

STRATEGIC OBJECTIVES

4.0

This section gives the outcomes for future development in Heidelberg and is structured to identify:

- Policy source, design direction and inspiration
- Strategic Objectives
- Illustrated Strategic Objectives.

The Strategic Objectives have arisen from community consultation, relevant policy documents and specialist inputs from the consulting team.

There are several documents that guide activity centre planning. These include:

- Melbourne 2030, Implementation Plan 4, Activity Centres
- Activity Centre Design Guidelines
- Guidelines for Higher Density Residential Development.

This section, applies the following themes:

- Access and Connections
- Public Realm
- Built Form
- Land Use and Economic Development
- Identity.

4.1 Accessibility and Connections

4.1.1 Policy Source, Design Directions and Inspiration

This plan promotes activity centres orientated towards sustainable transport, where people walk, cycle and commute via public transport. This orientation is supported by the Banyule Health Plan which has goals to:

- 1 Promote healthy living
- 2 Promote integrated health and community service planning
- 3 Promote stronger connected and active community
- 4 Promote community safety
- 5 Protect and improve Banyule's built and natural environment.

These goals support actions to:

- Support and encourage walking as health promoting, environmentally friendly and encouraging social connection
- Encourage greater use of sustainable transport modes.

This Structure Plan will further these goals and actions for future development in Heidelberg.

The Banyule Integrated Transport Strategy sets the challenge to cater for the needs of all users in a manner that offers a range of transport choices through the provision and management of transport infrastructure, including parking. Activity centres are, in themselves, destinations. The majority of trip-ends involve walking and therefore a safe environment for pedestrians is essential. A high regard for 'best practice' urban design is also needed to establish and protect Heidelberg as a place for people. A hierarchy of travel modes will apply to strategic planning and decision making.

Travel Mode	Priority
Pedestrians	Highest
Bicycles	
Public Transport	
Taxis	
Service Vehicles	
Private Vehicles (with passengers)	
Private Vehicles (without passengers)	Lowest

Best Practice 'Priority of Travel Modes'

This hierarchy will support Heidelberg's dynamic economy by maximising people movement through streets in a pedestrian friendly environment to support growing retail, office, educational and medical services sectors that provide local jobs.

Parking demands in the Heidelberg Precinct have increased noticeably since 1999. This accords with empirical evidence that suggests the precinct has experienced increased activity over the last 5 years. The redevelopment of the Austin/Mercy Hospital and associated medical facilities is contributing to increased competition for available parking. This will increase with higher density development in the core precinct area around the Burgundy Street shopping centre and the Medical Precinct at the western edge of Burgundy Street. Whilst there is spare parking capacity, significant parking demands (reflected in occupancy rates) are experienced in Burgundy Street, the public car parks off Cartmell Street and behind Leo's. Streets adjacent to the medical precinct and the office/commercial precinct to the east of Rosanna Road are also experiencing parking demand.

Currently the private vehicle is the predominant mode of transport to the precinct for all purposes: work, shopping, hospital visits. This results in:

- Increasing traffic congestion
- Demand for parking space
- Poor quality pedestrian environment
- Various barriers to safe pedestrian movement
- Environmental impacts
- Health and wellbeing affects.

Access through Heidelberg's shopping centre is predominantly along Burgundy Street. Traffic volumes are increasing and coupled with circulatory traffic looking for available parking, this is leading to worsening amenity and safety conditions for pedestrians, cyclists and public transport users in the core shopping and commercial area of Heidelberg. Traffic speed affects safety and vibrant pedestrian movement.

To increase the centre's vibrancy, this plan advocates for higher density development at appropriate locations close to public transport. This will increase the demand for parking in nearby areas unless:

- 1 Development provides for appropriate car parking to reduce reliance on private cars
- 2 Development provides infrastructure to support prioritised travel modes
- 3 Traffic demand management tools reduce reliance on private cars
- 4 Developer contributions support funding of infrastructure for public car parking and prioritised travel modes
- 5 On-street parking permits are used to encourage vehicle circulation and parking to preferred locations
- 6 Preferred car parking locations are improved.

Car park locations for improvement include multi-decking of the Cartmell Street car park (north of Burgundy Street), further car parking at Leo's Supermarket site (south of Burgundy Street) and within the medical precinct.

On-street parking in residential streets close to the shopping centre, railway station and medical precinct has historically been managed to meet the blend of different user needs. The current resident permit scheme was introduced iteratively over a number of years and should be reviewed. Residents will continue to be protected from the incursion of long-stay commuter and trader parking on residential streets. In light of increasing demand from a wide range of users for a limited number of car parking spaces, there is a need to recognise car parking as a privilege and of "value". In this regard, residents of new higher density development will not have access to the residential permit scheme, unless special circumstances warrant their inclusion. Furthermore, opportunities to apply reduced on-site car parking rates will be explored to encourage developments that do not rely on motor vehicle access – rather creating greater flexibility for increased use of sustainable transport modes.

Pedestrian accessibility is a critical element for the design of new buildings to ensure all users are able to effectively gain access to internal floor spaces and other areas within a development site.

Public on-street parking is currently undervalued when the cost of developing and maintaining the infrastructure is considered. Precinct Parking Plans will address paid parking as a means of increasing parking turnover and increasing efficiency of use.

This Structure Plan provides a framework for implementing strategies that achieve the key directions of Melbourne 2030. Activity Centre development policies seek to improve access to areas around train stations and sustainable modes of transport. Relevant policies under Direction 8 of Melbourne 2030 which seeks to establish 'Better Transport Links' include:

- Policy 8.2 Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport
- Policy 8.7 Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods
- Policy 8.8 Promote the use of sustainable personal transport options.

This Structure Plan also aims to provide safe and appropriate parking in Heidelberg, while enabling adequate road access for pedestrians, cyclists, emergency vehicles, public transport and delivery vehicles.

Banyule's Integrated Transport Strategy:

- Identifies the need to develop a more sustainable urban form by better integrating transport and land use planning, reducing the need for private vehicle transport and increasing the use of environmentally sustainable transport
- Recognises that parking is a critical component of an integrated transport system, in that it has a significant influence on private vehicle use in attracting car trips when it is in ready supply and, if parking is not available at the destination, car use can be minimised.

The provision and management of car parking in Heidelberg will no longer attempt to meet unrestrained demand, but work with other initiatives to reduce reliance on private vehicles and increase the use of more sustainable means of mobility.

A car parking policy and strategy is being developed. The strategy's general principles are depicted in Plan 11, these include:

- High-density car parking directed towards designated off-street locations. Potential locations are shown on Plan 11. Detailed investigation will determine the preferred site/s. Any preferred location will consider:
 - a) Opportunities for mixed-use development
 - b) Impacts on preferred modes of transport, namely walking, cycling and public transport routes and needs
 - c) Traffic management works to minimise impacts
 - d) Opportunities for developer contributions, Parking Precinct Plans and other means to help fund construction and operation of the facility
 - e) Opportunities for trader and employee car parking.
- Shorter-stay (up to and including 1hr) on-street car parking will be directed to the Burgundy Street shopping strip and the Medical Services Precinct. These locations will give priority to short visitations. Signage is likely to display a range of 15min, 30min or 1hr locations, to promote rapid vehicle turnover within these sought after locations.
- Longer-stay (greater than 1hr) on-street car parking will be provided at the periphery of the shorter-stay zone. These time-limited areas include those at the fringe of Burgundy Street and the Medical Services Precinct. A Resident Parking Permit system will be considered where streets have frontage to residential properties.
- Residential Parking Permits will apply beyond the longer-stay zone. The size of this permit area will ensure residential parking in streets that may otherwise be sought after for non-residential purposes, in particular shoppers and those using the medical services precinct.

The strategy will also consider opportunities to apply reduced car parking rates for development proposals. Application of reduced rates, for developers with good access to public transport, provides an opportunity to:

- Encourage use of sustainable transport modes
- Supply more affordable housing
- Reduce reliance on motor vehicle use.

Any reduction in car parking rates would be associated with a developer's contribution to off-site transport infrastructure that enables sustainable access and connections for the centre.



Shorter Stay Parking

Longer Stay Parking and Residential

Residential Parking Permits

Austin Mercy Hospital Multi-Deck

Possible Multi-Deck Car Parking Options
(mixed use outcomes)

Future Car Parking Integrated with Development

Arterial Road (Main through traffic)



Heidelberg
Structure Plan

Plan 11:
Car Parking Strategy
Plan

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The Case for Lower Speed Limits in a Pedestrian Priority Precinct

Introduction

The speed of road traffic influences whether people are willing to walk, or let their children walk or cycle. Within Heidelberg, particularly the Burgundy Street Shopping Centre, the Medical Services Precinct, Railway Station and abutting residential areas, the posted speed limits must not only reflect safe vehicle speeds, but also the needs of various users who share the public domain. These areas host some of the most significant attractions of people in the region. These include several schools, churches, major hospitals, various medical practices, a premium railway station, transport interchange, shops, entertainment venues, community facilities and several supermarkets.

As development continues, more people will come to live in Heidelberg, find local employment, seek entertainment and use the existing and new attractors. As a consequence, the public domain must support increasing pedestrian activity so people can effectively connect to their places and enjoy local convenience and safety. Posted speed limits that support pedestrian priority areas will significantly contribute to Heidelberg being known as a 'vibrant place for people'.

The following plan shows an indicative boundary of a Pedestrian Priority Precinct for Heidelberg. This boundary will be refined through creation of a Community Access Plan that not only considers pedestrian needs within the area, but also implications for improved pedestrian connections into the area at abutting road intersections along the perimeter.

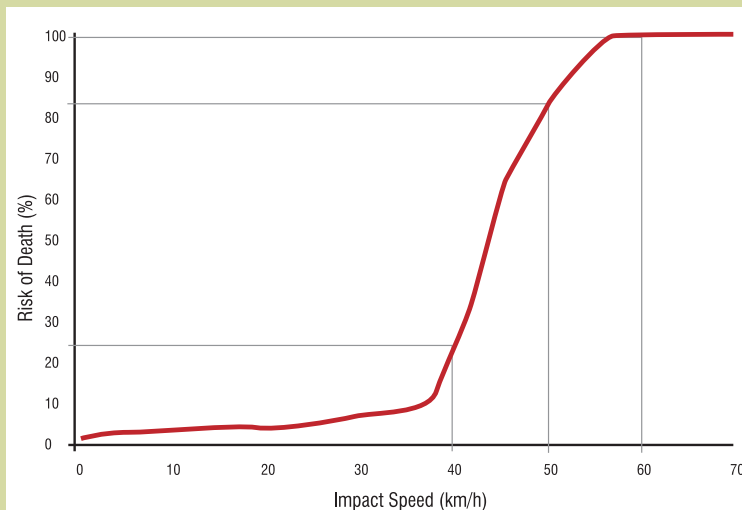


Plan 12 Heidelberg Pedestrian Priority Precinct

The Pedestrian Perspective

There has been a review of speed limits in Victoria. (Review of Victorian Speed Limits. Nov. 2005). This review highlighted the relationship between vehicle speed on impact with a pedestrian during a crash, and the associated 'risk of death' to the pedestrian.

The following graph shows that at 60km/h the 'risk of death' is high (up to 100%). This risk is diminished to 85% at 50km/h but drops significantly, to 25% at 40km/h. This relationship has been the basis for the 50km/h default speed limit in built-up areas in Victoria and the 40km/h speed limits outside most schools and in some community hubs.



Source: Anderson, R., McLean, A., Farmer, M., Lee, B., & Brooks, C., (1997). Vehicle travel speeds and the incidence of fatal pedestrian crashes. *Accident Analysis and Prevention* 29(5), 667 - 674.

Clearly, from the pedestrian perspective, 40km/h is preferable to 50km/h.

With lower traffic speeds it is likely that there will be fewer crashes and drivers will be able to slow their vehicles more quickly and easily. As a result slower speed limits result in dramatically reduced speeds on impact and, therefore, the severity of crashes.

The default 50km/h speed limit in built-up areas was introduced in January 2001.

The effects were reviewed by the Monash University Accident Research Centre in March 2002 (Evaluation of 50km/h speed limits in Victoria. MUARC. 2002), the results were:

- All casualty crashes reduced by 13% compared with roads that remained at 60km/h.
- Crashes involving pedestrians reduced by 22% compared with roads remaining at 60km/h.
- Crashes involving pedestrians that resulted in fatal and serious injury reduced by 46% compared with roads remaining at 60km/h.

There were fewer crashes between vehicles, and a 46% reduction in deaths and injury to pedestrians – everyone became safer.

Pedestrians' perceptions of vehicle speed and resultant levels of danger are important. This is the major reason why they are unwilling to walk or let others (older or younger members of their family) walk to shops, friends, services or schools. This perception is particularly important given the ageing of the local community and the mix of diverse people attractors within the Heidelberg Precinct.

The Driver Perspective

There is sometimes reluctance by drivers to reduce their travel speed from 60km/h to 50km/h or below. In a review of the likely effect of implementing a 50km/h across all of Australia it was noted that "the major factor determining the effect of a reduction in the speed limit is the size of the actual reduction in travel speed" (National Transport Commission Report No. 69. 2001). It was also noted that vehicle travel time increases are likely to be overestimated because they do not consider other feasible routes or changed driver behaviours brought about by lower speed limits. In particular:

"Implementing the lower urban speed limit on local streets, collectors and arterial roads currently zoned 60 km/h, was predicted to result in an average increase in travel time per head of population in Australia of about nine seconds per trip. If Australians were to accept travel time impacts of this order, it is estimated that about 2,900 casualty crashes would be prevented each year".

In addition, overseas research¹ has shown that traffic moving at a lower, but consistent speed results in less congestion.

The following gives further information to explain implications for vehicle travel time:

- A vehicle will travel 1km in 60 seconds at 60km/h.
- A reduced speed limit to 50km/h will increase travel time over a kilometre by 12 seconds.
- A reduction to 40km/h will increase travel time by 30 seconds.
- Over a 10-minute journey a speed reduction from 60km/h to 50km/h, for 1 of the kilometres travelled, will result in an approximate 2% increase in total trip travel time.
- A reduction to 40km/h will increase total trip travel time by around 5%.

These increases in total trip travel times are negligible, not noticeable by drivers and of no economic value to any individual driver. Furthermore, the increased total trip travel time would not be sufficient to reduce the number of trips that could be taken by a commercial vehicle in one day.

Driver and other groups' objections to reduced speed limits are often based on misconceptions about the actual amount of delay and cost. In most busy community hubs actual travel speeds are already quite low, due to congestion at peak periods. The main benefits of reduced posted speeds come (a) when traffic is lighter and higher speeds are possible, and (b) because pedestrians perceive streets to be safer, they walk more and drivers slow down in "people places".

Conclusion

In Heidelberg there are many people attractors that draw pedestrians to and through the community hub. Over time pedestrian activity will increase as new residents take up residence within the activity centre. Furthermore, given the aging of the local community, less risk at lower speed and the stated aims for activity centre design², it is essential that posted speed limits be reduced to 40km/hr within a Pedestrian Priority Precinct in Heidelberg.

1. *Helsinki (Finland) implemented a 40km/hr speed limit in the city's central area in 1992 which did not worsen traffic congestion.*
2. *Activity Centre Design Guidelines, DSE, 2005.*

Travel Mode	Priority
Pedestrians	Highest
Bicycles	
Public Transport	
Taxis	
Service Vehicles	
Private Vehicles (with passengers)	
Private Vehicles (without passengers)	Lowest

Best Practice 'Priority of Travel Modes'

DECISION MAKING IN THE PEDESTRIAN PRIORITY PRECINCT

The Pedestrian Priority Precinct (PPP) will support Heidelberg's dynamic economy by maximizing people movement through streets in a pedestrian friendly environment that includes diverse transport modes. The precinct will support the growing retail, office, educational and medical services sectors that provide local jobs and enable other Structure Plan objectives.

Any decisions for transport or land use planning in the PPP's public realm will be subordinate to the community's strategic need to protect and strengthen Heidelberg's shared space as a 'place for people'. To achieve this, decision-makers will apply the following guiding principles to primarily give comfort, safety and equity to pedestrians. This approach will avoid the risk of individual or cumulative impacts that contribute unintentionally away from preferred travel modes.

A Hierarchy of Travel Modes gives priority to sustainable transport options, namely – pedestrians, public transport and bicycles. This hierarchy acknowledges a prioritised sequences of modes, whereby a higher-order mode makes a greater contribution to protecting and strengthening the PPP than a lower-order mode.

The pedestrian mode includes those who have complex movement needs, for example – people who use powered chairs/scooters, wheelchairs, walking aids or those with prams/strollers.

Any planning or design decision-making for a specific transport mode within the PPP must:

- a) Assess impacts on other modes
- b) Avoid detrimental impacts.

Determination of detrimental impact will involve a precautionary approach to decision making. This involves the following steps:

Step 1

Q1: Will the proposal cause harmful environment, public health or safety impacts in the short or long-term?

Q2: Will the proposal reduce the comfort, health or safety of those using a higher-order transport mode or the potential to improve the future performance of a higher-order mode?

[Possible answers are: 'yes', 'no' or 'not sure']

Step 2

Detrimental impact exists if the answer to either of the above questions is 'Yes' or 'Not Sure'.

Step 3

If a detrimental impact exists, then:

- a) an alternative or modified proposal must avoid detrimental impact
- b) current practice must be reviewed to reduce the likelihood of future proposals having a detrimental impact.

Strategy implementation will be influenced by the rate of land development in the activity centre.

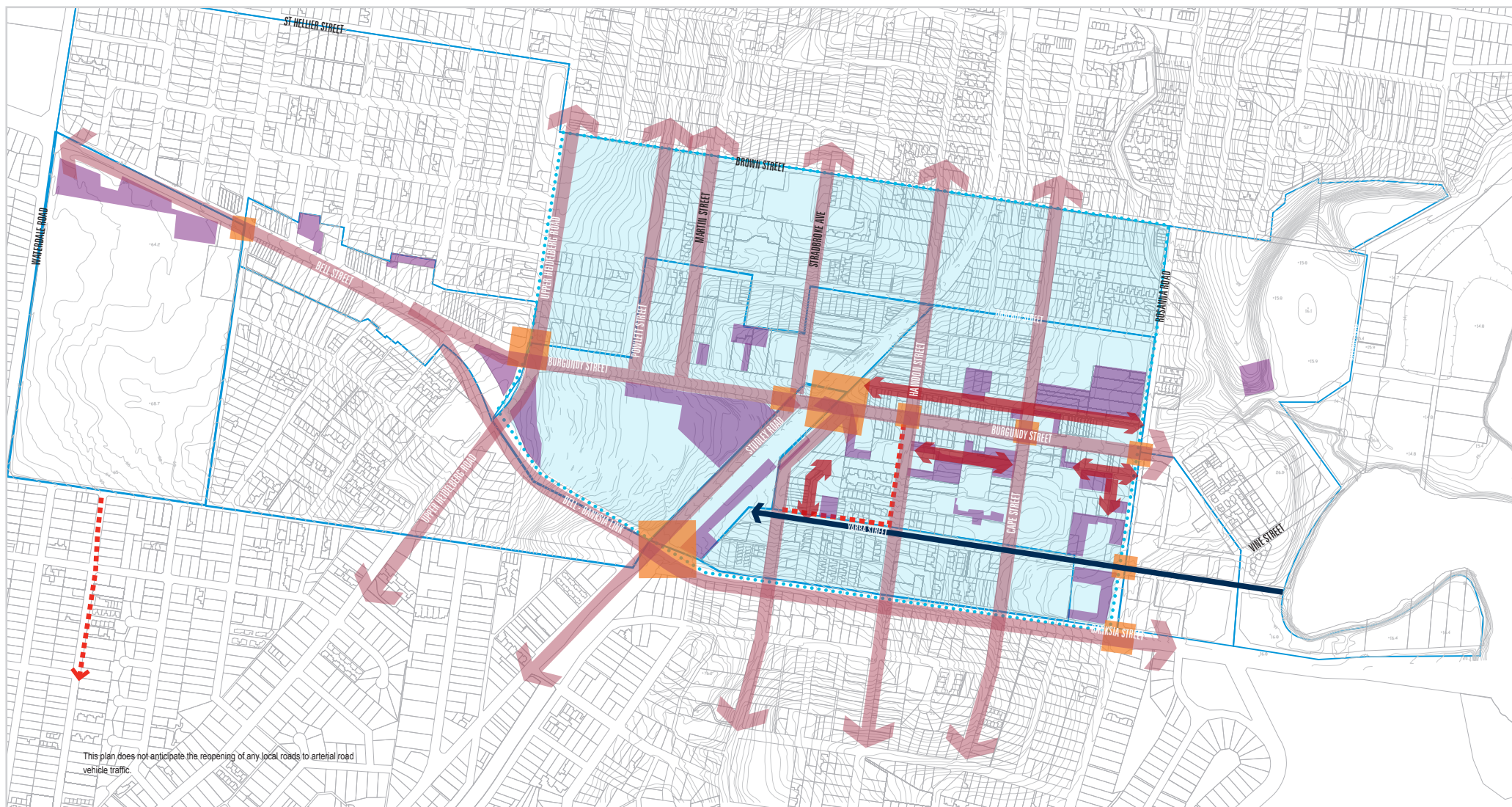
4.1.2 Strategic Objectives


With these Melbourne 2030 policies in mind, the access and connections strategic objectives for Heidelberg are:


- 01** To improve, promote and encourage safe pedestrian access to and within the precinct.
- 02** To improve, promote and encourage safe cycling access to and within the precinct.
- 03** To improve, promote and encourage public transport use to and within the precinct.
- 04** To minimise the adverse impacts of through traffic on pedestrians, cyclists and public transport.
- 05** To provide for vehicular accessibility and connectivity.
- 06** To provide for convenient access to commercial premises by service and delivery vehicles.
- 07** To provide and manage an appropriate provision of car parking.
- 08** To ensure the efficient operation of the regional road network.

4.1.3 Illustrated Strategic Objectives



See Plan 13 : Strategic Objectives - Access and Connections



-  Study Area and Precinct Boundaries
-  Railway Line
-  Bus Route – existing and potential future
-  To improve, promote and encourage safe pedestrian access to and within the precinct
-  To improve promote and encourage safe cycling access to and within the precinct
-  To improve, promote and encourage public transport use to and within the precinct
-  To minimise the adverse impacts of through traffic on pedestrians, cyclists and public transport
-  To provide and manage an appropriate provision of car parking
-  To provide for convenient access to commercial premises by service and delivery vehicles
-  Pedestrian Priority Precinct



Plan 13:
Strategic Objectives Access
and Connections

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4.2 Public Realm

4.2.1 Policy Source, Design Direction and Inspiration

Melbourne 2030 policies aim to create new and improved public spaces for people to use throughout the day and evening. Public spaces should be enticing, animated and comfortable and attract people of all walks of life. 'Outdoor living room' environments – those that have the aforementioned qualities - should be part of the experience of those that work and play in Heidelberg. The creation of outdoor living rooms mitigates any potential opportunity cost of reduced private open space that can occur in the quest for more compact cities.

Good design of the public realm can assist in placemaking through letting people understand where they are and where they are going to. Spaces and the buildings that define them can be designed to create 'legible' environments. (Please refer to the Legibility information box). Views and vistas are a defining placemaking characteristic of Heidelberg.

The retention of significant views and vistas along and across the valley from identified locations within the public realm, can be vital to the maintenance of 'pride of place' and ensure the longevity of these valued attributes as change occurs.

LEGIBILITY

Legibility is a term used to describe the ease with which people can understand the layout of a place.

A discernable planning structure and complementary place making ensure that the living environment has a clear image and is easy to understand. Enhancing the legibility of a place will include the identification and incorporation into planning of such components as:

- Natural landmarks and focal points
- Views and view corridors
- Clear and easily navigable routes
- Discernible districts and gathering places
- Gateways to particular areas
- Edges and buffers
- Lighting
- Works of art and craft
- Signage and way-markers.

Sources:

<http://www.actpla.act.gov.au/publications/brickworks/pdfs/appendix02.pdf>

<http://www.rudi.net/books/5290?PHPSESSID=c8ebfbbc4c36970945aaaff934b5a6d5>

In Heidelberg at present, there are limited accessible social places for the community to gather formally or informally within or close to the shopping precinct. The available public realm spaces are restricted to areas on footpaths and in front of buildings where setback allow it. These spaces are highly regarded.

There is a need to preserve and enhance the existing public realm spaces, such as the open space along Powlett Street and the tree lined boulevard along Burgundy Street. There are other opportunities to create more high quality spaces that are safe, attractive and enticing. These include open spaces at the decommissioned Yarra Valley Water water supply tank at Upper Heidelberg Road, near Bell Street.

Well used and safe public spaces provide activities at the edges and a high degree of comfort for the user. Ensuring there are a number of high quality spaces in Heidelberg contributes to an integrated network and variety of public spaces.

The public realm has to be designed and constructed to ensure safety and the efficient delivery of services. To this end, special care has to be taken to manage flooding as well as stormwater impacts in Heidelberg. This requires the State Government and Melbourne Water to give assistance to council.

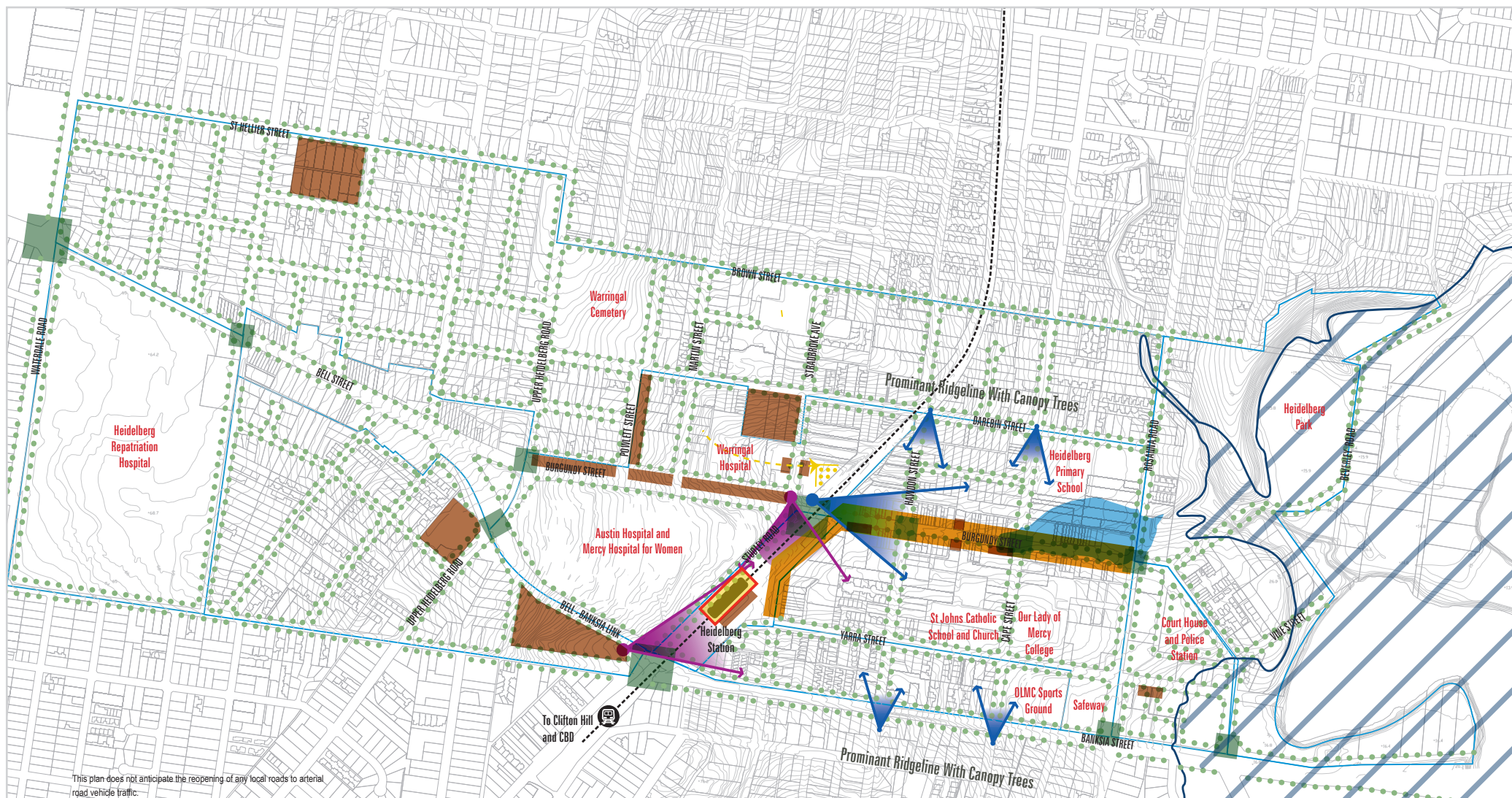
4.2.2 Strategic Objectives













To create a great public realm, assist in placemaking and to manage flooding in Heidelberg the following strategic objectives have been identified:


- 01** To create attractive, safe and high amenity street, civic and open spaces that enhance and serve new levels of activity within a vibrant and interesting setting.
- 02** To create an attractive, safe and highly amenable railway station and surrounding streets that enhance and serve new levels of activity and within a vibrant and interesting setting.
- 03** To retain views across and along the Burgundy Street valley.
- 04** To consider views of the railway station.
- 05** To manage flooding and stormwater impacts with State Government and Melbourne Water assistance.

4.2.3 Illustrated Strategic Objectives

See Plan 14 : Strategic Objectives - Public Realm





-  Study Area and Precinct Boundaries
-  Railway Line
-  Streetscape improvements, including public spaces
-  Intersection improvements
-  Landscape improvements
-  To retain views across and along the Burgundy Street Valley
-  To consider views of the railway station
-  New or enhanced public spaces
-  To develop an attractive, safe and highly amenable station and surrounding streets, that enhance the role and character of the study precinct and contributes to its vibrancy and interest
-  Manage stormwater impacts—special building overlay (SBO) with State Government and Melbourne Water assistance
-  Floodline: Land below this line subject to inundation as identified in planning scheme
-  Buildings to be designed or remodelled to appropriately manage stormwater and flooding impacts



Heidelberg

Structure Plan





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Plan 14:
Strategic Objectives
Public Realm

4.3 Built Form

4.3.1 Policy Source, Design Direction and Inspiration

Buildings in activity centres, whether private or public, need to be carefully designed to ensure they reflect the significance they have to the broader community. Not only must they address the street and public space carefully to promote vitality, they must also demonstrate respect for their local environment by sensitively addressing valued heritage places and minimising their effects on the natural environment through the use of best practice Environmentally Sustainable Design Principles while using materials, colours, setbacks, building articulation and massing that will be respectful of the existing residential areas and streetscapes.

Due to Heidelberg's position in a valley, the side and rear elevations as well as roof tops of new developments are more visually prominent than in other centres. These aspects of the building façade and roof forms should be of the highest architectural quality.

The train station precinct is at the heart of the Structure Plan. It occupies a critical location between the Specialised and Major Activity Centres. There is an opportunity for future built form to be responsive to this precinct's important location and enable an affective pedestrian link between the hospitals, train station and transport interchange on Mount Street. Improvements at the train station provide an opportunity for well designed community and open spaces that should be integrated into any master planned concept for the precinct.

The state government is establishing a master plan for future development at the

Repatriation Hospital. This site includes various substantial trees. Some of these have a strong presence along the site's Bell Street frontage. Master planning will be obliged to consider various aspects that include the entire site as an accessible and safe environment for the local community. These should include objectives that:

- Reinforce the importance of the large trees along and near Bell Street and other property boundaries
- Establish a well-designed pedestrian priority precinct that supports community access throughout the site
- Enable increased on-site car parking to mitigate overflow affects on nearby streets
- Restrict further vehicle access and egress off Edwin Street
- Illustrate a built form and landscape outcome that compliments and adds to the preferred neighbourhood character of nearby streets.

Further detail for the train station precinct and Repatriation hospital precinct is given in the Precincts Plan.

The following Objectives relating to built form are listed in the DSE's Activity Centre Design Guidelines:

- To improve pedestrian and cycling access and amenity between malls/ large stores and the rest of the activity centre and surrounding neighbourhood
- To ensure malls and large stores address streets with active frontages
- To ensure that malls and large stores maximise the opportunity for an increased mix of uses
- To integrate the built form of malls and large stores into activity centres and their surrounding neighbourhoods
- To ensure the scale and form of higher density housing in activity centres are appropriate
- To ensure good amenity for residents of higher density housing and the surrounding neighbourhood
- To integrate the activity centre into the surrounding neighbourhood
- To ensure higher density housing sensitively responds to the surrounding neighbourhood.

Source: Activity Centre Design Guidelines, DSE, p.31 - 41

Each objective in the Design Guidelines has a number of design suggestions that

seek to ensure the achievement of the objective. The objectives listed above should be read and applied in conjunction with those listed below which have been informed and inspired by the work of the DSE and other good practice urban design.

The provisions of Clause 55 in the Banyule Planning Scheme will also apply, while the DSE guidelines for Higher Density Residential Development include other objectives and design suggestions that compliment this structure plan.

4.3.2 Strategic Objectives

To ensure the built form responds positively to sensitive interfaces, commercial, retail and service imperatives, landscape and topography and housing needs and character the following strategic objectives have been identified:

- 01** To ensure that new residential development is an appropriate scale and is sensitive to the interface with the Yarra River open space environment and floodplain.
- 02** To encourage high quality commercial buildings of appropriate height and scale.
- 03** To ensure Burgundy Street retains its primary retail form.
- 04** To ensure that new development makes a positive contribution to the existing streetscapes and urban form.
- 05** To respond to and respect the character of urban form in residential areas adjoining the precinct.
- 06** To allow for built form that signifies the importance of the medical services precinct, whilst not detracting from the high quality low scale residential development in the precinct.
- 07** To encourage a more diverse housing stock to enable and facilitate people to reside in or adjacent to the centre such as in upper floors above retail or commercial spaces in well designed mixed use buildings.
- 08** To develop dwellings compatible with the prevailing residential built form.
- 09** To use environmentally sensitive and sustainable design and building technologies.

4.3.3 Illustrated Strategic Objectives

See Plan 15: Strategic Objectives – Built Form.

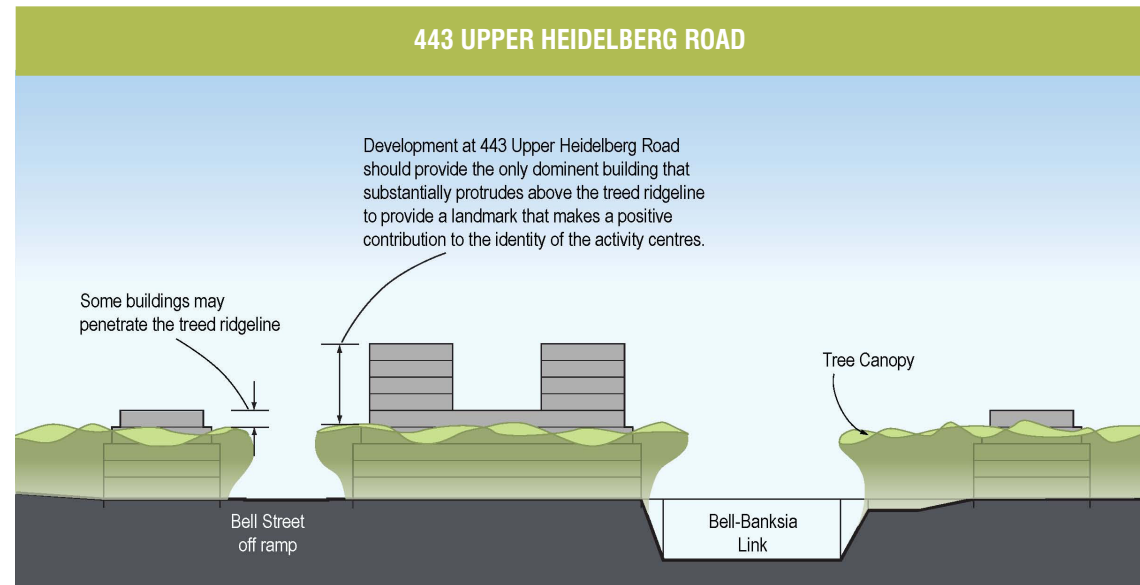
Built form is represented throughout this document by plans, 3 dimensional computer model, photo montage and perspectives.

All representations of built form are approximations of building height and scale. Final building design for individual development proposals, will be subject to detailed site analysis and an appropriate design response that is consistent with this Structure Plan, other planning scheme provisions and relevant guidelines.

The heights and setback were determined by considering minimum, medium and maximum heights acceptable for lots within each precinct. 3 dimensional modelling was done to test these options. Analysis of options considered a complex set of inputs, which included:

- Visual appropriateness
- Existing policy – setbacks, height etc.
- Existing and valued built form
- Market demand
- Existing community preference
- The vision for Heidelberg.

Maximum building envelope heights and setbacks are represented on the following plan and other plans throughout this document. Setback guidelines have been prepared and are also shown on the following plan. These guidelines make a significant contribution to achieving a good design outcome for developments.



Ridgeline along Upper Heidelberg Road

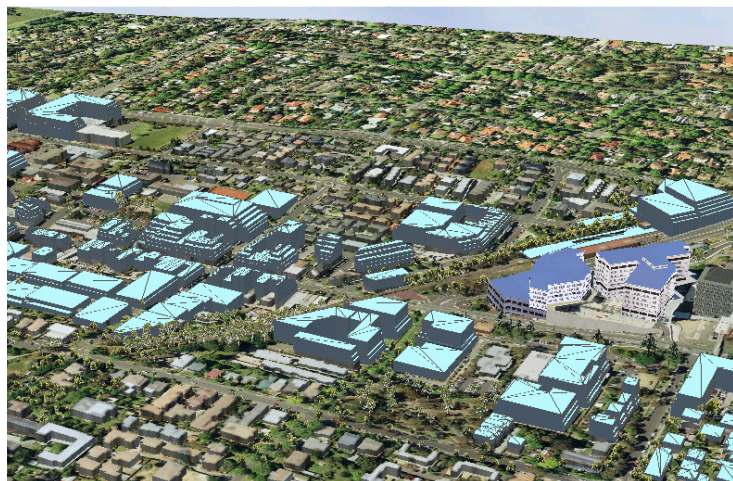
The Heidelberg Specialised and Major Activity Centre is divided by a prominent treed ridgeline that runs along Upper Heidelberg Road, between the Austin Hospital complex and the peripheral retail area along Bell Street.

The ridgeline is highly visible from both within and outside of the Activity Centre and presents an opportunity for a larger building that substantially protrudes above the treed canopy of the ridgeline to provide a landmark for Heidelberg. The preferred location of this building is 443 Upper Heidelberg Road, as it is a large site that is centrally located at the eastern end of Bell Street.

Other buildings located along Upper Heidelberg Road may, in some circumstances be visible from afar, but must not detract from the dominance of the building at 443 Upper Heidelberg Road.



Heidelberg Precinct from the west (looking along Bell Street towards Heidelberg Shopping area in background).



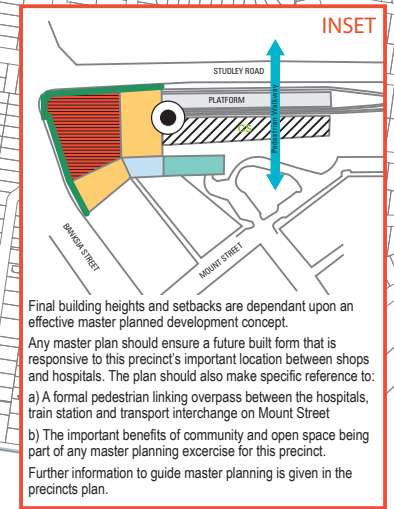
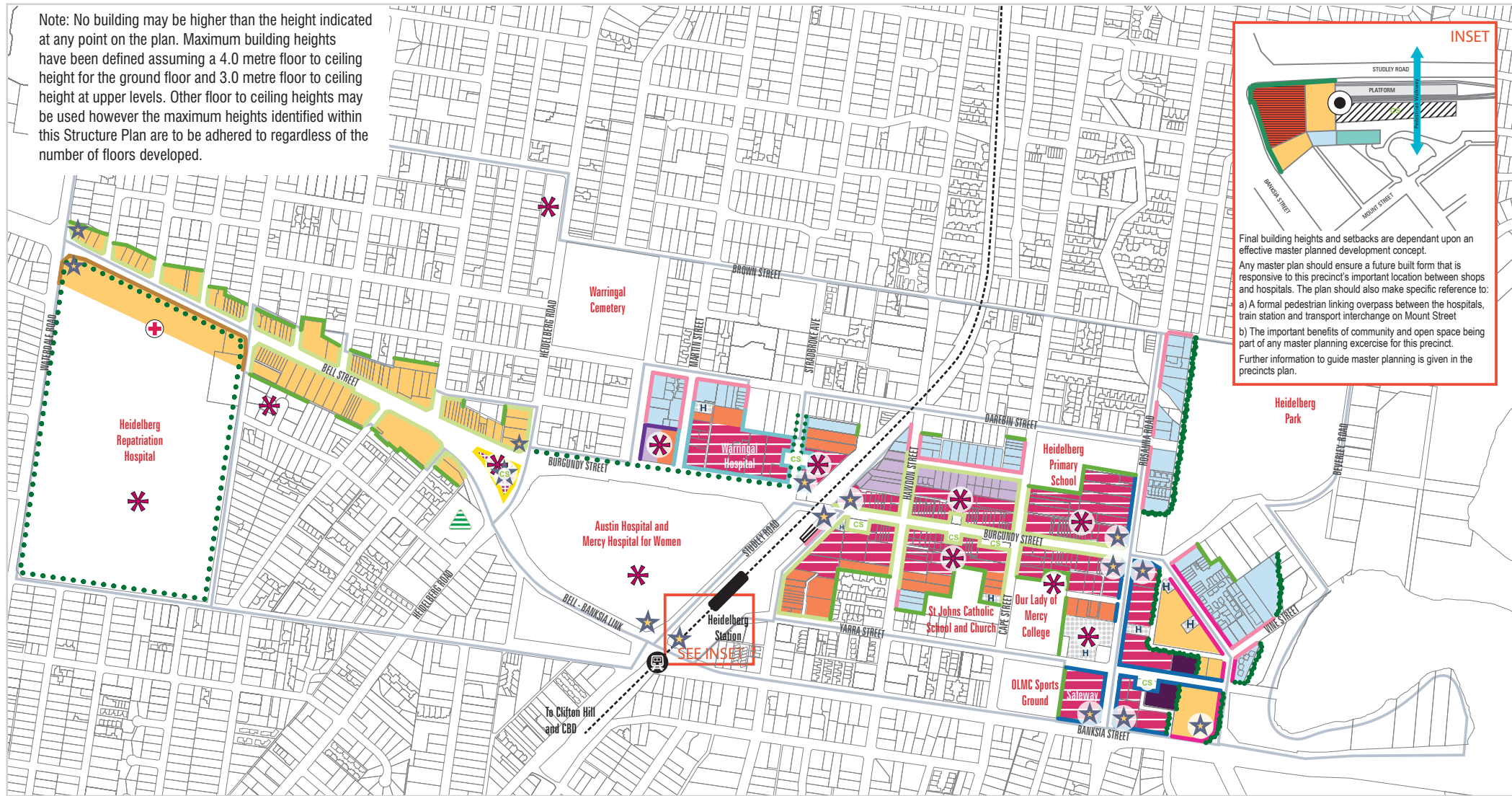
Heidelberg Precinct from the north (Austin and Mercy Hospitals on right, Shopping precinct on left).



Heidelberg Precinct from the east (looking along Burgundy Street from Rosanna Road in foreground towards Upper Heidelberg Road in background).

The images show maximum building envelopes. These images are **not** an attempt to show final building heights and setbacks. The final design of individual buildings must fit within these maximum envelopes. Final design will be influenced by various factors. These factors will limit building massing, scale and setbacks within the limits given in this Structure Plan and will determine the final design of buildings.

Note: No building may be higher than the height indicated at any point on the plan. Maximum building heights have been defined assuming a 4.0 metre floor to ceiling height for the ground floor and 3.0 metre floor to ceiling height at upper levels. Other floor to ceiling heights may be used however the maximum heights identified within this Structure Plan are to be adhered to regardless of the number of floors developed.



MAX. HEIGHT (m)

7m	16m	25m
10m	19m	28m
13m	22m	31m

SETBACK GUIDELINES

1	6
2	7
3	8
4	9
5	10



Strategic Public Open Space



Strategic Redevelopment Sites



Gateway Locations



Built Form to respect trees



Civic & Community open spaces



Built Form to consider views



Master Planning (see precincts plan)



Design sympathy with parklands



Building with Heritage Significance



Heidelberg
Structure Plan

Plan 15:
Strategic Objectives
Built Form



1:7500@A3



Built form to be designed such that it considers views to and across Heidelberg.



Buildings to be designed to respect the integrity and extent of street trees and other substantial trees. This includes setting back new or modified buildings away from the canopy area and roof zone of the street trees any substantial trees on the properties.



The detailed design and treatment of facades for buildings visible from the parklands is to be sympathetic with the parklands environment. Buildings should be designed to compliment the neighbouring parklands by, among other things:

- Having a clean architectural finish to the roofline to present an attractive silhouette to the park.
- Ensuring that the location and design of signage as well as the materials and colours used are sympathetic to the parkland.
- Displaying good building design and strong building articulation to add interest to the building when viewed from the parkland.
- Using complementary fence and landscaping treatments along boundaries with the parkland and active ground floor frontages for improved passive surveillance along built interfaces.
- Using roof-top gardens, terraces and other landscaping to soften the impact of the development on the parkland.



Buildings set back to create civic space – community gathering spaces. (see Plan D: Strategic Objectives Public Realm) **The spaces identified are indicative only.**

The spaces are to be well used and safe, providing activities at the edges and a high degree of comfort for the user. The design and use of the space is to ensure integration with activity along the relevant street.

The improvement and preservation of community gathering spaces will form part of an important network of spaces for the community. These spaces may provide enhanced opportunities for footpath trading, public art, small festival/market spaces, landscape and recreational improvements, etc.

Future development will be the catalyst to make more functional and interesting gathering spaces in front of new development and on those sites where spaces currently exist.

Spaces will include: several in front of existing buildings (e.g. Church, Burgundy Plaza); and open space incorporated within property frontages that will supplement the existing width of footpaths.



Buildings at key gateway locations (see Plan G: Strategic Objectives Identity) to be designed such that appropriate components of the building and/or landscape elements contribute to the identity and place making of the locality. This may be through the use of distinctive architectural forms and/or landscape



Strategic Redevelopment Sites – extent of development and locations of open space to be determined through site masterplanning.



Detailed guidelines can be found in the Implementation Strategy.

Strategic Public Open Space. Yarra Valley Water Site to be fully developed for public open space.



Train Station Precinct: Extent of development to be determined through site master planning, with guidance found in the Precincts Plan.

Any master plan should ensure a future built form that is responsive to this precinct's important location between shops and hospitals. The plan should also make specific reference to:

- A formal pedestrian linking overpass between the hospitals, train station and transport interchange on Mount Street.
- The important benefits of community and open space being part of any master planning exercise for this precinct.

Further information to guide master planning is given in the precincts plan.



Repatriation Hospital Precinct: Any master planning should ensure a future built form that is responsive to various characteristics. In particular, the plan should:

- Reinforce the importance of the large trees along and near the Bell Street frontage of the hospital. These trees should be retained in any master planning or development application for the site.
- Establish a well-designed prioritised pedestrian environment that does not restrict the community from accessing streets and spaces throughout the site.
- Enable increased on-site parking that not only mitigates overflow carparking onto abutting streets, but also contributes to the long-term parking needs of staff and visitors for the Austin Hospital facility on Burgundy Street and the Repatriation Hospital.
- Provide no further vehicle exits or entrances off Edwin Street and no changes to existing that do not benefit the local community.
- Illustrate a built form and landscape outcome at the perimeter of the site that at least compliments and preferably adds to the neighbourhood character of immediate residential areas.



Further detail to guide master planning is given in the Precinct Plan.

Development on the site and adjacent to it to be designed such that it maintains and respects valued views to, and character of, the heritage significant buildings.

Buildings with heritage significance, as defined by the Banyule Planning Scheme, within the Built Form area.

Council's 1999 heritage study provides an inventory of heritage sites and places across Banyule. This study grades the significance of structures.

- Grade A structures are places of individual cultural significance and integral to the historic nature of Banyule.
- Grade B structures are places that have cultural significance in Banyule, due to their architectural integrity and/or historic associations.
- Grade C structures are places that contribute to the architecturally historic character and cohesiveness in Banyule, and are of local interest.

Only Grade A and B sites are protected by the heritage overlay and as such the built form plan does not show all heritage sites.

The provisions of the Banyule Planning Scheme must be considered to appreciate the location of heritage sites and places in Banyule. This information will influence the future development of sites including abutting properties.

Any future review of the heritage study may amend the significance of heritage sites and places. The current heritage study must be considered during the site analysis and preparation of any proposal.

Note 1: Built form must not compromise the amenity of adjacent residential land uses and must minimise the impacts of overlooking, overshadowing, noise, visual bulk – refer to the standards contained within Clause 55 of the Planning Scheme and Activity Centre Design Guidelines for Higher Density Residential Development (DSE 2004).

Note 2: Building design must be well articulated, and mitigate overlooking, overshadowing, noise and must respond appropriately to the public realm. Refer to Activity Centre Design Guidelines for Higher Density Residential Development (DSE 2004) and Clause 55 of the Planning Scheme.