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Hodyl & Co—Preston Central Built Form Framework



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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.

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 triple in size by 2041.¹ The Built Form Framework proposes updated guidance to support better design outcomes in Preston Central as it continues to grow, emphasising the importance of sustainability, amenity and landscape within new developments. Delivering improved design quality is central to the guidance, as well as the need to accommodate the growing population.

The precincts

The study area is aligned to the proposed structure plan boundary. Within the study area, the Framework identifies precincts within 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.

The study area also includes Transition Areas in the surrounds of Preston Central (see Figure 3). Further work needs to be undertaken to determine the vision for change in the Transition Areas.

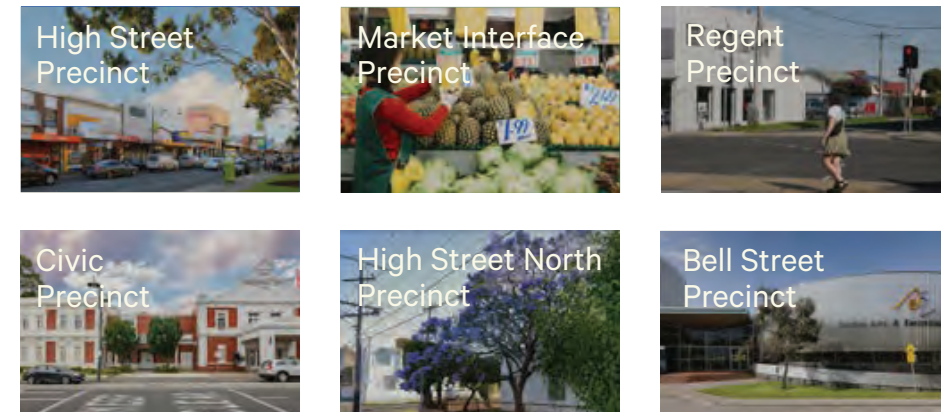


Figure 1. The precincts.

¹ Future Preston Urban Design Issues and Opportunities Paper

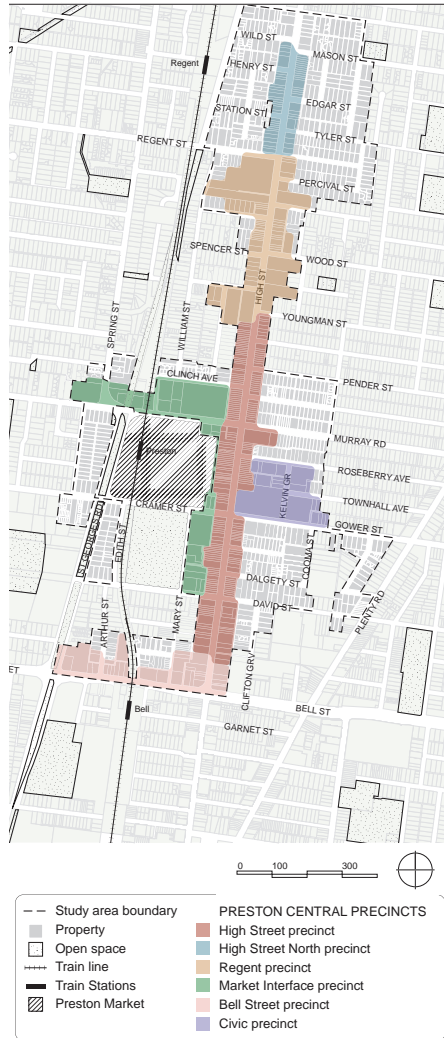


Figure 2. Preston Central Precincts Map.



Figure 3. Transition Areas Map.

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 4). 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 documented in the Technical Report 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

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

Figure 4. 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 are 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.



Figure 5. Existing view looking south-west towards the corner of High Street and Murray Road.

Heritage Montage

The heritage montage illustrates the proposed built form controls and provides a visual example that demonstrates how High Street could develop in the future.

This view was selected as it is an important intersection within the study area. The visualisation demonstrates the proposed scale of development and its response to the existing heritage building at the corner, currently occupied by Bendigo Bank.



Figure 6. Artistic impression demonstrating the proposed built form controls. View looking south-east towards the corner of High Street and Murray Road.

The study area.

Figure 8 indicates the structure plan boundary which is centred along High Street, extending from Bell Street in the south to Wild Street in the north. As well as commercial and residential areas, it includes major anchors such as Preston City Hall, Preston Library, Preston Oval, Preston Station and Bell Station, it is also directly adjacent to the Preston Market. To the south-east of the study area are three schools and to the west is the tertiary education institution - Melbourne Polytechnic.

For the purposes of the Built Form Framework, the study area is derived from the proposed structure plan boundary.

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 2041.¹ 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.

The Built Form Framework proposes updated guidance to support better design outcomes in Preston Central as it continues to grow, emphasising the importance of sustainability, amenity and landscape. Delivering improved design quality is central to the guidance, as well as the need to accommodate the growing population.

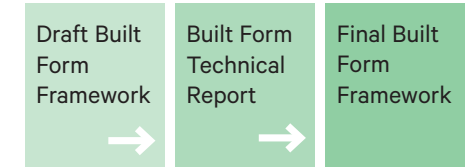


Figure 7. Preparation of the Final Built Form Framework.

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

Since the 2022 engagement on the draft BFF, the Preston Market Interface Precinct Planning Scheme Amendment C182dare was approved by the Minister for Planning, gazetted on Monday 7 August 2023.

The discretionary height controls for the precinct range from 4 storeys towards Cramer Street, 14 storeys to Murray Road, and 10 storeys over the existing market. The amendment supports ongoing use and protection of the market in situ and supports new development around the current market. A Heritage Overlay has been applied to the market in recognition of its aesthetic, historic, technical, and social significance.

LEVEL CROSSING REMOVAL PROJECT

The State Government has removed three congested Level Crossings within the study area. These are at Bell Street, Cramer Street and Murray Road. Bell and Preston Stations have been redeveloped. The Mernda rail line is now raised over these roads and a new north-south linear park have been delivered, along with improved local east-west connections. Figure 8 shows the location of the level crossing removals and new open spaces.

¹ Future Preston Urban Design Issues and Opportunities Paper

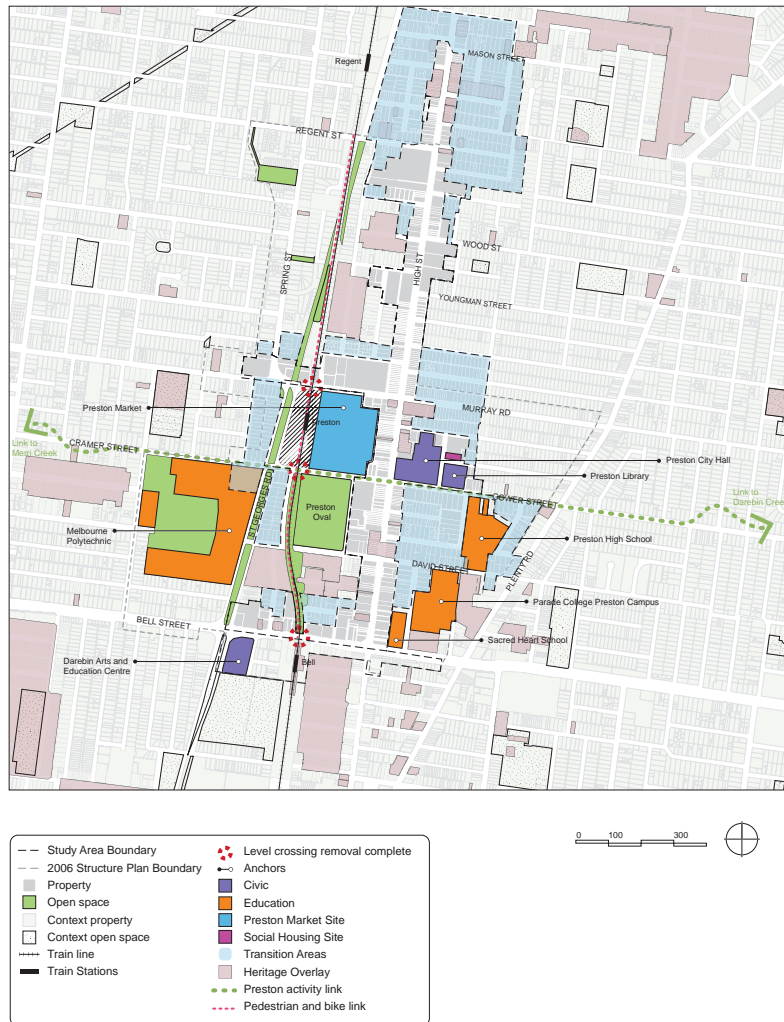


Figure 8. Context map.

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 inadequate 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 inadequate 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 9).

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

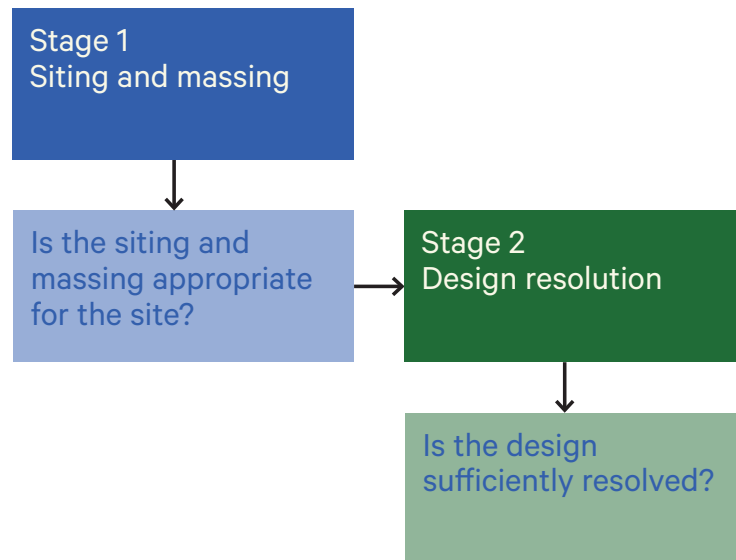


Figure 9. A more effective application process.

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 10. 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.



Buildings need to contribute to the precinct

The context.

The study area is aligned to the proposed structure plan boundary. Within the study area, the Framework identifies precincts within 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.

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 the Central precincts. This analysis of the existing character will inform the place-specific design objectives to guide design outcomes in each of these precincts.

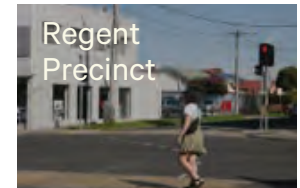


Figure 11. The precincts.



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.

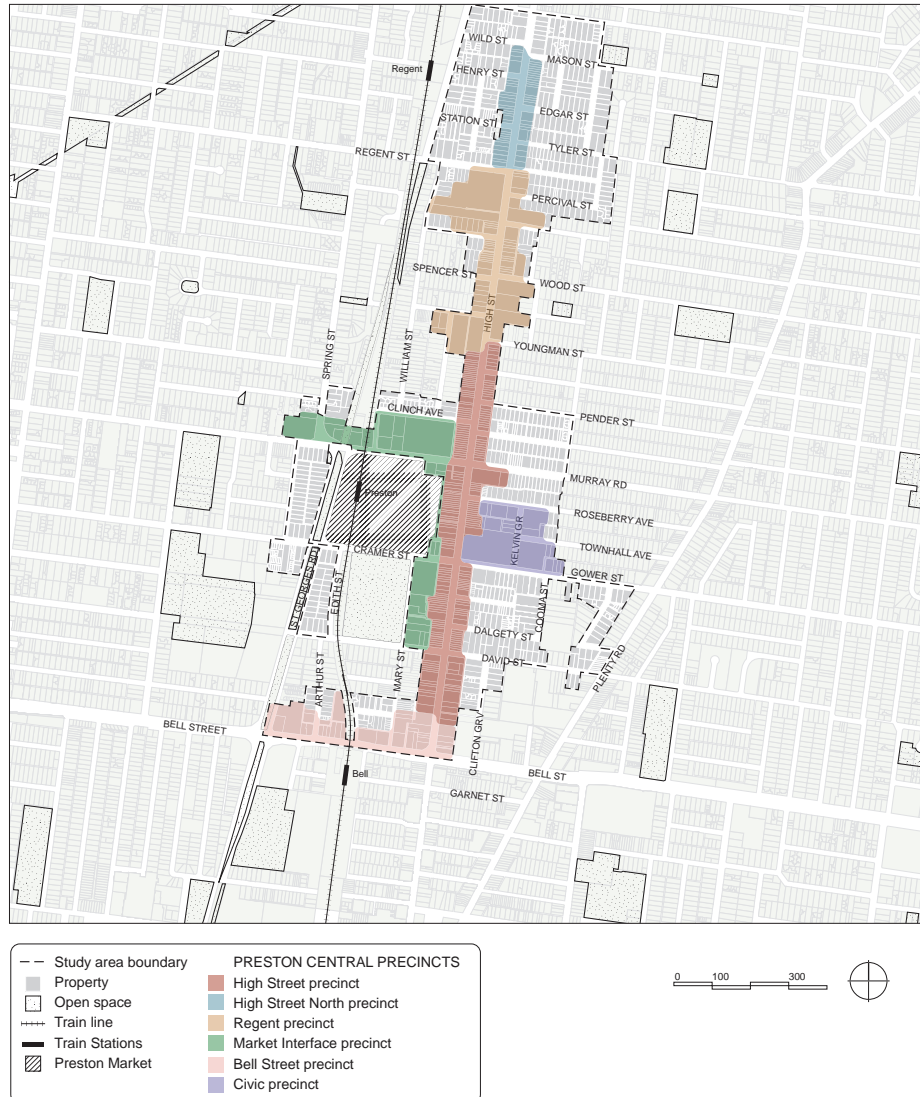


Image 1. Corner heritage building with an awning and decorative parapets.
Source: Hodyl & Co, 2021



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

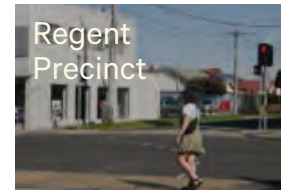


Image 3. Heritage building on at 308 High Street with a pitched roof.
Source: Hodyl & Co, 2021



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

Figure 12. Preston Central Precincts Map.



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 that 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.

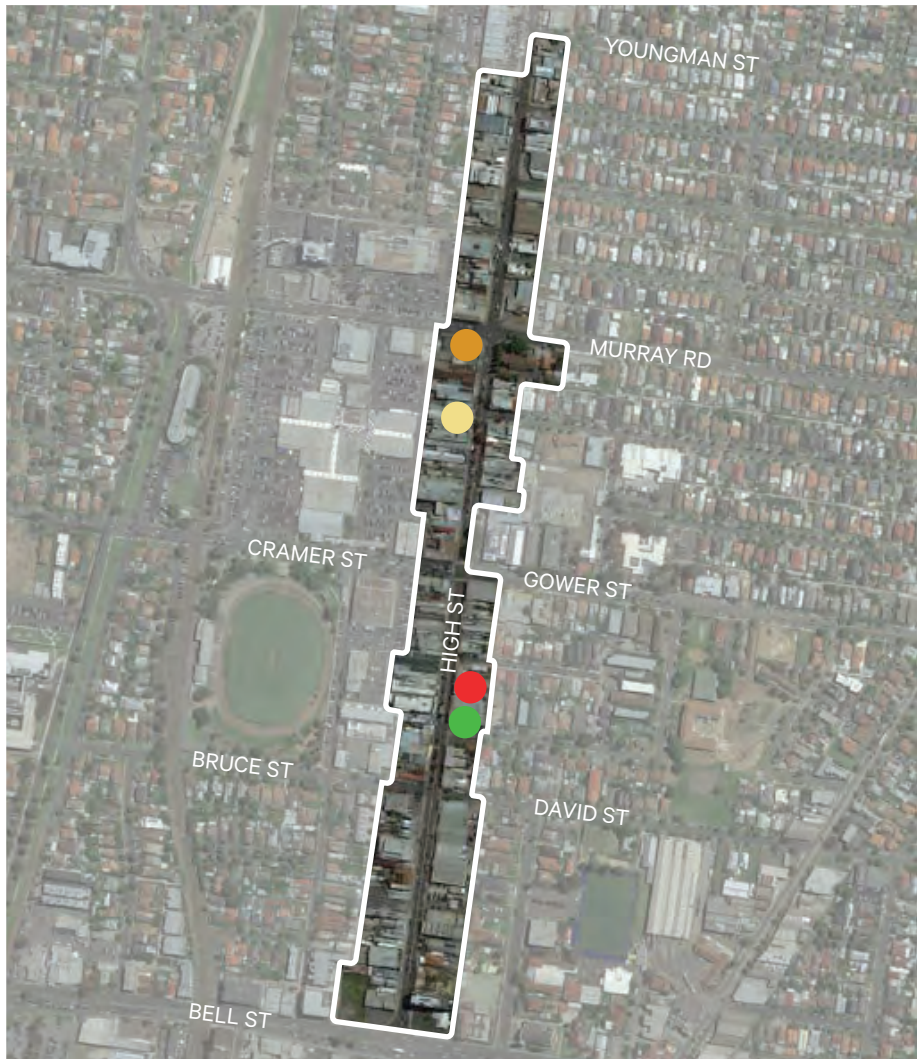


Figure 13. High Street Precinct Aerial.



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



The existing character.

The Market Interface Precinct sits between High Street and Preston Station. The Market Interface 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 sits outside the 'Market Interface Precinct', and has been subject to recent strategic planning by the State Government (Amendment C182dare). The discretionary height controls for the precinct range from 4 storeys towards Cramer Street, 14 storeys to Murray Road, and 10 storeys over the existing market. Preston Market is Melbourne's second largest fresh food market and is highly valued by the local community. It is a popular meeting place, cultural hub, shopping destination and source of diverse and affordable fresh food. The market buildings, and adjoining shops, are central to the site and are surrounded by car parking. The future development of the Preston Market Interface Precinct will influence the shape and character of the 'Market Interface Precinct'.

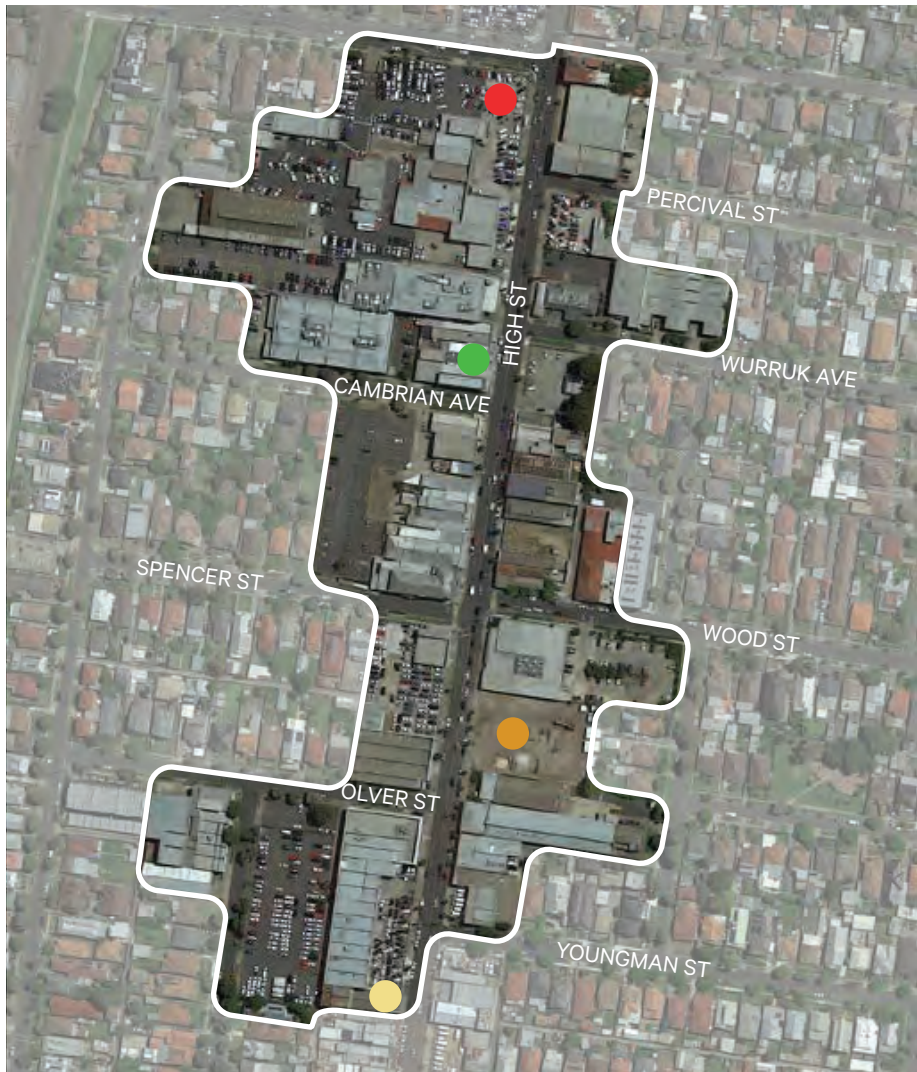


Figure 14. Regent Precinct aerial



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



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.

The Town Hall and council offices are heritage listed as well as the old police station to the north of the precinct. A social housing project is now complete as of August 2023. The project was delivered on a council owned carpark to the south of the Preston Police Station (see Image 15).

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).



Figure 15. Market Interface Precinct Aerial



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



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 cafes. 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 deep 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.

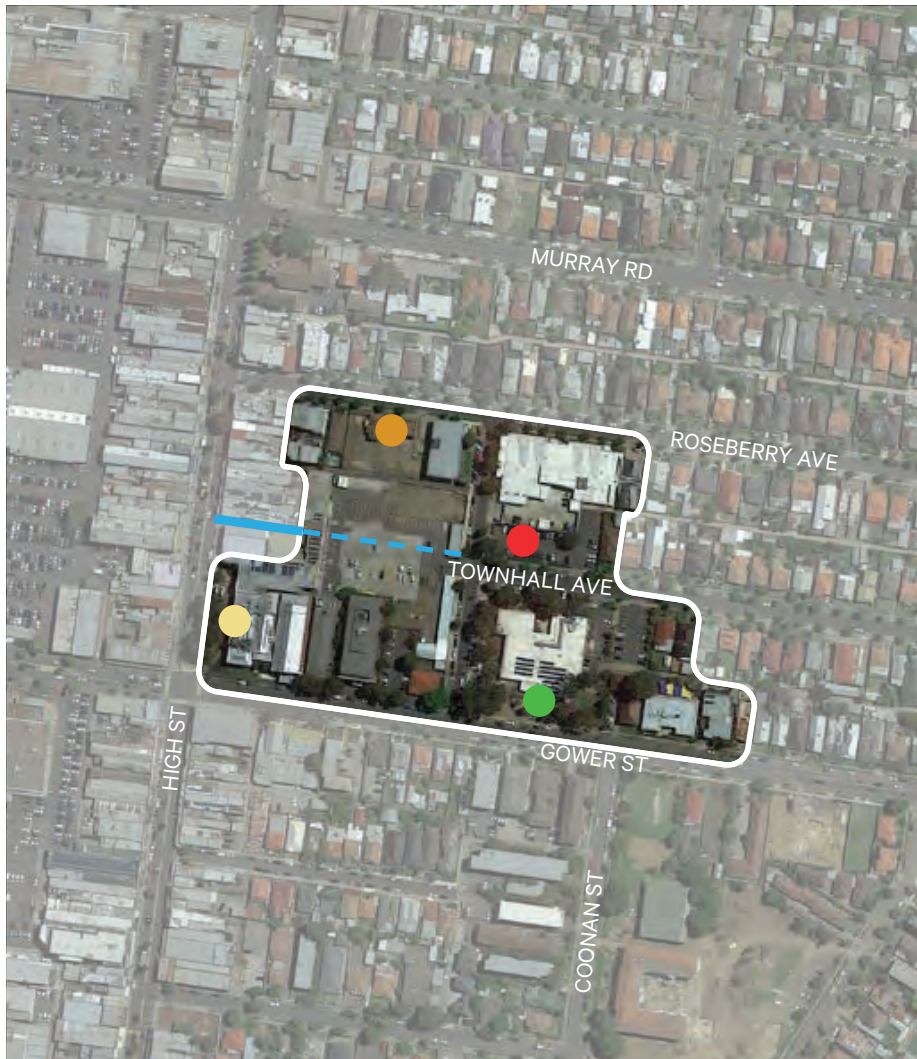


Figure 16. Civic Precinct aerial



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



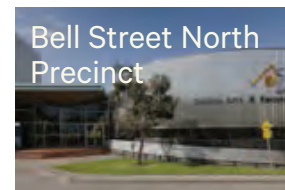
Image 18. Heritage buildings that are now home to social services and a chiropractor. Source: Google Maps, 2021



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



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



The existing character.

The Bell Street North 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 south-west of the precinct and has just been 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. The majority of existing buildings are low-scale commercial buildings.

The Darebin Arts and Entertainment Centre and Bell Station are key anchors to the south of 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.



Figure 17. High Street North Precinct aerial



Image 24. Trees in central median on Bell Street.
Source: Google Maps, 2021



Image 21. Masonic Hall on Bell Street.
Source: Google Maps, 2021.



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



Image 23. Mary Street.
Source: Google Maps

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 19).

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 building 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.



Figure 18. Bell Street North aerial.



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.

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 inadequate soil depths.

There is existing policy¹ 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 precinct and the anticipated degree of change.

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



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

35

Streets need to be safe and engaging

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 lower buildings (between one and four storeys). 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.

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.



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 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 of 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 on 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.

The Floor Area Ratio (FAR) controls and the site coverage controls are proposed to be mandatory, while the remaining controls are proposed to be discretionary.

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.

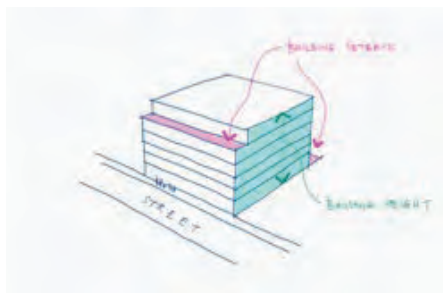


Figure 20. Building envelope controls (e.g. heights and setbacks)

FAR controls

Floor Area Ratio (FAR) controls, often referred to as Floor Space Index (FSI) or Floor Space Ratio (FSR), are a useful tool to manage built form outcomes. FAR controls are a volumetric tool that set the total amount of floorspace that can be delivered within a site. Unlike height controls, they are able to regulate development intensity and allow for more non-built areas within sites (e.g. gardens and setbacks). This helps to support context-responsive, sustainable built form outcomes. FAR controls need to be mandatory maximums to have meaningful effect as discretionary FAR controls are ineffective in regulating development intensity.

A discretionary FAR, or reliance solely on discretionary height controls, can result in the maximisation of the building envelope and floor plates as shown in Figure 21. In contrast, mandatory FARs work together with other controls such as site coverage, setbacks and separation requirements to guide environmentally and contextually responsive development outcomes as shown in Figure 22.

A FAR control is proposed for the majority of precincts within Preston Central. The FARs correspond to the preferred heights and were tested and refined in the Technical Reports. The testing demonstrated that there was sufficient alignment between the built form envelopes and the FAR controls.

DEFINITION AND CALCULATION

FAR is a numerical value that determines the maximum amount of floor area of building space that can be constructed on a piece of land relative to the total land area. It is calculated by dividing the total floor area of a building by the total area of the parcel of land on which it is situated. The result is expressed as a ratio or a decimal number.

$$\text{FAR} = \text{Total Floor Area of the Building} / \text{Total Land Area}$$

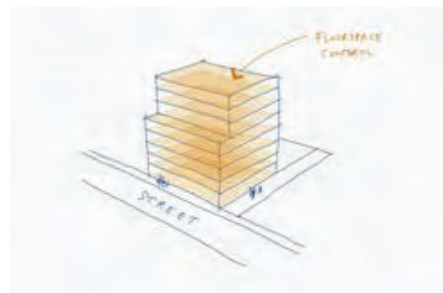


Figure 21. Building density controls (e.g. floor area ratio controls).

MAXIMUM FAR CONTROLS

FAR controls are expressed as maximums. This means that not all sites will be able to reach the maximum FAR controls. For example, a site with an existing heritage building or a very narrow site may be too constrained to reach the maximum yield allowed through the FAR. However, testing indicates that typical sites are able to meet the FAR control while adhering to the built form envelope controls.

DESIGN BENEFITS

By regulating the allowable floorspace on a given site, the emphasis when designing the development shifts from maximising yield to achieving good quality design outcomes. Designs that focus on maximising yield often deliver deep floorplates that are unsustainable due to their reliance on artificial lighting, heating and cooling. To support sustainable building typologies, FARs need to be set 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:

- Improved daylight and sunlight access to the interiors of buildings.
- Provision of high-quality outlook from the interior of buildings.
- Larger-scale light-wells to improve daylight access and ventilation to the interiors of buildings.
- Integration of ground floor landscape outcomes.
- Avoidance of designs that 'fill' the built form envelope (in order to maximise the amount of floorspace) rather than delivering the best design outcome.

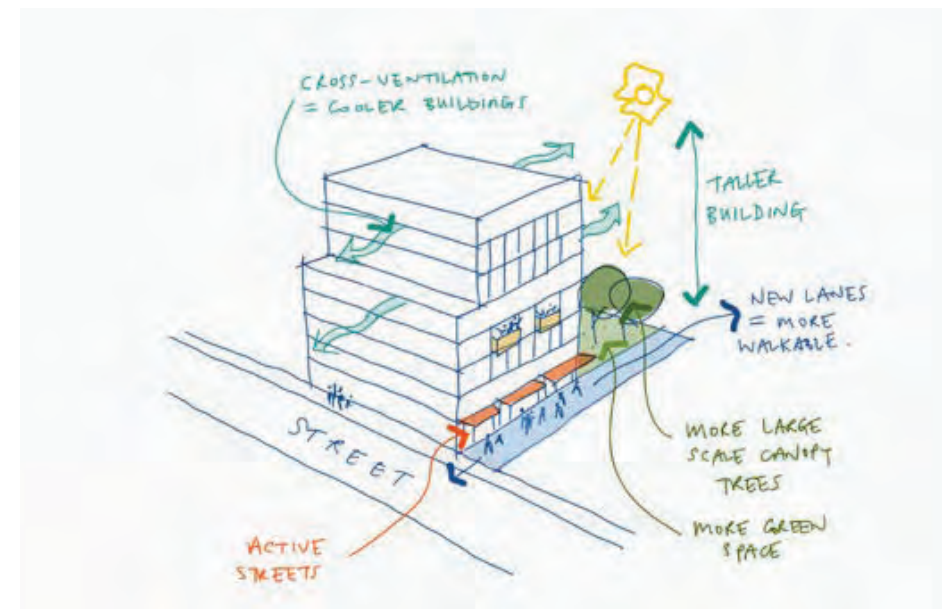


Figure 22. Design outcomes that can be facilitated through the use of building envelope controls used in tandem with building density controls.

Site coverage controls

Site coverage controls manage the degree to which a building can 'cover' a site at the ground plane. Limiting the extent of site coverage means that there are areas that remain unbuilt. This allows for different design outcomes to be delivered including the provision of permeable surfaces, the integration of landscaping and the chamferring of building corners at intersections. 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.

1 Human scale is the proportion of space in relation to human dimension, a scale that feels comfortable to humans.

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.

Lot consolidation

In some instances, lot consolidation will be required to achieve good quality design outcomes. For example, in residential zones where the size of typical suburban lots limits the ability to provide sufficient building separation to neighbouring sites. Design guidance should clearly encourage the consolidation of small lots across the study area in order to facilitate improved design outcomes.

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.

Developments that exceed the discretionary heights must demonstrate that on-site amenity and off-site amenity impacts have been sufficiently managed.

Height	FAR	Site coverage	Ground floor landscape
4	-	-	-
6	3.5:1	90%	5%
5 - 7	3:1	60%	20%
8	3.5:1	65%	17.5%
10	5.5:1	70%	15%

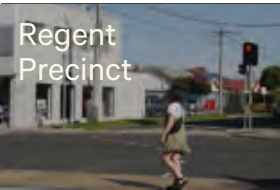
Table 3. Built form controls table



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 Interface 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.



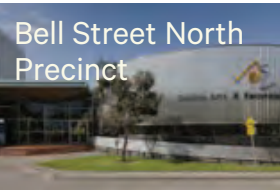
A mixture of heights is proposed in the Regent Precinct between 4-8 storeys. An 8 storey height limit is proposed on larger scale sites, a 6 storey height limit on fine grain sites along High Street and a 4 storey height limit to manage the transition to neighbouring residential areas.



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 North 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.

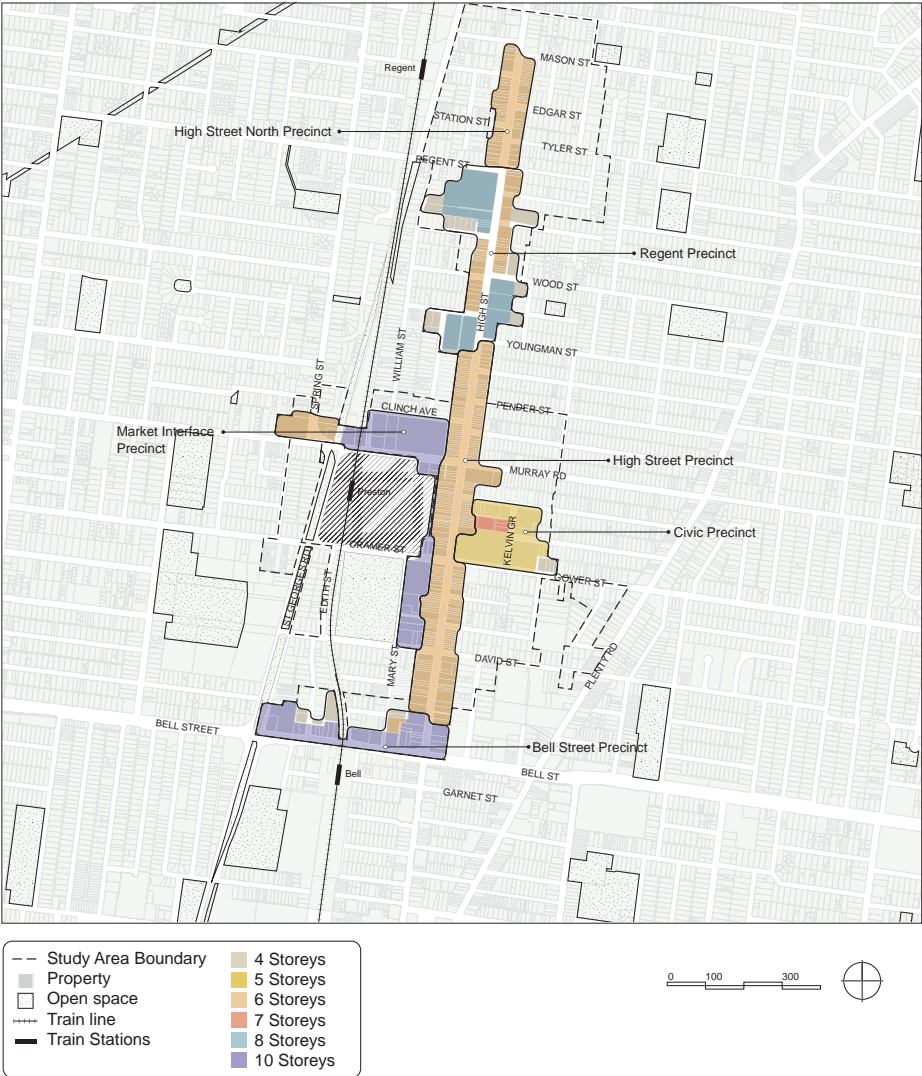


Figure 23. Preston Central Precincts - Height controls map

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
	5.5:1

Table 4. Proposed FAR controls

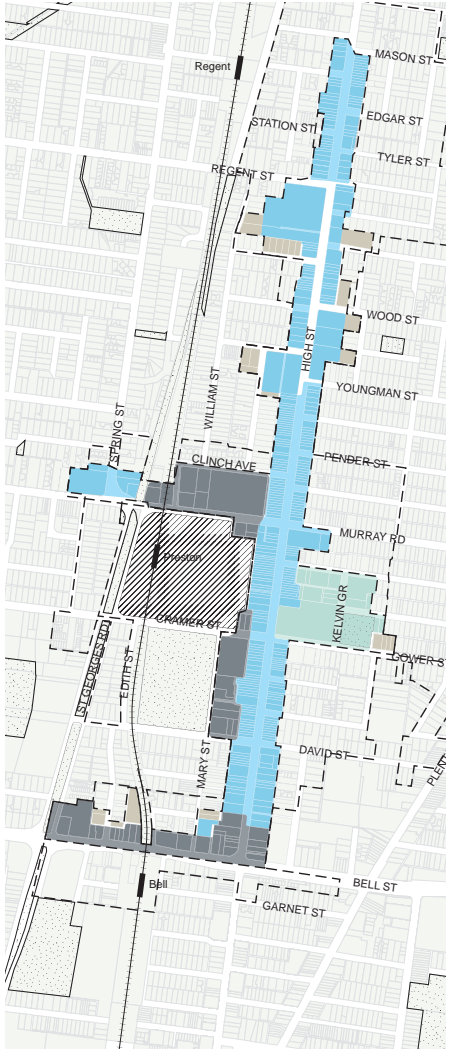


Figure 24. FAR controls map

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. The testing indicated that the site coverage provisions supported the delivery of a high-quality design outcome while allowing sufficient site coverage to deliver adequate floorplates.

No site coverage controls are proposed to apply to areas in which a 4 storey height control applies. 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.

The landscape requirements are set at 50% of the site coverage control. The ability to deliver landscape will depend on how efficiently carparking and access is managed within sites. Often times, non-built areas are dedicated to hardscapes (e.g. carparking and pathways). The 50% landscape requirement encourages designers to find innovative ways to deliver landscape outcomes while balancing the need for hardscape areas within sites.

KEY	Site coverage controls	Ground floor landscape controls
	Site coverage controls do not apply	Landscape controls do not apply
	90%	5%
	70%	15%
	65%	17.5%
	60%	20%

Table 5. Proposed ground floor landscape controls



Figure 25. 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 approaches¹ 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.

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

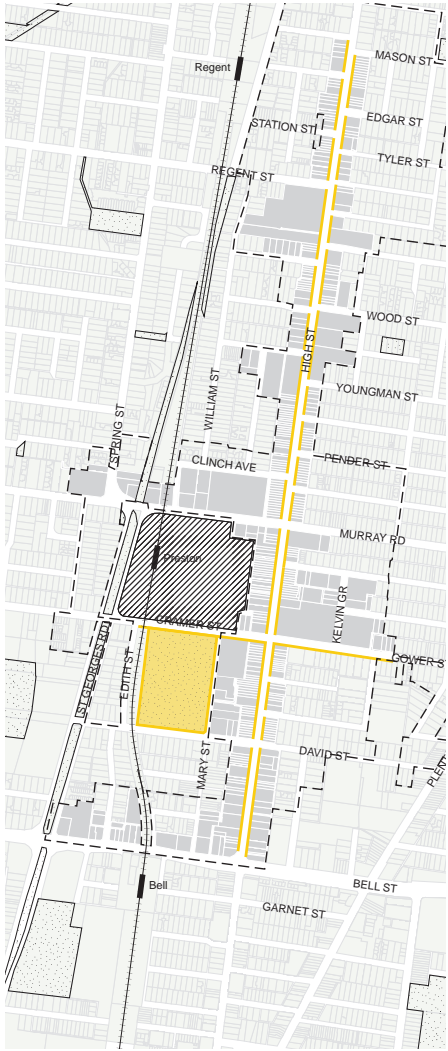


Figure 26. Solar access map

¹ In 2016, Hodyl & Co conducted a research project on to understand global best-practice approaches to sunlight policy. This research demonstrated that global policies commonly protected sunlight access to parks in winter. As a result, Amendment C145 was proposed to update sunlight regulations in the City of Melbourne. The Minister is currently reviewing the Amendment.

Sensitive interface guidance

Figure 27 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 (up to two storeys)	UPPER LEVEL SETBACK (above two storeys)
	Residential interface 01	3m	5m
	Residential interface 02	5m	5m
	Laneway interface	3m	5m
	New laneway	3m	5m

Table 7. Proposed sensitive interface controls



Figure 27. Sensitive interface map





KEY	INTERFACE	GROUND FLOOR SETBACK (up to two storeys)	UPPER LEVEL SETBACK (above two storeys)
	Residential interface 01	3m	5m
	Residential interface 02	5m	5m
	Laneway interface	3m	5m
	New laneway	3m	5m

Table 8. Built form controls to manage sensitive interfaces.

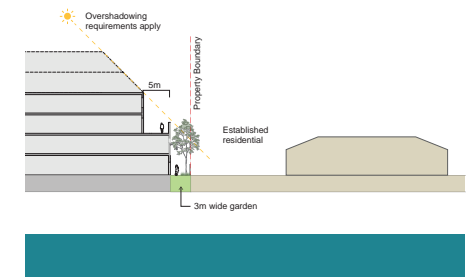


Figure 29. Acceptable outcome for a residential interface 01, direct residential interface with a 3m setback providing a garden. Diagrams demonstrate an indicative built form envelope only.

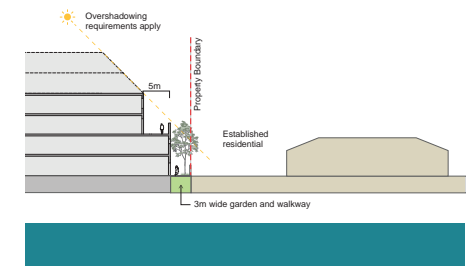


Figure 28. Acceptable outcome for a residential interface 01, direct residential interface with a 3m setback providing a 3m wide garden or walkway. Diagrams demonstrate an indicative built form envelope only.

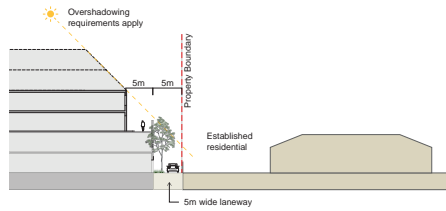


Figure 30. Acceptable outcome for a residential interface 02, direct residential interface with a 5m setback providing a rear laneway. Diagrams demonstrate an indicative built form envelope only.

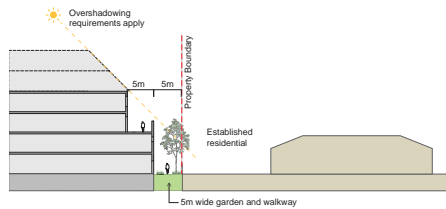


Figure 32. Acceptable outcome for a residential interface 02, direct residential interface with a 5m setback providing a rear walkway and garden. Diagrams demonstrate an indicative built form envelope only.

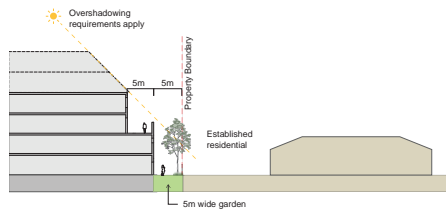


Figure 35. Acceptable outcome for a residential interface 02, direct residential interface with a 5m setback providing a rear garden. Diagrams demonstrate an indicative built form envelope only.

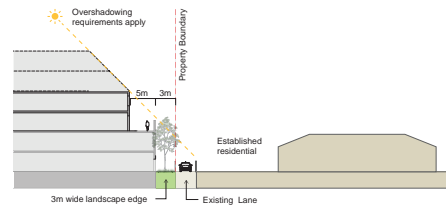


Figure 31. Acceptable outcome for a laneway interface, 3m setback providing a landscape edge. Diagrams demonstrate an indicative built form envelope only.

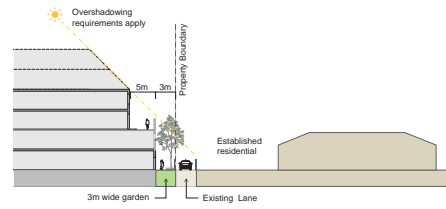


Figure 33. Acceptable outcome for a laneway interface, 3m setback providing a garden. Diagrams demonstrate an indicative built form envelope only.

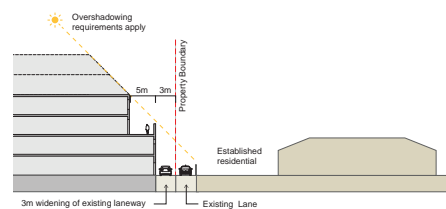


Figure 34. Acceptable outcome for a laneway interface, 3m setback used to widen existing laneway. Diagrams demonstrate an indicative built form envelope only.

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 37 demonstrates building separation requirements for rooms with primary outlook. These include living and dining rooms. Figure 38 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.

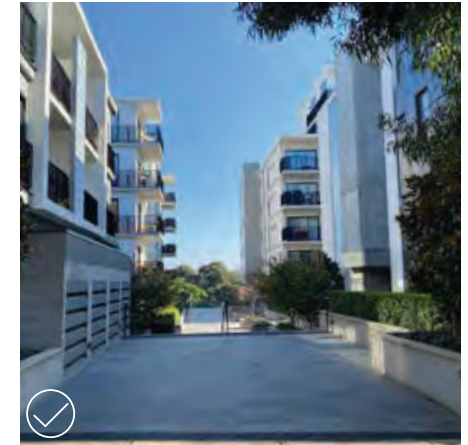


Figure 36. An open to sky through site link provides appropriate building separation within a site and allows for good natural light and amenity for apartments. Source: Darebin Good Design Guide - Apartment Development.

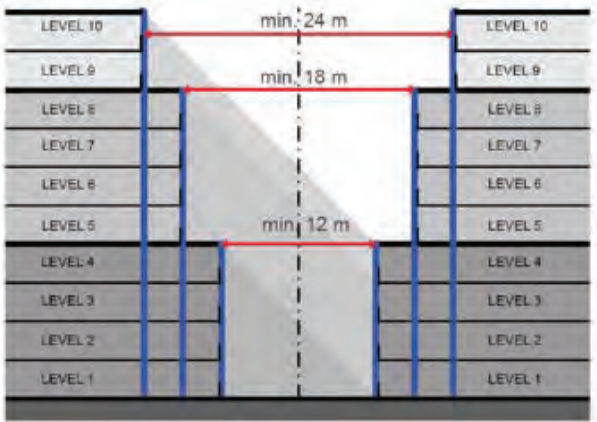


Figure 37. Building separation requirements for primary outlook. Source: Darebin City Council.



Figure 38. 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 Interface Precinct	2m	4 storeys	5m
	Market Interface Precinct: Mary Street	5m	4 storeys	5m
	High Street North precinct	0m	2 storeys	3m
	Bell Street North precinct	5m	4-10 storeys	N/A
	Bell Street North precinct	5m	4 storeys	5m
	Regent precinct	0m	2 storeys	5m
	High Street precinct	0m	2 storeys	3m
	Civic precinct	3m	3 storeys	3m
	Chamfered building corners recommended at key intersections in the High Street precinct and Market Interface Precinct where there are high-levels of pedestrian activity (see Figure 49)			

Table 9. Street interface controls

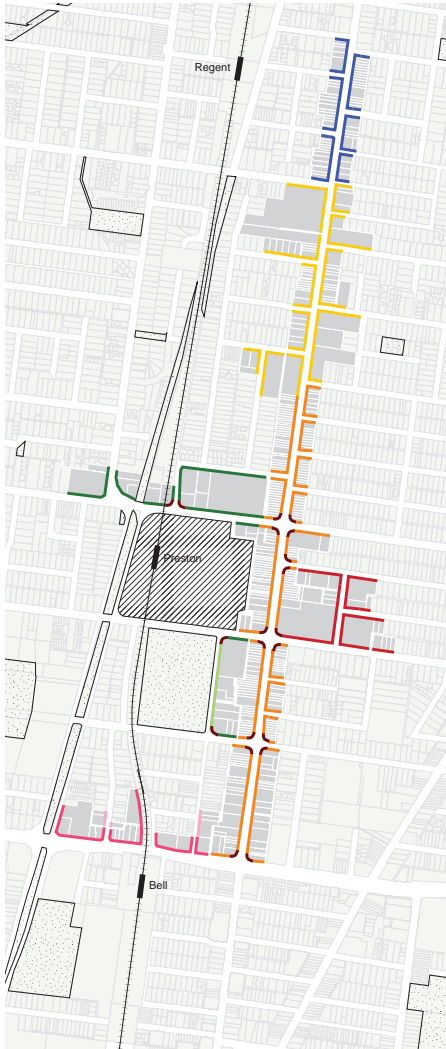


Figure 39. Street wall heights and upper-level setbacks

1 Human scale is the proportion of space in relation to human dimension, a scale that feels comfortable to humans.

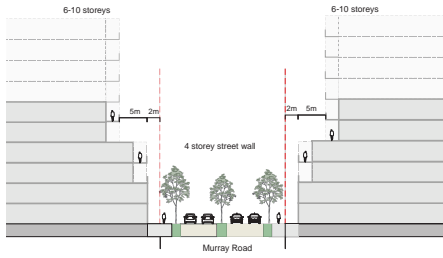


Figure 40. Murray Road, Market Interface Precinct. This includes a ground floor setback to manage amenity on this major road.

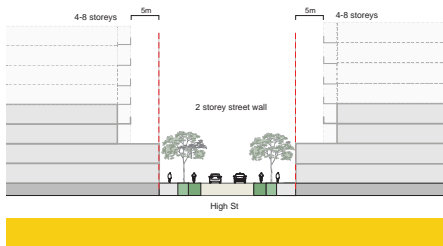


Figure 42. High Street, Regent Precinct. A two-storey street wall height is proposed, consistent with the existing character.

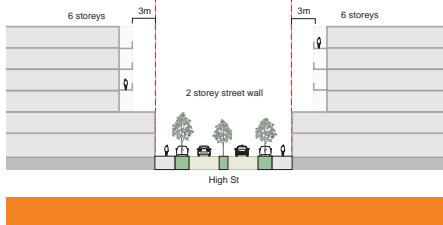


Figure 44. High Street, High Street Precinct. A two-storey street wall height is proposed, consistent with the existing character.

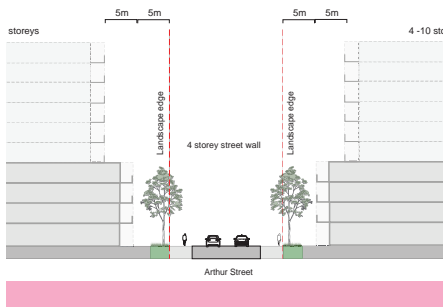


Figure 46. Bell Street, Bell Street Precinct. A 5m ground floor setback is proposed to manage amenity on this major road.

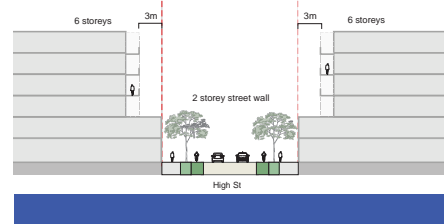


Figure 41. High Street, High Street North Precinct. A two-storey street wall height is proposed, consistent with the existing character.

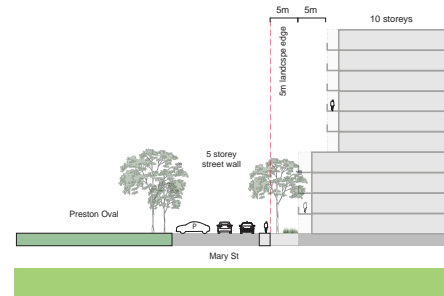


Figure 43. Mary Street, Market Interface Precinct. A 5m landscaped ground floor setback is proposed to respond to the landscaped character of the street.

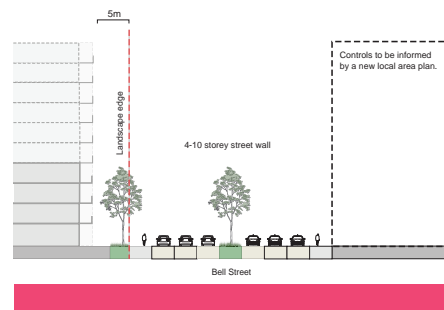


Figure 45. Bell Street, Bell Street Precinct. A 5m ground floor setback is proposed to manage amenity on this major road.

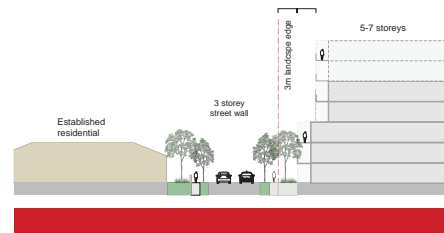


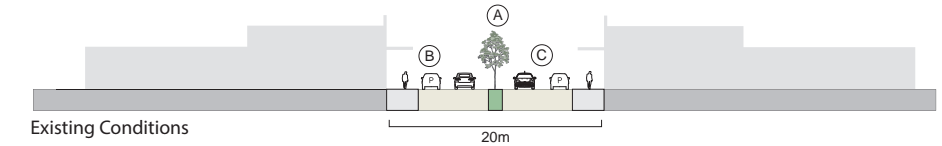
Figure 47. Roseberry Avenue, Civic Precinct. A 3m ground floor setback is proposed to respond to the landscaped character of the precinct and street.

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

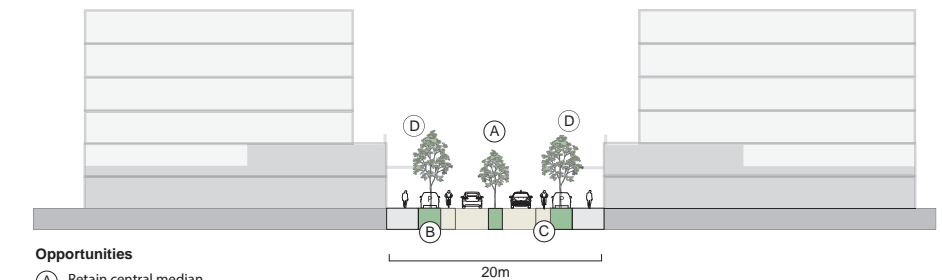
Figure 50 demonstrates a redesign of the street in the Regent Precinct and the High Street North precinct which proposes protected cycle lanes and opportunities for increased greening.



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 48. 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.

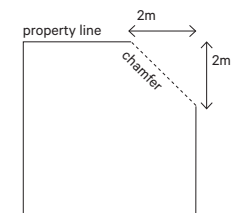


Figure 49. A chamfered building corner with a 2m ground floor setback is required at key intersections with high pedestrian activity. The purpose of chamfered building corners is to provide additional public space at points of congestion within the public realm.

Laneways

There are opportunities to deliver new laneways on larger-scale sites. New laneways will improve the quality of the public realm and movement network. These laneways should be negotiated on a site-by-site basis on large sites.

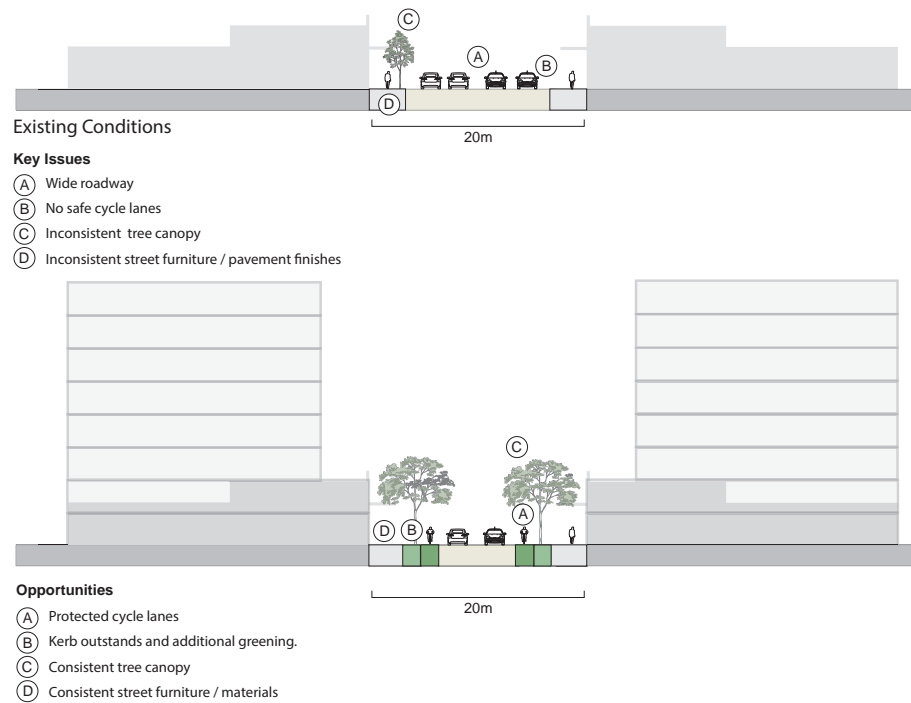


Figure 50. Key opportunities to redesign High Street in the Regent and High Street North Precincts.

The 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.

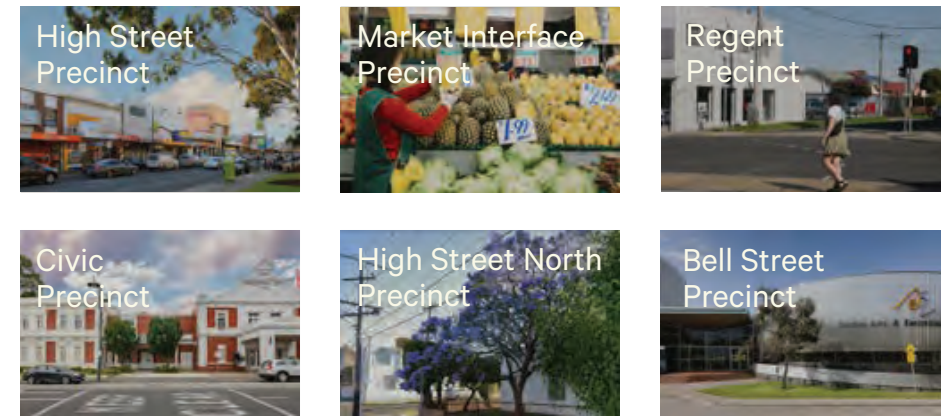


Figure 51. The precincts.



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.

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.

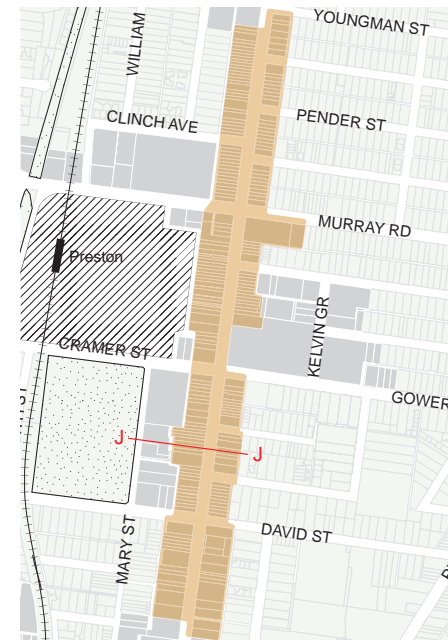


Figure 53. High Street precinct map

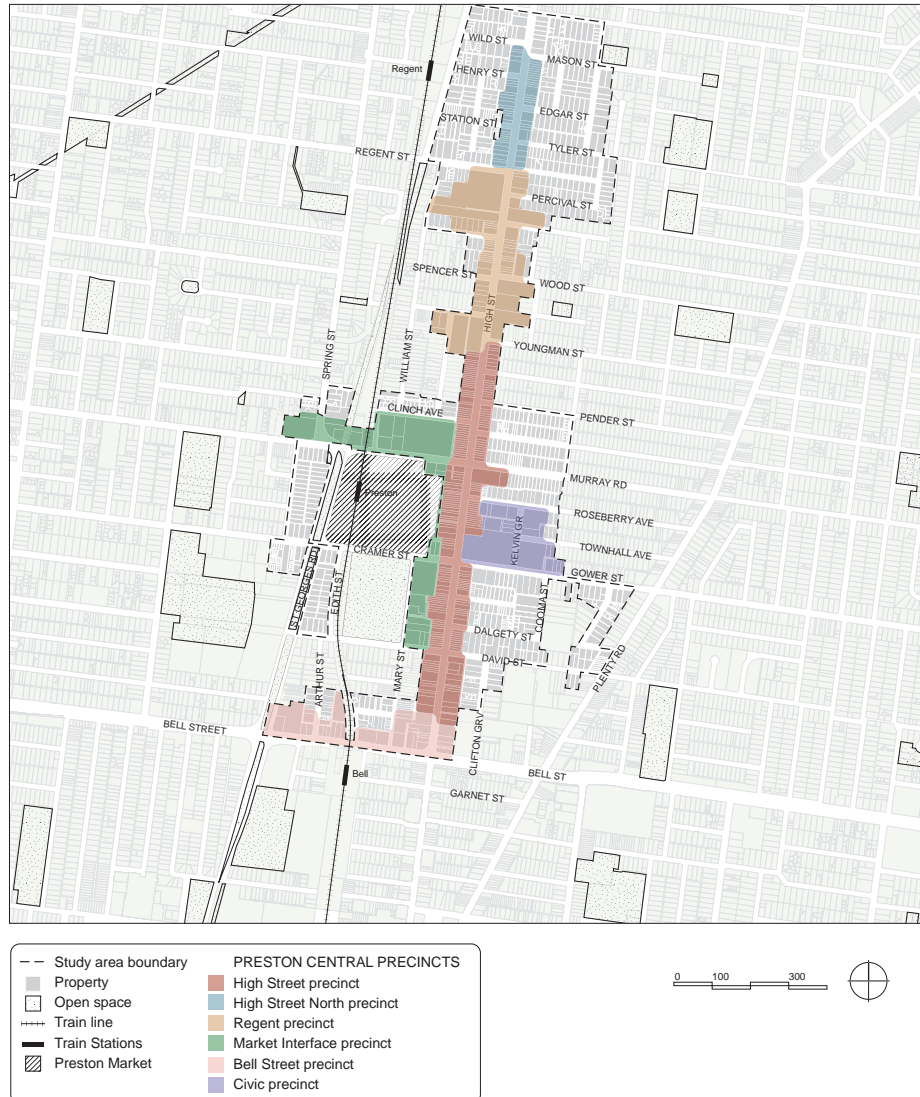


Figure 52. Preston Central Precincts Map.

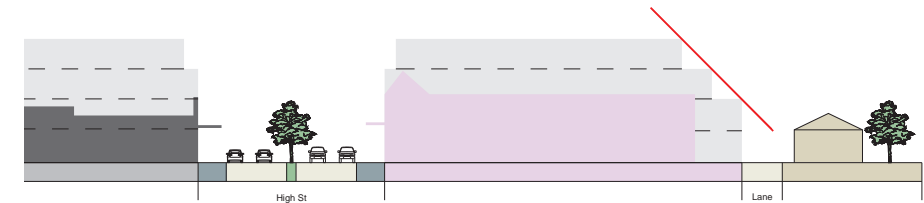


Figure 54. High Street existing policy section JJ

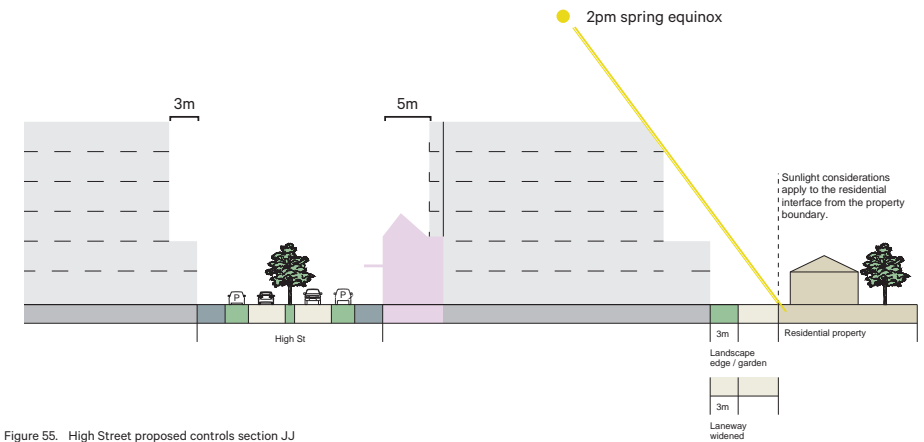


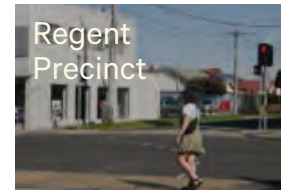
Figure 55. High Street proposed controls section JJ

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



KEY	Height control	FAR	Site coverage	Ground floor landscape
	6 storeys	3.5:1	90%	5%

Figure 56. High Street proposed built form 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.



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

KEY	Sensitive interface	Ground floor setback (up to two storeys)	Upper-level setback (above two storeys)
	Residential interface 01	3m	5m
	Laneway interface	3m	5m
	New laneway	3m	5m

Figure 57. High Street proposed interface controls map

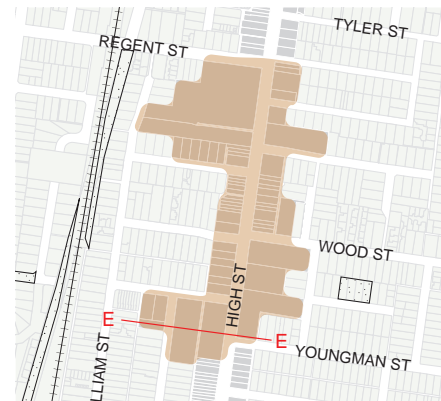


Figure 58. Regent Precinct map

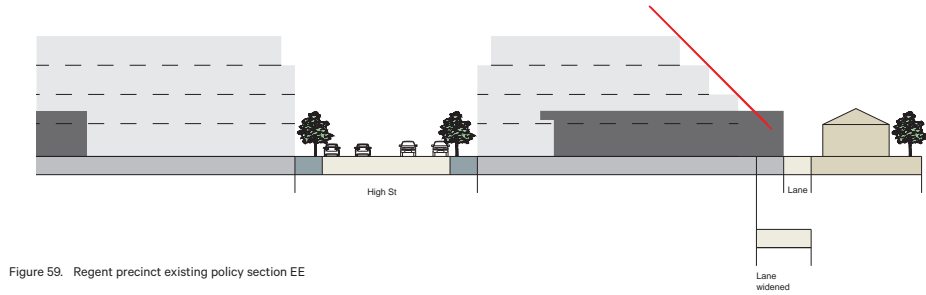
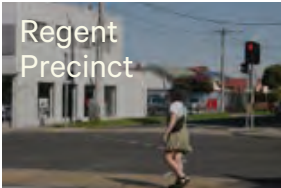


Figure 59. Regent precinct existing policy section EE

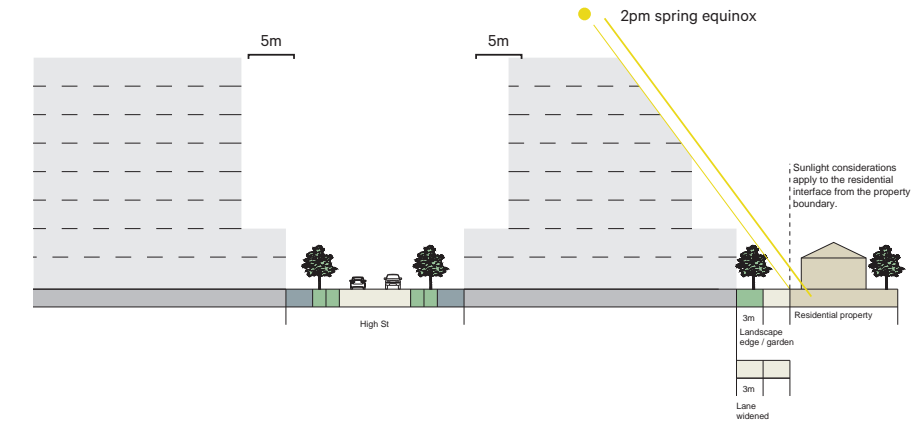
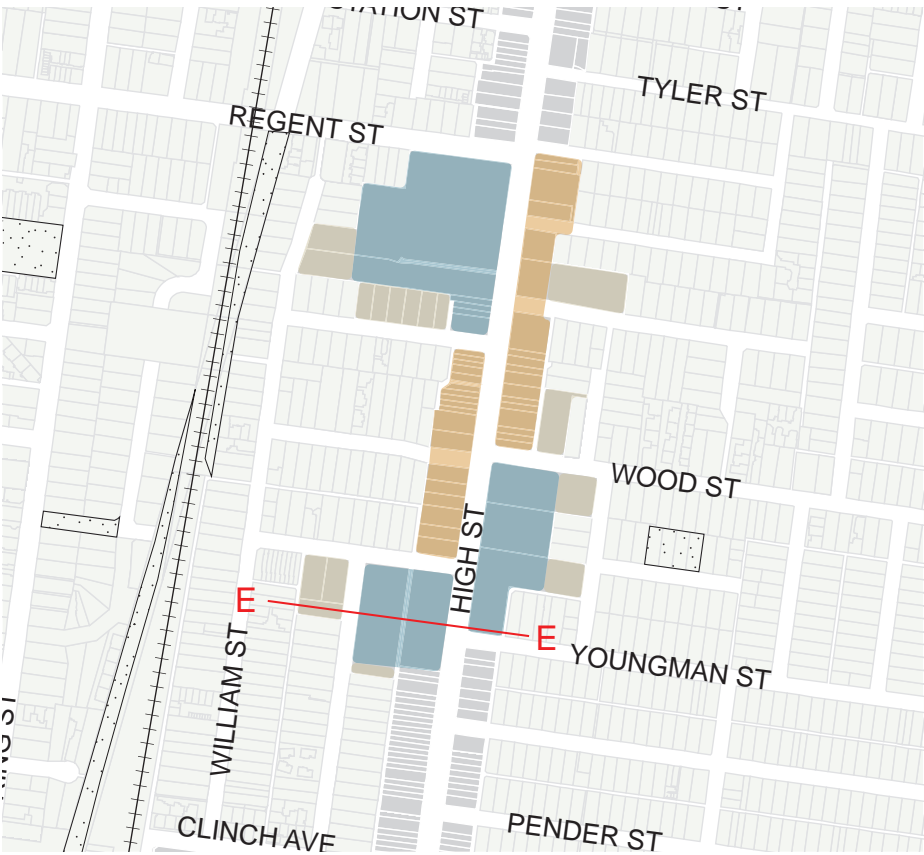


Figure 60. Regent precinct proposed controls section EE

- 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	3.5:1	90%	5%
	8 storeys	3.5:1	65%	17.5%

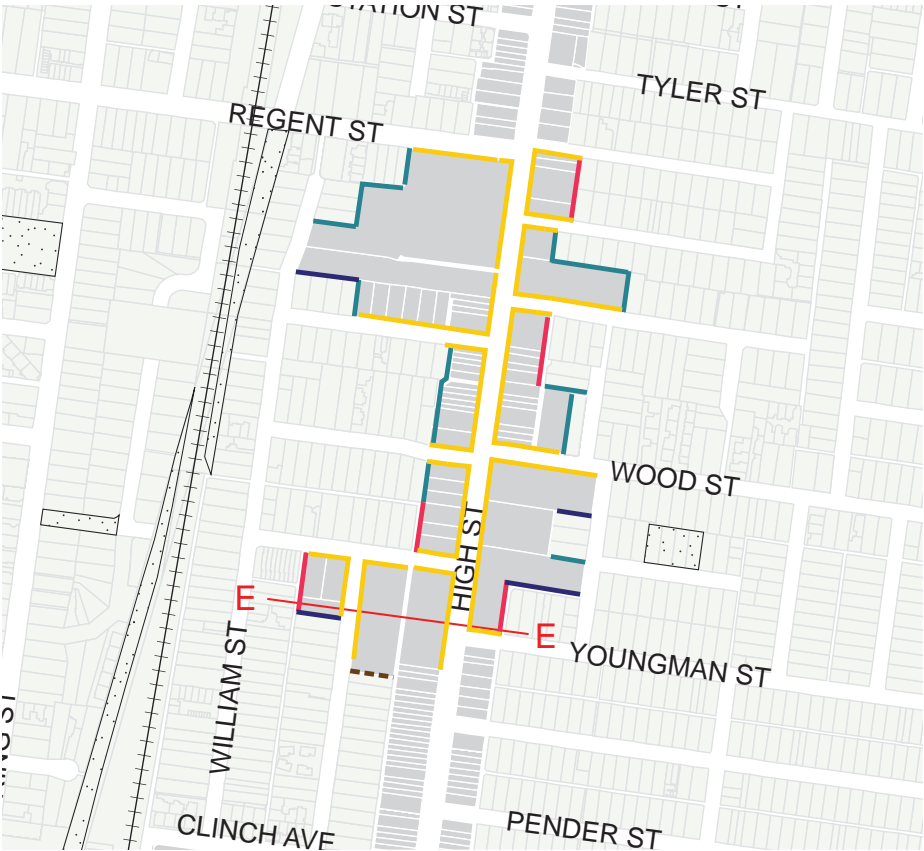
Figure 61. Regent precinct proposed built form controls map



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.

- 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.



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

KEY	Interface	Ground floor setback (up to two storeys)	Upper-level setback (above two storeys)
	Residential interface 01	3m	5m
	Residential interface 02	5m	5m
	Laneway interface	3m	5m
	New laneway	3m	5m

Figure 62. Regent precinct proposed interface controls map

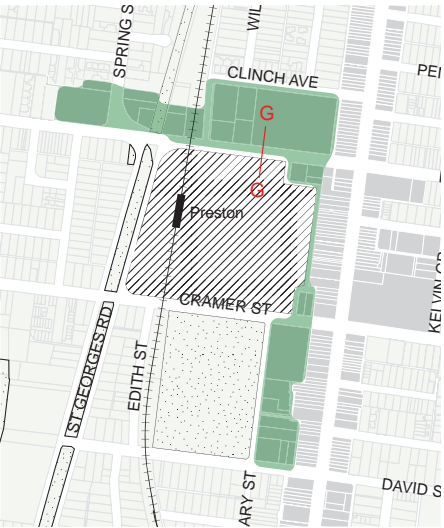


Figure 63. Market Interface Precinct map

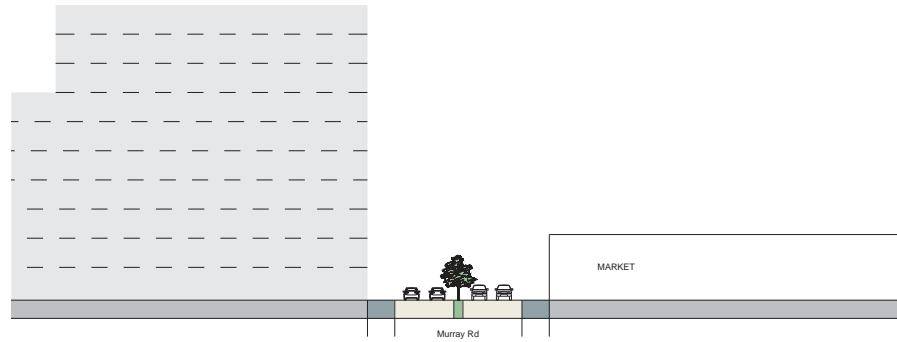


Figure 64. Market Interface Precinct existing policy section

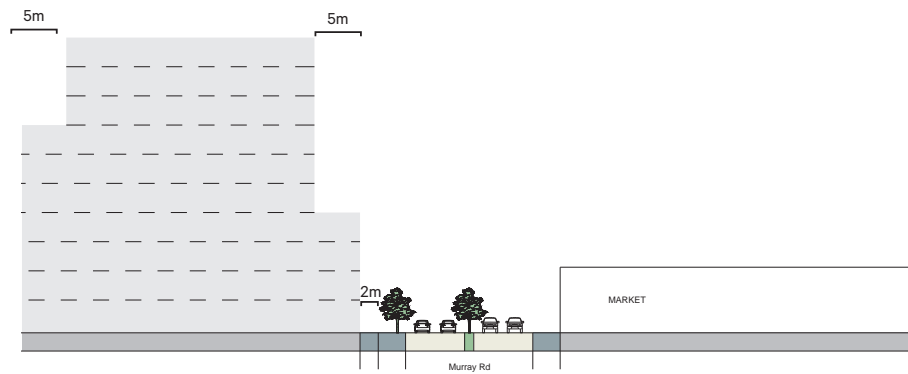
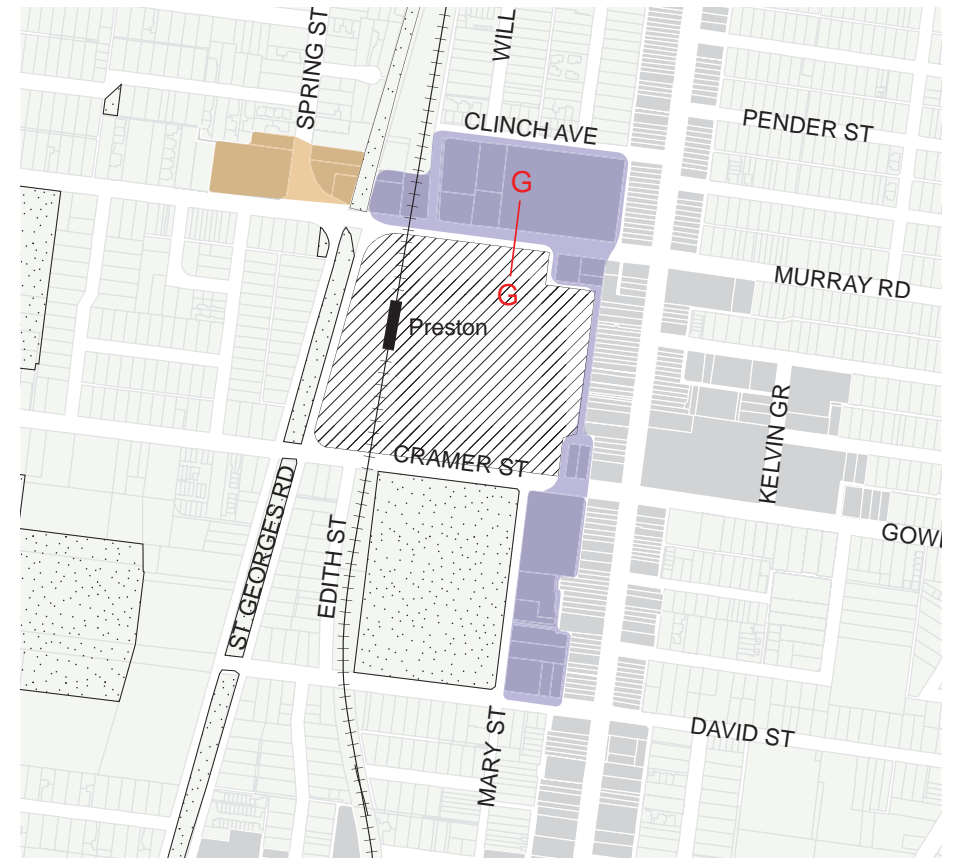


Figure 65. Market Interface Precinct proposed controls section

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



KEY	Height	FAR	Site coverage	Ground floor landscape
	6	3.5:1	90%	5%
	10	5.5:1	70%	15%

Figure 66. Market Interface Precinct proposed built form 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.

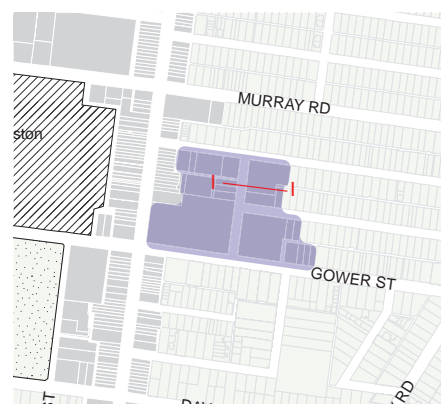


Figure 68. Civic Precinct map

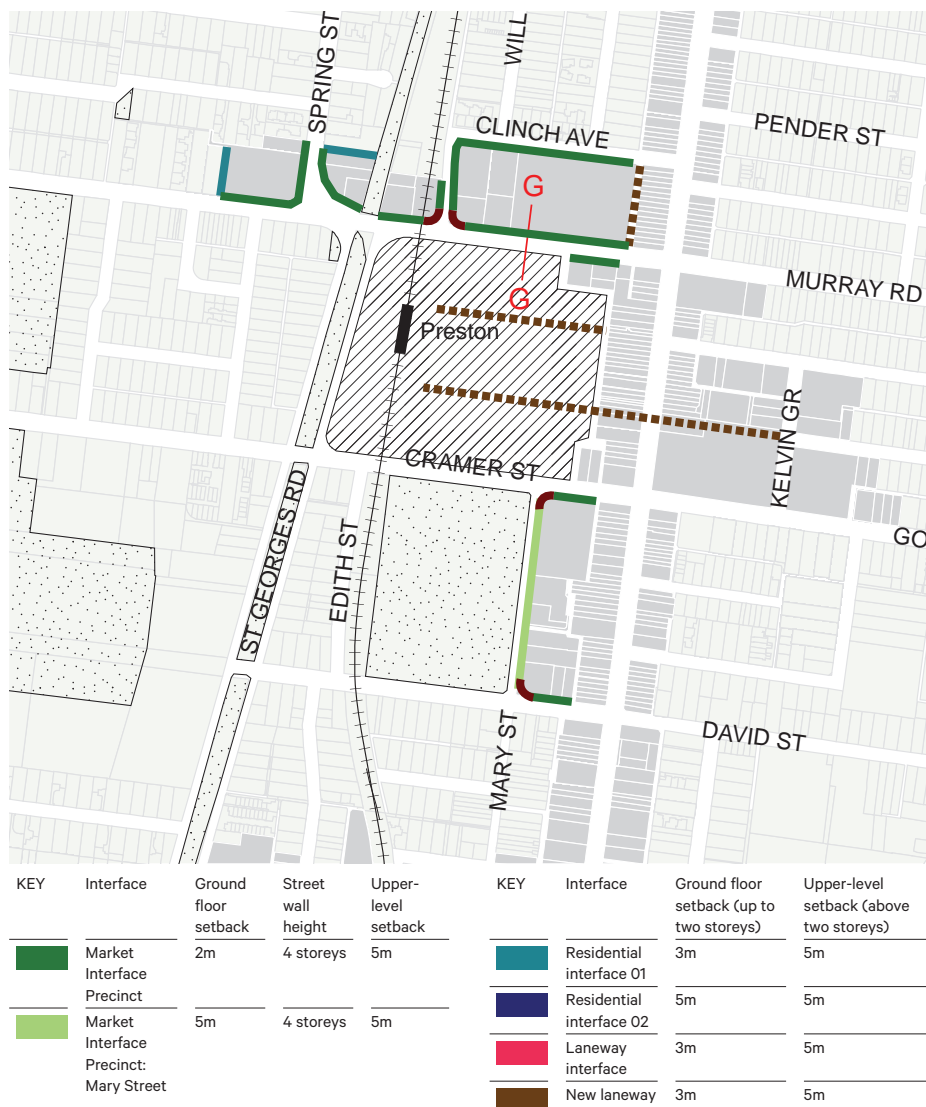


Figure 67. Market Interface Precinct proposed interface controls map

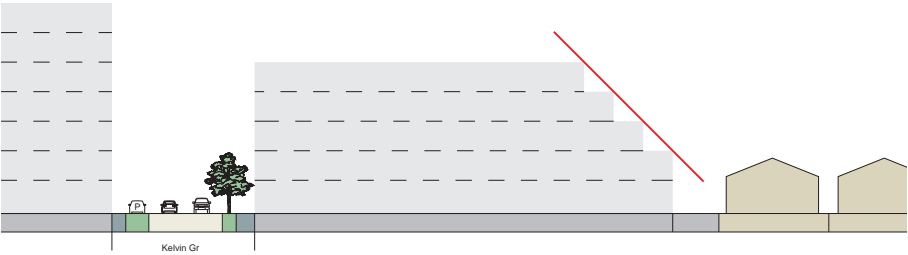


Figure 69. Civic Precinct existing policy section II

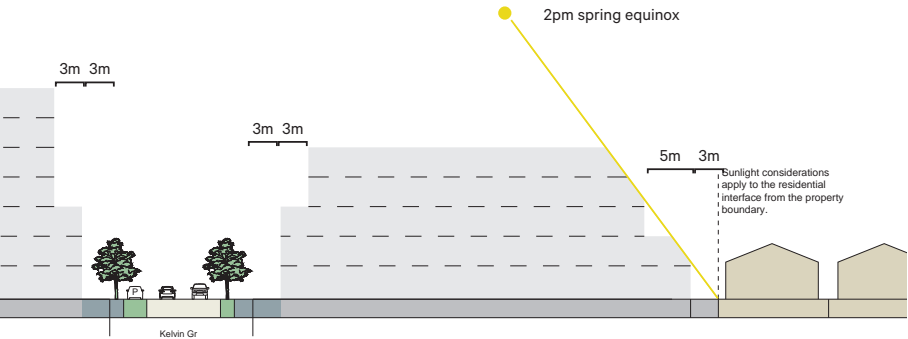
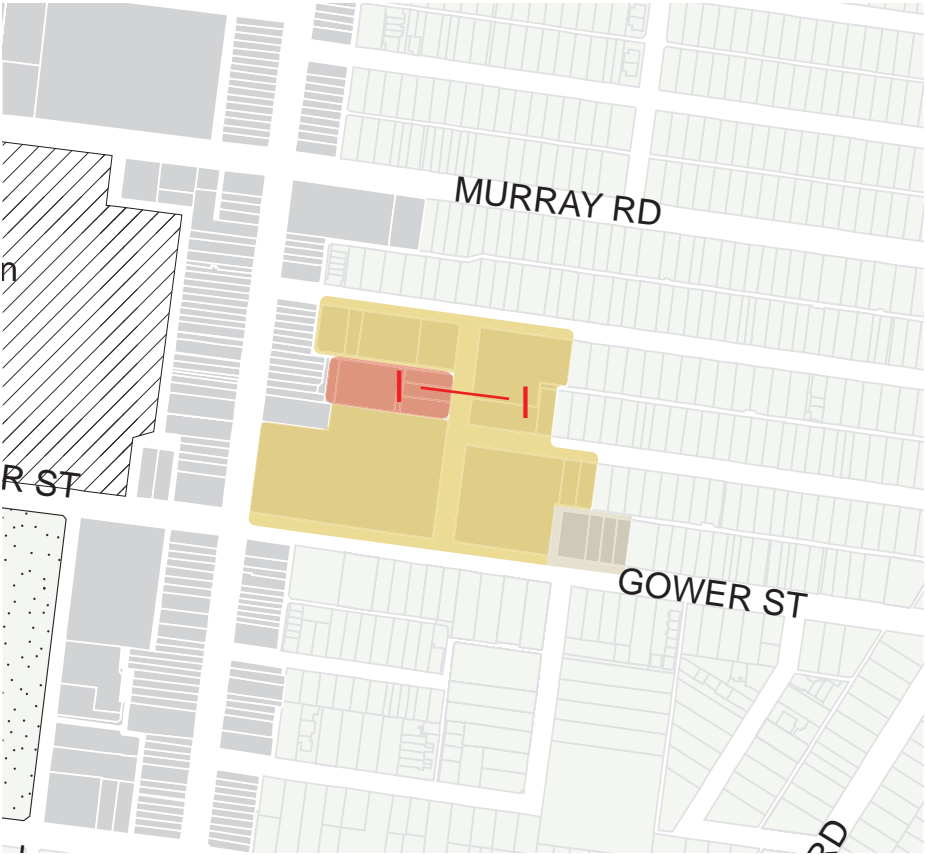


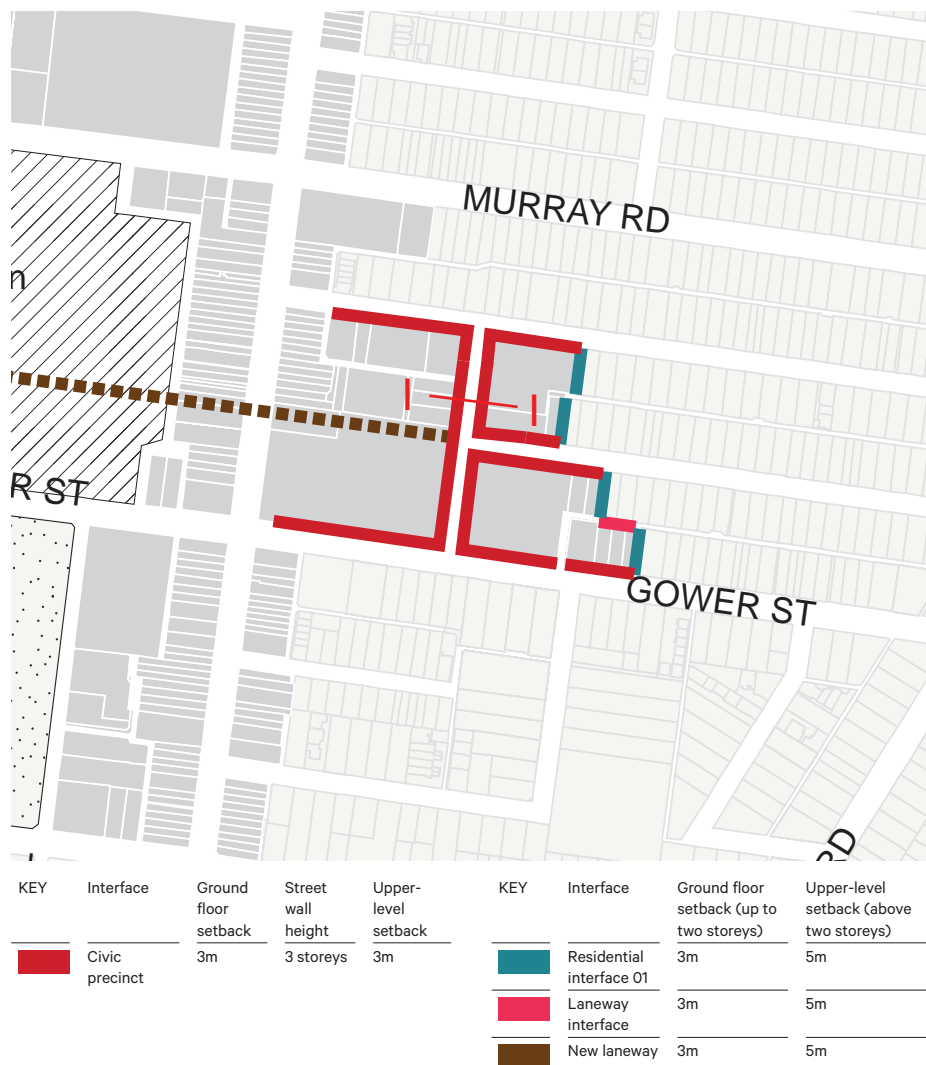
Figure 70. Civic Precinct proposed controls section II

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



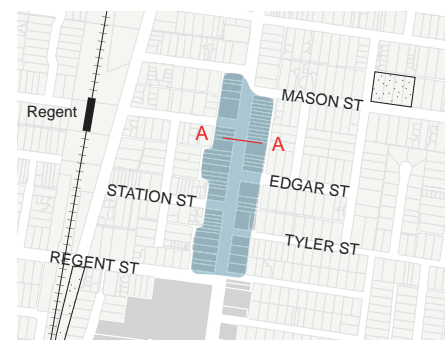
KEY	Height	FAR	Site coverage	Ground floor landscape
	5	3:1	60%	20%
	7	3:1	60%	20%

Figure 71. Civic Precinct proposed built form controls map



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

- To deliver developments that 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.



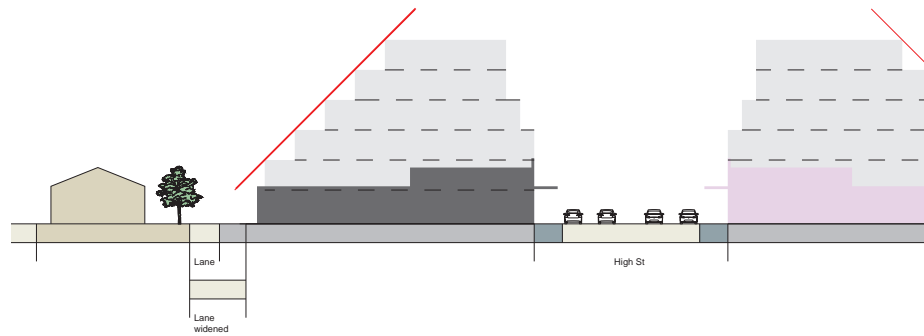


Figure 74. High Street North Precinct existing policy section

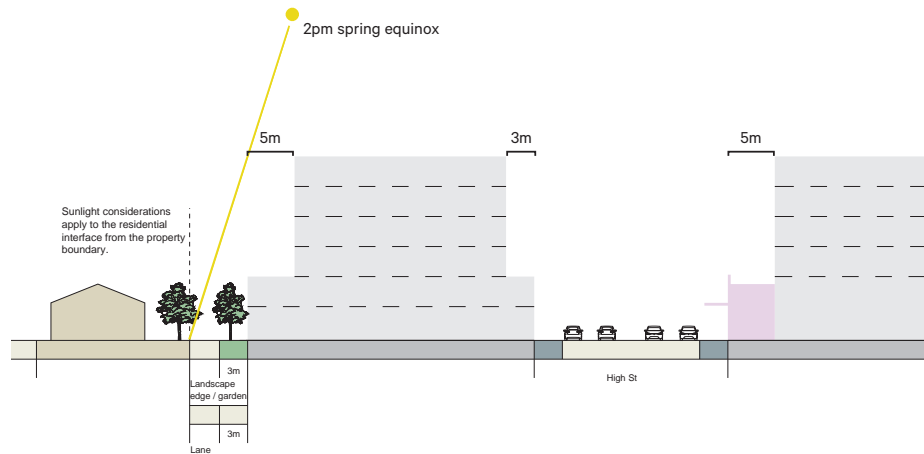
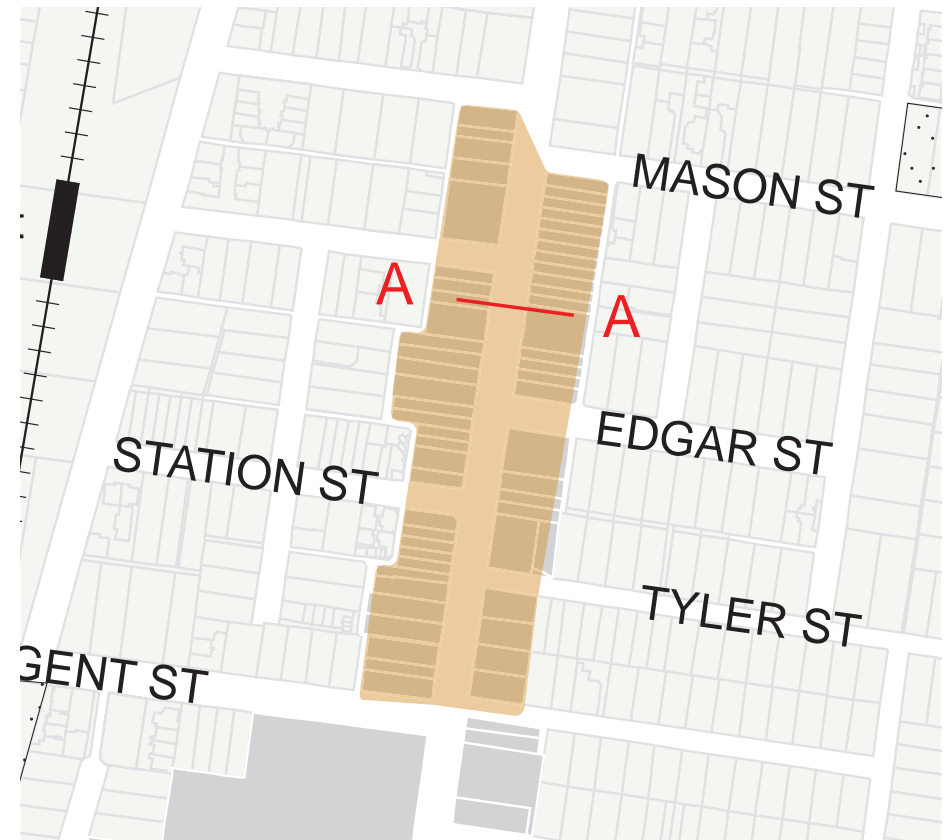


Figure 75. High Street North Precinct proposed controls section

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



KEY	Height	FAR	Site coverage	Ground floor landscape
	6	3.5:1	90%	5%

Figure 76. High Street North Precinct proposed built form controls map



The Bell Street North 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 for the precinct.

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

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.

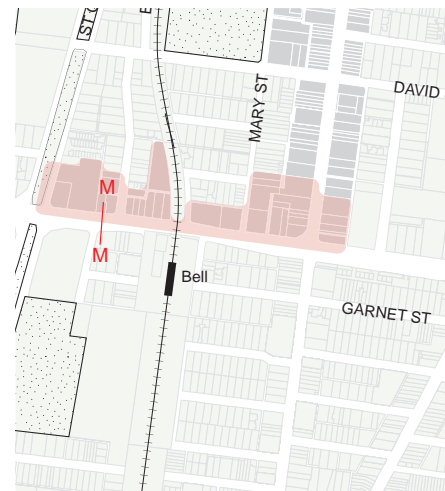


Figure 78. Bell Street North Precinct map

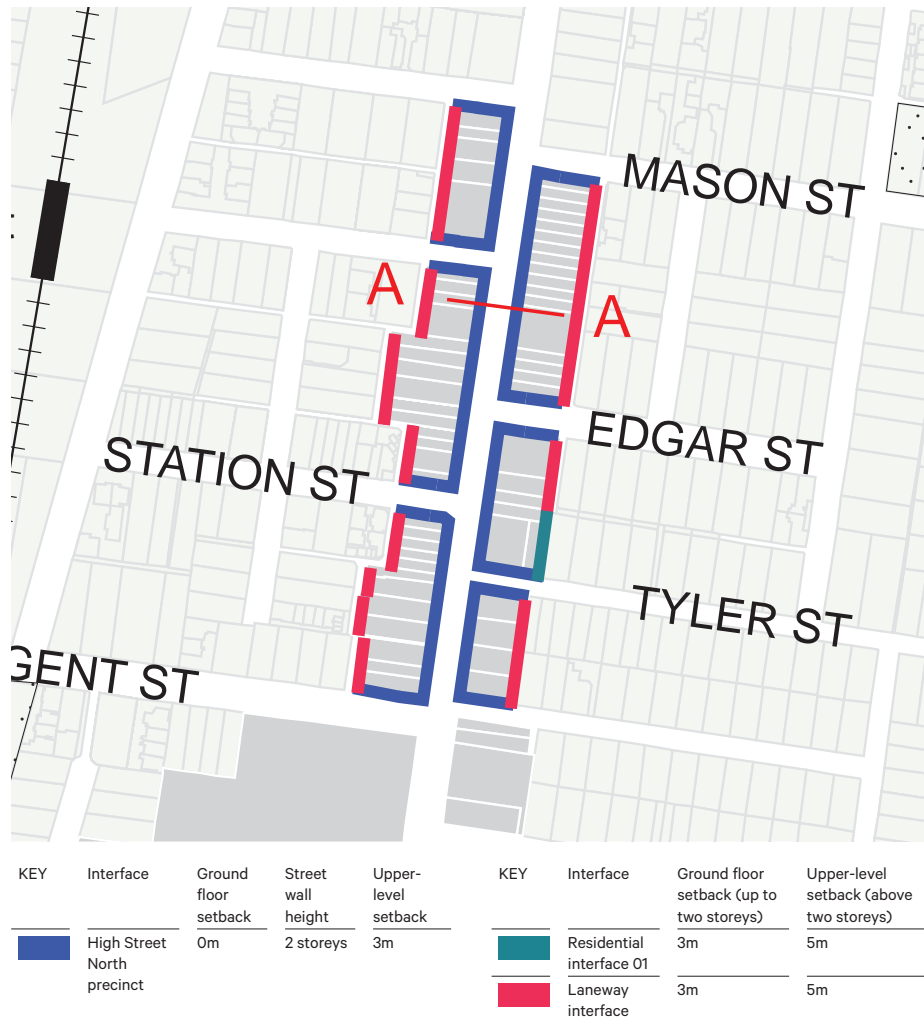


Figure 77. High Street North Precinct proposed interface controls map

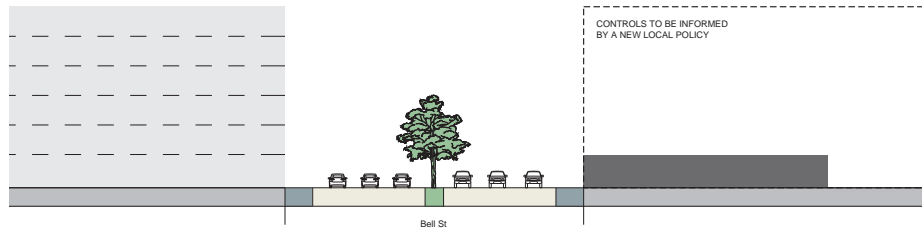


Figure 79. Bell Street North Precinct existing policy section

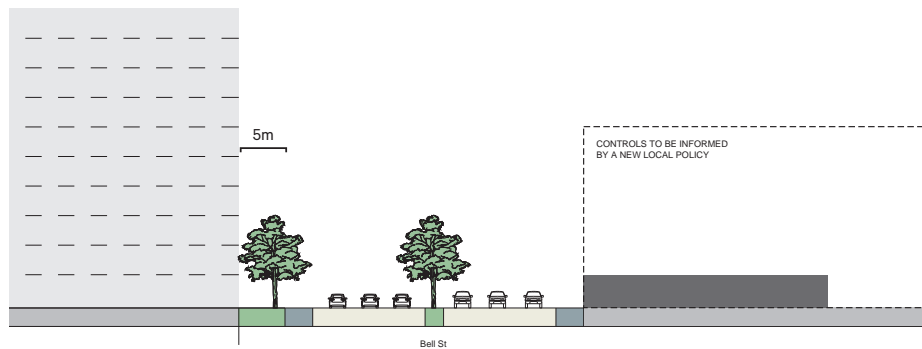


Figure 80. Bell Street North Precinct proposed controls section

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



KEY	Height	FAR	Site coverage	Ground floor landscape
	4	-	-	-
	6	3.5:1	90%	5%
	10	5.5:1	70%	15%

Figure 81. Bell Street Precinct proposed built form controls map

Precinct Analysis: Defining the precincts

The precincts were adapted from the eight-character precincts defined in the 2006 Structure plan, (see Figure 83). The precincts were refined to six precincts within the study area, (see Figure 84), including the addition of the High Street North Precinct.

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

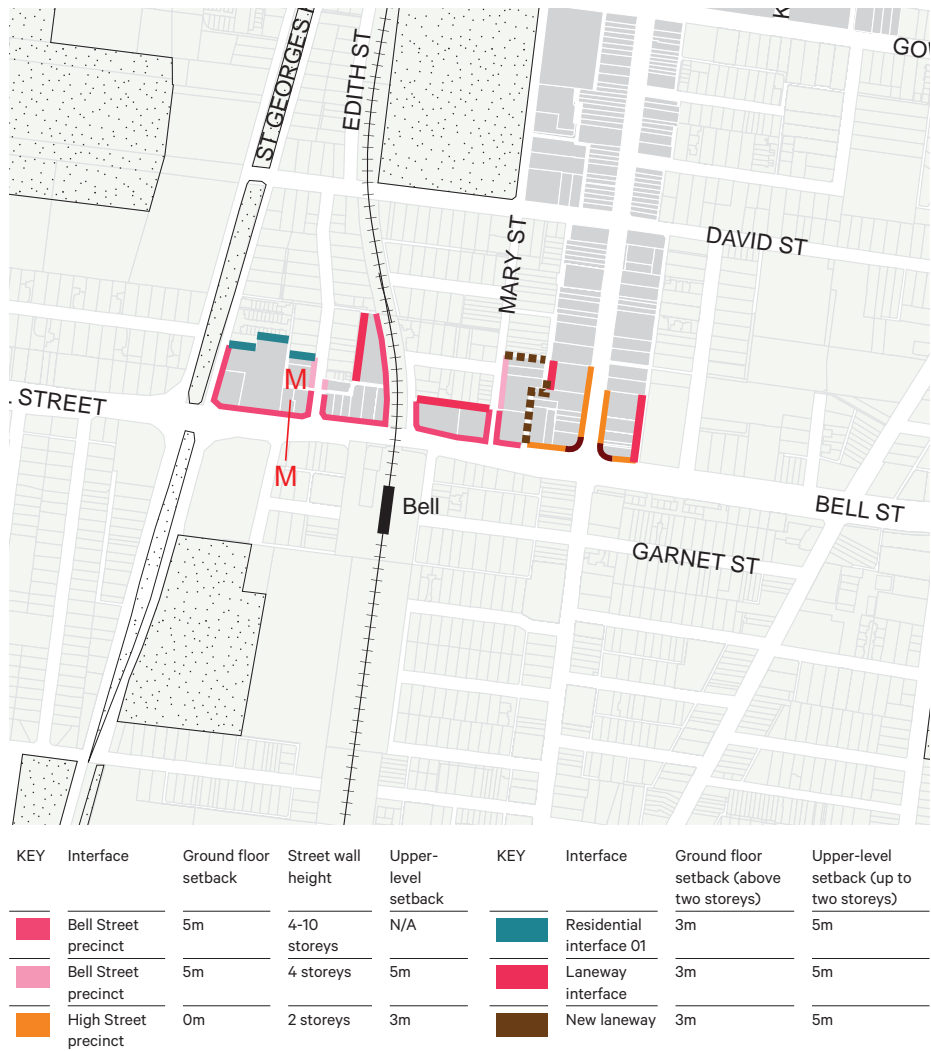


Figure 82. Bell Street Precinct proposed interface controls map

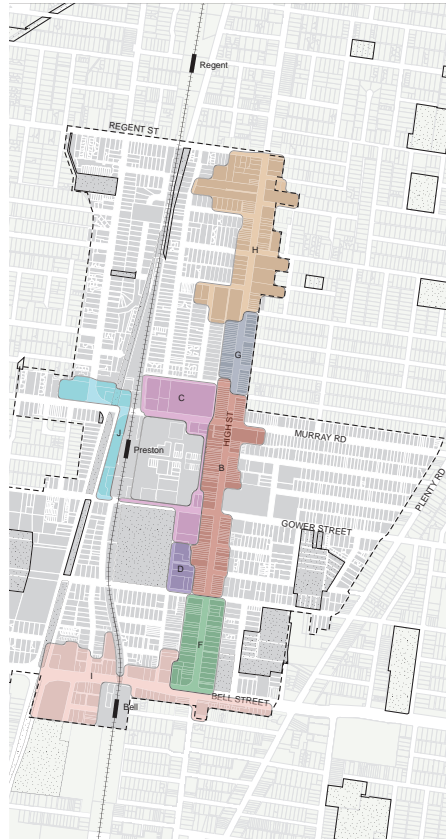


Figure 83. 2006 Structure Plan character areas map

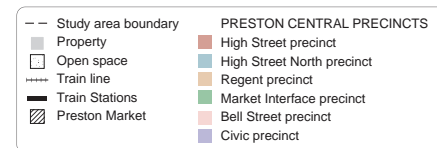
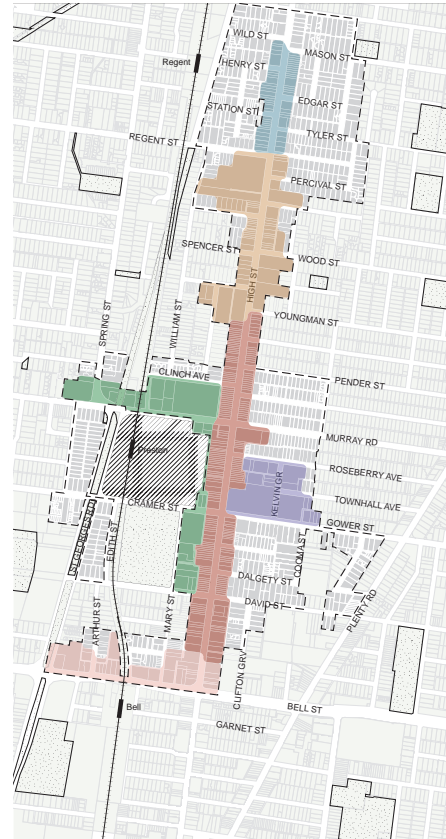


Figure 84. Preston Built Form Framework precinct map

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. 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.

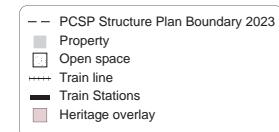
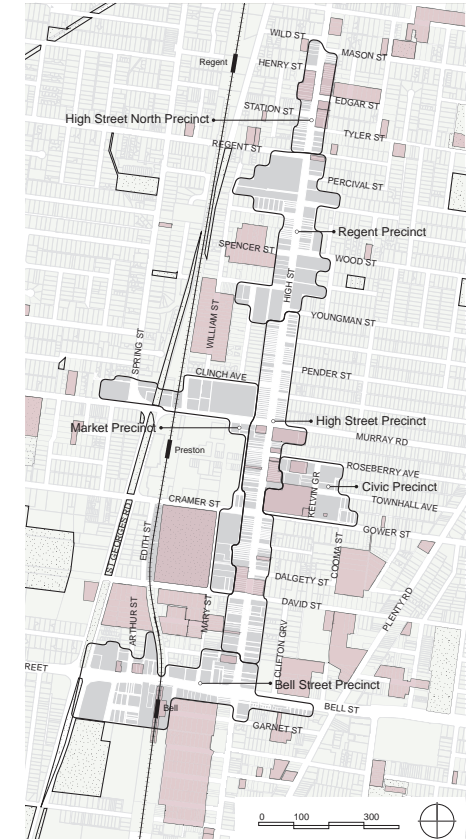


Figure 85. Heritage map

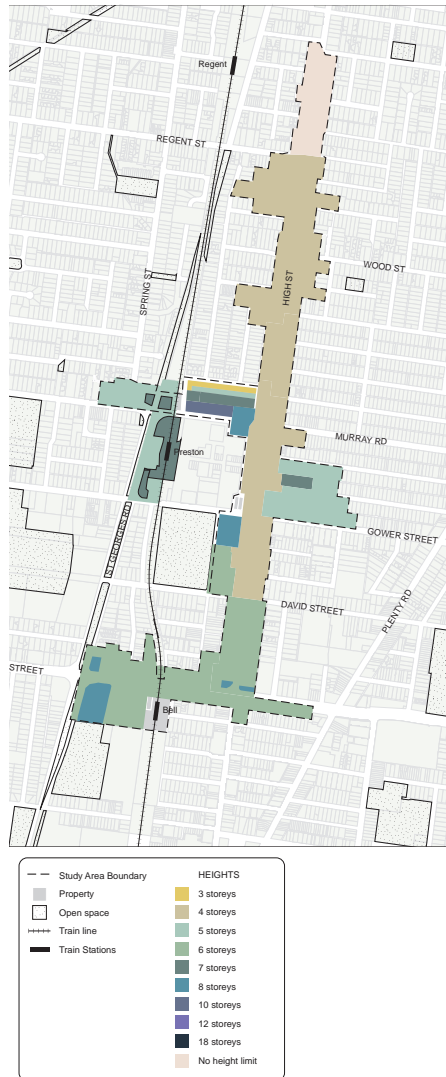


Figure 86. Existing heights map as per the Preston Central Incorporated Plan (March 2007)

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 87).

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 87. 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	 Siting and Massing
	Street wall height policy is being exceeded	Partial	High Street Corridor	 Internal amenity
	Ground floor setbacks are not delivered	Partial	High Street Corridor	 Strategic planning
	Lack of deep soil to support canopy trees	Yes	BADs	 Ground floor design
 	Limited setbacks reducing ability to deliver boundary landscaping	Partial	High Street Corridor	 Vehicle storage
	Lack of ESD integrated into the design	Yes	22.12 Environmentally Sustainable Development	 Flooding
 	Water sensitive urban design not implemented in the design	Yes	22.12 Environmentally Sustainable Development	 Policy requirement
	Poor resolution of the ground floor	No	N/A	 Landscape
	Lack of information provided in application	Unknown	N/A	
 	High level use of glass delivering poor environmental outcomes	Unknown	N/A	 Environmental performance
	Ground floor dedicated to carparking	No	N/A	 Equitable development
	Inadequate building separation provided to interfaces	No	N/A	
	Doesn't deliver strategic land use requirements	Yes	Priority Development Zone - Schedule 2	 Facade resolution
	Doesn't deliver development equity for neighbouring sites	Partial	High Street Corridor	 Accessibility
	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	

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	 Siting and Massing
	Apartments have limited access to daylight	Yes	BADs	 Internal amenity
	Anticipated typologies aren't being delivered	Yes	Priority Development Zone - Schedule 2	 Strategic planning
	Apartments are single aspect	Yes	BADs	 Ground floor design
	Corridors have no access to daylight	Yes	BADs	 Vehicle storage
	Screening measures reduce daylight internally	No	N/A	 Flooding
	Apartments have poor ventilation	Yes	BADs	 Policy requirement
	Upper-levels are insufficiently recessed	Yes	Priority Development Zone - Schedule 2	 Landscape
	Buildings have a poor sense of address	No	N/A	 Environmental performance
	No landscaping due to high site coverage	Partial	BADs	 Equitable development
	Buildings don't meet ESD requirements	Yes	22.12 Environmentally Sustainable Development	 Facade resolution
	Overshadowing of neighbouring properties	Partial	High Street Corridor	 Accessibility
	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	

Table 15. Key development application assessment table

Capacity Analysis

Preston Central needs to accommodate 6,600 additional dwellings by 2041 (Preston Market Report). An estimated 1200 dwellings are expected to be delivered within the Preston Market Area (Preston Market Report). This means that approximately 5,400 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 4,000 dwellings.

This amounts to a dwelling density of 211 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 268 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 352 dwellings per hectare. This represents an increase in dwelling density of 31% 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.

ASSUMPTIONS

- All sites that were identified as existing heritage sites in the data provided by City of Darebin have used to calculate the area of heritage sites.
- All development applications that were categorised as Accepted or Completed were included in the area of developed land. All applications categorised outside of Accepted and Completed were not included.
- The multiplier of 70% has been used to account for envelope controls i.e. solar setbacks and interface controls.
- 96m² has been used as the average gross floor area per apartment. 96m² = 80m² per apartment average + circulation and services allowance of 20% in whole building.

Gross residential floor area = (Remaining net site area x Height limit excluding commercial floor) x 70%

Gross residential floor area = Remaining net site area x FAR excluding commercial floor

Dwelling = Gross residential floor area/96m²

Dwellings per hectare = Number of dwellings/Remaining net Site Area (hectares)

Precinct	Net Site Area		Area of heritage sites and developed land (m ²)	Remaining net site area		Gross residential floor area (m ²)	Number of dwellings	Dwellings per hectare
	m ²	hectares		m ²	hectares			
High Street	71,372	7	14,178	57,195	6	120,109	1,251	219
Auto	66,481	7	3,157	63,324	6	132,981	1,385	219
Bell Street North	29,306	3	2,859	26,447	3	95,993	1,000	378
High Street North	20,416	2	12,566	7,850	1	16,485	172	219
Market	47,448	5	14,610	32,839	3	117,060	1,219	371
Civic	30,212	3	26,983	3,229	0	9,197	96	297
TOTAL	265,235	27	74,352	190,883	19	491,825	5,123	268
							PRECINCT AVERAGE	284

Table 16. Existing Capacity

Precinct	Net Site Area		Area of heritage sites and developed land (m ²)	Remaining net site area		Gross residential floor area (m ²)	Number of dwellings	Dwellings per hectare
	m ²	hectares		m ²	hectares			
High Street	71,372	7	14,178	57,195	6	171,584	1,787	313
Auto	66,481	7	3,157	63,324	6	176,142	1,835	290
Bell Street North	29,306	3	2,859	26,447	3	114,066	1,188	449
High Street North	20,416	2	12,566	7,850	1	27,474	286	365
Market	47,448	5	14,610	32,839	3	147,862	1,540	469
Civic	30,212	3	26,983	3,229	0	7,362	77	238
TOTAL	265,235	27	74,352	190,883	19	644,490	6,713	352
							PRECINCT AVERAGE	354

Table 17. Proposed Capacity

Precinct	Area	Net Site Area (m ²)	Area of heritage sites and developed land (m ²)	Remaining net site area (m ²)	Existing height limit	Height limit excluding 1 floor of commercial	Gross residential floor area (m ²)	Number of dwellings
High Street	All	71,372	14,178	57,195	4	3	120,109	1,251
Auto	All	66,481	3,157	63,324	4	3	132,981	1,385
Bell Street North	All	29,306	2,859	26,447			95,993	1,000
	6 storeys	26,857	2,859	23,998	6	5	83,992	875
	8 storeys	2,449	0	2,449	8	7	12,002	125
High Street North	All	20,416	12,566	7,850	4	3	16,485	172
Market	All	47,448	14,610	32,839			117,060	1,219
	4 storeys	922	0	922	4	3	1,936	20
	5 storeys	10,120	0	10,120	5	4	28,336	295
	6 storeys	7,500	0	7,500	6	5	26,249	273
	7 storeys	1,997	1,997	0	7	6	0	0
	8 storeys	7,500	0	7,500	8	7	36,748	329
	10 storeys	19,410	12,612	6,798	6	5	23,792	248
Civic	All	30,212	26,983	3,229			9,197	96
	5 storeys	26,983	23,865	3,117	5	4	8,728	91
	7 storeys	3,229	3,118	112	7	6	469	5
TOTAL		265,235	74,352	190,883			491,825	5,123

Gross residential floor area = (Remaining net site area x Height limit excluding 1 commercial floor) x 70%

Dwelling = Gross residential floor area/96m²

Precinct	Area	Net Site Area (m ²)	Area of heritage sites and developed land (m ²)	Remaining net site area (m ²)	Proposed FAR	Proposed FAR excluding 1 floor of commercial	Gross residential floor area (m ²)	Number of dwellings
High Street	All	71,372	14,178	57,195	3.5	3.0	171,584	1787
Auto	All	66,481	3,157	63,324			176,142	1,835
	4 storeys	15,367	0	15,367	2.1	2.1	32,272	336
	8 storeys	34,858	2,899	31,959	3.5	3.0	95,878	999
	6 storeys	16,255	258	15,997	3.5	3.0	47,992	500
Bell Street North	All	29,306	2,859	26,447			114,066	1,188
	4 storeys	6,265	0	6,265	2.1	2.1	13,157	137
	10 storeys	23,041	2,859	20,182	5.5	5.0	100,910	1051
High Street North	All	20,416	12,566	7,850	3.5	3.0	27,474	286
Market	All	47,448	14,610	32,839			147,862	1,540
	10 storeys	38,564	13,891	24,673	5.5	5.0	123,364	1285
	6 storeys	8,885	719	8,166	3.5	3.0	24,498	255
Civic	All	30,212	26,983	3,229			7,362	77
	4 storeys	1,775	0	1,775	2.1	2.1	3,727	39
	5 storeys	25,208	23,865	1,342	3.0	2.5	3,356	35
	7 storeys	3,229	3,118	112	3.0	2.5	279	3
TOTAL		265,235	74,352	190,883			644,490	6,713

Gross residential floor area = Remaining net site area x Proposed FAR excluding 1 commercial floor

Dwelling = Gross residential floor area/96m²

Bell Street Precinct

The draft Built Form Framework included the Bell Street Precinct which extended to the north and south side of Bell Street. Further strategic planning progressed by the City of Darebin determined that properties to the south of Bell Street should be removed from the structure plan boundary.

The area south of Bell will instead be informed by a new local area plan. The draft built form controls in this appendix can be utilised to inform any further strategic work undertaken to prepare that plan.

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.

Vision

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.

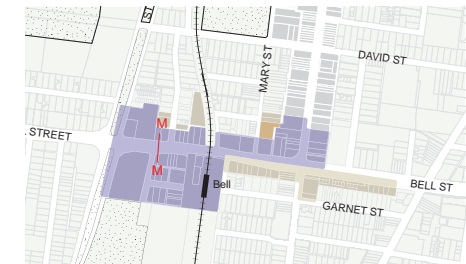
Buildings at intersections provide chamfered corners to increase public space and improve the arrival experience into Preston Central.

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 the precinct while sensitively responding to the residential context.

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.



KEY	Height	FAR	Site coverage	Ground floor landscape
	4	-	-	-
	6	3.5:1	90%	5%
	10	5.5:1	70%	15%

Figure 88. Bell Street Precinct proposed built form controls map



Figure 89. Bell Street North Precinct existing policy section

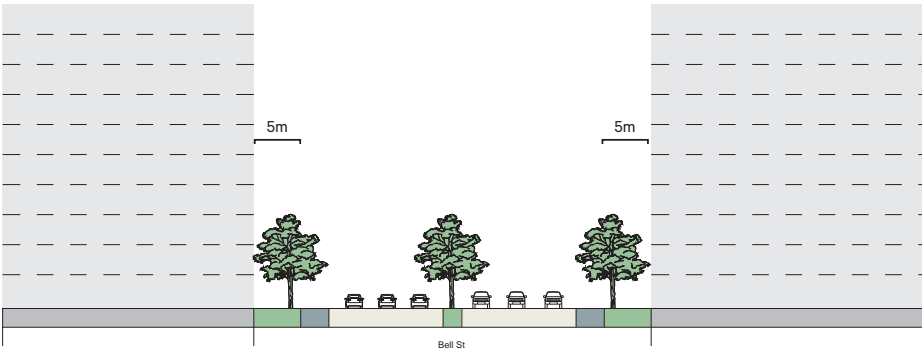
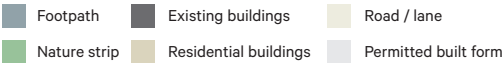


Figure 90. Bell Street North Precinct proposed controls section



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.

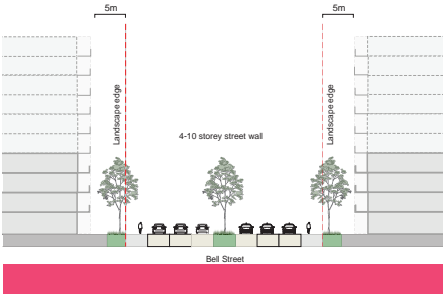


Figure 91. Bell Street, Bell Street Precinct. A 5m ground floor setback is proposed to manage amenity on this major road.



Figure 93. 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.

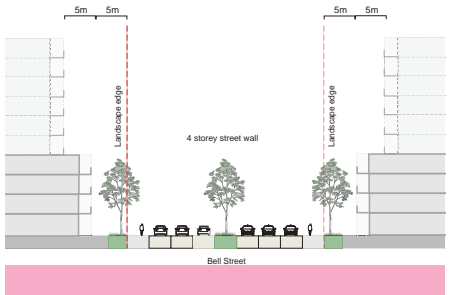


Figure 92. Bell Street, Bell Street Precinct. A 5m ground floor setback is proposed to manage amenity on this major road.

Solar access controls

The following built form controls are proposed to protect key streets and public open spaces from overshadowing in the Bell Street Precinct. 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.

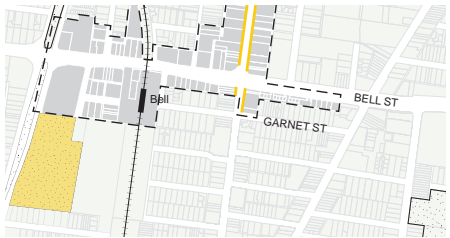
KEY STREETS

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

PUBLIC OPEN SPACE

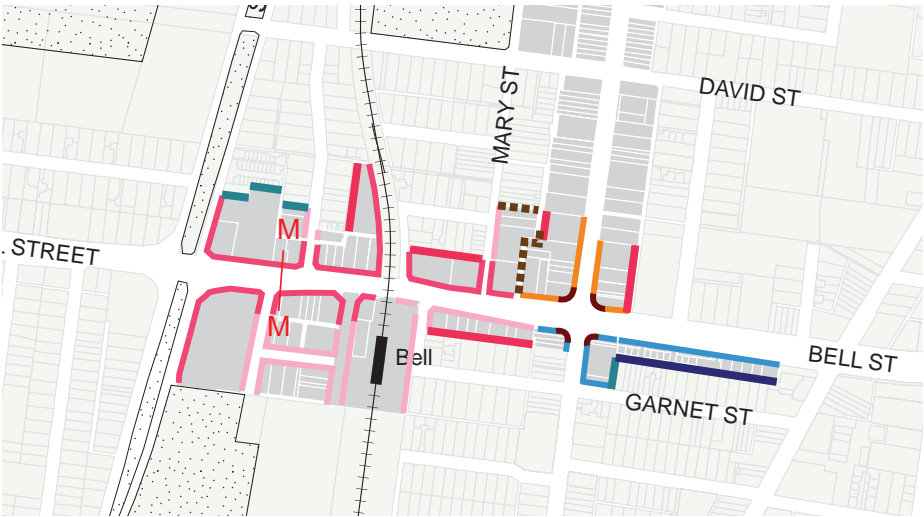
- No overshadowing of Ray Bramham Gardens between 10am and 3pm at the winter solstice.

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 18. Proposed solar access controls



KEY	Interface	Ground floor setback	Street wall height	Upper-level setback	KEY	Interface	Ground floor setback (up to two storeys)	Upper-level setback (above two storeys)
	Bell Street precinct	5m	4-10 storeys	N/A		Residential interface 01	3m	5m
	Bell Street precinct	5m	4 storeys	5m		Residential interface 02	5m	5m
	High Street precinct	0m	2 storeys	3m		Laneway interface	3m	5m
	Bell Street: Bell Street east	0m	4 storeys	N/A		New laneway	3m	5m

Chamfered building corners recommended at key intersections in the High Street precinct and Market Interface Precinct where there are high-levels of pedestrian activity (see Figure 49)

