

# Planning Framework Review

3



### 3.1 La Trobe National Employment and Innovation Cluster Framework Plan (2017)

The current Metropolitan Planning Strategy 'Plan Melbourne' was updated in 2017. Heidelberg is within the La Trobe National Employment and Innovation Cluster (LTNEIC) and serviced by La Trobe University and Austin Health. The La Trobe Cluster aims to promote education, research, health, commercial and retail use and development. The Heidelberg Activity Centre is a key component of this Cluster and one of two activity centres. The LTNEIC Plan seeks to create a shared vision for the next thirty years to build upon this Cluster's key public assets and boost local employment by improving the amenity of the area. In addition, it seeks to encourage new services and businesses to establish and improve transport links and public transport.

The vision of the project is to transform from a place with a high number of separate important institutions and places to an integrated, hyper-productive city focussing on boosting jobs in education, research, health and advanced manufacturing.

Furthermore, it is expected that the Darebin Creek corridor will stand out as a tranquil feature supporting the bustling new suburban city with high quality landscape features providing aesthetic and environmental benefits.

Relevant principles include:

- *Maximising the use of existing community infrastructure, and when needed, providing for new infrastructure including public and private schools, community centres, and sporting facilities.*
- *Sustainable precincts with integrated water cycle management, increased liveability, enhanced environmental benefits through environmentally sustainable development and climate change resilience.*
- *Enhanced identity and connectivity of the Darebin Creek corridor embracing the Aboriginal cultural heritage and promoting cohesion between Cities of Darebin and Banyule.*

## Strategic Outcomes of the La Trobe National Employment and Innovation Framework Plan

Strategic outcome 4 seeks to improve open space and community infrastructure to meet changing needs. Relevant associated actions include:

- Undertake infrastructure contribution planning for areas of high change within the cluster.
- Support Banyule and Darebin City Councils to establish public open space contribution rates that will ensure open space improvements support anticipated growth

Strategic outcome 6 seeks to support future growth of key education, health, and employment precincts and activity centres. It seeks to generate planning work which creates open spaces and landscaping that can transform the image of the Precinct, mitigate the urban heat island effect, provide water retention, and address recreational needs. Relevant associated actions include:

- *Plan and deliver works over the medium to long term for improved connections to the Darebin Creek and an improved public realm environment with an attractive interface to the Darebin Creek.*

Strategic outcome 6.2 Heidelberg Activity Centre has relevant actions including:

- *Implementation of priority public realm improvements within the Heidelberg Structure plan*

With 27,800 jobs in the area, and a projected major increase in employment, open space provision will be greatly impacted from employment in this Cluster.

Strategic priority outcomes deemed relevant include:

- *Delivering a connected bicycle network.*
- *Determining funding options for community infrastructure.*
- *Upgrading and reconfiguring Darebin Creek pedestrian and cyclist links.*

Major employment changes are projected within the Heidelberg area and infrastructure changes will need to respond. The proximity to the CBD and transport corridors, alongside a strong health and research sector, will see a vast increase in employment opportunity in the La Trobe Cluster. Connectivity between areas, a pedestrian focus, and access to the high-quality Darebin Creek corridor will support the success of this Precinct. Improving the public realm through understanding the residential and employment population and their open space needs will ensure both active and passive spaces are utilised.

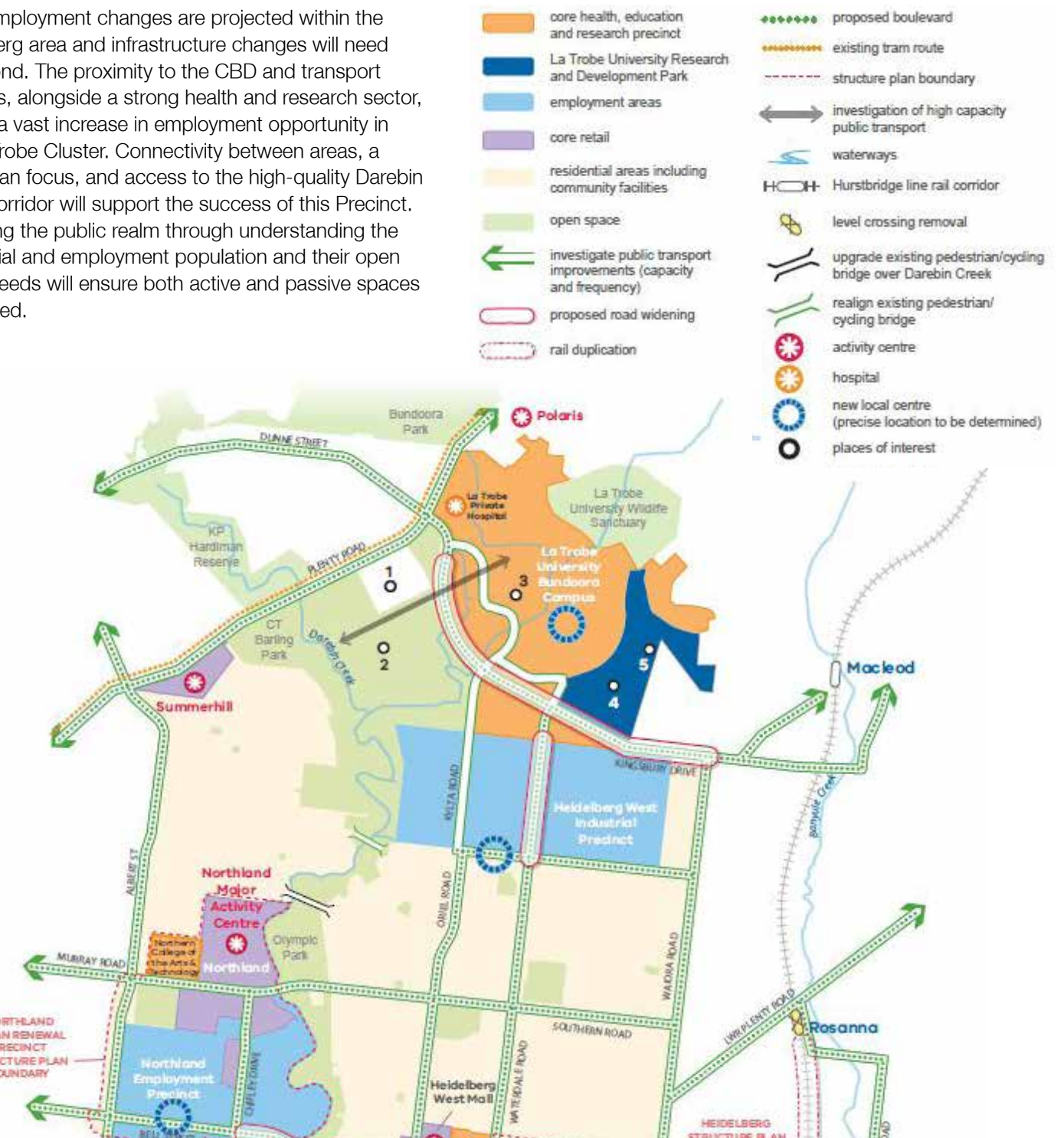


Figure 18: La Trobe NEIC (source: La Trobe NEIC Framework Plan, 2017)



3.2 Joint Community and Infrastructure Plan (2016)

Prepared by ASR Research and Tract consulting, this strategic document seeks to identify ways in which the existing silo approach to community infrastructure provision can be changed to ensure future services and infrastructure are delivered in an integrated, efficient and equitable way.

It is noted that an integrated and coordinated delivery of infrastructure is an opportunity for this area. While the provision is somewhat fragmented and dispersed, developing an understanding of what infrastructure is available and therefore where gaps lie will ensure an appropriate path is taken in the future.

Objectives deemed relevant include:

- Assess the likely impacts of proposed population growth within the LTNEIC on existing community infrastructure.
- Harness the Darebin Creek and tributaries extending into the La Trobe University grounds and surrounding environs to support community health and wellbeing and improve perceptions of safety and accessibility.
- Ensure that thinking and planning extends over generational cycles of the various surrounding communities.
- Incorporate a high level of flexibility and adaptability in any future facilities proposed to maximise use and community benefits.
- Facilitate active modes of transport such as walking and cycling and movement via public transport as a preference to private car use.
- Give priority to outcomes that support the long term sustainability of the services, infrastructure and the waterway system.

Community infrastructure is one of the major strengths of this area. Relevant principles for community design should achieve:

- Community infrastructure located with existing facilities where it is practical to upgrade facilities and ensure they are fit for purpose.

- *Appropriate and flexibly designed spaces that match the needs of the community in which the spaces are located, and the services and programs identified to operate from it.*

The provision of quality open space is notable, yet fragmented. Through the creation and reinforcement of community hubs, this report seeks to ensure a focal point for recreation facilities and passive open space is available. These areas will be easily accessible for cyclists and pedestrians, link nearby destinations, enhance the health and wellbeing of the entire community, and be well serviced by public transport.

Given the projected population increase in this area, drastic changes to the usage of public infrastructure are expected. Outstanding development of open space is a critical component to dealing with large population increases, and while the provision of open space exists, improvements to accessibility and permeability are required. Connections to and from community hubs in Heidelberg to spaces for recreation and passive open space usage are essential.

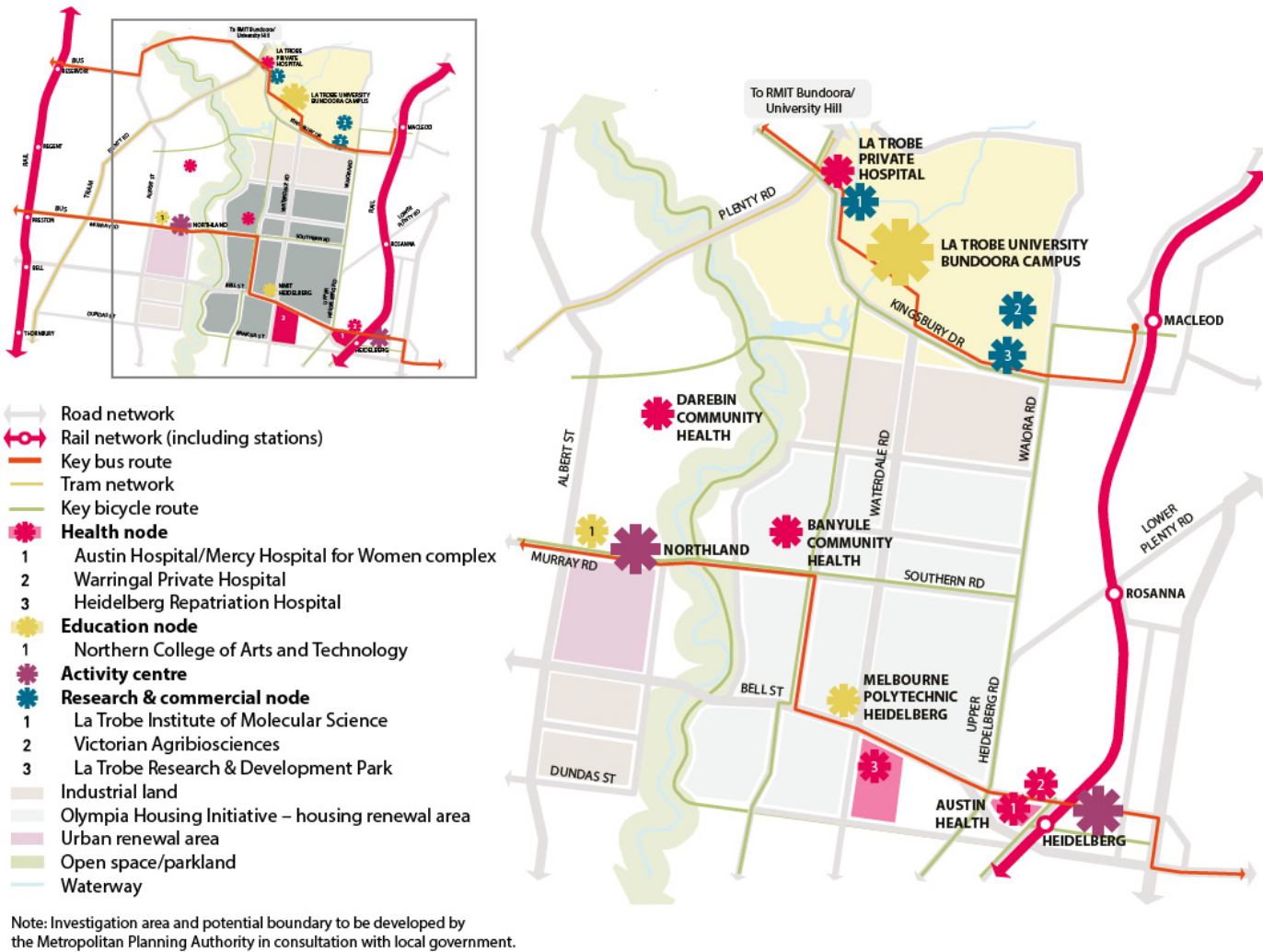


Figure 19: La Trobe NEIC Study Areas (source: Joint Community Infrastructure Plan, 2016)

**3.3 Heidelberg Structure Plan (2010)**

Created in response to the Melbourne 2030 Strategy and prepared beyond the initial draft by David Lock Associates, this document gives direction and recommendations for improving the identity, public realm, and built form of this Precinct, and to facilitate an integrated public transport and pedestrian network. It is used as a reference document by Council officers to guide their assessment of applications for development in the area.

The vision of this document is a Heidelberg which is a **Vibrant Place for People**.

This vision summarises the area as a valley recognised for its green, leafy surrounds where a diverse community lives in a vibrant and attractive community hub. Locals and visitors alike frequent the nearby regional parklands along and across the Yarra River and enjoy living and working in a truly urban and riverine environment.

Through the Melbourne 2030 document, this Precinct is noted as a Major Activity Centre, and therefore the preferred location of increased residential, commercial, and retail development. The Heidelberg Gardens and Warringal Parklands are noted as significant areas of open space within this Precinct.

Relevant aims for activity centre design include:

- *Developing a good quality public environment.*
- *Improving community safety, through clearly defined public and private spaces.*
- *Improving pedestrian and cycling amenity.*

Considering the use of open space, it is stipulated that 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. Views and vistas are defining placemaking characteristics of Heidelberg.

The Precincts Plan for the Heidelberg Precinct breaks up this area into 8 separate Precincts and provides further guidance for specific objectives and strategies. It is particularly useful to assess overall goals of this document. The area corresponds directly to this document, and given the wealth of information, significant themes have been summarised.

Relevant goals of the various Precincts are:

- *Create strong links to the train station and Heidelberg Central from surrounding areas to allow for easy access to public transport and amenities.*
- *Enable land development that enhances walkability.*
- *Protect valuable natural areas.*
- *Foster connections to open space.*
- *Improve pedestrian links to natural and open space, including connection to the Metropolitan Trail Network.*
- *Improve cycling connections and facilities.*
- *Retain and promote views across and along the valley.*
- *Improve facilities at open space reserves to enhance their use.*
- *Consider design implications of steeper open spaces.*

The significant themes of access and connections, the public realm, built form, and land use are used to categorise subsequent objectives and strategies for this area. The following objectives and strategies are deemed relevant to the HACMP.

**Access and Connections**

- *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 provide and manage an appropriate provision of car parking.*

Relevant strategies are:

- *Progressively provide and maintain high quality footpaths and connections.*
- *Investigate opportunities for sheltered ‘pause places’ at appropriate intervals. These will incorporate appropriately located, comfortable and sheltered seating.*
- *Investigate opportunities for signage for pedestrians.*

- *Encourage land developers to establish Green Travel Plans that are binding on landowners and tenants.*
- *Investigate opportunities to establish a Developer Contributions Plan where land developers contribute towards community works.*
- *Investigate opportunities for improved end of trip facilities for cyclists, such as bike racks, drinking fountains and quality public toilets.*

**Public Realm**

- *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.*
- *To manage flooding and stormwater impacts.*

Relevant strategies are:

- *Preserve and enhance the landscape character of the median on the northern edge of Burgundy Street through additional tree planting and upgrade of landscape and park furniture.*
- *Provide civic spaces that integrate between the public and private interface to improve the provision of well-designed public and private open space and meeting places.*

**Built Form**

- *To ensure that the new development makes a positive contribution to the existing streetscape and urban form.*

**Land Use**

- *To efficiently provide structured and unstructured leisure, recreation and social opportunities that respond to community needs.*

Relevant strategies are:

- *Monitor the demand for facilities to meet changing community needs.*
- *Encourage recreation opportunities that respond to the needs of the community.*
- *Investigate the consolidation of active recreation facilities.*

The provision, management and utilisation of open space is a high priority to this Precinct. Promotion of views and vistas are a historical aspect of this part of Melbourne. The steep topography of the Precinct is of concern for an aging population, and therefore spaces that accommodate people of different mobility capacities will need to be considered. Improvements to the public realm within central Heidelberg will promote healthy lifestyles and create a vibrant setting. Connection to major open spaces and the Yarra River make accessibility to and from these areas essential to the burgeoning population Heidelberg is expecting.



3.4 Banyule Public Open Space Plan (2016-2031)

Adopted in July 2016, this report seeks to guide Council's decision making in relation to public open space over the coming 15 years as this period is anticipated to be a time of critical population growth.

The overall guiding principle of this document is **community health and wellbeing**.  
The vision foreseen is that of a green city that provides high quality, sustainable, accessible and well maintained public open space within 5 minutes' walk of residents.

Given that green public open space plays an important role in the physical and mental health and wellbeing of urban communities and individuals, these spaces are believed to reduce the risk of developing chronic diseases.

A hierarchical approach is utilised to categorise open spaces from most to least significant. They include:

- **Metropolitan Park** – Very large parks owned by State Government and managed by Parks Victoria.
- **Regional Park** – Municipal owned parkland which often draws users from other areas.
- **Neighbourhood Park** – Parks large enough to service residents of a suburb or several large neighbourhoods.
- **Local Park** – Small parks utilised by local residents.
- **Pocket park** – Very small parcels of public open space with a limited number of facilities.
- **Urban Spaces** – Public space in and around high use areas.

This report utilises the Plan Melbourne definition of open space to include gardens and heritage parks, neighbourhood and pocket parks, sports fields, regional and national parks, trails, beaches, wetlands, waterways, piers, jetties, rooftop gardens, plazas, squares and civic areas. Open space is defined in two distinct types:

**Green Space**

Space which substantially consists of 'green' infrastructure. This includes Council owned or managed land used as public parks and reserves, small parcels of unzoned land that already function as public open space, land managed and controlled by State Government

authorities, and Crown land managed by Council which is available to the public for general recreation purposes.

**Urban Space**

Spaces accessible to the community which primarily consist of hard surfaces and infrastructure. This includes Council owned or managed community urban spaces in and around shopping centres and community hubs, including permanent spaces as well temporary or pop up parks and privately owned spaces which are freely available to the community as gathering spaces or for community activities.

A significant challenge is the maintenance of a good level of open space provision in the context of rapidly increasing population density, increasing land values and tightening financial resources. In addition, the serious health and wellbeing implications of reduced access to green open spaces for people living in socio-economically disadvantaged areas is significant and warrants consideration for future urban renewal and development projects.

Replicating those within the Draft Melbourne Metropolitan Public Open Space Strategy, six pillars (objectives) form the basis of this document, including:

- **Quantity** (Is there enough?)
- **Quality** (How good is it?)
- **Access & Connectivity** (Can I get there to use it?)
- **Equitable Distribution** (It is available throughout Banyule?)
- **Diversity** (Will it provide different experiences?)
- **Sustainably** (Will it affect the environment & will it last?)

With regard to these pillars, the following strategic and specific actions are deemed relevant:

**Quantity**

- Innovation – Develop strategies to offset potential loss of open space due to high density development.
- High Growth Areas – Identify spaces to rezone public land in high population growth areas.
- Disposal and/or change of function – Identify and review land that is considered low community value.

CITY PLAN

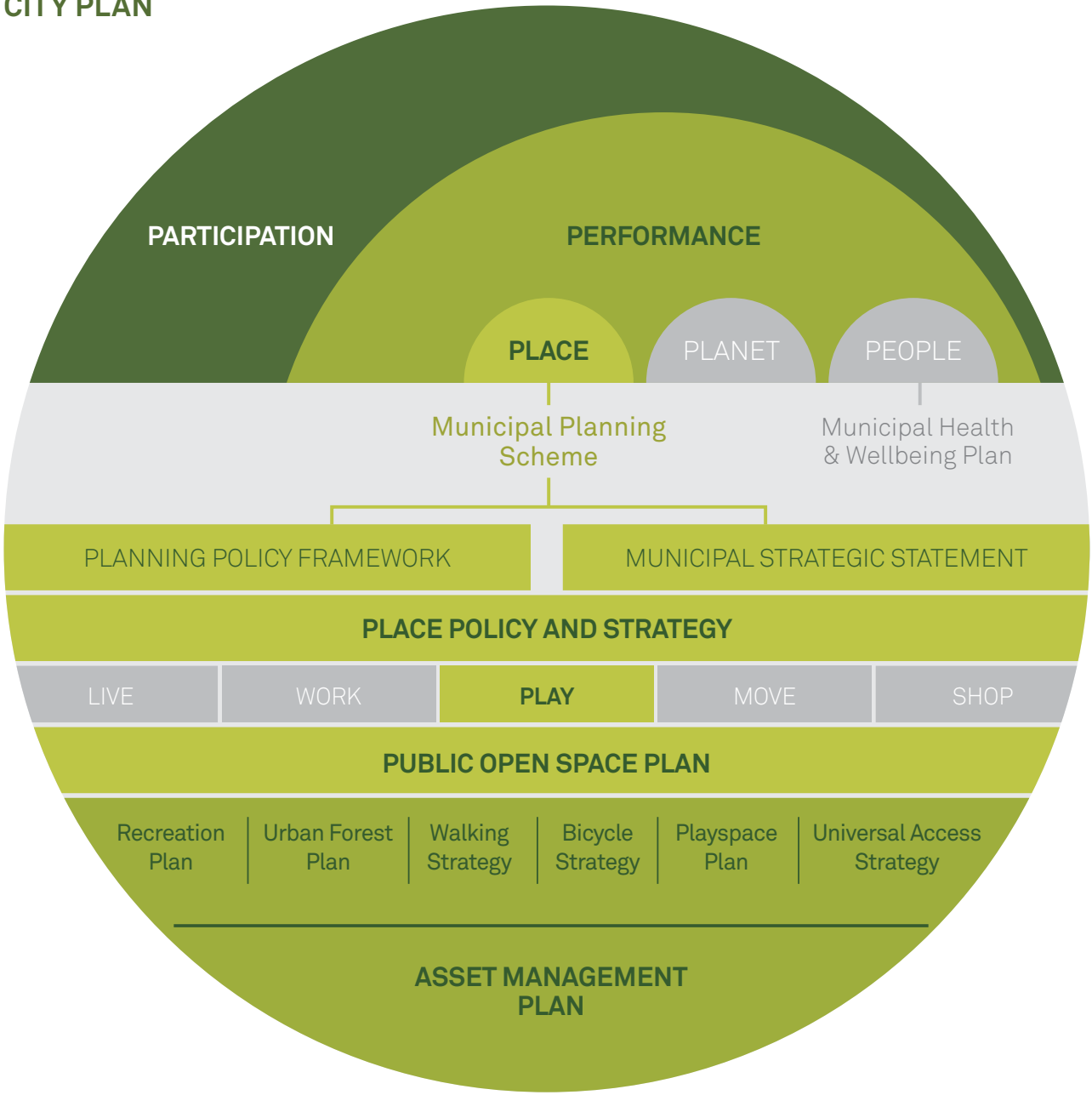


Figure 20: Public Open Space Plan Policy Framework (source: Banyule Public Open Space Plan, 2016 )

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### Quality

Maintaining the Standard – Develop ongoing maintenance programs for all parks and ensure a high quality of park furniture.

Community Safety – Identify strategies for opening, providing better access to, and improving natural surveillance of open space.

### Accessibility and Connection

Access – Provide better access and connectivity within and between parks.

Walkability – Increase pedestrian and cycling connectivity to public open spaces.

### Equitable Distribution

Equity for Specific Communities – Identify and prioritise areas that most require improved access.

### Diversity of Need

Diversity – Develop strategies for open space facilities that provide greater diversity of opportunity.

Environment Protection & Biodiversity – Develop an on-going program for indigenous revegetation, habitat restoration, weed management and tree planting.

### Sustainability

Sustainable use of water – Consider strategies to prepare for the likelihood of long-term water restrictions.

Sustainable Contributions – Ensure there is a sustainable level of development contributions to public open space.

The concept of ‘play’ is given considerable attention throughout this document. Play is considered a great way for children and adolescents to learn and a key aspect of their social and physical development. By utilising risk and challenge, children can overcome adverse outcomes and learn to live through challenge. Open spaces are a primary location of these developmental experiences. The three major impacts upon play experiences are:

- Reductions in private outdoor play.
- Reductions in natural environments.
- Access to public areas.

The HACMP sits within the ‘Mid’ Precinct alongside Rosanna and Macleod, which are the most populous precincts of this plan. A major area of concern is having over half of the projected population growth of this Precinct while minimal private open space within new medium-high density housing is predicted.

Rosanna Road and the Yarra River are considered significant access limitations for open space access. Topography and location of parks is of concern, particularly at Service Reserve, where it is *virtually unusable* owing to steepness, and Remembrance Park, which is cut off by major barriers including the Bell-Banksia Link, railway line, and Studley Road.

Key findings of the Mid Precinct include:

- *Some of the best quality and most unique open space in the metropolitan area.*
- *Accessibility issues, particularly from within the Heidelberg Activity Centre.*
- *Drastic need for more playgrounds, at present having only 2 of the 21 playgrounds in the Municipality.*
- *Projected population growth within Heidelberg creating a high priority to improve access to open space.*
- *Likelihood for infrastructure investment to improve access being more cost effective than the acquisition of additional open space.*

Key recommendations deemed relevant include:

- *Exploring innovative options for rethinking Service Reserve.*
- *Increasing pedestrian and cycling connectivity between adjacent public open space and the Heidelberg Activity Centre.*
- *Arranging for the Burgundy Street and Powlett Street Road Reserves to be reclassified as public open space with the preparation of park masterplans.*
- *Development of a local open space strategy for Heidelberg Activity Centre.*
- *Upgrade the Station Road Reserve Playground.*

Given the high likelihood of population growth and the positive benefits usage of open space provides, creating functional and accessible open spaces within this Precinct is essential. Suggestions for underutilised spaces and the solidifying of existing spaces are of primary importance for developing a plan for this Precinct. The difficulty of creating new spaces in residential areas means the utilisation of existing space is paramount. The drastic lack of play equipment for children to utilise in the area will need to change in the future, as many young families will begin to populate this area.

Connection throughout the Precinct is limited by significant barriers including major roads, the railway line, and a steep topography. Innovative solutions will be considered when seeking the resolution of these issues.

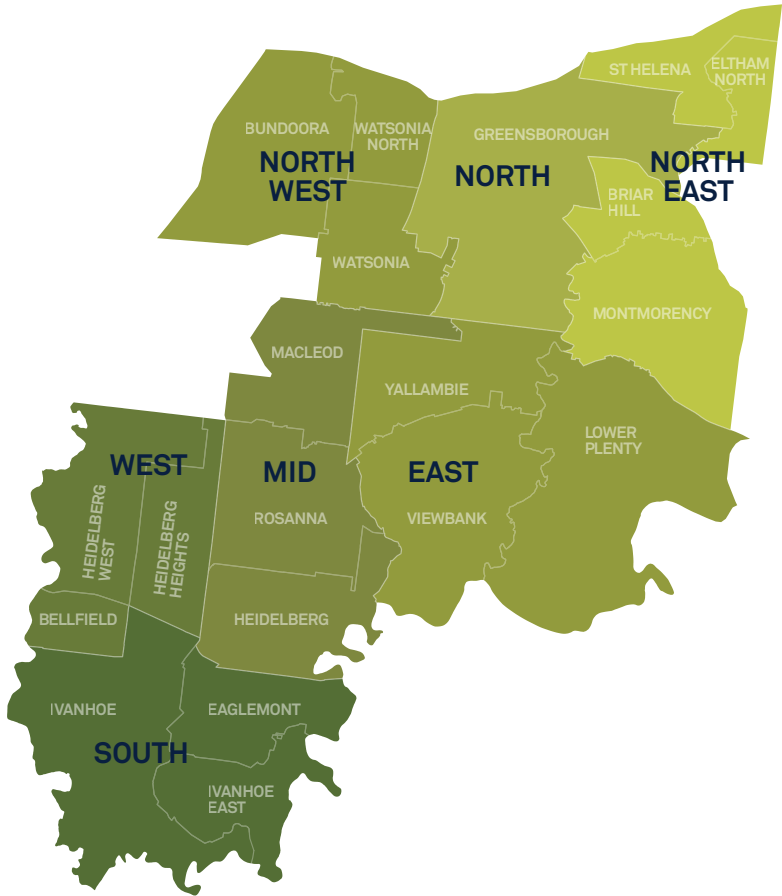


Figure 21: Precinct Map (source: Banyule Public Open Space Plan, 2016 )



3.5 Heidelberg West Urban Design Framework (2017)

Prepared by David Lock Associates, this Urban Design Framework (UDF) seeks to guide urban development in Heidelberg West until 2050. It will help Council make planning decisions and create a sense of certainty for developers.

The vision of this Precinct is that Heidelberg West will be a model balanced community featuring innovative and affordable medium density housing and that it will be known for its social cohesion and attractively treed streetscapes.

The importance of the central Heidelberg area and associated medical uses is noted.

The study area is seen to have a strong ‘green’ character with significant established trees within both the private and public realms. Significant trees and other vegetation are seen to contribute to the desired future character of residential neighbourhoods, identity of Activity Centres and Neighbourhood Centres, landscape character, streetscapes, habitat links and biodiversity.

Several quality public parks and open spaces exist in the Precinct including;

- Shelley Park.
- Malahang Reserve.
- Darebin Creek.
- Ford Park (south of study area).

While this report borders upon the Western boundary of the HACMP, it is important to understand the open space of surrounding areas when assessing improvements to this Precinct. All residents within the West Heidelberg Precinct are within the appropriate distance to open space and the Darebin Creek represents a similar relationship that the Yarra River does for the HACMP. Maintenance of significant trees is a notable priority.



Figure 22: Open Space Accessibility (source: Heidelberg West UDF, 2017 )

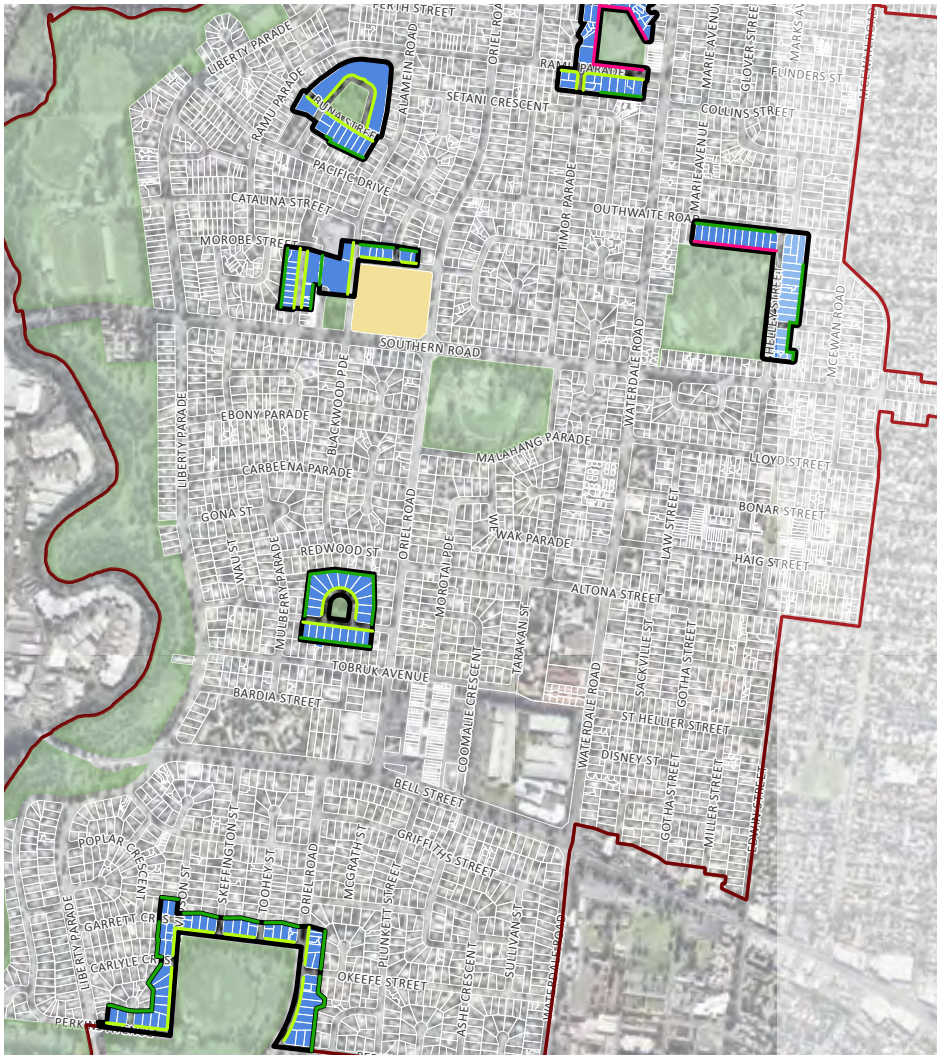


Figure 23: Local Park Interface (source: Heidelberg West UDF, 2017 )



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**3.6 Banyule Housing Strategy (2009)**

This municipality-wide document frames the future housing demand for Banyule and plans for the city’s future housing needs by considering issues affecting people of all ages, abilities and cultural backgrounds. It gives a plan for Banyule’s existing and future community.

A primary goal is to create residents who play an active role in their community.

Housing issues are separated into Sustainability, Affordability, Diversity, Character, and Infrastructure Services and Transport.

These issues underpin predicted complications housing stock will have in this area alongside proposed actions.

Infrastructure Services and Transport is of relevance to open space. It seeks to encourage housing that is well supported by infrastructure, services and transport, and takes advantage of public transport networks while helping to reduce motor vehicle dependency.

Ecology of the municipality is viewed as a prime agent of success. Protection of environmental stock is of the highest importance and promoting usage of natural space and protection of green space ensures a quality environment is maintained.

Infrastructure, connectivity, ecology and mobility are all major themes of this report which are relevant to open space usage. Housing in this Precinct is rapidly changing while access to open space remains critical in densifying areas.

**3.7 Banyule Integrated Transport Plan (2015)**

This long term strategic plan seeks to guide transport and land decisions within the municipality. It provides an overall framework to address transport issues, create a more accessible, safe, liveable and sustainable community, and sets a long term vision that includes high-level policies, while outlining specific strategies and actions.

This Plan’s vision outlines Banyule as a city with accessible, sustainable and active communities with good access to jobs, education, shopping and community opportunities within a safe transport network.

Future transport is shaped by 6 major objectives, Accessibility and Mobility, Land Use and Development, Walking and Cycling, Public Transport, Streets and Public Spaces, and Advocacy and Leadership. Relevant objectives and subsequent actions include:

**Access and Mobility**

*Mobility across the municipality is difficult in areas and providing an accessible transport network allows people of all abilities to travel without relying on a car. The transport network will consider the diverse body of residents and work towards removing barriers to ensure all people can travel independently where they need to go. Relevant actions include:*

- *Key destinations will be universally accessible.*
- *Community transport will be improved and sustainable.*

**Walking and Cycling**

*The two most high prioritised modes of transport, walking and cycling are viewed to keep the community and environment healthy and to reduce congestion and parking demand on roads. Improved connections and navigation across Banyule will assist in creating walking and cycling as a mainstream transport choice, particularly for trips under 5 kilometres. Relevant actions include:*

- *A consistent and strategic approach will be used to manage walking.*
- *Council will improve pedestrian connections and ease of navigation.*
- *Council will promote a cycling culture.*

**Streets and Public Spaces**

*Streets and public spaces are perceived to form important parts of the community and provide links and spaces for people to travel. A wide variety of users competing for a limited space can be a major issue. Relevant actions include:*

- *Streets and public spaces will incorporate environmentally sensitive design features.*

Relevant pressures upon transport include:

- Population growth.
- Congestion.
- Sedentary lifestyles.
- Aging population.
- Accessibility and social inclusion.
- Climate and the environment.

Curbing reliance upon the private car and promoting pedestrians, cyclists, and a more integrated public transport network are important aspects of ensuring this municipality remains vibrant, economically competitive and a great place to live. The focus upon walking and cycling will be strengthened by infrastructure improvements. By considering pressures upon transport, ensuring accessibility to and around public space is more easily achieved.

**3.8 Banyule Urban Forest Plan (2015)**

Recognising the importance of living landscapes, this strategic plan attempts to provide the foundation for building policy and programs to ensure Council can effectively plan, manage and maintain one of Banyule’s highest valued assets, its urban forest.

An Urban Forest is defined as a managed population of trees, both planted and naturally occurring, which provide economic, social, environmental and ecological benefits to communities within an urban setting. They provide environmental, social, and health benefits.

The five strategic objectives of this plan include:

People – Our Healthy Community

Place – Our Urban Character

Planet – Our Healthy Landscapes

Participation – Our Connection

Performance – Our Leadership

Relevant challenges include:

- Climate change.
- Funding for new trees.
- Population growth, densification and urban consolidation.
- Streetscape works and upgrades that undervalue tree protection and overvalue replaced materials (e.g. concrete).

The benefits of trees to provide clean air, reduce the effects of the urban heat island and engage the community are well founded. This municipality has a strong background in natural splendour and protecting it is of the highest priority. Open space will utilise existing trees and promote the planting of new trees for the benefit of future generations.

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### 3.9 Heidelberg Central Master Plan (2016)

Prepared in 2016 by Hansen Partnership, this document provides direction for proposed improvements to the Heidelberg Central Streetscapes and documents the journey taken from inception to completion of this project.

This report documents the proposed upgrade to the area of Burgundy Street between Rosanna Road and Mount Street, including land adjacent to Heidelberg Station.

Relevant aims of the proposal are to prioritise pedestrian movement, increase planting and greening opportunities and improve public gathering spaces.

Key findings include:

1. The need for more pedestrian crossings.
2. The opportunity to improve open space areas.
3. The need to strengthen green interfaces.

Relevant issues and opportunities include:

- Amenity and image.
- Isolation and lack of connection to Heidelberg train station.
- Poorly utilised public space.
- Difficulty travelling throughout the area.
- Lack of public seating.
- Lack of cycling access.
- Lack of greenery.

Regarding the sole open space in this area adjacent to Heidelberg Station, increases in furniture, lighting, landscaping and a BBQ/picnic area are proposed.

With limited open space within this Precinct, relevance to this report is limited. Community consultation raised points to be addressed including lack of public seating and cycling access as concerns for the overall open space demand of this area. The opportunity for better greenery in Heidelberg alongside more prominent connections to open space will better prepare the area for projected population growth.

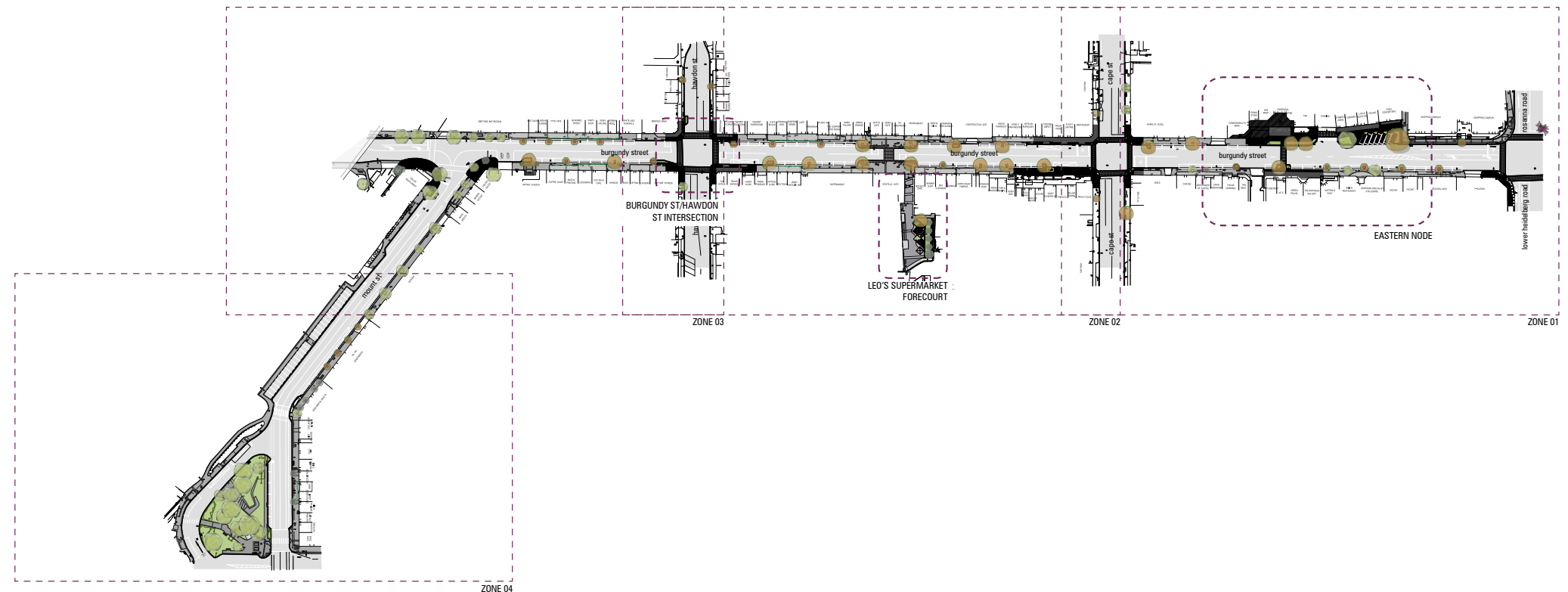


Figure 24: Master Plan (source: Heidelberg Central Master Plan, 2016)



Figure 25: Illustration of Burgundy Street (source: Heidelberg Central Master Plan, 2016)



**3.10 Burgundy and Powlett Reserves Master Plan (2018)**

Prepared by Hansen Partnership, this document is a master plan approach to the upgrade of the Burgundy and Powlett Street Reserves. Alongside the Austin Hospital, these areas provide the primary green space for residents and hospital users.

Relevant key aspects of the proposal include:

- Public seating.
- Pedestrian priorities with increased crossings.
- Speed reductions along Burgundy Street to 40 km/h.
- New playground facilities.
- A central activity area with shelter and BBQ.
- The restructuring of underutilised open space along Powlett Street.

Key principles deemed relevant include:

- Support the proposal to retain Burgundy Street as a two-way road, redesigning the area to increase parking capacity and review reducing the road speed to 40km/h to emphasise pedestrian priority.
- Improve the walkability and accessibility of the reserves by addressing the steep slopes to provide easy access for people of all abilities.
- Improve public gathering spaces.
- Provide raised pedestrian crossings.
- Utilise WSUD principles to utilise stormwater.

Significant objectives have been broken down into **Built form & land use**, **Access & connections**, and **Landscape & environment**. Relevant initiatives of these objectives include:

**Built form & land use**

- *Increase the quantity of open space within high demand and expected population areas.*
- *Improved public gathering and shade spaces in Powlett Street for employees, visitors and residents.*
- *Provide for new playgrounds as part of the Latrobe Employment Cluster and high population densities of Heidelberg Activity Centre*

**Access & connections**

- *Improve the walkability and accessibility of the Reserves.*
- *Improve safe pedestrian access and connectivity throughout the Activity Centre and within the Reserves.*
- *Address the steep topography.*
- *Improve recreational and commuter cycling within the area (in terms of access, mobility and safety).*
- *Improve the legibility of the site in the Heidelberg context.*

**Landscape & Environment**

- *Improved water infiltration across the site.*
- *Address the existing tree values and appropriate replacement strategy.*

Sloping topography is typical of the HACMP. In consideration of the proximity to the Austin Hospital, it is essential to create spaces that are easily traversed for the elderly, people with young children and prams and mobility impaired people. Significant speed reductions and a pedestrian prioritised landscape are aspects of high foot-traffic areas and will ensure the open space of this area is easily accessed across Burgundy Street.



Figure 26: Master Plan (source: Burgundy and Powlett Reserves Master Plan, 2018)



3.11 Heidelberg Car Park Sites: Concept Plans & Feasibility Study (2010)

The study developed by SJB Urban for the City of Banyule explores and tests development opportunities on Council land holdings at Cartmell and Burgundy Streets to describe a network of attractive public spaces at the heart of Heidelberg. Concept designs for cultural and community facilities, new housing, retail and public car parking have been prepared.

This Study contemplates a development opportunity that will substantially benefit the community. At the heart of this opportunity is a Public System that includes:

- Public garden space on Cartmell Street.
- Residential mews, alongside a developed Council car park at Cartmell Street.
- View space near Sheffield's Lane, which gives views for the residents and public to Burgundy Street and the valley vista.
- Widened Sheffield's Lane to create an urban laneway that supports improved pedestrian movement.
- Laneway link to connect to the recently improved transitional laneway to Burgundy Street.
- Upgraded laneway alongside Leo's Supermarket.
- Key community event space to the rear of Leo's Supermarket.
- Pedestrian 'street' to link the event space to Cape Street.
- High-value cultural and community space near Cape Street.

Considering the Precinct's projected population growth and the limited offering of public open spaces between the Hurstbridge rail corridor and Rosanna Road, further investigation and implementation of this study is of high-priority for the future sustainable growth of the Precinct. These are one of the last developable council-owned properties within the Precinct, which create a strategic opportunity for Council to lead the creation of an even more vibrant, sustainable, healthy, accessible and well connected community.

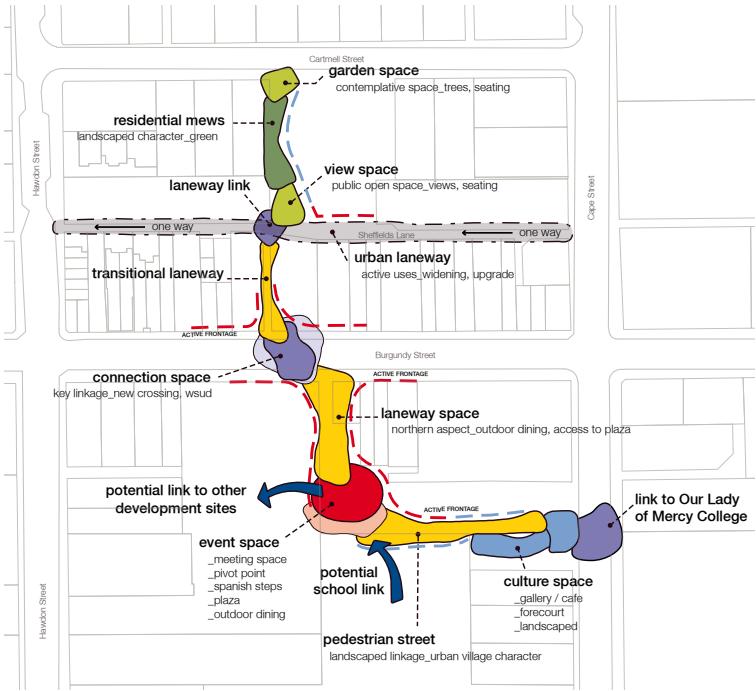


Figure 27: Redevelopment Outcomes (source: Car Park Sites Study, 2010)



Figure 28: Artist's Impression (source: Car Park Sites Study, 2010)

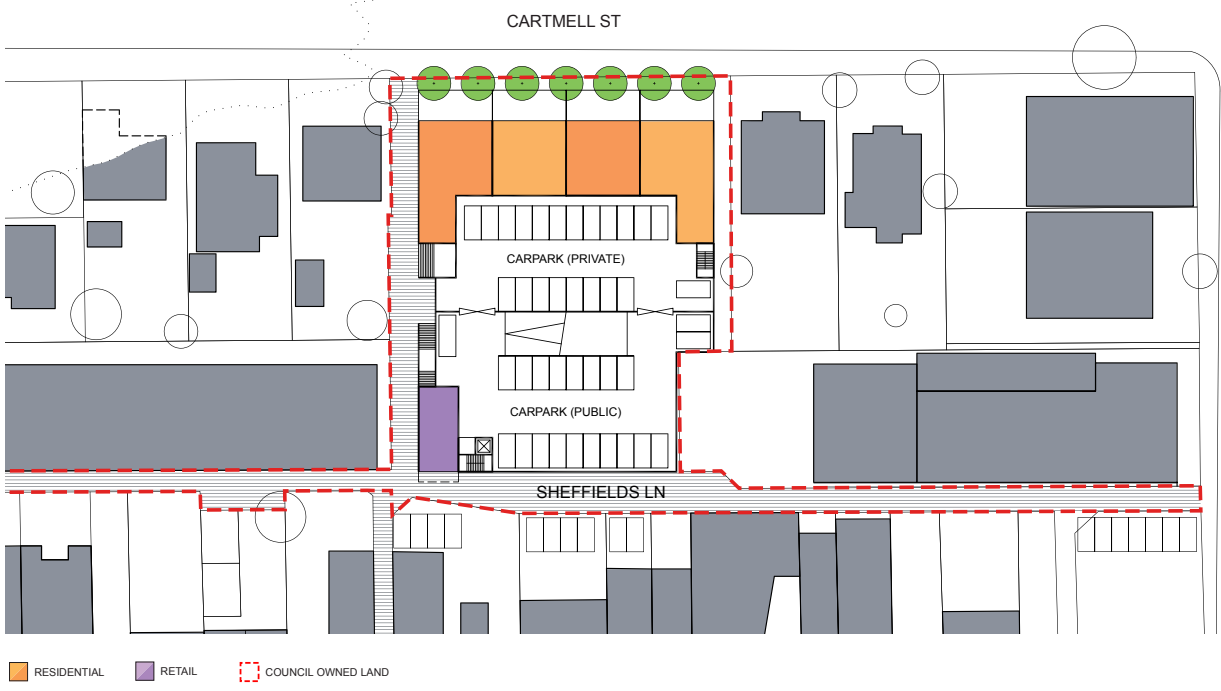


Figure 29: Cartmell Street Site Concept Plan (source: Car Park Sites Study, 2010)

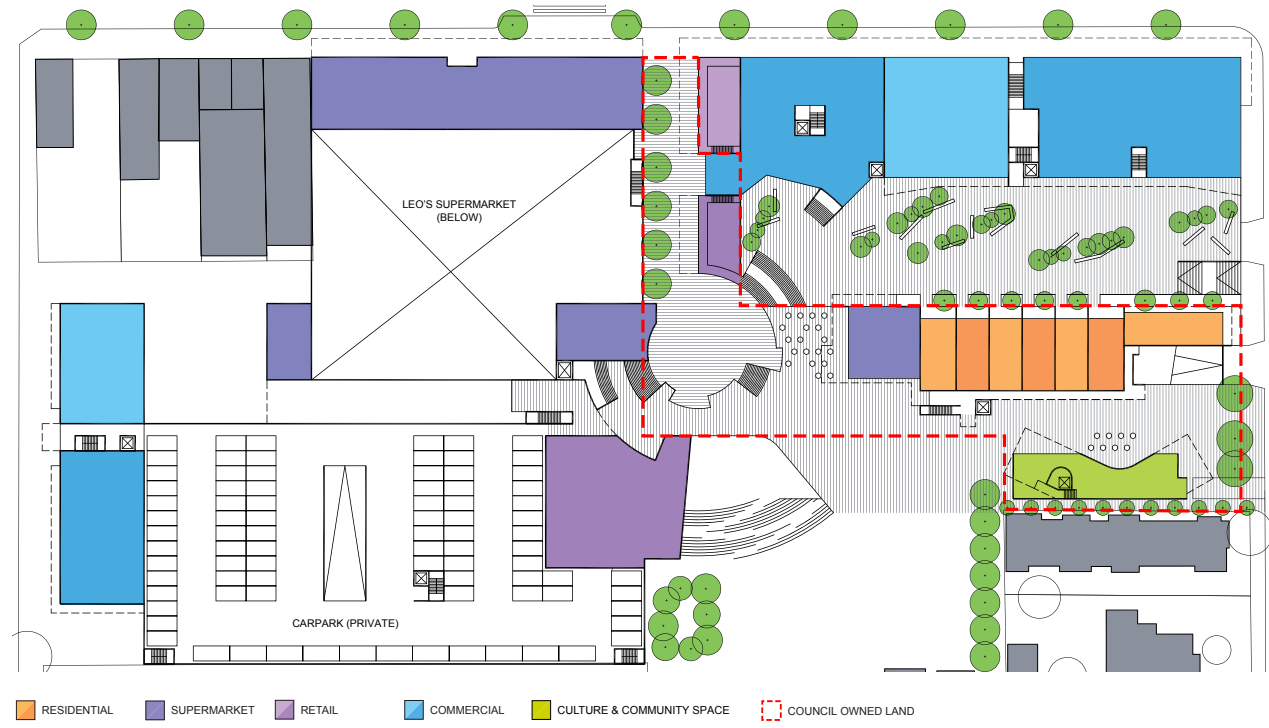


Figure 30: Burgundy Street Site Concept Plan (source: Car Park Sites Study, 2010)



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3.12 Melbourne Water Reserve Redevelopment Study (2017)

Prepared by Six Degrees for Yarra Valley Water, the study assesses the development potential of the Melbourne Water Reserve site with relocation of the existing public open space within the site. The overarching principles of this proposal include:

- Provide a positive example of growth and density, responding to site context, local character and transitions to neighbouring properties.
- Create a car free public realm with car access limited to Upper Heidelberg Road only.
- Achieve high sustainability outcomes for both the park and the buildings, demonstrating water management and water harvesting outcomes as well as other benchmark sustainability initiatives.
- The open space should respond to community needs through the community engagement process, while the buildings should provide a noise buffer to the park and passive surveillance for safe enjoyment of the park by all.

The preferred design concept includes an “L” shaped built form on the edge of the site along Bell Street and Upper Heidelberg Road, a detached rectangular building in the middle and relocation of the existing park to the western corner of the site.

The relevant open space considerations include:

- Retention of significant trees.
- Increase open space, at least double that of the existing park.
- Provision of grassy knolls to provide opportunities for people to connect while creating a change in the ground.
- Planting of deciduous trees to maximise summer shade and winter light.
- Incorporation of raised planting beds to provide seating and depth for tree planting.
- Use of onsite recycled bluestone embankment to retain the identity of the site and provide definition between the public and private realm.
- Drifts of native grasses and other indigenous species planted on edges to parkland and streetscapes.

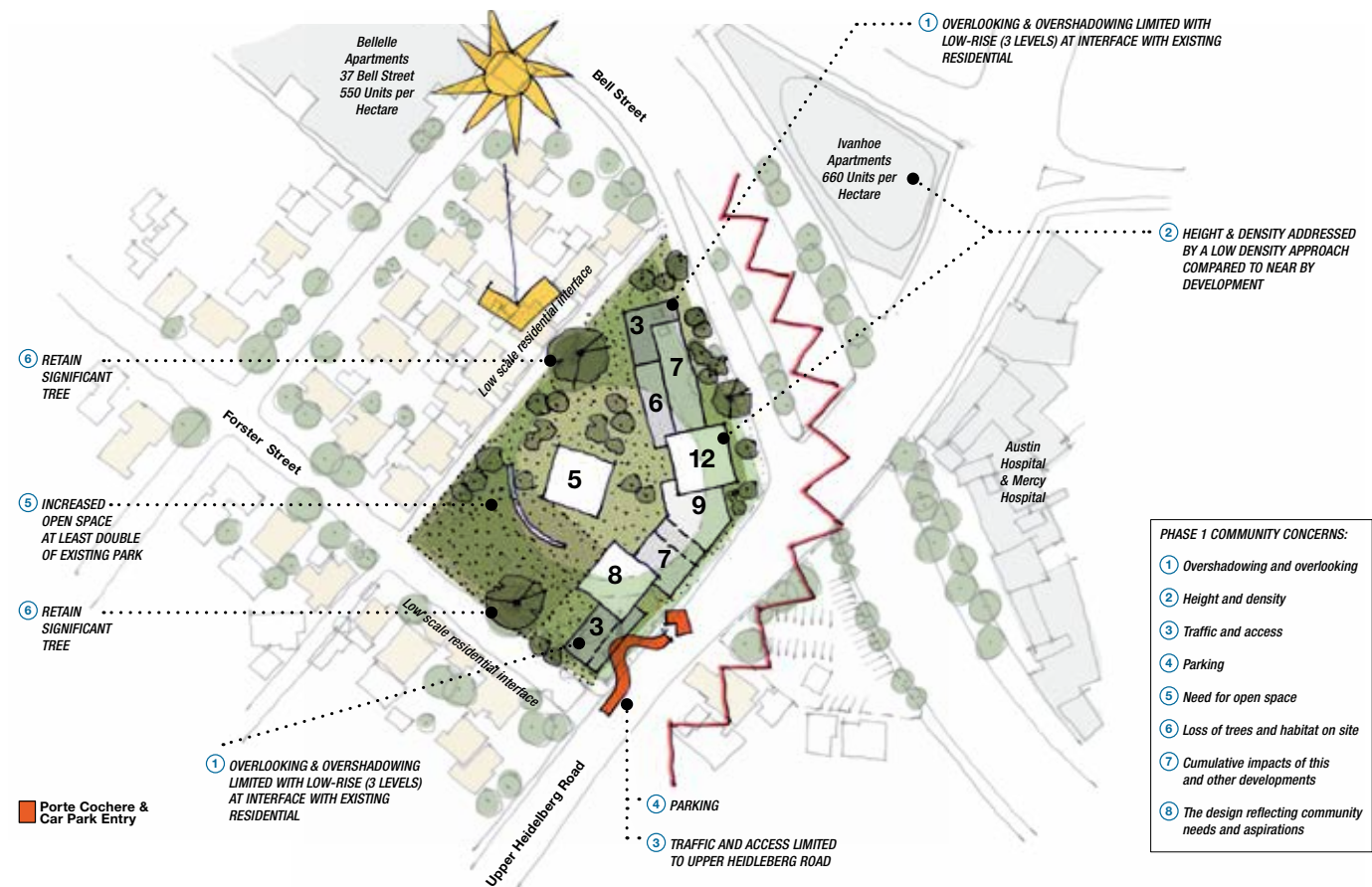


Figure 31: Response to Community's Concerns (source: Melbourne Water Reserve Study, 2017)



Figure 32: Draft Master Plan (source: Melbourne Water Reserve Study, 2017)



Figure 33: Artist's Impression (source: Melbourne Water Reserve Study, 2017)



# The Heidelberg Context

4





The Heidelberg Context

4.1 Physical Infrastructure

The physical infrastructure of this Precinct includes a variety of open spaces, multiple bus routes, and a changing topography.

- Quality open space along the Yarra River is accompanied by local and neighbourhood parks, predominantly in proximity to the Austin Hospital and Heidelberg Major Activity Centre.
- The topography across the site is consequential and diverse. The natural topography slopes slightly west from Upper Heidelberg Road to the Precinct boundary, significantly east from Upper Heidelberg Road down to the Yarra River, and significantly and rapidly south from Brown Street to Burgundy Street. The key Reference Levels of the site include:
  - Highest point – east of Austin Hospital, northern point of Upper Heidelberg Road – RL 90
  - Significant slope onset – Arthur Rylah Institute for Environmental Research – RL 80
  - Lowest point – Heidelberg Park – RL 10

Significant topographical changes within open space include RL 90 – RL 70 within Remembrance Park, RL 70 – RL 60 within Service Reserve, and RL 30 – RL 10 within Heidelberg Park.

- An east west bus connection operates along Bell Street and Burgundy Streets, and north south connections travel along Edwin Street and Rosanna Road. The primary bus interchange is located on Mount Street adjacent to Heidelberg Railway Station.
- Designated cycling routes are limited to along the Yarra River and adjacent to Heidelberg Railway Station.

- Site Boundary
- Publicly Accessible Open Space
- Railway Corridor
- Heidelberg Station
- Bus Route
- Bicycle Network
- 10m Contour Line

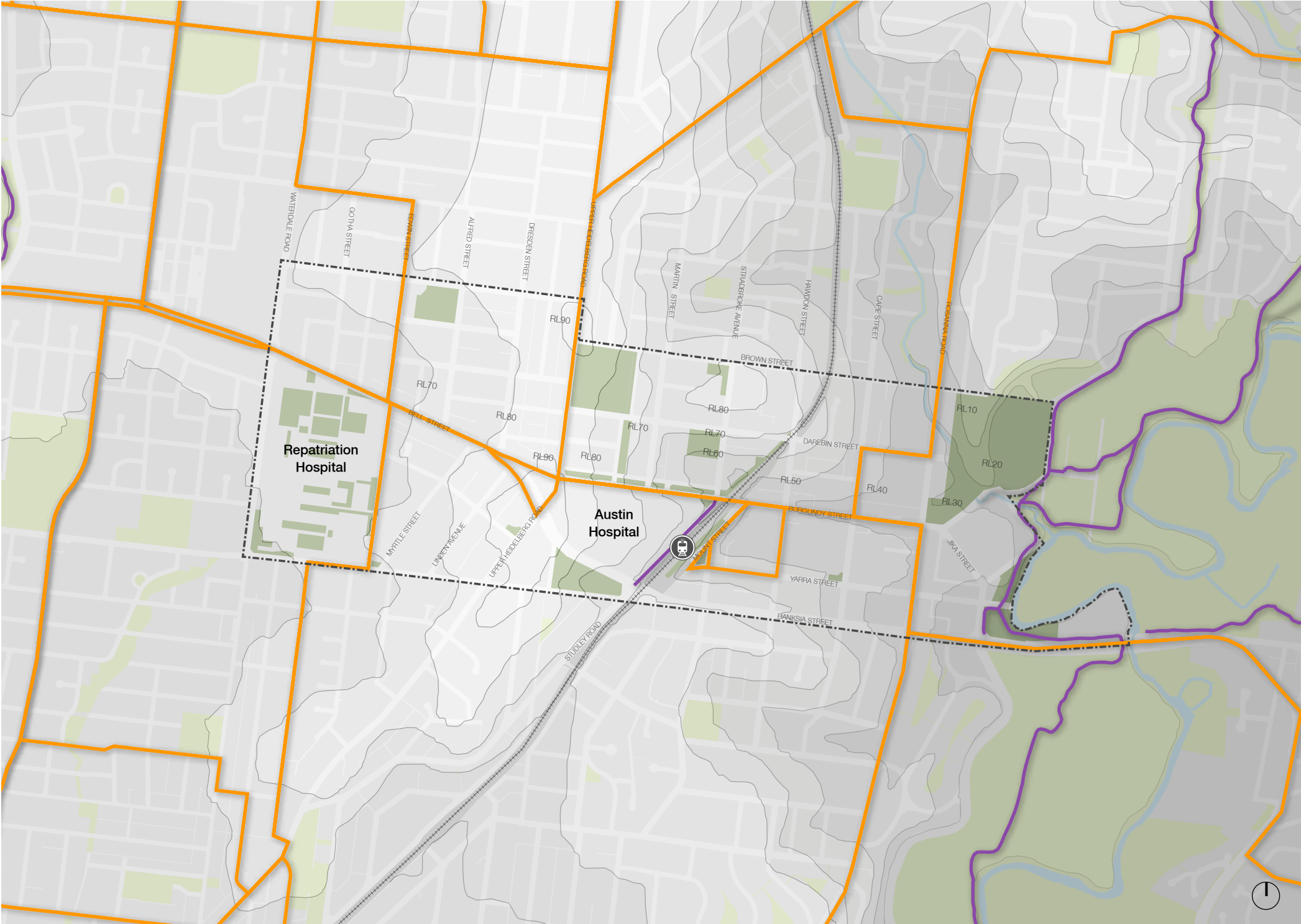


Figure 34: Physical Infrastructure Map

# The Heidelberg Context

## 4.2 Access and Movement

Movement to and within this Precinct includes multiple major roads, significant bus routes and a railway line. There is limited pedestrian and cycling infrastructure.

- This Precinct features major road corridors that provide key transport connections throughout the area. These include Upper Heidelberg Road, Waterdale Road, Studley Road, Cape Street and Rosanna Road providing north south links, while Bell Street, Banksia Street, and Burgundy Street providing east west links.
- Upper Heidelberg Road is an arterial road providing access to Heidelberg Road and the inner north and continuing to Lower Plenty and Greensborough Roads in the northern suburbs. Rosanna Road is a primary road providing direct access to the Eastern Freeway and joining Lower Plenty Road in the north.
- Bell Street is a primary road providing connections to Preston, Coburg, the Tullamarine Freeway and the Hume Highway to the west. It continues to Banksia Street, Burgundy Street and the Heidelberg Major Activity Centre in the east.
- 10 km from the CBD, the HACMP has quality public transport links. Rail service for Heidelberg Railway Station is along the Hurstbridge Line. Bus routes include:
  - 513, Eltham – Glenroy.
  - 546, Heidelberg Station – Melbourne University – Queen Victoria Market.
  - 548, Kew – La Trobe University.
  - 551, Heidelberg – La Trobe University.
  - SmartBus 903, Altona – Sunshine – Essendon – Preston – Heidelberg – Doncaster – Burwood – Oakleigh – Mordialloc.
- Cycling routes within the Precinct are limited to trails along the Yarra River and a short section of on-street bike lane adjacent to the Heidelberg Railway Station along Studley Road. This Precinct is dominated by car-oriented design and has a distinct lack of cycling infrastructure.

- Pedestrian access within the Major Activity Centre is limited, while within the greater Precinct, many barriers restrict pedestrian movement. Major road crossings within the area are primarily available through the usage of traffic lights. Significant pedestrian barriers include the railway line, Upper Heidelberg Road, Banksia Street and Rosanna Road. The railway line creates a physical barrier throughout east west travel. The volume of traffic and speed limits along Banksia Street, Upper Heidelberg Road and Rosanna Road impedes pedestrian movement.
- Given the dominance of car travel in the area, on street parking is available throughout. Parking is a dominant feature of this Precinct. Major private parking is available within the respective hospitals and public parking is available within proximity to Heidelberg Activity Centre.
- Speed reductions have been proposed along Burgundy Street outside of the Austin Hospital in conjunction with the Burgundy and Powlett Street Reserve Master Plan.

The primary mode of transport remains the car. Significant barriers to pedestrian and cyclists’ movements are notable.

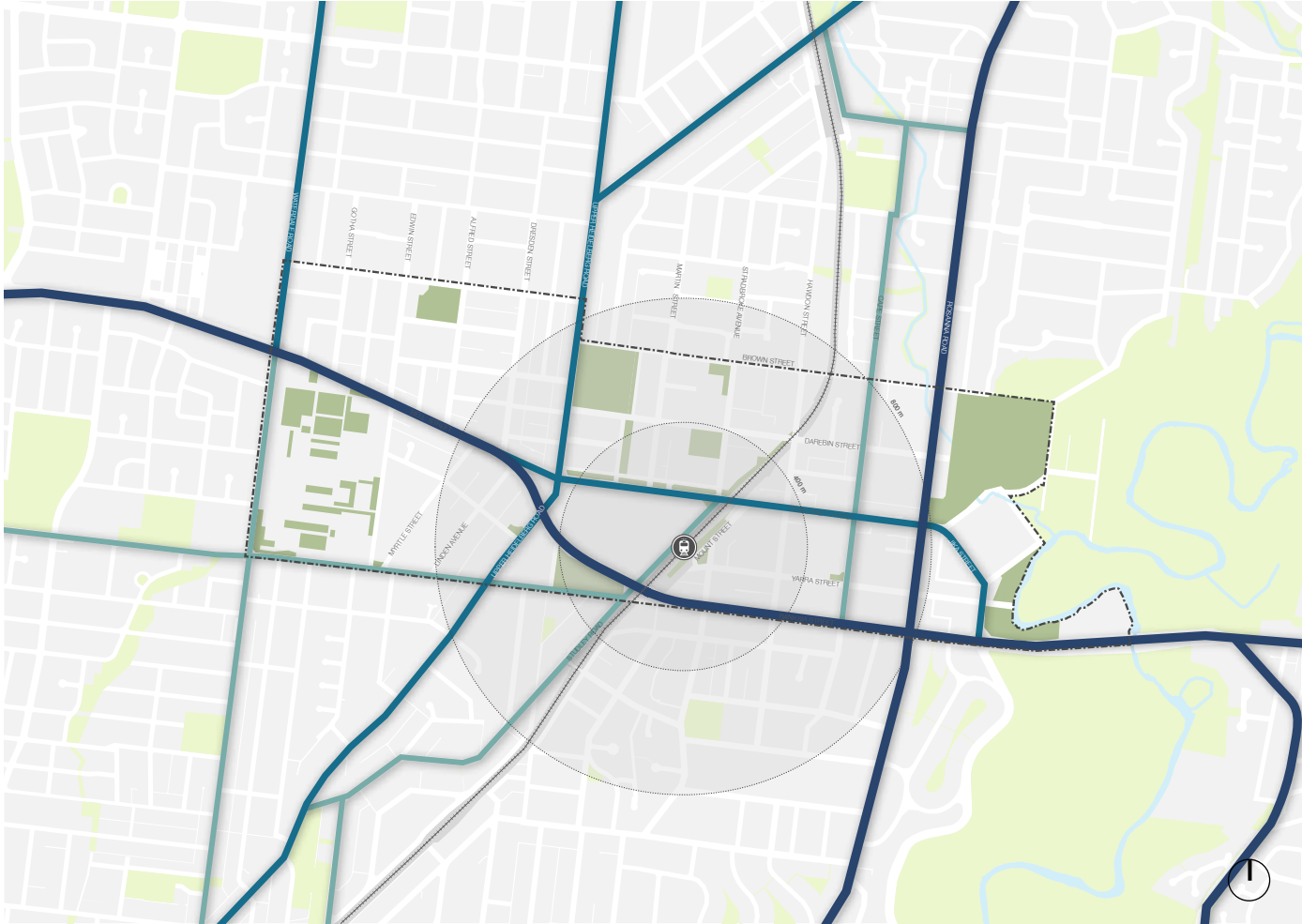


Figure 35: Access and Movement Map

- Site Boundary
- Publicly Accessible Open Space
- Railway Corridor
- Heidelberg Station
- Primary Road
- Arterial Road
- Collector Road

The Heidelberg Context

4.3 Land Use

The context of this Precinct represents a variety of land uses including open space, retail, commercial, medical, health, civic and educational purposes.

- Within the La Trobe National Employment and Innovation Cluster, Heidelberg is nominated as a Major Activity Centre. Principal retail, civic, educational, and commercial uses within the Precinct are located around Burgundy Street between the Hurstbridge Railway Line and Rosanna Road. This area is well serviced to open space through proximity to Heidelberg Park, the Yarra Valley Parklands and the Yarra River. A less major activity centre is along Bell Street between the Austin Hospital and the Heidelberg Repatriation Hospital separated from the Burgundy Street core by the Austin Hospital, Hurstbridge Railway Line and Upper Heidelberg Road.
- Primary commercial uses are located within the south-eastern corner of the Precinct within the periphery of the Heidelberg Major Activity Centre, along Bell Street and at the north of the Precinct along Upper Heidelberg Road.
- Substantial health and medical uses are situated within this Precinct. Located between Upper Heidelberg Road and Studley Road is the Austin Hospital, a major teaching hospital. The Warringal Private Hospital is located to the north across Burgundy Street, alongside associated medical uses. The Heidelberg Repatriation Hospital and Austin Repatriation are located between Banksia Street and Bell Street along the western boundary of the Precinct.
- Open space within the Precinct includes the James Reserve to the northwest, Remembrance Park south of the Austin Hospital, the Powlett Street and Burgundy Street Reserves with improvement works proposed by the Burgundy and Powlett Reserves Master Plan situated north of Austin Hospital, plus Heidelberg Park & the Yarra Valley Parklands along the Yarra River, Service Reserve north of the Warringal Private Hospital, the Warringal Cemetery north of the Powlett Street Reserve, and a few smaller spaces. The Heidelberg Major Activity Centre has accessible

open space to the west, yet significant landscape and topography issues can impede movement to and within these areas. Private open space includes the Heidelberg Bowling Club.

- The Warringal Cemetery provides connectivity through the Precinct.
- Educational uses are concentrated within the Heidelberg Major Activity Centre and include St John's Primary School, Our Lady of Mercy College and the Heidelberg Primary School.
- Residential land occupies most of the Precinct, primarily single-storey detached dwellings. This area has been identified as a prime location for change. Densification is rapidly occurring within proximity to the Heidelberg Major Activity Centre and Heidelberg Railway Station, as the area changes into a more urbanised environment.

The offering of new high-quality open space within the Precinct is limited. Many open space areas within the Precinct remain underutilised or lack maintenance. Significant urbanisation is occurring within this Precinct.

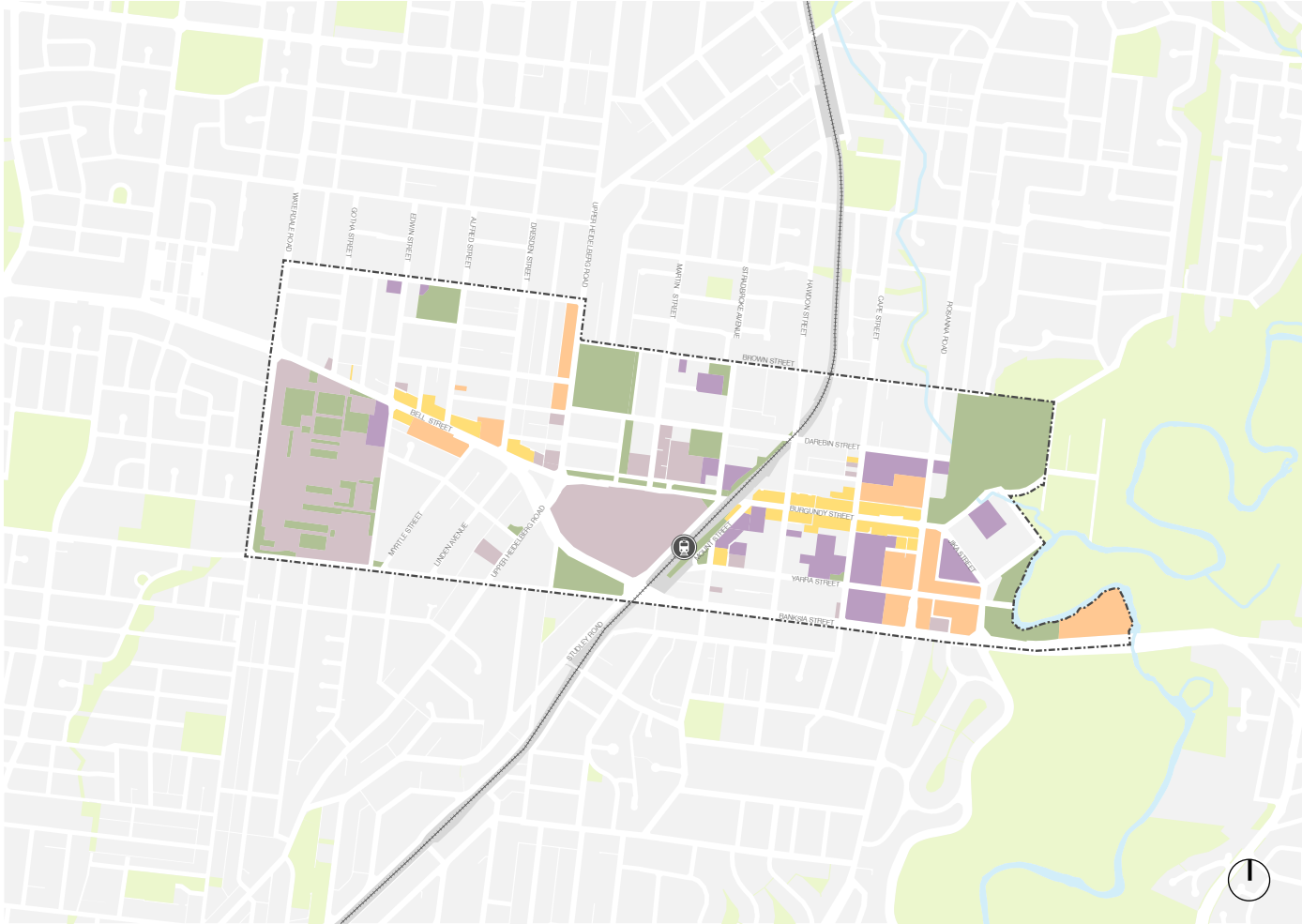


Figure 36: Land Use Map

- Site Boundary
- Publicly Accessible Open Space
- Railway Corridor
- Heidelberg Station
- Fine-Grain Retail
- Large Retail/Commercial
- Medical/Health
- Civic/Education



The Heidelberg Context

4.4 Current Residential Development

Rapid densification within this Precinct is occurring and the relatively low-rise fine grain one would expect from Heidelberg will soon be coexisting with larger multi-storey structures.

Within proximity of Burgundy Street, the corner of Bell Street and Upper Heidelberg Road, and the western boundary of this Precinct, developments ranging from 3–16 storeys are either proposed, approved, under construction or completed.

Increases in residential density ranging from 103% – 260% are proposed for Heidelberg.

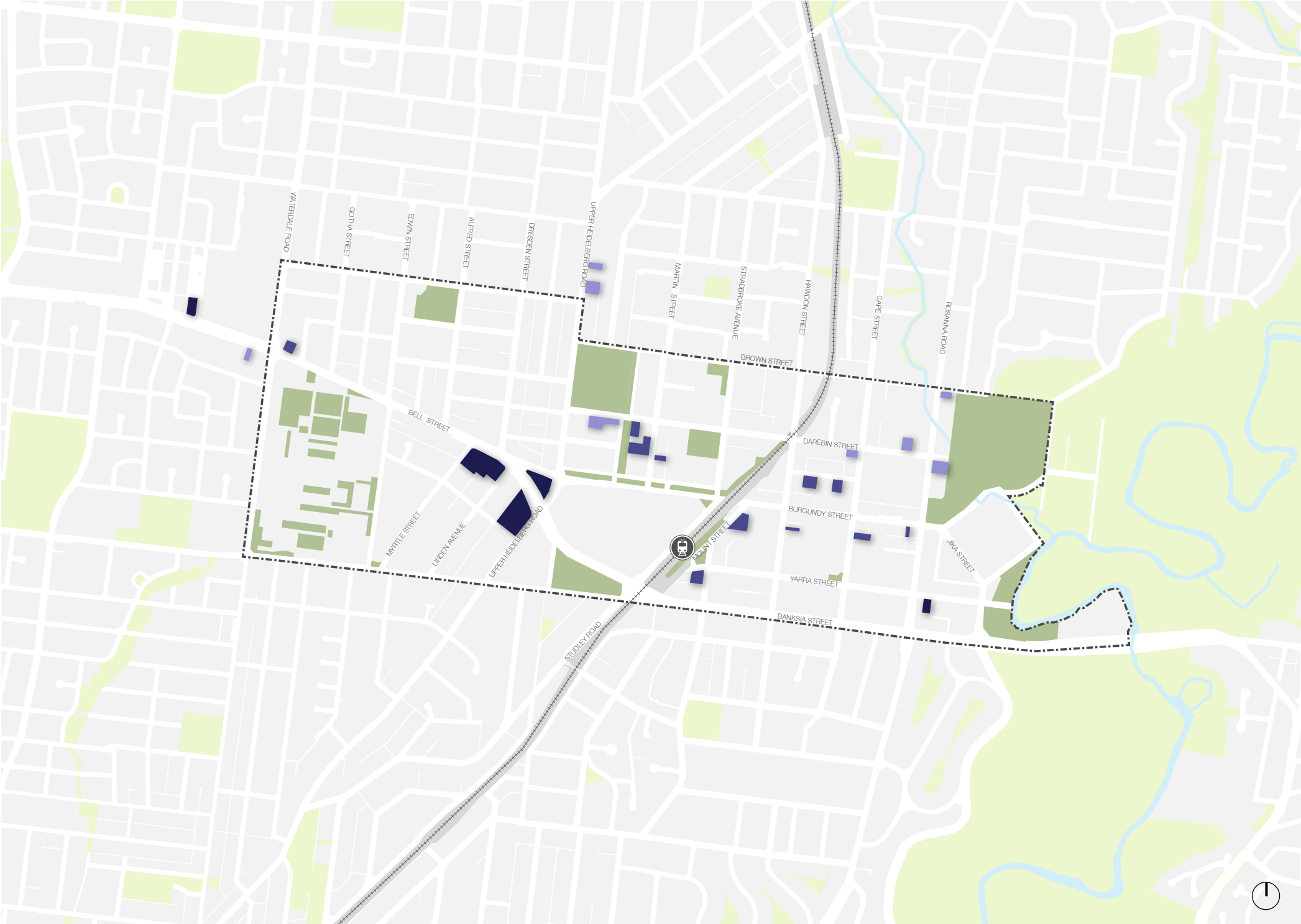


Figure 37: Current Residential Development Map

- Site Boundary
- Publicly Accessible Open Space
- Railway Corridor
- Heidelberg Station
- 3-4 Storeys
- 5-7 Storeys
- 8-16 Storeys

The Heidelberg Context

4.5 Open Space Catchment

Rapid densification within this Precinct will see an escalation of amenity and infrastructure usage. Significant barriers encroach upon the successful access to open space from within the Heidelberg Major Activity Centre, including Banksia Street and Rosanna Road. The railway line is a significant barrier impeding east west travel.

Multiple Council-owned sites within the periphery of Burgundy Street and the Austin Hospital are possible locations for redesignation to open space. These spaces include car parks, community centres and vacant land.

The low-rise Heidelberg Repatriation Hospital and Austin Repatriation occupies a significant site and contains many underutilised spaces. Select portions of minimally maintained open space are located within the site. Future redevelopment of this complex would see the opportunity for high-quality open space to be created which would be of great benefit to the western area of this Precinct.

Reutilisation of existing open space is preferable to the purchasing or restructuring of new land.

Land identified to benefit from increased maintenance or restructuring include Service Reserve and Remembrance Park.

- 1 Service Reserve
- 2 Remembrance Park

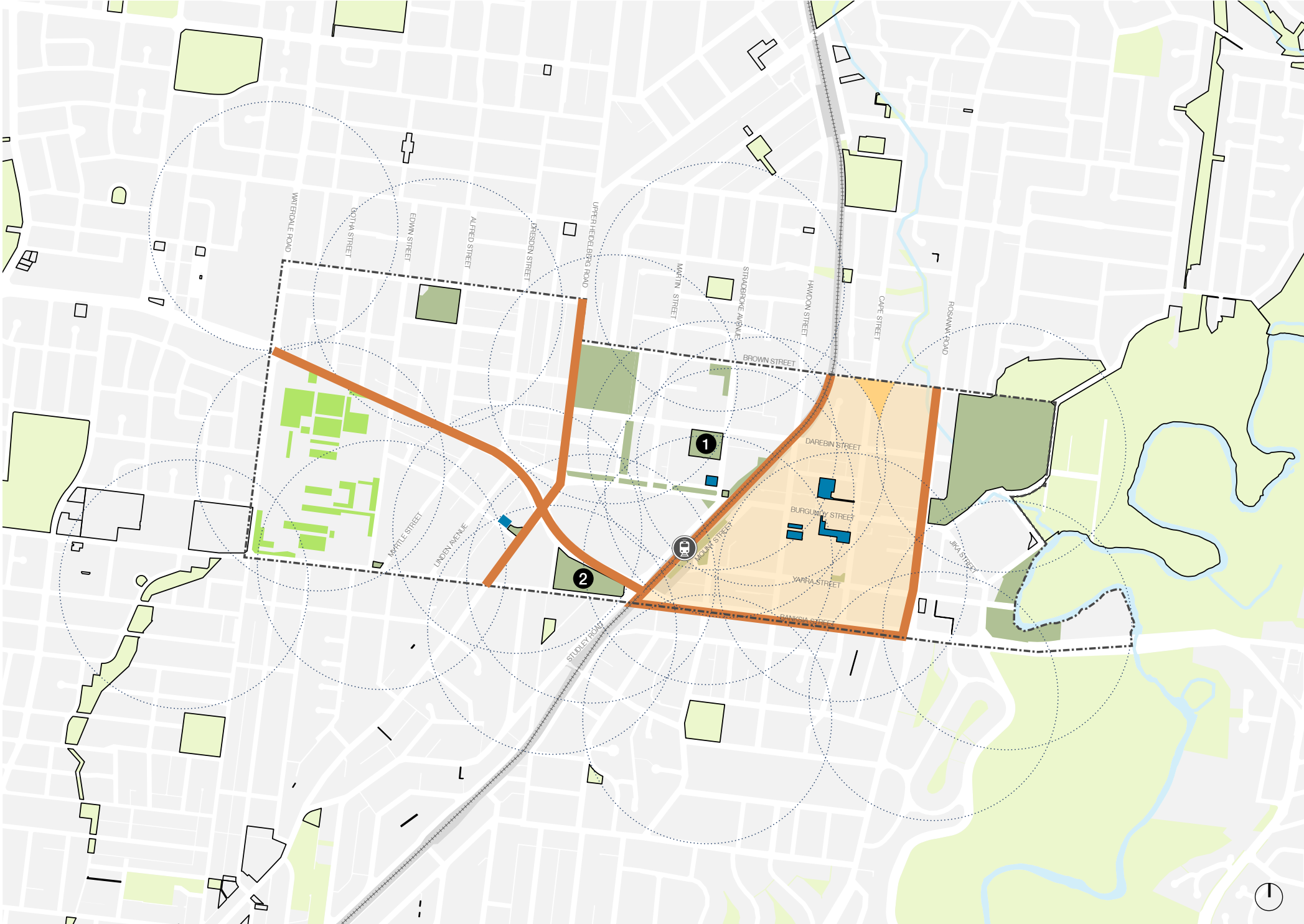


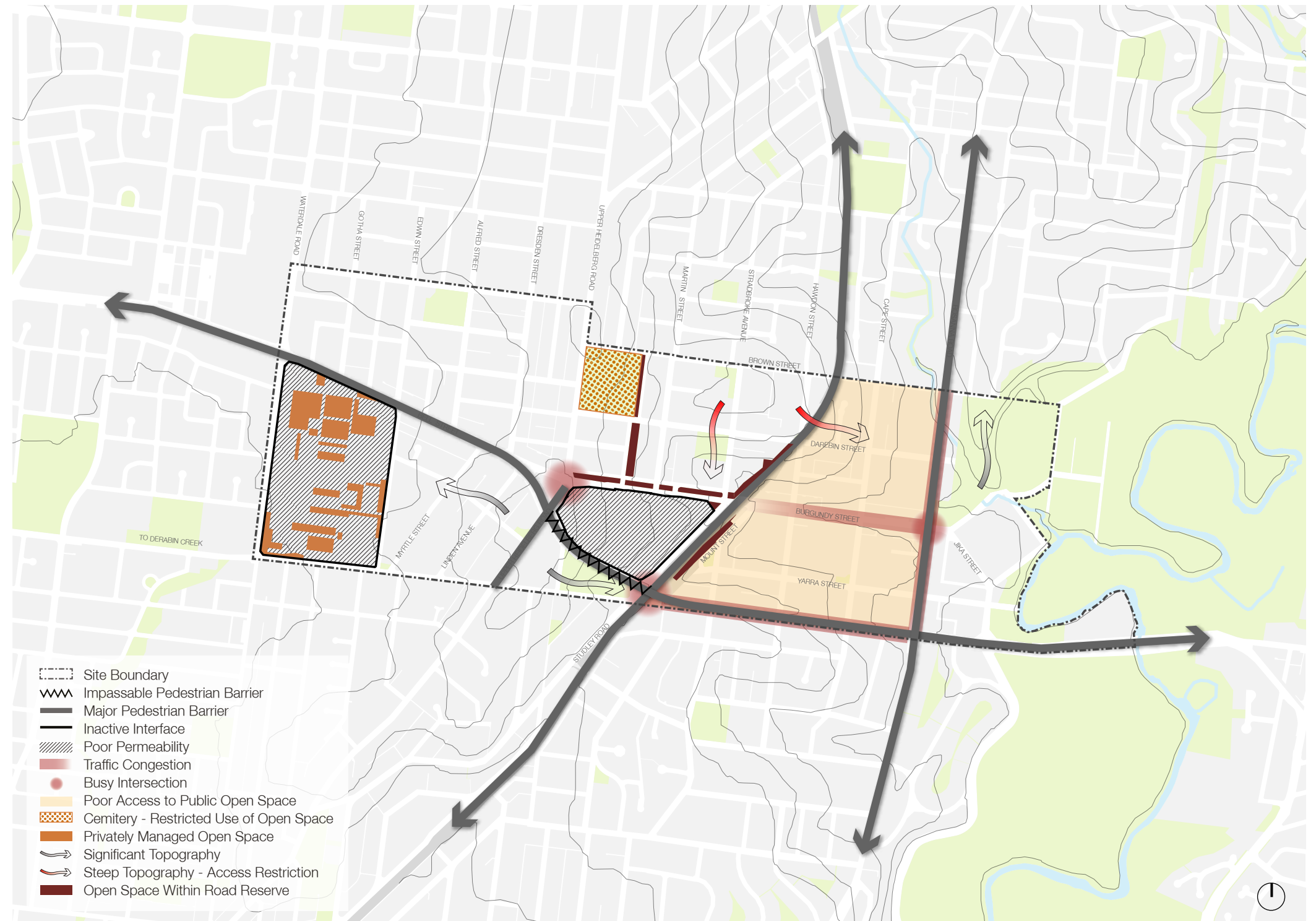
Figure 38: Open Spaces Catchment Map



## The Heidelberg Context

### 4.6 Precinct Constraints

- High speed traffic and congestion along Rosanna Road, Bell Street, Banksia Street, Upper Heidelberg Road and Burgundy Street.
- Adverse amenity impacts of car-dominant design.
- Major intersections encumber pedestrian movement.
- Rapid densification will lead to increased usage of open spaces and loss of private open spaces.
- Multiple barriers impede movement throughout the site, including Banksia Street, Rosanna Road, Burgundy Street, Upper Heidelberg Road, Bell Street, and the railway line.
- Lack of emphasis upon pedestrian friendly design. Precinct is a car-dominated landscape.
- Grade change from Bell Street to Banksia Street creates an impassable barrier for pedestrians and cyclists.
- Significant shifts in topography throughout the site. Open space topographical changes create accessibility and usage limitations for Service Reserve, Remembrance Park, Powlett Reserve, and Heidelberg Park.
- Lack of quality amenity within existing open spaces such as walking paths, toilets, playground facilities.
- Lack of cycling infrastructure within the site. Unsafe environment for cyclists given lack of designated lanes.
- Size of Health land parcels reduces permeability of the Precinct.
- Hospital streetscapes are inactive and have poor permeability.
- Majority of open space provision within western section of the Precinct is within hospital land.
- Narrow parcels of land within road and transport reserves limit usage, ease of access, and attendant safety.
- Cemetery creates land highly resistant to change.



4.7 Precinct Opportunities

- High quality green space to the east of the Precinct.
- Significant vegetation provides quality amenity. Large trees remain throughout and especially upon open space.
- Active frontages to activity along Bell Street and Burgundy Street provide space for community engagement and opportunities for future residential development.
- Topography allows for significant vistas to and around the Yarra Valley.
- Strengthening of connection between significant areas, residential development and open space.
- Creation of partnerships with local schools and related organisations for after-hours activities within private and semi-private open space.
- Creation of additional play opportunities.
- Utilisation of vacant lot along Stradbroke Avenue for open space.
- Improvement to open space within Service Reserve and Remembrance Park given topographical limitations.
- Connection between Austin Hospital and Remembrance Park.
- Redevelopment of Repatriation Hospital has potential to increase open space and create amenity for surrounding area.
- Improved public transport connections to and from open space.

- Site Boundary
- Existing High-Quality Open Space
- School/Organization
- Council-Owned Land - New Open Space
- Major Redevelopment Opportunity
- Retention of Open Space
- Improved Connection - Link Open Spaces
- Active Interface
- Pedestrian Overpass
- Major Vista
- Significant Mature Trees Cluster

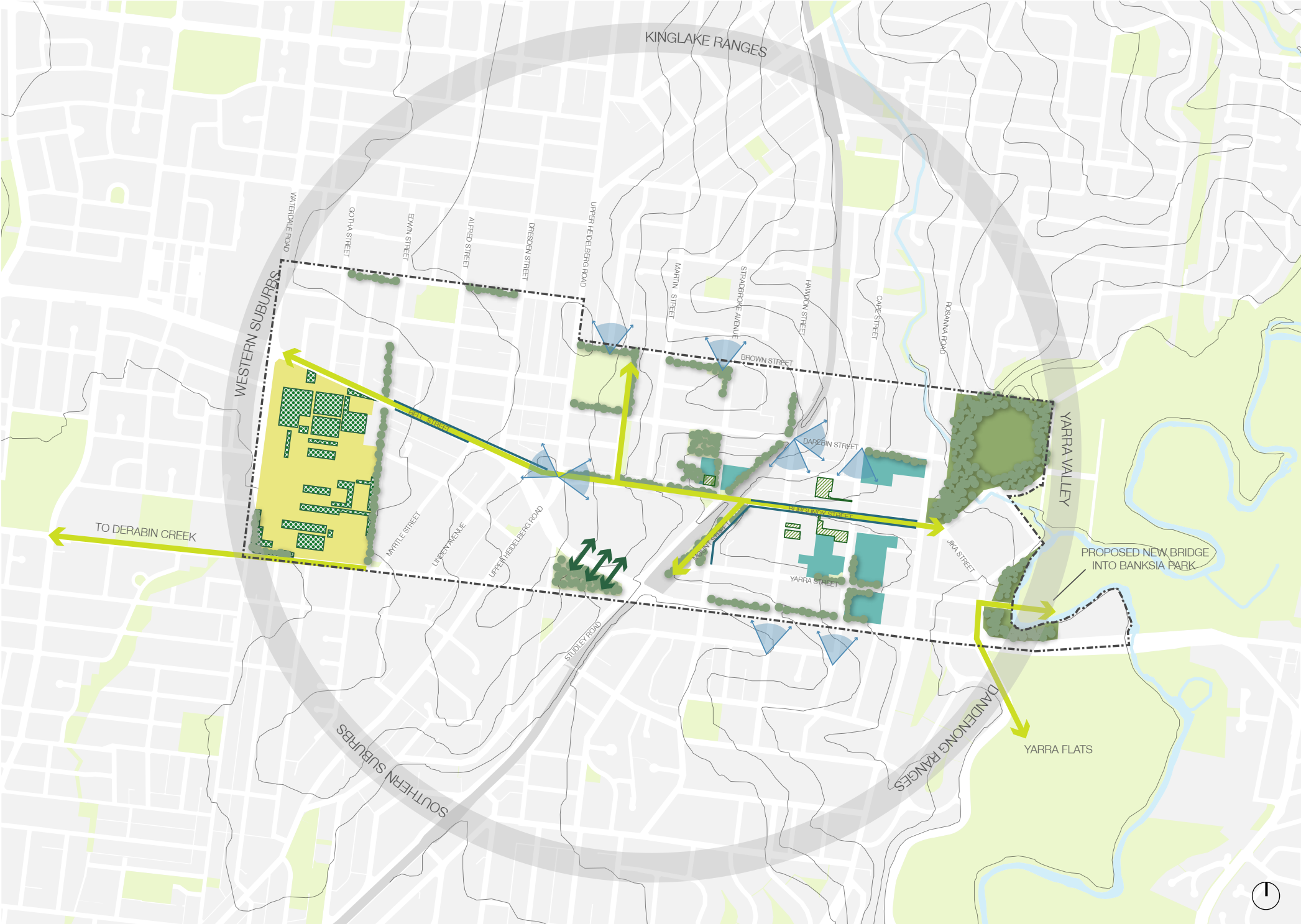


Figure 40: Precinct Opportunities Map