

Heidelberg Road Corridor / Built Form Framework and Planning Control Recommendations

FOR Darebin City Council
DATE 16 September 2020

TABLE OF
CONTENTS

1. INTRODUCTION1

2. CONTEXT7

3. EXISTING PLACE ANALYSIS16

4. FUTURE PLACE ANALYSIS.....46

5. URBAN DESIGN PRINCIPLES48

6. BUILT FORM FRAMEWORK52

7. PLANNING CONTROLS RECOMMENDATIONS79

APPENDIX A - DRAFT DDO SCHEDULE80

..



1. INTRODUCTION

1.1 PURPOSE OF THE BUILT FORM FRAMEWORK

This report provides a Built Form Framework ('the Framework') to guide development along the northern side of Heidelberg Road across Northcote, Fairfield and Alphington ('the Study Area'), along with planning control recommendations to guide its implementation. The Framework work has been developed to provide specific built form guidance to guide future development on commercial and industrial zoned lots fronting Heidelberg Road.

Residential zoned land has been excluded from this corridor study due to the height restrictions within the zones and the need for any changes to housing zones to be considered in the context of a new municipal housing strategy.

The Framework is based on an in-depth analysis of the strategic context, existing conditions and characteristics and land-use economics. A clear understanding of the current 'state of play' along the corridor has informed the rationale underpinning the Framework and any planning controls required to implement it.

The Framework has been developed in collaboration with Blair Warman Economics and Darebin City Council (Council) including Council's urban designers, strategic planning officers and City Designer. The Framework has also been informed by input from Context Heritage Consultants to ensure development responds appropriately to existing heritage buildings within the Study Area. As Heidelberg Road forms the municipal boundary between the City of Darebin and the City of Yarra, input was also received from the City of Yarra's strategic planning officers. The Framework will also complement the *Heidelberg Road Corridor Local Area Plan* prepared as a joint project between Yarra and Darebin applying to both sides of Heidelberg Road.

This report sets out clear urban design principles and a built form proposition for the non-residential zoned lots fronting Heidelberg Road. It contains a clear rationale to support a planning scheme amendment in which to implement the Framework. It also provides planning control recommendations to implement the Framework into the Planning Scheme.

The structure of this document is as follows:

- **Section 2.0** identifies the strategic and planning policy context of the Heidelberg Road Corridor.
- **Section 3.0** provides an existing place analysis and summarises the findings of the economics findings, urban design analysis, the existing built form character, and levels of change analysis.
- **Section 4.0** describes the future place of Heidelberg Road, which builds on the findings of Section 3.0 and explains the rationale behind the future character precincts.
- **Section 5.0** explains the Urban Design Principles.
- **Section 6.0** explains the Built Form Framework.
- **Section 7.0** articulates the Planning Control Recommendations.

1.2 STUDY AREA

The Study Area comprises of three precincts in Northcote, Fairfield and Alphington and is confined to lots that have a frontage to Heidelberg Road. These precincts are zoned:

- IN3Z between Holmes Street and Jeffery Street in Northcote (“Precinct 1 – Yarra Bend Precinct”);
- IN3Z between Gillies Street and Austin Street in Fairfield (“Precinct 2 – Station Street Precinct”); and
- IN3Z and C1Z between Clive Street and 789 Heidelberg Road, Alphington (“Precinct 3 – Heidelberg Road Neighbourhood Activity Centre”)

The Study Area excludes residential zoned land and the precinct names have been derived from two background documents being the *Draft Heidelberg Road Background Issues and Discussion Paper (19 November 2019)* and *Draft Heidelberg Road Local Area Plan (19 November 2019)*.

Refer to Figures 1 and 2.



Figure 1. Aerial of the Study Area



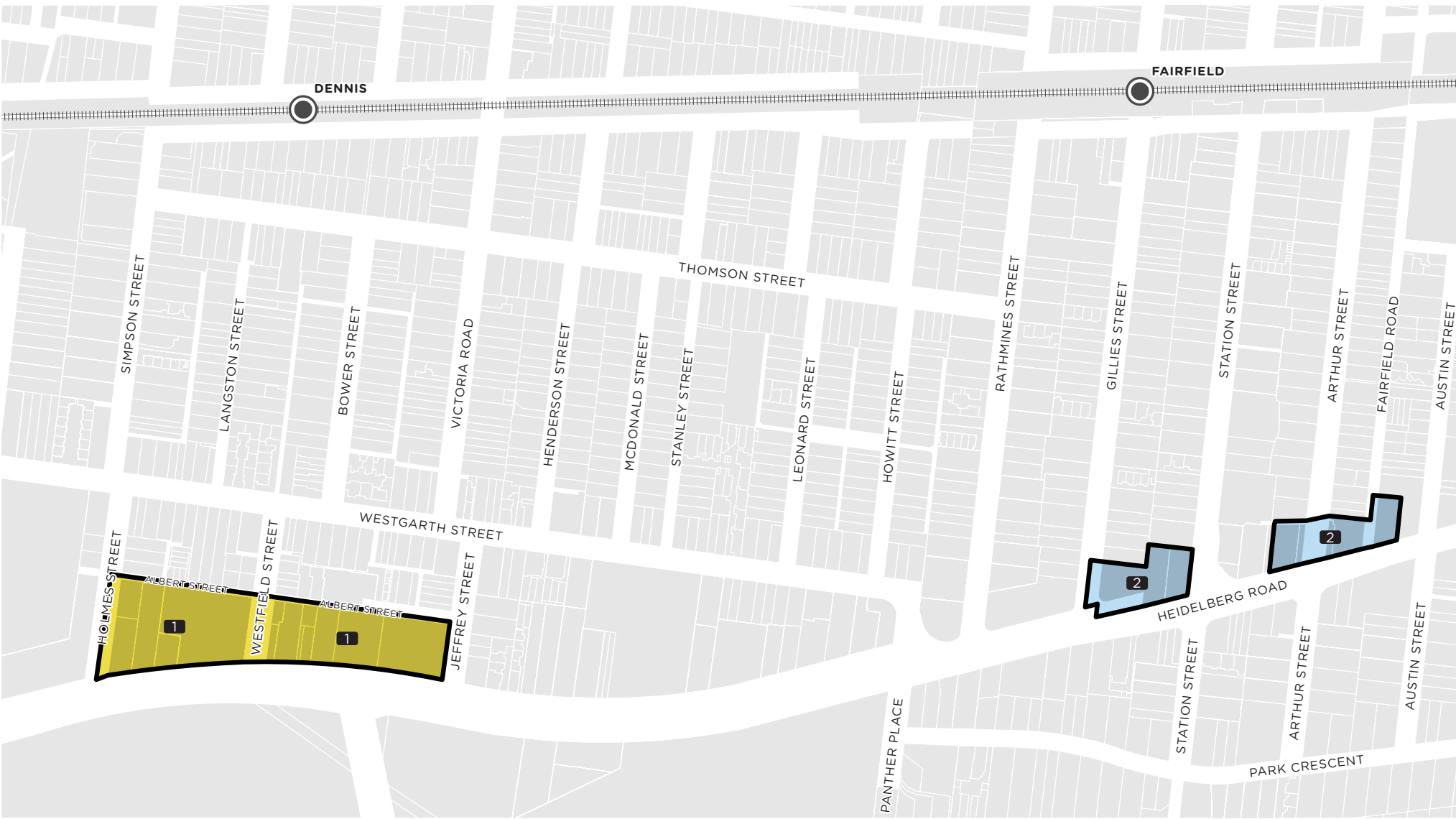
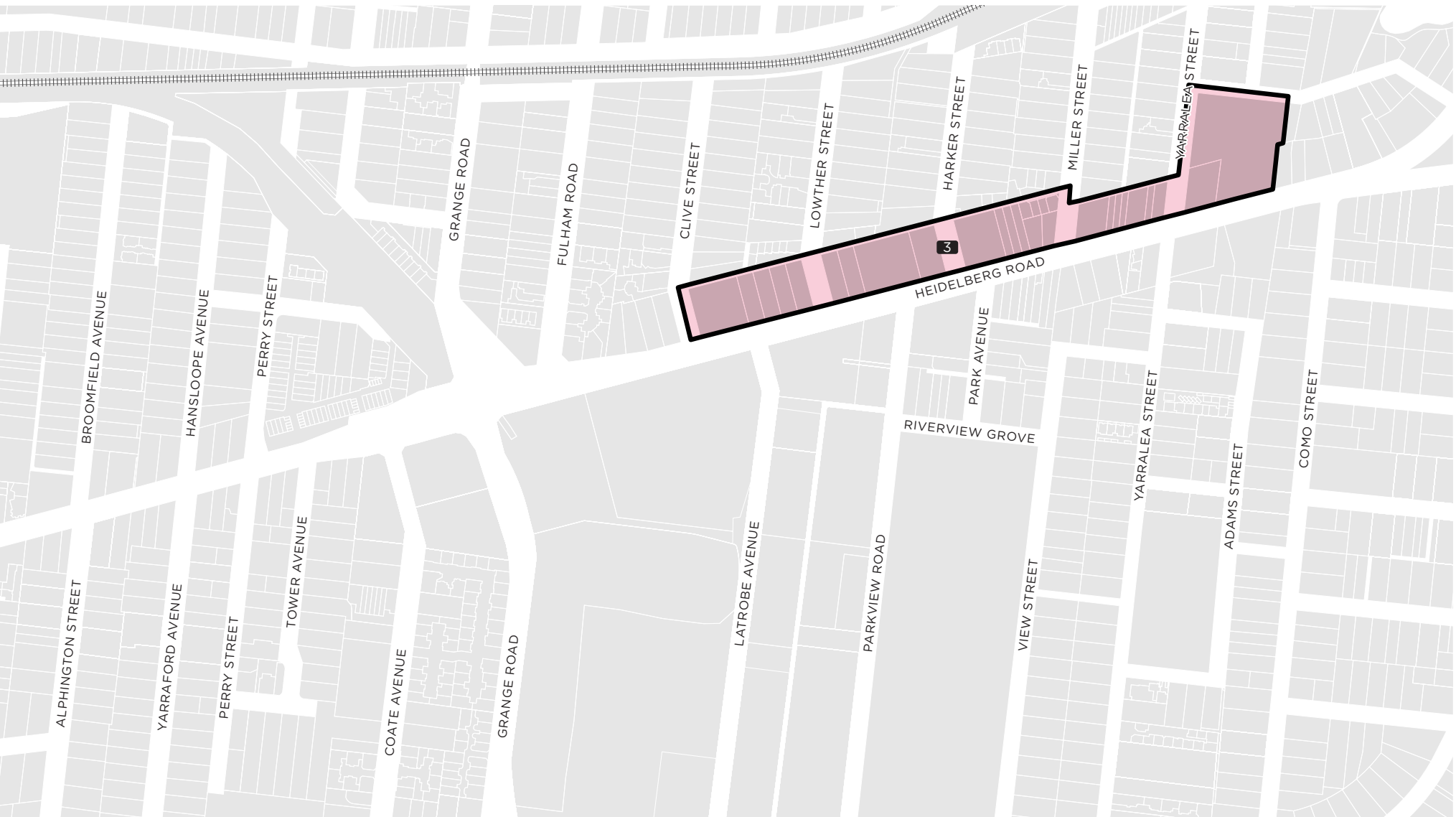


Figure 2. Existing Character Precincts



- Study Area
 - Train Station
 - Rail Line
- Existing Character Precincts**
- Precinct 1: Yarra Bend
 - Precinct 2: Station Street
 - Precinct 3: Heidelberg Road NAC

1.3 DEVELOPMENT OF THE FRAMEWORK

The preparation of the Framework has been undertaken in steps, all in collaboration with Council officers and with advice from economic and heritage consultants. It has also been informed by a review of the existing planning policy framework, contained within the Darebin Planning Scheme and a series of background and relevant reference documents.

• •
6

- **Stage 1** involved undertaking an economic assessment and analysing the existing built form character and land use patterns throughout the Study Area, reviewing the strategic and policy context, and subsequently identifying a series of urban design principles, which were then workshopped with Council.
- **Stage 2** involved testing the urban design principles through 3D modelling and to determine heights and setbacks.
- **Stage 3** involved preparing a Built Form Framework that includes guidelines and requirements, supported by planning control recommendations to enable its implementation into the planning scheme.

Overall, the purpose of the Framework is to provide the strategic basis and rationale to inform built form guidance and controls to manage the future development outcomes on sites zoned commercial or industrial.

2. CONTEXT

2.1 STRATEGIC CONTEXT - PHYSICAL

The Study Area is located approximately 6km north east of the Melbourne CBD and is well-served by existing major infrastructure, including a recently upgraded Chandler Highway intersecting with Heidelberg Road and three railway stations (Dennis, Northcote and Alphington) generally 200-500m north of the Study Area. Heidelberg Road is a major arterial road which carries a high volume of traffic between the north eastern suburbs into the Melbourne CBD. The number of traffic lanes vary from four to six for the length of the corridor. Bus services 546 and 609 operate along it.

The Study Area is also proximate to the former Alphington Papermill site, located on the southern side of Heidelberg Road, east of Chandler Highway and contained within the City of Yarra, which is undergoing a major redevelopment and intends to accommodate new residential development and a variety of other different uses such as hospitality, retail (including supermarket) and community services.

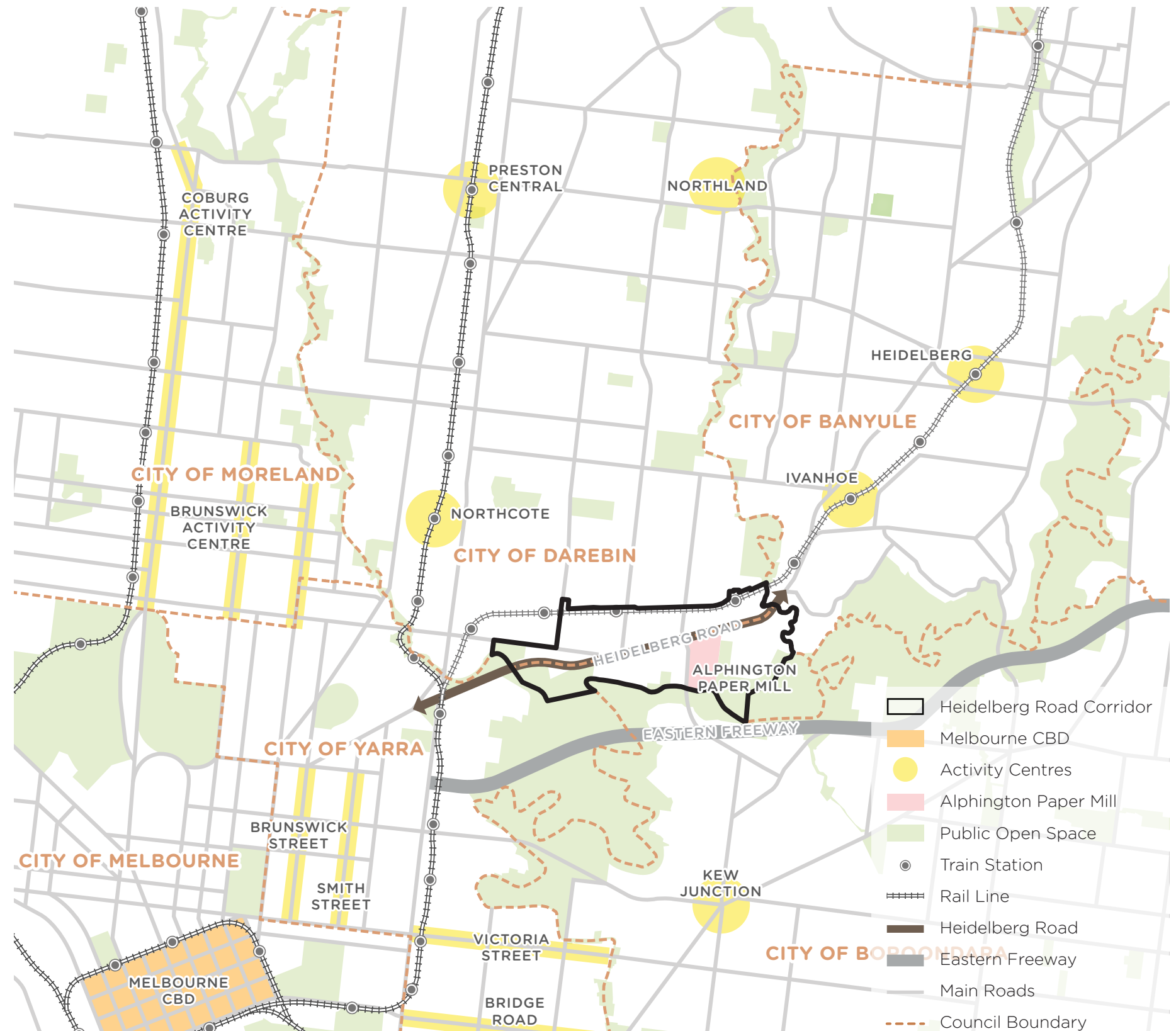


Figure 3. Strategic Context surrounding the Heidelberg Road Corridor

2.2 STRATEGIC CONTEXT - POLICY

Plan Melbourne 2017-2050 (Plan Melbourne) is the current metropolitan strategy for Melbourne. It seeks to facilitate jobs and housing supply in locations near services and public transport (Direction 2.2) provided new development is responsive to the character of the setting in which it is located (Direction 4.2) to support the creation of 20 Minute Neighbourhoods.

The ***Draft Heidelberg Road Background Issues and Discussion Paper*** (19 November 2019) ('BIDP'), prepared collaboratively between the City of Yarra and the City of Darebin, identified three key precincts along Heidelberg Road spanning across both municipalities. The paper explores the broader opportunities and constraints of the major arterial road. It describes the Alphington Paper Mill (APM) redevelopment as a key driver for change along Heidelberg Road, and that there has been "a lack of strategic guidance and planning requirement for new development and the public realm may lead to inconsistent and poor quality outcomes" (p. 7). The BIDP specifies that specific built form guidance for industrial and commercial sites along the Heidelberg Road corridor is required to improve local character and amenity.

The ***Draft Heidelberg Road Local Area Plan*** (19 November 2019) ('LAP') is informed by the background and issues report, discussed above. It provides guidance towards accommodating housing and economic growth, improving public and active transport, the streetscape and built form along the corridor. The plan specifies that a key objective along the corridor is to ensure new built form is sensitive towards existing residential uses. It

seeks the preparation of built form controls that "allow moderate mid-rise development that is lower and less intensive to the APM" and "minimise overshadowing of adjoining sensitive spaces, minimises visual bulk and overlooking" (p.36).

The directions and objectives set by Plan Melbourne, the BIDP and the LAP are generally supported by existing policy in the Darebin Planning Scheme at both state and local levels.

- **Clause 11 (Settlement)** seeks to ensure that planning anticipates and recognises the needs of existing and future communities through ensuring zoned and serviced land for a diversity of functions, directing growth into existing settlements and contributing towards a high standard of urban design and amenity.
- **Clause 15 (Built Environment and Heritage)** encourages new development to respond to its surrounding context, contributing positively to local character and sense of place and enhancing the safety, amenity and function of the public realm. Further, it also seeks to promote good urban design along and abutting transport corridors, while minimising detrimental impacts on amenity on the natural and built environment, and on the safety and efficiency of the road (Clause 15.01-1S).
- **Clause 16 (Housing)** seeks to ensure provision of housing diversity while Clause 16.01-1R seeks to provide certainty regarding the scale of growth by prescribing appropriate site and site coverage provisions for different areas.

- **Clause 18 (Transport)** encourages an integrated and sustainable transport system that is safe, provides social and economic opportunity and coordinates the reliable movement of people and goods.
- **Clause 21.01 (Introduction)** sets out a strategic framework plan in which to guide use and development of the municipality. Notably, it advances an urban structure that guides built form within strategic locations and areas of urban intensifications such as activity centres and neighbourhood centres.
- The strategic framework plan identifies Heidelberg Road as a 'strategic corridor – interface' with key gateways on the eastern and western edges of the corridor. It describes Heidelberg Road experiencing a greater rate of change with renewal of industrial land for a mix of uses, and that strategic planning should aim to strengthen the economic, social and residential role of strategic corridors.
- **Clause 21.03 (Housing)** builds on the urban structure contained within Clause 21.01. The 'strategic housing framework' depicts where growth and change can be expected. It advances a framework that seeks to facilitate housing development that has an appropriate scale and intensity in locations across the municipality. In this context, the majority of the land adjacent to Heidelberg Road is within an 'incremental housing change area' except for land west of Jeffery Street along Heidelberg Road, which is nominated as a 'potential substantial housing change area'.

- Further, Clause 21.03 includes an objective to ensure that residential and mixed-use developments display a high standard of design. This clause supports the need to prepare and implement urban design frameworks and guidelines for the Heidelberg Road strategic corridor. In particular, it recommends the use of design and development overlays and urban design frameworks to achieve a high standard of design so as to limit off-site amenity impacts and provide appropriate internal amenity for residents.
- Clause 21.03 provides a series of criteria in which to identify “strategic opportunity sites” which are sites possessing certain characteristics making them suitable for residential and/or mixed use redevelopment at increased densities being:
 - Over 1000m² in lot size
 - In a zone that permits residential use
 - Not constrained by a Heritage Overlay and/or Minimal Housing Change Area
 - Displaying one or more of the more of the following favourable locational criteria:
 - within 500 metres of train station
 - within 400 metres of tram route
 - fronting a strategic corridor (High St, Bell St, Plenty Rd, St Georges Rd)
 - within a designated activity centre.

- **Clause 21.04 (Economic Development)** identifies that land west of Jeffery Street is a ‘mixed employment’ area. The *Strategic Economic Development Framework* identifies that there are three local centres along Heidelberg Road, which is complemented by Clause 21.04-3, which seeks to facilitate a higher intensity of activity in and around local centres.
- **Clause 21.05 (Transport and Infrastructure)** aims to encourage good urban design standards in the built environment to support walkability and pedestrian amenity, and requires new development to contribute to a safe, attractive and comfortable pedestrian environment.
- **Clause 22.04 (Industrial and Commercial Activity)** seeks to ensure a high standard of urban design is achieved to improve the visual character, functioning and layout within industrial and commercial areas. It also requires the provision of suitable landscaping to improve the appearance of industrial and commercial areas.
- **Clause 22.06 (Multi Residential and Mixed Use)** encourages residential and mixed-use development display a high quality of urban design, limits off-site amenity impact, improves the public realm and considers the development of adjoining sites. In particular, it encourages:
 - locating building massing towards the street frontage so as to reduce the impact of visual bulk from the rear of sites;
 - the consolidation of lots to increase development opportunities; and

- maximising street-facing and rear-facing dwellings, whilst avoiding side-boundary facing dwellings, to facilitate a high level of internal amenity.

The City of Yarra has advanced strategic planning initiatives for the commercially zoned properties on the southern side of the Heidelberg Road Corridor, adjacent to the Study Area. The work is outlined within the ***Heidelberg Road Built Form Framework, November 2019***, prepared by Hodyl and Co. The report envisages future built form ranging between 6-8 storeys (predominantly 6 storeys). It is understood that at the time of this report the report had not been formally adopted by the City of Yarra. The work undertaken for the southern side of the Corridor is considered and acknowledged in the analysis and Framework outlined in this report.

In summary, the policy context at both state and local levels support the broader objectives of the LAP seeking to provide greater guidance in terms of economic growth, public realm environments, and site-responsive built form along Heidelberg Road.

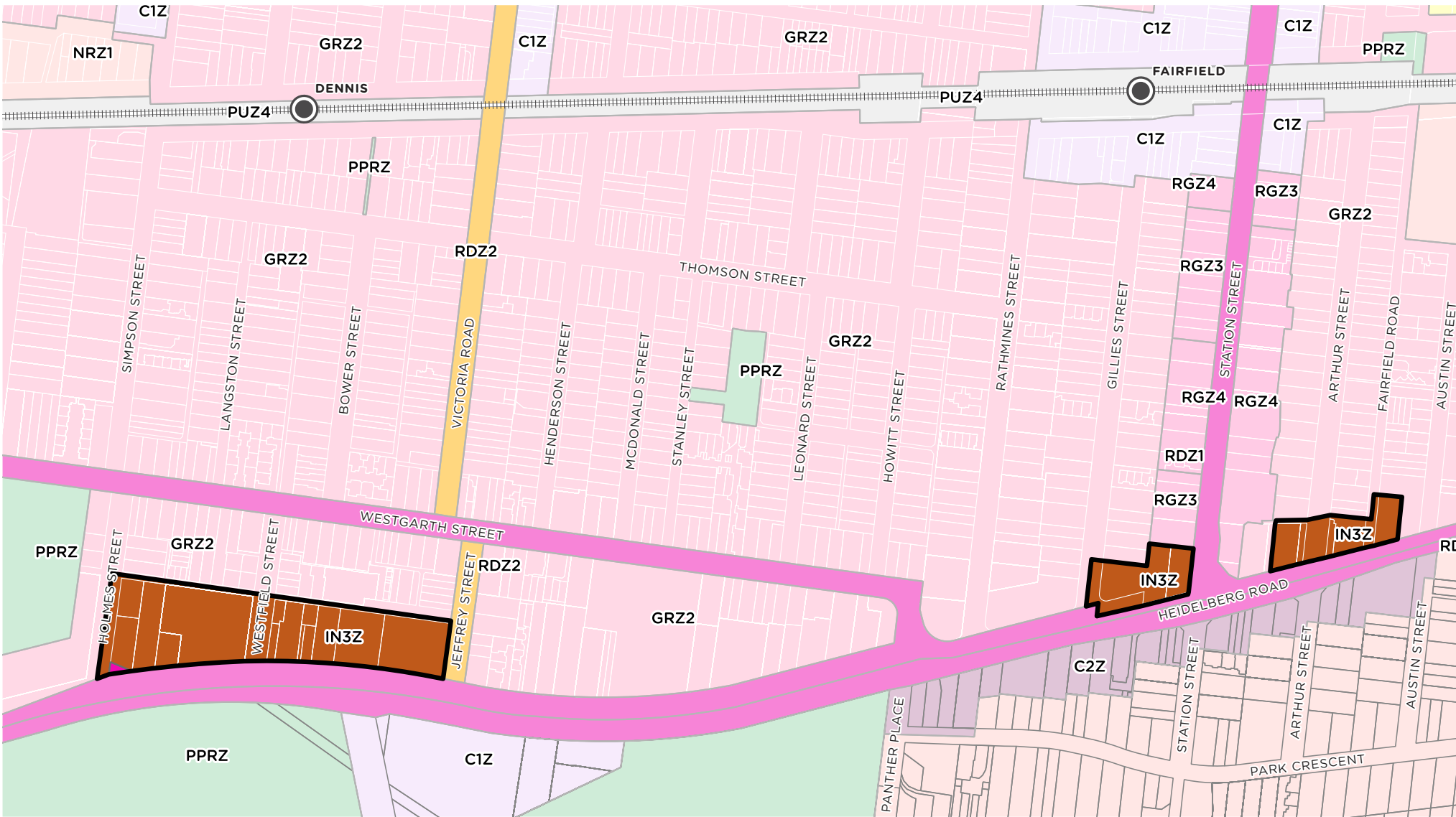
However, these objectives relating to growth need to be considered alongside other directions contained within the MSS, which seek new development to respond to the urban structure of the municipality, by promoting a level of change that responds to the role of the Corridor as compared to higher order activity centres, and minimising its impacts on the existing neighbouring character and amenity.

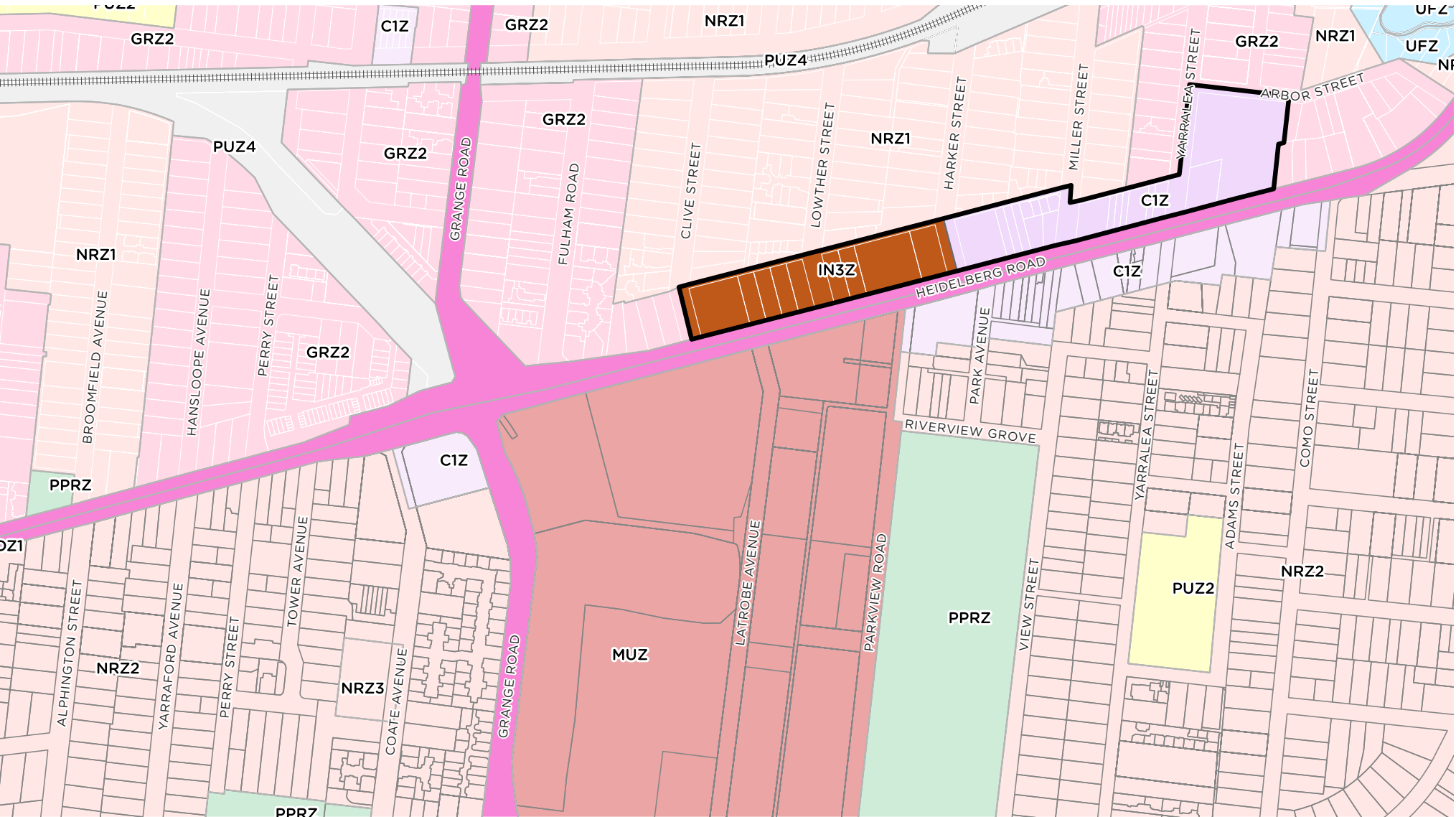
This page is blank



2.3 ZONES

The Study Area consists of two zones, Industrial 3 Zone (IN3Z), which extends from Holmes Street in the west to Harker Street in the east, and Commercial 1 Zone (C1Z) from Harker Street to Arbor Street.





ZONES

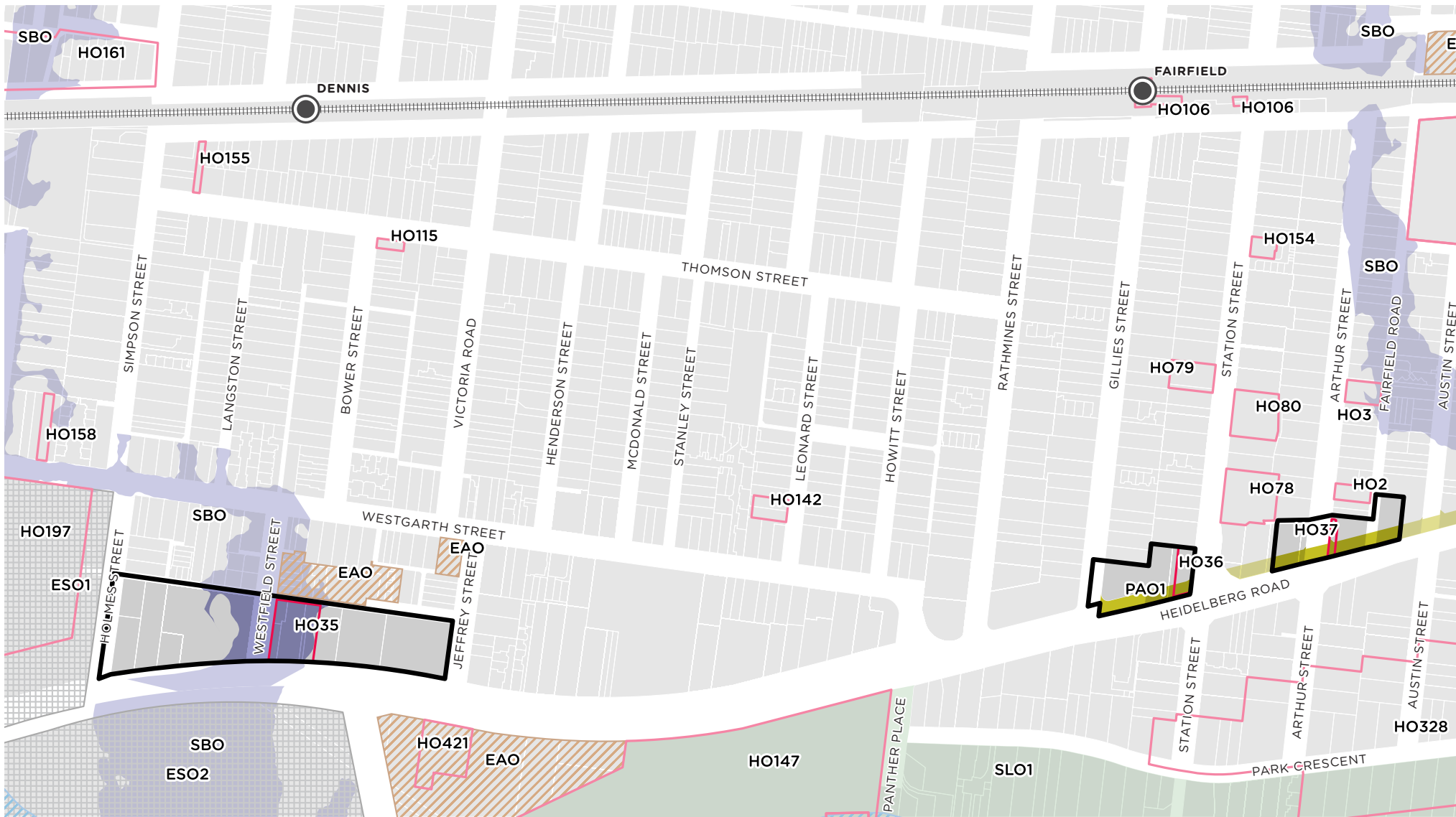
- Study Area
- Train Station
- Rail Line
- Neighbourhood Residential Zone Schedule 1, 2 and 3 (NRZ1, NRZ2 and NRZ3)
- General Residential Zone Schedule 2 (GRZ2)
- Residential Growth Zone Schedule 3 and 4 (RGZ3 and RGZ4)
- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Mixed Use Zone (MUZ)
- Industrial 3 Zone (IN3Z)
- Urban Floodway Zone (UFZ)
- Road Zone Category 1 (RDZ1)
- Road Zone Category 2 (RDZ2)
- Public Use Zone Education (PUZ2)
- Public Use Zone Transport (PUZ4)
- Public Park and Recreation Zone (PPRZ)

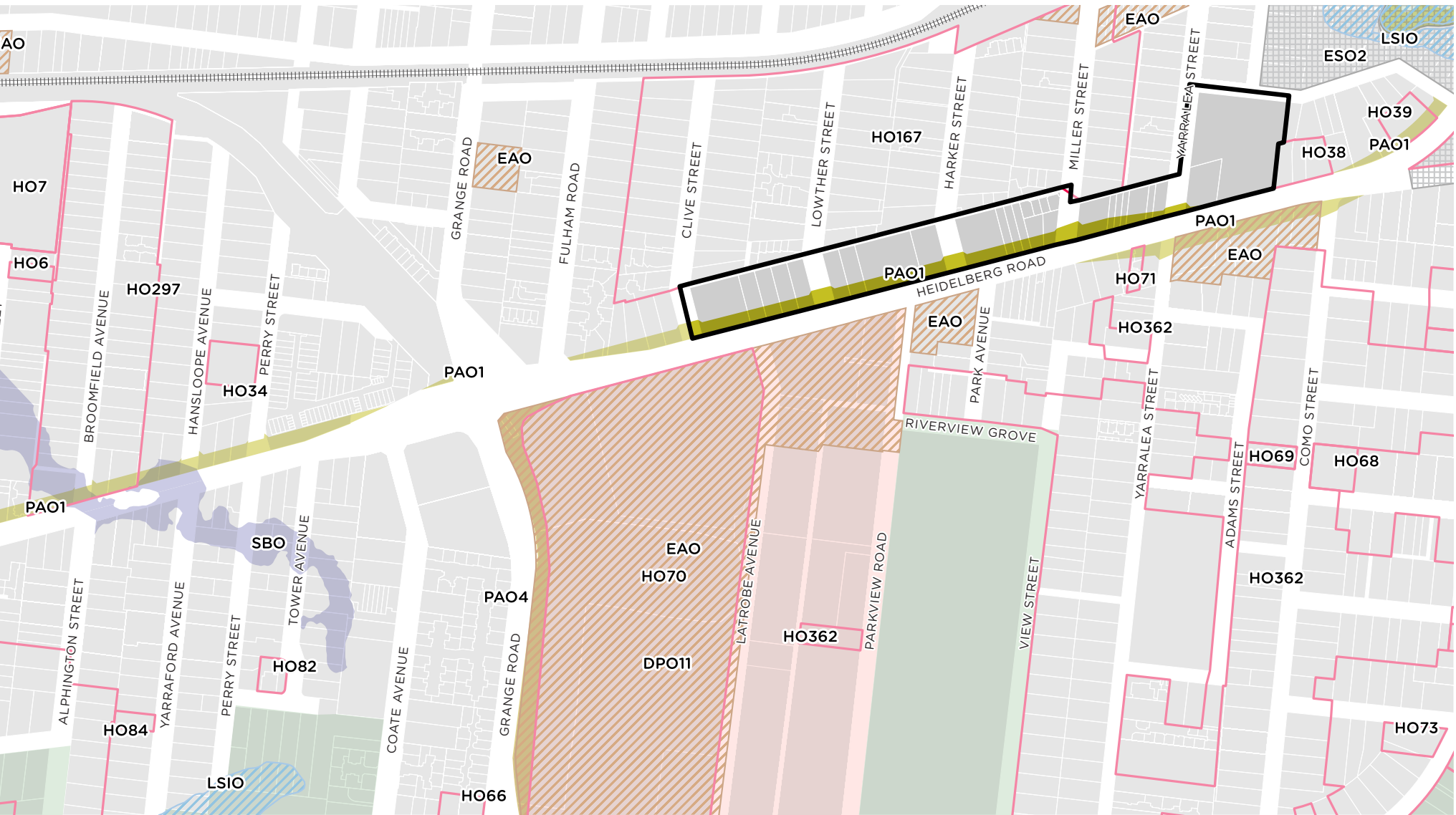


2.4 OVERLAYS

The Study Area is affected by the following overlays:

- Public Acquisition Overlay – Schedule 1 (PAO1) which generally applies along the frontage of properties facing onto Heidelberg Road, between Gillies Street (Fairfield) and Yarralea Street (Alphington). The acquiring authority is VicRoads and its purposes is for road widening.
- Special Building Overlay (SBO) which generally applies the properties on both sides Westfield Street. It seeks to ensure that new development maintains the free passage and temporary storage of floodwaters, as determined or in consultation with the floodplain management authority.
- There are three site specific heritage overlays including:
 - 181-187 Heidelberg Road, Fairfield (Heritage Overlay – Schedule 35 (HO35), Centenary Dairy Complex)
 - 429 Heidelberg Road, Fairfield (Heritage Overlay – Schedule 36 (HO36), Grandview Hotel); and
 - 457 Heidelberg Road, Fairfield (Heritage Overlay – Schedule 37 (HO37), House)
- Development Contributions Plan Overlay – Schedule 1 (DCPO1) applies throughout the municipality which seeks development contribution levies to be paid arising from new development to contribute towards ongoing maintenance of existing infrastructure through the City.





OVERLAYS

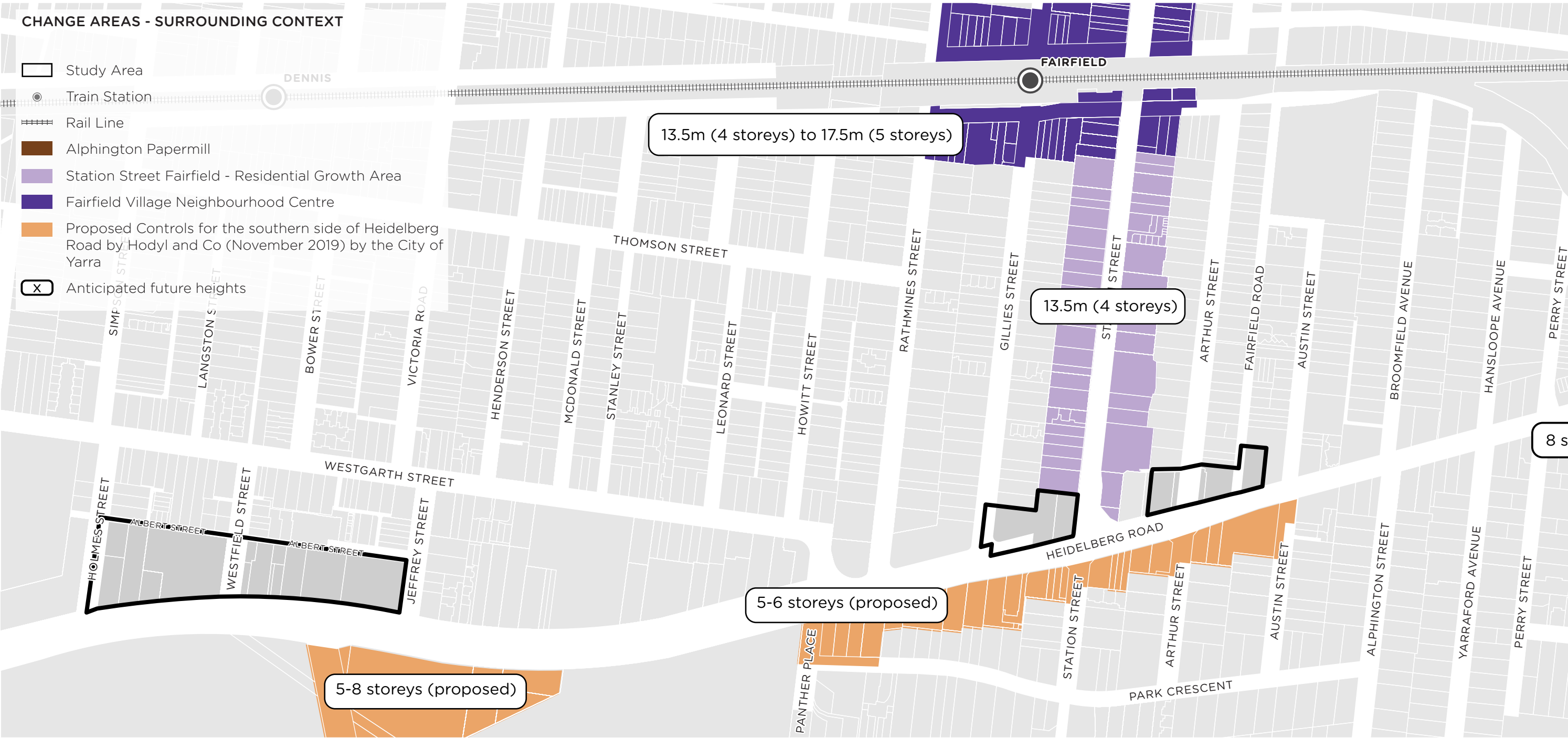
- Study Area
- Train Station
- Rail Line
- Development Plan Overlay Schedule 11 (DPO11)
- Environmental Audit Overlay (EAO)
- Environmental Significance Overlay (ESO)
- Land Subject to Inundation Overlay (LSIO)
- Public Acquisition Overlay (PAO)
- Special Building Overlay (SBO)
- Significant Landscape Overlay (SLO)
- Heritage Overlay (HO)



3.3 SUMMARY OF URBAN DESIGN ANALYSIS

In summary, the analysis identified the following:

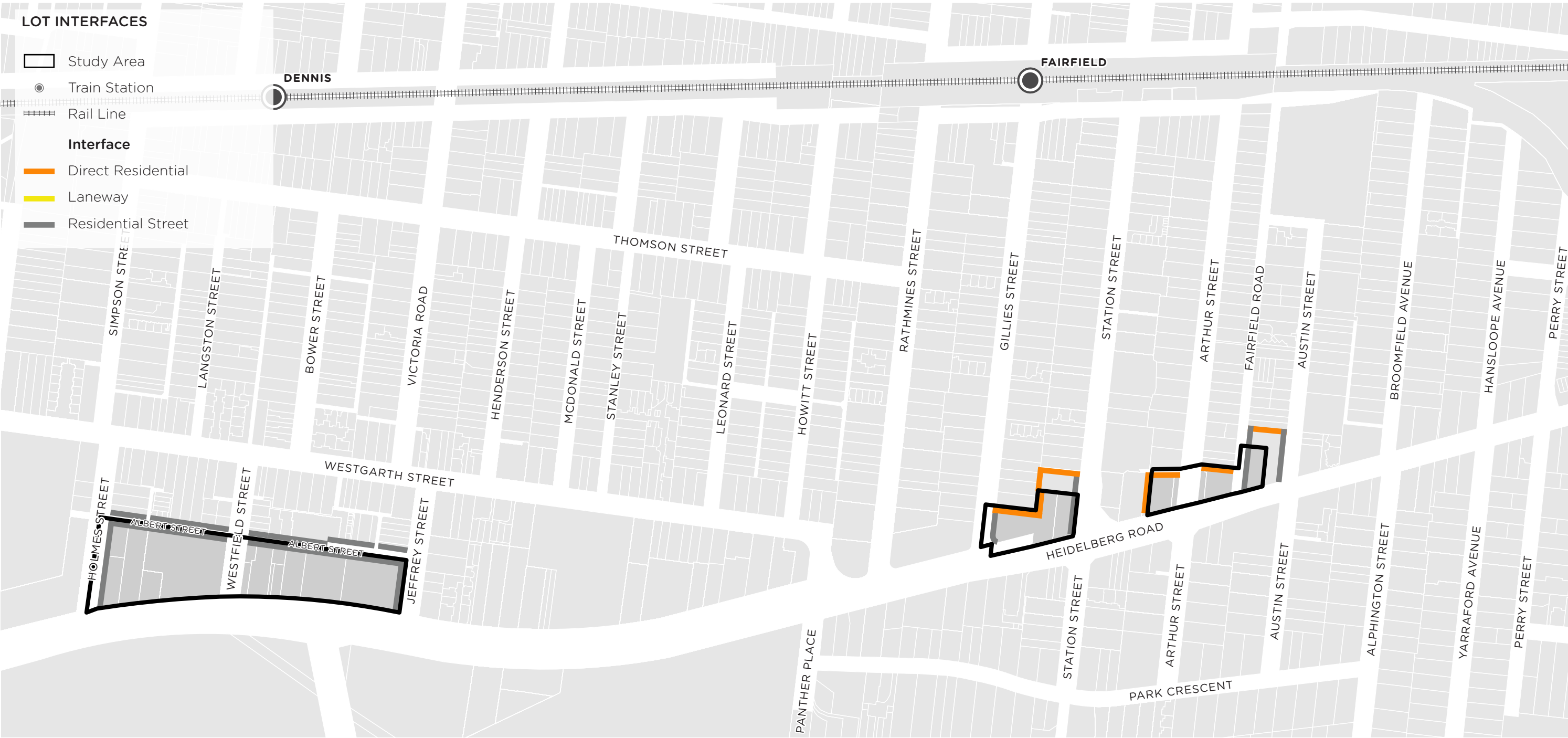
- The Study Area is strategically located in proximity to Melbourne CBD and the Alphington Papermill precinct, well served by existing major infrastructure, supporting future redevelopment of the Study Area.
- Precincts within and adjacent to the Corridor, such as the Alphington Papermill and Fairfield Village, are experiencing change in the form of taller developments.
- The Study Area is serviced by public transport including Dennis, Fairfield and Alphington railway stations between 200-400m north of the Study Area and a number of bus stops along Heidelberg Road (serving routes 546 and 604). Parts of the Study Area are also included within the Principal Public Transport Network (PPTN) area.
- Commercial buildings located facing Heidelberg Road have high business exposure due to the arterial nature of Heidelberg Road.
- The existing 13-storey public housing building located at the western edge of the Study Area should be considered as an anomaly within the broader urban structure.
- The existing built form character within the Study Area is varied.
- Existing building heights range between 1 to 3 storeys.
- Front setbacks of existing building vary between 0-10m.
- Lot sizes vary from approximately 182m² to 7600m².
- The pattern of subdivision varies within the Study Area, with a relatively large lot-grain on the western end, which becomes progressively fine-grain towards the eastern end.
- Most lots have access from both rear lanes and Heidelberg Road;
- The Public Acquisition Overlay 1 (PAO1) that applies across part of the Study Area reduces the lot depth of properties by 11 to 13 metres, therefore significantly reducing their development capacity.
- The Study Area is positioned on the northern side of Heidelberg Road. As such, the public realm amenity and uses on the opposite side of the road will need to be taken into account.
- The Study Area is also located within the City of Yarra, which has proposed controls for the southern side of Heidelberg Road. As such, the preparation of this built form framework has also given regard to the Amendment C272 to the Yarra Planning Scheme which proposes interim Design and Development Overlay - Schedule 18 to the southern side of Heidelberg Road.
- Pedestrian connectivity between the north and south sides of the Corridor is limited and confined only to pedestrian crossings at key intersections. This inhibits pedestrian connectivity between the City's of Darebin and Yarra.
- The Corridor generally has an abutting sensitive interface with residentially zoned land to the north.
- A strategic opportunity site is identified at 789 Heidelberg Road, Alphington.





CHANGE AREAS - SURROUNDING CONTEXT

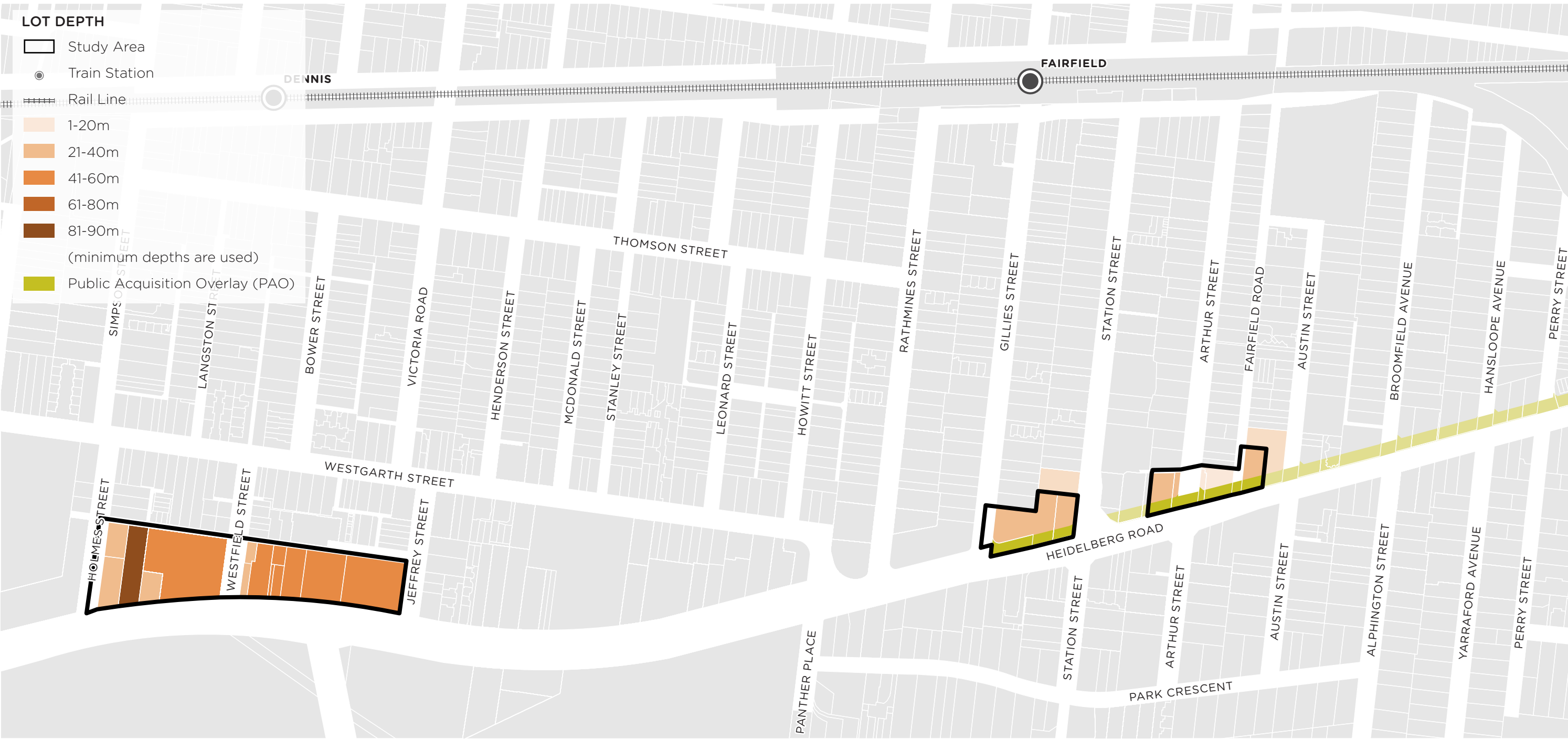
- Study Area
- Train Station
- Rail Line
- Alphington Papermill
- Station Street Fairfield - Residential Growth Area
- Fairfield Village Neighbourhood Centre
- Proposed Controls for the southern side of Heidelberg Road by Hodyl and Co (November 2019) by the City of Yarra
- Anticipated future heights





LOT INTERFACES

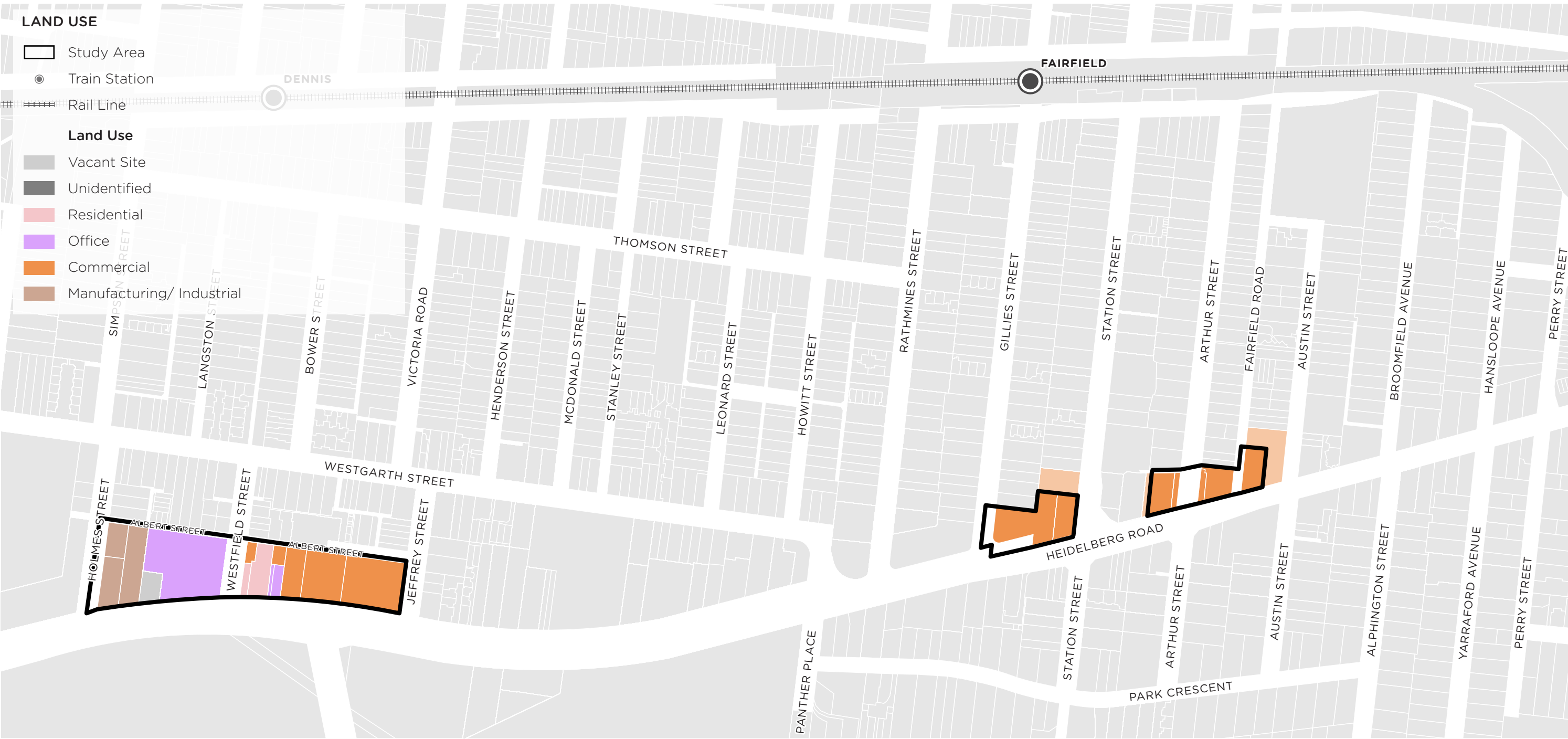
- Study Area
- Train Station
- Rail Line
- Interface**
- Direct Residential
- Laneway
- Residential Street








LOT DEPTH

- Study Area
- Train Station
- Rail Line
- 1-20m
- 21-40m
- 41-60m
- 61-80m
- 81-90m
- (minimum depths are used)
- Public Acquisition Overlay (PAO)





LAND USE

-  Study Area
-  Train Station
-  Rail Line

Land Use

-  Vacant Site
-  Unidentified
-  Residential
-  Office
-  Commercial
-  Manufacturing/ Industrial

3.4 EXISTING BUILT FORM CHARACTER

In terms of the existing built form character within each precinct, it can be summarised as follows:

3.4.1 PRECINCT 1: YARRA BEND PRECINCT

EXISTING CHARACTER SUMMARY

Predominantly large grain properties accommodating a variety of industrial and commercial uses. Properties east of Westfield Street can be accessed via a service road, while most of the properties are capable of rear access from Albert Street.

OPPORTUNITIES

- Built form of a scale that marks the western entrance to the Heidelberg Road Corridor
- The ability to provide built form of greater intensity along Heidelberg Road while minimising amenity impact on residential hinterland.
- Vehicle and service access can be taken from Albert Street.
- Large grain properties enabling greater flexibility for future development.
- Limited existing built form characteristics worthy of retention and therefore, the potential to introduce a new character.

CONSTRAINTS

- Sensitive, low-scale residential interface to the north beyond Albert Street
- Overshadowing considerations to T. H. Westfield Reserve on the south side of Heidelberg Road.
- Presence of a Special Building Overlay (SBO) along Westfield Street of the precinct
- Existing Heritage Overlay – Schedule 35 (HO35) affecting properties 181-191 Heidelberg Road, which will require new development to respect and respond to the existing heritage places.
- Potential for new properties be identified as of heritage significance.

| CHARACTER ELEMENTS AND DESCRIPTION | |
|------------------------------------|---|
| Physical | <ul style="list-style-type: none">• Located at the western end of the Heidelberg Road Corridor Study area.• Bounded by Albert Street (north), Heidelberg Road (south), Holmes Street (West) and Jeffrey Street (east).• Heidelberg Road is a wide arterial corridor, ranging between 37-40m within this Precinct.• Most of the lots span through the block from Albert Road to Heidelberg Road.• The eastern half of the precinct comprises a service road. |
| Land Use | <ul style="list-style-type: none">• Manufacturing, professional services and a service station.• The building at 187 Heidelberg Road appears to be utilised as a dwelling. |
| Built Form and Heritage | <ul style="list-style-type: none">• Predominantly 1-2 storey buildings.• Front setbacks vary from 3m to 11m.• The properties at 181-191 Heidelberg Road are of heritage significance (HO35). |
| Public Realm | <ul style="list-style-type: none">• Sporadic public realm vegetation.• Cluster of street tree planting along the eastern end of Albert Street.• Vehicle access is can be taken from Heidelberg Road with car parking located towards the rear of buildings or via Albert Street to the rear.• Properties east of Westfield Street have access via a service road off Heidelberg Road.• Poor activation of the streets. |
| Interfaces | <ul style="list-style-type: none">• Most lots have a rear interface with Albert Street |



HEIDELBERG ROAD INTERFACE



ALBERT STREET INTERFACE (TO THE NORTH)



3.5.1 PRECINCT 2: STATION STREET

EXISTING CHARACTER SUMMARY

Varied buildings associated with motor vehicles sales, retailing, café, community and health services. The existing Grandview Hotel is a prominent building at the corner of Station Street and Heidelberg Road.

OPPORTUNITIES

- Built form to visually mark the entry into the Fairfield Neighbourhood Activity Centre
- Vehicle and service access can be taken from side streets;
- Non-sensitive interface to Commercial 2 Zone properties on the southern side of Heidelberg Road;
- Enhance the Grandview Hotel as a key icon of the precinct

CONSTRAINTS

- Public Acquisition Overlay (PAO) along Heidelberg Road reduces lot depth and lot size which inhibits future development.
- Direct interfaces with sensitive residentially zoned properties, north and west.
- Some properties are affected by a heritage overlays, including the Grandview Hotel.

- 429 Heidelberg Road (the Grandview Hotel) is partly zoned Industrial 3 and partly zoned Residential Growth. Similarly, 469 Heidelberg Road is partly zoned Industrial 3 and partly General Residential. The dual zoning of these sites such this has the potential to impact future built form outcomes on the site.
- Potential for 441 Heidelberg Road, Fairfield identified to have heritage significance, which may require a more sensitive design response from its abutting eastern neighbour at 445-449 Heidelberg Road.

| CHARACTER ELEMENTS AND DESCRIPTION | |
|------------------------------------|--|
| Physical Conditions | <ul style="list-style-type: none">• Located in the centre of the Heidelberg Road Corridor, a prominent intersection at the entrance to Station Street.• All of the lots within this precinct are corner blocks. |
| Land Use | <ul style="list-style-type: none">• Automotive vehicle repair and sales showrooms, retail, cafes, community and health services, a gym, service station and pub. |
| Built Form and Heritage | <ul style="list-style-type: none">• One- to two-storey commercial buildings, except the Grandview Hotel which is up to 4 storeys.• Street wall heights range between one and three storeys.• Predominantly 0m front setbacks to Heidelberg Road, except one car sales yard which is setback approximately 18m from Heidelberg Road. |
| Public Realm | <ul style="list-style-type: none">• Properties have a secondary vehicle access point of a side street, other than from Heidelberg Road• Sporadic public realm vegetation along Heidelberg Road.• Some pockets of canopy trees within nature strips are evident within the residential side streets (Gillies Street, Arthur Street, Fairfield Road and Austin Street.• Some level of public realm engagement through buildings along Heidelberg Road with clear glazing and ground level activation. |
| Interfaces | <ul style="list-style-type: none">• All lots have an interface with Heidelberg Road and a side street• Residentially zoned land to the north, however, some of these properties are not dwellings and use as a medical centre and/or surface car parking. |



HEIDELBERG ROAD INTERFACE



SIDE STREETS INTERFACE



3.5.2 PRECINCT 3: HEIDELBERG ROAD
NEIGHBOURHOOD ACTIVITY CENTRE

EXISTING CHARACTER SUMMARY

The commercial centre of Heidelberg Road with a mix of fine-grain and large-grain lots providing a mix of commercial, office and warehouse storage services.

An existing approval for a 9-storey mixed use building has been granted on 779 Heidelberg Road Alphington.

OPPORTUNITIES

- Built form of a scale that marks the eastern entrance to the Heidelberg Road Corridor and Heidelberg Road NAC.
- Emerging built form character associated with the Alphington Paper Mill and existing 9-storey approval on 779 Heidelberg Road.
- Absence of any built form or heritage overlays within Precinct 3.

CONSTRAINTS

- Reduced lot depth due to the Public Acquisition Overlay 1 along the frontage of properties
- The presence of Heritage Overlay - Schedule 38 (HO38) immediately east of 789 Heidelberg Road, Alphington and HO167 on residential properties beyond the northern boundary of the precinct, requiring a more sensitive design response.
- Sensitive residential interface to the north, beyond the laneway.
- Direct residential interface to the north, on the eastern end of the precinct.

| CHARACTER ELEMENTS AND DESCRIPTION | |
|------------------------------------|---|
| Physical Conditions | <ul style="list-style-type: none">• Located towards the eastern end of the Heidelberg Road Corridor study area.• The width of Heidelberg Road is approximately 22m in this part of the Precinct. |
| Land Use | <ul style="list-style-type: none">• Commercial storage and retail, professional and community services, automotive vehicle repair and sales showroom, medical services and a gym• A pocket of townhouses is located in the north-east corner of this precinct, zoned within a Commercial 1 Zone. |
| Built Form and Heritage | <ul style="list-style-type: none">• One and two storey buildings.• Street wall heights range between one and two storeys.• A mixed street edge treatment. It is predominantly zero setback, however, there are some properties which have a street setback of up to 10m |
| Public Realm | <ul style="list-style-type: none">• Sporadic public realm vegetation, however, more consistency of street tree planting can be seen within the residential side streets. |
| Interfaces | <ul style="list-style-type: none">• Most lots have an interface with a rear laneway, however, the properties at 737-737A Heidelberg Road, have a direct interface with residential properties to the north |



HEIDELBERG ROAD INTERFACE



LANEWAY & RESIDENTIAL STREETS INTERFACE (TO THE NORTH OF PRECINCT 3)



3.6 LEVELS OF CHANGE ANALYSIS

To help inform the rationale for the Framework and building on the above, analysis was undertaken to identify areas of potential change categorised by ‘low’, ‘medium’ and ‘high’ change in the future, with a particular focus on:

- Recent development approvals;
- Subdivision and lot pattern;
- Lot width and depth;
- Presence of heritage values;
- Sensitive interfaces (particularly north of the study area); and
- Urban structure.

The results of this analysis culminated in a plan that identifies the potential levels of change across the Study Area, as shown at Figure 4.

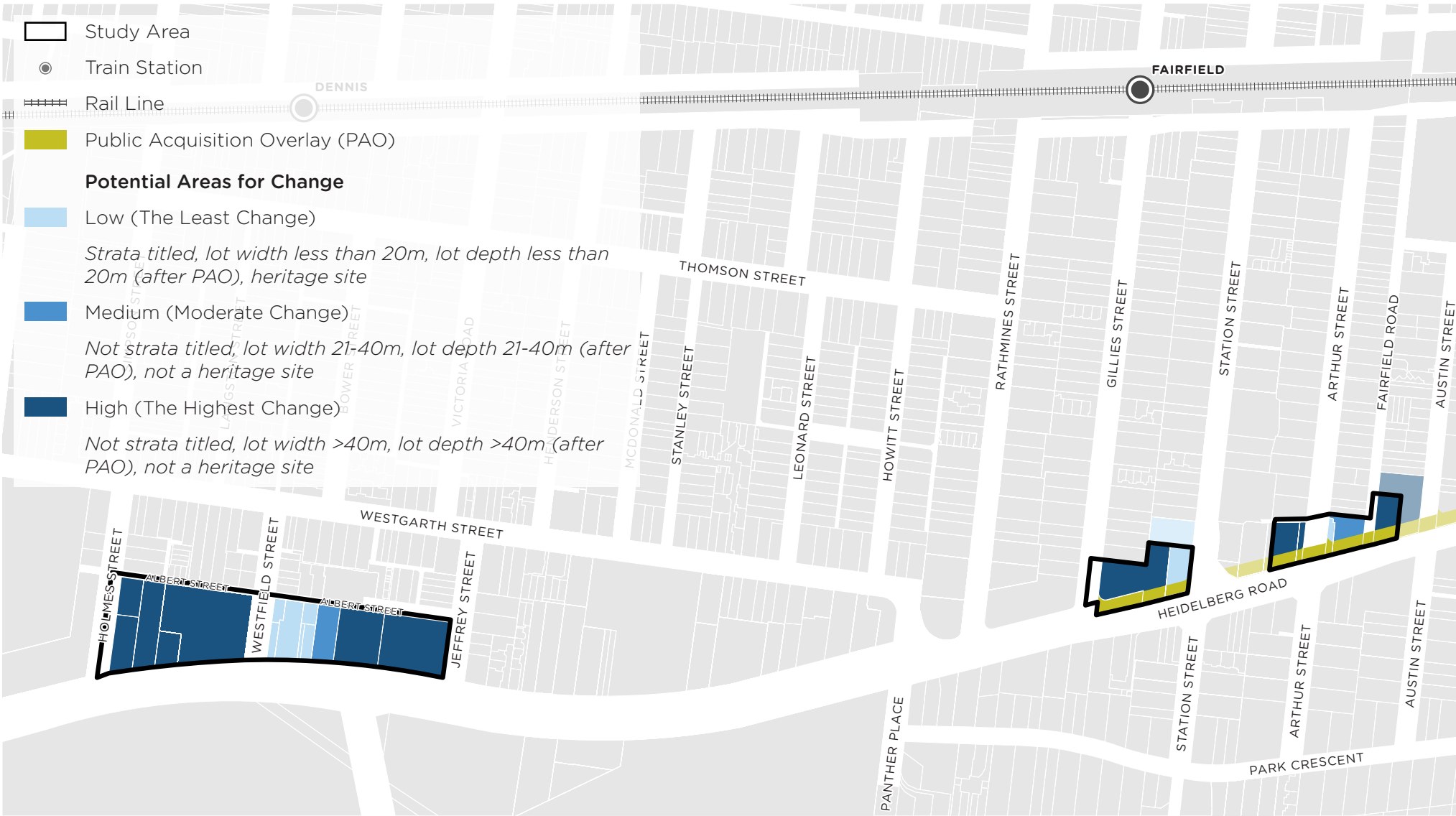
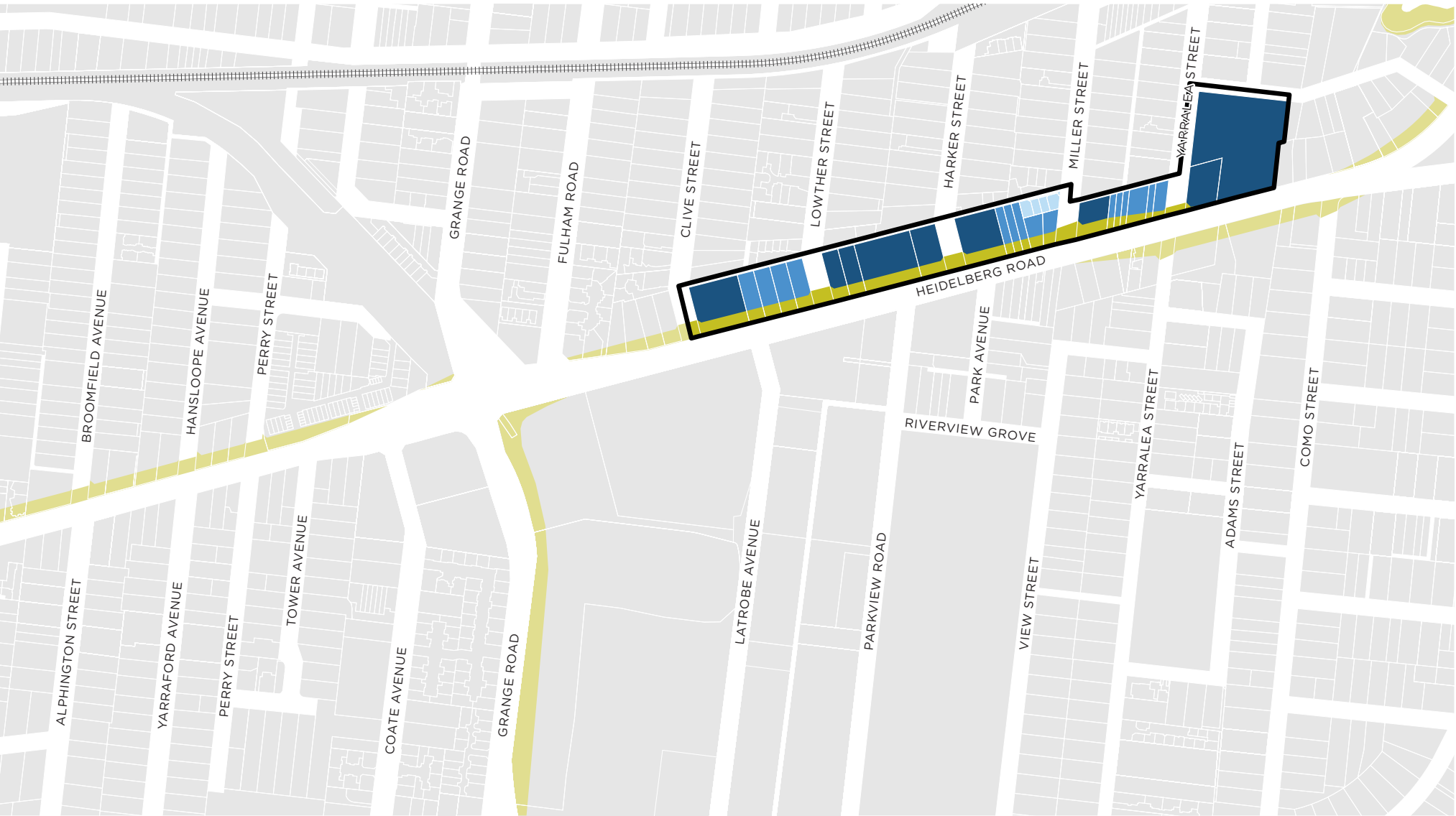


Figure 4. Levels of Change



LEVELS OF CHANGE

- Study Area
- Train Station
- Rail Line
- Public Acquisition Overlay (PAO)

Potential Areas for Change

- Low (The Least Change)
Strata titled, lot width less than 20m, lot depth less than 20m (after PAO), heritage site
- Medium (Moderate Change)
Not strata titled, lot width 21-40m, lot depth 21-40m (after PAO), not a heritage site
- High (The Highest Change)
Not strata titled, lot width >40m, lot depth >40m (after PAO), not a heritage site



4. FUTURE PLACE ANALYSIS

Based on the analysis outlined in the previous chapter, a set of future character precincts have been identified across the Study Area. These form sub-precincts within the existing character precincts and are based on the economic assessment, potential for development, location in the urban structure, responding to existing character and proximity to sensitive uses.

The definition of these sub-precincts takes account of:

- Policy support for growth in well-served locations;
- Key points of arrival into the Corridor;
- The positioning of each precinct within the Heidelberg Road corridor;
- The capacity to accommodate growth based on the physical lot features (particularly depth due to the presence of the PAO1);
- The role, function and width of Heidelberg Road;
- Sensitive interfaces and potential amenity impacts;
- Presence of heritage overlays;
- Existing character values; and;
- The strategic work being undertaken by the City of Yarra and Hodyl and Co along the southern side of Heidelberg Road.

The sub-precincts are displayed within the built form framework contained within Chapter 6.0.



Figure 5. Future Character Precincts



FUTURE CHARACTER PRECINCTS

- Study Area
- P 3C Sub-Precinct Label

5. URBAN DESIGN PRINCIPLES

Based on the background review and above analysis, and in consideration of the corridor vision within the Heidelberg Road Local Area Plan, a series of urban design principles have been developed.

The purpose of the urban design principles is to provide overarching guidance and direction to shape the future built form within the study area.

The principles aim to synthesize the findings of the existing analysis, respond to the urban structure of the area and provide a greater direction for built form outcomes, while respecting the existing character within and around the Study Area.

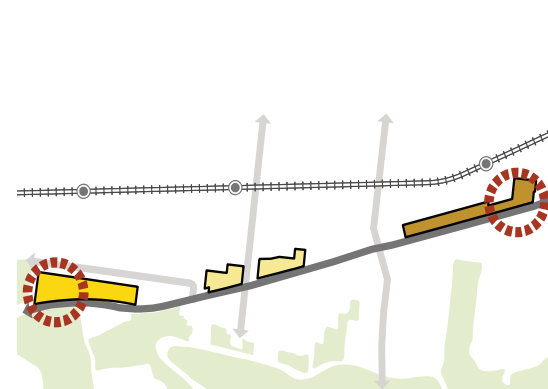
These principles are explained diagrammatically overleaf.

1. URBAN CONSOLIDATION



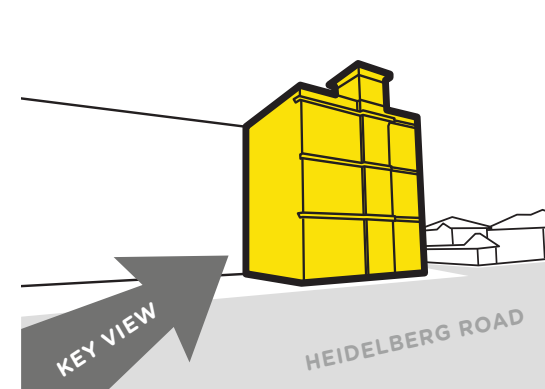
Enable the potential for growth consistent with the strategic importance, level of change and character experienced along Heidelberg Road.

2. URBAN STRUCTURE



Mark key entries with a built or natural element that stands out from its surroundings.

3. HERITAGE LANDMARKS



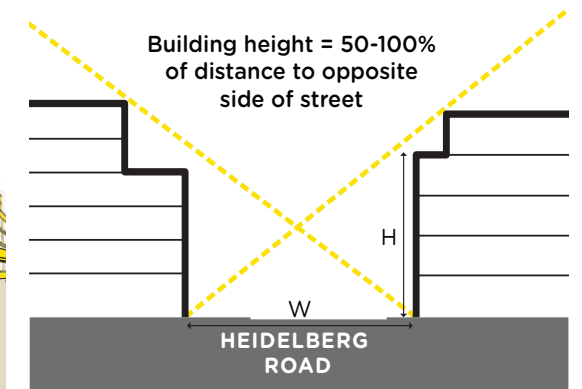
Protect key views to existing landmarks.

4. STREET WALL AND HUMAN SCALE



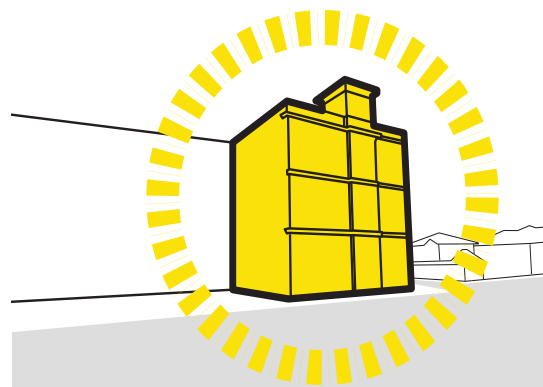
Contribute to an inviting, visually interesting and vibrant public realm at walking pace.

5. SPATIAL CHARACTER



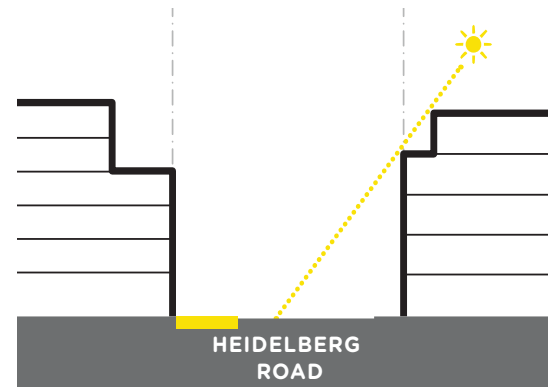
Ensure buildings spatially define Heidelberg Road and provide a sense of enclosure while responding to the role of Heidelberg Road, emerging character and level of openness.

6. HERITAGE BUILDINGS



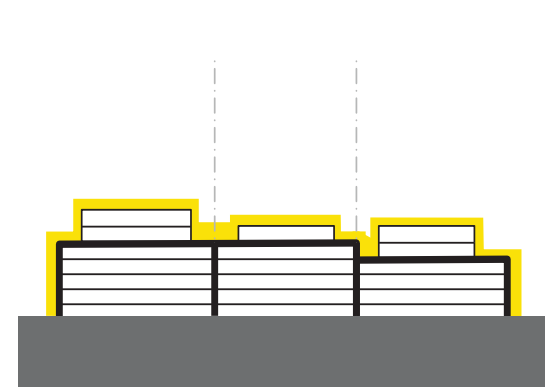
Support the protection of heritage buildings of significance.

7. PUBLIC REALM AMENITY



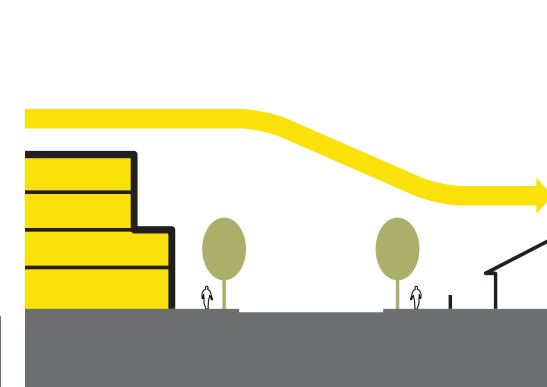
Maintain solar access to the southern footpath of Heidelberg Road.

8. VISUAL BULK AND SKYLINE



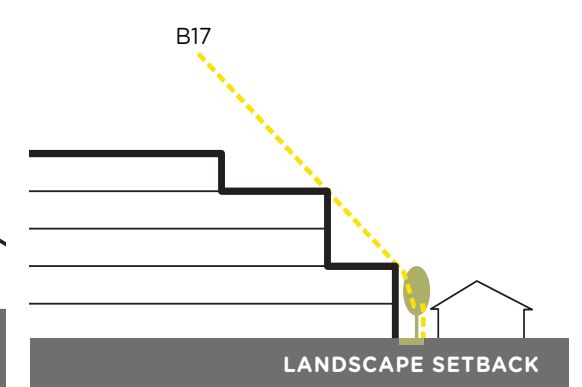
Avoid a 'wall' of taller, unarticulated form.

9. RESIDENTIAL STREETS



Respect the character of residential streets.

10. SENSITIVE INTERFACES



Maintain reasonable amenity for neighbouring residential properties.

6. BUILT FORM FRAMEWORK

This section outlines the proposed Built Form Framework for the future character precincts outlined at Section 4.0.

It provides recommendations in relation to building heights and setbacks.

Section 6.1 outlines the rationale underpinning the built form recommendations. This includes diagrammatic explanations of the urban design responses proposed either across the study area or in relation to specific sub-precincts.

Section 6.2 outlines the design assumptions behind the Built Form Framework.

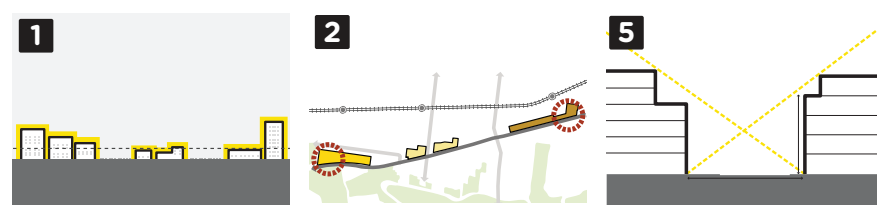
Section 6.3 contains the overall Built Form Framework Plan which summarises the building heights and setbacks. It then breaks the Built Form Framework Plan into precincts with a preferred character statement, design objectives and guidelines for each sub-precinct.

Section 6.4 provides guidelines that apply across the precincts and relates in particular to interface setbacks and public realm amenity.

6.1 BUILT FORM FRAMEWORK RATIONALE

6.1.1 OVERALL BUILDING HEIGHTS

Relevant Urban Design Principles



Purpose

Overall building heights are recommended to guide the future scale and urban structure of the Study Area. Building heights are applied through rigorous urban design analysis undertaken through site visits, mapping of interfaces, lot depths, widths, heritage values, access and 3D modelling/ sectional testing, which helped to determine the development capacity of the sites. The Built Form Framework prepared for the southern side of Heidelberg Road was also taken into consideration. The overall building height should respond to not only the physical characteristics of the Study Area, but also the strategic policy framework. Heidelberg Road is identified as a 'strategic corridor - interface' with key gateways on the eastern and western edges of the corridor, noting that its role in providing housing and employment intensification is less than the sub-regional and major activity centres identified in the municipality.

Rationale and Application

The following rationale was applied to the building heights:

- Buildings heights of between 4 to 8 storeys are recommended to be applied across the Study Area commensurate with the role of the 'strategic corridor', in response to the defining physical elements and in consideration of the Local Area Plan Vision.
- A building height of 7 storeys (27 metres) is recommended to mark the entrance to Heidelberg Road from the west, and 8 storeys (28.5 metres) to mark the entrance to the east. The height at the edges of the Study Area bookmark the eastern and western entrances, while also responding to the overall building heights proposed within the Built Form Framework on the southern side of Heidelberg Road.
- Closer to sensitive interfaces and a low scale residential character, the overall building height between Westfield Street and Jeffrey Street is recommended to be 6 storeys.

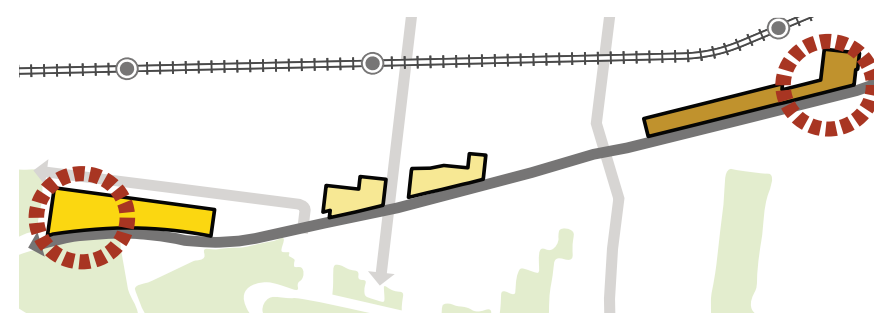
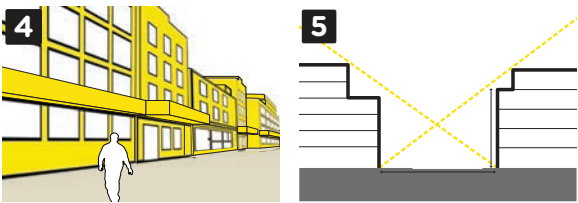


Figure 6. Urban Structure along the Study Area

- Across Precinct 2, an overall building height of 4 storeys is recommended, which is mainly due to the shallow lot depths and the Grandview Hotel that should maintain its primacy and prominence as a marker to the entrance of Station Street.
- Aside from 787-789 Heidelberg Road, overall building heights in Precinct 3 are recommended to be 5-6 storeys to realise development. These sites are also constrained by shallow lot depths and the PAO application.

6.1.2 STREET WALL HEIGHTS - HEIDELBERG ROAD

Relevant Urban Design Principles



Purpose

A street wall is defined as the façade of the building facing (and closest to) the street. The term is typically used where buildings are built on or close to the street boundary, so that they define the public realm and ensure a comfortable level of enclosure is achieved. The street wall makes the most important contribution of a building to the experience of the public realm.

The height of the street wall should respond to both existing heritage buildings and the emerging street wall character. It should also respond to the width of the street and role of the road. The height of the street wall should be at least one-third, preferably half of the distance to the opposite side of the street or open space to provide good spatial definition. Heidelberg Road has a width varying between 20 to 40 metres. Its width and the emerging character set by the Built Form Framework prepared by Hodyl and Co have been factored into the determination of street wall heights across the Study Area.

Rationale and Application

The following rationale was applied to the application of street wall heights:

Precinct 1

- On properties at the western entrance to Precinct 1, a maximum street wall height of 19.5m (5 storeys) is recommended because the entrance to this stretch of Heidelberg Road warrants marking with a more prominent built form. A 19.5m street wall is also approximately half the distance to the opposite side of the street (40m approx.) therefore providing good spatial definition (Refer to Figure 7). Amenity protection (overshadowing controls) to T. H. Westfield Reserve is discussed at Section 6.1.5.

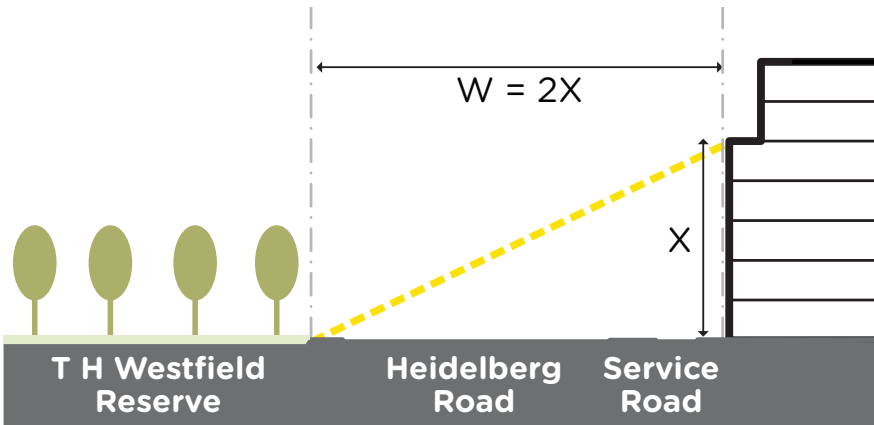


Figure 7. Spatial definition along Heidelberg Road

- East of Westfield Street to 199 Heidelberg Road, a street wall height of 15.5 metres (4 Storeys) is recommended. This should step down to 8 metres (2 storeys) within 10 metres of the heritage properties at 181-191A Heidelberg Road, subject to their retention.
- In relation to 213-219 Heidelberg Road, which forms the north-west corner of Heidelberg Road and Jeffrey Street, the recommended street wall height is 12m (3 storeys). This is to ensure the built form transitions appropriately in scale to the residential hinterland to the east and north along Jeffrey Street.

Precinct 2

- On properties to the west of the Grandview Hotel, a maximum street wall height of 12m (3 storeys) is recommended. This is to ensure the prominence of the Grandview Hotel is maintained.
- A 3-storey street wall is also recommended on properties to the east of Station Street. The street wall height (and overall building height) is particularly limited here due to the shallow lot depths affected by the PAO. The 3-storey street wall height in commercial floors also responds to the 4 storey street wall height proposed on the southern side of Heidelberg Road.

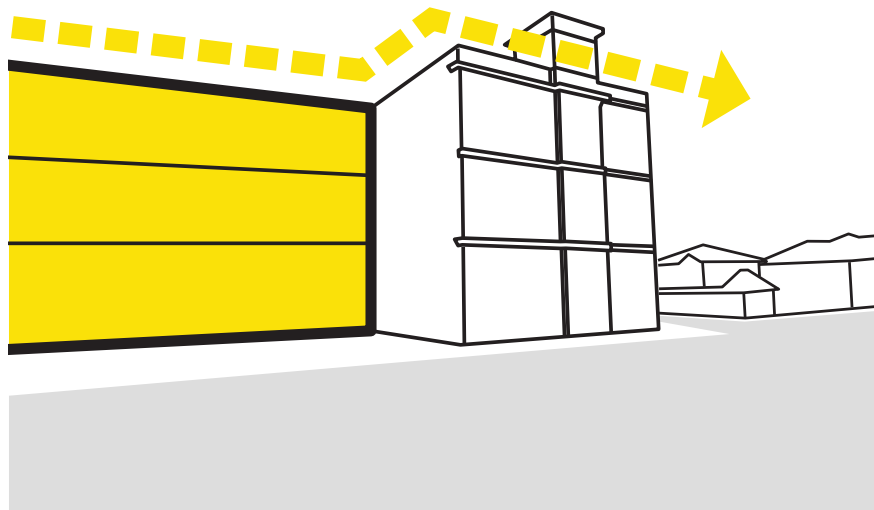


Figure 8. Future street walls should match the Grandview Hotel

Precinct 3

- To the east Clive Street of Harker Street, a 4 storey (15.5 metres) street wall height is recommended. A 4-storey street wall allows an appropriate level of enclosure to Heidelberg Road while responding to the street wall height between Parkview Road and Park Avenue proposed on the southern side (4 storeys).
- East of Harker Street the land zoning is Commercial 1 Zone (C1Z), which means the likely emerging use mix will be commercial/retail at ground floor, with residential levels above. Based on the shallow lot depths and the proposed emerging character on the south side of Heidelberg Road, a street wall height of 14 metres (4 storeys) is recommended.
- In relation to 787-789 Heidelberg Road, a street wall height of 3 storeys (12 metres) is recommended. This is based on responding to the approved 3 storey street wall at 779-785 Heidelberg Road and the direct residential interface to the east, which is also covered by a site specific Heritage Overlay (HO38).

6.1.3 FRONT SETBACKS AND STREET WALL HEIGHTS - RESIDENTIAL STREETS

Relevant Urban Design Principles



Purpose

The Study Area is edged by low-scale residential hinterland to the north, with residential streets running north-south connecting into Heidelberg Road. As these streets are predominantly residential in nature, they have a streetscape character that needs to be responded to.

Features of this include front setbacks with varying depths, landscaping and detached and semi-detached dwellings varying between 1-3 storeys. It is considered that future development within the Study Area should respond to the existing residential character through both a front setback and a lower street wall height than that proposed along Heidelberg Road. This will allow for a suitable character transition from the taller form proposed within the Study Area and the lower scale residential hinterland. The response proposed varies for a frontage to a residential street versus a sideage.

Rationale and Application

The following rationale is applied to the application of front setbacks on residential side streets:

- On corner sites that have a sideage or frontage to a residential side street with a residential zoning on the opposite side, apply a 2m front setback to the entire frontage to allow for landscaping and to respond to the residential streetscape character. The setback is recommended to be applied to properties within the Study Area fronting Holmes Street, Jeffrey Street, Gillies Street and Clive Street.
- On corner sites that have a sideage or frontage to a residential side street with an industrial or commercial zoning on the opposite side, apply a 2m front setback within 15m of the adjacent residential property. A 0m setback closer to the corner is acceptable. The transitional setback is recommended to be applied to properties within the Study Area fronting Westfield Street, Lowther Street, Harker Street, Miller Street and Yarralea Street.



Figure 9. Front setback treatment with residential zoning on the opposite side

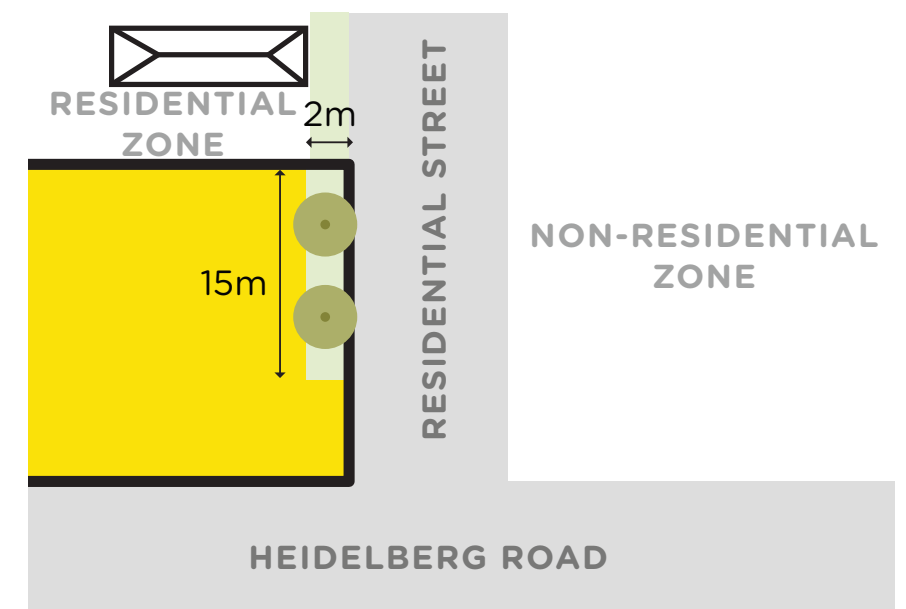


Figure 10. Front setback treatment with non-residential on the opposite side

The following rationale is applied to the application of upper level setbacks on residential side streets:

- On a corner site with a residential side street, the street wall height applied to Heidelberg Road should be continued to the side street for a minimum depth of 8m, with a transition in down to 8m at the northern boundary.

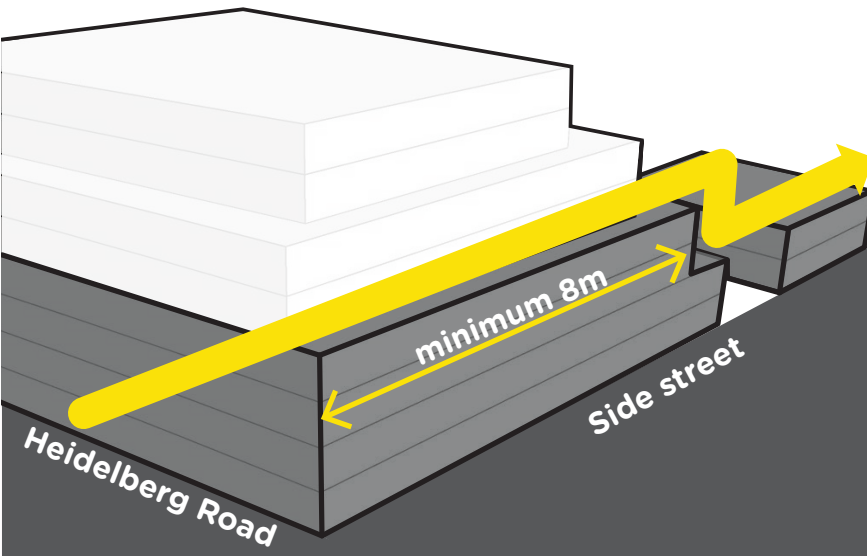


Figure 11. Transition of street wall heights on corner sites with a residential side street

There are two instances whereby the study area fronts (not a sideage) a residential street, Arbor Street and Albert Street.

Albert Street

- Albert Street has an eclectic existing character, with properties within the GRZ1 between Holmes Street and Westfield Street and 14-18 Albert Street east of Westfield Street generally having a more industrial character, with buildings built to the front boundary and no landscaping in the public or private realms. The eastern end of Albert Street however has low-scale residential cottages with small front setbacks and landscaping in the public realm.
- Based on the existing streetscape characteristics, along Albert Street, a 0m setback is recommended except for 213-219 Heidelberg Road, where a 3m setback is recommended to respond to the character of 2-6 Albert Street and retain the trees running along the northern boundary.
- To transition appropriately to the scale of the residential hinterland, a street wall height of 8m (2 storeys) is recommended along Albert Street.



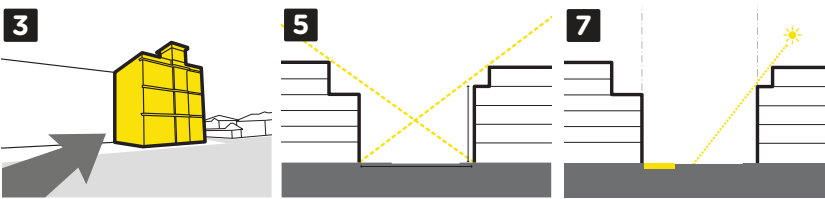
Figure 12. Transition of built form into the scale on Albert Street

Arbor Street

- Arbor Street's existing character is varied opposite the site to the north and more consistent generally to the east. To the north lies 2 storey apartments with car parking in the front setback at 90 Arbor Street and a surface carpark at 2 Bank Street. To the east consists of a mix of detached and semi-detached dwellings with setbacks varying between 3-6 metres with some landscaping.
- Based on the existing streetscape character, a 3m setback is recommended for the frontage to Arbor Street. To transition appropriately to the scale of the residential hinterland, a street wall height of 8m (2 storeys) is also recommended.

6.1.4 UPPER LEVEL SETBACKS

Relevant Urban Design Principles



Purpose

Upper level setbacks are applied to buildings for varying reasons which include:

- Responding to an existing or desired future character;
- Responding to an existing heritage building;
- Protecting amenity and solar access in the public realm;
- Providing an appropriate sense of enclosure within the street, avoiding the canyoning effect of taller buildings; and
- Responding to the need for urban consolidation and neighbouring development potential.

The width of the street, the height of the street wall and the depth of the upper level setback will affect the visibility of the upper levels. The overall height of the building also needs to be considered. Where heritage fabric is to be retained in a heritage precinct or there is a consistent street wall character to be responded to, then an upper level setback should ensure it maintains a clear distinction between the heritage fabric and addition, as well as ensuring the new addition is visually recessive.

Where the existing character is more varied and robust, such as Heidelberg Road, the upper level setback can be reduced in depth, subject to ensuring a high level of public realm amenity is maintained.

Rationale and Application

The following rationale is applied to the application of upper level setbacks:

- Where heritage fabric is retained, a mandatory upper level setback of 6m is recommended to maintain a clear distinction between the heritage fabric and addition, as well as ensuring the new addition is visually recessive (Refer to Figure 13).
- On properties not affected by heritage, fronting Heidelberg Road or with a sideage to a residential street, a 5m upper level setback is recommended (Refer to Figure 14).
- On properties fronting residential streets, upper levels should be setback behind a 45 degree plane (a dimension equivalent to its height) to respond to the residential streetscape character (Refer to Figure 15).

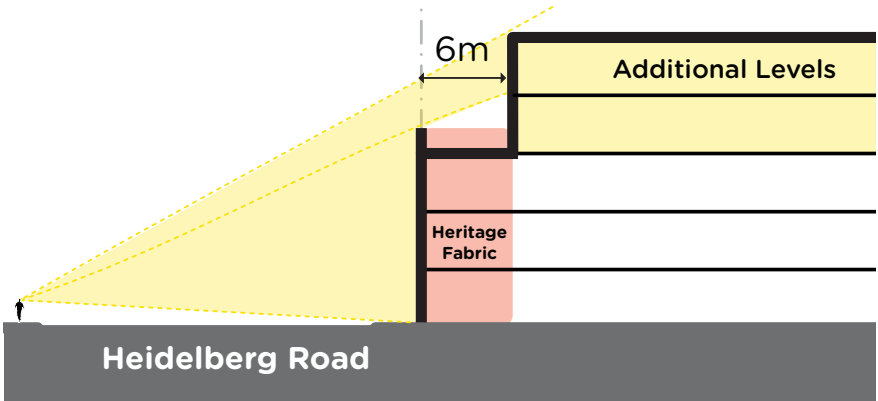


Figure 13. Mandatory upper level setbacks of 6m where heritage fabric is retained

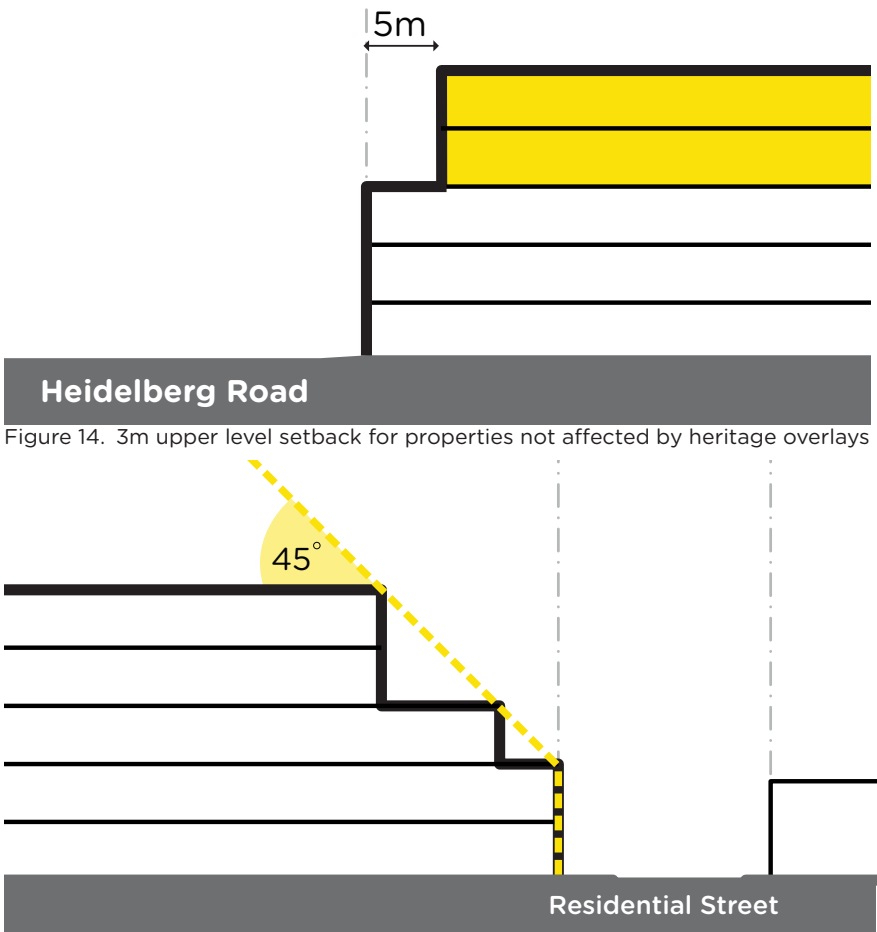
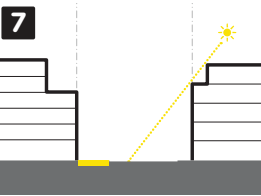


Figure 14. 3m upper level setback for properties not affected by heritage overlays

Figure 15. On properties fronting residential streets, upper levels should be setback behind a 45 degree plane

6.1.5 OVERSHADOWING OF THE PUBLIC REALM AND OPEN SPACE

Relevant Urban Design Principles



Purpose

It is important in determining overall built form scale to test overshadowing impacts on footpaths and public open space, as sunlight contributes to pedestrian amenity.

In relation to footpaths, it is important sunshine is protected to the southern footpath of Heidelberg Road.

The T. H. Westfield Reserve is located to the south of the western end of the Study Area. Protecting the public open space from overshadowing impact is an important consideration for future overall scale of development. The proportion of the park that should have good solar access depends on the use. Sunshine should be maximised to heavily used parts of the park between the main hours of use, such as 11am and 2pm.

Rationale and Application

Buildings should be designed to:

- Ensure no overshadowing to the opposite side of the footpath between 11am and 2pm at the September Equinox.
- Ensure 2/3rds of the public open space is not overshadowed at the Winter Solstice between 11am and 2pm.



Figure 16. Extent of shadow at 10am (Winter Solstice)



Figure 17. Extent of shadow at 11am (Winter Solstice)



Figure 18. Extent of shadow at 12pm (Winter Solstice)



Figure 19. Extent of shadow at 1pm (Winter Solstice)

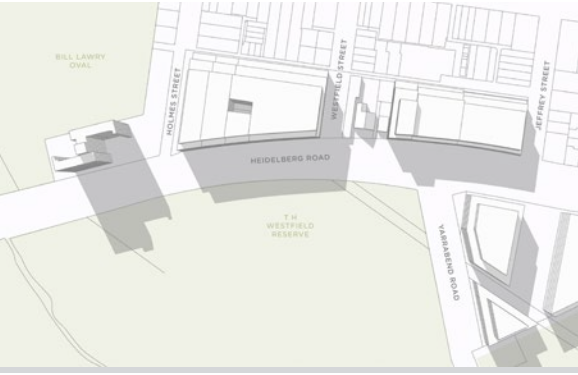
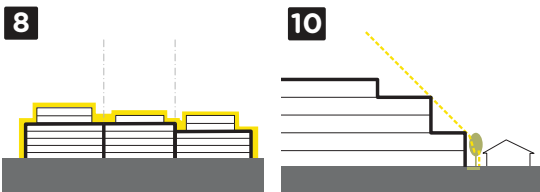


Figure 20. Extent of shadow at 2pm (Winter Solstice)

6.1.6 VISUAL BULK

Relevant Urban Design Principles



Purpose

Buildings can visually overwhelm neighbouring properties, which is sometimes referred to as visual bulk. Visual bulk is a relevant consideration due to the neighbouring residential properties’ to the north of the Study Area. It is defined as the impact of a development on the character perceived from neighbouring properties; that is, whether it maintains the sense of openness and view of the sky typically experienced in the area, or feels like it is uncharacteristically crowding in on them.

To address visual bulk, rear setbacks should be applied along with landscaping to minimise the impact of the building on views from the residential hinterland to the north.

Rationale and Application

Across the whole Study Area, rear setbacks should be designed to manage visual bulk impacts, by setting back from the rear boundary (direct interface) or the opposite side of the rear laneway beyond a 45-degree plane rising from a height of 8 metres in accordance with Figures 21 and 22.

To further mitigate visual bulk impacts, a 3 metre landscaped setback should be applied from the rear boundary of the site. This will help to soft the appearance of the buildings, while not significantly impacting development capacity. The 3 metre landscaped should be applied to all rear interface types as explained in Figures 21 and 22.

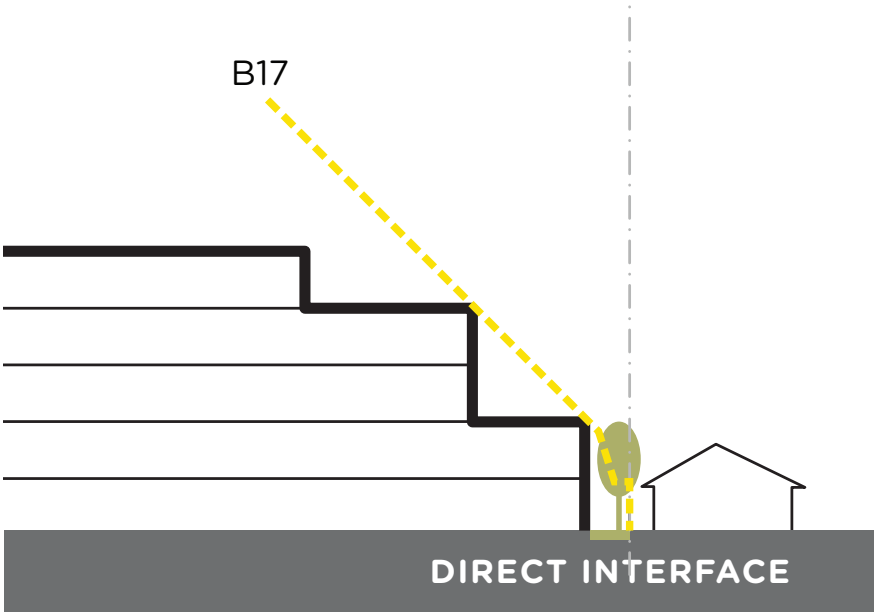


Figure 21. Application of B17 to the rear boundary of a site

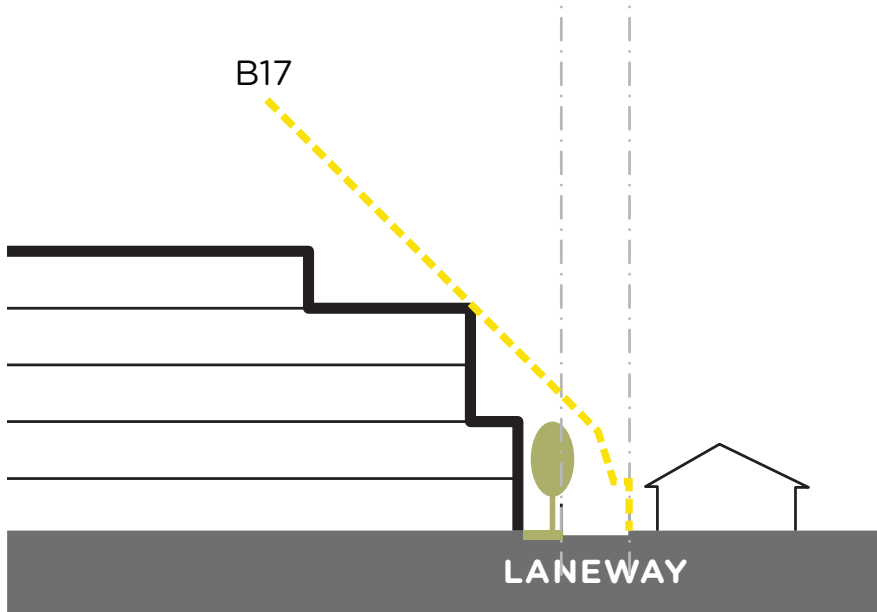


Figure 22. Application of B17 to the opposite side of the laneway

6.2 BUILT FORM ASSUMPTIONS

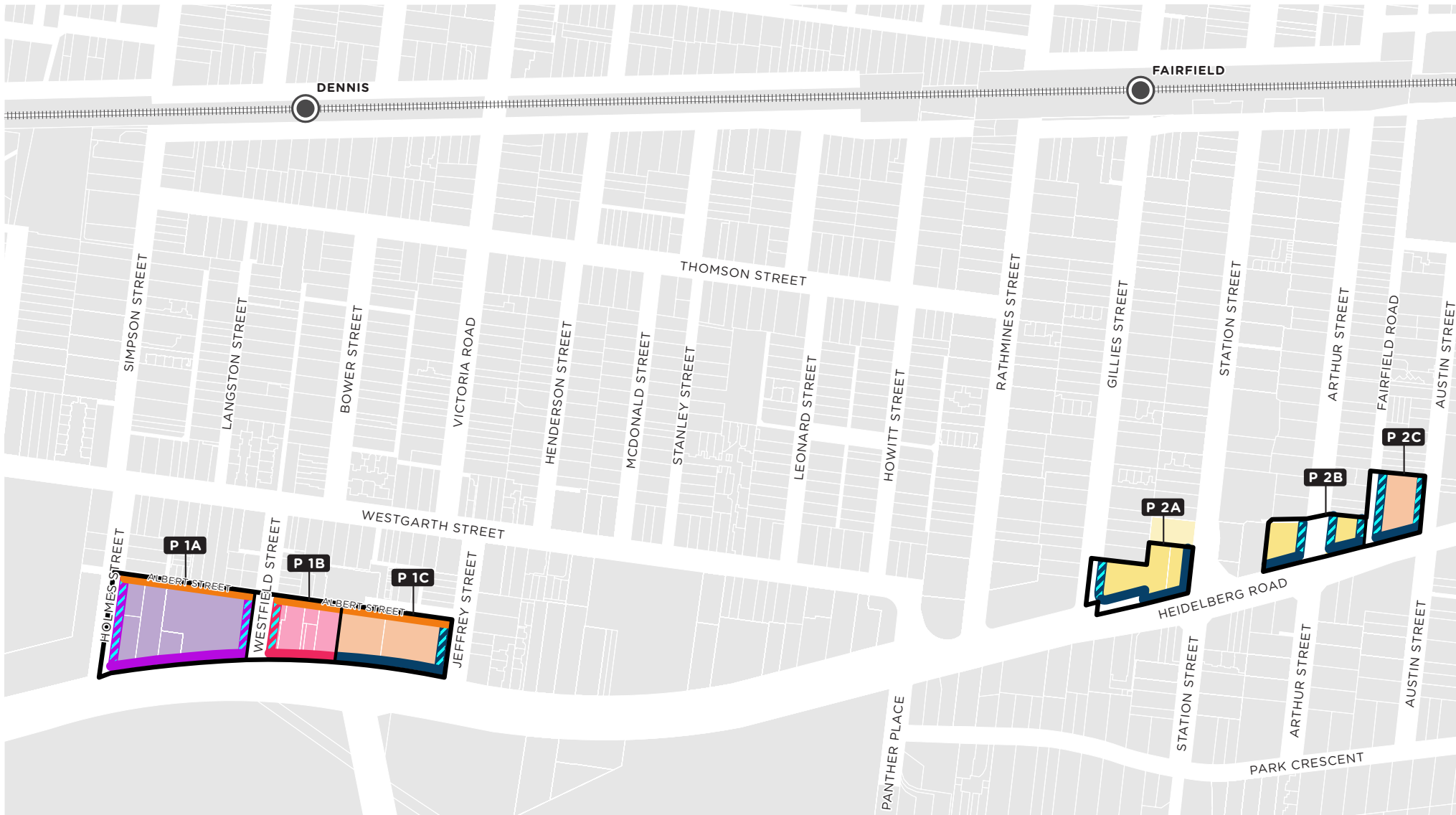
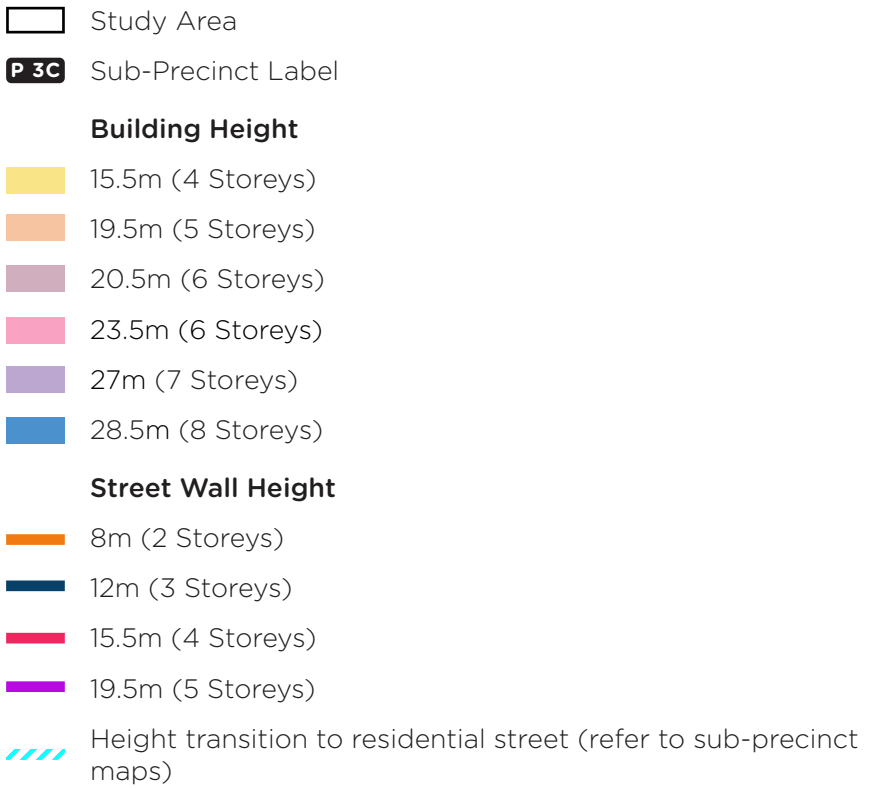
The street wall and overall building heights are based on the following assumptions:

- On IN3Z land:
 - Commercial/ retail at ground floor (4.0m floor-to-floor)
 - Office use above ground floor (3.8m floor-to-floor)
 - Minimum floorplate depth of 20m
- On C1Z land:
 - Commercial/ retail at ground floor (4.0m floor-to-floor)
 - Residential use above ground floor (3.2m floor-to-floor)
- 787-789 Heidelberg Road:
 - Dan Murphys at ground floor (5.0m floor-to-floor)
 - Office at Level 1 (3.8m floor-to-floor)
 - Residential use above Level 1 (3.2m floor-to-floor)
- Across the Study Area overall building and street wall heights are provided in metres and storeys. The overall building heights have been rounded up to allow tolerance.



6.3 BUILT FORM FRAMEWORK

This section outlines the recommended Built Form Framework for the Study Area. It contains built form guidelines for each future character precinct including a preferred character statement, design objectives, overall building heights (in metres and storeys), front setbacks, street wall heights and upper level setbacks.





BUILT FORM FRAMEWORK

- Study Area
- P 3C Sub-Precinct Label
- Building Height**
 - 15.5m (4 Storeys)
 - 19.5m (5 Storeys)
 - 20.5m (6 Storeys)
 - 23.5m (6 Storeys)
 - 27m (7 Storeys)
 - 28.5m (8 Storeys)
- Street Wall Height**
 - 8m (2 Storeys)
 - 12m (3 Storeys)
 - 15.5m (4 Storeys)
 - 19.5m (5 Storeys)
 - Height transition to residential street (refer to sub-precinct maps)



6.3.1 PRECINCT 1: YARRA BEND PRECINCT

Preferred Character

Precinct 1 will develop into an employment precinct that consists of high-quality office and high tech office warehouse buildings. A more robust built form will develop at the western edge of the precinct, marking the entrance to the Heidelberg Road Corridor. Generally, the built form towards Heidelberg Road will be taller, responding to the lack of sensitivities associated with Heidelberg Road and the width of the road reserve. Towards Albert Street and the residential hinterland to the north, built form will transition downwards in scale, minimising visual bulk impacts. Front setbacks will be applied on residential streets to retain landscaping and respond to the residential streetscape character. Built form massing will be designed to minimise overshadowing to TH Reserve and the southern footpath of Heidelberg Road.

Design Objectives

- To deliver a new mid-rise office and warehouse character providing a mix of building heights and forms, and a prominent street wall height marking the western entrance to Heidelberg Road.
- To transition appropriately to the low-scale residential character to the north of the precinct.
- To ensure new buildings limit unreasonable amenity impacts on adjacent residential areas.
- To protect existing established trees that contribute to the neighbourhood character.
- To minimise overshadowing and protect the amenity of the T H Westfield Reserve.

| Sub-Precinct | Building Height | Front Setback | Street Wall Height | Minimum Upper Level Setback |
|--------------|-------------------|------------------------------------|--|--|
| 1A | 27m (7 storeys) | 0m | Heidelberg Road | |
| | | | 19.5m (5 storeys) | 5m |
| | | | Side Streets (Holmes and Westfield) | |
| | | | 19.5m (5 storeys) for a minimum of 8m, with a transition in height reaching 8m at the northern boundary. Street wall should step down in two floor increments. | 3m |
| | | | Residential Street (Albert Street) | |
| | | | 8m (2 storey) street wall | Setback behind 45-degree plane above the street wall |
| 1B | 23.5m (6 storeys) | 0m | Heidelberg Road | |
| | | | 15.5m (4 storeys), except for within 10 metres of a heritage property | 5m |
| | | | Side Street (Westfield Street) | |
| | | | 15.5m (4 storeys) for a minimum of 8m, with a transition in height reaching 8m at the northern boundary. Street wall should step down in two floor increments. | 3m |
| | | | Residential Street (Albert Street) | |
| | | | 8m (2 storeys) street wall | Setback behind 45-degree plane above the street wall |
| 1C | 19.5m (5 storeys) | Heidelberg Road | | |
| | | 0m | 12m (3 storeys) | 5m |
| | | Side Streets (Jeffrey Street) | | |
| | | 2m | 12m (3 storeys) for a minimum of 8m, with a transition down in height to 8m (2 storeys) at the northern boundary. | 3m |
| | | Residential Street (Albert Street) | | |
| | | 3m | 8m (2 storey) street wall | Setback behind 45-degree plane above the street wall |



- BUILDING HEIGHT**
- P 3C** Sub-Precinct Label
- 19.5m (5 Storeys)
 - 23.5m (6 Storeys)
 - 27m (7 Storeys)



- STREET WALL HEIGHTS**
- P 3C** Sub-Precinct Label
- 8m (2 Storeys)
 - 12m (3 Storeys)
 - 15.5m (4 Storeys)
 - 19.5m (5 Storeys)
- Continue the street wall height of Heidelberg Road for a minimum of 8m, with a transition in height to match the rear interface.



- FRONT SETBACK**
- P 3C** Sub-Precinct Label
- 0m
 - 2m
 - 3m



- MINIMUM UPPER LEVEL SETBACKS**
- P 3C** Sub-Precinct Label
- 3m
 - 5m
 - Setback Behind 45-degree Plane

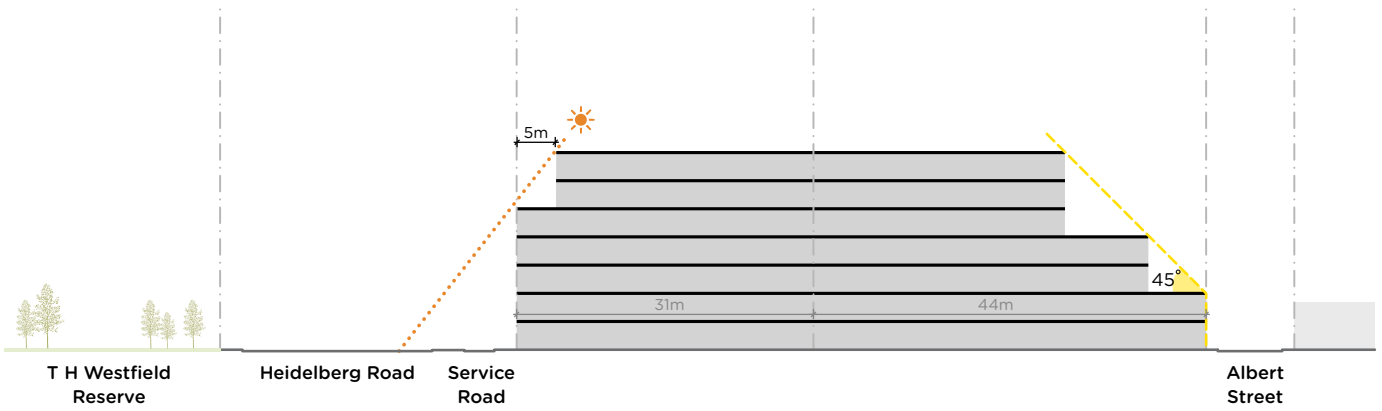


Figure 23. Section 1.1

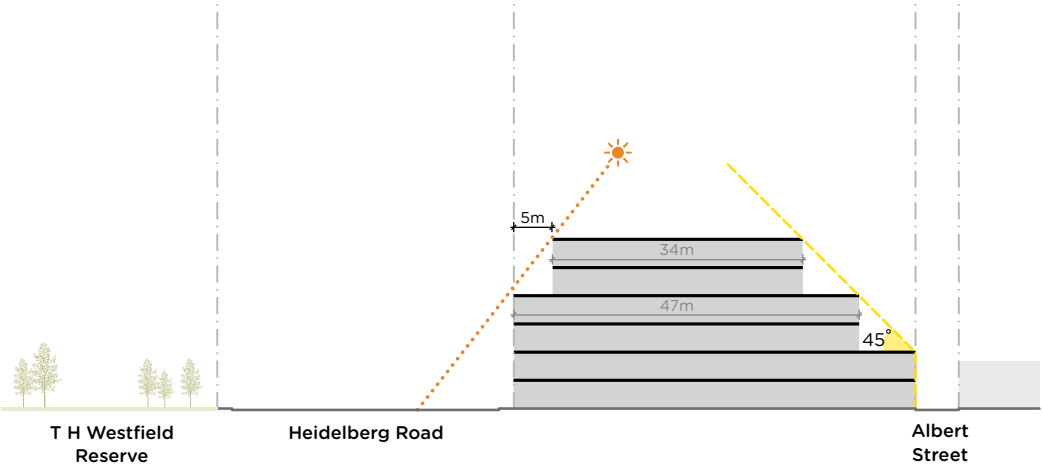


Figure 24. Section 1.2

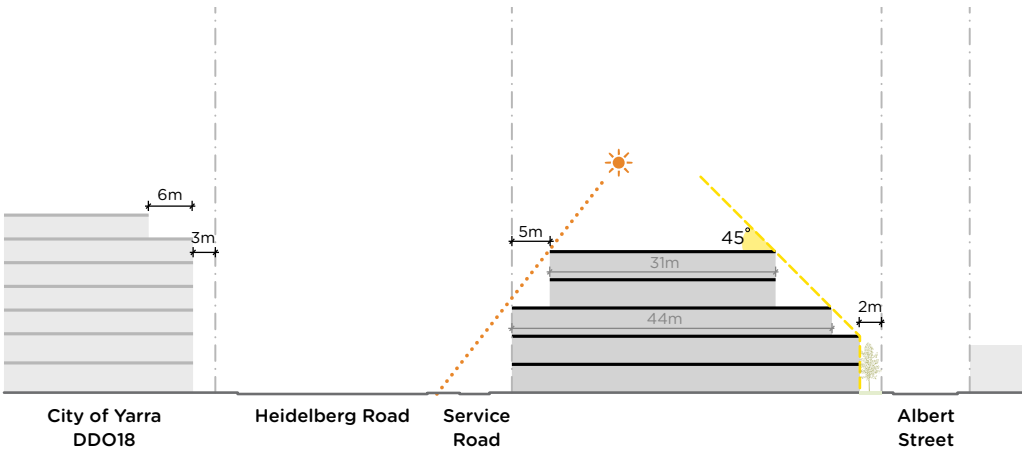


Figure 25. Section 1.3

This page is blank



6.3.2 PRECINCT 2: STATION STREET PRECINCT

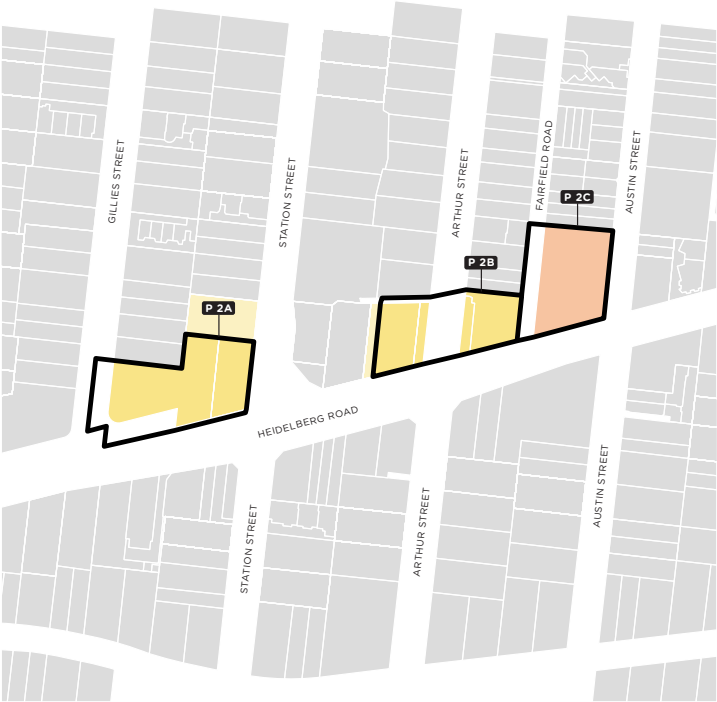
Preferred Character

Precinct 2 will consist of a mix of offices and commercial businesses that value the exposure gained from Heidelberg Road. Buildings will have a street wall that enhances the Grandview Hotel as a marker and entrance to Station Street. Development will respect and enhance existing heritage buildings. The overall scale of building will ensure visual bulk impacts from the residential hinterland are acceptable. Buildings will be setback from their frontages to respond to the existing streetscape character on residential streets.

Design Objectives

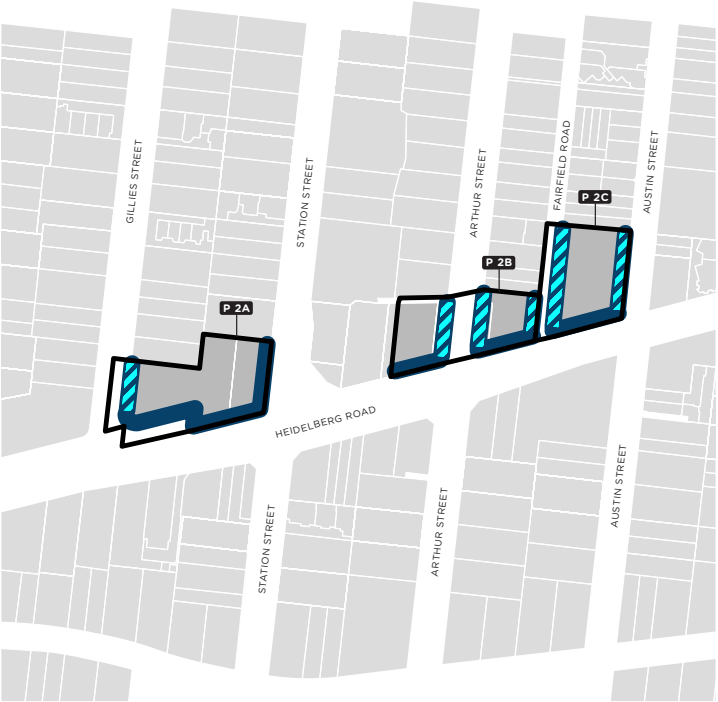
- To deliver a low-rise commercial corridor character.
- To maintain the prominence of the Grandview Hotel as a marker to the entrance to Station Street.
- To ensure new development respects and enhances the identified heritage buildings.
- To transition appropriately to the low-scale residential character to the north of the precinct.
- To ensure new buildings limit unreasonable amenity impacts on adjacent residential areas.

| SUB- PRECINCT | BUILDING HEIGHT | FRONT SETBACK | STREET WALL HEIGHT | MINIMUM UPPER LEVEL SETBACK |
|------------------|----------------------|--|---|---|
| 2A | 15.5m (4 storeys) | Heidelberg Road | | |
| | | 0m | 12m (3 storeys) | Grandview Hotel – 6m (mandatory) Other – 5m |
| | | Side Streets (Gillies Street) | | |
| | | 2m within 15m of adjacent residential property, 0m otherwise | 12m (3 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 5m |
| 2B | 15.5m (4 storeys) | Heidelberg Road | | |
| | | 0m | 12m (3 storeys), except 8m (2 storeys) within 10 metres of a heritage property | 5m |
| | | Side Streets (Arthur Street and Fairfield Street) | | |
| | | 2m within 15m of adjacent residential property, 0m otherwise | 12m (3 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 3m |
| 2C | 19.5m (5 storeys) | Heidelberg Road | | |
| | | 0m | 12m (3 storeys) | 5m |
| | | Side Street (Fairfield Road) | | |
| | | 2m within 15m of adjacent residential property, 0m otherwise | 12m (3 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 3m |
| | | Side Street (Austin Street) | | |
| | | 3m | 12m (3 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 3m |



BUILDING HEIGHT

- P 3C** Sub-Precinct Label
- 15.5m (4 Storeys)
- 19.5m (5 Storeys)



STREET WALL HEIGHTS

- P 3C** Sub-Precinct Label
- 12m (3 Storeys)
- Continue the street wall height of Heidelberg Road for a minimum of 8m, with a transition in height to match the rear interface.



FRONT SETBACK

- P 3C** Sub-Precinct Label
- 0m
- 2m within 15m of adjacent residential property, 0m otherwise
- 2m



MINIMUM UPPER LEVEL SETBACKS

- P 3C** Sub-Precinct Label
- 3m
- 5m
- 6m

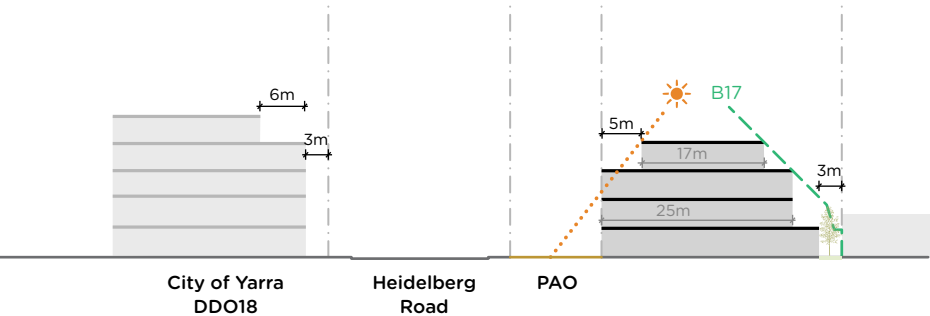


Figure 26. Section 2.1

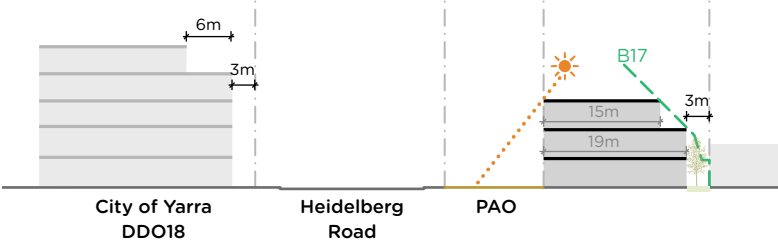


Figure 27. Section 2.2

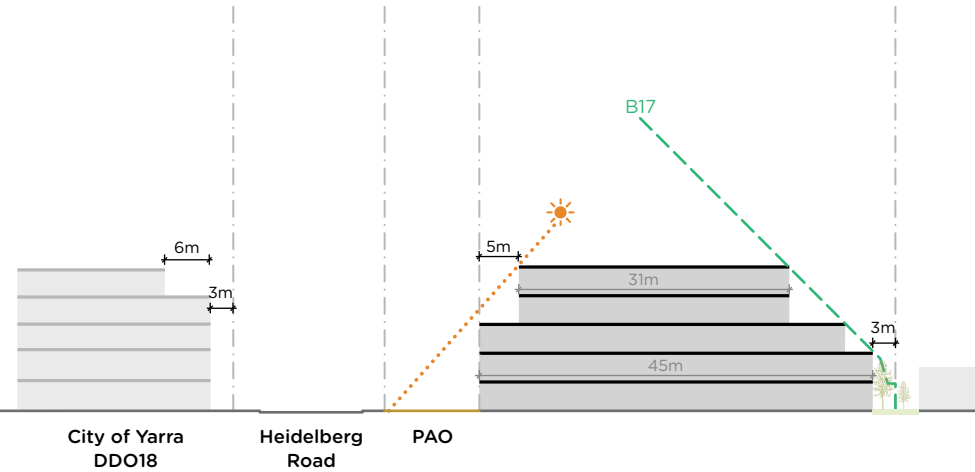


Figure 28. Section 2.3

This page is blank



6.3.3 PRECINCT 3: HEIDELBERG ROAD
NEIGHBOURHOOD ACTIVITY CENTRE

Preferred Character

Precinct 3 will support a mix of offices, commercial and housing. The entrance to Heidelberg Road from the east will have a strong built form presence to the street, marking the entrance to the corridor. Towards Heidelberg Road, built form will consist of a 3-4 storey street wall that appropriately frames Heidelberg Road and responds to the future emerging character on the southern side. Upper levels will be setback to avoid a canyoning effect. Building heights and front setbacks will transition appropriately to the sensitive residential hinterland.

Design Objectives

- To deliver a new mid-rise character providing a mix of building heights and forms, a prominent street wall height marking the eastern entrance to Heidelberg Road.
- To transition appropriately to the low-scale residential character and streetscapes to the north of the precinct.
- To ensure new buildings limit unreasonable amenity impacts on adjacent residential areas.
- To protect existing established trees.
- To minimise overshadowing and protect the amenity of the southern footpath along Heidelberg Road.

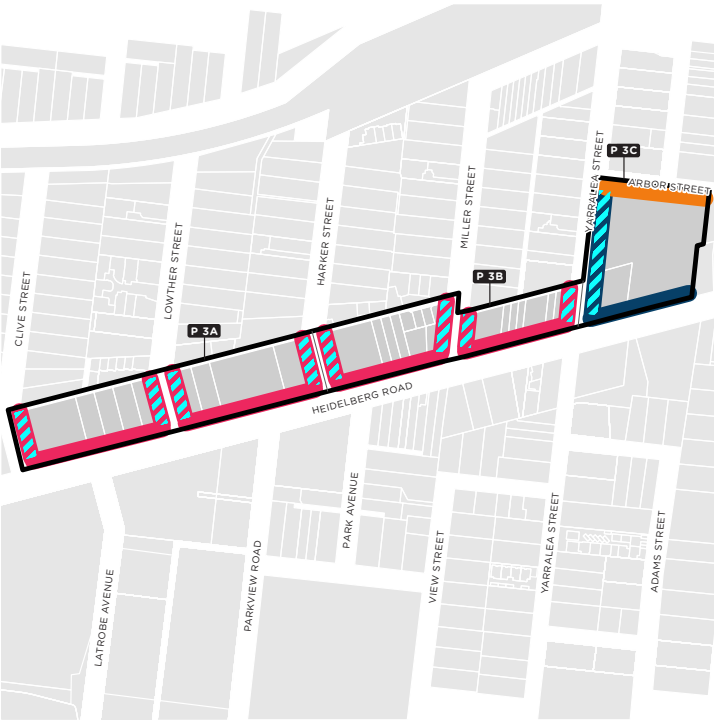
| SUB- PRECINCT | BUILDING HEIGHT | FRONT SETBACK | STREET WALL HEIGHT | MINIMUM UPPER LEVEL SETBACK |
|------------------|----------------------|--|---|---|
| 3A | 19m (5 storeys) | Heidelberg Road | | |
| | | 0m | 15.5m (4 storeys) | 5m |
| | | Side Street (Clive Street) | | |
| | | 3m | 15.5m (4 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 3m |
| | | Side Streets (Lowther and Harker Streets) | | |
| 3B | 20.5m (6 storeys) | 3m within 15m of adjacent residential property, 0m otherwise | 15.5m (4 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 3m |
| | | Heidelberg Road | | |
| | | 0m | 14m (4 storeys) | 5m |
| | | Side Streets (Harker, Miller and Yarralea Streets) | | |
| | | 2m within 15m of adjacent residential property, 0m otherwise | 14m (4 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m (2 storeys) at the northern boundary. | 3m |
| 3C | 28.5m (8 storeys) | Heidelberg Road | | |
| | | 0m | 12m (3 storeys) | 5m up to 6 storeys, additional 3m for levels above. |
| | | Side Streets (Yarralea Street) | | |
| | | 2m | 12m (3 storeys) within 8m of Heidelberg Road, with a transition down in height to the north reaching 8m at the northern boundary. | Setback behind 45-degree plane above the street wall. To avoid a wedding cake profile, the upper rear form should have no more than two steps in the setback. |
| | | Residential Street (Arbor Street) | | |
| | | 3m | 8m (2 storey) street wall | Setback behind 45-degree plane above the street wall. Built form taller than 6 storeys should be setback a minimum of 30m from Arbor Street. |





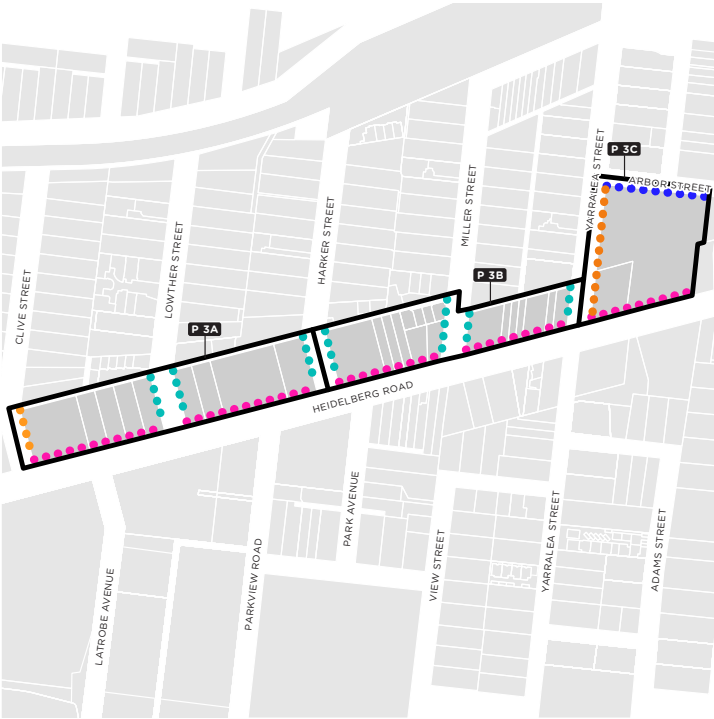
BUILDING HEIGHT

- P 3C** Sub-Precinct Label
- 19.5m (5 Storeys)
- 20.5m (6 Storeys)
- 28.5m (8 Storeys)



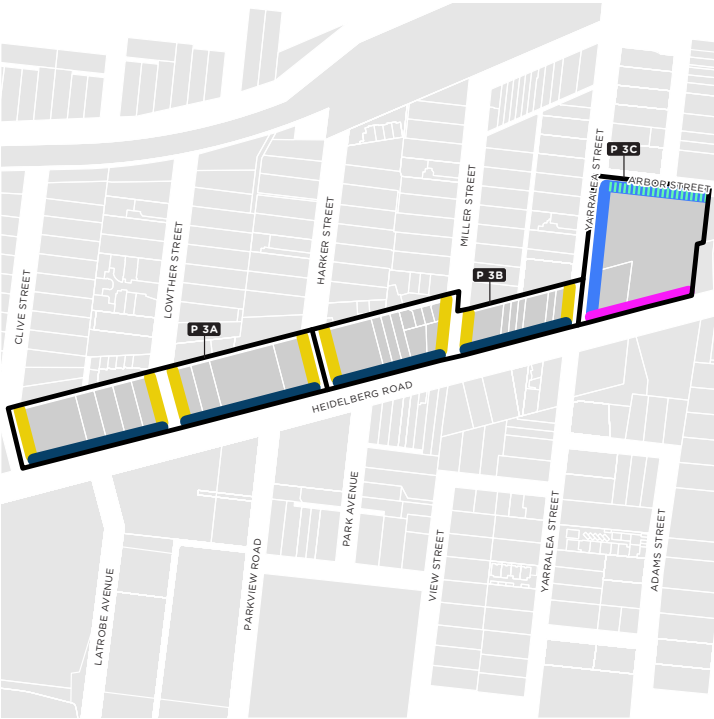
STREET WALL HEIGHTS

- P 3C** Sub-Precinct Label
- 8m (2 Storeys)
- 12m (3 Storeys)
- 15.5m (4 Storeys)
- Continue the street wall height of Heidelberg Road for a minimum of 8m, with a transition in height to match the rear interface.



FRONT SETBACK

- P 3C** Sub-Precinct Label
- 0m
- 2m within 15m of adjacent residential property, 0m otherwise
- 2m
- 3m



MINIMUM UPPER LEVEL SETBACKS

- P 3C** Sub-Precinct Label
- 3m
- 5m
- 5m up to 6 storeys, additional 3m for levels above
- Setback behind 45-degree plane above the street wall (maximum of 2 steps in form)
- Built form taller than 6 storeys should be setback a minimum of 30m from Arbor Street

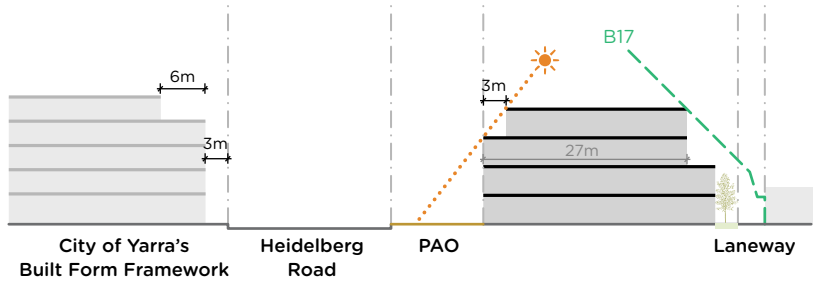
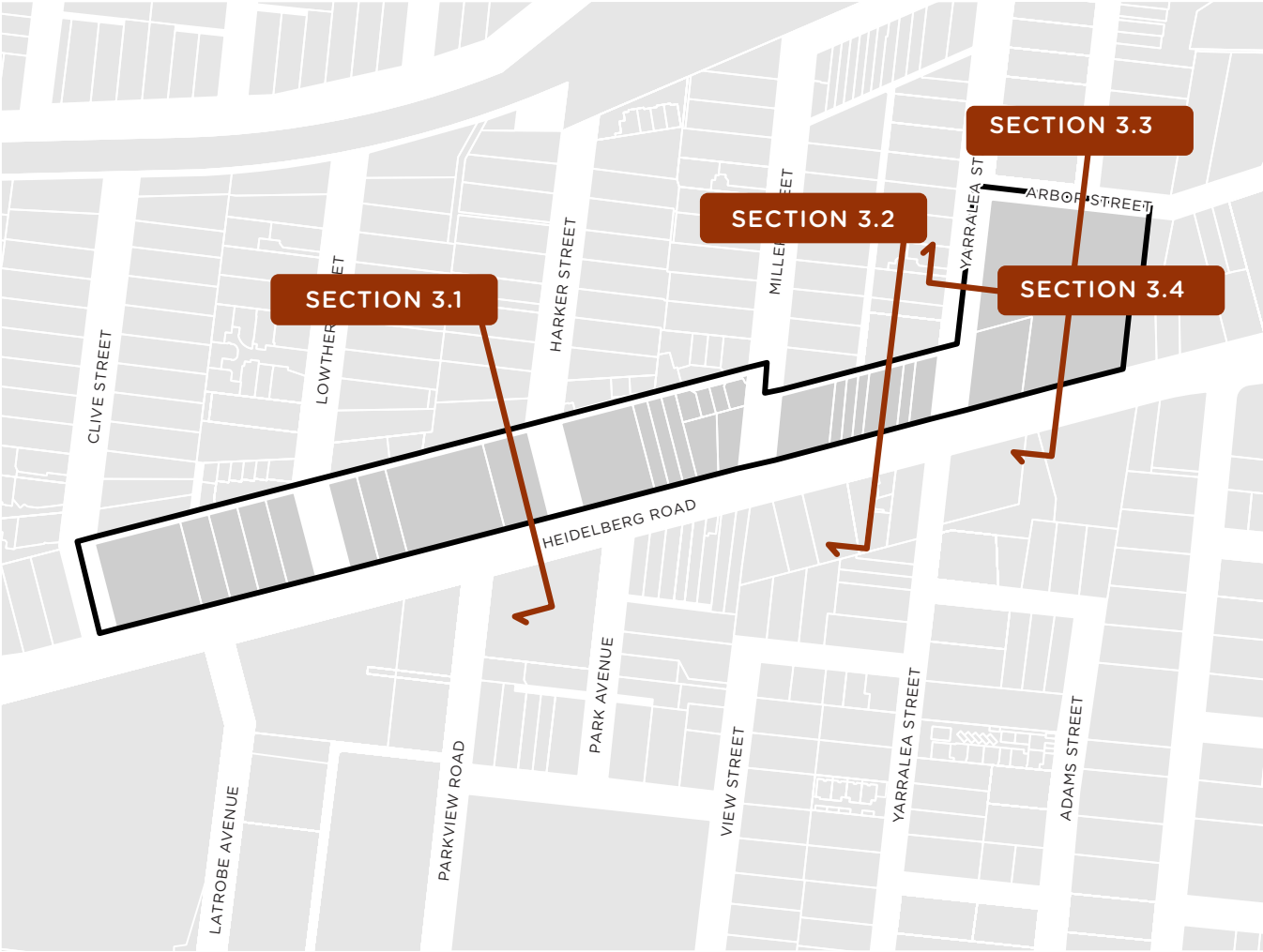


Figure 29. Section 3.1

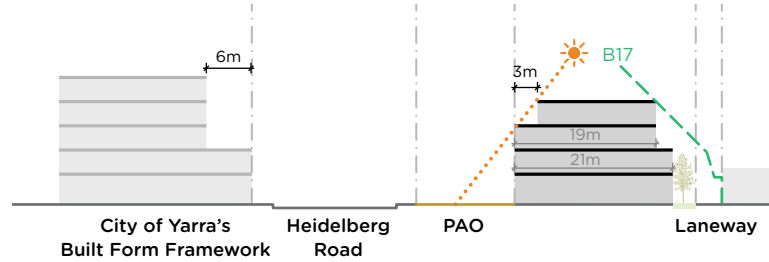


Figure 30. Section 3.2

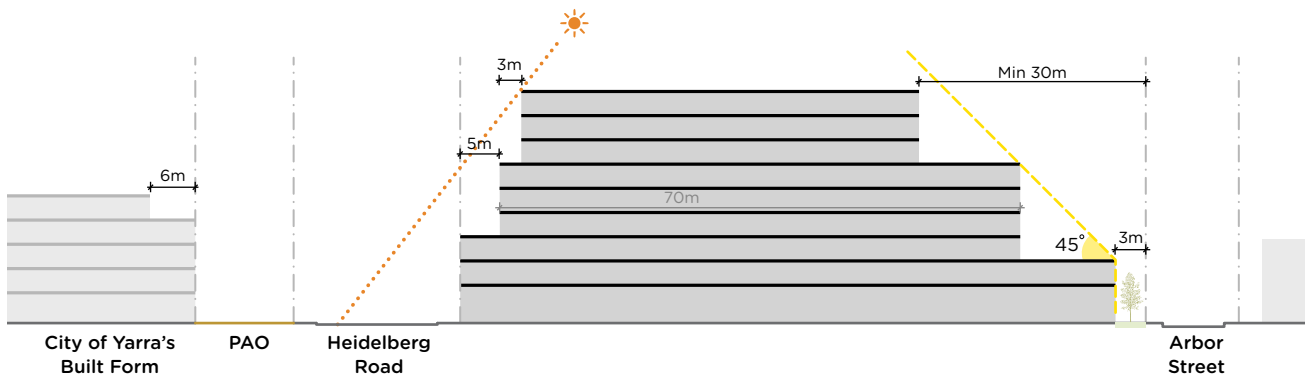


Figure 31. Section 3.3

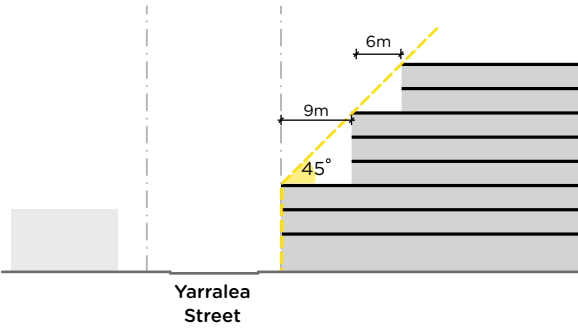


Figure 32. Section 3.4

This page is blank



6.4 GENERAL GUIDELINES

The following design guidelines apply across the Study Area and provide guidance in relation to interface responses (off-site amenity), public realm amenity and massing.

| PRINCIPLE | GUIDELINE |
|--|---|
| Sensitive Interfaces | |
| Maintain reasonable amenity for neighbouring residential properties. | <p>Rear boundary adjacent to residential zone:</p> <ul style="list-style-type: none">Building should be setback 1 metre, plus 0.3 metres for every metre of height of 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. The B17 line should be applied to the rear boundary. If there is a rear laneway, the B17 line should be applied to opposite boundary or the laneway.To further mitigate visual bulk impacts, a 3 metre landscaped setback should be applied from the rear boundary of the site. This will help to soft the appearance of the buildings, while not impact development capacity. <p>Side boundary adjacent to residential zone</p> <ul style="list-style-type: none">Building should be setback 1 metre, plus 0.3 metres for every metre of height of 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. The B17 line should be applied to the rear boundary. If there is a laneway, the B17 line should be applied to opposite boundary or the laneway. <p>To avoid a wedding cake profile, the upper rear form should have no more than two steps in the setback.</p> |
| Spatial Character | |
| Ensure buildings spatially define Heidelberg Road while responding to the role of Heidelberg Road, emerging character and level of openness. | <ul style="list-style-type: none">To avoid the creation of a repetitive, stepped form, upper levels above the street wall should have the same setback.Balconies should not encroach into the upper level setback |
| Public Realm Amenity | |
| Maintain solar access to the southern side of Heidelberg Road. | <p>Buildings should be designed to:</p> <ul style="list-style-type: none">Ensure no overshadowing to the southern footpath of Heidelberg Road (south of the PAO) between 11am and 2pm at the September Equinox.Ensure two third of public open space is in sunlight at the Winter Solstice between 11am and 2pm. |



7. PLANNING CONTROLS RECOMMENDATIONS

To implement the Built Form Framework and desired land use mix, the following planning controls are recommended.

Zones

To achieve the preferred land use mix it is recommended that all existing Industrial 3 zoned sites be rezoned to a commercial zoning that retains their capacity for employment uses.

For Precincts 1, 2 and the balance of IN3Z within Precinct 3, C2Z is recommended, enabling both existing employment uses and proposed office uses to occur, with accommodation prohibited.

For the Knox Storage site, rezoning to the new Commercial 3 Zone (C3Z) should be investigated. Planning Practice Note 85 (PPN85) states that the *'C3Z is a new planning tool which can be applied to help facilitate the establishment and growth of creative industries, small manufactures and start-up businesses. The zone promotes the creation of dense, economically diverse, affordable, accessible and amenity-rich precincts which are attractive to new and emerging businesses.'* It also allows for the option for limited and controlled residential uses ensuring they do not undermine the primary employment and economic development focus of the zone.

The application of the C3Z to the Knox Storage site will provide a transition between C1Z sites to the east and sites to the west for where a C2Z is recommended, as it allows for residential development which will provide greater incentive for the site to be redeveloped than would the C2Z given the significant size of the site.

Overlays

To appropriately implement the recommendations within the Built Form Framework, it is recommended a Design and Development Overlay is applied across the Study Area. This will effectively guide the future built form character of the precincts, ensuring it responds to the development opportunity provided by Heidelberg Road, while responding to the residential character sensitivities to the north and the development limitations of each site.

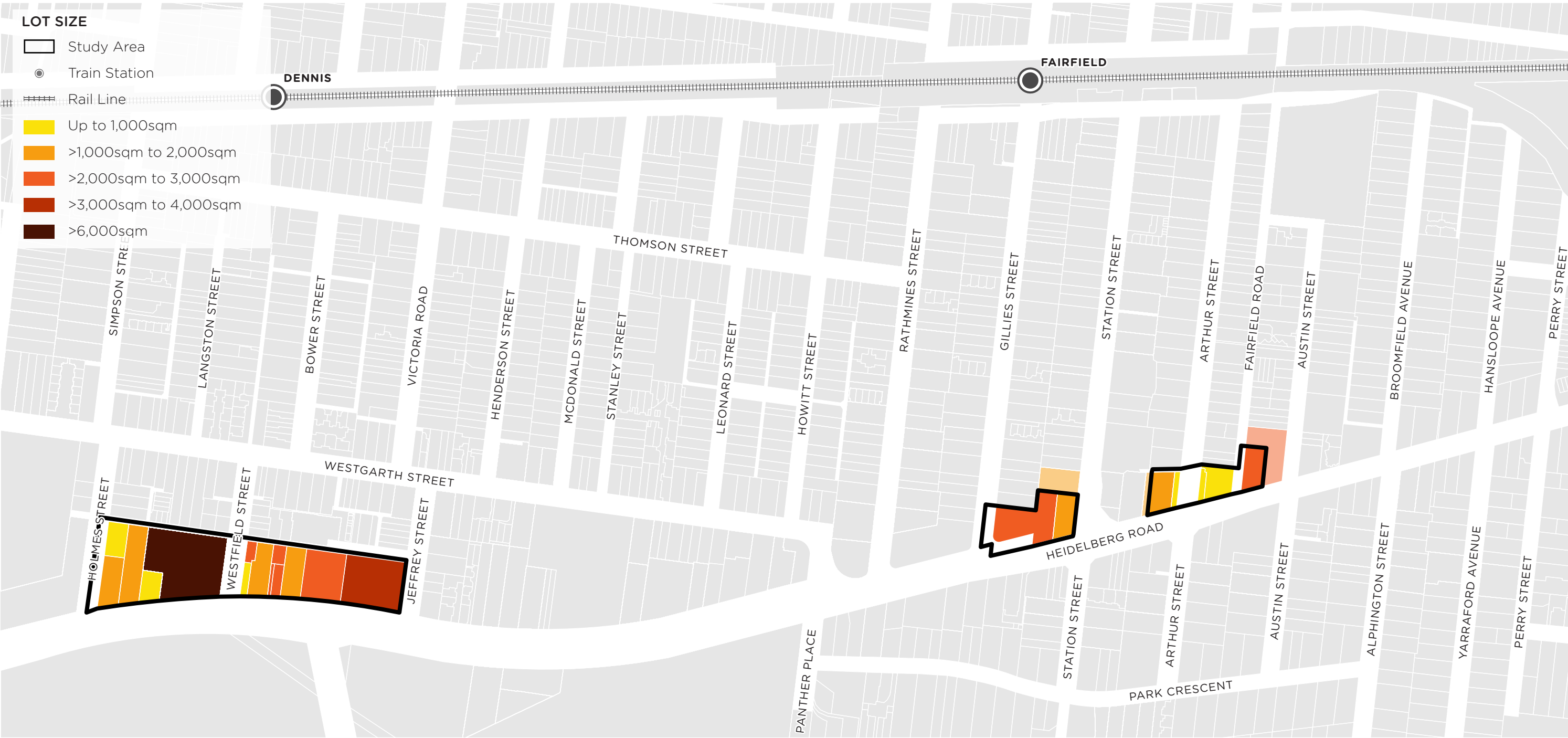
Appendix B includes a draft DDO schedule.

APPENDIX A - STUDY AREA ANALYSIS MAPS



This page is blank



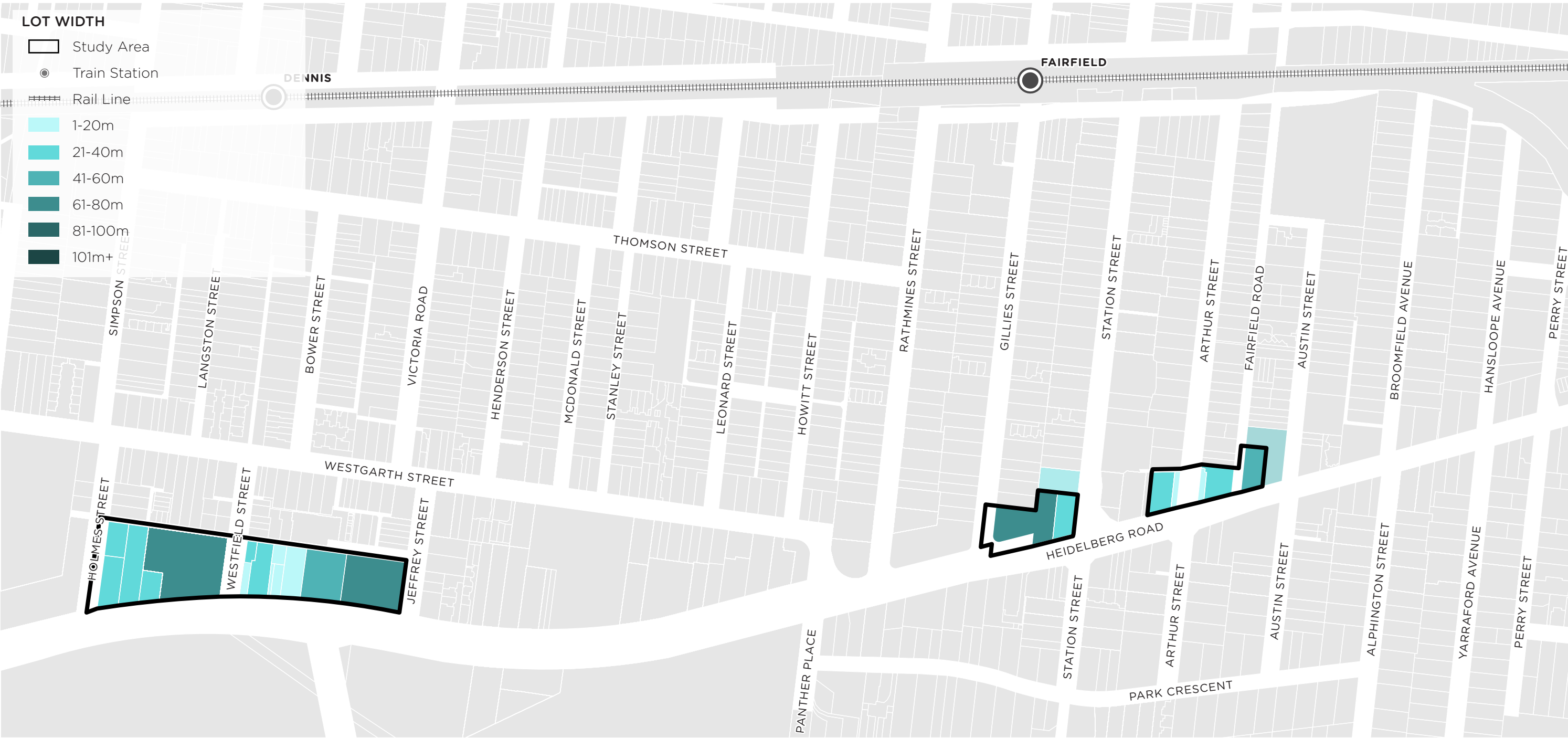


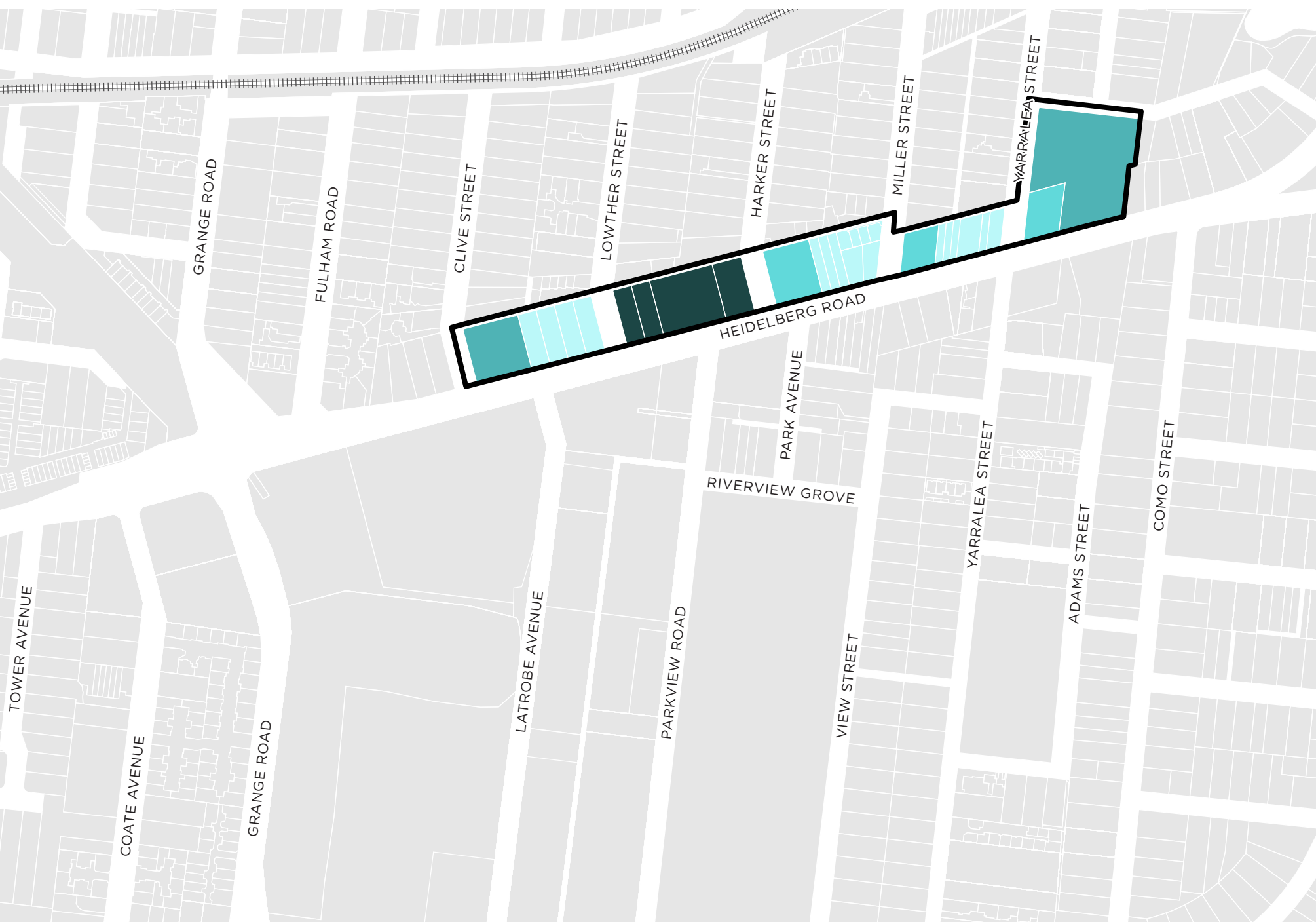


LOT SIZE










- Study Area
- Train Station
- Rail Line
- Up to 1,000sqm
- >1,000sqm to 2,000sqm
- >2,000sqm to 3,000sqm
- >3,000sqm to 4,000sqm
- >6,000sqm



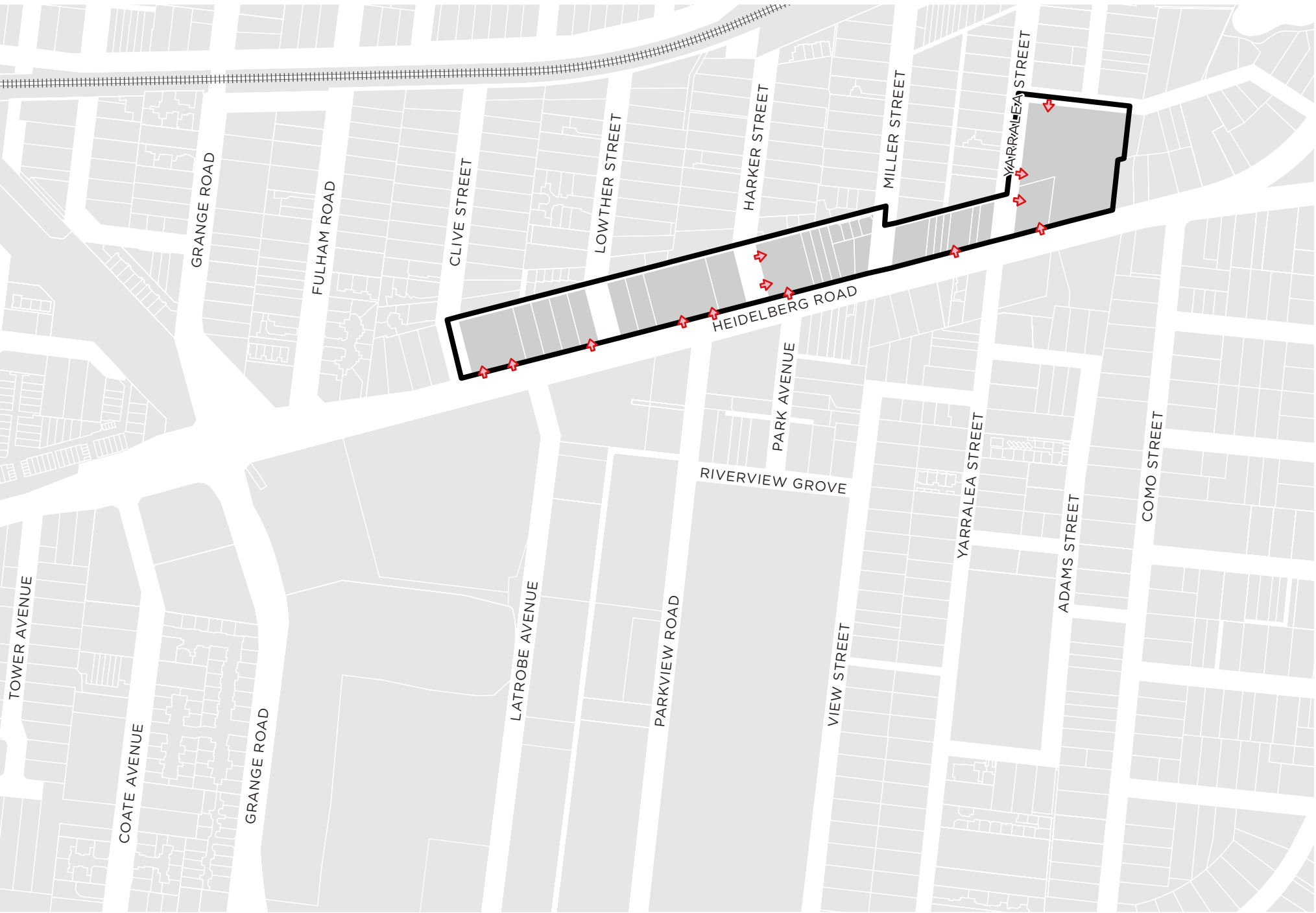




LOT WIDTH

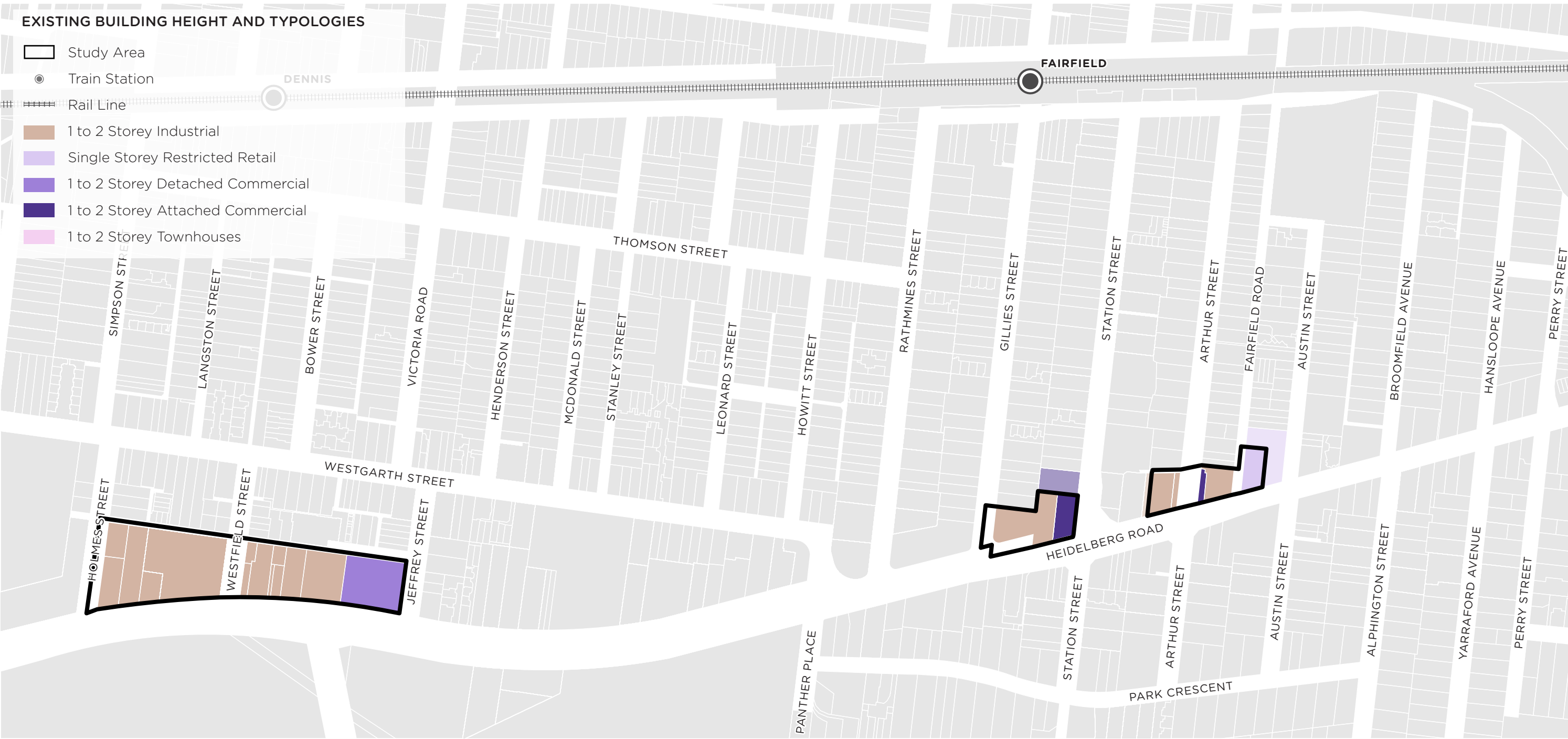
-  Study Area
 Train Station
 Rail Line
 1-20m
 21-40m
 41-60m
 61-80m
 81-100m
 101m+





SITE ACCESS

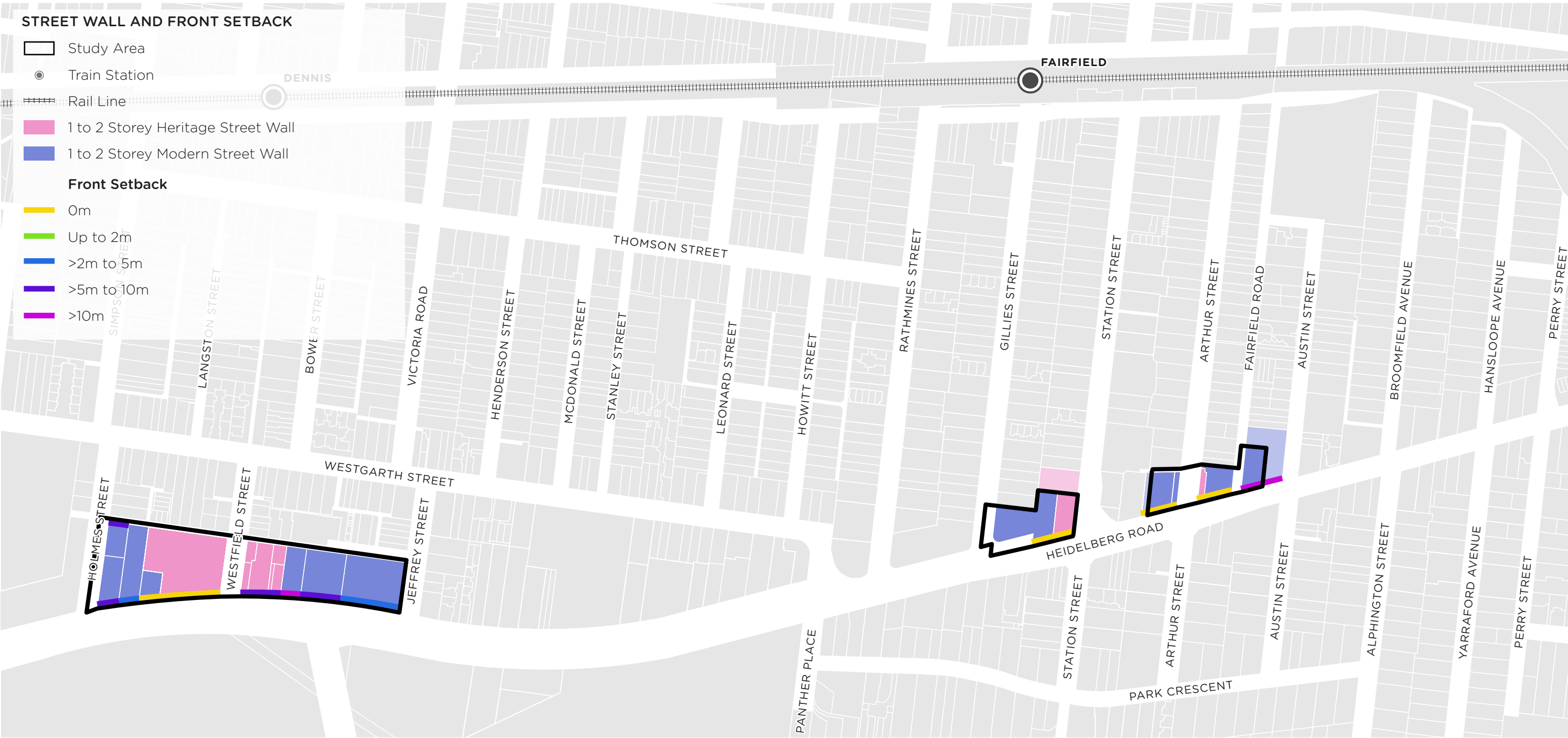
- Study Area
- Train Station
- Rail Line
- Vehicle Access

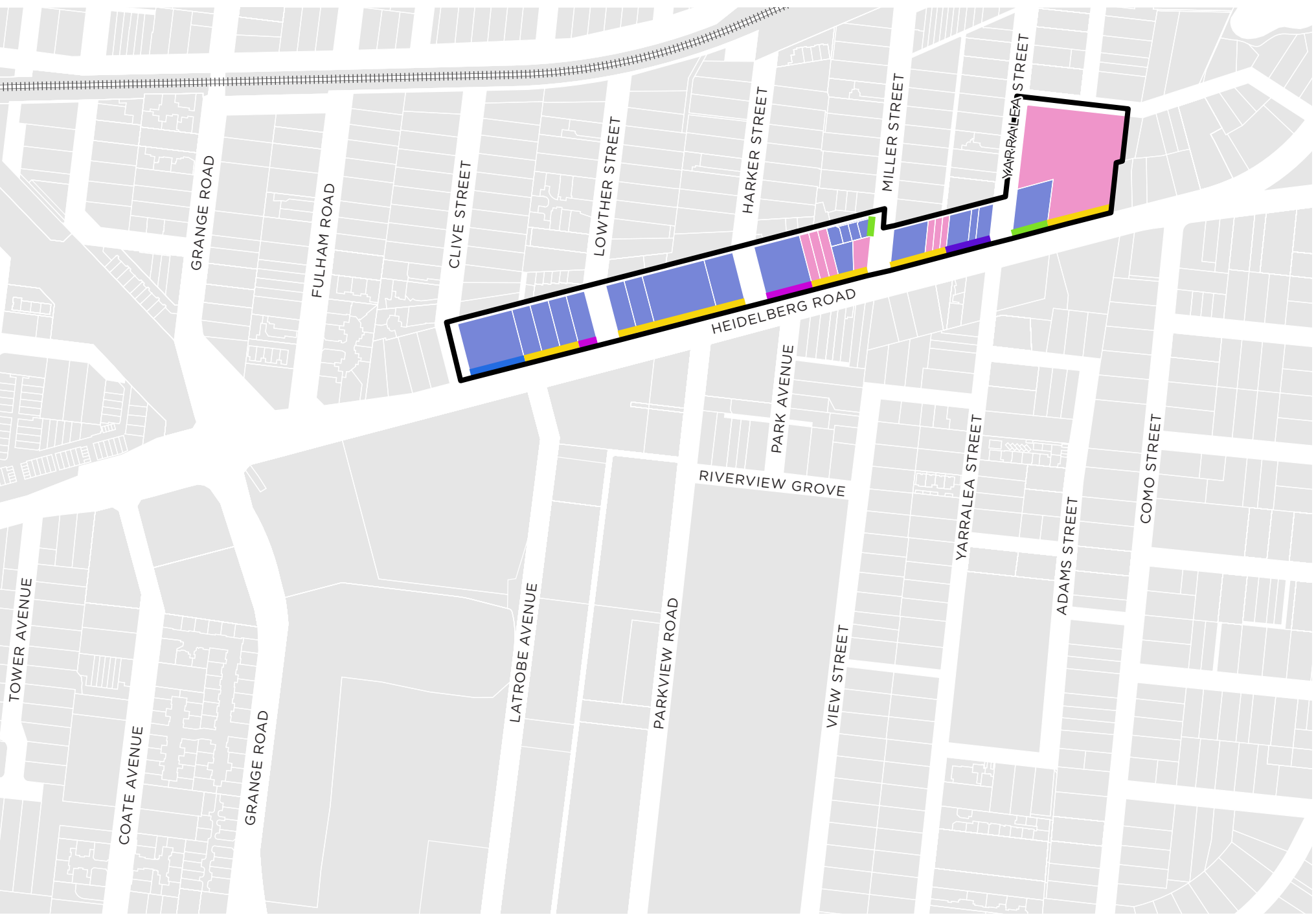




EXISTING BUILDING HEIGHT AND TYPOLOGIES

- Study Area
- Train Station
- Rail Line
- 1 to 2 Storey Industrial
- Single Storey Restricted Retail
- 1 to 2 Storey Detached Commercial
- 1 to 2 Storey Attached Commercial
- 1 to 2 Storey Townhouses

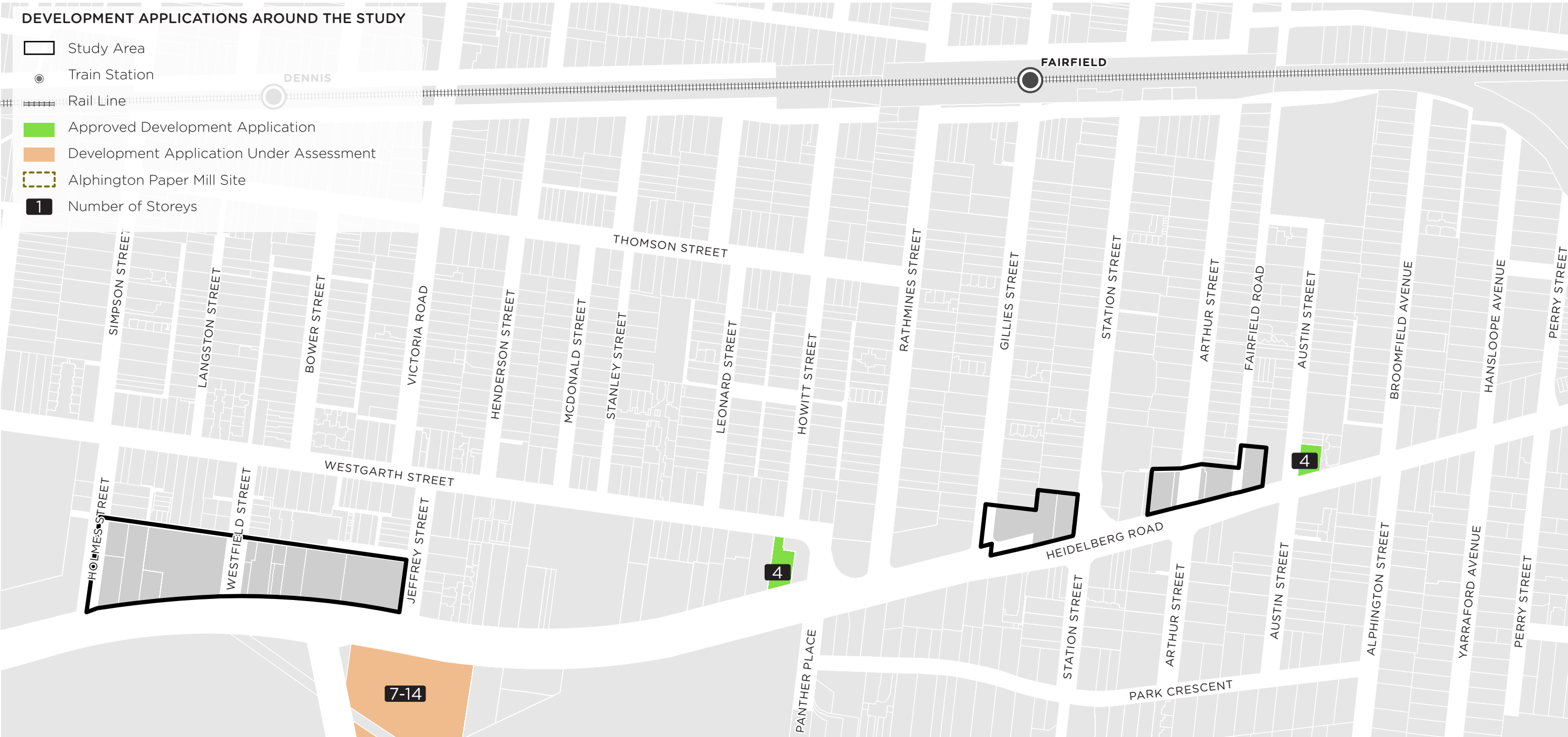




STREET WALL AND FRONT SETBACK

- Study Area
 - Train Station
 - Rail Line
 - 1 to 2 Storey Heritage Street Wall
 - 1 to 2 Storey Modern Street Wall
- Front Setback**
- 0m
 - Up to 2m
 - >2m to 5m
 - >5m to 10m
 - >10m







DEVELOPMENT APPLICATIONS AROUND THE STUDY AREA

- Study Area
- Train Station
- Rail Line
- Approved Development Application
- Development Application Under Assessment
- Alphington Paper Mill Site
- Number of Storeys

APPENDIX B - DRAFT DDO SCHEDULE



Level 25 / 500 Collins Street
Melbourne / 3000 / VIC / Australia
03 9109 9400 / kinetica.net.au