envelope only.

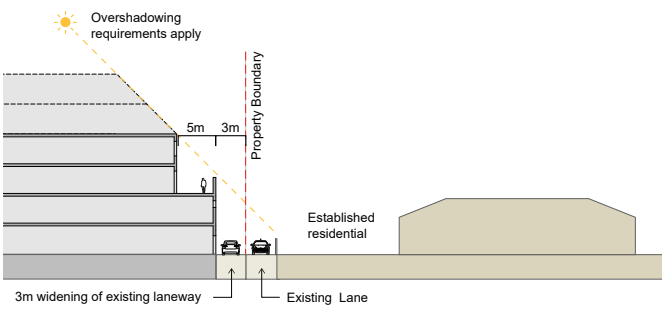


Figure 31. Acceptable outcome for a laneway interface, 3m setback used to widen existing laneway. Diagrams demonstrate an indicative built form envelope only.

Building separation controls

Building separation is the minimum distance between buildings measured from the external wall or the edge of a balcony. Spatial separation in higher density areas is an important factor for the amenity of residents. Building separation ensures adequate space is provided between buildings to allow good natural light into buildings. It also minimises overlooking and acoustic disturbance, therefore creating a good amenity for balconies, apartments and commercial tenancies.

Building separation is also important to provide development equity, ensuring that the way one site is developed does not diminish the potential to deliver a well-designed building on the adjacent site. Building separation is achieved by setting buildings back from side and rear boundaries and by separating buildings within sites.

Building separation is based on primary outlook, secondary outlook and no outlook. Primary outlook is the view from main living areas of apartments. Secondary outlook is the view from bedrooms and studies of apartments and the view from commercial occupancies. Garages, car parking areas and blank walls do not require an outlook.

Figure 34 demonstrates building separation requirements for rooms with primary outlook. These include living and dining rooms. Figure 35 demonstrates building separation requirements for rooms with secondary outlook. These include bedrooms, bathrooms, studies and corridors.

The proposed building separation requirements have been adopted from the Darebin Good Design Guide.

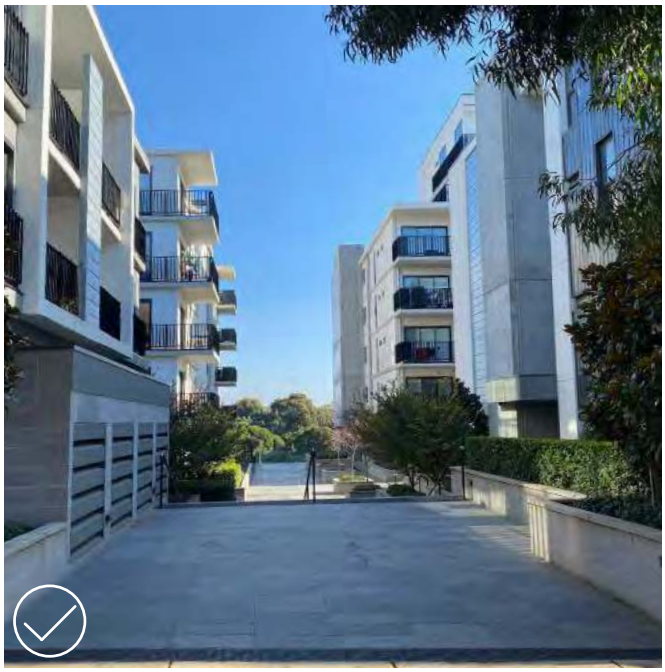


Figure 33. An open to sky through site link provides appropriate building separation within a site and allows for good natural light and amenity for apartments. Source: Darebin Good Design Guide - Apartment Development.

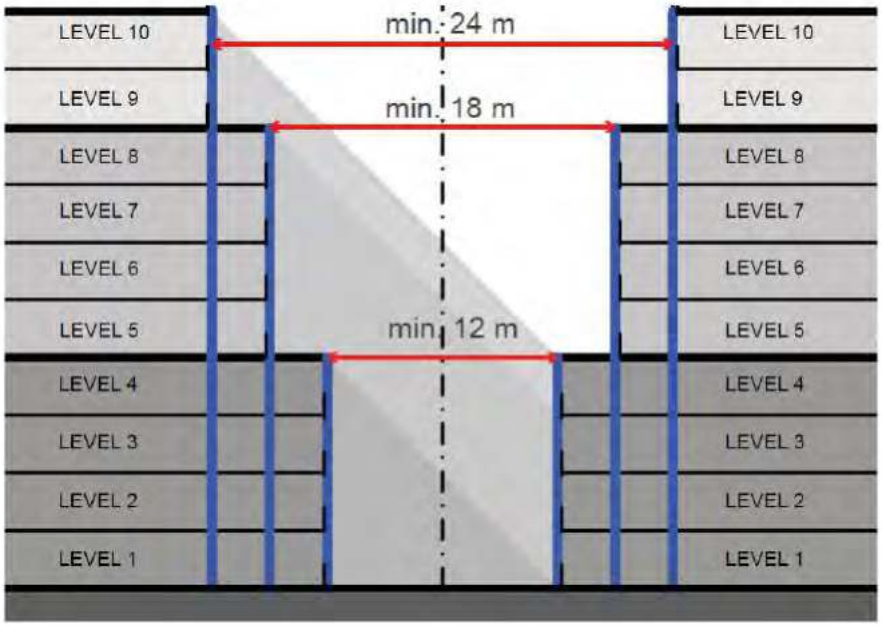


Figure 34. Building separation requirements for primary outlook. Source: Darebin City Council.

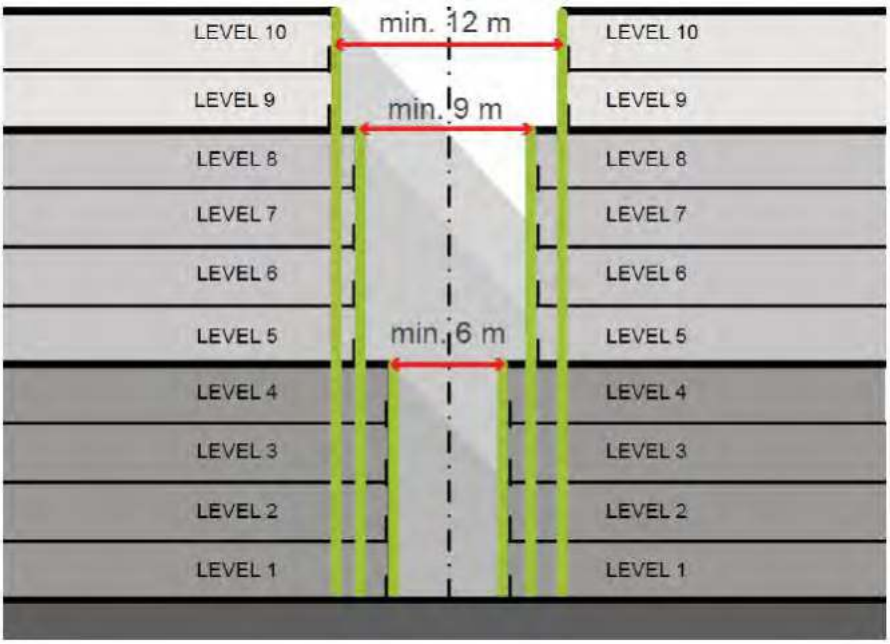


Figure 35. Building separation requirements for secondary outlook. Source: Darebin City Council.

Street wall heights and upper-level setbacks

These sections indicate the preferred profile of buildings (ground floor setbacks, street wall height and upper-level setback) where they interface the street. These have been determined through an iterative process including design testing in the Technical Report and sectional analysis. The profiles ensure that a 'human-scale' is achieved as viewed from the street and that internal amenity is managed on major roads through the use of landscaped ground floor setbacks.

KEY	INTERFACE	GROUND FLOOR SETBACK	STREET WALL HEIGHT	Upper-level SETBACK
	Market precinct	2m	4 storeys	5m
	Market precinct: Mary Street	5m	4 storeys	5m
	High Street North precinct	0m	2 storeys	3m
	Bell Street precinct	5m	4-10 storeys	N/A
	Bell Street precinct	5m	4 storeys	5m
	Regent precinct	0m	2 storeys	5m
	High Street precinct	0m	2 storeys	3m
	Bell Street: Bell Street east	0m	4 storeys	N/A
	Civic precinct	3m	3 storeys	3m

Chamfered building corners recommended at key intersections in the High Street precinct and Market precinct where there are high-levels of pedestrian activity (see Figure 47)

Table 9. Street interface controls

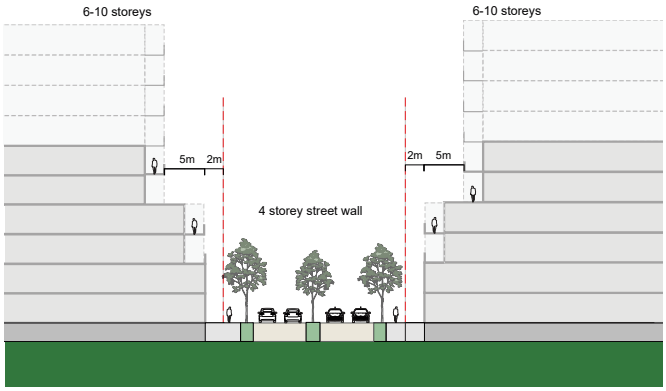


Figure 36. Murray Road, Market Precinct. This includes a ground floor setback to manage amenity on this major road.

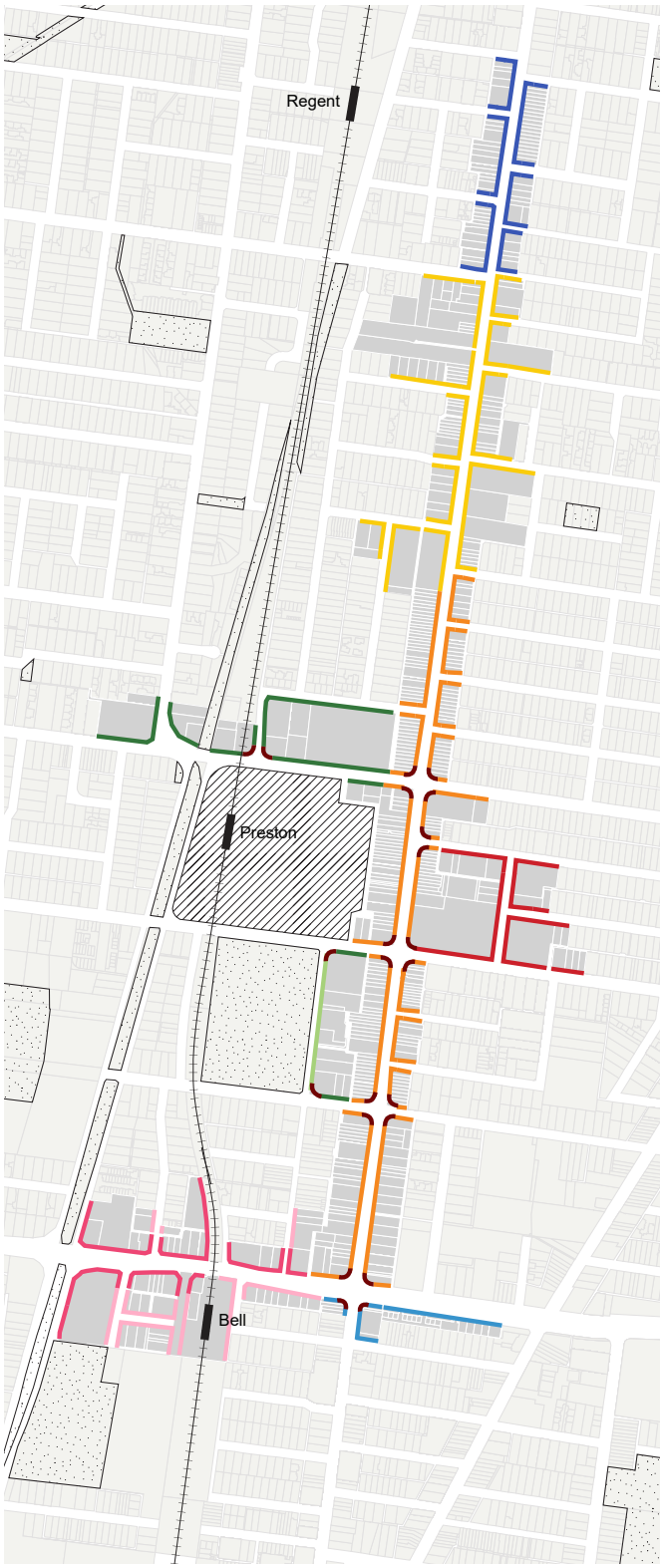


Figure 37. Street wall heights and upper-level setbacks

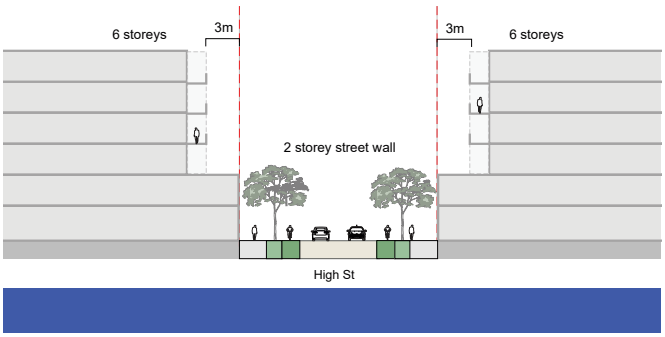


Figure 38. High Street, High Street North Precinct. A two-storey street wall height is proposed, consistent with the existing character.

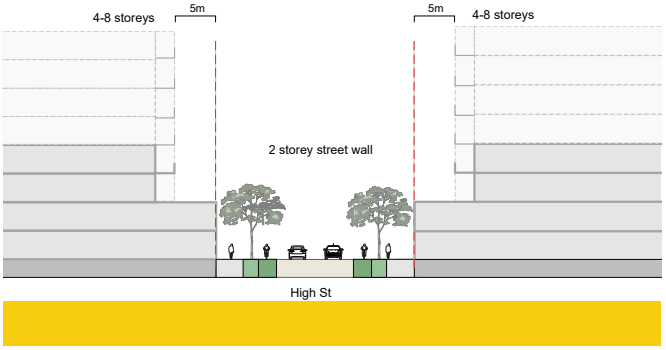


Figure 39. High Street, Regent Precinct. A two-storey street wall height is proposed, consistent with the existing character.

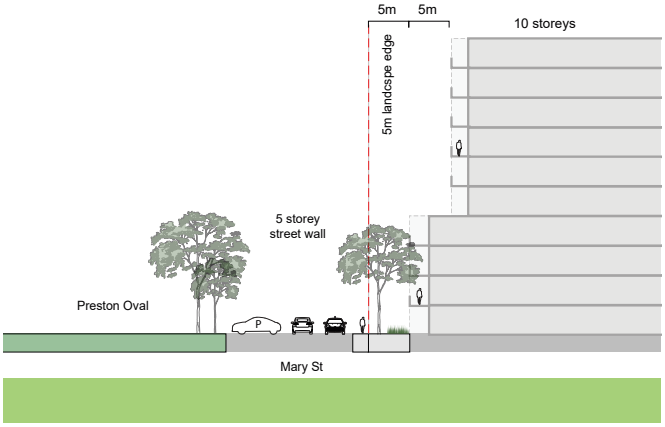


Figure 40. Mary Street, Market Precinct. A 5m landscaped ground floor setback is proposed to respond to the landscaped character of the street.

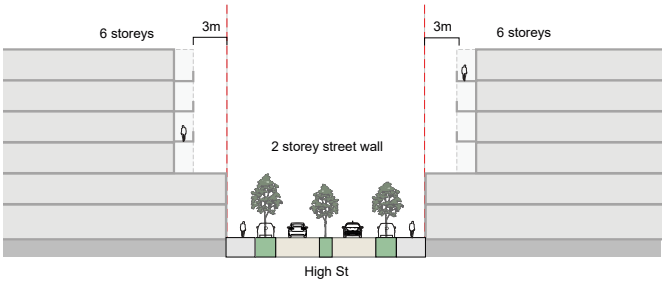


Figure 41. High Street, High Street Precinct. A two-storey street wall height is proposed, consistent with the existing character.

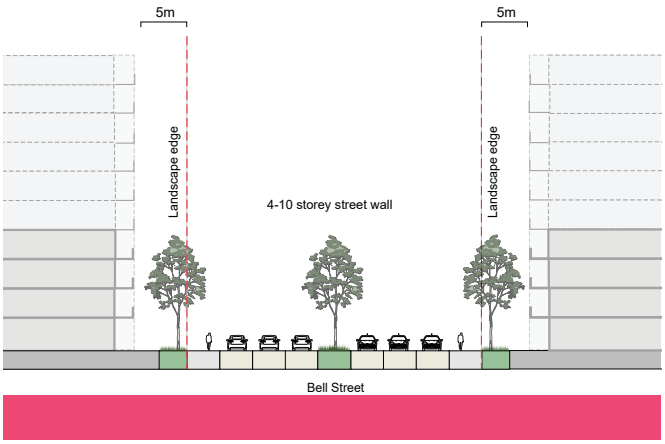


Figure 42. Bell Street, Bell Street Precinct. A 5m ground floor setback is proposed to manage amenity on this major road.

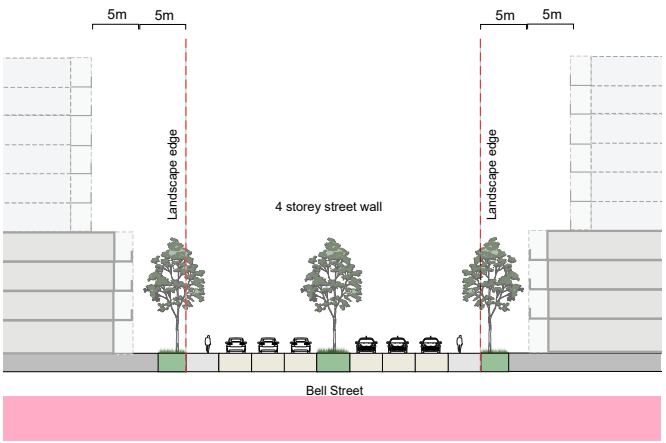


Figure 43. Bell Street, Bell Street Precinct. A 5m ground floor setback is proposed to manage amenity on this major road.

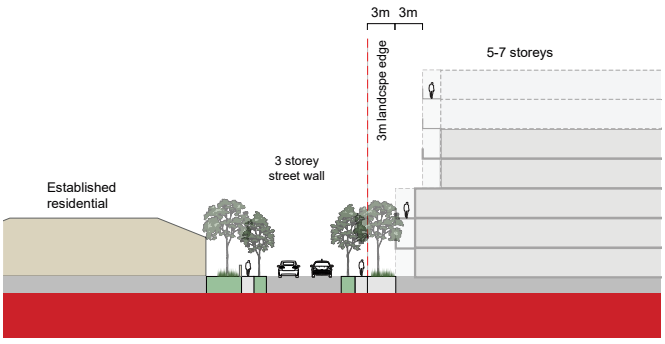


Figure 45. Roseberry Avenue, Civic Precinct. A 3m ground floor setback is proposed to respond to the landscaped character of the precinct and street.

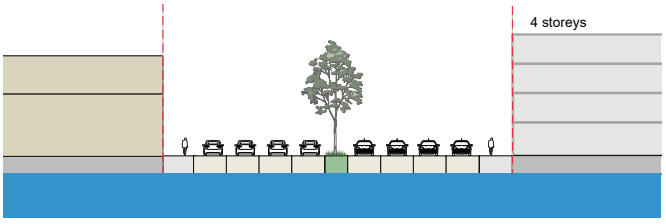


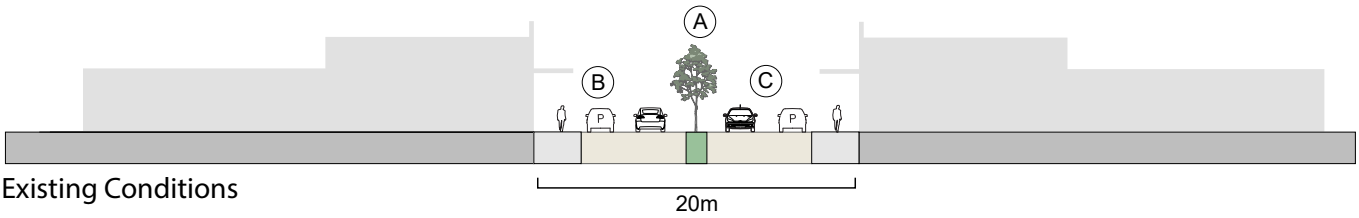
Figure 44. Bell Street East, Bell Street Precinct. No ground floor setback is proposed on these sites as the sites are too shallow to accommodate a setback.

High Street

There are opportunities to improve the design of High Street to make the street safer and more engaging. This street extends along the study area and has various different conditions. There is an opportunity to improve the design of the street in the High Street Precinct, the Regent Precinct and in High Street North Precinct.

Figure 46 demonstrates a proposed redesign of the street in High Street which defines cycle lanes and offers increased opportunities for increased greening.

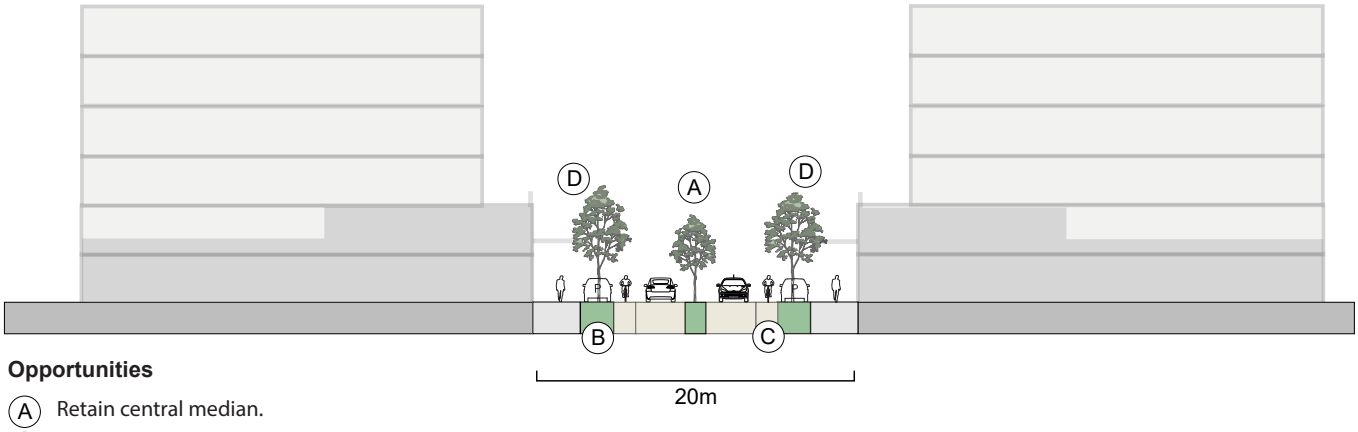
Figure 48 demonstrates a redesign of the street in the Regent Precinct and the High Street North precinct which proposes protected cycle lanes and opportunities for increased greening.



Existing Conditions

Key Issues

(A) Few street trees.
(B) Parallel parking takes up a large percentage of street space.
(C) Cyclists have no safe space to ride.



Opportunities

(A) Retain central median.
(B) Kerb outstands and greening (particularly at intersections).
(C) Defined cycle lanes.
(D) Large canopy street trees.

Figure 46. Key opportunities to redesign High Street in the High Street Precinct. A two-storey street wall height is proposed with upper-level setbacks to maintain the low-scale. fine-grain character in this precinct.

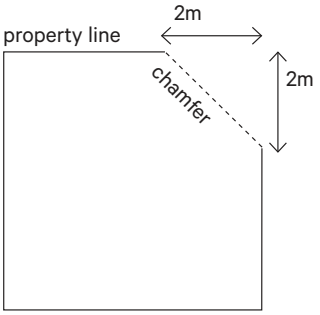
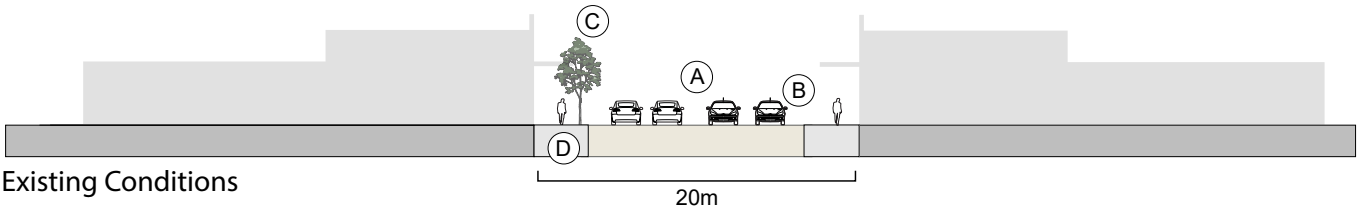


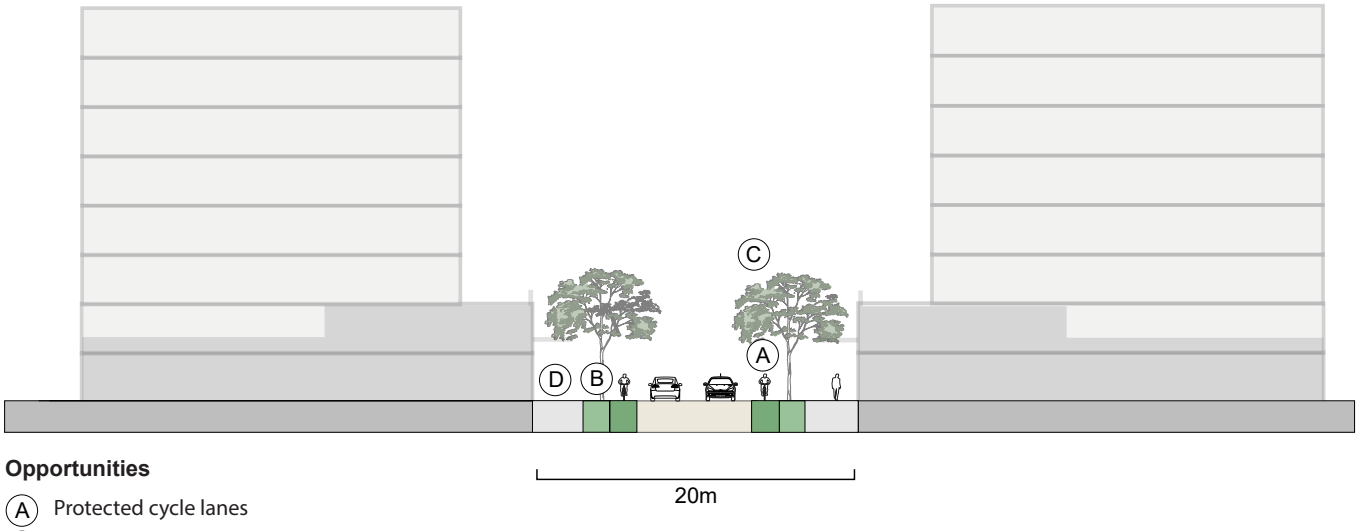
Figure 47. A chamfered building corner with a 2m ground floor setback is required at key intersections with high pedestrian activity. The purpose of chamfered building corners is to provide additional public space at points of congestion within the public realm.



Existing Conditions

Key Issues

(A) Wide roadway
(B) No safe cycle lanes
(C) Inconsistent tree canopy
(D) Inconsistent street furniture / pavement finishes



Opportunities

(A) Protected cycle lanes
(B) Kerb outstands and additional greening.
(C) Consistent tree canopy
(D) Consistent street furniture / materials

Figure 48. Key opportunities to redesign High Street in the Regent and High Street North Precincts.

The six precincts.

This chapter includes a vision and design objectives for each of the six precincts and summarises the built form controls that apply in each of the precincts.

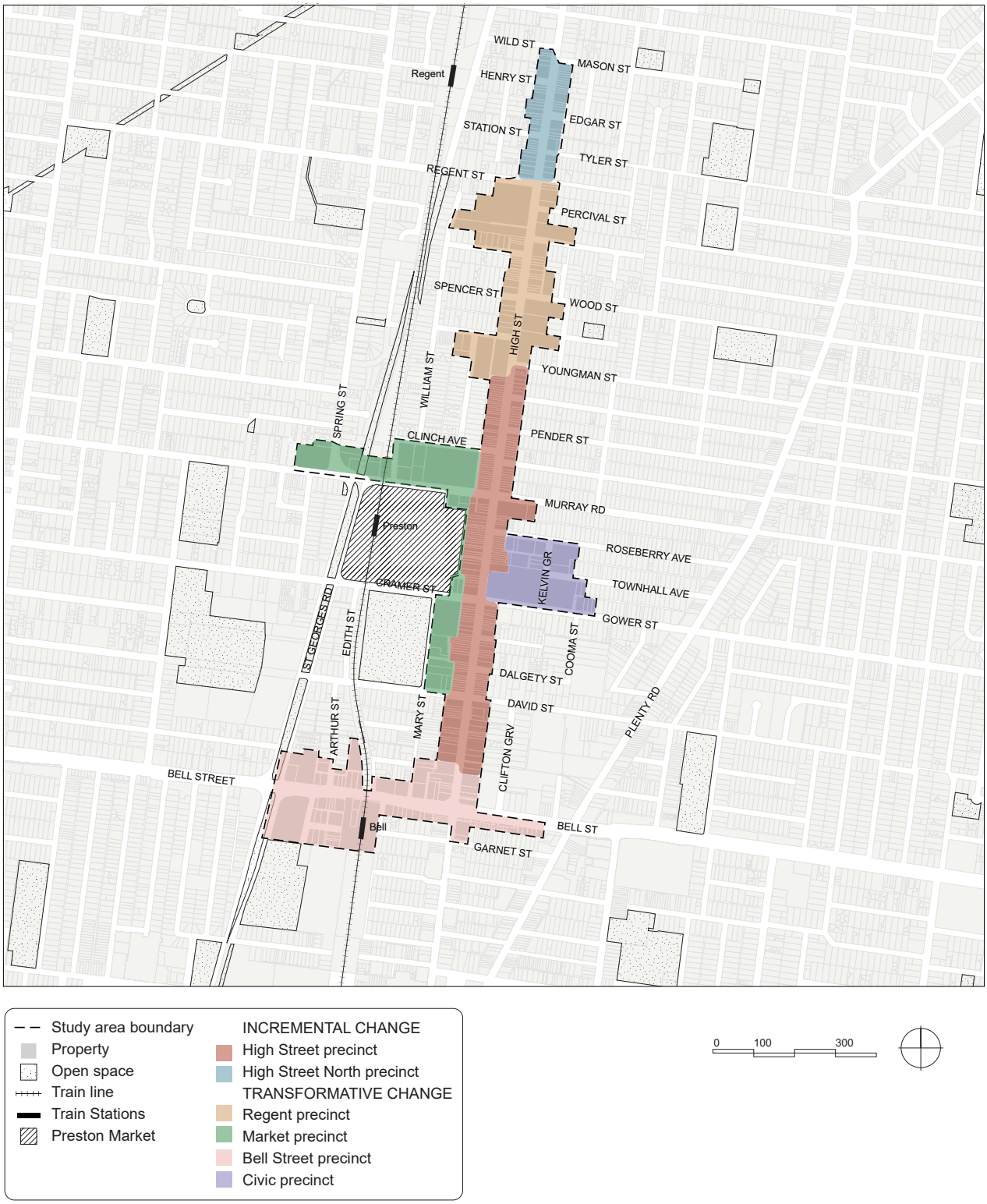


Figure 49. Precincts map.

The character of High Street is strongly valued by the local community including the colourful signage, central street trees and vibrant cafes and restaurants.

New buildings in High Street respond to the existing fine grain character, heritage buildings and public realm.

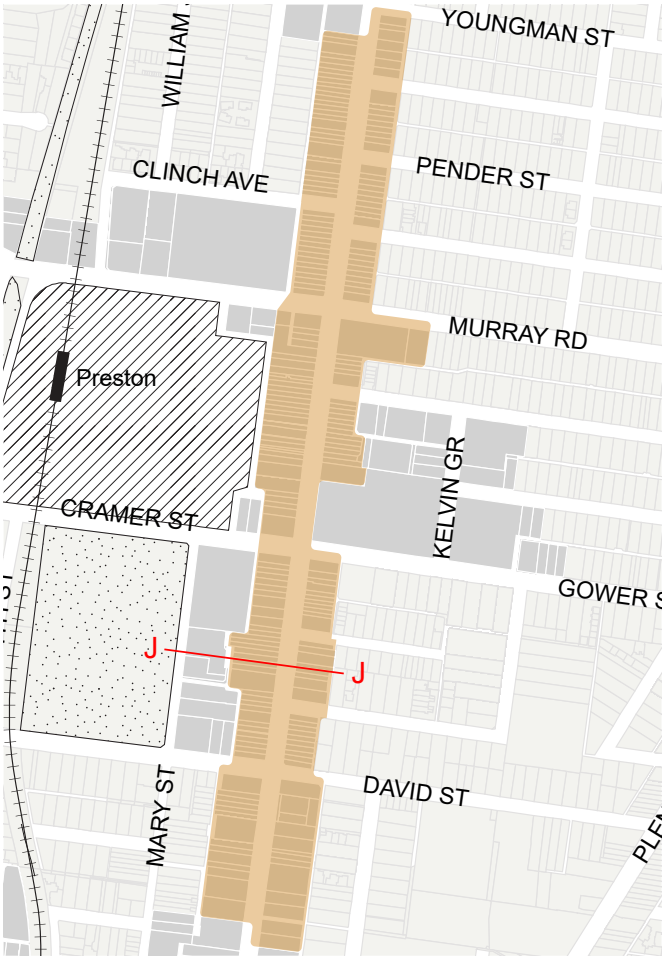


Figure 50. High Street precinct map

Design objectives

- To deliver developments that:
  - » Are between 4 and 6 storeys and respond to the existing character and heritage buildings.
  - » Transition sensitively to the surrounding residential areas.
  - » Provide new laneways, ground floor landscape and public and private open spaces.
  - » Integrate sustainable design principles in the design of buildings and landscape.
  - » Avoid stepped building forms and support well-designed internal layouts.
- To improve the quality of the public realm through increased landscaping and engaging ground floor designs.
- To provide increased public space at intersections by chamfering the corners of buildings.
- To maintain solar access to the High Street footpaths.

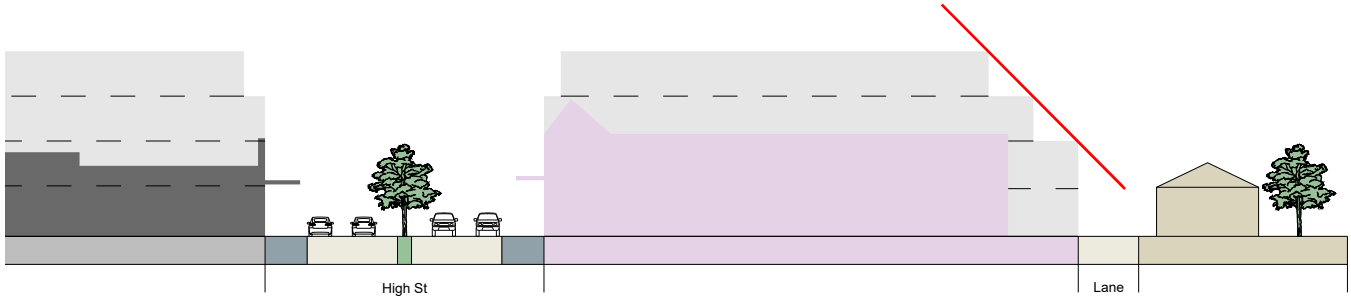


Figure 51. High Street existing policy section JJ

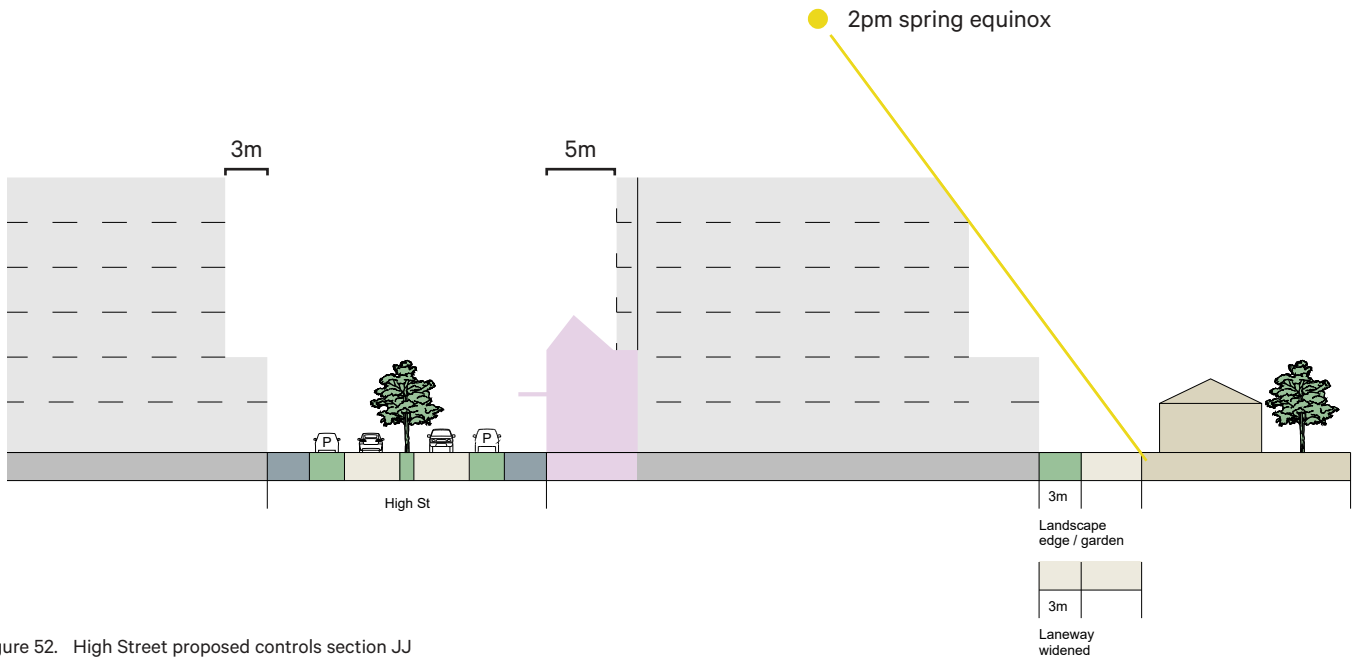


Figure 52. High Street proposed controls section JJ

Footpath
Nature strip
Existing buildings
Heritage buildings
Residential buildings
Road / lane
Permitted built form
Solar

KEY	Height control	FAR	Site coverage	Ground floor landscape
	6 storeys	4:1	80%	10%

Figure 53. High Street proposed built form controls map

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	High Street precinct	0m	2 storeys	3m

KEY	Sensitive interface	Ground floor setback	Street wall height	Upper-level setback
	Residential interface 01	3m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Figure 54. High Street proposed interface controls map

The Regent Precinct is made up of mid-rise mixed-use buildings which integrate ground floor landscape and provide new open spaces and street greening. New buildings transition sensitively to the surrounding residential context.

Design objectives

- To deliver developments that:
  - » Are between 6 and 8 storeys and define a new character for the area.
  - » Transition sensitively to the surrounding residential areas.
  - » Provide new laneways, ground floor landscape and public and private open spaces.
  - » Integrate sustainable design principles in the design of buildings and landscape.
  - » Avoid stepped building forms and support well-designed internal layouts.
- To improve the quality of the public realm through increased landscaping and engaging ground floor designs.
- To maintain solar access to the High Street footpaths.

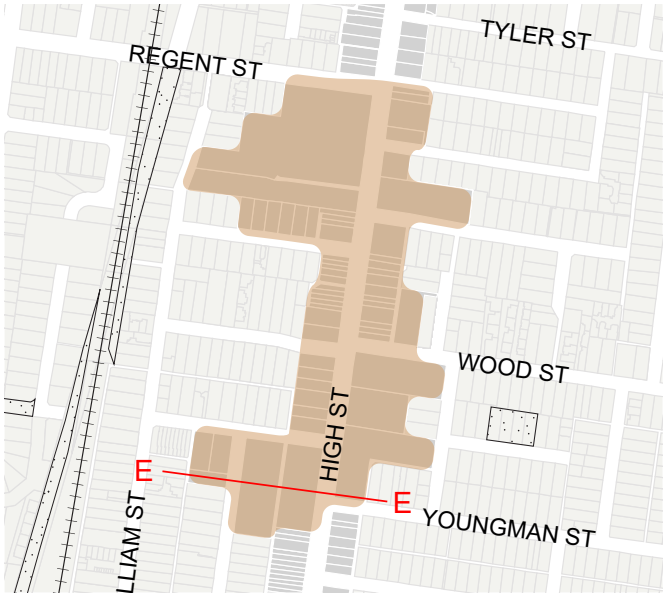


Figure 55. Regent Precinct map

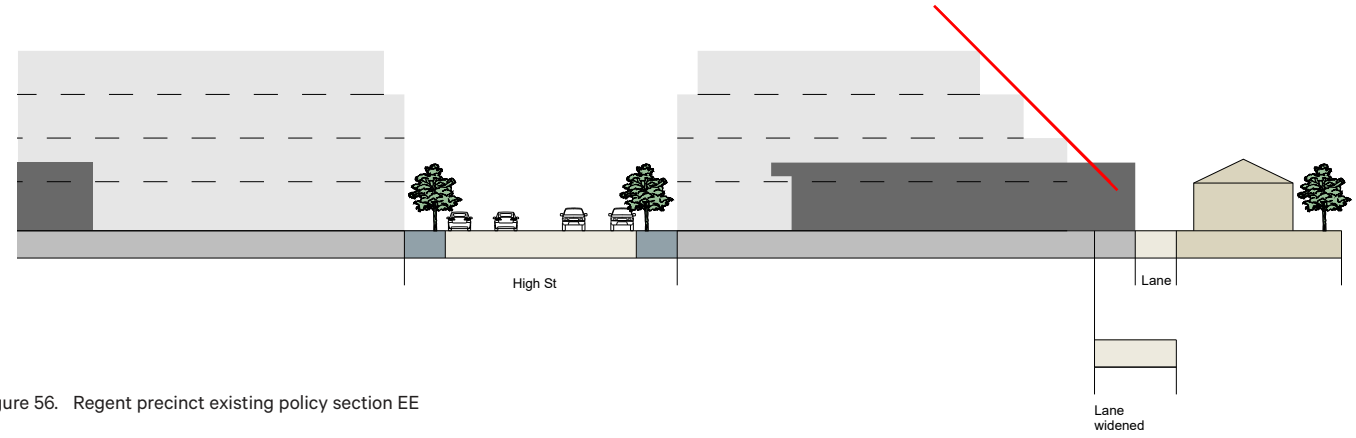


Figure 56. Regent precinct existing policy section EE

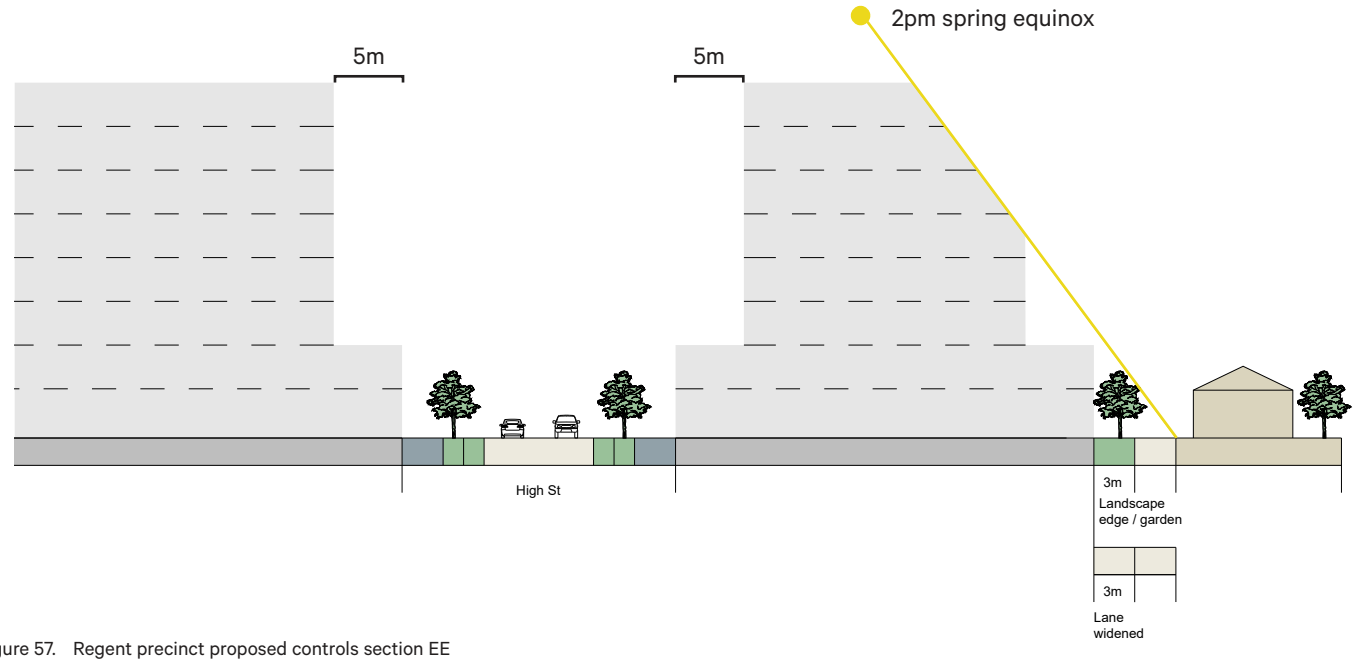
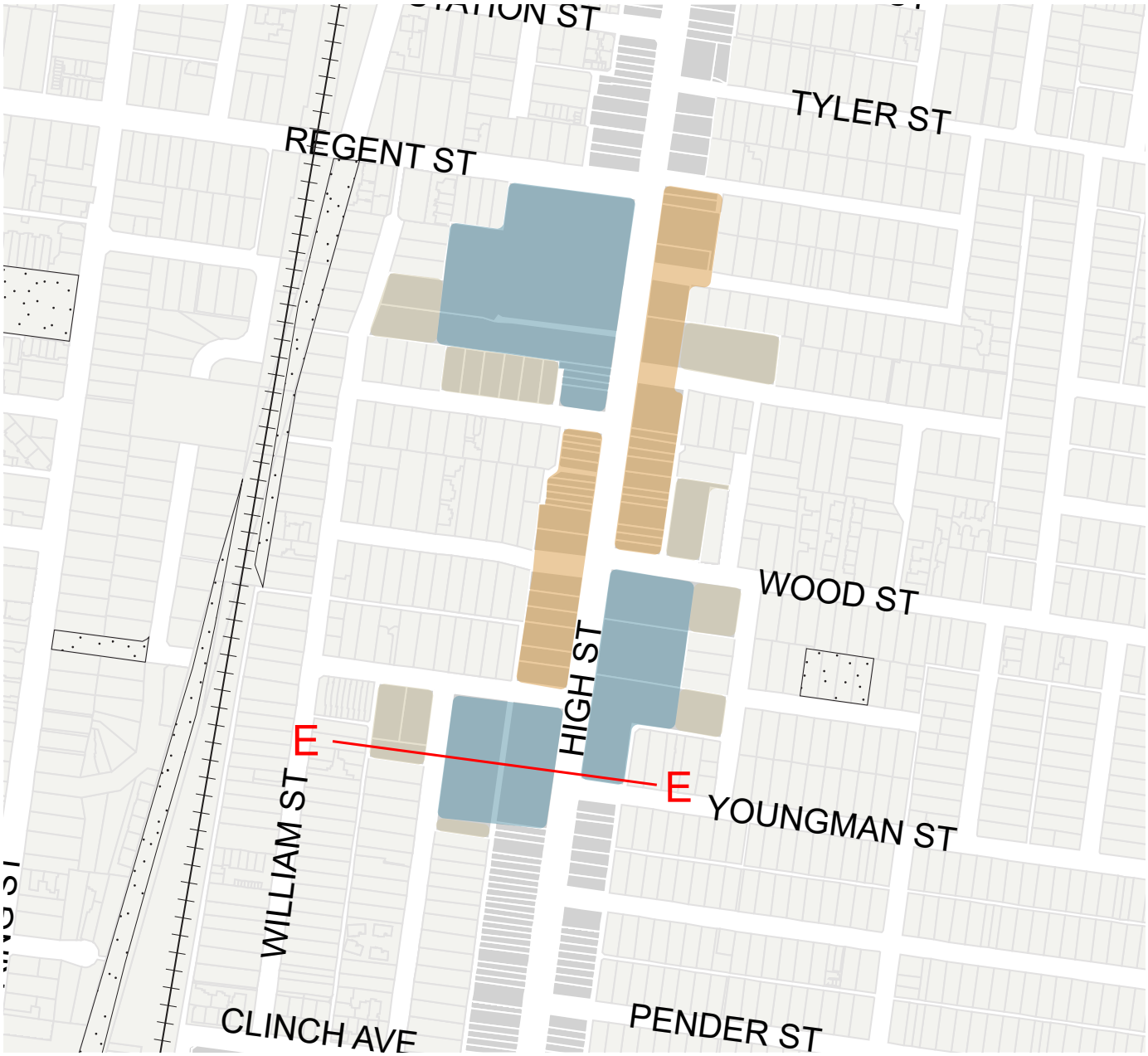


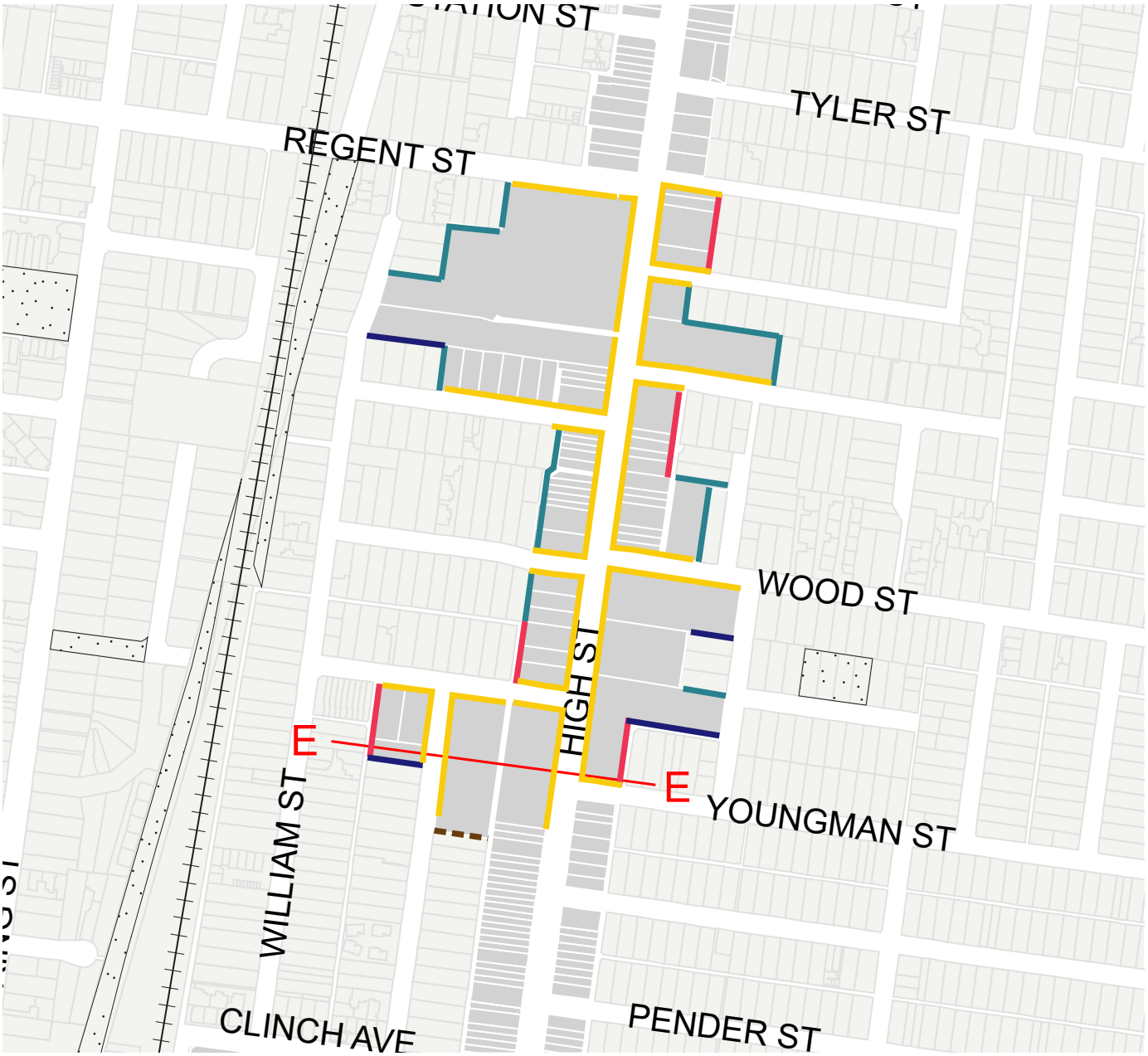
Figure 57. Regent precinct proposed controls section EE

Footpath
Existing buildings
Road / lane
Solar
Nature strip
Residential buildings
Permitted built form



KEY	Height	FAR	Site coverage	Ground floor landscape
	4 storeys	-	-	-
	6 storeys	4:1	80%	10%
	8 storeys	3.5:1	65%	17.5%

Figure 58. Regent precinct proposed built form controls map



KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Regent precinct	0m	2 storeys	5m

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Residential interface 01	3m	2 Storeys	5m
	Residential interface 02	5m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Figure 59. Regent precinct proposed interface controls map

New buildings surrounding the Preston Market complement and enhance the design proposition for the Preston Market and for Preston Station.

Public transport, government services, open space and convenience shopping are all highly accessible within the precinct. New buildings are perfectly positioned to provide a mix of uses including affordable housing.

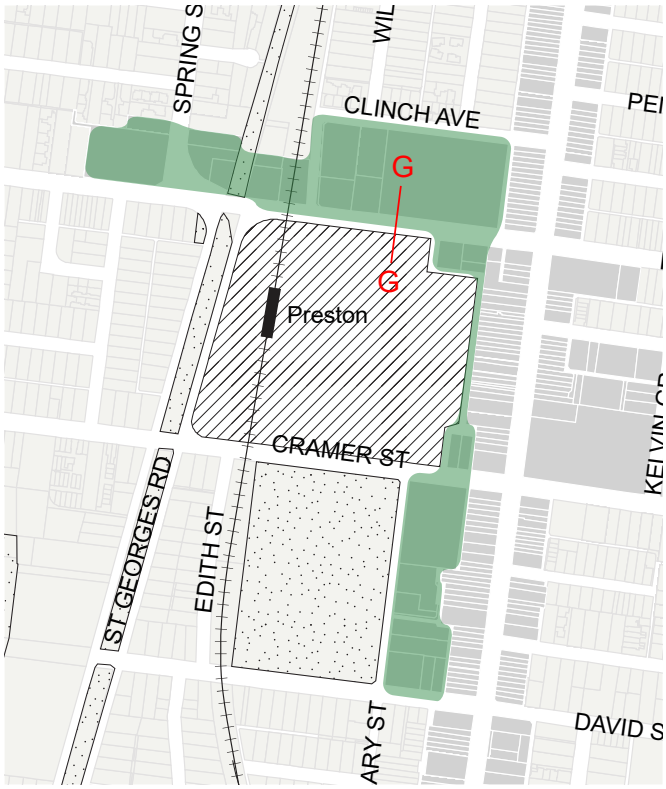


Figure 60. Market Precinct map

Design objectives

- To deliver developments that:
  - » Are between 8 and 10 storeys.
  - » Transition sensitively to the surrounding residential areas.
  - » Avoid stepped building forms and support well-designed internal layouts.
  - » Provide new laneways, ground floor landscape and public and private open spaces..
  - » Integrate sustainable design principles in the design of buildings and landscape.
- To improve the quality of the public realm by increasing the width of footpaths on roads with a restricted public realm.
- To provide a ground floor landscape character at the interface to the Preston Oval.
- To maintain solar access to the Cramer Street footpath and Preston Oval.

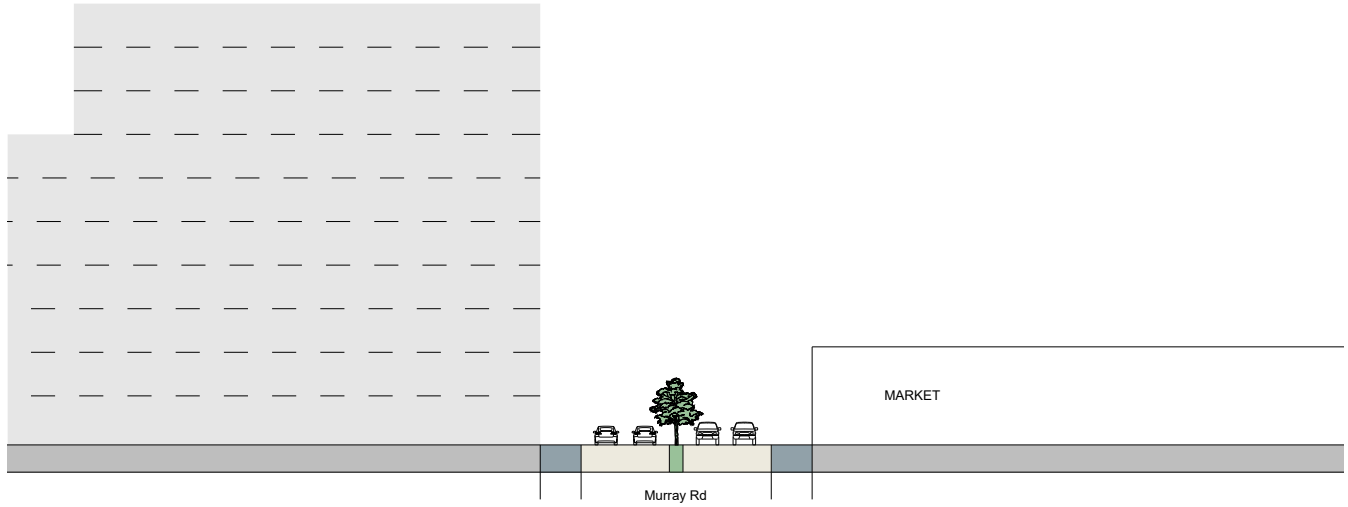


Figure 61. Market Precinct existing policy section

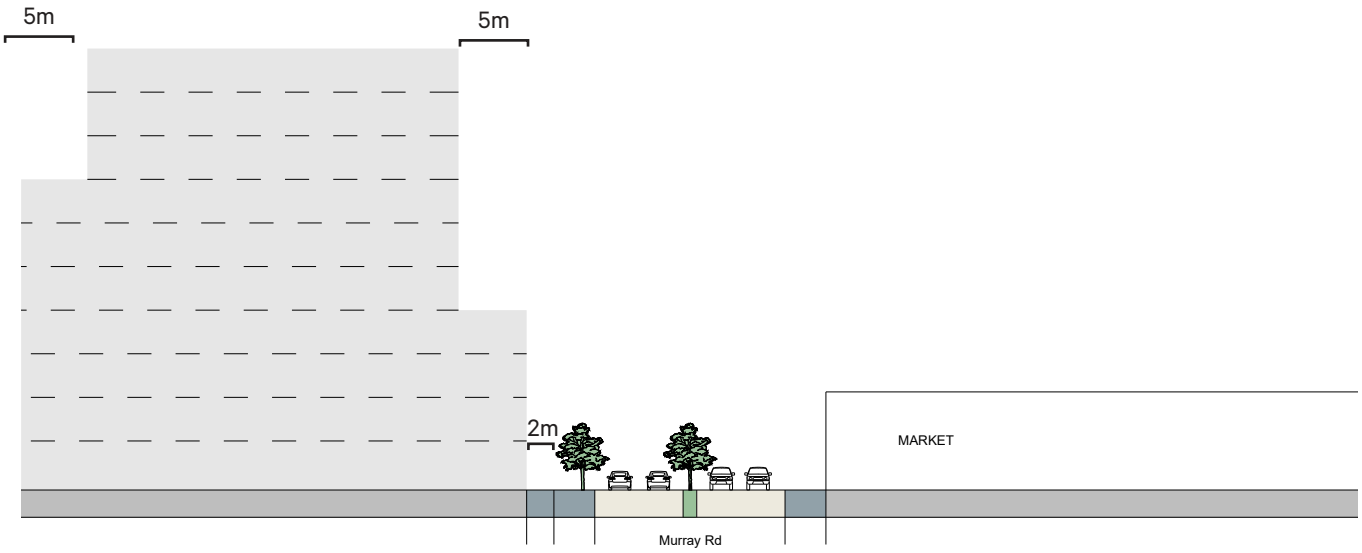
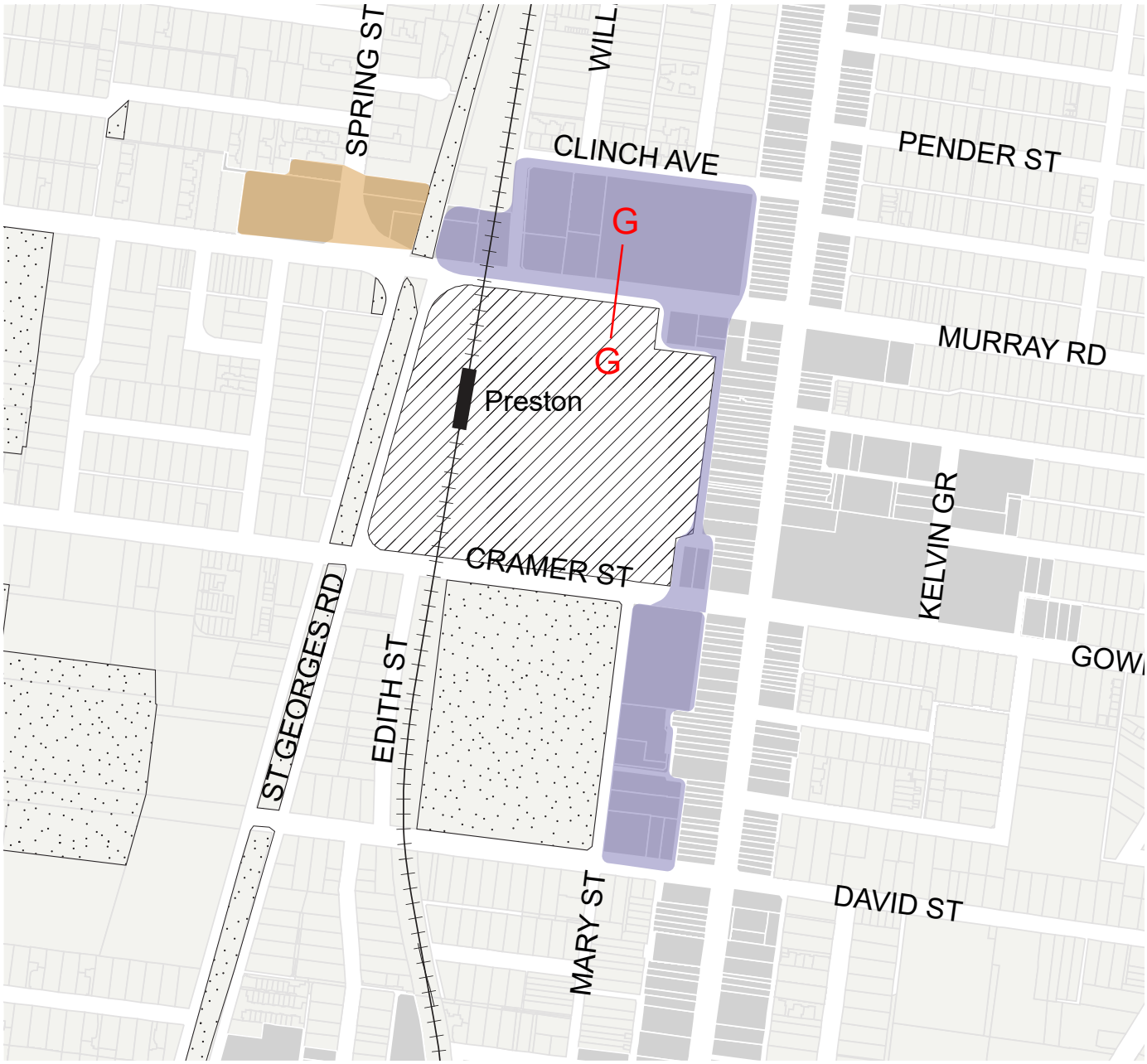


Figure 62. Market Precinct proposed controls section

Footpath
Residential buildings
Road / lane
Nature strip
Permitted built form



KEY	Height	FAR	Site coverage	Ground floor landscape
	6	4:1	80%	10%
	10	5.5:1	70%	15%

Figure 63. Market Precinct proposed built form controls map

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Market precinct	2m	4 storeys	5m
	Market precinct: Mary Street	5m	4 storeys	5m

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Residential interface 01	3m	2 Storeys	5m
	Residential interface 02	5m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Figure 64. Market Precinct proposed interface controls map

The co-location of services, open space and affordable housing in the Civic Precinct welcome greater numbers of people into the site.

The precinct has a cohesive design is the heart of Preston Central. This is achieved through high-quality building design, ground floor landscaping, a new public open space and a new east-west laneway link.

Design objectives

- To deliver developments that:
  - » Are between 5 and 7 storeys.
  - » Respond to the existing heritage fabric.
  - » Transition sensitively to the surrounding residential areas.
  - » Avoid stepped building forms and support well-designed internal layouts.
  - » Provide new laneways, ground floor landscape and public and private open spaces..
  - » Integrate sustainable design principles in the design of buildings and landscape.
- To deliver a new east-west link through the precinct to improve permeability.

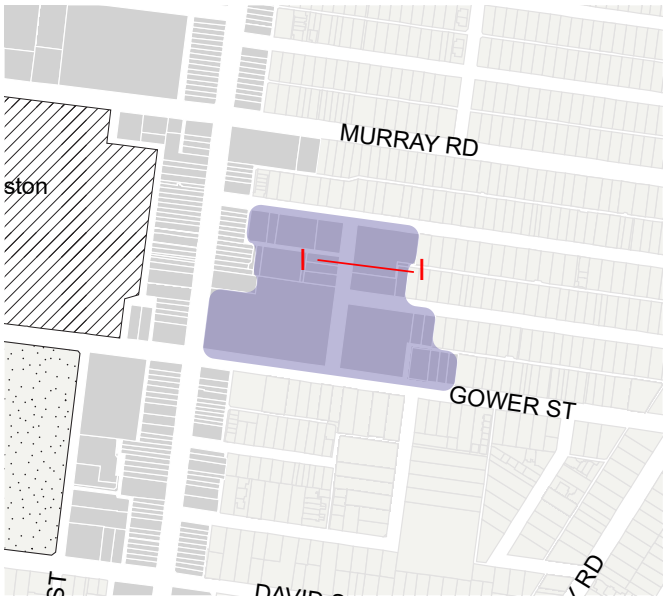


Figure 65. Civic Precinct map

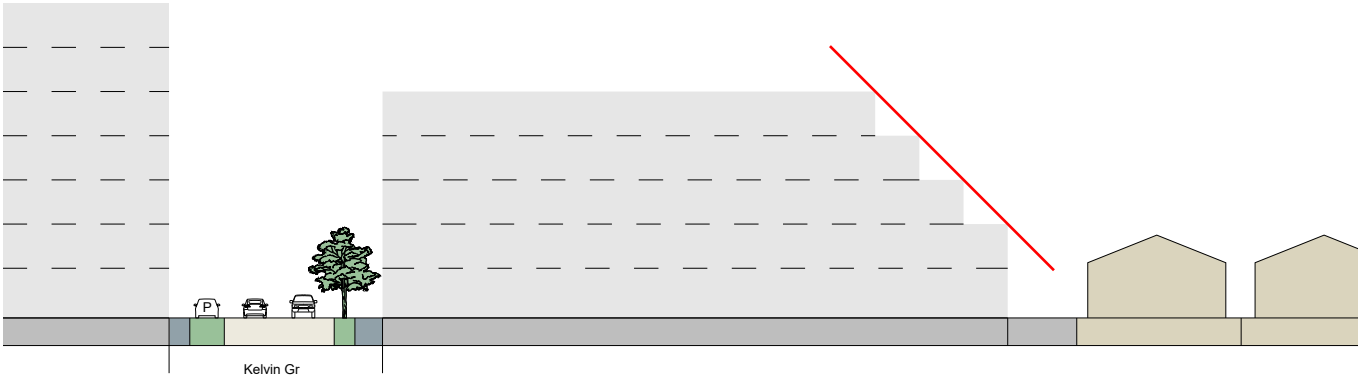


Figure 66. Civic Precinct existing policy section II

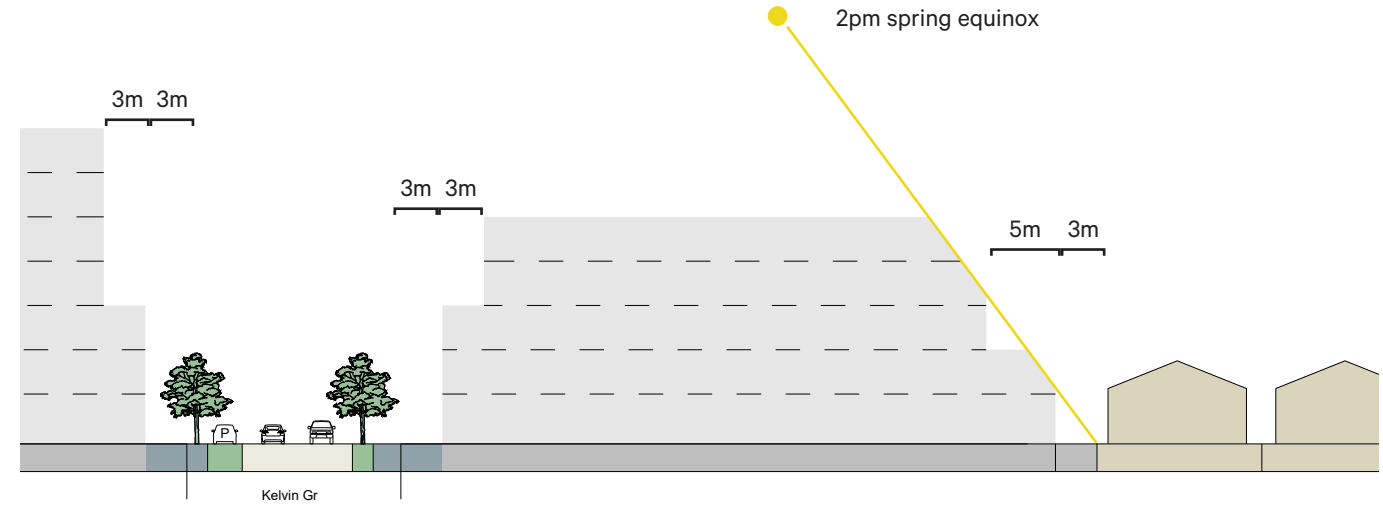
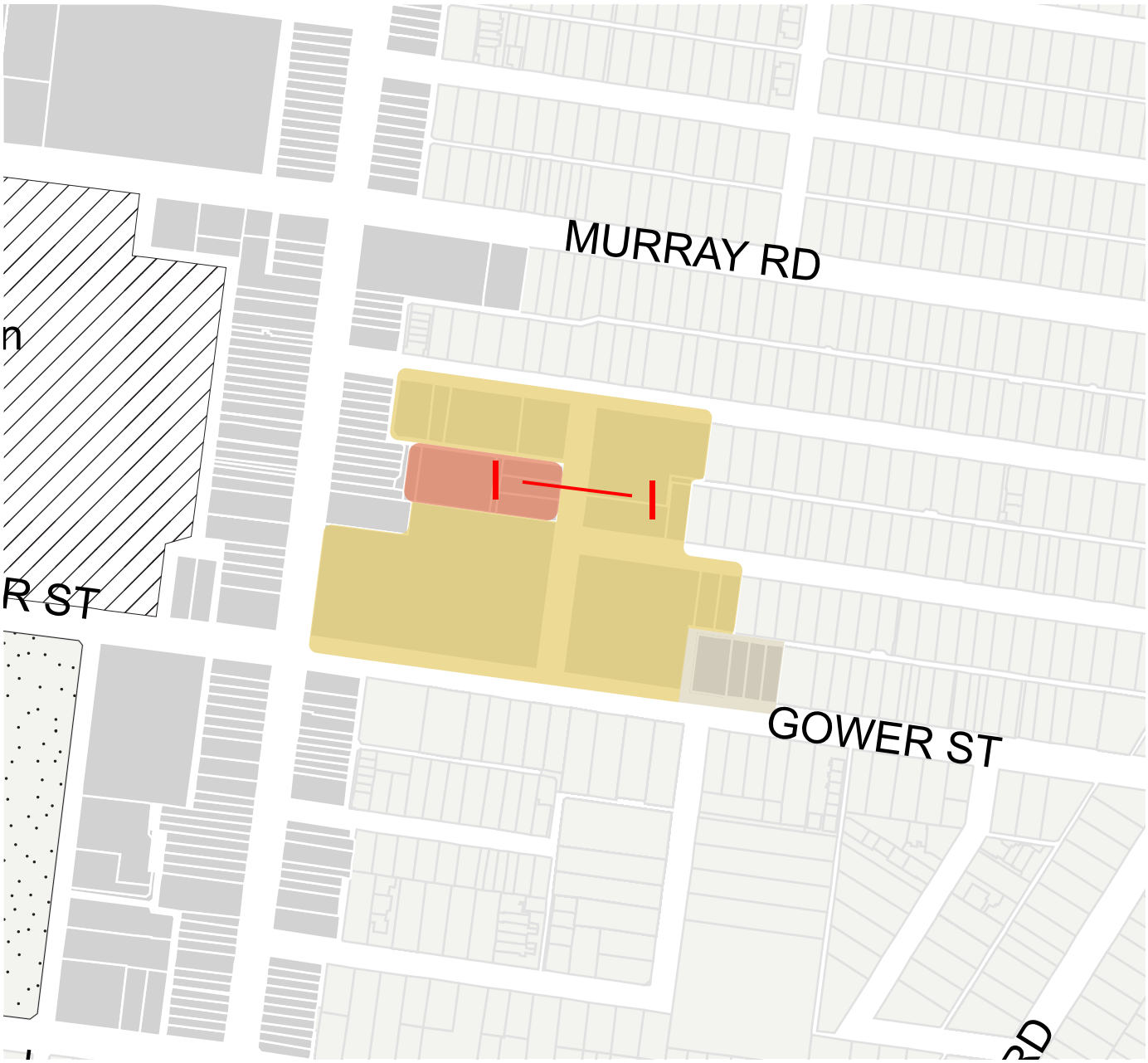


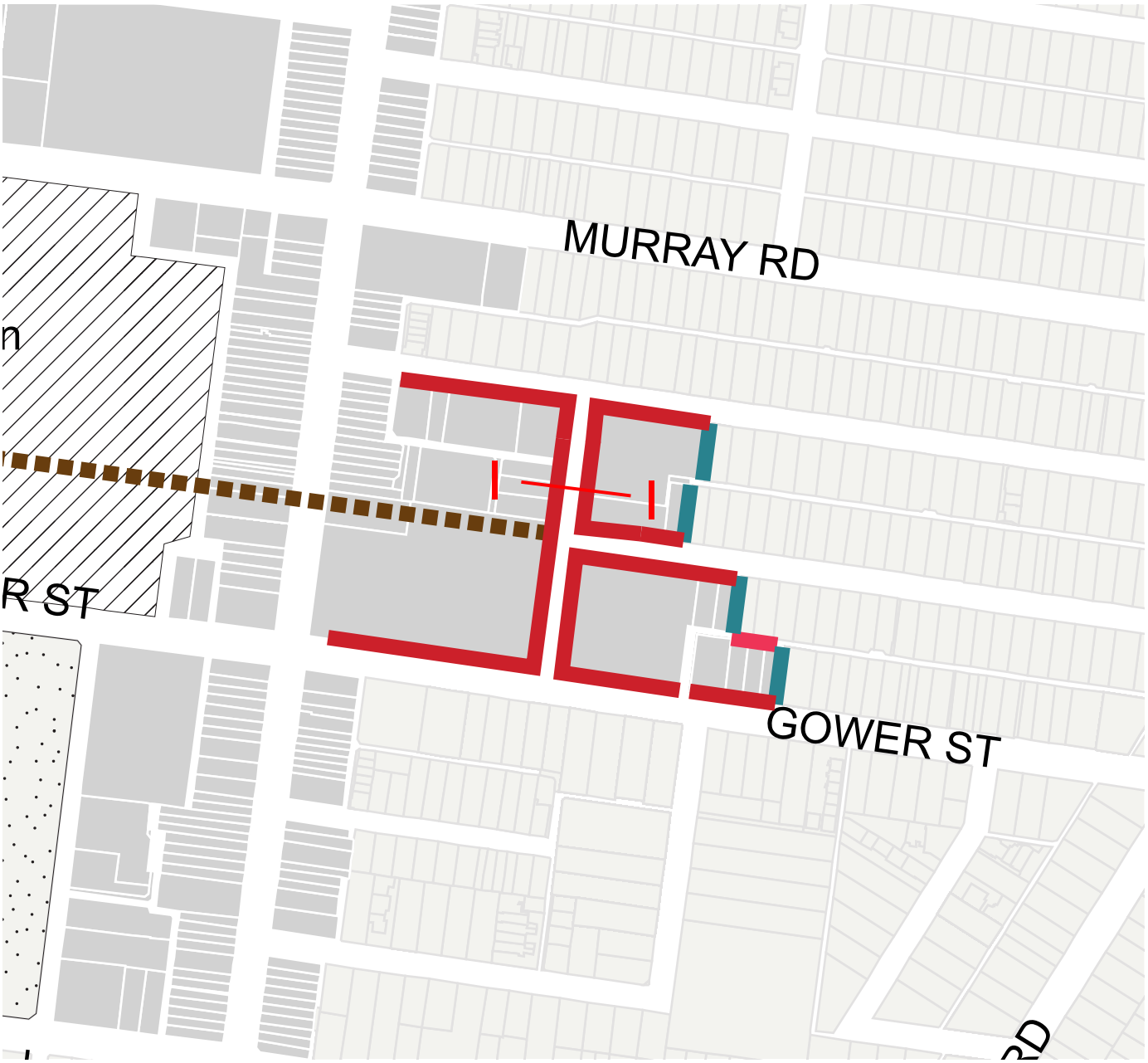
Figure 67. Civic Precinct proposed controls section II

Footpath
Nature strip
Residential buildings
Permitted built form
Road / lane
Solar



KEY	Height	FAR	Site coverage	Ground floor landscape
	5	3:1	60%	20%
	7	3:1	60%	20%

Figure 68. Civic Precinct proposed built form controls map



KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Civic precinct	3m	3 storeys	3m

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Residential interface 01	3m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Figure 69. Civic Precinct proposed interface controls map

The existing mixed character of the High Street North Precinct is enhanced through sensitively designed new buildings and upgrades to the public realm.

The mix of building typologies allow a mix of uses to continue to be supported.

Design objectives

- To deliver developments that:
  - » Are between 4 and 6 storeys and respond to the existing character and heritage buildings.
  - » Transition sensitively to the surrounding residential areas.
  - » Provide new laneways, ground floor landscape and public and private open spaces.
  - » Integrate sustainable design principles in the design of buildings and landscape.
  - » Avoid stepped building forms and support well-designed internal layouts.
- To improve the quality of the public realm through increased landscaping and engaging ground floor designs.
- To maintain solar access to the High Street footpaths.

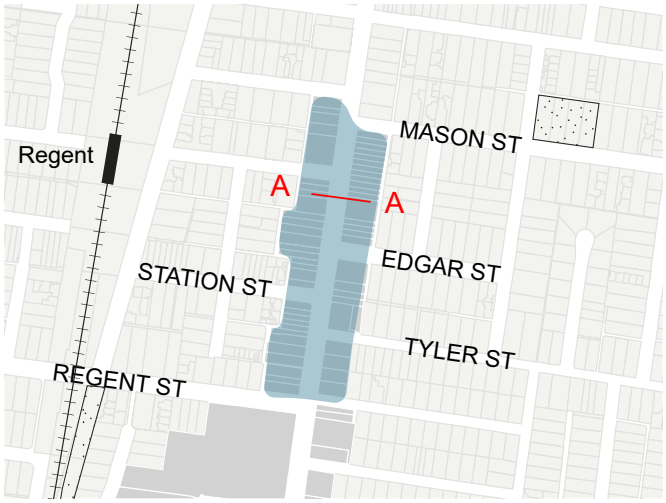


Figure 70. High Street North Precinct map

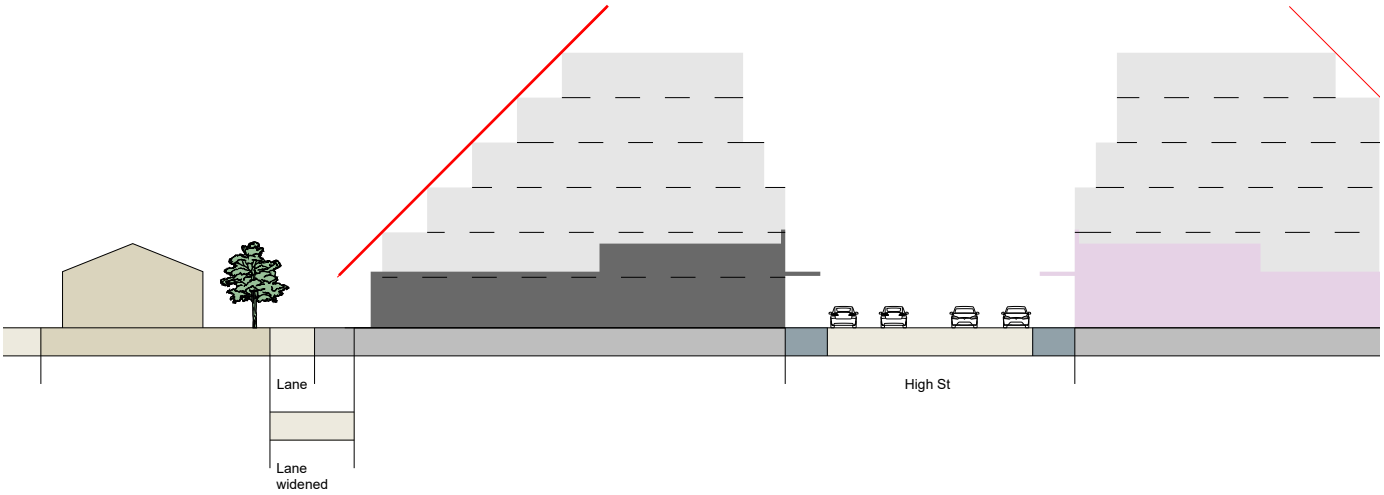


Figure 71. High Street North Precinct existing policy section

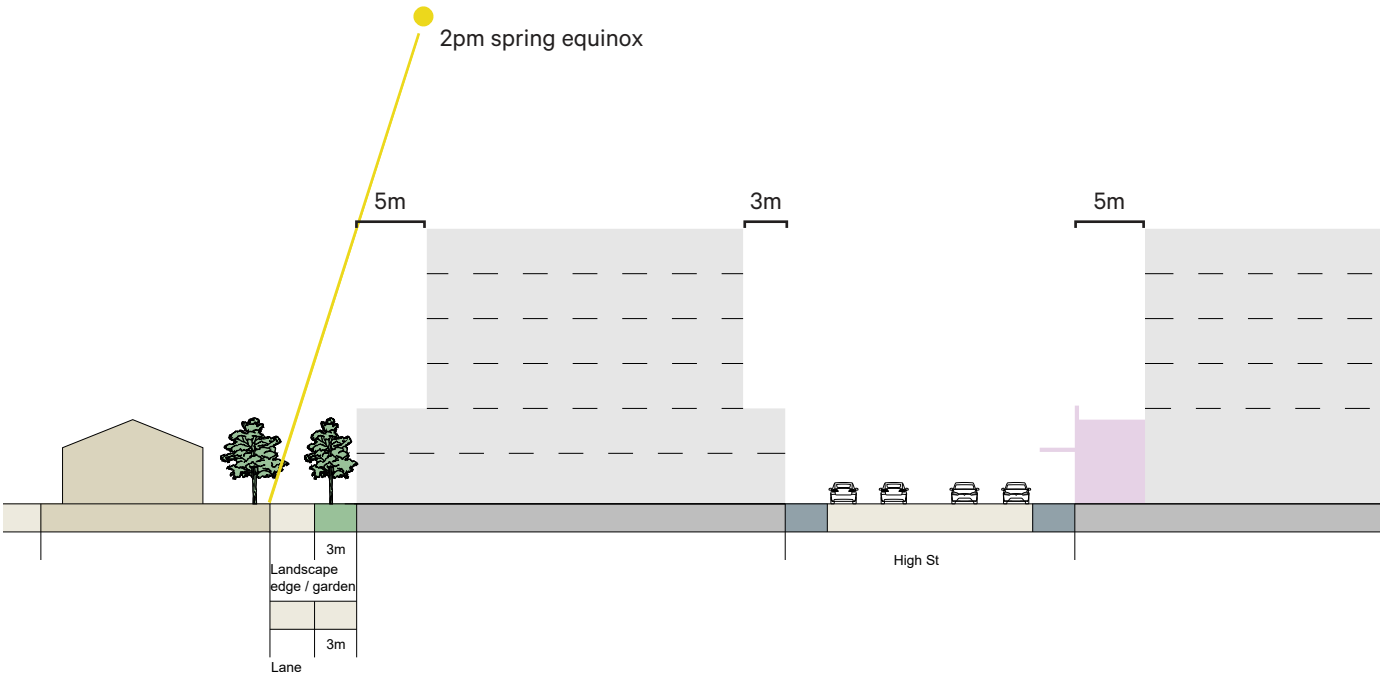
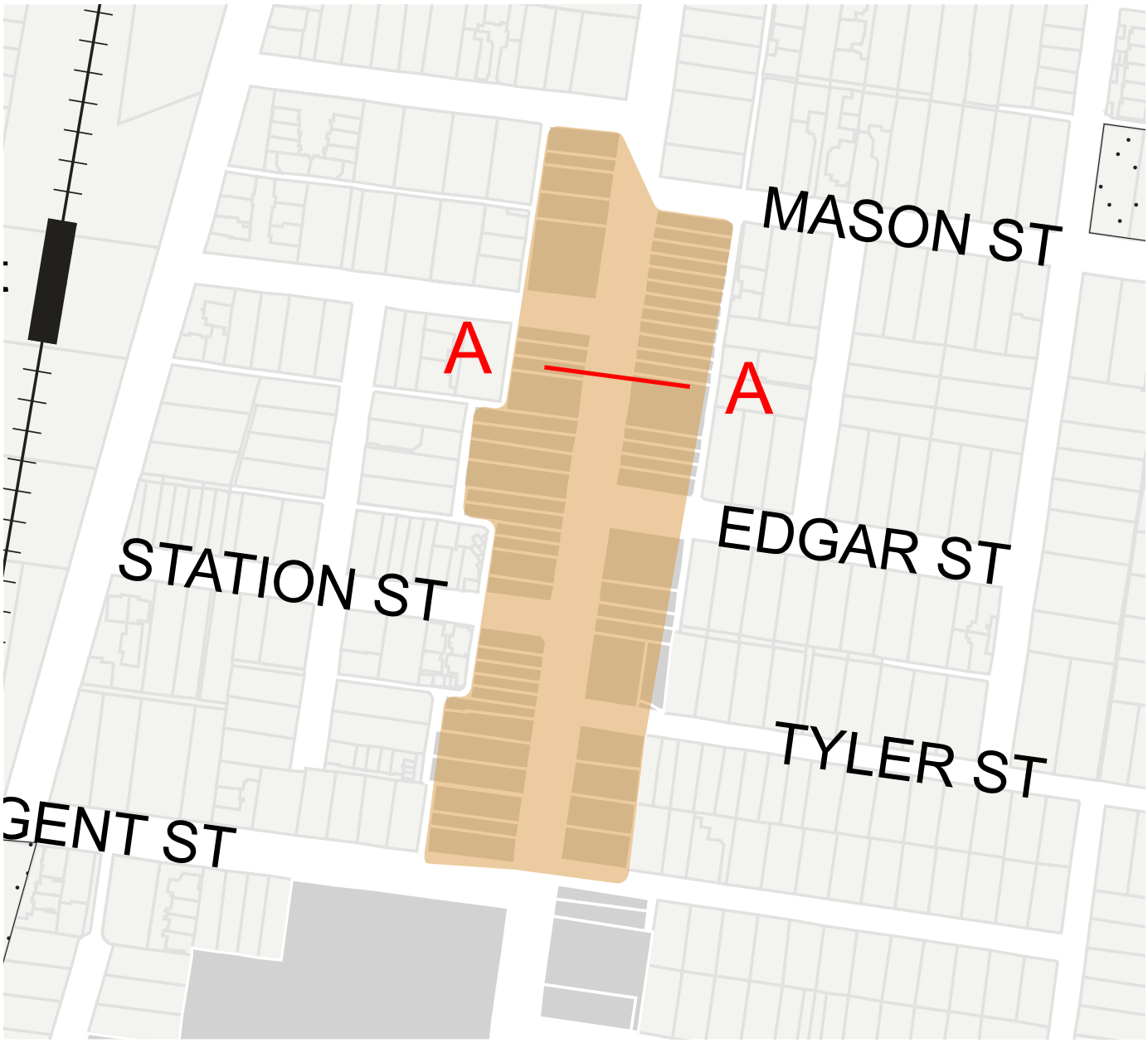


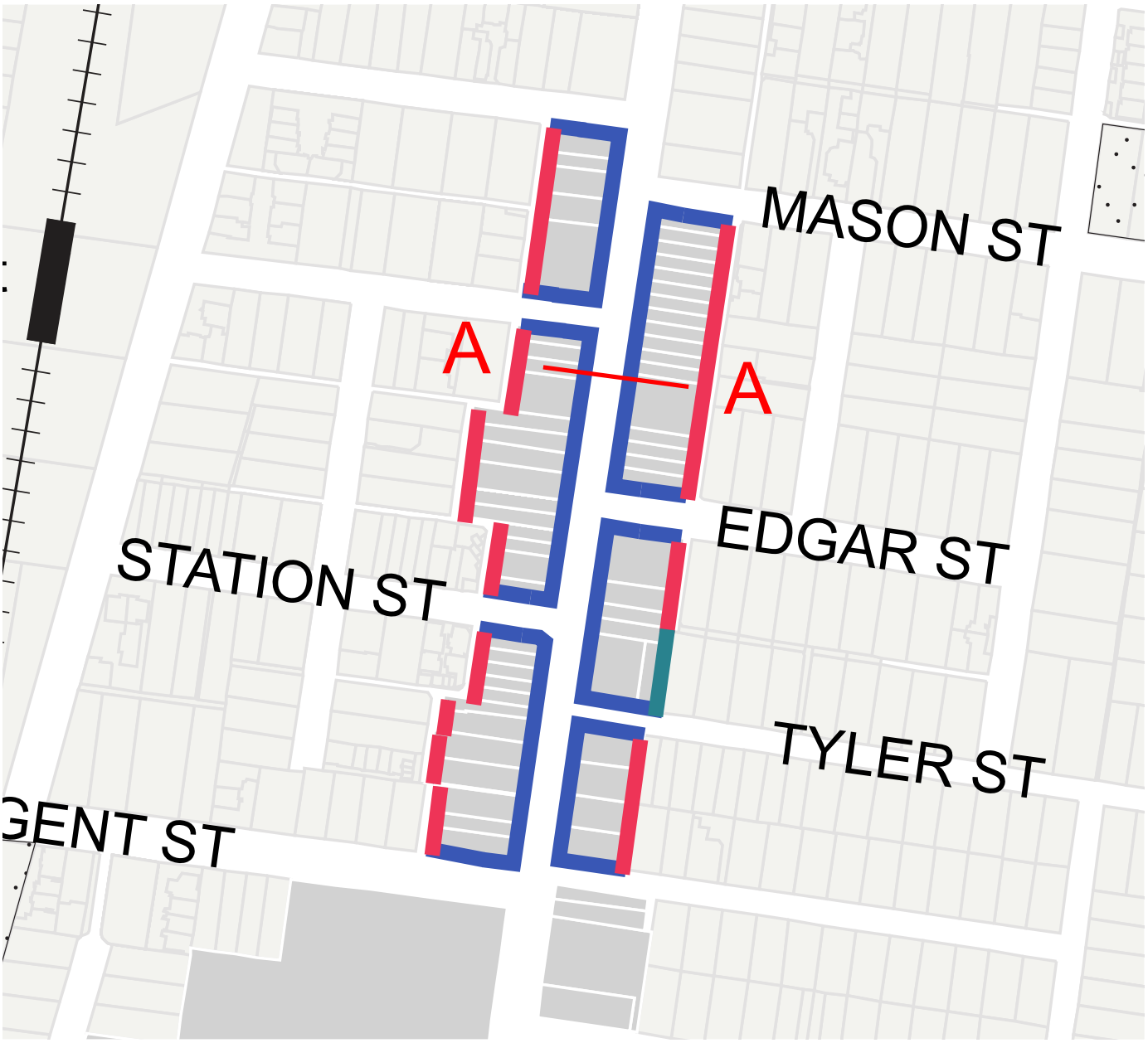
Figure 72. High Street North Precinct proposed controls section

Footpath
Nature strip
Existing buildings
Heritage buildings
Residential buildings
Road / lane
Permitted built form
Solar



KEY	Height	FAR	Site coverage	Ground floor landscape
	6	4:1	80%	10%

Figure 73. High Street North Precinct proposed built form controls map



KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	High Street North precinct	0m	2 storeys	3m

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Residential interface 01	3m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m

Figure 74. High Street North Precinct proposed interface controls map

The Bell Street precinct is improved through the delivery of the upgraded Bell station, an increase in landscaping to improve the interface to Bell Street and high-quality building design. The Darebin Arts and Cultural Precinct serves as an important anchor in the precinct.

Buildings at intersections provide chamfered corners to increase public space and improve the arrival experience into Preston Central.

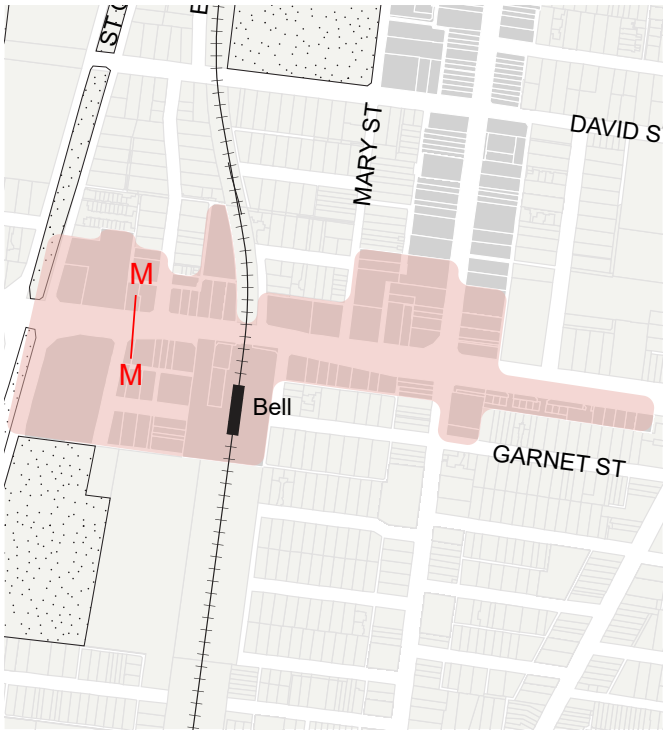


Figure 75. Bell Street Precinct map

Design objectives

- To deliver developments that:
  - » Are between 8 and 10 storeys, respond to the existing character and integrate with the Bell Street station upgrade.
  - » Transition sensitively to the surrounding residential areas.
  - » Provide new laneways, ground floor landscape and public and private open spaces.
  - » Integrate sustainable design principles in the design of buildings and landscape.
  - » Avoid stepped building forms and support well-designed internal layouts.
- To improve the amenity of Bell Street by providing ground floor landscaping at the street interface.
- To provide increased public space at intersections by chamfering the corners of buildings.

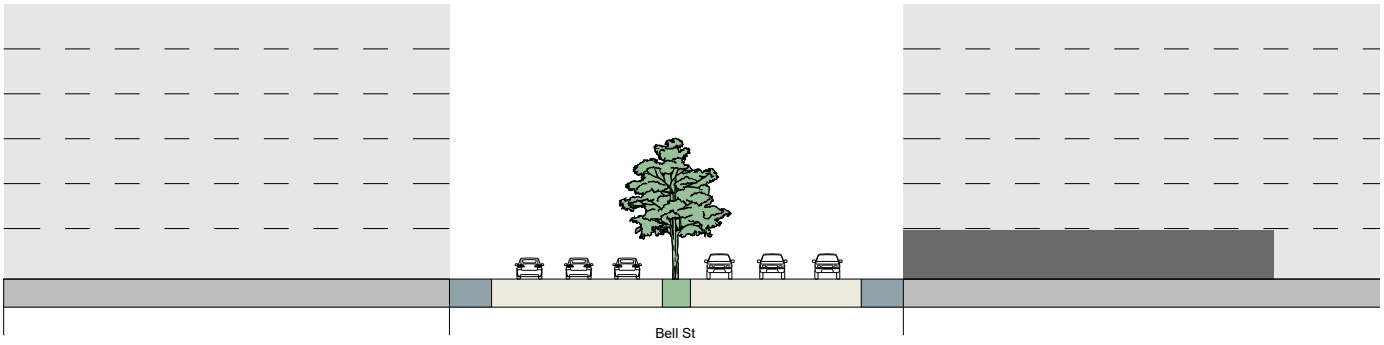


Figure 76. Bell Street Precinct existing policy section

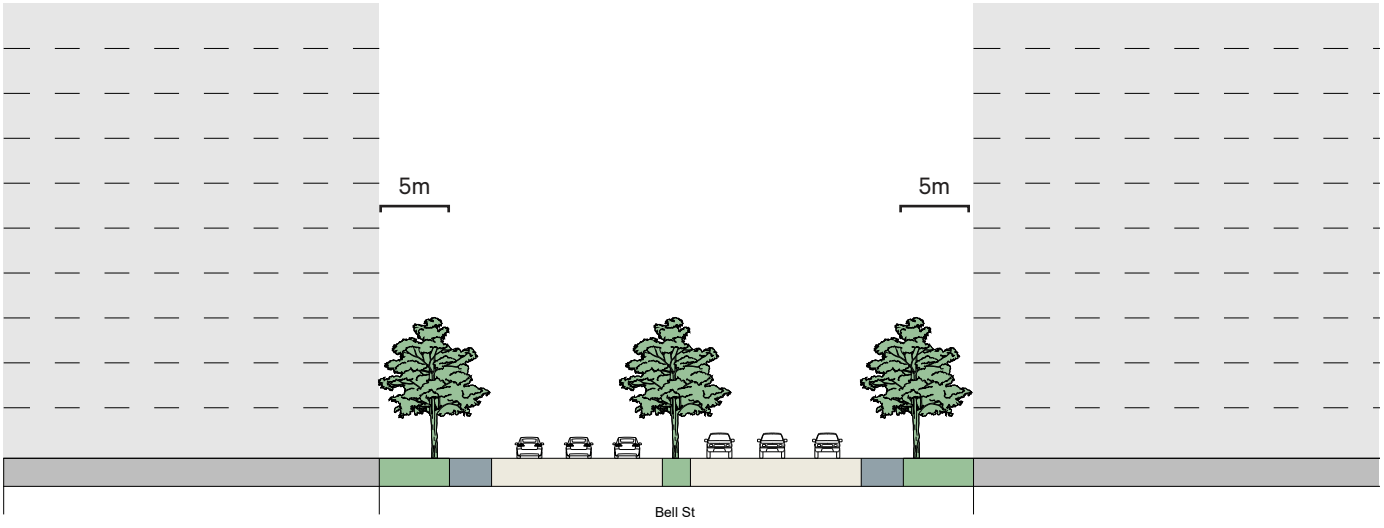
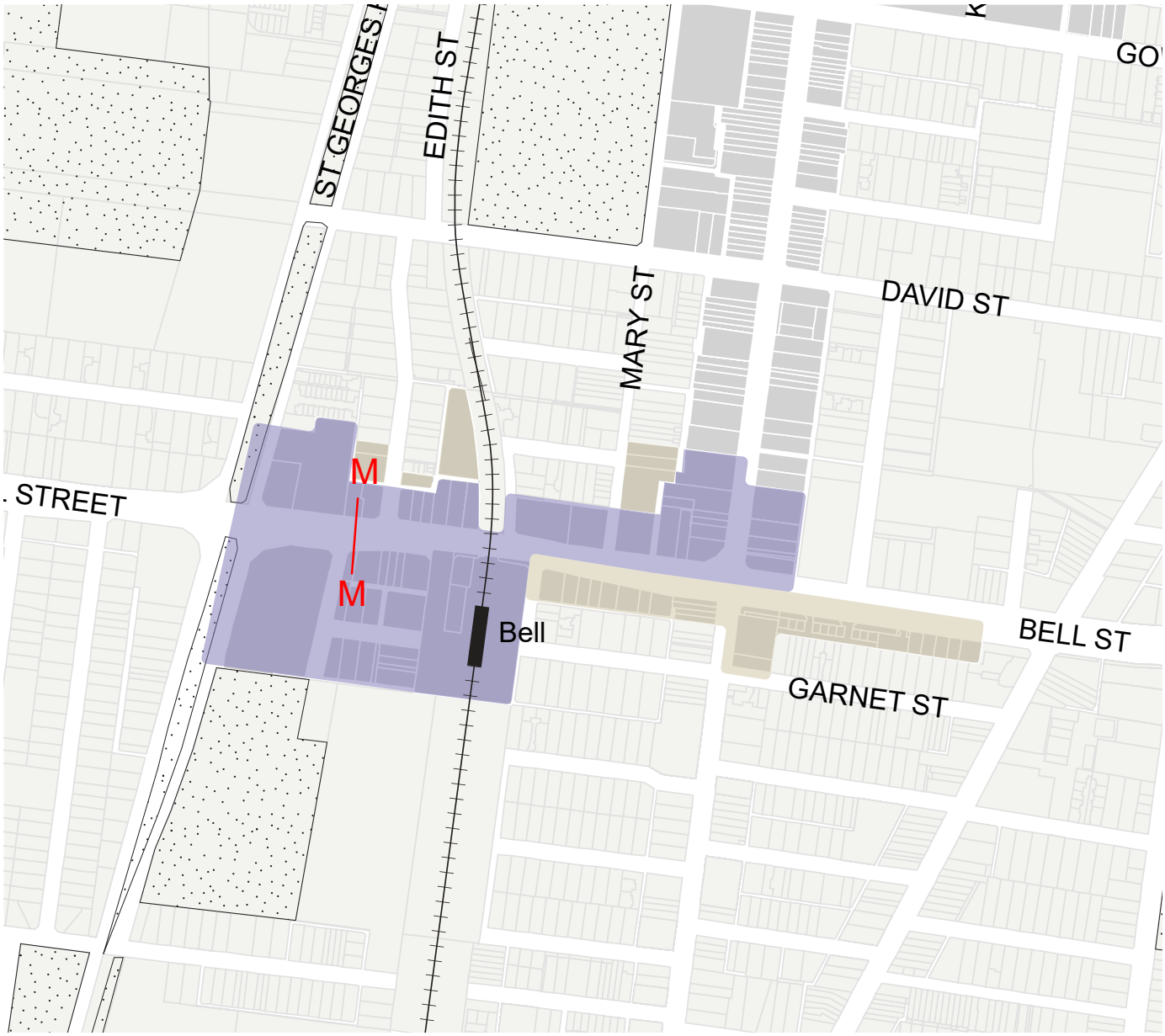


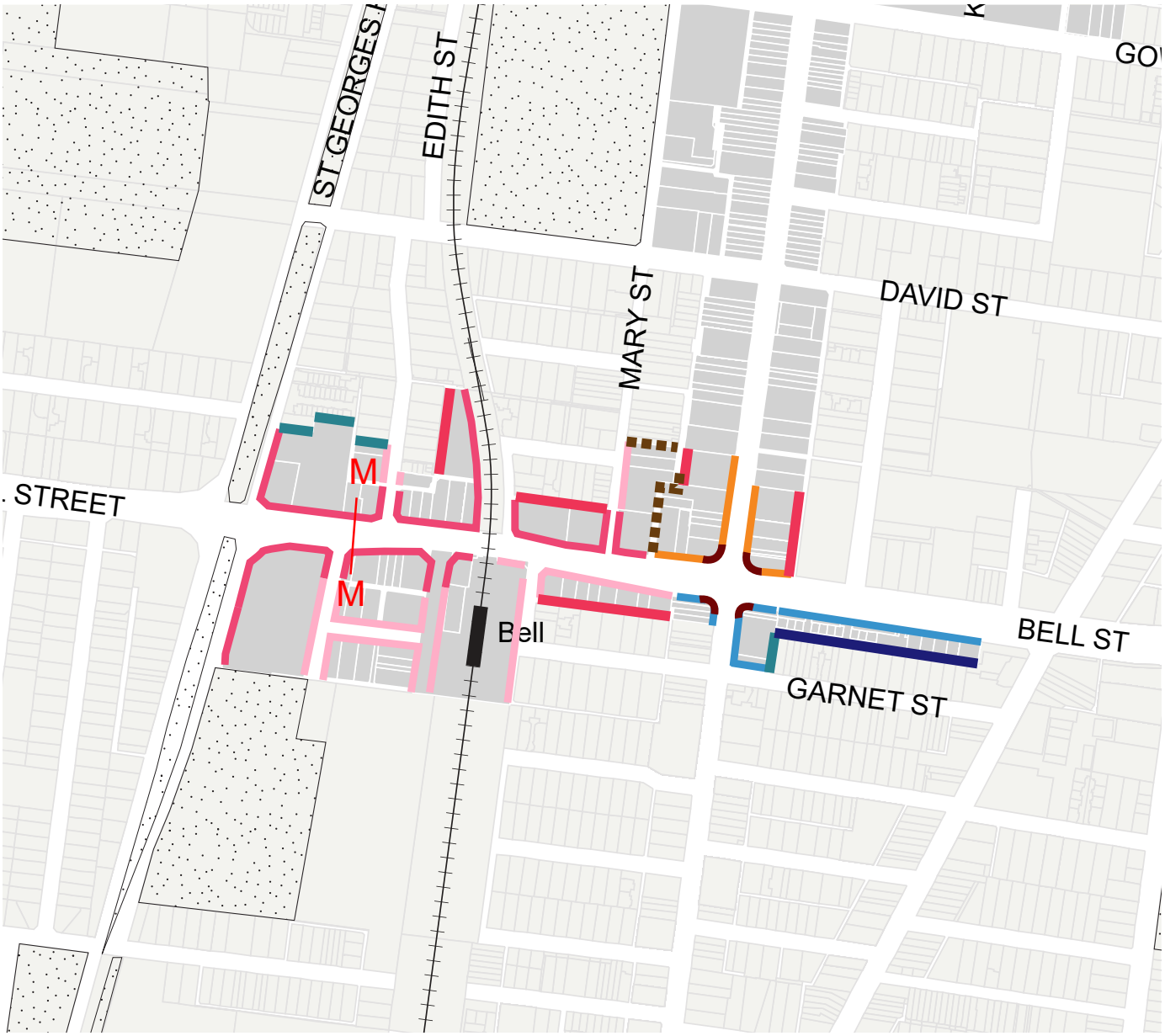
Figure 77. Bell Street Precinct proposed controls section

Footpath
Nature strip
Existing buildings
Residential buildings
Road / lane
Permitted built form



KEY	Height	FAR	Site coverage	Ground floor landscape
	4	-	-	-
	10	5.5:1	70%	15%

Figure 78. Bell Street Precinct proposed built form controls map



KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Bell Street precinct	5m	4-10 storeys	N/A
	Bell Street precinct	5m	4 storeys	5m
	High Street precinct	0m	2 storeys	3m
	Bell Street: Bell Street east	0m	4 storeys	N/A

KEY	Interface	Ground floor setback	Street wall height	Upper-level setback
	Residential interface 01	3m	2 Storeys	5m
	Residential interface 02	5m	2 Storeys	5m
	Laneway interface	3m	2 Storeys	5m
	New laneway	3m	2 Storeys	5m

Figure 79. Bell Street Precinct proposed inteface controls map

The appendix includes background anaylsis that informed the Preston Built Form Framework, including the method of defining the study area boundary and precints, a height analysis, a development activity analysis, a capacity analysis and heritage mapping.

Defining the study area boundary

An analysis of the existing policies in Preston was undertaken to understand the policy context and how the different policies intersect, see Figure 81. The priority development zone has been adopted as the study area boundary, with the following minor variations:

- The inclusion of the northern end of the High Street Corridor that extends beyond the 2006 Structure Plan boundary.
- The exclusion of properties to the west of the existing Preston Market as these are within the study area for the Preston Market redevelopment.

Refer to Figure 80 for a map of these minor variations.

Figure 80. Changes to the priority development zone boundary

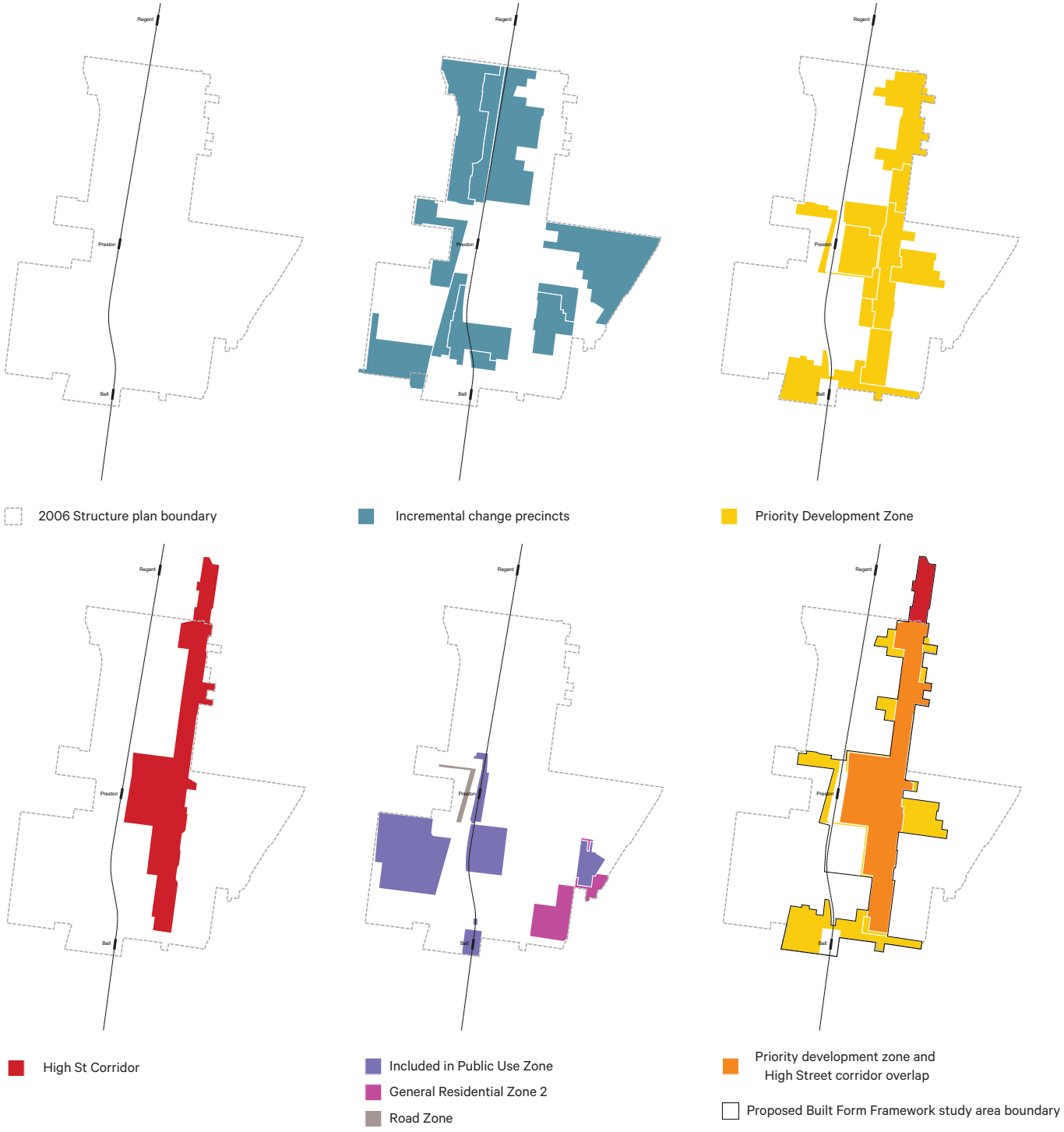


Figure 81. Existing policy boundaries

Precinct Analysis: Defining the precincts

The precincts were adapted from the eight-character precincts defined in the 2006 Structure plan, (see Figure 82). The precincts were refined to six precincts within the study area boundary, (see Figure 83), including the addition of the High Street North Precinct.

The new precincts reflect the different existing character areas across Preston.

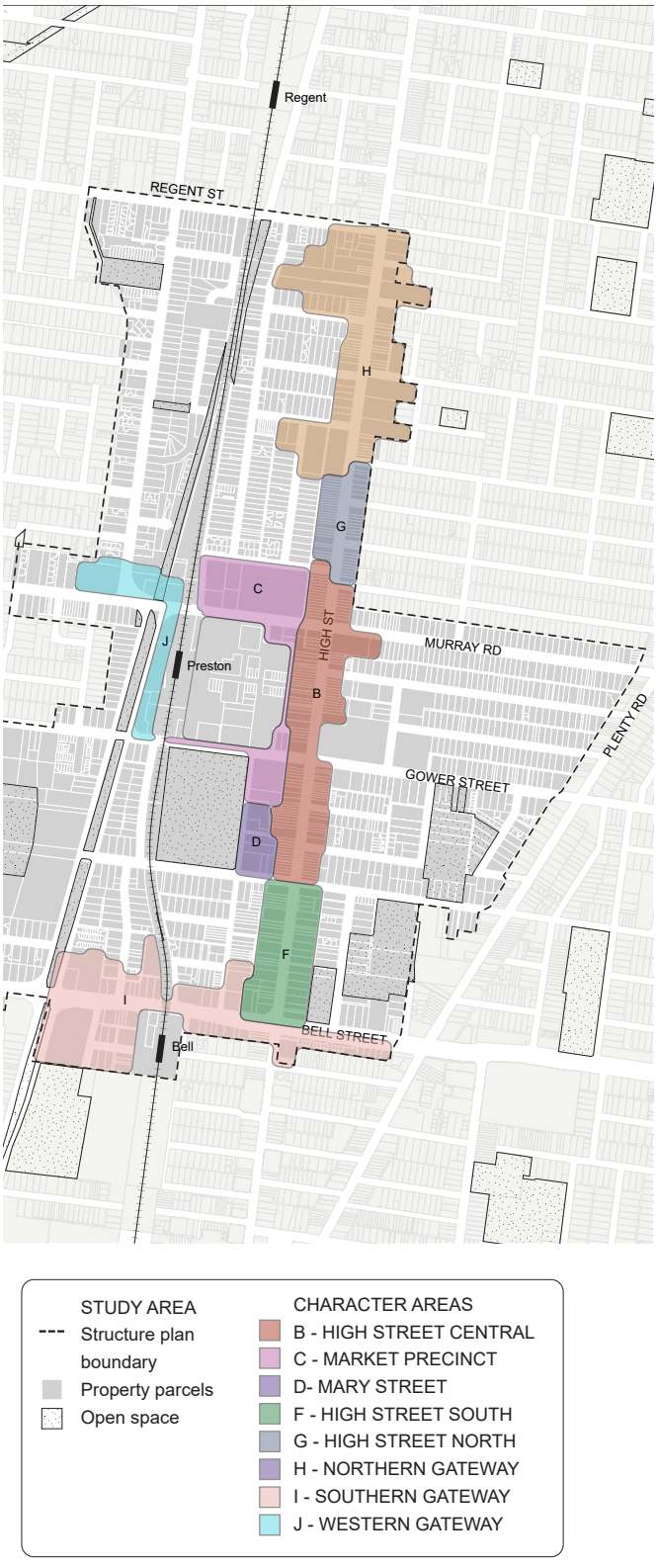


Figure 82. 2006 Structure Plan character areas map

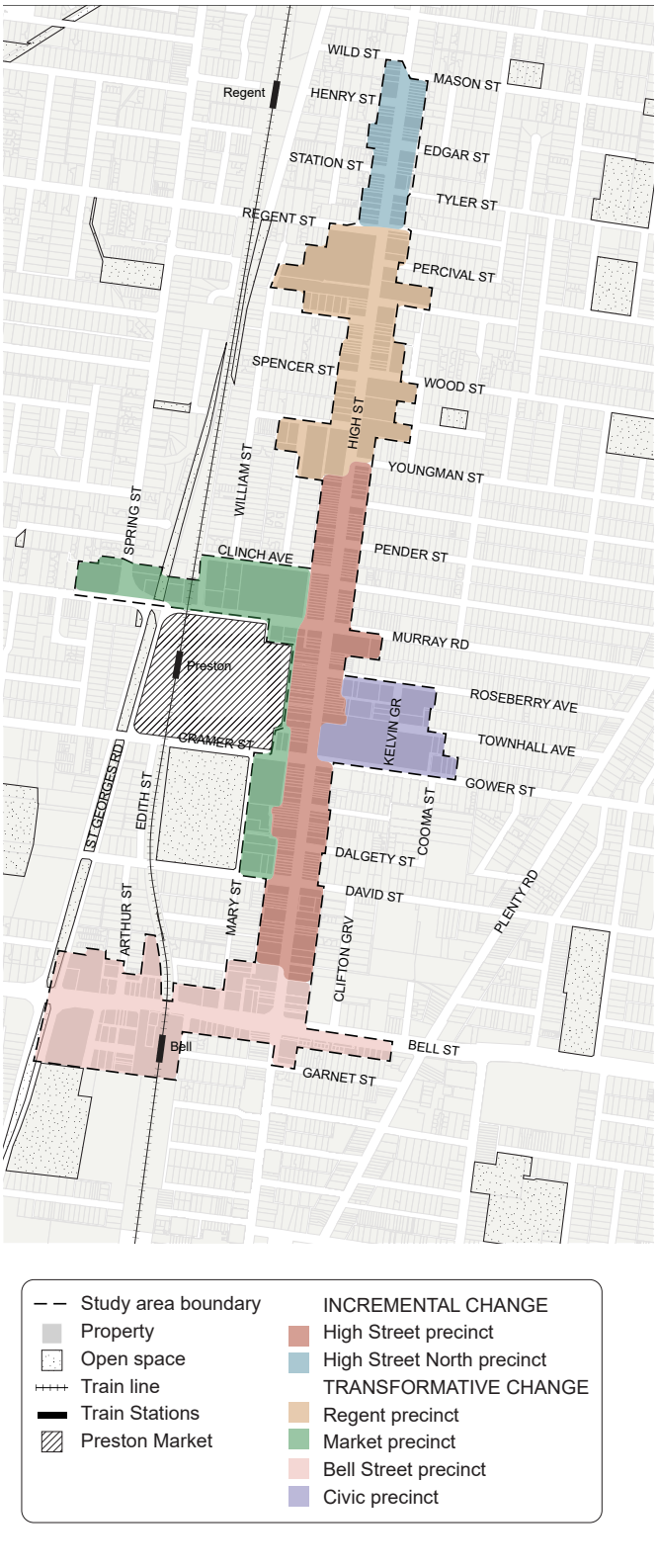


Figure 83. Preston Built Form Framework precinct map

Heritage Mapping

The heritage mapping identified any properties with a heritage overlay. This demonstrated that the larger heritage areas were generally outside the study area boundary. The heritage sites within the boundary were predominantly located along the High Street corridor in the High Street Precinct and the High Street North Precinct. There is a heritage cluster in the Civic Precinct, where the Preston Town Hall and Old Police station are located.

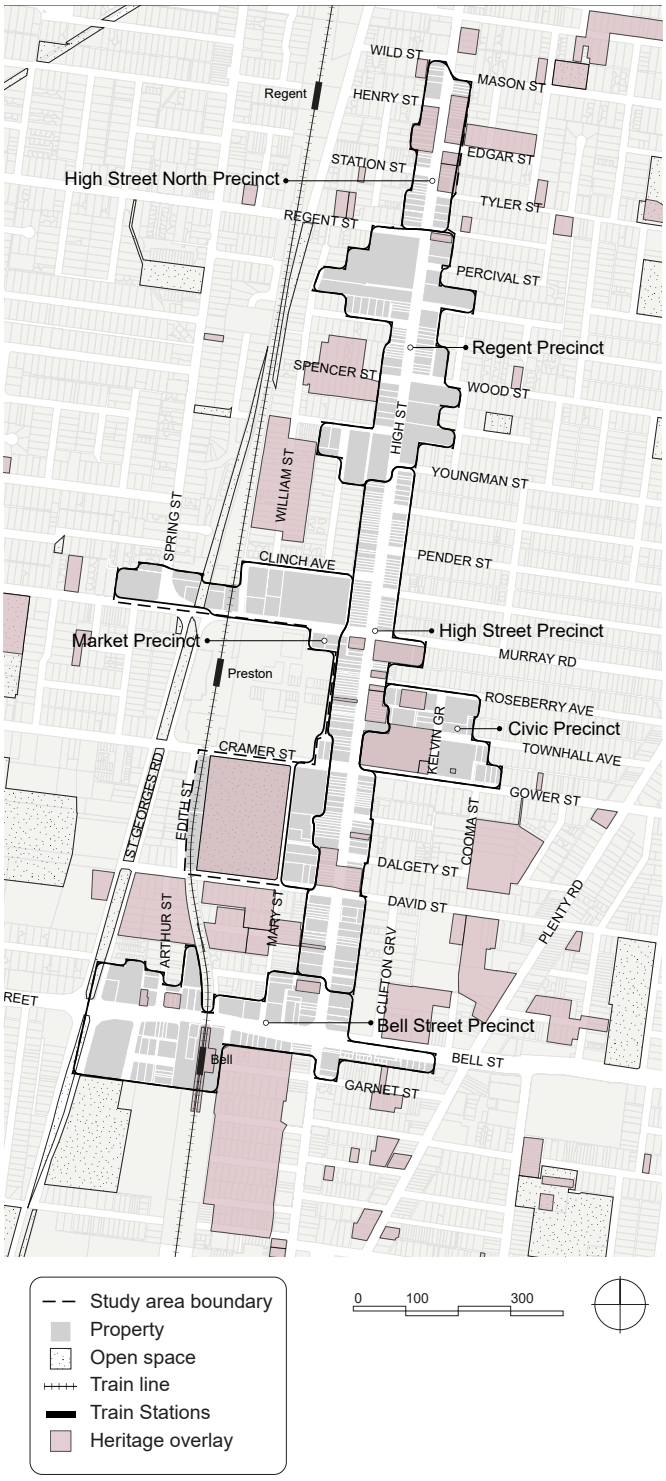


Figure 84. Heritage map

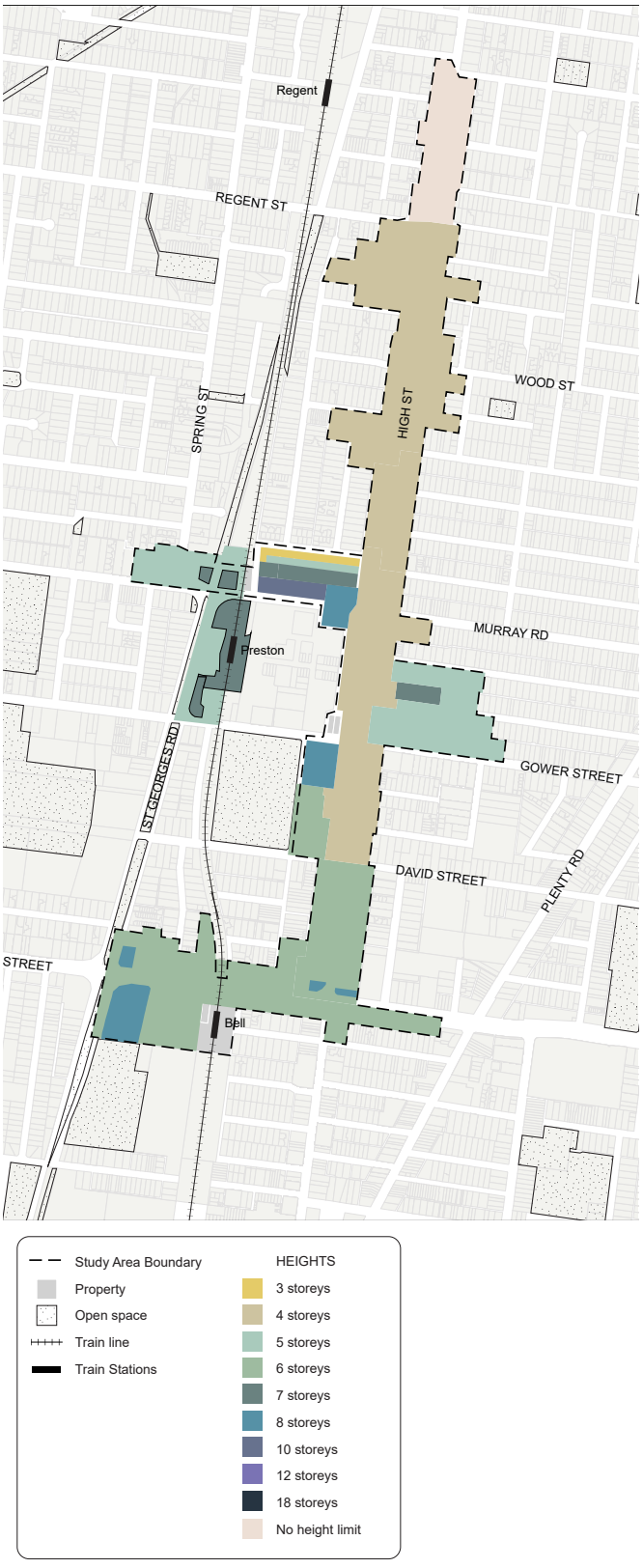


Figure 85. Existing heights map as per the Preston Central Incorporated Plan (March 2007)

Height Analysis

Figure 81 indicates that a height control of 4 storeys applies along the most of the High St corridor, increasing to 6 storeys on and around Bell Street. There are a few sites identified along Bell Street on which an 8 storey height control applies.

The area to the west of the Preston Market has a height control of 5 and 7 storeys. The area to the east High Street along Gower Street has a 5 storey height control with a small area in the west with a 7 storey limit.

The area to the north of the Preston Market has various height controls that increase from the residential interface to Murray Road, the complexity of these controls make them difficult to apply and limits design flexibility on these sites.

Tables 9 to 12 provide a summary of development activity in Preston Central. The data for the height analysis is from the Preston Structure Plan Stocktake. The data is accurate as of the 22/02/2018. The permits that have expired or refer only to a change of use have been removed from the databased for the purpose of the analysis.

An analysis of this development activity indicated that the existing height policy is being exceeded in some instances. The instances where the height limit was exceeded occurred across the Structure Plan precincts and was not confined to any particular areas.

Precinct	Address	Structure Plan Height (2006)	Height of permit issued	Difference between heights	Height increased
T	1 Emery Street Preston	3	3	0	No
Q	1 Taunton Avenue Preston	3	2	-1	No
I	1-3 Arthur Street / rear 374 Bell Street Preston	6	3	-3	No
C	10 Clinch Avenue, Preston	10	8	-2	No
N	106 David Street Preston	3	2	-1	No
N	110 David Street Preston	3	3	0	No
R	12 West Street Preston	2	2	0	No
N	15 Clifton Grove Preston	3	2	-1	No
R	15 Olver Street Preston	2	2	0	No
T	18 Arthur Street Preston	3	2	-1	No
N	18 Preston Street Preston	3	1	-2	No
O	184 Murray Road Preston	3	2	-1	No
O	188 Murray Road Preston	3	2	-1	No
D	2 Bruce Street Preston	6	3	-3	No
P	2 Leicester Street Preston	3	3	0	No
N	2 Preston Street Preston	3	2	-1	No
R	2 William Street Preston	2	2	0	No
I	2-10 Mary Street, Preston	4	4	0	No
I	2-6 Isaacs Street, Preston	6	8	2	Yes
C	2-8 Clinch Avenue, Preston	10	9	-1	No
F	204 High Street PRESTON 3072	6	7	1	Yes
N	22 Preston Street Preston	3	2	-1	No
O	223-227 Gower Street	3	3	0	No
O	226 Gower Street Preston	3	2	-1	No
O	23 Roseberry Avenue Preston	2	2	0	No
F	230 High Street, Preston	6	2	-4	No
B	235-239 Murray Road, Preston	4	2	-2	No
L	25 Regent St Preston	3	2	-1	No
M	251 Gower Street Preston	4	3	-1	No
O	254 Gower Street Preston	3	2	-1	No
O	258 Murray Road Preston	3	2	-1	No
B	290-292 High Street Preston	4	6	2	Yes
N	2A Dalgety Street Preston	3	2	-1	No
J	30 Cramer Street, Preston	7	9	2	Yes
T	31 Bruce Street Preston	3	2	-1	No

Table 10. Height Activity table

Use of permit issued	VCAT or Council Issued	Year of permit	No. of dwellings	Relationship to Structure Plan	Source
3 (6 dwellings, 2 levels added to existing industrial building)	Council	2011	6	In accordance with Structure Plan	Stocktake Report
2 (2 dwellings)	Council	2012	2	In accordance with Structure Plan	Stocktake Report
3 (24 dwellings)	Council	2001	24	In accordance with Structure Plan	Stocktake Report
8 storey (84 dwellings)	VCAT	2012	84	In accordance with Structure Plan	Stocktake Report
2 (11 dwellings)	Council	2016	11	In accordance with Structure Plan	Stocktake Report
3 (8 dwellings)	Council	2014	8	In accordance with Structure Plan	Stocktake Report
2 (2 dwellings)	Council	2014	2	In accordance with Structure Plan	Stocktake Report
2 (6 dwellings)	Council	2015	6	In accordance with Structure Plan	Stocktake Report
2 (9 dwellings)	Council	2009	9	In accordance with Structure Plan	Stocktake Report
2 (2 dwellings plus existing)	Council	2009	3	In accordance with Structure Plan	Stocktake Report
1 (1 dwelling)	VCAT	2007	1	In accordance with Structure Plan	Stocktake Report
2 (5 dwellings)	Council	2013	5	In accordance with Structure Plan	Stocktake Report
2 (4 dwellings)	Council	2014	4	In accordance with Structure Plan	Stocktake Report
3 (8 dwellings)	Council	2016	8	In accordance with Structure Plan	Stocktake Report
3 (8 dwellings)	VCAT	2016	8	In accordance with Structure Plan	Stocktake Report
2 (2 dwellings)	Council	2016	2	In accordance with Structure Plan	Stocktake Report
2 (4 dwellings)	Council	2012	4	In accordance with Structure Plan	Stocktake Report
4 (52 dwellings)	VCAT	2008	52	In accordance with Structure Plan	Stocktake Report
8 (82 dwellings)	VCAT	2009	82	Deviation from Structure Plan (VCAT decision)	Stocktake Report
6 & 9 storeys (134 dwellings, convenience restaurant, gym, basement)	VCAT	2011	134	In accordance with Structure Plan	Stocktake Report
7 (43 dwellings, shop, basement)	Council	2015	43	Deviation from Structure Plan (Council decision)	Stocktake Report
2 (6 dwellings)	Council	2016	6	In accordance with Structure Plan	Stocktake Report
3 (16 dwellings)	Council	2016	16	In accordance with Structure Plan	Stocktake Report
2 (11 dwellings)	Council	2014	11	In accordance with Structure Plan	Stocktake Report
2 (3 dwellings)	Council	2012	3	In accordance with Structure Plan	Stocktake Report
2 (retail - second level to existing)	Council	2009		In accordance with Structure Plan	Stocktake Report
2 (use and develop land for child care centre)	Council	2015		In accordance with Structure Plan	Stocktake Report
2 (11 dwellings)	Council	2015	11	In accordance with Structure Plan	Stocktake Report
3 (6 dwellings)	Council	2015	6	In accordance with Structure Plan	Stocktake Report
2 (4 dwellings)	Council	2014	4	In accordance with Structure Plan	Stocktake Report
2 (2 dwellings)	Council	2015	2	In accordance with Structure Plan	Stocktake Report
6 (19 dwellings, shop)	VCAT	2016	19	Deviation from Structure Plan (VCAT decision)	Stocktake Report
2 (4 dwellings)	Council	2013	4	In accordance with Structure Plan	Stocktake Report
Proposed - Part 9 storey, part 6 storeys (95 dwellings, 3 shops)	VCAT	2016	95	Deviation from Structure Plan (VCAT decision)	Stocktake Report
2 (2 dwellings plus existing)	Council	2014	3	In accordance with Structure Plan	Stocktake Report

Table 11. Height Activity table

Precinct	Address	Structure Plan Height (2006)	Height of permit issued	Difference between heights	Height increased
Q	33 Spring Street Preston	3	2	-1	No
I	332-340 Bell Street, Preston	6	7	1	Yes
I	346 Bell Street Preston	6	6	0	No
J	350 Murray Rd, Preston	7	7	0	No
I	352 Bell Street, Preston	6	6	0	No
B	359-361 High Street Preston	4	4	0	No
I	372 Bell Street Preston	6	3	-3	No
I	376 Bell Street Preston	6	6	0	No
B	378 High Street Preston (Old Firestation Café)	4	4	0	No
J	388 Murray Road Preston	5	5	0	No
T	4 Arthur Street Preston	3	2	-1	No
D	40-42 Mary Street, Preston	6	6	0	No
B	400 High Street Preston (All Saints Church)	4	2	-2	No
Q	41 Spring Street Preston	3	2	-1	No
B	436 High Street Preston	4	3	-1	No
P	450-456 Bell Street Preston	3	4	1	Yes
P	466 Bell Street Preston	3	4	1	Yes
G	466 High Street Preston	4	5	1	Yes
G	472-480 High Street Preston	4	6	2	Yes
T	5 Bruce Street Preston	3	2	-1	No
I	5-9 Blanch Street, Preston	6	10	4	Yes
H	518-528 High Street Preston	4	6	2	Yes
G	529 High Street Preston	4	4	0	No
H	530-538 High Street Preston	4	1	-3	No
G	531-533 High Street Preston	4	4	0	No
G	543 High Street Preston	4	2	-2	No
G	563 High Street Preston	4	4	0	No
	573-603 High Street & 30 West Street, Preston (the Ralph D'Silva site)				
Q	61 Spring Street Preston	3	2	-1	No
H	649 High Street Preston	4	4	0	No
K	70-72 St Georges Road Preston	3	3	0	No
K	74 St Georges Road Preston	3	3	0	No
O	84 Roseberry Avenue Preston	2	3	1	Yes
R	9 Cambrian Avenue Preston	2	2	0	No
N	90 David Street Preston	3	2	-1	No
Q	90 Spring Street Preston	3	2	-1	No

Table 12. Height Activity table

Use of permit issued	VCAT or Council Issued	Year of permit	No. of dwellings	Relationship to Structure Plan	Source
2 (4 dwellings)	Council	2012	4	In accordance with Structure Plan	Stocktake Report
7 (office, shops)	VCAT	2008	0	Deviation from Structure Plan (VCAT decision)	Stocktake Report
6 (78 dwellings, shops)	Council	2013	78	In accordance with Structure Plan	Stocktake Report
7 storeys (54 dwellings, convenience restaurant, gym and shop)	Council	2011	54	In accordance with Structure Plan	Stocktake Report
6 (63 dwellings, retail premises)	Council	2011	63	In accordance with Structure Plan	Stocktake Report
4 (14 dwellings, 3 offices)	Council	2014	14	In accordance with Structure Plan	Stocktake Report
3 (8 dwellings, office)	Council	2015	8	Deviation from Structure Plan (VCAT decision)	Stocktake Report
6 (40 dwellings, 2 shops)	Council	2015	40	In accordance with Structure Plan	Stocktake Report
4 (addition of 6 dwellings, office space to existing building)	Council	2010	6	In accordance with Structure Plan	Stocktake Report
5 (102 dwellings)	VCAT	2013	102	In accordance with Structure Plan	Stocktake Report
2 (4 dwellings)	Council	2013	4	In accordance with Structure Plan	Stocktake Report
6 (55 dwellings, 2 offices, basement)	Council	2014	55	In accordance with Structure Plan	Stocktake Report
2 (use of part site for co-work and child care centre)	Council	2015		In accordance with Structure Plan	Stocktake Report
2 (4 dwellings)	Council	2009	4	In accordance with Structure Plan	Stocktake Report
3 (4 dwellings above existing retail building)	Council	2010	4	In accordance with Structure Plan	Stocktake Report
4 (38 dwellings)	VCAT	2009	38	In accordance with Structure Plan	Stocktake Report
4 (9 dwellings)	Council	2009	9	Deviation from Structure Plan (Council decision)	Stocktake Report
5 (18 dwellings, 3 shops)	Council	2016	18	Deviation from Structure Plan (Council decision)	Updated Data
6 (34 dwellings, 4 shops)	VCAT	2016	34	Deviation from Structure Plan (VCAT decision)	Updated Data
2 (5 dwellings)	Council	2014	5	In accordance with Structure Plan	Stocktake Report
10 (86 dwellings)	VCAT	2009	86	Deviation from Structure Plan (VCAT decision)	Stocktake Report
6 (97 dwellings, 2 retail premises)	VCAT	2015	97	Deviation from Structure Plan (VCAT decision)	Updated Data
4 (12 dwellings, office)	Council	2012	12	In accordance with Structure Plan	Stocktake Report
1 (construction of medical centre)	Council	2008		Deviation from Structure Plan (VCAT decision)	Stocktake Report
4 (8 dwellings, office)	Council	2015	8	In accordance with Structure Plan	Stocktake Report
2 (construct additional office level)	Council	2015		In accordance with Structure Plan	Stocktake Report
4 (6 dwellings, shop)	Council	2012		In accordance with Structure Plan	Updated Data
					Updated Data
2 (5 dwellings)	Council	2014	5	In accordance with Structure Plan	Stocktake Report
4 (8 dwellings)	VCAT	2014	8	In accordance with Structure Plan	Stocktake Report
3 (20 dwellings - 18 triple storey, 2 double storey)	Council	2013	20	In accordance with Structure Plan	Stocktake Report
3 (9 dwellings, 1 is single storey)	Council	2015	9	In accordance with Structure Plan	Stocktake Report
3 (7 dwellings)	VCAT	2014	7	Deviation from Structure Plan (VCAT decision)	Stocktake Report
2 (3 dwellings)	Council	2012	3	In accordance with Structure Plan	Stocktake Report
2 (2 dwellings)	VCAT	2016	2	In accordance with Structure Plan	Stocktake Report
2 (3 dwellings)	Council	2016	3	In accordance with Structure Plan	Stocktake Report

Table 13. Height Activity table

Development Analysis

The development analysis involved reviewing 15 planning applications and VCAT decisions to identify common urban design issues that have arisen in recent development applications.

The issues identified in the applications have been summarised into key themes (see Figure 86).

These key themes identified issues that needed to be addressed in the Built Form Framework. This analysis informed the proposed design strategies.

The 15 applications are as follows:

- 30 Cramer Street, Preston (cnr St Georges Road)
- 540 High Street, Preston
- 2-6 Isaacs Street, Preston
- 2-6 Isaacs Street, Preston (additional application)
- 204 High Street, Preston (next to Red Rooster)
- 318 – 320 Bell Street, Preston
- 376-380 Bell Street, Preston
- 345 – 349 Bell Street Preston
- 518-528 High Street, Preston
- 472-480 High Street, Preston
- 563 High Street, Preston
- 464-466 High Street, Preston
- 573-603 High Street & 30 West Street, Preston (the Ralph D'Silva site)
- 560-562 High Street, Preston
- 566-568 High Street, Preston

Common urban design issues		No. of instances issue identified in development applications review.
	Siting and massing	20
	Internal amenity	9
	Environmental performance	9
	Landscape	5
	Equitable development	5
	Strategic planning	3
	Ground floor design	3
	Vehicle storage	2
	Facade resolution	2
	Flooding	1
	Accessibility	1
	Policy requirement	1

Figure 86. Key development application issues

Type	Issue	Is there existing policy guidance?	Which policies provide guidance?
	Ground floor rear setbacks not delivered	Partial	High Street Corridor
	Street wall height policy is being exceeded	Partial	High Street Corridor
	Ground floor setbacks are not delivered	Partial	High Street Corridor
	Lack of deep soil to support canopy trees	Yes	BADs
	Limited setbacks reducing ability to deliver boundary landscaping	Partial	High Street Corridor
	Lack of ESD integrated into the design	Yes	22.12 Environmentally Sustainable Development
	Water sensitive urban design not implemented in the design	Yes	22.12 Environmentally Sustainable Development
	Poor resolution of the ground floor	No	N/A
	Lack of information provided in application	Unknown	N/A
	High level use of glass delivering poor environmental outcomes	Unknown	N/A
	Ground floor dedicated to carparking	No	N/A
	Inadequate building separation provided to interfaces	No	N/A
	Doesn't deliver strategic land use requirements	Yes	Priority Development Zone - Schedule 2
	Doesn't deliver development equity for neighbouring sites	Partial	High Street Corridor
	Apartments have poor outlook	No	BADs
	Lack of dwelling diversity	No	N/A
	Insufficient daylight and ventilation to common areas	Yes	BADs
	Overlooking issues internally	No	N/A
	Buildings don't meet accessibility standards	Yes	BADs
	Lack of private open space provided	Yes	BADs

- Siting and Massing
- Internal amenity
- Strategic planning
- Ground floor design
- Vehicle storage
- Flooding
- Policy requirement
- Landscape
- Environmental performance
- Equitable development
- Facade resolution
- Accessibility

Table 14. Key development application assessment table

Type	Issue	Is there existing policy guidance?	Which policies provide guidance?
	Height policy is being exceeded	Yes	Priority Development Zone - Schedule 2
	Apartments have limited access to daylight	Yes	BADs
	Anticipated typologies aren't being delivered	Yes	Priority Development Zone - Schedule 2
	Apartments are single aspect	Yes	BADs
	Corridors have no access to daylight	Yes	BADs
	Screening measures reduce daylight internally	No	N/A
	Apartments have poor ventilation	Yes	BADs
	Upper-levels are insufficiently recessed	Yes	Priority Development Zone - Schedule 2
	Buildings have a poor sense of address	No	N/A
	No landscaping due to high site coverage	Partial	BADs
	Buildings don't meet ESD requirements	Yes	22.12 Environmentally Sustainable Development
	Overshadowing of neighbouring properties	Partial	High Street Corridor
	Overlooking of neighbouring properties	Partial	High Street Corridor
	Low quality facade design	No	N/A
	Insufficient carparking delivered	Yes	Priority Development Zone - Schedule 2
	Insufficient bike parking	Yes	Priority Development Zone - Schedule 2
	Flooding risk not addressed	Yes	Special Building Overlay
	Poor siting that doesn't respond to context	No	N/A
	Lack of transition in height to low-scale residential areas	Partial	High Street Corridor

- Siting and Massing
- Internal amenity
- Strategic planning
- Ground floor design
- Vehicle storage
- Flooding
- Policy requirement
- Landscape
- Environmental performance
- Equitable development
- Facade resolution
- Accessibility

Table 15. Key development application assessment table

Capacity Analysis

Preston Central needs to accommodate 5,700 additional dwellings by 2041 (Preston Market Report). An estimated 283 dwellings are expected to be delivered on the Preston Market site and 1,200 dwellings are estimated to be in the development pipeline (Preston Market Report). This means that approximately 4,200 dwellings need to be accommodated in the study area. Assuming that 75% of all dwellings in the Preston Activity Centre are accommodated in the study area, this would amount to approximately an additional 3,500 dwellings.

This amounts to an average dwelling density of 125 dwellings per hectare if you exclude heritage sites and development sites/ strata-titled sites from the analysis. The net dwelling density afforded by the existing built form controls amounts to 189 dwellings per hectare (as shown in Table 16). This indicates that capacity is not a key driver when considering whether building heights should increase within the study area.

The net dwelling density afforded by the proposed built form controls amounts to an average of 301 dwellings per hectare. This represents an increase in dwelling density of 37% when compared with the density afforded by the existing built form controls.

For properties with a 4 storey height limit, where there are no proposed FAR requirements, the calculations have been made using an assumed FAR of 2.1:1.

Precinct Name	High Street	Regent Precinct	Bell Precinct	High Street North	Market Precinct	TOTAL	AVERAGE
Net Site Area (m2)	71,484	67,360	68,298	20,416	157,257	369,575	
Net Site Area (ha)	7	7	7	2	5	28	
Approximate area of heritage sites (m2)	13,771	609	1,406	9,912	36,772	62,470	
Remaining net site area (m2)	57,713	66,751	66,892	10,504	10,676	212,537	
Remaining net site area (ha)	5.8	6.7	6.7	1.1	1.1	21	
Existing height limit	4	4	6	4	6	24	
Existing no. storeys available for residential	3	3	5	3	5		
Height limit x net site area (ha)	173,139	200,253	334,462	22,058	53,381		
Height limit x net site area x 75% (ha)	121,197	140,177	234,123	22,058	37,367		
Approximate Average gross floor area per apartment (96m2 = 80m2 per apartment average + circulation and services allowance of 20% in whole building)	1,262.5	1,460.2	2,438.8	229.8	389.2	5,780	
Dwelling density per hectare	177	217	357	113	82		189

Table 16. Existing Capacity

Precinct Name	High Street	Regent Precinct			Bell Precinct		High Street North	Market		Civic			TOTAL	AVERAGE
Storeys	6	4	8	6	4	10	6	10	6	4	5	7		
Net Site Area (m2)	71,484	15,367	34,858	17,134	16,075	52,223	20,416	38,564	8.885	1,775	25,208	3,117	241,838	
Net Site Area (ha)	7	2	3	2	2	5	2	4	1	0	3	0	24	
Area of heritage sites (m2)	12,092	0	0	258	0	1,090	10,914	0	0	0	11,179	0	24,354	
Remaining net site area (m2)	59,392	15,367	34,858	16,877	16,075	51,134	9,502	38,564	8,885	1,775	12,029	3,117	217,485	
Remaining net site area (ha)	5.9	1.5	3.5	1.7	1.6	5.1	1.0	3.9	0.9	0.2	1.4	0.3	22	
Proposed FAR	4.0	2.1	3.5	4.0	2.1	5.5	4.0	3.5	4.0	2.1	3.0	3.0	34	
Existing height limit (excluding .5 of FAR)	3.5	2.1	3.0	3.5	2.1	5.0	3.5	3.0	3.5	2.1	2.5	2.5		
FAR x net site area (ha)	207,870	32,272	104,575	59,068	33,758	255,668	33,257	115,692	31,096	3,728	35,073	7,793		
Average gross floor area per apartment (96m2 = 80m2 per apartment average + circulation and services allowance of 20% in whole building)	2,165	336	1,089	615	352	2663	346	1,205	324	39	365	81.	8,772	
Dwelling density per hectare	268	219	281	318	219	408	150	313	365	219	145	260		301

Table 17. Proposed Capacity

Hodyl & Co