

# Caulfield Mixed Use Area

I N C O R P O R A T E D   P L A N

February 2014

MELBOURNE  
RACING CLUB



*VIEW OF REGIONAL CONTEXT*

# Contents

<b>00.</b>	<b>Introduction</b>	<b>4</b>
<b>01.</b>	<b>A Vision of the Future</b>	<b>6</b>
<b>02.</b>	<b>Precinct Plan</b>	<b>8</b>
<b>03.</b>	<b>Plan Objectives</b>	<b>9</b>
<b>04.</b>	<b>Networks</b>	<b>11</b>
	Objectives	11
	Design Guidelines	11
<b>05.</b>	<b>Design Guidelines</b>	<b>13</b>
<b>06.</b>	<b>Residential Precinct Guidelines</b>	<b>14</b>
	Outcomes	14
	Land Use	14
	Built Form and Design	14
	The Pedestrian Environment	15
	Access and Loading	15
	Landscape and Public Space	15
<b>07.</b>	<b>Mixed Use Precinct Guidelines</b>	<b>17</b>
	Outcomes	17
	Land Use	17
	Built Form and Design	17
	The Pedestrian Environment	18
	Access and Loading	19
	Landscape and Public Space	19
<b>08.</b>	<b>Smith Street Precinct Guidelines</b>	<b>21</b>
	Outcomes	21
	Land Use	21
	Built Form and Design	21
	The Pedestrian Environment	23
	Access and Loading	23
	Landscape and Public Space	23

# 00 Introduction

**Melbourne Racing Club has prepared this Incorporated Plan for the Caulfield Mixed Use Area. This document details the vision and provides guidelines for the future development of the land within the Priority Development Zone Schedule 2 (PDZ2)**

Caulfield Village is a large-scale urban renewal project in the Melbourne metropolitan context, consolidating other redevelopment work already underway in a designated Major Activity Centre

The development of substantial vacant land holdings will create a safer, more accessible and activated mixed use centre immediately adjacent to Caulfield Railway Station

It will integrate leisure, commercial, retail and residential development immediately adjacent to a major transport hub and with ready access to existing train, tram and bus services

The development will include a significant resident population that will consolidate and enhance an existing residential neighbourhood east of Kambrook Road

The design objectives and guidelines describe an integrated approach to mixed use development and a network of public open spaces that will consolidate the greater Caulfield Major Activity Centre split either side of the railway line

The development strategies and outcomes proposed for the Incorporated Plan area are consistent with the aspirations of various State and local planning initiatives which seek to achieve sensitively developed, higher density mixed use areas in and around existing transport hubs in Metropolitan Melbourne

This Incorporated Plan was amended in November 2013 by Amendment C111 to the Glen Eira Planning Scheme. The amendment made minor changes to the provisions of the PDZ2 and this Incorporated Plan to correct drafting errors and omissions, provide consistent terminology between the two development controls and deliver certainty in relation to the design guidelines. The changes to this Incorporated Plan by Amendment C111 were:

- the replacement of the Precinct Plan at Part 2 with a new Precinct Plan which corresponded to that in the PDZ2, specifically the southern boundary of Precinct 2 and 3 was extended to the south of Station Street;
- the addition of the “Note” to the Precinct Plan;
- the inclusion of the words “Maximum Preferred” to the title of each of the Precinct Height and Setback Diagrams; and
- the inclusion of “Notes (i)” and “Note (ii)” to each of the Precinct Height and Setback Diagrams.





PROPOSED PDZ AREA OF CAULFIELD VILLAGE

# 01 A Vision of the Future

**Caulfield Village will create a thriving, integrated, transit- oriented mixed use centre designed to complement the character and facilities of the activity centre and surrounding neighbourhoods**

**Residents and visitors alike will be able to live, work, shop and relax within a sustainable, green and connected village environment**

Significant residential and employment opportunities will be created adjacent to a major public transport node. Caulfield Station is the central focus of pedestrian movement between the Caulfield and Monash Villages

Caulfield Village will complete the expansion and redevelopment of the Caulfield Major Activity Centre, which incorporates land to the north and west of the Caulfield Railway Station, designed to take full advantage of the amenity and existing infrastructure of the location. The envisaged mix of uses in Caulfield Village will complement the uses north of the railway line

The development of complementary leisure, retail and employment uses south of the railway line, integrated with a network of pedestrian links and open spaces, will achieve the overall vision held for the Caulfield Major Activity Centre

The accessibility of public transport will be improved, traffic will be calmed, through traffic rationalized and the area will be safer, more accessible and pedestrian friendly

A new green boulevard will form the heart of the mixed use centre which complements the existing retail and educational hub north of the railway line

The green boulevard is a significant urban and infrastructure initiative which will rationalise through traffic movement within the Major Activity Centre, adjacent to a significant events venue

The infill development strategy will also preserve and maintain established landscape and avenue planting. Activated streets and laneways will improve the amenity and accessibility of the precinct generally and provide a more pedestrian friendly and integrated urban environment

All new development within the precinct will be energy and water efficient

Passive surveillance of all public spaces will contribute to the creation of a safe urban environment

The plan provides the potential for a range of new residential accommodation, from individual dwellings to apartments and short-stay accommodation

A tested development scenario that conforms to the incorporated plan building envelopes yields approximately 1000-1200 dwellings

Caulfield Village will contain retail and leisure uses positioned to activate street frontages and to take advantage of solar access to footpath areas

It will include a supermarket with associated specialty retail, food and leisure uses highly accessible to existing and new residents, employees and visitors alike

A tested development scenario that conforms to the incorporated plan building envelopes yields approximately 15,000 square metres of retail premises

The plan facilitates a range of commercial uses, from lower podium-level office space to higher 'tower' floor plates

A tested development scenario that conformed to the incorporated plan building envelopes yields approximately 20,000 square metres of commercial office space



## 03 Plan Objectives

**The purpose of the precinct plan is to identify land use and functional areas, and the potential stages in which they may be developed**

The Incorporated Plan area has been divided into three precincts:

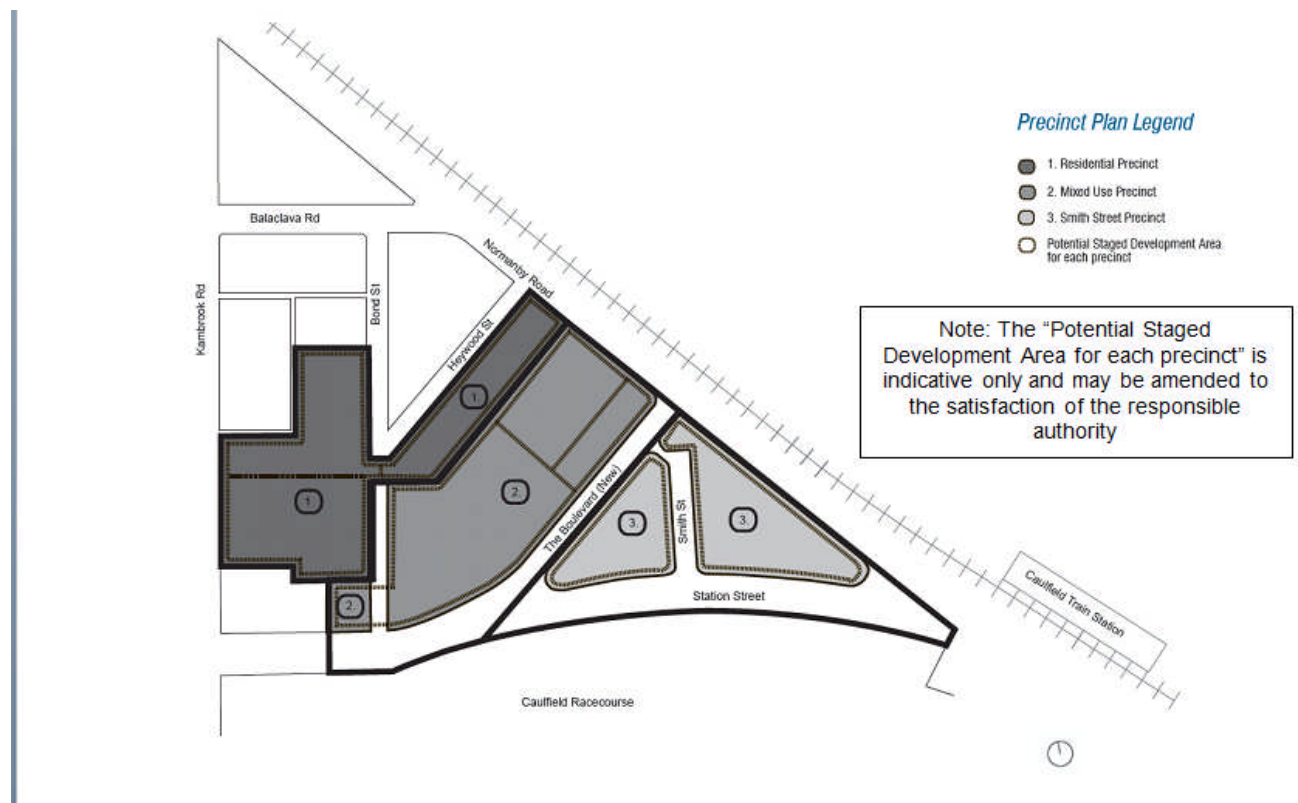
- The Residential Precinct, predominantly permanent residential accommodation but not student accommodation<sup>1</sup>
- The Mixed Use Precinct, a mix of neighbourhood retail, leisure, commercial and residential accommodation but not student accommodation
- The Smith Street Precinct, a mix of leisure, commercial, service retail and residential accommodation but not student accommodation

The Residential Precinct is broadly defined by existing residential character and use

The Mixed Use Precinct is the area generally east of the Residential Precinct and is connected to the Smith Street Precinct by the new road, 'The Boulevard'

The Smith Street Precinct is essentially an island site either side of Smith Street

Precinct Objectives are contained in Section 03, and Design Guidelines in Section 05



<sup>1</sup> **Student accommodation** is expressly referred to here and in other parts of this incorporated plan so that any permit application for student housing will be not generally in accordance with this incorporated plan for the purposes of the cl 37.06-7 of the Priority Development Zone. Therefore, the 3<sup>rd</sup> party exemption provisions will not apply to a permit application for student housing. This will require the normal 3<sup>rd</sup> party participation for such an application. An application will be determined on its merits.



## 03 Plan Objectives

### The following objectives underpin the plan for the Caulfield Village

- To improve access to, and encourage greater use of, public transport
- To create a leisure, retail and business focus that complements, and is connected to, other areas of the activity centre
- To achieve a significant new residential population within walking distance of facilities and public transport
- To rationalise the road system and create an activated network of streets
- To promote safe pedestrian connections throughout the incorporated plan area and beyond
- To provide a clear distinction between public and private spaces
- To promote more efficient and pedestrian-friendly vehicle movement
- To ensure that all public areas have good access to pedestrian linkages, sunlight, and protection from prevailing winds and rain
- To provide a generous, high amenity public realm (wide pavements, shaded pedestrian circulation paths and passive security of public areas)
- To create a public space and circulation strategy which promotes comfortable pedestrian movement, engagement with the surrounding residential community and wider patronage as a regional destination
- To create and reinforce existing green streetscapes and public spaces, with avenue planting and shrubbery to provide spatial definition, visual continuity, mediate the scale of buildings, light and shade, colour and beauty.
- To promote contemporary, sustainable architecture
- To implement integrated and sustainable water management and re-use strategies
- To create fine grain active frontages and provide ample fenestration above ground floor level throughout the area
- To integrate utility services and garbage services with buildings and hide them from view as much as possible so that they do not detract from the public domain
- To ensure that ground levels of buildings facing streets match as closely as possible adjoining public footpath and laneway levels
- To provide affordable housing in the form of a social housing program

### **The Residential Precinct**

- To generate a significant permanent residential population
- To consolidate existing residential areas by complementary and sympathetic infill development
- To achieve quality urban design and architecture which delivers high amenity living environments
- To implement urban design that achieves a safe, permeable and walkable neighbourhood
- To maintain existing street avenue planting and incorporate it into the landscape

### **The Mixed Use Precinct**

- To accommodate the widest mix of uses within the incorporated plan area
- To create a new street, 'The Boulevard', that supports retail based mixed use, with calmed traffic, wide footpaths
- To create a new street, 'The Boulevard', that supports contiguous fine grain retail shop-fronts at ground floor level in mixed-use buildings built to the street edge with splays at intersections on both sides of the Boulevard and with deep continuous verandahs to provide weather protection and visual continuity and mediate the scale of buildings, and avenue planting with a central median and wide footpaths
- To concentrate convenience retailing on the west side of the new boulevard
- To concentrate access to retail loading and off street parking via Bond Street south
- To create appropriately scaled and active edges that address and overlook The Boulevard
- To provide a mid rise height transition between The Residential and Smith Street precincts
- To create and encourage the greening of streetscapes by avenue tree planting along broad pavements and landscaped median strips

### **The Smith Street Precinct**

- To accommodate the highest buildings within the incorporated plan area
- To provide a land use emphasis on employment and accommodation
- To create appropriate scale and use of street frontages to ensure active frontages
- To create a strong physical and visual relationship with the racecourse utilising Smith Street
- To encourage the revitalization and greening of Smith Street by means of additional avenue tree planting along broad pavements and landscaped nature strips

## 04 Networks

**The precinct structure is underpinned by interconnected movement networks including public transport, pedestrian circulation, open space, roads and related car parking infrastructure**

**The movement networks will be integrated with a major infrastructure initiative, the new boulevard**

### Objectives

- To achieve a movement network characterised by connectivity and permeability, implementing the principles of walkability and linking the complementary uses either side of the railway line
- To implement the concept of the street as the dominant public space within the precincts, in the context of the many public parks in the area
- To connect all parts of the area to the Caulfield Railway Station and public transport services by safe pedestrian routes
- To integrate pedestrian and bicycle movement with safe road design
- To redirect through traffic to enhance pedestrian environments and connections with the Caulfield Racecourse and Monash University /Derby Road precincts
- To provide adequate parking for both the public and employee needs of precincts, including retention of existing on street capacity
- To give careful consideration to where any car parking displacement from the existing at-grade car parking is provided
- To minimise vehicular access points and their width and locate them to avoid disruption to pedestrian movement and building facades

### Design Guidelines

- Strong east west pedestrian connections are to be provided between the Residential Precinct, the Boulevard based Mixed Use Precinct and the Caulfield Railway Station
- The new Boulevard and Smith Street and Station Street will be green boulevards (canopy tree lined avenues) which support high amenity pedestrian activity
- The Boulevard will provide for traffic and pedestrian movement. It will be designed so as much as possible both sides of the road are level (laterally)
- Maintain Station Street as a main through route for both vehicles and pedestrians through the area
- Smith Street has the potential to be redesigned as a multi-purpose shared pedestrian/vehicle space and processional route
- Provide pedestrian crossing points on all sides of the intersection of the Boulevard and Station Street
- Provide a pedestrian crossing point across Station Street at the intersection of Normanby Road to enable pedestrians to cross safely and conveniently from the Caulfield Railway Station to the Precinct

- Bond Street will be blocked adjacent to Heywood Street to separate residential vehicular traffic north of this point from the mixed use vehicular traffic south of this point. Bond Street will remain as a street providing pedestrian and cycling access from Normanby Road to Station Street
- Provision for bicycle movement will be made on all major streets within the area
- The capacity and priority of the new intersection of The Boulevard, Normanby Road and the railway underpass will be enhanced
- The major public off street car park for retail customers will be provided adjacent to the southern end of Bond Street within the Mixed Use Precinct with vehicular access from the southern end of Bond Street
- Loading for the supermarket and large retail premises will take place on site.
- All uses will provide their own on site parking
- Public transport routes, stops and taxi ranks are to be provided throughout the area. The location of routes and stops will be determined in consultation with the Department of Transport and should consider:
  - a) The need to relocate the existing tram stop in Normanby Road, directly west of the intersection with the Boulevard to further west along Normanby Road, or consolidating this stop into a new single stop to replace this Normanby Road stop and that at the corner of Balaclava and Normanby Road.
  - b) The location for existing and future bus routes through the area.
  - c) The best location for taxi ranks that can service the development area, Caulfield Racecourse and the Caulfield Station precinct.



## 05 Design Guidelines

**Caulfield Village is fundamentally important to the future development of the Caulfield Major Activity Centre. These guidelines provide the designer with factors that development proposals must address in order to embody the vision articulated for the three precincts. They also provide insight into required outcomes for potential developers**

Meeting these Guidelines will enable the comprehensive redevelopment of each precinct in a way that realizes the vision for the project. The outcomes envisaged for the site will harness the full potential of the location, optimising the value of the existing public transport, recreational assets, parkland, retail, commercial and educational activities in the wider area

The Design Guidelines provide direction of the matter of land use, built form, the pedestrian environment, access and movement, landscape and public space. Guidelines are provided for each of the three precincts and should be read in conjunction with the design guidelines for the Networks in Section 04

## 06 Residential Precinct Guidelines

### Outcomes

Design of the Residential precinct will achieve

- A residential village that contributes to urban consolidation within the Caulfield Major Activity Centre while complementing the scale of existing housing stock in the area.
- Protection of existing amenity and environmental quality
- Passive surveillance of streets and pedestrian links through strategically located windows, balconies and terraces in adjacent housing development
- A safe neighbourhood that pedestrians enjoy using

### Land Use

- The predominant use in the Residential Precinct will be medium - higher density residential, with a range of housing options other than student housing.

### Built Form and Design

#### *1. Architectural character, materials and articulation*

- These guidelines should be read in conjunction with the relevant provisions of guidelines for Higher Density Residential development – 2004, or the Objectives of ResCode as relevant to the development proposed
- The style, colour and material palette of new buildings should complement that of existing buildings in the precinct. Reproduction of historical styles is discouraged
- The architecture should employ expressive, sheltering roofs and eaves that assist with the environmental performance of the dwellings, protecting exterior walls from heat gain in warmer months
- Building façades should incorporate sunshades, verandahs, porches, and upper level balconies and recesses, articulated to provide visual interest and to bring life to the streets
- Windows will provide the possibility of outlook onto public and semi-public spaces, promoting a feeling of security for residents and visitors

#### *2. Building height, setbacks & scale*

- The existing residential-character of streets provides the guiding design rationale for this precinct. Higher built form can be achieved where it will not unreasonably impact adjacent dwellings, and at robust interfaces with the adjoining precinct
- Two (2) and 3 storey dwellings will characterise the residential edges of this precinct
- At the interface with existing dwellings building envelopes, setbacks and height should respect existing neighbourhood character by requiring appropriately scaled residential development while providing for more intensive use of land
- Setbacks will create a lower apparent height within streetscapes, and buildings should be massed to avoid unreasonable overshadowing
- Dwellings will address streets and pedestrian laneways with windows and front doors providing passive surveillance to create safety and vibrancy
- Where fences on front boundaries are proposed they should be visually transparent
- Development facing laneways should be setback for levels above 2 storeys to allow for daylight penetration and a consistent pedestrian scale

- Development at the south east corner of Heywood Street and Normanby Road should provide a gateway and transition from residential development to the north west to Caulfield Village and address both street frontages

### *3. Sustainable design*

- A sustainable design response will be required in all buildings, where orientation, sun-shading, ventilation, sustainable material specification and/or environmental systems are employed to meet sustainability objectives
- New dwellings should demonstrate passive design strategies that take advantage of unassisted cross-flow ventilation and building orientation to manage thermal comfort
- New buildings should include:
  - a) Minimum star rating requirements for all new commercial and retail buildings
  - b) The use of low maintenance, self finished, low embodied energy materials and finishes
  - c) The provision of bicycle parking, in all new retail, commercial and residential development

### **The Pedestrian Environment**

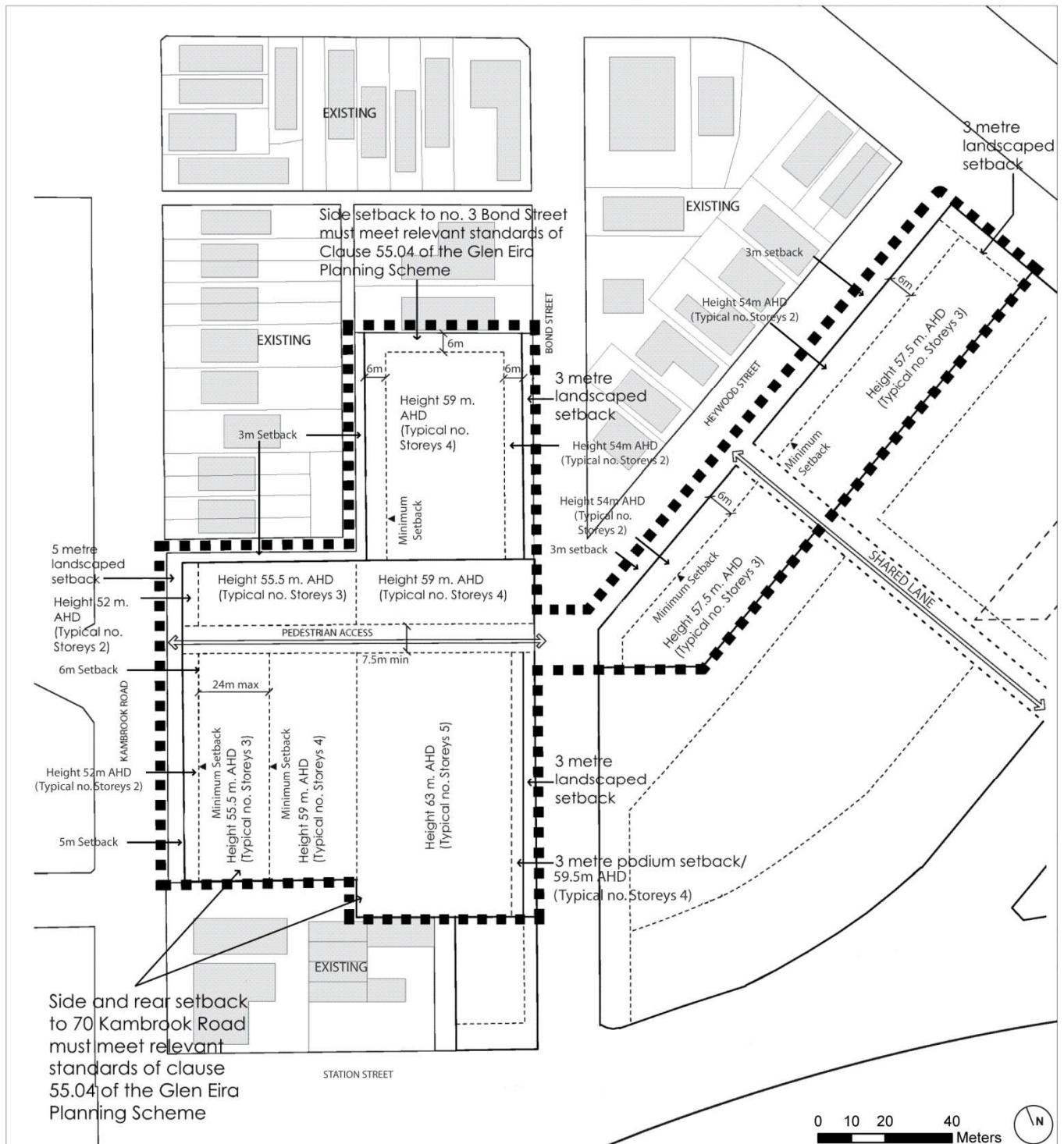
- A pedestrian link between Kambrook Road and Bond Street is to be provided to facilitate a safe, permeable and accessible neighbourhood for residents of the precinct and the wider neighbourhood
- A permeable, walkable environment is to create safer streets, encourage passive recreational activity, and promote better community health levels

### **Access and Loading**

- Vehicle access to the precinct is to be provided from the existing street and road network, via Heywood Street, Station Street (west), Bond Street and Kambrook Road

### **Landscape and Public Space**

- The landscape in the Residential Precinct will include consolidated tree planting and soft landscaping in streetscapes, and green landscape treatment of private open space where it is in view of public spaces
- The pedestrian link should be landscaped to create an attractive and shady environment while avoiding places of concealment



### RESIDENTIAL PRECINCT – PREFERRED MAXIMUM HEIGHT AND SETBACK DIAGRAM

Note (i): "Height" is the building height measured to AHD (not "typical storeys") excluding architectural features (such as domes, eaves, downpipes, towers, masts etc.), lift over runs and building services structures or screens which may exceed the AHD building height by up to 1.5 metres within 3 metres of a wall edge that faces a road or 2 metres in all other areas.

Note (ii): Minor buildings and works, such as verandas, architectural features, balconies, eaves, downpipes, shelters, sunshades, art works, street furniture and fences may encroach into the minimum setback.



## 07 Mixed Use Precinct Guidelines

### Outcomes

Design of the Mixed Use Precinct will achieve

- A precinct that dynamically mixes leisure, retail, residential and commercial uses but not student housing
- Appropriately scaled and active street frontages
- An integrated retail area anchored by a supermarket, associated specialty retail and on-site car parking
- A new high street, “The Boulevard”, in the tradition of celebrated Melbourne urban environments

### Land Use

- Mixed-uses, in the form of leisure, retail, residential and commercial uses but not student housing.

### Built Form and Design

#### *1. Architectural character, materials and articulation*

- Buildings in the Mixed Use Precinct should be of a contemporary and urban in style. Reproduction of historical styles is discouraged
- Integrated finishes and high durability materials are encouraged, and will be preferred over applied finishes such as paint and render
- Ground level street frontages to all development in the mixed use area (excluding sites that have residential at ground floor level set back from the street edge) should include:
  - a) at least 80% of the building façade as fully transparent, glazed facades, and;
  - b) must have deep cantilevered verandahs that are continuous across their frontages to mediate the scale of buildings, provide weather protection and to provide visual continuity. These verandahs should be of a consistent height and depth and consistent fascia height
- Roofs may be flat or pitched, and main street façades should incorporate sunshades, verandahs, porches, and upper level balconies and recesses, articulated to provide visual interest and to bring life to the street frontages
- Balconies overlooking The Boulevard, Station Street, Normanby Road and Bond Street at upper levels are strongly encouraged and must be within the property boundary
- Windows and balconies will provide the possibility of outlook onto streets, promoting a feeling of security in the public realm

#### *2. Building height, setbacks & scale*

- This Precinct is capable in urban design terms of a higher level of development than the Residential Precinct to the west
- The scale of buildings in the Mixed Use Precinct can be described as ‘urban’ in character, emphasizing the vertical aspect of the buildings
- Retail, residential and commercial uses and off street parking will be accommodated whilst maintaining an appropriate scale and activation of street frontages

- Building envelopes, setbacks and height must be used to create good urban form. Urban form across the precinct will be transitional in height and massing, with lesser height concentrated in the north western part of the precinct, and with taller buildings (with human-scale podiums) fronting the new Boulevard, Station Street, Bond Street and Normanby Road. This will minimise impacts on existing residential properties to the northwest and create a comfortable pedestrian environment
- Higher buildings will incorporate setbacks to avoid unreasonable overshadowing of public spaces and adjacent residential properties to the west
- All development in the Mixed Use Area (excluding sites that have residential at ground floor level facing the street) should be built to the front and side property boundaries adjoining streets up the preferred podium level identified in the building envelope plan
- Buildings in the Mixed Use Area must have splays at street intersections at ground floor level and consideration should be given the provision of splays at upper levels
- Where no setback distance is specified between the frontage and any upper level which is setback, the extent of the setback distance should:
  - a) provide for clear differentiation between the podium and the upper levels which are intended to be setback from the frontage; and
  - b) give emphasis to the intended podium form from the street view
- In The Boulevard and Station Street, buildings at ground floor, first second and third floor level (i.e. the podium) should be constructed to the street frontage and not incorporate any setback

### *3. Sustainable design*

- A sustainable design response will be required in all buildings, where orientation, sun-shading, ventilation, sustainable material specification and/or environmental systems are employed to meet sustainability objectives
- Passive design strategies that take advantage of unassisted cross-flow ventilation and building orientation to manage thermal comfort are encouraged, particularly in residential buildings

### **The Pedestrian Environment**

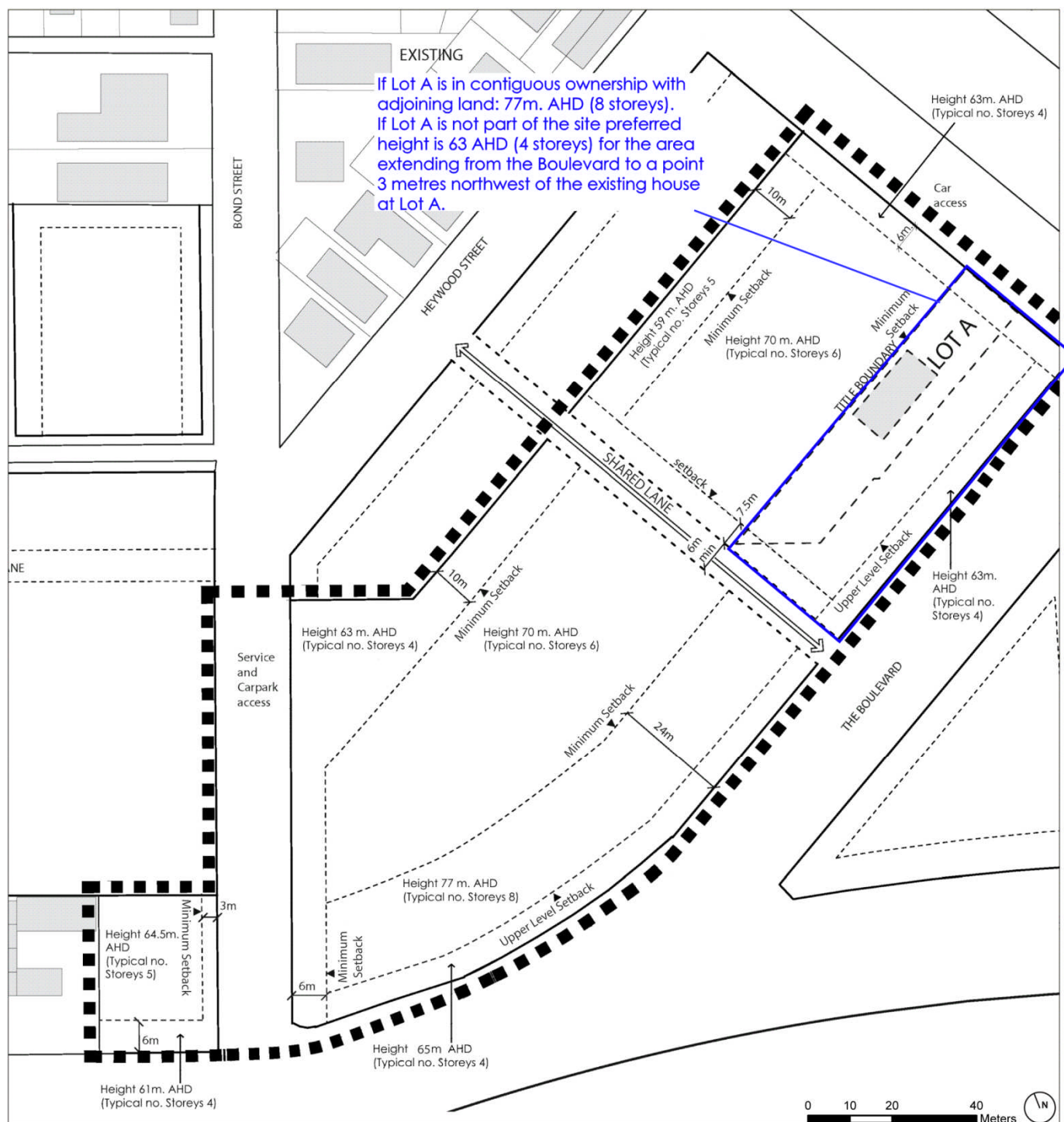
- Retail and commercial uses fronting The Boulevard, Bond Street and Normanby Road will have active street frontages that directly address the street
- Outdoor dining on both sides of the Boulevard will be encouraged
- The street network will be the focus of the pedestrian environment and will be connected to the broader urban landscape
- A new laneway connecting The Boulevard to Heywood Street is to be designed as a pedestrian route with limited service vehicle access and for cyclists, incorporating activated edges with windows, and front doors to promote passive surveillance and enhance the safety of pedestrians
- Pedestrian permeability will ensure that the neighbourhood is walkable promoting better community health levels

### **Access and Loading**

- Loading access to the major commercial tenancies is to be provided via Bond Street south
- Access to on-site car parking for the retail uses will be provided from Bond Street south
- Loading to the supermarket and any large retail business should occur at the rear of the premises away from public view
- On site car parking should be placed in basements so that they do not detract from street frontages. Basement car parking spaces should not extend into landscaped front and rear setback areas. If car parking is unavoidably provided above-ground then it should be contained within a building within an active habitable frontage facing all streets, lanes and habitable space on adjacent properties

### **Landscape and Public Space**

- The landscape of The Boulevard will be integrated with street-edge on-street parking, complemented by the avenue-style planting of street trees
- The configuration and structure of the new street will be based on proven Melbourne “boulevard” models where the street is also a successful public space
- The laneway should be landscaped to facilitate shared pedestrian and cycle movement in a low-speed and safe environment



### MIXED USE PRECINCT – PREFERRED MAXIMUM HEIGHT AND SETBACK DIAGRAM

Note (i): "Height" is the building height measured to AHD (not "typical storeys") excluding architectural features (such as domes, eaves, downpipes, towers, masts etc.), lift over runs and building services structures or screens which may exceed the AHD building height by up to 1.5 metres within 3 metres of a wall edge that faces a road or 2 metres in all other areas.

Note (ii): Minor buildings and works, such as verandas, architectural features, balconies, eaves, downpipes, shelters, sunshades, art works, street furniture and fences may encroach into the minimum setback.



## 08 Smith Street Precinct Guidelines

### Outcomes

Design of the Smith Street Precinct will achieve:

- A precinct that draws together leisure, residential, short stay accommodation and commercial uses, with a leisure and service retail component at ground level
- Appropriate scale and activation of street frontages to ensure vibrant, active streetscapes
- Buildings which provide a clear expression of their base and upper levels
- The creation of a “processional” avenue leading to the Racecourse along Smith Street
- Transitional built form between lower height of the Mixed Use Precinct and taller development towards the station
- Articulated built form to avoid the creation of ‘walls of building’

### Land Use

- A mix of uses with leisure/retail, residential and commercial uses (including short-term accommodation) with a service retail component

### Built Form and Design

#### *1. Architectural character, materials and articulation*

- Buildings in the Smith Street Precinct should have a contemporary and urban style including zero lot setbacks to the street. Reproduction of historical styles is discouraged
- Integrated finishes and high durability materials are encouraged, and will be preferred over applied finishes such as paint and render. Façade construction of tower volumes should be of high quality, and articulated to provide visual interest with a distinctive ‘texture’
- Reflective glass finishes are discouraged
- Ground level street frontages to all retail development should include at least 80% fully transparent, glazed facades
- Roofs may be flat or expressed, and building façades should incorporate sunshades, verandahs, porches, and upper level balconies and recesses, articulated to provide visual interest and to bring life to the street frontages
- At ground floor level all premises must have deep cantilevered verandahs that are continuous across their frontages to mediate the scale of buildings, provide weather protection and to provide visual continuity. These verandahs should be of a consistent height and depth and consistent fascia height. These verandahs must run along every frontage
- All development in the Smith Street Precinct should be built to the front and side property boundaries adjoining streets up to the preferred podium level identified in the building envelope plan
- Where no setback distance is specified between the frontage and any upper level which is setback, the extent of the setback distance should:

- a) provide for clear differentiation between the podium and the upper levels which are intended to be setback from the frontage; and
  - b) give emphasis to the intended podium form from the street view
- In The Boulevard, Station Street, Smith Street and Normanby Road, buildings at ground floor, first, second and third floor level (i.e. the podium) should be constructed to the street frontage and not incorporate any setback
- Buildings should have splay corners where they are built to the front boundary or side boundary adjoining a street
- Views of Melbourne CBD and the Bay may be possible from upper levels of higher buildings, and design responses that exploit this positive aspect of the location will be encouraged
- Balconies overlooking The Boulevard are strongly encouraged. These must be wholly contained within the property boundary
- Windows and balconies will provide the possibility of outlook onto streets, promoting a feeling of security in the public realm

## *2. Building height, setbacks & scale*

- The Smith Street Precinct is capable in urban design terms of the highest level of development. The Smith Street Precinct will be a 'bookend' to the higher buildings located to the north of the railway line
- Taller structures have been positioned in the urban environment where they are supported by their relationship to Caulfield Station the existing Monash side of the Activity Centre, and avoid unreasonable overshadowing of residential and pedestrian precincts
- The scale of buildings in the Smith Street Precinct can be described as 'urban' in character and scale. As such the building envelopes, setbacks and height must encourage the creation of good urban form
- The Height and Setback Plan indicates a preferred podium style outcome for larger scaled buildings with setbacks to the taller building elements in the primary activated pedestrian spaces
- Setbacks are required to upper levels facing all streets above podium level, to create a consistent and comfortable street edge, balance along street edges, and a human scale

## *3. Sustainable design*

- A sustainable design response will be required in all buildings, where orientation, sun-shading, ventilation, sustainable material specification and/or environmental systems are employed to meet sustainability objectives
- Passive design strategies that take advantage of unassisted cross-flow ventilation and building orientation to manage thermal comfort are encouraged, particularly in residential buildings

## **The Pedestrian Environment**

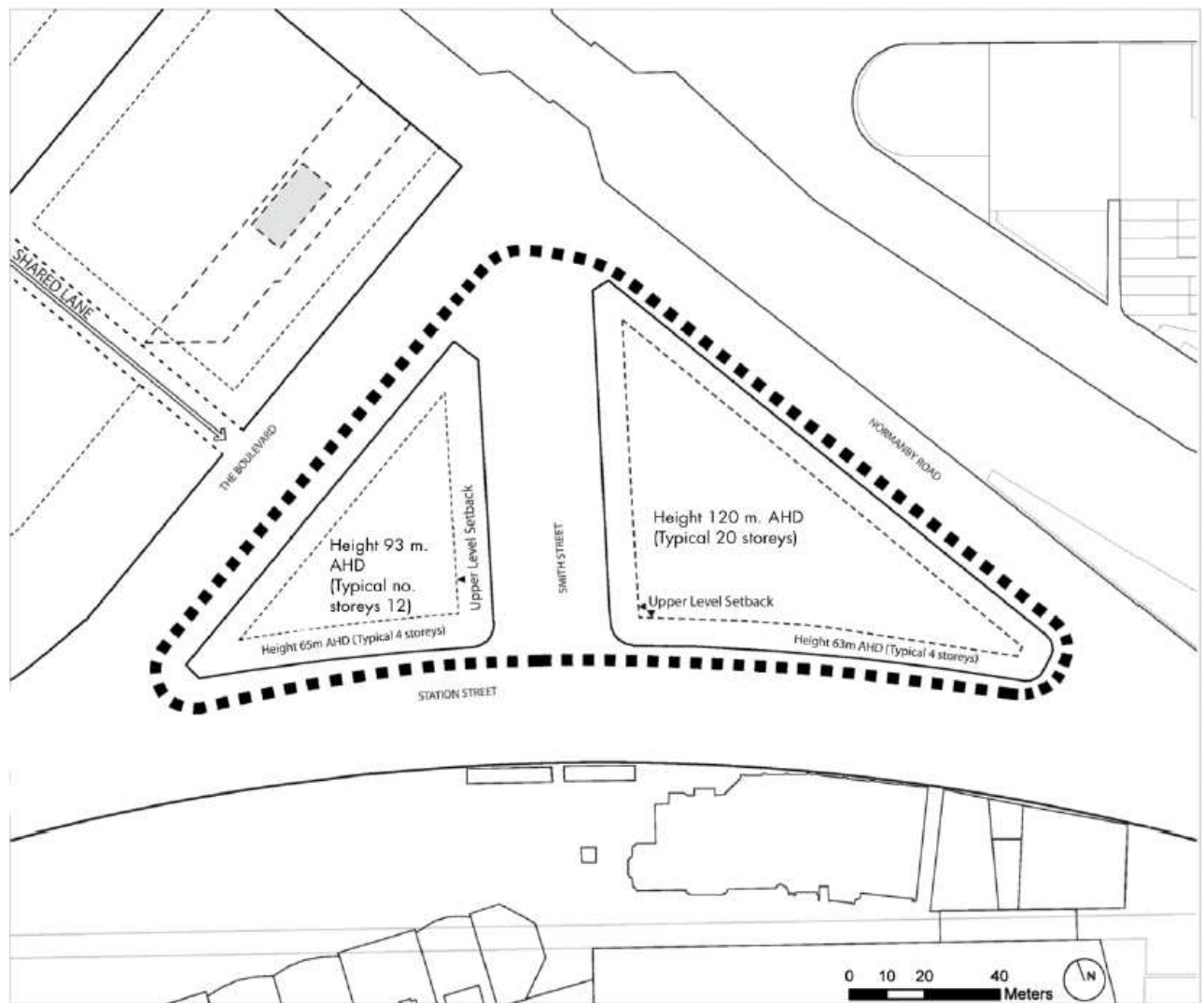
- The Smith Street precinct is a critical component of the wider urban renewal of the Caulfield Major Activity Centre and, in particular, the strengthening of pedestrian linkages between each side of the railway line
- Development will create improved pedestrian amenity including a more comfortable pedestrian environment, a pedestrian-friendly and activated street on the existing alignment of Smith Street (including the retention of existing avenue trees) and opportunities for complementary development and land use adjacent to the railway station and racecourse
- The new Boulevard and the reconfigured Smith Street are each conceived as activated, tree lined boulevards with generous, shaded pavement zones to support pedestrian activity and open-air dining
- Retail and commercial uses fronting The Boulevard will have active street frontages that directly address the street
- Other street frontages should provide transparent facades at street level
- The street edges on Smith Street and the eastern side of The Boulevard will have transitional periods of sunshine during the afternoon in winter, and street activation such as outdoor dining is encouraged
- The pedestrian environment of the Smith Street Precinct will be connected to the broader urban landscape
- Pedestrian movement in the Precinct will be generally focused on the street network and the public realm constituted by the road reserves. A permeable, walkable environment will create safer streets and encourage passive recreational activity promoting better community health levels

## **Access and Loading**

- The Station Street frontage will be designed to be pedestrian-friendly, and also provide service and vehicle access for the precinct
- On site car parking should be placed in basements so that they do not detract from street frontages. Basement car parking spaces should not extend into landscaped front and rear setback areas. If car parking is unavoidably provided above-ground then it should be contained within a building within an active habitable frontage facing all streets, lanes and habitable space on adjacent properties

## **Landscape and Public Space**

- A revitalised landscape area will be created in a corridor along Smith Street, creating a shared pedestrian/vehicular space
- Landscape in other parts of the Smith Street Precinct will include the provision of trees and soft landscaping in streetscapes
- Hard surface treatments with tree and shrub planting will generally predominate, reinforcing the urban character of the Precinct
- Non-trafficable spaces created by road closures should be landscaped to facilitate passive recreation and social activity. High quality paving, furniture, planting and lighting should be provided



**SMITH STREET PRECINCT – PREFERRED MAXIMUM HEIGHT AND SETBACK DIAGRAM**

Note (i): “Height” is the building height measured to AHD (not “typical storeys”) excluding architectural features (such as domes, eaves, downpipes, towers, masts etc.), lift over runs and building services structures or screens which may exceed the AHD building height by up to 1.5 metres within 3 metres of a wall edge that faces a road or 2 metres in all other areas.

Note (ii): Minor buildings and works, such as verandas, architectural features, balconies, eaves, downpipes, shelters, sunshades, art works, street furniture and fences may encroach into the minimum setback.