Banyule
City Council

HEIDELBERG STRUCTURE PLAN

FINAL | DECEMBER 2021

Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as traditional custodians of the land and we pay respect to all Aboriginal and Torres Strait Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history.

Banyule
City Council

The Heidelberg Structure Plan is a joint work between Banyule City Council, Ethos Urban and Movement and Place Consulting

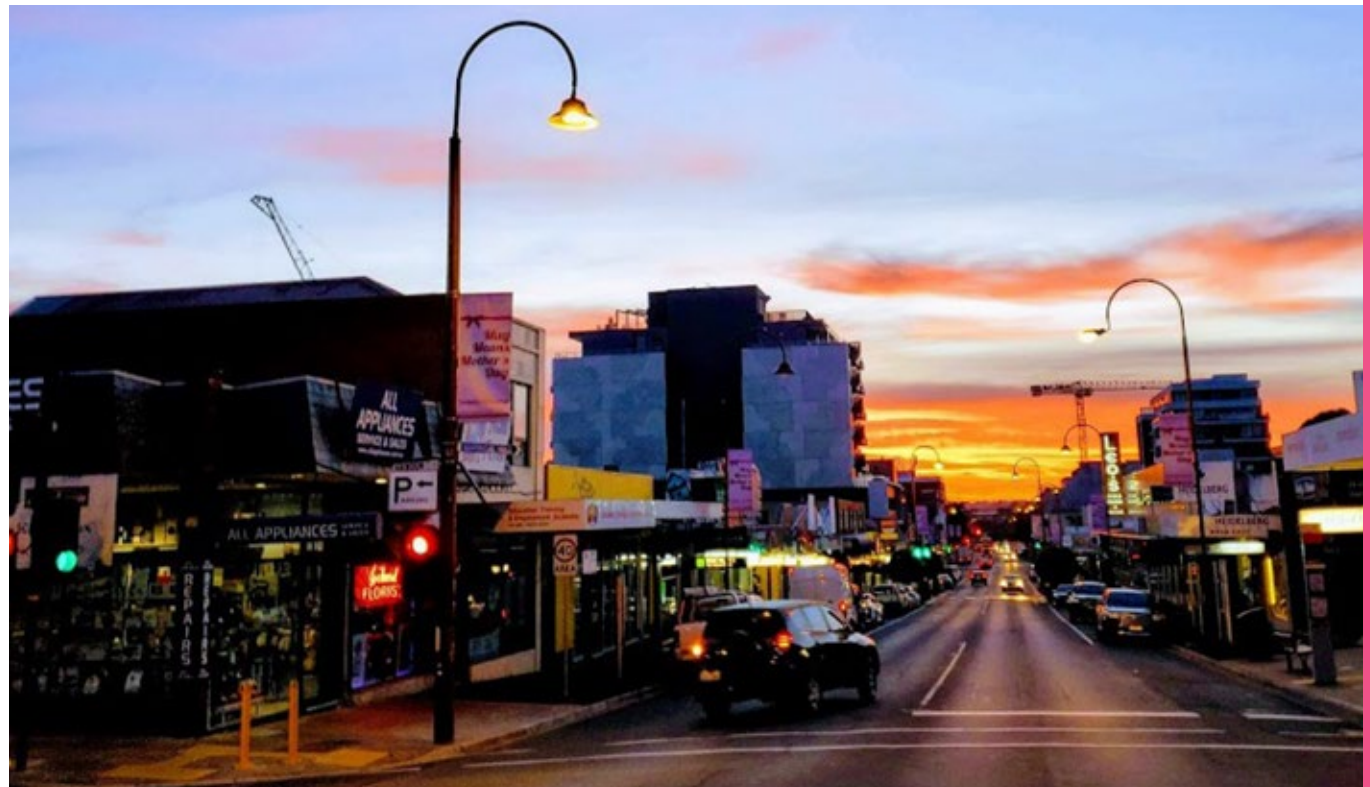# CONTENTS

1

THE VISION AND CONTEXT

1.1. VISION

1.1.1. Creating a Vision for Heidelberg

In support of Banyule's Community Vision 2041, Heidelberg Major Activity Centre (MAC) is a vibrant, prosperous and attractive place, where people can live, work, learn and play in a connected and inclusive community.

Anchored by a world class health precinct, which is complemented by a diversified and experiential retail, commercial and hospitality sector and major transport hub, the Heidelberg MAC enjoys strong employment, a robust economy and housing diversity and choice.

Environmentally sustainable development and investment in green technologies, transport and infrastructure provide for a carbon neutral and climate resilient community. Treed streetscapes support a greener and cooler centre, that is connected through a series of accessible and activated public open spaces. New buildings are of high architectural quality that contribute to the Heidelberg MAC's valued character, whilst retaining significant views.

The Heidelberg MAC is a place for people, with an identifiable heart for people to rest, connect and participate in rich cultural and creative exchanges. Walking and cycling is the preferred way to move around and is supported by a well-designed, safe and legible network of bike lanes and footpaths.

1.2. EXECUTIVE SUMMARY

This is the Heidelberg Structure Plan and it sets out a strategic place-based vision to guide the growth of Banyule's most prominent centre - the Heidelberg Major Activity Centre (MAC).

It supports and helps to implement Banyule's Community Vision 2041 and all its 'priority themes'.

Identified as a MAC by the State Government's Metropolitan Planning Strategy, *Plan Melbourne* (2017), Heidelberg is recognised for its significant health and education offering as part of the *La Trobe National Employment and Innovation Cluster*.

Planning for land use and infrastructure

The significance of Heidelberg as a substantial transport hub with broad regional accessibility will continue to evolve as a result of the State Government's commitment to major transport projects including the North East Link Project (NELP), the Suburban Rail Loop (SRL) and investment in the Hurstbridge Rail Line. This will elevate it to Banyule's highest profile centre.

Heidelberg is a world-class health precinct of State significance. Anchored by the Austin, Heidelberg Repatriation, Mercy and Warringal hospitals and a range of allied health services, it is the major employment centre in Banyule and the region.

As the health precinct continues to grow, it requires a land-use framework that is agile and supportive of continued investment alongside a whole-of-government (State and local) approach to facilitation and integrated outcomes. Burgundy Street is a vibrant and important local retail centre with an emerging focus on food.

People, local distinctiveness and setting

The Heidelberg MAC is a place where people come together for a range of different purposes. It is home to a growing number of residents, while it is also a destination for shopping, businesses, work, education or dining and different community purposes.

Offering a unique blend of urban and environmental qualities, including proximity to major metropolitan parklands and landscape features - the opportunity for Heidelberg is to harness these local aspects into a liveable and distinctive centre, using its natural features and leveraging topography and views along key corridors.

The local community identified the issues that matter most to it in the Heidelberg Liveability Study carried out in support of this Plan. These included quality urban design, ease of getting access to open space and having more entertainment and activity, especially at night time. These insights provided a benchmark for where additional analysis and research should be focused and what the key

directions should be for Heidelberg to become a place-based, people focused Centre.

With a focus on living locally, the purpose of the Structure Plan is to help Heidelberg transition into the next exciting phase of its evolution as a liveable, people-focused activity centre. It must balance the sometimes-competing challenges of delivering local jobs, vibrant shopping and dining, housing diversity and affordability, high quality design, great public spaces, greening and accessibility and connections to parklands and trails.

An enabling planning framework is needed to ensure Heidelberg remains flexible in a rapidly changing world. The influence of technology on aspects of our lives such as the future of work and retail, how we consume services, how we travel and a desire to live and work locally will have a bearing on the structure of our activity centres and how we live in ways that are just emerging or yet unknown. This means that alongside this Structure Plan, State and local government will need to develop and maintain a range of up-to-date policies, tools and infrastructure investment that can work hand-in-hand to achieve a single vision for Heidelberg. This plan supports balanced but future-focused outcomes for our most prominent activity centre.

A Future-Proof Centre

In response to the climate change emergency, Banyule Council has adopted a goal of being a carbon neutral municipality by 2040. This Structure Plan has targeted strategies and actions to meet this goal, including greener buildings, more street trees, water sensitive urban design and zero emissions transport. Reducing our emissions and supporting community adaptation and resilience will help future proof the Heidelberg MAC against climate change.

1.3. INTRODUCTION

1.3.1. Understanding Heidelberg

The Role and Purpose of the Structure Plan

The purpose of the Structure Plan is to establish a simple strategic framework to guide the evolution of Heidelberg as a State Significant health precinct and major activity centre. The Structure Plan is intended to be user-friendly and to provide a clear pathway to facilitate development. It also supports innovation, provides flexibility over its duration and recognises that it must be adaptable to changing needs of the day. Many of the objectives and strategies set out in this document will be given effect through a suite of local policy and controls. The Activity Centre Zone (ACZ) is the State Government's preferred zone to apply in Activity Centres. This zone will be applied to identified land within the study area. The Structure Plan will be a background document to the Banyule Planning Scheme.

The Heidelberg Structure Plan is:

- A simplified long term strategic planning framework to guide growth in the Activity Centre over the next twenty years.
- A strategic basis for changes to the Banyule Planning Scheme including for the application of the Activity Centre Zone that will inform and guide planning permit applications and their assessment.
- A Place-based framework that will guide future work and investment in the centre.

Legend
— Study Area

Figure 1: Heidelberg Structure Plan Study Area

1.3.2. The Process

Relationship to Previous Structure Plan

The Structure Plan builds upon the previous Heidelberg Structure Plan (2010). It has been simplified and streamlined but continues to apply much of the same intent, key directions and objectives. Many peripheral or outdated matters from the previous plan have been updated (e.g. to reflect current State policy) or deleted in order to provide a clearer plan. A new Activity Centre Zone (ACZ) will also be developed to implement this Plan and it will contain much of the statutory planning controls and guidelines relevant to planning permit processes.

How to read this document

This document provides a suite of information that sets the context around the opportunity that exists at Heidelberg. It articulates the vision and objectives for the Centre. For ease of interpretation, the document has been split up into a number of sections. The following diagram sets out the structure of this document.

1 Part 1:
THE VISION AND CONTEXT
- ✓ Sets the high level strategic intent for the Heidelberg MAC.
- ✓ Describes the physical and market context that will drive growth.

2 Part 2:
THE STRUCTURE PLAN
- ✓ Provides the centre-wide directions to drive land use, economic and built form outcomes.
- ✓ Precinct specific vision and guidance.

3 Part 3:
MAKING IT HAPPEN
- ✓ Statutory & Non Statutory actions.

Figure 2: Reading this document

1.3.3. Structure Plan Process and Framework

The Structure Plan is informed by five technical background reports including: community values, economics, public realm, built form and access and movement.

All five background reports were presented to the community in the form of the Key Directions Paper (April 2021), which consolidated the findings and outlined the next steps and process for commencing the Structure Plan. The Key Directions included:

- Good Design
- Enhanced Connectivity
- Strong, Prosperous Economy
- Vibrant and Active Places
- Environmentally Sustainable and Resilient

Following this, an in depth analysis of significant viewpoints across the Activity Centre was prepared in the form of a Views Assessment. This resulted in the identification of five key views that were considered to be of high significance, based on the values that they captured.

Incorporating all of the above analysis and background work, the following themes have been identified to inform the chapters of this Draft Structure Plan: Land Use and Activity, Built Form and Character, Access and Movement, and Public Realm and Open Space.

Additional Background Work

An **Economic Analysis** looked at the economic composition of the Centre, the drivers and character of recent economic change and the 'health' of the economic sectors.

The **Built Form Review** provided an analysis of the existing conditions and potential development considerations of the Centre. It included an audit of recent developments and VCAT decisions.

The **Movement & Place Options Plan** assessed Heidelberg's street network and focuses on improving sustainable transport options to the Centre.

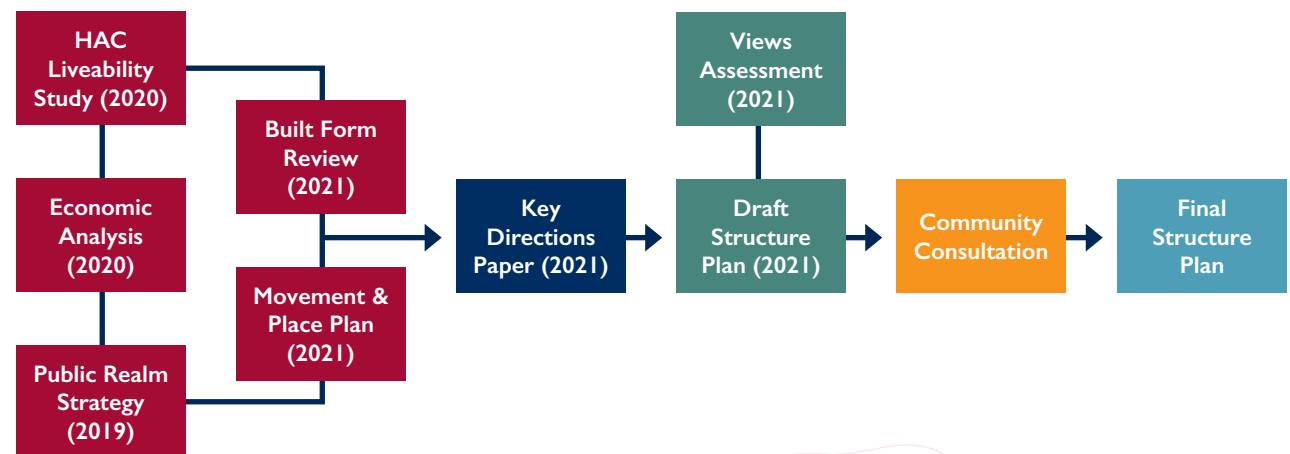Each of these studies included consultation with key stakeholders.

Figure 3: The Structure Plan Process

1.3.4.   Policy Context

How it sits within Victorian Land Use Planning Policy and Planning Controls Structure

Figure 4 provides a high-level overview of the key planning policy framework that applies to the Heidelberg MAC and how the Structure Plan sits within the Banyule Planning Scheme. Planning Schemes and Structure Plans are expected to implement key State and Local Policy.

Plan Melbourne - Victorian State Government's Metropolitan Planing Policy

Identifies Heidelberg Major Activity Centre (MAC) within LaTrobe National Employment and Innovation Cluster (La Trobe NEIC) and '20 Minute Neighbourhood Concept'.

Victorian Planning Provisions (VPPs)

Sets out State Planning Policy Framework that forms part of Planning Schemes.

Banyule Planning Scheme

A) State Planning Policies   B) Local Planning Policies   C) Zones, Overlays and Planning Controls

Heidelberg Structure Plan

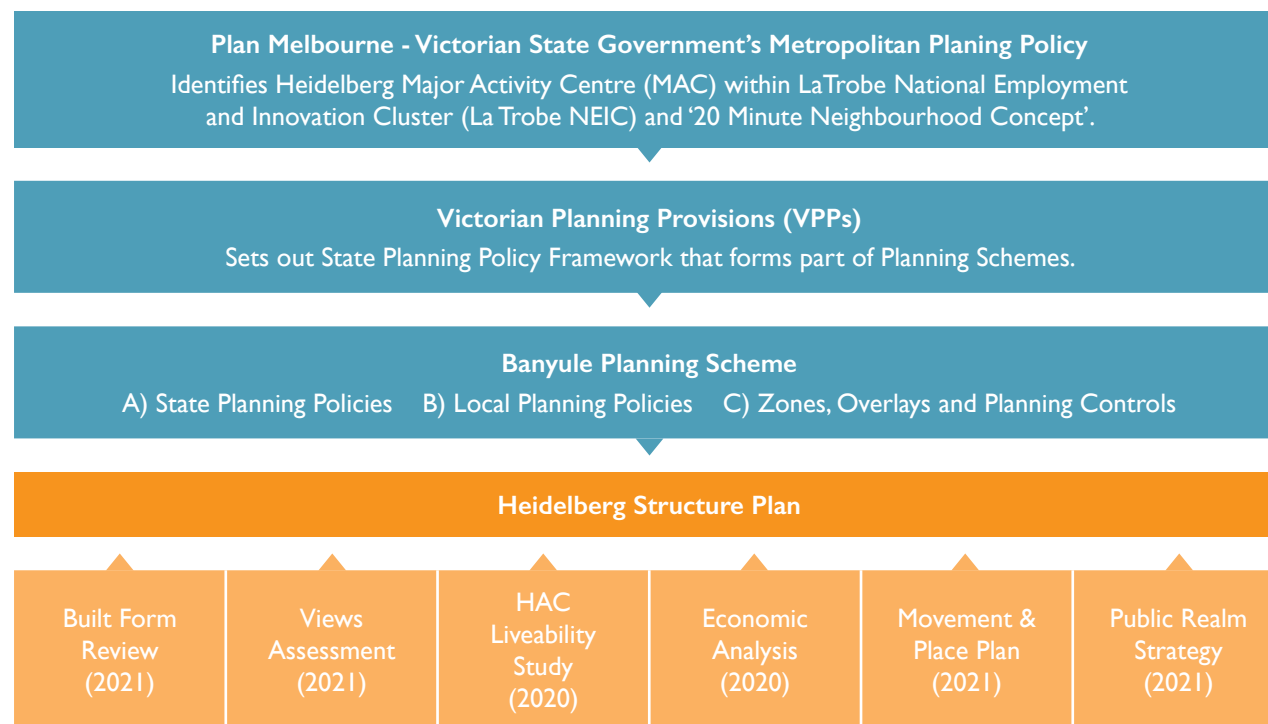| Built Form Review (2021) | Views Assessment (2021) | HAC Liveability Study (2020) | Economic Analysis (2020) | Movement & Place Plan (2021) | Public Realm Strategy (2021) |

Figure 4:   Key Planning Policy Framework

1.3.5.   Regional Context

The Heidelberg MAC is already a State significant health precinct that is home to major public and private health institutions and other allied services.

Alongside this is Burgundy Street, a vibrant retail centre with a strong emerging food economy. It is a major employment centre.

Well positioned alongside the Yarra Valley Parklands with extensive views out to the Dandenong Ranges, Heidelberg is a highly accessible MAC, located only 11km from Melbourne's CBD on the main Hurstbridge rail line. Despite this – access to Heidelberg is set to become even better through the confluence of major transport projects that will bring opportunity as well as new challenges that will need to be managed in years to come.

The following sections provide high level context of the key attributes shaping the centre today and into the future. Background economic analysis supporting the preparation of this structure plan informs this overview.

Heidelberg should take advantage of its enviable accessibility, environmental and lifestyle opportunities to create a jobs rich health, retail and residential centre in Melbourne's north-east.
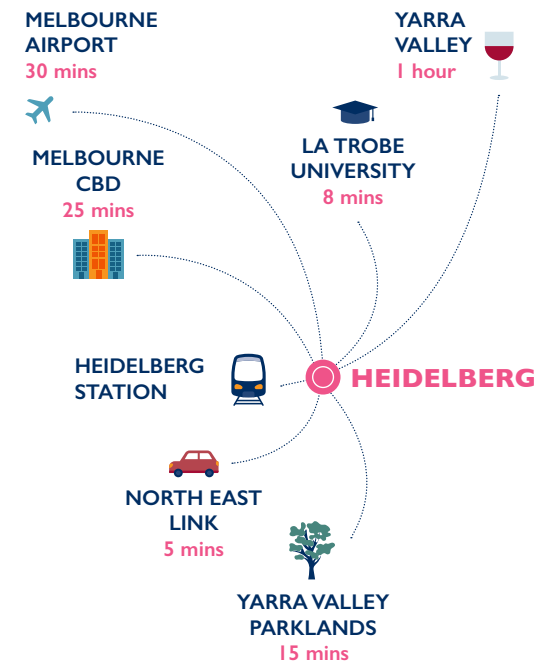
Heidelberg: close to everything

Heidelberg benefits from many attributes, including close proximity to Melbourne's CBD (11km as the crow flies), Melbourne airport (21km), rail access (Hurstbridge line) and proximity to open space and major trails in the Yarra Valley Parklands.

The State Government has committed to three major transport projects that will make Heidelberg a regional transport hub. These are the continued upgrades to the Hurstbridge rail line through the Level Crossing Removal Project, North East Link (nearest portal 1.5km) and the future Suburban Rail Loop (SRL) that has a planned underground station in the centre of Heidelberg.

Heidelberg is also close to regional tourism and recreational opportunities, notably the Yarra Valley wine and food region (30km) and the extensive northern regional trails network, including the connected Yarra and Plenty River trails that provide for regional off-road walking and cycling along with many other sporting opportunities.

From a business and investment perspective, Heidelberg will have enviable credentials as a centre with regional accessibility and lifestyle qualities on its doorstep. From a local perspective – living and working locally and movement by cycling, walking and public transport can become reality as part of the 20-minute neighbourhood concept. La Trobe University is Melbourne's major higher education institution in the Metro North and only 8 minutes by car from central Heidelberg.

MELBOURNE AIRPORT
30 mins

MELBOURNE CBD
25 mins

YARRA VALLEY
1 hour

LA TROBE UNIVERSITY
8 mins

HEIDELBERG STATION

HEIDELBERG

NORTH EAST LINK
5 mins

YARRA VALLEY PARKLANDS
15 mins

1.3.6.   The Heidelberg Community

A quick snapshot of the Heidelberg Community

5,000

The Heidelberg MAC has increased in population to likely exceed 5,000 total residents.

20%

The Heidelberg MAC has accommodated approximately 20% of the City of Banyule's recent population growth.

54.5%

In Heidelberg, 54.5% of the dwellings were medium or high density, compared to 33% in Greater Melbourne.

Young

Younger resident population, with parents and homebuilders representing the largest age structure group.

140

Residents come from over 140 countries and around 120 different languages are spoken (City of Banyule).

5.3%

Lower than average levels of unemployment (5.3% in 2016).

25%

25% of workers live in the same area as their place of employment (City of Banyule).

43%

High levels of education, 43% of residents have a Bachelor degree or higher.
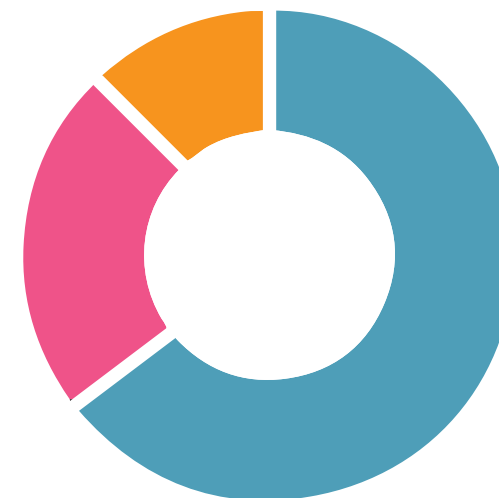
3,283

Total labour force (Profile ID, 2016).

1.3.7. Land use and the Economy

The Heidelberg MAC generated an estimated $2.3 billion of economic output in 2019, equating to 18% of Banyule's total output for the same period. Health care and allied services are a major economic driver in the Activity Centre.

At 2019 there were approximately 13,100 jobs within the Centre representing 31% of Banyule LGA's total employment. The Heidelberg MAC is the municipality's largest economic node by both employment and economic output. The Health Precinct generates 8500 jobs and is growing. During the period 2011 to 2019, health care employment growth within the Heidelberg MAC comprised 25% of all job growth in Banyule LGA.

Retail and commercial

The Centre's Burgundy Street retail spine has evolved into a major food destination that now supports 27 restaurants/café's and four mainline supermarkets. Food uses currently occupy over 25% of Burgundy Street's retail floor space. The emergence of the Heidelberg MAC food economy has helped cushion the decline of the Centre's more traditional merchandise retail sector while also helping the Centre to maintain a relatively low vacancy rate (5% at April 2020). New mixed-use commercial space to the east of Burgundy Street (especially along Jika, Dora, Banksia and Yarra Streets) has attracted a diversity of small-scale recruitment, financial planning, social assistance, legal, information technology and accounting firms to the Centre. The evolution of working and living locally (lifestyle opportunities), coupled with technological innovation will continue to influence change in commercial activity and experiences offered in the Centre and needs an adaptable land use planning system.

- Allied Health
- Burgundy/Bell Retail
- Jika Precinct

Precinct	Jobs 2019	Output 2019 (Million)
Allied Health	8,520	$1,337
Burgundy/Bell Street	3,030	$625
Jika	1,600	$347

Figure 5: Employment Distribution by Precinct 2019

Source: Charter Keck Cramer (2020)

1.3.8.   Business Snapshot

31%

The Heidelberg MAC accounts for over 31% of the City of Banyule's total employment offering and is the municipality's largest economic node.

25%

From 2011-2019, the health care employment growth within the Heidelberg MAC comprised 25% of all new job growth in Banyule.

Two

Two distinct economies in the Health precinct and the Burgundy and Bell Street Corridor.

+317

From 2011- 2019 the Heidelberg MAC experienced significant growth in professional services (+77 jobs), health and social assistance (+180 jobs) and a range personal services (+ 60 jobs).

$2.3b

Approximately $2.3 billion of economic output in 2019 was generated, equating to 18% of the municipality's output.

Two Economies

The economies of the health precinct and the Centre's commercial precincts are currently quite distinct with only 2 in 100 visitors typically moving between them. This analysis validates previous anecdotal observations from retailers that there is currently limited integration between the hospital precinct and its commercial areas. It provides opportunities for public realm and transport planning to create a more legible centre, remove barriers and promote movement and shared outcomes.

Future Floorspace Needs

The following provides an overview of potential floorspace needs for the Heidelberg MAC through to 2036.

Projected Floorspace needs	2036 Base case	2036 Higher growth
Retail	+19,426	+30,495
Health and Medical	+100,000	+160,000
Commercial	+19,768	+31,301

Source: Activity Centre Assessment – Economic Information Base Project (Final Report), June 2017 by Essential Economics.

Notes:

1. Floorspace projections are based on past trends and projected population growth in the municipality. Actual outcomes will be influenced by a range of factors, including societal trends, technological advances, industry disruptors and any COVID-19 legacy influences.
2. Banyule City Council will continue to monitor the economic health of its activity centres on a regular basis.

1.3.9. Housing Trends

Housing Trends

Consistent with State Government policy, the Heidelberg MAC has emerged over the last decade as one of the most significant higher density residential nodes in Melbourne's north east. Since 2007, the Heidelberg MAC added over 900 apartments (at an average of 80 per annum). It is estimated that the Heidelberg MAC has accommodated approximately 20% of Banyule LGA's recent population growth. Housing growth has attracted significant numbers of well-educated and well-paid young adults to the Centre. At 2019, there were more than 5,000 residents living within the Centre which, given the substantial development pipeline, has the potential to grow to over 8,000 residents by 2036.

Residential growth in the Heidelberg MAC provides the basis for the creation of a genuine '20-minute neighbourhood' within the Centre along with more opportunities for local business. The 20-minute neighbourhood concept is a key element of Plan Melbourne for creating liveable communities.

Figure 6: 20 Minute Neighbourhood Concept, Plan Melbourne

Residential growth in the Heidelberg MAC is set to continue into the immediate future with approximately 187 apartments currently under construction (as at early 2021) with a further 200 apartments subject to marketing. An additional 1000 apartments are currently subject to planning or recently approved – meaning there is a good immediate housing supply for Banyule.

The Centre will continue to represent a relatively affordable housing area within the region and, as such, an attractive option for the region's younger and older households. Housing diversity and opportunity are key drivers for Heidelberg's future growth. Such housing is important because of the relative lack of housing diversity elsewhere in the municipality and provides opportunities, for example, to stay local, age-in-place or downsize their housing requirements.

A maturing higher density housing market in Heidelberg also represents a chance to focus on quality, more diverse outcomes and creating the amenities that will improve the overall vibrancy and function of the centre.

Future planning will need to be mindful of State Government expectations for land use around the future SRL station in the centre of Heidelberg. State policy places greater emphasis on housing in and around major transport nodes. SRL planning for Heidelberg remains some years off.

Disruptors and COVID19

COVID-19 has been one of the great disruptors of modern times and may speed up structural changes that were already occurring in our economy, such as the move to online retailing, and remote working. This Plan is intentionally agile to the impacts on how we work, live and socialise within the Centre over the coming years as a result of the changes.

1.3.10. A Place for People

A Place for People - a safe, attractive and sustainable centre

A major objective of Heidelberg's future is to create for itself a unique identity that celebrates local character, history, identity and uses its strengths as the starting point for future planning. These strengths include key views and topography across the centre along with proximity to open space and parklands.

The way we live means that activity centres are likely to take on a broader role as hubs for their immediate and surrounding community and to become more self-sustaining.

Using place making concepts can increase quality of life for Heidelberg's residents and visitors. A strong theme that emerged from the community engagement work was the need of an interesting, accessible central space for the community to gather. Council has already tested some place making interventions, including parklets and pop up park to create space for the community to reconnect. The positive impacts of these trial activations have helped inform the Structure Plan on where possibilities for improving existing or finding new public spaces in the Centre.

1.4. WHAT WE HEARD

1.4.1. Liveability & Key Directions

During Stage 1 of preparing the Structure Plan, we asked the community to share their thoughts and ideas about the Heidelberg MAC.

- Over 3500 letters or emails were directly sent to residents, traders, community groups & organisations.
- Council's online engagement platform Shaping Banyule and social media.

PlaceScore was engaged by Banyule to undertake a Liveability Study to help inform the development of a new Structure Plan for the centre.

Two community surveys were completed between February and April 2020:

Neighbourhood Care Factor Survey

- Which place attributes are most important to you in your ideal neighbourhood?

Neighbourhood PX Assessments

- How is each place attribute impacting your personal enjoyment of your neighbourhood?

A total of 768 insights were shared by the community.

Heidelberg Liveability Study

Detailed analysis of what the community told us was captured in the Heidelberg Liveability Study. The study provides important benchmark data of what the community value and ranks how important certain issues are to people. This allowed Council to focus additional background work around the issues most important to Heidelberg's community.

It also helps us to measure future progress of the structure plan in terms of how it responds to what the community identified as most important to the liveability of the Centre.

Liveability is generally measured by factors that provide quality of life, such as access to fresh water, food, housing, transport, health care, education and a safe, stable environment.

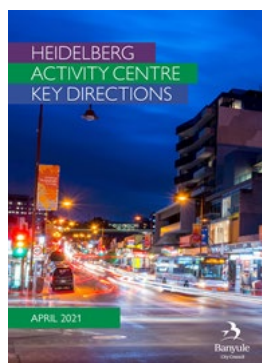### What does the Heidelberg community value?

1. **Walkable, cyclable and convenient**
   Active transport connections from home to a vibrant and diverse local economy
2. **Surrounded by pristine nature**
   A neighbourhood which uses natural features as a point of difference and celebrates and protects nature and landscapes.
3. **Built to last**
   A neighbourhood with well maintained, high quality open spaces that will stand the test of time.
4. **Safe for all**
   A neighbourhood where all can feel safe.

Figure 7: Heidelberg Liveability Study, 2020. PlaceScore

In April 2021, a **Key Directions paper** was released summarising the findings from each of these reports, with a clear link back to the themes expressed in the 2020 community surveys. We used this Paper to check back in with community and stakeholders, including the hospitals, traders and schools.

Key Directions

The Key Directions outlined as part of the **Key Directions paper** are outlined below.

Good Design:

- Balance growth and preferred character while ensuring best practice, yet locally appropriate controls, foster innovation and provide a level of certainty.

Enhanced Connectivity:

- Improve connectivity, accessibility and active transportation to ensure a safe and connected Activity Centre.

Strong, Prosperous Community:

- Support a diversity of commercial activity in Heidelberg, to attract visitors and workers to the centre that encourages and fosters greater place activation.

Vibrant and Active Spaces:

- Provide attractive, safe and engaging places for people to gather and connect.

Environmentally Sustainable and Resilient:

- Improve environmentally sustainable designs and outcomes, in both new development and on the street.

2

THE STRUCTURE PLAN

The Structure Plan comprises the Vision plus two key components:

1. **Framework Plan**
2. **Precinct Plans**

The Framework Plan provides four organising elements that apply across the whole Structure Plan area that guide the overall form and function of the place. These are: Activity and land use, Built form, Access and connection and Places for People (public realm and open space). The four elements build upon the Liveability Study and Key Directions paper discussed in Part 1.

The Heidelberg MAC is separated into 6 precincts – each with its own vision. Precinct specific strategies and actions are included to recognise existing character, predominant land uses and shape future direction.

The appropriate planning policy and controls that will give effect to these precinct visions will be included in the Banyule Planning Scheme.

The ACZ will be applied to identified land in the commercial and retail core of the Activity Centre and to surrounding areas where higher density mixed use is contemplated.

2.1. THE FRAMEWORK

2.1.1. Activity and Land Use

Heidelberg is an important economic centre in Melbourne's north east and has the opportunity to showcase integrated health and transport hub planning at a truly world class level.

This plan aims to support continued economic growth and more local jobs. Housing will also be important to enable more people to live and work locally and to provide retail vibrancy and activity across the centre throughout the day and night. In turn, this will support a range of other supporting services and entertainment options.

A Diversity of Land Uses

The Heidelberg MAC will be home to a diversity of land uses that build on the strengths of the retail, commercial and health economies within the centre. These will be supported by appropriate increases in residential density, while ensuring a clear transition between the centre and Banyule's surrounding residential areas.

Increasing Housing Options

Future development of the centre will focus on encouraging greater levels of housing diversity, by allowing for varied dwelling typologies that will meet the needs of all members of the community. This will include higher density apartments and flats, dwellings suitable for older members of the community, as well as conventional homes.

Housing to support growth in health care industry for professionals, including key workers along with short stay accommodation for visitors in proximity to hospitals will be needed to support economic prosperity.

Two Distinct Economies

The health precinct and the commercial and retail centre will continue to develop as two distinct economies that further enhance the overall significance of the centre. This growth will be supported by new high quality developments that attract visitors to the centre's streets, and by continuing to support and embrace new technologies and trends.

Activated Streets

Activation of the street through land uses that enhance pedestrian movement and extended kerb-side trading will be a major focus of the Heidelberg MAC. Night-time uses such as dining, as well as an increased residential population in upper floors will contribute to increased activity and surveillance of the street, further promoting the centre's vibrancy. Ground floor activation around the train station and Health Precinct will be an important future focus.

2.1.2.   Objectives and Strategies

Encourage a diversity of uses within the Bell and Burgundy Street cores, including retail, entertainment, services and residential land uses.

Strategies

- Allow for mixed use developments with employment generating uses at increased densities in designated locations along and around Bell and Burgundy Streets, and Rosanna Road.

- Encourage active ground floor land uses in new developments to activate public realm, especially in Precinct 3.

- Encourage retail and entertainment venues to contribute to the night time economy, to increase pedestrian activity and create a safer night time environment.

- Encourage mixed-use forms of development in key locations that consider new and emerging forms of vertical tenure, including co-working opportunities as well as flexible floorplates and floor to ceiling heights that allow conversion to alternative uses. See also *Built form and character*.

- Ensure future planning controls provide explicit support for larger floorplates capable of supporting homemaker activity along Bell Street.

Retain and enhance existing medical and ancillary land uses across the centre.

Strategies

- Continue to collaborate with health providers to support the growth of the medical precinct by encouraging new developments within the precinct that provide additional floor space, with flexible layouts that are appropriate for health related uses.

- Encourage health-related activity and uses at ground levels to positively contribute to the public realm with active frontages and street entrances.

- Encourage a 'soft edge' on Upper Heidelberg Road between the residential and health precinct with mixed use, that includes flexible accommodation options. medical & ancillary use as well as residential.

Ensure that both the Health Precinct and the Commercial and Retail core continues to develop as two distinct economies that operate independently of one other.

Strategies

- Support the growth of the Health and Hospital Precinct by encouraging new development within the precinct, especially where it demonstrates benefit at a local level.
- Ensure the centre leverages commercial activity from future high density development by supporting a mix of uses at ground and lower levels.
- Support physical retailers to adopt e-commerce platforms by providing broader understanding of technologies to the community and supporting hybrid activities such as click and collect infrastructure.
- Undertake best-practice integrated planning for the centre with all levels of Government to ensure that transport, health, education and research deliver a world-class hub model.

Actions

- Engage with energy providers and advocate for upgrades to power supply to the Health Precinct, which could include a Precinct Energy Plan which draws upon renewable energy sources.
- Advocate to the State Government that a lead agency be appointed to coordinate and deliver strategic planning and development outcomes for the whole of the La Trobe National Employment and Innovation Cluster.

Encourage greater housing diversity through different residential precincts that provide for a variety of housing typologies and densities.

Strategies

- Allow for higher density residential buildings, including apartments of 4 storeys and above, in areas bordering mixed land use areas of high amenity, accessibility and service provision, identified as residential 4+ storeys in figure 8.
- Allow for increased residential diversity, including dwellings and apartments of up to 4 storeys, in locations that are well serviced by public transport and proximate to mixed use areas identified as residential 4 storeys in figure 8.
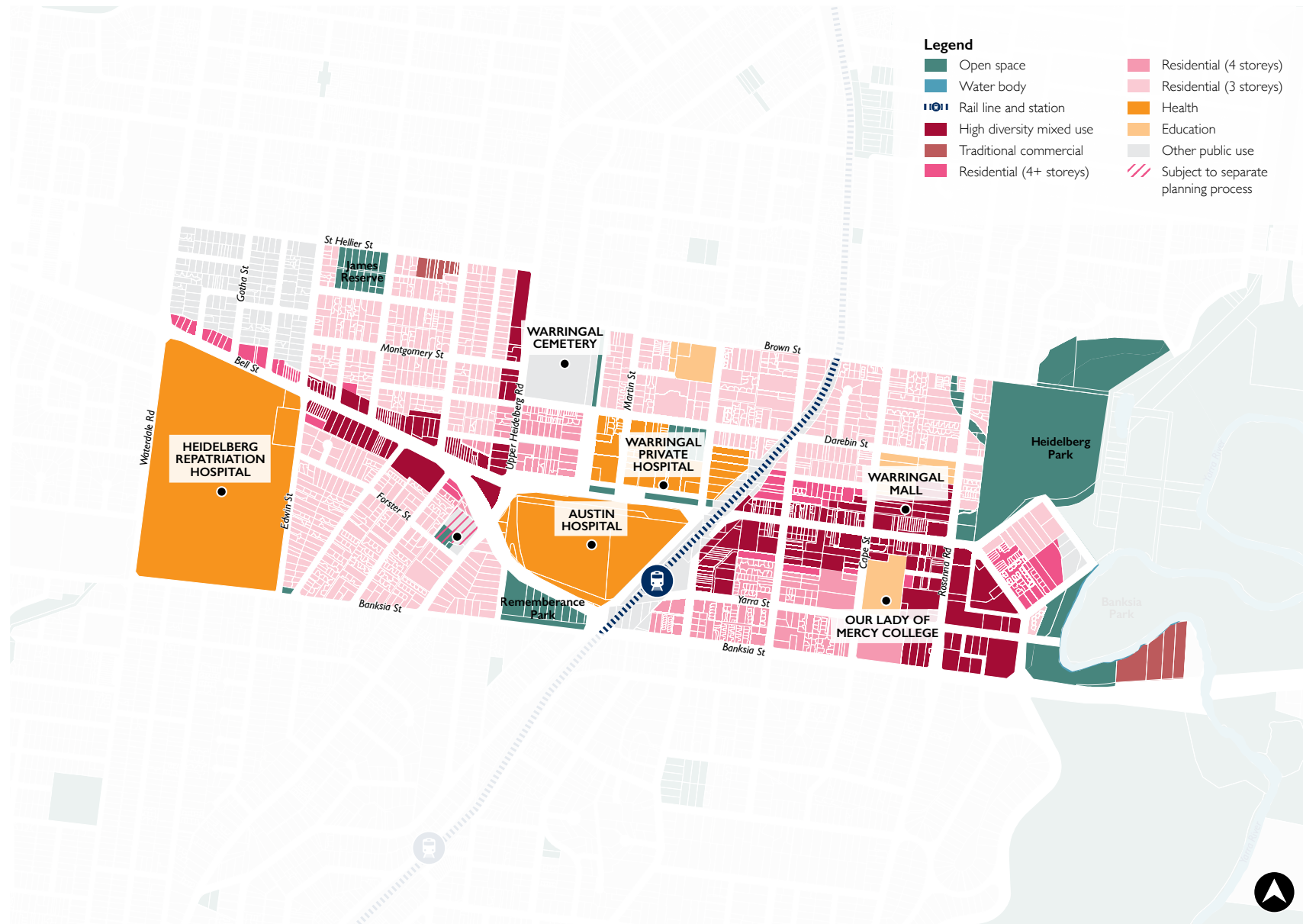
- Allow for a transition in residential diversity, including dwellings of up to 3 storeys, in all other residential areas within the Activity Centre, identified as residential 3 storeys in figure 8.
- Encourage larger floorplates in higher density, mixed-use or residential developments, including for a dwelling mix that caters for remote/flexible employment arrangements, such as 2 bedrooms and a study or, 3 bedrooms.

Ensure planning controls are aligned with the recommendations of the Structure Plan.

Actions

- Prepare a planning scheme amendment to apply the Activity Centre Zone to identified land within the study area, update local planning policy and add the Heidelberg Structure Plan as a background document to the Banyule Planning Scheme.

Future Land Uses

Legend

- ▮ Open space
- ▮ Water body
- ▮ Rail line and station
- ▮ High diversity mixed use
- ▮ Traditional commercial
- ▮ Residential (4+ storeys)
- ▮ Residential (4 storeys)
- ▮ Residential (3 storeys)
- ▮ Health
- ▮ Education
- ▮ Other public use
- ▨ Subject to separate planning process

St Hellier St
Gotha St
James Reserve
WARRINGAL CEMETERY
Montgomery St
Brown St
Martin St
Bell St
Waterdale Rd
HEIDELBERG REPATRIATION HOSPITAL
Edwin St
Upper Heidelberg Rd
WARRINGAL PRIVATE HOSPITAL
Darebin St
Heidelberg Park
Forster St
AUSTIN HOSPITAL
WARRINGAL MALL
Cape St
Rosanna Rd
Banksia St
Rememberance Park
Yarra St
OUR LADY OF MERCY COLLEGE
Banksia St
Banksia Park

2.1.3. Built Form and Character

As the major activity centre in Melbourne's north east, there is a genuine expectation in Plan Melbourne and local policy that Heidelberg will deliver outcomes at higher densities than in surrounding suburban locations. Our Liveability Study shows that our community wants to see high-quality and engaging built form. Development will need to respond to local characteristics and features as well as considering better greening, cooling, human scale experiences at street level and creating safe and active interfaces. Development can't and shouldn't always conform to existing scale and use patterns in a centre when change is anticipated, but development across the structure plan area will need to consider and respond to the future site context and demonstrate equitable outcomes.

Best Practice, Locally Appropriate Built Form Outcomes

New buildings within the centre will feature greater levels of building separation, particularly at the upper levels of new buildings, which will ensure that they do not visually dominate the street-scape and to allow for greater sunlight penetration to the street.

This will also allow for enhanced internal amenity within new buildings, avoiding potential overlooking between habitable rooms, allowing for increased natural light into dwellings and equitable development outcomes.

Best practice controls and guidelines will target these key issues and will facilitate the development of new buildings within the centre that are more locally appropriate and make a positive contribution to the public realm. These controls will address built form elements including upper level setbacks, tower separation and side setbacks.

Protecting Heritage

Future development within the centre will ensure that careful consideration is given to the response to sensitive interfaces with heritage buildings or precincts. This will be achieved by providing increased setbacks at both ground and upper levels to reduce the visual impact of new development on heritage buildings or precincts. There is also opportunity for new development to reflect, but not mimic, the materials and styles of existing structures to ensure a sense of continuity along the streetscape.

Enhancing Character and Identity

New development will respond and contribute to the identified character of the centre and its precincts. Bespoke design guidelines will ensure that streetscapes, gardens and materials are respected as the centre grows.
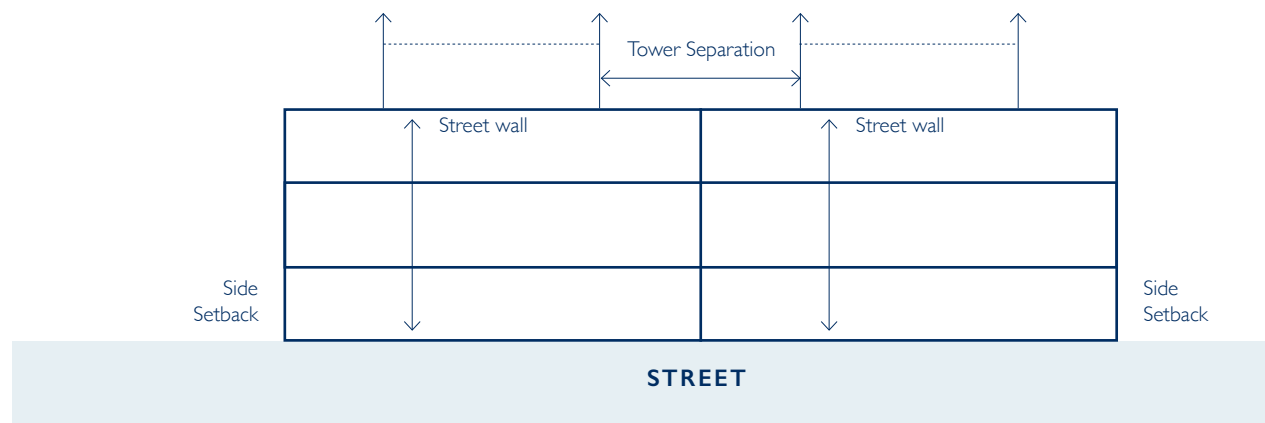

Figure 8: Built Form Attributes

Protecting Key Views

New development will ensure that any upper levels do not extend into identified significant views. This will protect long range views to ridgelines, areas of high quality vegetation and landmark structures and will ensure that they continue to contribute to the identity of the centre.

See Heidelberg Views Assessment for further details of significant views including the methodology and assessment criteria.

Legend
— Study Area

Upper Heidelberg Road and Burgundy Street View

Studley Road & Bell Street View

Burgundy Street and Stradbroke Avenue View
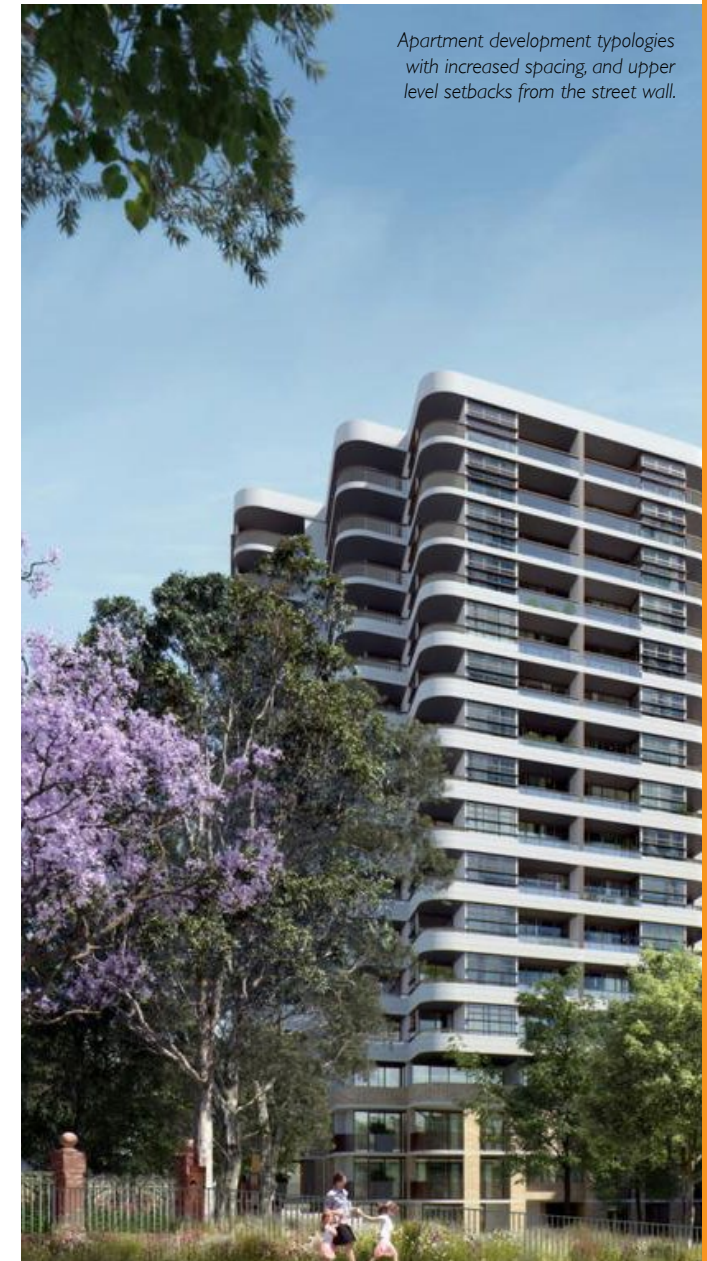

Hawdon Street and Darebin Street View

Hawdon Street View

Objectives and Strategies

Ensure best practice and locally responsive built form outcomes through appropriate building heights, tower separation and setbacks.

Strategies

- Ensure maximum building heights respect the emerging and preferred streetscape character of identified precincts.
- Ensure street wall heights and upper level setbacks provide a positive pedestrian experience.
- Ensure street wall heights are of a scale that contributes positively to the preferred streetscape and precinct identity of Burgundy Street.
- Provide consistent visual separation between the street wall and the upper level of development, as viewed from the street.
- Ensure side and rear setbacks achieve an adequate level of internal amenity for habitable room windows, including solar access and privacy separation without the need for screening.
- Ensure there are gaps in and between development above the street wall to enable views from the public realm, and allow solar penetration to the street.
- Provide an appropriate built form transition to surrounding residential areas and open spaces, heritage buildings and other sensitive uses.

- Ensure visual bulk is mitigated through appropriate heights and setbacks.
- Ensure development avoids visually impacting or obscuring identified key views.
- Ensure development avoids the additional overshadowing of streets, footpaths and open spaces.
- Ensure that setbacks are provided to internal laneways to increase building separation and allow for solar access to ground level.
- Ensure side setback requirements encourage lot consolidation of narrow lots, to achieve an appropriate and preferred built form response.
- Encourage larger floor plates in new development along Burgundy Street, Cape Street, Hawdon Street and Mount Street.
- Provide sufficient area for the provision of deep soil planting and canopy trees within building setbacks that reflect and enhance the vegetated setting and the green character of the surrounding environment and to increase greening and biodiversity.
- Ensure the provision of landscaped buffers to Heidelberg Gardens and other identified sensitive interfaces.
- Avoid underdevelopment and uses that are not consistent with the vision, or the preferred or mandatory maximum height of the relevant precinct.

Apartment development typologies with increased spacing, and upper level setbacks from the street wall.

29

Ensure a sympathetic design response that respects heritage buildings and precincts.

Strategies

- Provide an appropriate built form interface response that ensures development does not visually dominate, overlook or overshadow heritage sites, including ensuring:

- 5 metre ground level setback where appropriate

- Street wall height that reflects the street wall height (including any parapets) of the abutting heritage building

- 3 metre upper level front setback, above the street wall

- Ensure building heights are sympathetic to and respect adjacent heritage buildings or precincts

- Ensure development does not mimic or replicate adjacent heritage styles.

- Encourage materials, colours and architectural articulation of adjacent development that positively responds to heritage sites.

- Where a heritage site is partially redeveloped, avoid facadism and ensure the integrity of the heritage fabric is retained, as viewed from the public realm.

- Any development on heritage sites will be guided by the provisions of the Heritage Overlay and the Cultural Heritage Conservation Policy in the Banyule Planning Scheme.

Enhance best practice good design principles, that positively contribute to the character and identity of each precinct.

Strategies

- Ensure materials and colour palettes of new development are within keeping and reflect the preferred character of the precinct.

- Ensure glare of materials used for new development does not visually impact identified key views, cause nuisance to occupants of neighbouring properties or users of key public open spaces and areas.

- Provide adequate levels of glazing to ensure appropriate activation and contribute to the passive surveillance of the public realm.

- Ensure all shopfront and lobby entrances are of high quality, by clearly framing entries with glazing and integrated awnings.

- Ensure all doors fronting the street open inwards to avoid impacting pedestrian movement.

- Ensure the style and scale of architectural features in new development respond appropriately to surrounding interfaces.

- Ensure the placement and location of building services are fully integrated into the building design and where it is unavoidable to locate services along the front facade, consider a 'bookend' placement, to minimise the amount of continuous blank facade treatment.

- Ensure balconies are located and placed to enhance passive surveillance of the streets, laneways, public areas and public open spaces.

- Ensure the design of corner buildings address both street frontages with active uses.

- Avoid large blank walls and uniform front facades along laneways, side streets and open spaces.

- Ensure building entrances are accessible for users of all abilities (avoid level changes, where practicable) with a clear visual connection to the street.

- Minimise vehicular access points along street frontages and the dominance of car parking.

- Ensure all podium and ground level car-parking frontages have a high quality, visually interesting and interactive interface with material and design detail that allows for adequate ventilation.

- Provide safe and easily accessible bicycle storage and parking within developments.

- Provide weather protection in the form of awnings, at a consistent height along identified primary pedestrian routes.

- Design Advertising signage that does not dominate buildings, detrimentally affect the character or amenity of adjacent visually sensitive residential areas, or visually impact on identified key views.

- Provide greening and landscaping (where appropriate) of building podiums to enhance the green character of the surrounding environment.

- Utilise ESD principles within the design of new developments, to reduce negative impacts on the environment, improve the health and comfort of buildings and to provide for affordable living.

Actions

- Develop and prepare a 'Banyule Good Design Guide', that clarifies expectations for larger scale development within Banyule and seeks to promote quality development throughout the municipality.
- Investigate having an independent design review panel for the municipality that could provide expert advice from leading professionals about significant development proposals.
- Prepare a Planning Scheme Amendment to give effect to the precinct objectives and strategies in the Banyule Planning Scheme.

Protect and enhance existing heritage buildings

Apartment development typologies with active ground-level frontage.

Future Building Heights

Legend

■ (green)	Open space
■ (blue)	Water body
▮▯▮	Rail line and station
▨	Subject to separate planning process
■ (grey)	Heritage overlay
✳	Key opportunity site: subject to seperate built form consideration

Future Height Limits

■	11m
■	13.5m
■	16m
■	17m
■	20m
■	23m
■	26m
■	26 (mandatory)
■	29m
■	32m

Map labels:
St Hellier St, Gotha St, James Reserve, WARRINGAL CEMETERY, Montgomery St, Brown St, Martin St, Upper Heidelberg Rd, Bell St, Waterdale Rd, HEIDELBERG REPATRIATION HOSPITAL, WARRINGAL PRIVATE HOSPITAL, Darebin St, Heidelberg Park, WARRINGAL MALL, Edwin St, Forster St, AUSTIN HOSPITAL, YARRA VALLEY WATER TANK SITE, Cape St, Rosanna Rd, Banksia Park, Banksia St, Rememberance Park, Yarra St, OUR LADY OF MERCY COLLEGE, Banksia St

2.1.4. Access and Connection

Improved access through State infrastructure investments

Accessibility to and from Heidelberg will be significantly enhanced with the completion of the North East Link (NEL), Suburban Rail Loop (SRL) and rail capacity increases due to the duplication of the Hurstbridge line. Furthermore, proposed active transport projects around Heidelberg that have been included in the business case, including Shared Use Paths through the Yarra Flats, over the Yarra River at Warringal Parklands, and along Bulleen Road will improve access around the centre. The increased catchment area will allow a greater number of visitors easier access to Heidelberg, as well as providing Heidelberg residents with better access to other centres.

Getting to and from Heidelberg

Heidelberg MAC will continue to benefit from accessibility by multiple modes of transport. The Figure 9 opposite provides a breakdown of existing transport mode share. It highlights that car remains the preferred mode for work travel and the opportunity that exists to promote alternative modes of transport.

General traffic

A diverse transport network will provide people with increased viable alternatives to vehicle travel, which will address safety, access, amenity, and cost implications of vehicle usage. Encouraging active modes of transport for local trips will reduce the current reliance on private vehicle.

Walking and Cycling

Improve bicycle and pedestrian paths connections to other major employment anchors in the La Trobe NEIC, particularly LaTrobe University and Heidelberg West Business Park.

Bus

As Heidelberg grows, improved bus access and services on less frequent routes will be critical in reducing car dependence, to avoid congestion and impacts on parking.

Train

Access to areas outside of Heidelberg will be significant enhanced by the completion of stage 3 of the Suburban Rail Loop (SRL). This will provide direct access to La Trobe and Deakin Universities, as well as other Major Activity Centres, such as Doncaster and Box Hill. The SRL opportunity will allow Heidelberg to grow in a way that promotes the centre as a destination of choice for residents in the northern and south-eastern metropolitan regions.

Creating more opportunities for people to live in Heidelberg will optimise access to the centre's intensification and diversity of services, as well as to the above mentioned destinations.

Freight

The efficiency and movement of freight through the centre will be significantly improved with the completion of the North East Link. A significant reduction of congestion along Rosanna Road will create opportunities for the road reserve to be redesigned to balance modal priority, encouraging active forms of movement.
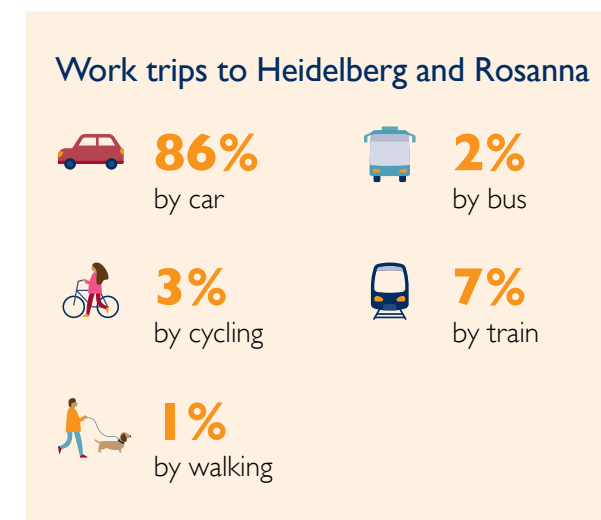
Work trips to Heidelberg and Rosanna

86% by car

2% by bus

3% by cycling

7% by train

1% by walking

Figure 9:

Enhancing active modes of travel within Heidelberg

Heidelberg will be further enhanced as a 20-min neighbourhood by encouraging increased local trips by walking, cycling and public transport. Walking trips will be made viable within two kilometres of the Centre, and bicycle riding trips within five kilometres.

Creating safe and comfortable pedestrian and bicycle routes within Heidelberg will optimise this catchment. Improving active transport infrastructure along busy roads will contribute to greater active transport, despite the at times, challenging topography.

Improving the viability of active transport modes will also see a reduction in car reliance and consequently congestion, safety and amenity impacts in the centre. A higher share of active transport trips to Heidelberg will contribute to financial savings, higher levels of local spending and viability of improvements to the urban realm. Emerging forms of transport such as electric bikes are likely to play an increasingly important role in modal shift.

Intensification of the centre will support higher levels of economic activity, including a diversity of services. With more services available, a higher proportion of residents will be able to travel locally for most of their trips, further enhancing the 20-min neighbourhood concept.
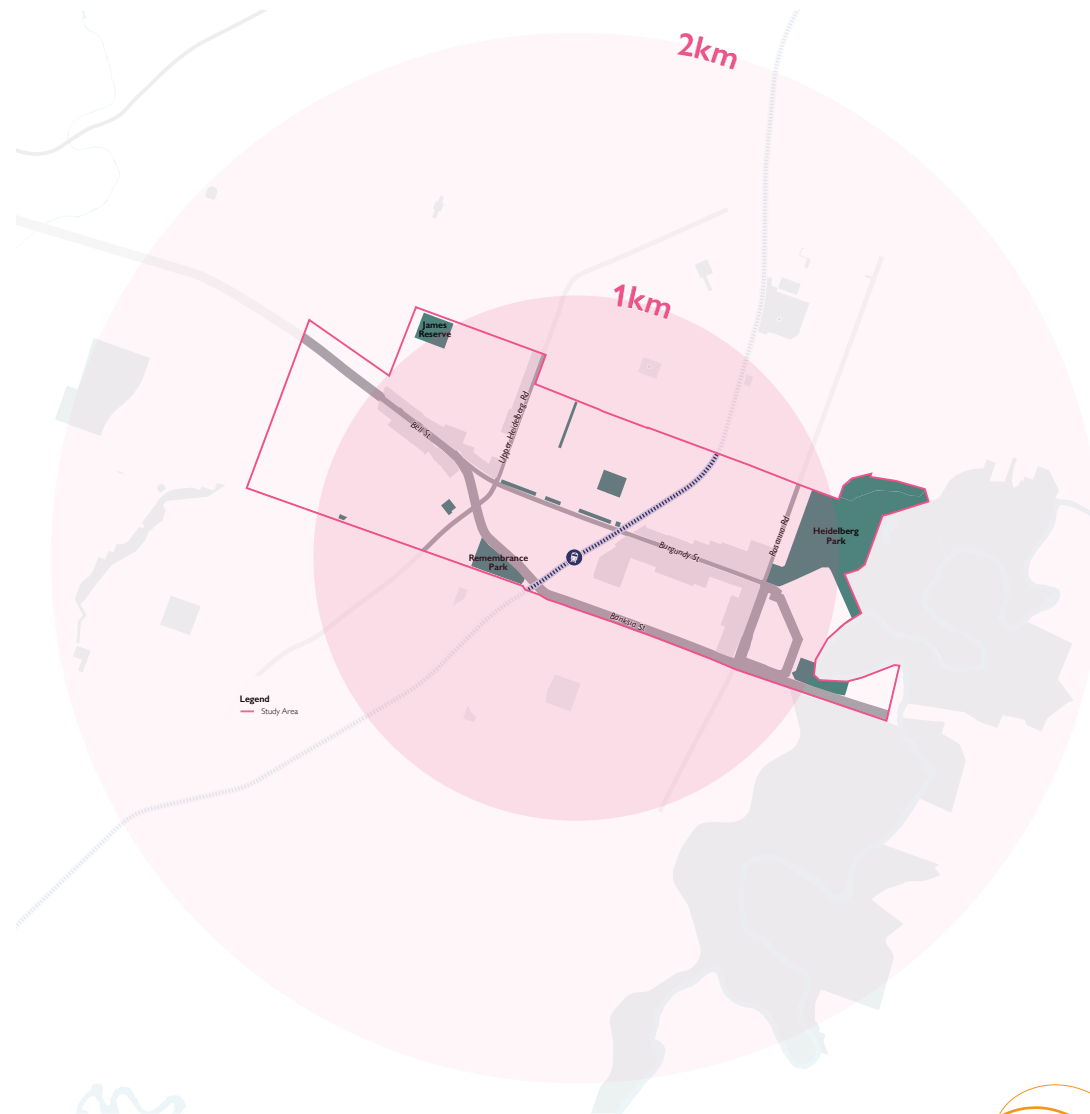

Figure 10: 1 and 2 kilometre buffers from the Heidelberg Train Station

Creating this critical opportunity for enhancing the viability of walking and riding, will allow for greater improvements within the pedestrian and bicycle networks, to be useful, safe, comfortable and interesting for users.

Enhancing the walkability of Heidelberg will support a growing centre, by reducing household transport costs; improving levels of local economic spending and creating viable business opportunities.

Optimising the use of public realm space for businesses, active built form frontages, open space and other productive uses, rather than parking and traffic lanes, will also greatly improve the centre's walkability.

Improved connectivity between residential areas surrounding Heidelberg, and its key destinations for shopping, education, health and recreation will also encourage greater bicycle usage.

Improving bicycle riding infrastructure, particularly along Cape Street (where school drop off/pick up is challenging) will encourage an increase in walking and bicycle riding by students at schools in and around Heidelberg, as well as address safety concerns with traffic congestion.

Based on a detailed analysis of Heidelberg's movement network, using the Department of Transport's Movement and Place Framework, gaps in performance have been identified and will be addressed through options that aim to improve the performance of transport modes. For example, this Structure Plan identifies locations that would benefit from installing a new pedestrian crossing or extending the kerb out-stands at an intersection to reduce the pedestrian crossing distance.

Increased pedestrian crossings within the Activity Centre will improve walkability and safety, and connect to key destinations

Objectives and Strategies

Ensure that bus routes provide direct links to and from Heidelberg, and to key destinations in the NEIC such as La Trobe University. Buses must be accessible to residential areas and other key destinations, and timetables should meet a wide variety of user needs.

Strategies

- Further investigate the suite of bus network and service options as outlined in the Movement and Place Options Plan, 2020.
- Work with DoT to:
  - explore options to provide better bus connections to employment and education destinations within the La Trobe NEIC.
  - explore options to improve safety where bikes and bus lanes co-exist, such as the relocation of Route 548 from Edwin Street to Waterdale Road.
  - progress local and regional bus network reform and service design, including relevant park and ride stops using the express bus route along the Eastern Freeway to be delivered as part of the North East Link project.
  - improve bus stops and pedestrian access to them.

Actions

- Undertake an audit of bus stops in and around Heidelberg, reviewing accessibility, DDA compliance, wayfinding, and pedestrian access.
- Advocate to DoT for the following:
  - Bus capacity improvements on Banksia Street.
  - Frequent, reliable bus services and timetables that as part of fully integrated public transport network to better meet community needs.

Enhance the rail network and encourage greater train usage.

Strategies

- Ensure high quality and intuitive pedestrian connections from Heidelberg station to key destinations, including Burgundy Street, the Health Precinct and Heidelberg Park.
- Integrate the future SRL station with the Heidelberg MAC to optimise value creation, including with a transport interchange to be delivered at Heidelberg station ahead of the SRL infrastructure.
- Optimise the train network catchment by improving public and active transport connections between Hurstbridge Line train stations and nearby residential areas.

Actions

- Advocate for trains to operate to Clifton Hill and Eltham every 10 minutes from 6:00am to 10:00pm, seven days a week.
- Prepare an advocacy paper outlining Council's desired objectives and outcomes for the future SRL station.
- Review active transport access arrangements around Heidelberg station and other train stations in Banyule.

Increased train services to Heidelberg Station

Reduce the overall impacts of vehicle traffic within and to/from the Heidelberg MAC, by prioritising alternative modes of transport.

Strategies

- Utilise road reserves to better accommodate active transport modes and to improve place creation and amenity.
- Provide access points for vehicles that are intuitive and enhance pedestrian safety and amenity within the activity centre.
- Install additional wombat (raised zebra) crossings to improve pedestrian priority and safety in Heidelberg.
- Investigate installing kerb outstands to reduce pedestrian crossing distances. This would reduce crossing times for pedestrians, and delays to vehicles from crossing pedestrians.
- Discourage new driveways from being constructed across key pedestrian spines including Burgundy Street and Mount Street.

Actions

- Advocate to DoT to shorten the traffic signal cycles within the centre to ease traffic movement, reduce vehicle speeds and facilitate pedestrian priority that supports drivers using car parking areas on the fringe.

Allow for safe and efficient movement of freight, that is located away from areas of high activity and amenity.

Strategies

- Ensure that freight access points and loading bays are located to limit interaction with pedestrians (for example back-of-shop laneways).

Actions

- Work with the North East Link Project to minimise impacts on Heidelberg during construction of the project.
- Review the night-time truck curfew on Rosanna Road and other roads in Banyule, following commissioning of the NEL.
- Continue to monitor freight movements along Rosanna Road during NEL construction and develop concept designs to advocate to DoT for better uses of Rosanna Road after NEL is commissioned. As demand reduces, investigate ways to improve outcomes for other transport modes.
- Investigate ways to consolidate freight movements to and from Heidelberg, for example work with the Hospitals to identify the feasibility of a consolidated industrial laundry service located nearby to reduce vehicle movements and increase local economic opportunities.

Prioritise alternative modes of transport throughout the centre, including cycling.

Encourage greater levels of active transport across the Heidelberg MAC to establish walking and cycling as preferred modes of travel.

Strategies

- Create safe, intuitive and comfortable routes of travel for all pedestrians including priority at intersections.
- Encourage increased residential densities within walking distance of the centre, to reduce the reliance on cars.
- Provide separated infrastructure on the key DoT Strategic Cycling Corridors around Heidelberg, including Edwin Street, Studley Road and Upper Heidelberg Road.
- Improve bicycle and pedestrian path connections to the Main Yarra Trail, particularly from Burgundy Street and Yarra Street. This includes a bridge over the Yarra River between Warringal Parklands and Banksia Park, providing access between Heidelberg and Heide Museum of Modern Art.

Actions

- Work with DoT to investigate ways to improve active transport access from areas to the west of Heidelberg (particularly Bellfield and Heidelberg West) where access currently relies on low-safety road sharing along Banksia Street and Bell Street.

Ensure that walking is the preferred method of travel within the Heidelberg MAC by:

Strategies

- Improve pedestrian access across intersections by narrowing the road pavement and distance that pedestrians need to cross.

Actions

- Undertake an accessibility review for the centre.

Ensure that bicycle riding within the Heidelberg MAC is viable for all user types, regardless of their experience and confidence.

Strategies

- Integrate cycle infrastructure with the broader transport network, providing direct, safe and comfortable connections between riding and other modes.
- Advocate for a reduction in speed limits along key DoT strategic cycle links and provide separated infrastructure to improve safety.
- Work with DoT to install bicycle signals at traffic lights along the Strategic Cycling Corridors particularly at intersections along Banksia Street, Studley Road and Upper Heidelberg Road.

Optimise access, environmental amenity and local economic outcomes, in the design of all carparking.

Strategies

- Minimise vehicle access points on streets of high activity.
- Encourage consolidated facilities to be managed so that all spaces are available to the public, rather than specific users like customers of a particular store, or building occupants. Management of these parking uses can avoid spaces being locked out from the public 24/7.
- Ensure that parking in new developments is managed as shared parking facilities.
- Ensure that the active frontages of new developments are optimised by minimising vehicle access points on high activity streets.
- Encourage car sharing, through dedicated parking spaces for car share vehicles.
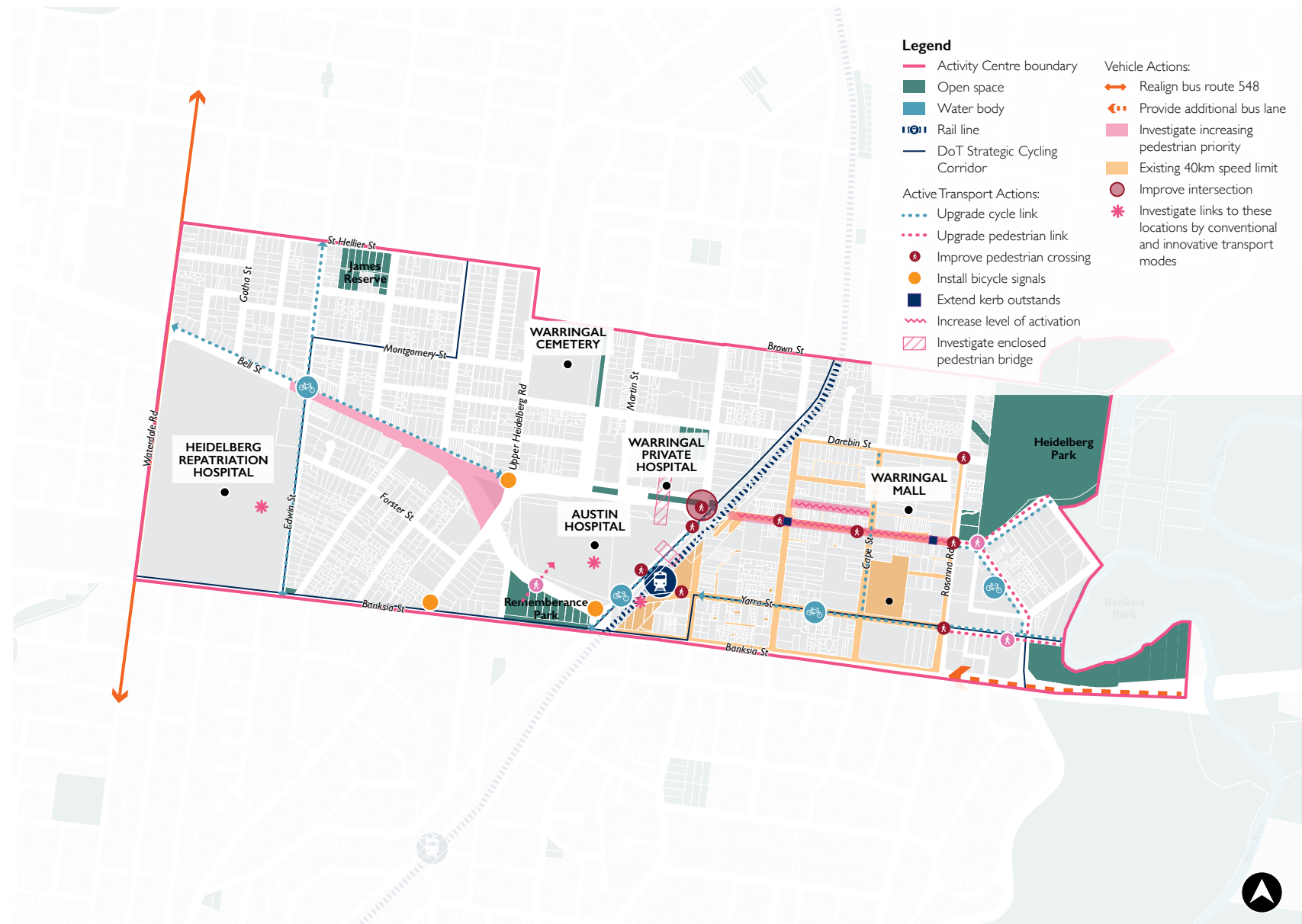- Investigate ways to consolidate parking off-street.

Actions

- Review of the car parking needs of the Centre as part of a 'place based' strategy that considers parking alongside pedestrian priorities, active transport, public realm activation, street trees and economic development to ensure that current parking management strategies are positively contributing to the community vision for Heidelberg.

- Improve car parking management processes to ensure that best practice approaches are used to ensure that users are paying appropriately for the convenience they receive and impact they have on other visitors to the centre.

Prioritise walking as the preferred method of travel within the centre

Access and Connection

2.1.5.   Places for People: Public Realm and Open Space

Providing places for people

Heidelberg will deliver high quality public realm and open space networks that encourage social interaction, recreation, and healthy living, while celebrating Banyule's existing biodiversity and the diversity of the community. This will be achieved by prioritising a network of highly permeable streets, paths and public spaces that are safe and provide for a convenient movement of people within and around the precinct. New and existing public spaces will provide a diverse range of areas for the community to recreate, gather and connect.

Enhancing the public realm through well-designed streets

Kerb outstands have been typically utilised for additional public amenity and outdoor dining, for example the existing area near Leo's supermarket. These types of interventions will continue to provide a successful and useful blueprint for further public realm improvements along Burgundy Street to gain additional public gathering spaces. Utilising additional kerb outstands as spaces to plant canopy trees will further improve the streetscape amenity and contribute to the greening of Heidelberg.

Enhancing links, both visually and physically, from the Activity Centre to Heidelberg Park and to the train station, will also improve activation of public spaces. Along key streetscapes, activated

frontages will include enhancing weather protection and improved connectivity between built form and the public realm. This will include a focus on innovative ways to deliver a series of smaller versatile activated spaces throughout the centre, such as the kerb outstands, but also through newly acquired open space. Where sites have dual street frontages, pedestrian through-links are encouraged to improve connectivity. Active streetscapes will also be encouraged by avoiding dramatic level separation between streets and new developments. The Centre's streets and spaces will be made safer for all through applying the principles of 'Crime Prevention Through Environmental Design' (CPTED), and by building strong, inclusive partnerships with the community through place making and activations.

Heidelberg Park

Connecting to the Yarra Birrarung River Corridor

Part of the Centre is identified in the Yarra Strategic Plan*

The Yarra Valley Open Space Precinct (Precinct 1) is within identified Yarra River Land and covered by the Wilip gin Birrarung murron (Yarra River Protection) Act 2017. The Heidelberg Structure Plan must align with the higher level strategic direction, performance objectives and actions as set out in the Yarra Strategic Plan (YSP).

Banyule will continue to collaborate with Melbourne Water and the Traditional Owners, the Wurundjeri Woi Wurrung to achieve the YSP objectives of:

- A health river and lands
- A culturally diverse corridor
- Quality parklands for a growing population
- Protecting the natural beauty of the Yarra River Corridor

*Currently at Ministerial approval (November 2021).

Creating open spaces for all

Access to open spaces provides many benefits to the community and its visitors, including enhancement of physical and mental health, such as a reduction in the risk of developing chronic diseases. Beyond mental and health benefits, open spaces also contribute to improved social and environmental outcomes.

The Heidelberg MAC will reinforce its existing network of parks and open spaces, to provide greater access to residents and visitors, and to connect healthy habitats for wildlife. The distribution and performance of open spaces will also be strengthened to ensure the future population can enjoy high-quality parks and green spaces.

Creating a hierarchy of open spaces throughout the centre will include smaller moments of activated spaces on existing Council land that are already linked to key pedestrian and cyclists' pathways. It will also ensure that larger open spaces, such as Heidelberg Park, Remembrance Park and Service Reserve are better connected and designed to attract users of all abilities. As more residents move into the Centre, especially in the higher density residential developments to the west, it will be important that additional open space is found to service the growing population. Creation of a new central public space in the core of the centre will also enhance the attractiveness and experience of the centre for its users.

Refer to the Banyule Public Open Space Plan (2016) and Heidelberg Public Realm Strategy (2019) for further information.

2020

19ha

publicly accessible open space

4.19ha

per 1,000 people

By 2030:

3,300

additional residents within the centre

1.16ha

per 1,000 people

Place Making Pilot Projects

Throughout 2021, Banyule piloted several place-making initiatives. Several on-street car parks along Burgundy Street were transformed into temporary parklets. On Council owned land outside of Leo's Supermarket, a pop up park created a new destination in the heart of Heidelberg. The park was designed as a modular, multi-purpose space with a mix of dining booths, bench seats, plants and anchored by a central event area. Running between April and August 2021, with programmed events and activities, it has turned what was a plain and under utilised space, into a place that people want to spend their time. The success of these parklets and pop up park show how streets can be reclaimed for people, improve amenity and bring life into our public spaces.

Central to place making is the role of place activation. Place activation creates a reason for people to dwell and engage, leading to place attachment and building belonging and pride.

Place making is a strategy that focuses on improving people's quality of life and creating places for people to enjoy and connect. Good place making makes use of underutilized space to enhance the urban experience and put people at the heart of planning for places and spaces.

Figure 11: The Place Diagram, Project for Public Spaces

Objectives and Strategies

Enhance key streetscapes within the Heidelberg MAC through the use of appropriate and consistent materials and street treatments, as well as street furniture, public art and wayfinding.

Strategies

- Apply consistent materials and streetscape treatments, including a unified style of street furniture and lighting on Burgundy, Bell, Mount and Cape Streets, Upper Heidelberg Road and other key pedestrian spaces.

- Ensure materials used are robust and durable with a long service life, and are easily maintained.

- Enhance the amenity of Sheffields Lane by improving footpath treatments, weather protection, way-finding, street lighting and greening.

- Provide opportunities for the installation of public art, including event and breakout spaces and on blank facades, to contribute to the identity, activation and interest of key streets and open spaces.

- Upgrade wayfinding throughout the Activity Centre, directing pedestrians to key destinations, and integrate into public art installations.

Actions

- Investigate a precinct specific Public Open Space Levy within the planning scheme to fund the upgrade of streetscapes.

- Prepare a Public Realm Design Guide that embeds Crime Prevention Through Environmental Design principles.

- Partner with the community and local businesses to implement a program of place making and activation along streetscapes and public open spaces.

Improve the pedestrian experience along major walking routes, ensuring that streets and laneways provide safe and interesting opportunities for walking, sitting and other casual recreation, and is supported by vibrant retail activity.

Strategies

- Consider opportunities to reduce carriageways and provide broad footpaths in main streets to create more space for walking, public seating and street trading activities such as cafes and restaurants.

- Implement a shared zone on Mount Street, improving the connection between the transport hub and the Burgundy Street activity centre.

- Provide continuous active street interfaces along key pedestrian routes.

- Seamlessly integrate the public realm with public transport and cycling infrastructure.

- Ensure that walking routes are safe and inclusive spaces for women and gender-diverse people.

Actions

- Using data from the 'Your Ground' digital mapping project, investigate potential safety interventions along key walking routes and other spaces identified by the community as being unsafe.

Outdoor dining space

Maximise tree canopy cover and provide appropriate street tree planting in the design of streetscapes.

Strategies

- Enhance landscaping treatments along streets with canopy trees, bushes, shrubs and other appropriate vegetation.
- Select appropriate street tree species that will reflect and enhance the existing character of the Centre as a whole.
- Provide centre medians with street trees along Bell, Cape, Hawdon and Banksia Streets.
- Plant street trees between parking bays on one side of all streets where footpaths are less than four metres wide, including Burgundy Street and Upper Heidelberg Road.
- Investigate opportunities to provide additional open space to the north of Burgundy/Bell Street.

Establish Heidelberg as a green centre that provides high quality, sustainable, accessible and well-maintained open space to residents and visitors of all ages and abilities.
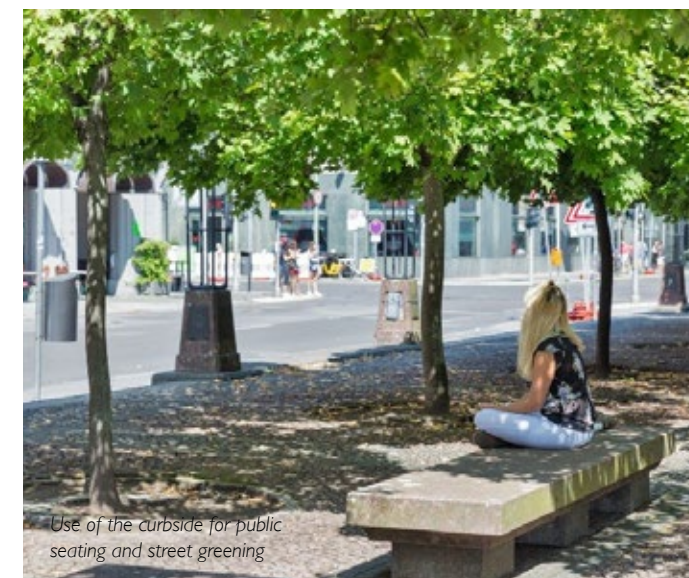
Strategies

- Ensure that facilities within open spaces meet the needs of local residents, and that they provide a greater diversity of recreational opportunities.
- Enhance existing under-utilised open spaces with innovative landscape design and additional facilities that would encourage greater use.
- Integrate and improve walking and recreational routes that interlink the existing open spaces to the north of Burgundy and Bell Streets.
- Ensure that planting and vegetation within open spaces is consistent across the Centre.
- Enhance landscaped open spaces along the railway corridor.
- Develop a connected linear park to improve wildlife habitats and pedestrian connectivity across the precinct and towards the Yarra River urban parklands.
- Improve connectivity between all open spaces across the Centre.

Protect and conserve the natural environment while promoting sustainability within the public realm.

Strategies

- Protect and improve the quality of watercourses.
- Create resilient built environments using street trees, green walls and roofs.
- Incorporate water sensitive urban design principles in the detailed design of streets and planting areas.
- Explore opportunities for bioretention pits and stormwater treatment within the centre.
- Promote environmental educational opportunities to the wider community.

Use of the curbside for public seating and street greening

Open Space Benchmark Images

Service Reserve

Pathways, lighting and landscaping design upgrades would provide a visual connection to the adjacent street scape

Fairfield Amphitheatre located in the City of Yarra is an example of how the topography of Service Reserve could be utilised.

Remembrance Park

Pedestrian and cycle bridge crossing in North Ryde, connecting open space to new residential precinct over a busy highway.

Clear visual gateway to open space at Page Park.

Burgundy Street Median

Open space pavilion designed to engage with surrounding space, concept from San Francisco.
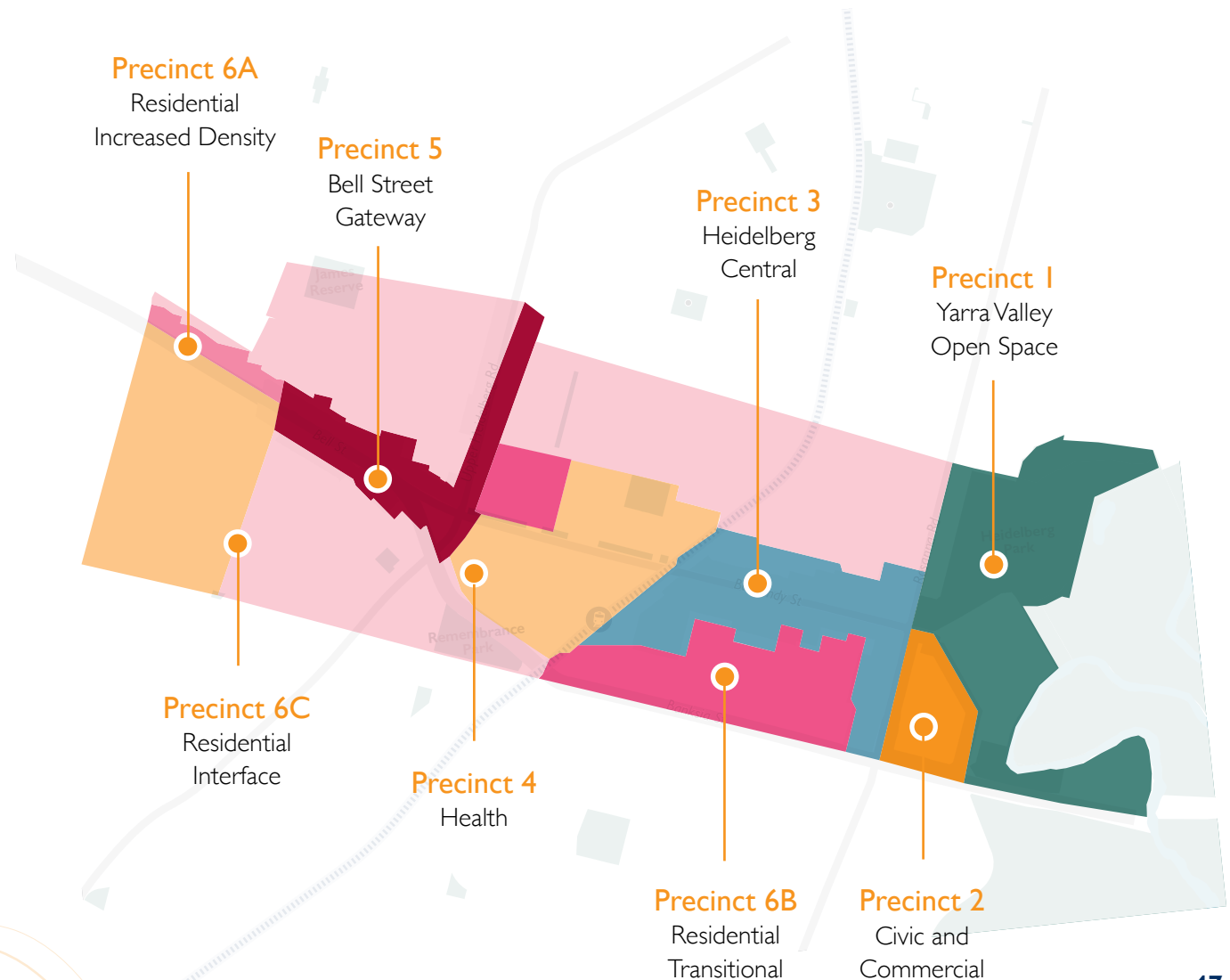

Urban plaza concept design for Parramatta Square, NSW.

2.2. PRECINCTS

This section outlines the six precincts of the Heidelberg Activity Centre and includes further detailed actions.
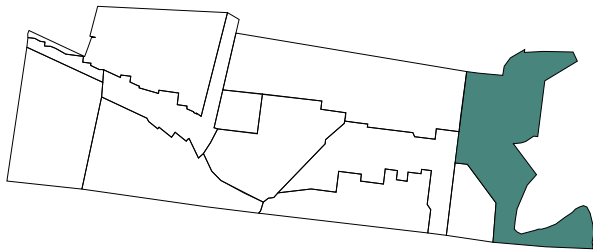
The precincts are:

- **Precinct 1** – Yarra Valley Open Space Precinct
- **Precinct 2** – Civic & Commercial Precinct
- **Precinct 3** – Heidelberg Central
- **Precinct 4** – Health
- **Precinct 5** – Bell Street Gateway Precinct
- **Precinct 6** – Residential
  - a) Increased Density
  - b) Transitional
  - c) Interface

Precinct 6A
Residential
Increased Density

Precinct 5
Bell Street
Gateway

Precinct 3
Heidelberg
Central

Precinct 1
Yarra Valley
Open Space

Precinct 6C
Residential
Interface

Precinct 4
Health

Precinct 6B
Residential
Transitional

Precinct 2
Civic and
Commercial

2.2.1. Precinct 1: Yarra Valley Open Space

This precinct is the gateway to the Greater Yarra Urban Parklands and ecological landscapes of the Yarra River (Birrarung). Heidelberg Park is part of this nationally significant cultural and recreational destination.

Linked by a walking and cycling network that easily and safely connects to the train station and, commercial and retail core. Buildings and streetscapes in this precinct are well landscaped and treed to protect and contribute to the valued green, open spaces and ensure a sensitive integration with the river corridor.
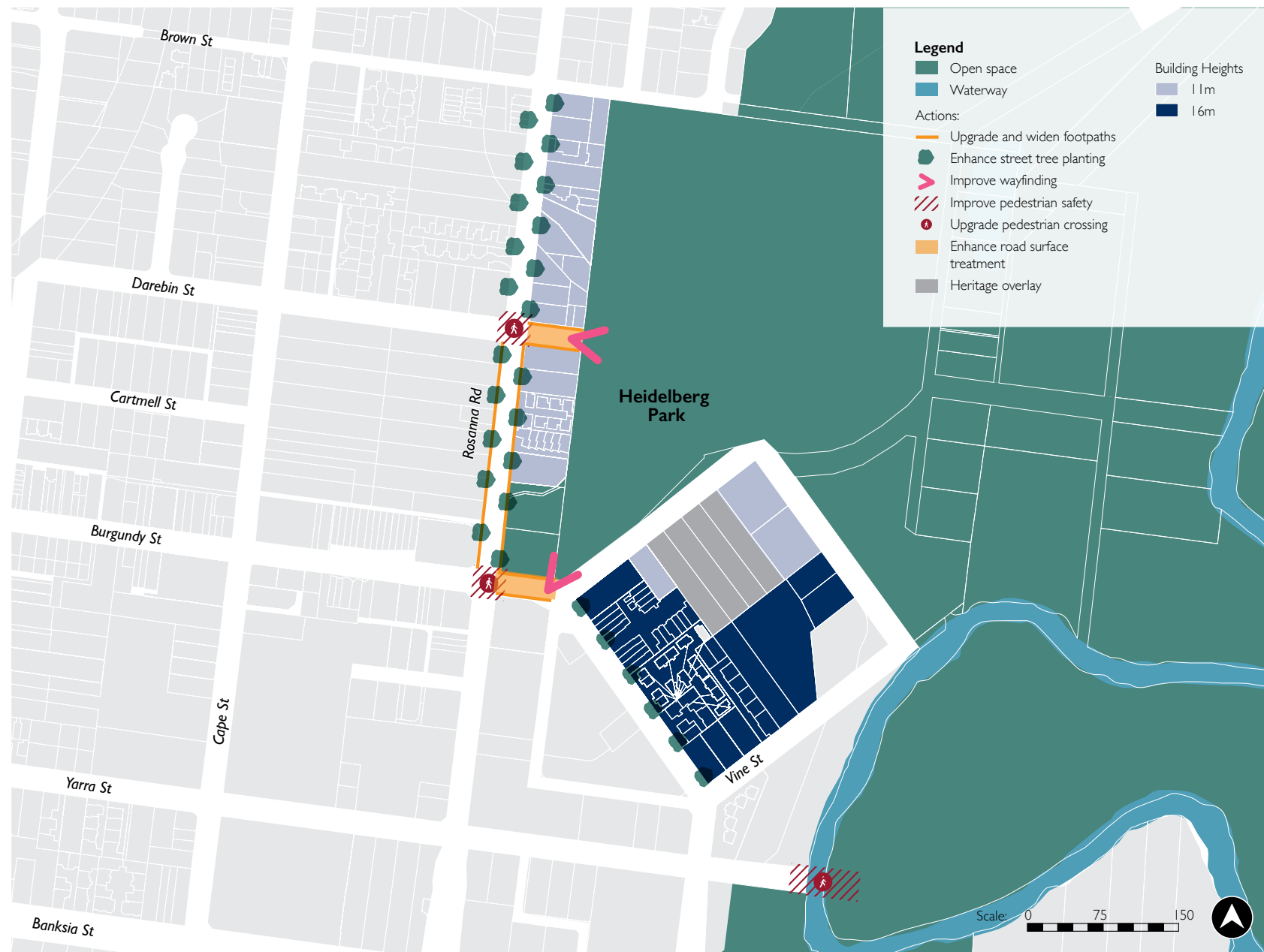
Precinct Strategies

✓ **Allow for an increase in building heights** to encourage increased activity and diversification, while ensuring an appropriate response to the Heidelberg Park interface.

✓ **Enhance visual connections into Heidelberg Park** by utilising varied road surface treatments and materials at key locations.

✓ **Enhance way-finding to improve access to Heidelberg Park** through low level signage, and public art.

✓ **Improve safety at key pedestrian crossings** at Darebin and Burgundy Streets through material treatments, including paving and colour treatments.

✓ **Plant small to medium canopy trees** on both sides of Rosanna Road and Jika Street, within existing nature strips.

✓ **Support the strategic directions** of the Yarra Strategic Plan and the Bulleen Land Use Framework Plan.

Precinct Actions

✓ **Finalise and implement the Heidelberg Park Master Plan.**

✓ **Establish a connection over the Yarra River between Heidelberg Park and Banksia Park.**

Legend

Open space

Waterway

Actions:

Upgrade and widen footpaths

Enhance street tree planting

Improve wayfinding

Improve pedestrian safety

Upgrade pedestrian crossing

Enhance road surface treatment

Heritage overlay

Building Heights

11m

16m

Brown St

Darebin St

Cartmell St

Burgundy St

Rosanna Rd

Cape St

Yarra St

Banksia St

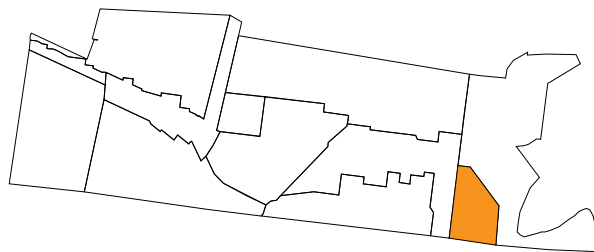**Heidelberg Park**

Vine St

Scale: 0   75   150
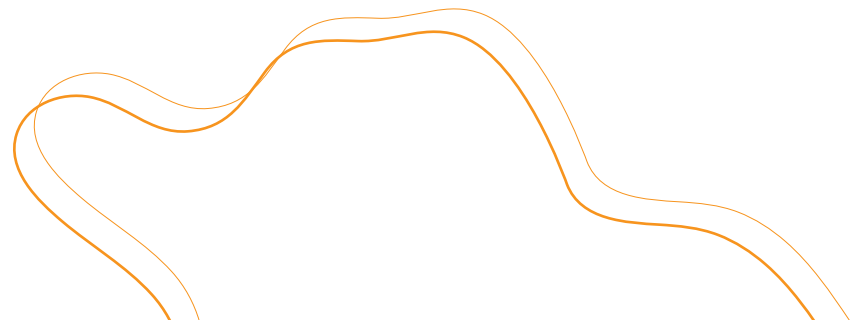
2.2.2. Precinct 2: Civic and Commercial

This precinct will primarily support large format public sector services, and more local, decentralised office-based enterprises that cater to the significant number of professionals within Banyule.
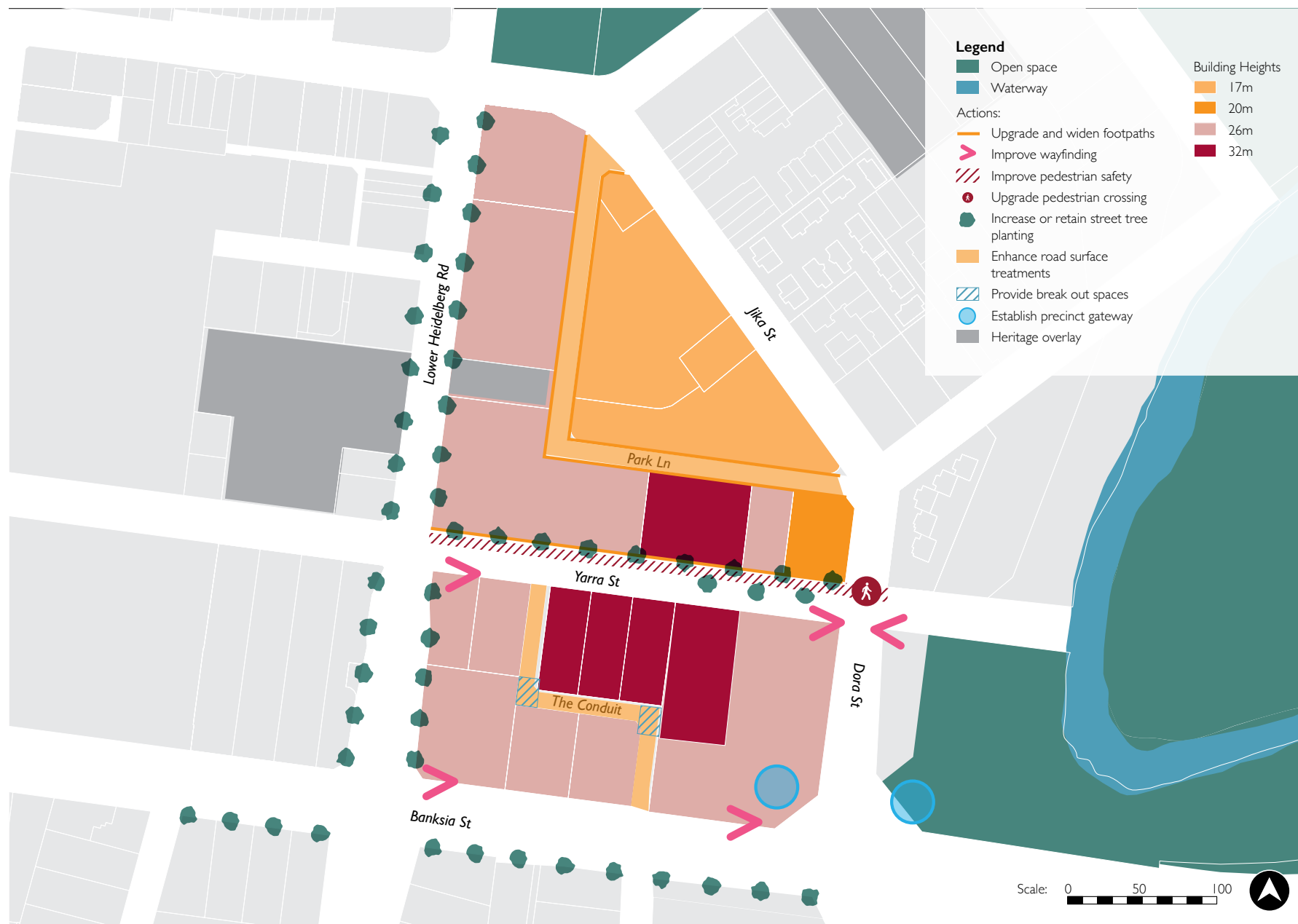
The larger commercial floorplates also support trade supplies and automotive uses. The strong nexus with the retail and lifestyle focus of the main retail strip is enhanced through pedestrian and cycling links. As a gate way location, new development of high architectural quality will make a positive contribution to the streetscape and heritage site interfaces. The highly valued views are protected and enhanced with street trees and activated public realm providing a buffer to the traffic of Lower Heidelberg Road and Banksia Street.

Precinct Strategies

✓ **Allow for an increase in building heights** to encourage increased activity and diversification, stepping down in height from the centre of the precinct towards Heidelberg Park.

✓ **Ensure the visual bulk and scale of built form on the major east-west cycling and pedestrian link** through to the Main Yarra Trail, positively engages with the public realm.

✓ **Upgrade footpaths** along the northern side of Yarra Street, through the use of increased weather protection, street furniture, vegetation planting and enhanced materials.

✓ **Widen existing footpaths** along Park Lane and Yarra Street.

✓ **Upgrade footpaths** (where necessary) along Park Lane to ensure pedestrian safety and promote public art along blank facades.

✓ **Improve visual connection to cycle lanes** on Yarra Street, through the use of material treatments.

✓ **Improve the pedestrian crossing** on Dora Street through material treatments to ensure increased visual connection for cyclists and pedestrians crossing from Yarra Street to the Main Yarra Trail.

✓ **Upgrade existing wayfinding signage** with directions to the Main Yarra Trail, Heidelberg Station, Burgundy Street retail and the Health Precinct along Yarra Street and Banksia Street.

✓ **Provide additional street tree planting** along the north-eastern edge of Yarra Street within existing nature strips, along both sides of Lower Heidelberg Road, and the southern side of Banksia Street.

✓ **Consider a material change/upgrade of The Conduit**, to identify the laneway as a shared space.

✓ **Provide 'break out' rest areas at key locations** along The Conduit, which should include public art and wayfinding signage.

✓ **Ensure site specific built form and landscaping design guidance** for a visually sensitive interface Yarra River Urban Parklands.

✓ **Ensure that development on the corner of Lower Heidelberg Road and Burgundy Street positively contributes** to the Heidelberg Gardens Gateway.

Legend

- Open space
- Waterway

Actions:
- Upgrade and widen footpaths
- Improve wayfinding
- Improve pedestrian safety
- Upgrade pedestrian crossing
- Increase or retain street tree planting
- Enhance road surface treatments
- Provide break out spaces
- Establish precinct gateway
- Heritage overlay

Building Heights
- 17m
- 20m
- 26m
- 32m

Scale: 0   50   100
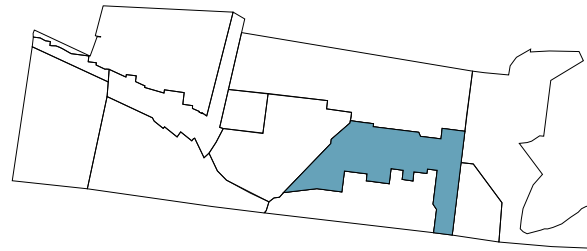
2.2.3. Precinct 3: Heidelberg Central

Burgundy Street and Mount Street serve as the Centre's main shopping and dining destinations. The many fine grain, historic buildings enhance a village character that reflects and celebrates the area's rich heritage and supports a diversified and innovative retail & hospitality sector.

Outdoor dining and the evening economy thrives and supports live entertainment and events, with laneways providing illuminated and dynamic links to the main retail strip of Burgundy Street.

The demand for suburban office space has increased as the model of living locally and decentralised work is embraced. Commercial and mixed-use buildings support flourishing small scale enterprises and practitioners that live locally.

A mix of well-designed, landscaped residential developments sensitively integrate with the surrounding low-scale homes and schools within the precinct. Walking and cycling are the preferred way of getting around, encouraged by safe and legible networks connecting with the Heidelberg Train station and main cycling corridors, including the Yarra River Trail.

A series of well-connected and attractive open spaces and streetscapes contribute to a sense of human scale and place. Day or night, these spaces are thriving with people of all ages, identities and abilities able to enjoy and participate. This precinct has an identifiable heart at its centre, that serves as a focal point for community pride and attachment.

Precinct Strategies

✔ **Allow for an increase in building heights** across the precinct to encourage increased activity and diversification, while ensuring that development heights do not impact identified key views and provides an appropriate built form transition to the adjoining residential areas.

✔ **Encourage consolidation of narrower sites** to allow for better design outcomes without the need for every site to reach maximum height.

✔ **Upgrade footpath treatments** with consistent material treatments along north-south roads and key pedestrian links.

✔ **Provide consistent weather protection** along Burgundy Street and wrap around corner sites.

✔ **Enhance key gateways** including at the rail bridge, Heidelberg Park entrance and Fred Lasslett Reserve, through installation of public artworks, wayfinding signage and improved landscaping.

✔ **Improve the pedestrian amenity and legibility of Sheffields Lane** by providing visual interest at the streetscape/laneway level, including wayfinding, landscaping and passive surveillance. Ensure continued vehicle access to service traders along Sheffields lane.

✔ **Ensure that the Cartmell Street car park key opportunity site delivers a mixed use development** that is of a high-quality and sensitive design and will supply additional off-street public car parking, as well as contribute to the amenity of Sheffields Lane.

✔ **Ensure that the Cartmell St car park opportunity site provides a north-south pedestrian through-link** from Cartmell Street to Burgundy Street to improve connectivity.

✔ **Increase length of existing kerb outstands** for additional activated space and outdoor dining along Burgundy Street.

✔ **Where appropriate, reduce on-street car parking** along Burgundy Street to widen footpaths in key locations.

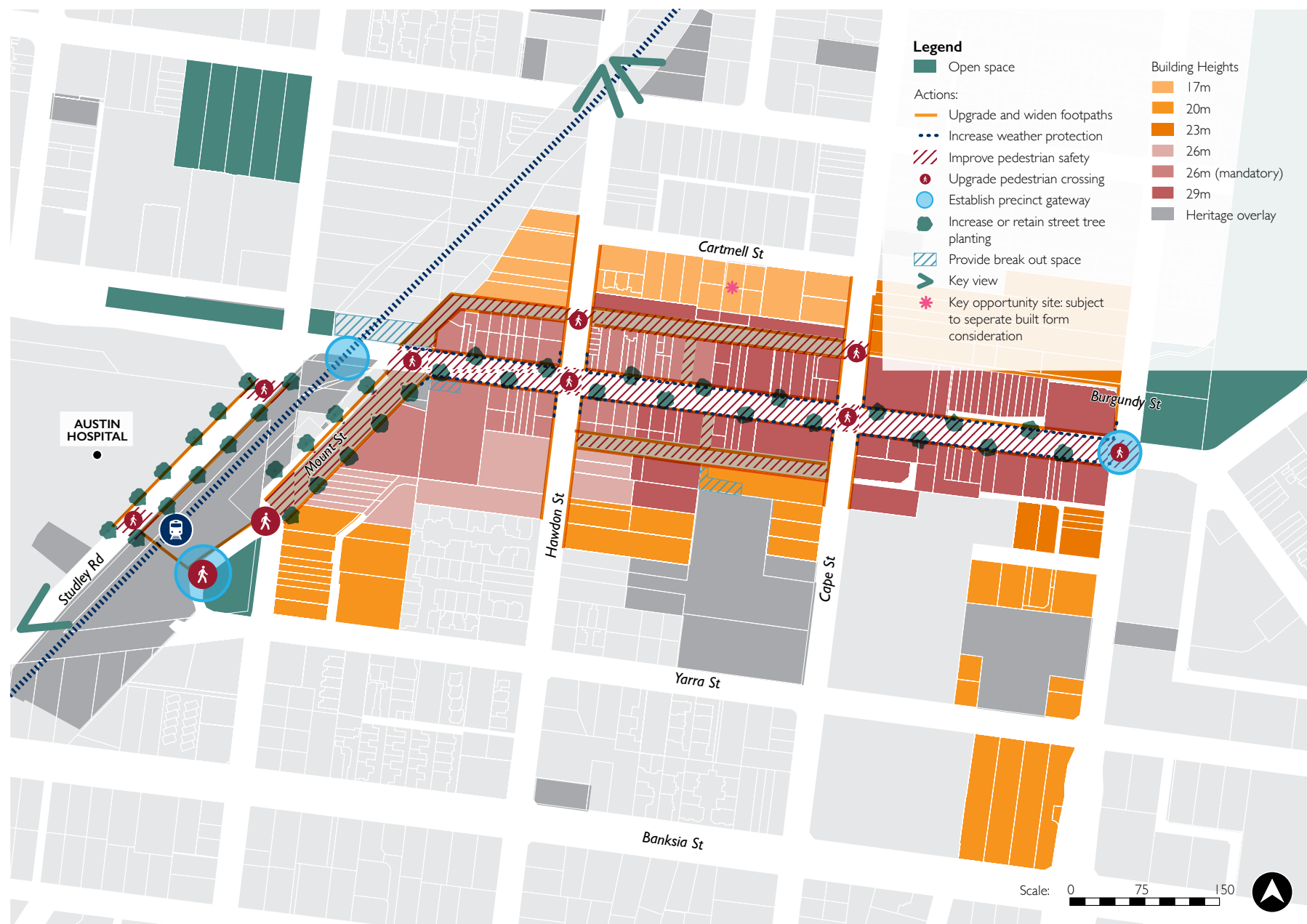*End of trip facilities including bike sheds.*

Precinct Strategies

✔ **Provide additional street trees** (where footpaths cannot be widened, provide additional green climber systems) and seating.

✔ **Improve visual connections at pedestrian crossings** at Burgundy Street through material treatments.

✔ **Implement varied road surface treatments and materials** to Burgundy Street to enhance safety and encourage a shared space between pedestrians and vehicles.

✔ **Enhance and activate existing or new public open space** to create an identifiable heart of the centre.

✔ **Enhance Mount Street to include road surface treatment and materials** to provide a visual link to Burgundy Street and enhance pedestrian and cyclist safety.

✔ **Improve the break out space** on the northern side of Burgundy Street underneath the rail bridge.

✔ **Establish a pedestrian priority space with reduced car access** along Mount Street, through varied road surface treatments, materials and traffic calming infrastructure.

✔ **Investigate further location for bicycle facilities,** such as bike parking, end of trip facilities and fix-it stations.

✔ **Install additional wombat (raised zebra) crossings** to improve pedestrian priority along Burgundy Street.

✔ **Investigate a speed limit reduction** on Burgundy Street to 30 km/h.

✔ **Improve pedestrian movement** from Mount Street to the station entrance.

✔ **Provide kerb outstands** at the Hawdon Street and Cape Street intersections with Burgundy Street.

✔ **Continue to investigate ways to further activate Burgundy Street**, including reusing additional car parking spaces for tree planting and outdoor dining.

Precinct Actions

✔ **Work with Suburban Rail Loop Authority for integrated urban design with the new Heidelberg Interchange Station.**

✔ **Investigate opportunity for a new public space in the Centre.**

✔ **Consider a street greening pilot project**

Interconnected series of activated public spaces

Opportunity for a village square style public space in the heart of the Centre. A pilot pop up park was trialled as a place making intervention and tested the viability for a more permanent activated space.

Legend

Open space

Actions:

—— Upgrade and widen footpaths

• • • Increase weather protection

/// Improve pedestrian safety

Upgrade pedestrian crossing

Establish precinct gateway

Increase or retain street tree planting

Provide break out space

Key view

Key opportunity site: subject to seperate built form consideration

Building Heights

17m

20m

23m

26m

26m (mandatory)

29m

Heritage overlay

AUSTIN HOSPITAL

Studley Rd

Mount St

Cartmell St

Hawdon St

Cape St

Burgundy St

Yarra St

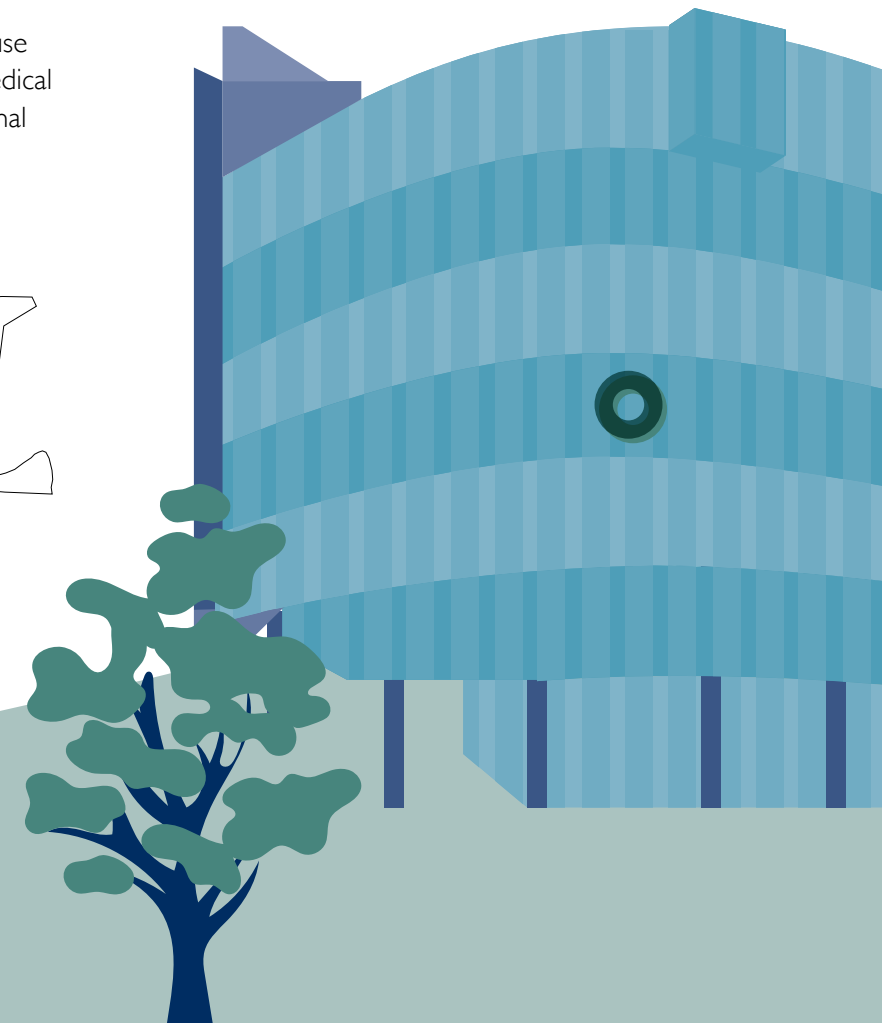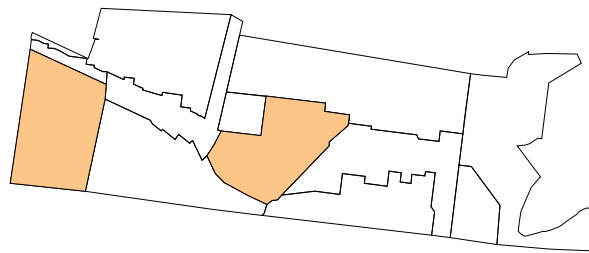Banksia St

Scale: 0   75   150

2.2.4. Precinct 4: Health

Anchored by the Austin, Warringal, Mercy and Heidelberg Repatriation hospitals, and surrounded by health and ancillary services, it has grown to be the largest medical precinct in the State. It is also the major employment node in metropolitan Melbourne's north-east.

Providing world-class healthcare and attracting significant investment in research and development it is the key economic contributor both to the Heidelberg MAC and Banyule. The hospital campuses are linked through a series of enclosed pedestrian bridges, and accessible and safe network of footpaths that allow staff, visitors and ambulant patients easy access within and between sites. The precinct has a strong relationship with La Trobe University, another significant anchor in the La Trobe NEIC. Active and integrated transport links, including improved bicycle and pedestrian paths will further strengthen this connection.

The new Suburban Rail Loop interchange station will be directly connected to the Austin Hospital and the bus services are frequent and seamless whether travelling to and from or around the precinct. This encourages greater uptake of public transport and reduces the demand for on street car parks.

New hospital buildings are of high architectural quality, with active frontages at podium level contributing to the public realm. The workforce and visitors are connected to the rest of the Heidelberg MAC by well-designed and legible footpaths, shaded by canopy trees and linked to quality, green open spaces with uninterrupted views across the valley setting. Facility expansion is matched by sustainable energy infrastructure. New mixed-use developments directly support the primary medical role of the precinct, featuring flexible professional suites and off street car parking.

Precinct Strategies

✓ **Allow for an increase in building heights** to encourage continued growth and development of health services, while providing an appropriate transition between surrounding open spaces and neighbouring residential areas.

✓ **Provide active frontages for development** that abuts open space and the station precinct to promote permeability and passive surveillance.

✓ **Upgrade major shared paths and footpath links** on Burgundy Street, Martin Street, Stradbroke Avenue and Studley Road to ensure a consistent footpath treatment within the health precinct, shopping precinct and into the station.

✓ **Upgrade pedestrian access** across Studley Road and Burgundy Street, to ensure high levels of accessibility within the precinct.

✓ **Improve pedestrian links i**nto the Burgundy Street median strip, to improve access between the Austin and Warringal Hospitals.

✓ **Create an urban plaza** within the existing median strip on Burgundy Street, to serve as a focal point for the health precinct, including re-purposing the existing building in the space for a new civic use, ensuring that the building engages with the space.

✓ **Utilise the steep topography of the Service reserve** to create a new innovative and usable space (e.g. an amphitheatre-style space, with tiered seating space extending up into the reserve), and ensure any new development along the interface with the Warringal Hospital site responds to and engages with the reserve.

✓ **Investigate a pedestrian bridge** linking Remembrance Park with the Austin Hospital.

✓ **Provide vehicle access via rear laneways** to sites fronting Burgundy Street

✓ **Improve way-finding along shared paths** to the station and the shopping precinct.

Precinct Strategies

✓ **Plant street trees within existing nature strips** to the south of Martin Street, to visually connect to the preferred future character of Darebin Street and the east-west open space along Burgundy Street.

✓ **Ensure footpath treatment, lighting, public art and way-finding increase pedestrian safety** along the Austin Hospital interface.

✓ **Investigate a fully enclosed, climate-controlled skybridge** between the Austin and Mercy Hospitals and Warringal Private Hospital) to facilitate patient transfers and pedestrian access.

✓ **Investigate a sky bridge from the centre island platform of Heidelberg train station**, across Studley Road, to the Austin Hospitals' main entrance, to provide a safer, more direct and efficient connection for hospital patients, visitors and staff.

✓ **Review the angle of the 'stop line' for westbound traffic** in Burgundy Street at Studley Road to facilitate smoother more direct access along the bicycle trail.

✓ **Investigate the feasibility of a fixed aerial connection** from Heidelberg Repatriation Hospital and Heidelberg Heights down to the Austin Hospital, Mercy Hospital and Heidelberg Station. A cable car operating over this one-kilometre distance could replace existing patient and staff transfer services, attract new visitors, and improve local trips within the Heidelberg area.

✓ **Support provision of short to medium stay accommodation** options to cater for health service users.

Through a collaborative and ongoing process for the Health Precinct – land use planning will continue to evolve between the major health institutions, State Government and Banyule Council to ensure this State significant centre is able to grow with a shared vision, collective objectives and a desire to be an innovative leader in health precinct planning. Master Planning for each of the major health institutions will continue beyond the preparation of this Structure Plan and will, therefore require future support through the land use planning system.

Legend

Open space

Actions:

Upgrade and widen footpaths

Improve pedestrian safety

Upgrade pedestrian crossing

Improve wayfinding

Increase or retain street tree planting

Repurpose existing building

Activate building frontages

Key view

Building Heights

13.5m

20m

26m

Darebin St

Service Reserve

Martin St

Stradbroke Ave

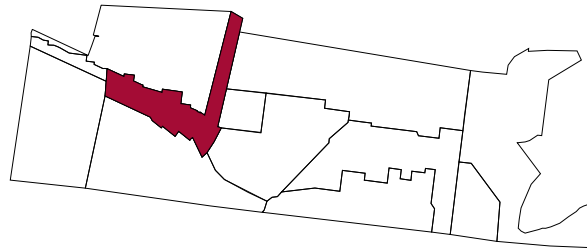Burgundy St

Studley Rd

Scale: 0 50 100

2.2.5. Precinct 5: Bell Street Gateway

This western gateway to the Heidelberg MAC is marked by the higher scale mixed-use development that begins to emerge.

Opportunities to provide high standard, sustainable, liveable and attractive high density development will be realised on the uniquely generous sized lots in this precinct. Capitalising on its proximity to transport, shops and other services, it will deliver more dwellings to for a diverse range of households. New buildings will also include a range of commercial uses that actively engage with the street and support the retail core of Heidelberg Central.

Consistent human scale street interfaces and greening of buildings will contribute to a vibrant public realm. Thoughtful building design and landscaping has kept the residential amenity and garden character of adjoining neighbourhoods. As the building height transitions up towards the landmark buildings on Upper Heidelberg Road, the skyline of canopy trees along the Heidelberg to Eaglemont Ridgeline frame an iconic view and gateway into the Centre.

Precinct Strategies

✓ **Upgrade footpaths** to include a consistent material treatment, weather protection and widening where possible.

✓ **Install appropriate street furniture** along Bell Street, and reduce any unnecessary street clutter where possible.

✓ **Plant new canopy trees** along the Bell Street corridor.

✓ **Provide visual connections to 443 Upper Heidelberg Road** in the form of consistent public realm treatments and differing road treatments (material/colour) at pedestrian crossings, if possible.

✓ **Enhance safety through improved pedestrian crossings** over Bell Street, through wayfinding, visual connections and material treatments.

✓ **Improve gateway treatment** to better identify the entrance into the Bell Street precinct.

✓ **Ensure that mixed use developments are scale** to ensure rear and side setbacks and height to sensitively manage transition for lower density residential precincts.

✓ Encourage Upper Heidelberg Road to be a 'soft edge' between residential and health precinct that includes a mix of residential, accommodation, allied health services and traditional commercial uses.

✓ Avoid dominant car parking and access points along Bell Street

Legend

Open space

Actions:

— Upgrade and widen footpaths

/// Improve pedestrian safety

Upgrade pedestrian crossing

> Improve wayfinding

Increase or retain street tree planting

> Key view

Building Heights

16m
20m
23m
29m

Franis St

Alfred St

Thames St

Bell St

Edwin St

Forster St

St Hellier Street

Montgomery Street

Upper Heidelberg Road
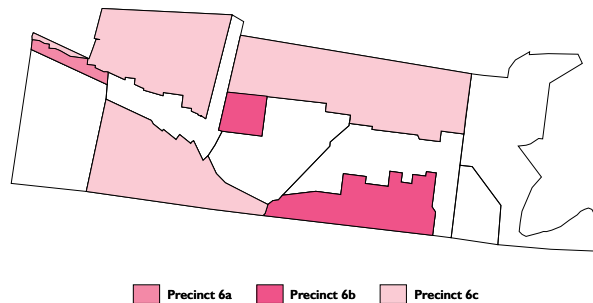
Darebin Street

Upper Heidelberg Rd

2.2.6.   Precinct 6: Residential

These precincts will offer more housing choice in locations with good access to local services and facilities. This increase in the number and types of housing will support a diverse population and expanded job opportunities in the LaTrobe National Employment and Innovation Cluster.

New development makes a positive contribution to streetscapes by complementing existing building styles with contemporary design responses.

New development is of a high architectural standard and design quality, positively contributing to the public realm and sensitively balanced with the surrounding residential areas to protect and enhance neighbourhood character values and amenity.

Precinct 6a   Precinct 6b   Precinct 6c

Precinct Strategies

✔ **Accommodate higher built form** along Bell Street, in Precinct 6a.

✔ **Provide new development that lifts the standards of high density living** by providing well designed housing that are sustainable, affordable and suitable to a range of household types and sizes.

✔ **Encourage well defined street walls and landscaped frontages** that provide a positive interface with Bell Street, the public realm, and the adjoining Postcode 3081 Urban Design Framework Area.

✔ **Accommodate residential development in Precinct 6b,** comprising of apartments and semi-detached dwellings that are designed to sit comfortably alongside existing lower scale buildings.

✔ **Encourage landscaping in front, side and rear setbacks** that soften the interface with adjoining lower scale buildings and streetscapes.

✔ **Retain lower scale dwellings in Precinct 6c**, within leafy and spacious properties and streetscapes.

✔ **Encourage new dwellings and additions that offer contemporary design responses** that complement the character of adjoining neighbourhoods.

✔ **Provide visual interest** through articulation of walls visible from the public realm.

✔ **Avoid underdevelopment of sites** within the precinct.

✔ **Advocate to DOT to widen footpaths into existing narrow nature strips** to ensure DDA compliance and improved accessibility.

✔ **Provide street tree pits within footpaths**, where possible, to reflect the greening on the southern side.

✔ **Avoid dominant car parking and access points** along Bell Street.

Legend

Actions:

— Upgrade and widen footpaths

⬢ Increase or retain tree planting

Upgrade pedestrian crossing

Building Heights

▮ 16m

Clinton St

Eden St

Gotha St

Miller St

Edwin St

Waterdale Rd

Bell St

Scale: 0   50   100

3

MAKING IT
HAPPEN

This Structure Plan is a coordinating place-based tool that will help Council and key stakeholders to work toward a shared vision.

It must be viewed as a starting point. A structure plan itself does not deliver outcomes – instead it is the future commitment to implementing its preferred directions through a series of integrated actions, projects and decision making that will influence positive change.

Change doesn't always occur as anticipated. Economic, population, technological and societal trends are some of the many influences likely to impact our activity centres into the future. For this reason, the Structure Plan should be seen as a guiding influence to manage rather than prescribe change and to enable the centre to adapt and evolve as a vibrant place for everyone.
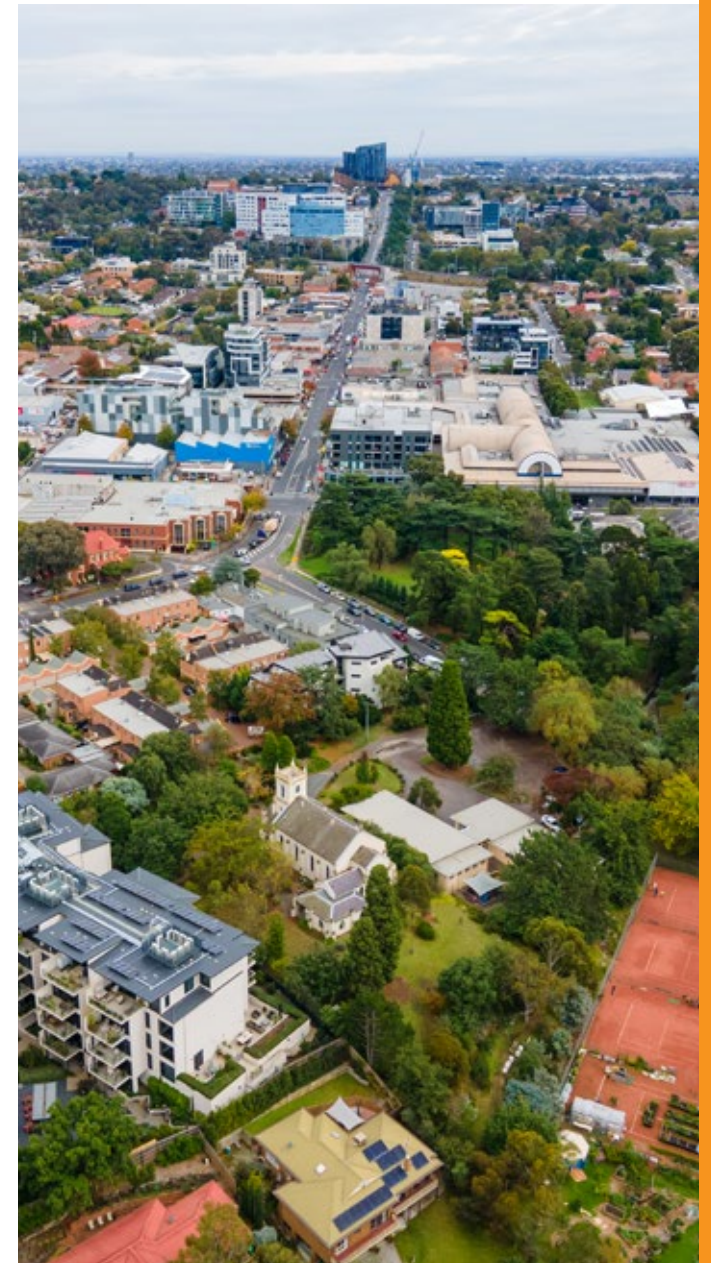
Implementation Program

An Implementation Program will be prepared that lists the proposals and actions considered likely to achieve the Structure Plan's vision. The Program will be an overarching, live document that should be read alongside the Structure Plan priority actions. The Program also identifies the stakeholders and indicative timeframe for each project and process.

Planning Scheme Recommendations: An Activity Centre Zone for Heidelberg

An amendment to the Banyule Planning Scheme is required to formally implement the Structure Plan to give effect to land use planning controls and policy intent. Consideration will be given to introducing the ACZ to identified areas of the Centre, such as the commercial, retail and health precincts, and surrounding areas of high diversity, mixed use residential developments.

The ACZ will set out the appropriate planning permit controls and built form guidelines that development will be expected to respond to. The Structure Plan will be a reference document into the Planning Scheme. The Municipal Policy and Local Places policy will also be updated to reflect the vision, objectives and strategies for the Centre.

Future planning scheme amendments may be necessary to further facilitate delivery of the Structure Plan objectives. This may include, for example, a review of the existing Development Contributions Plan or Open Space Levy contributions so that the needs of a growing community are met.

Further Strategic Work

Over the next 10 years, there are a range of strategic projects that will sit under the umbrella of the Implementation Program. These are likely to include, but are not limited to:

- Banyule Good Design Guide
- Public Realm Design Manual
- Heidelberg Park Master Plan
- Health Precinct Integrated Land Use Plan (led by major health institutions)
- Economic Development Strategy and Recovery Plan
- Banyule Community Infrastructure Plan
- Activity Centre Car Parking Review
- Future State Government-led planning around a future Suburban Rail Loop Station
- Integration with the La Trobe National Employment and Innovation Cluster planning (State Government led).

Many of the actions outlined in the Structure Plan could be considered as part of Council's capital works programming and assets renewal planning. This could include priority public realm improvements such as streetscape upgrades, street tree planting and updated wayfinding, along with place making initiatives or activations

Collaboration, Partnerships and Advocacy

It is important to highlight that some of these initiatives will require ongoing collaboration and partnerships with State Agencies, education and health institutions. Advocacy to State and Federal Government will also form an important part of securing the best outcomes for Heidelberg.

Monitoring and Review

Monitoring of the actions outlined in the Structure Plan is an essential part of its implementation. This should involve assessing the effectiveness of local planning policy and planning scheme provisions in achieving the vision, land use and development outcomes described in the Plan. It will also ensure that the Plan remains flexible and adaptive to changing social, economic and built form pressures and opportunities.

For example, the announcement of the Suburban Rail Loop and identification of a future train station for Heidelberg is both exciting but uncertain in terms of what implications it might have for the core precincts (Health & Heidelberg Central). The Structure Plan highlights the future opportunity – but Banyule will need to work closely with, and advocate to, the State Government about future planning outcomes for these areas as the Suburban Rail Loop project evolves. This might mean that the Structure Plan needs to be refreshed or revised in due course to take account of evolving network planning. Equally – the implications of transport planning around Heidelberg Train Station and the Health Precinct will likely present significant accessibility opportunities and means that future-proofing the master planning of health institutions will be an important consideration.

A bi- annual review and reporting process will ensure that the Structure Plan and its delivery is on track and up to date.