

5 the structure plan

The Heathmont NAC Structure Plan is a very important planning document. It has not been created in isolation by the project team, but as a collaborative effort with a range of key stakeholders. This document seeks to tie together and incorporate many of the diverse and innovative ideas put forward by the community. Most of the concepts outlined on the following pages have come from the local community and so should carry with them an important sense of ownership.

One of the clearest directions the Structure Plan has sought to capture and protect is the unique village feel and bush character of Heathmont. It is the combination of leafy backdrop, natural environmental assets, undulating topography and sense of space that make Heathmont special. The Structure Plan therefore seeks to provide clear guidance about what type of built form is appropriate and in what locations. Striking the right balance between the need to intensify and increase activity and protect landscape character is difficult to achieve, but the strategies and objectives have sought to do this through the clear identification and articulation of residential growth and protection areas within the study area. It is also necessary to recognise the primacy of the Ringwood Transit City and the Croydon Town Centre as the focus for residential growth and higher densities within the municipality.

The Structure Plan also acknowledges the central role the Heathmont NAC plays as a focal point for the community. While the Canterbury Road commercial strip generally meets existing retail and shopping needs, a lack of informal and formal community gathering spaces was identified through the consultation process. It is hoped that implementation of the Structure Plan will result in improved opportunities for people to meet, and gather for more formal occasions, as well as provide chances for informal interactions and play. Combined with this is a focus on improving bicycle and pedestrian access and connectivity in and around the Heathmont NAC. Consultation with the local community reinforced the importance of good walking and bicycle access to and through the Centre. Despite this, the need to continue to accommodate vehicle access and car parking was also seen as important by many. The Structure Plan seeks to balance these local mobility requirements alongside the continuing management of Canterbury Road as a freight corridor. Prioritising walking and cycling is important in implementing the aims of healthy, active and resilient communities and reducing greenhouse gas

emissions as advocated in Council and State Government policy. As such, the Structure Plan seeks to promote the importance of providing sustainable transport options ahead of vehicle access and additional car parking.

vision

The vision for the Heathmont NAC has been developed based on an understanding of Heathmont's existing conditions, opportunities and constraints, as well as input from a range of stakeholders and the community. It principally incorporates the key ambitions identified in Section 4 into a forward looking statement about Heathmont's future.

“The Heathmont Neighbourhood Activity Centre will celebrate its physical barriers by focusing on a centre made up of three connected but distinct villages. More intensive use of land within the retail core will form a mixed use spine along Canterbury Road, which will be well connected through a radial web of pedestrian and cycle links to the surrounding residential area. Development within the spine will be underpinned by an emphasis on sustainable design. The public realm along Canterbury Road will be greatly enhanced by the establishment of a series of places for informal meeting, where the pedestrian will have priority, as the role of the car reduces in presence. As such the Heathmont NAC will have an increased role as a community gathering place for a diverse range of people.

The commercial spine of Canterbury Road will be contrasted against the strengthening of the ‘green axis’, passing along the railway line, and encompassing Kathleen Barrow, FJC Rogers and the ‘Harpers Bush’ Trust for Nature reserves. The ‘green axis’ will be embraced as a defining feature for the Heathmont NAC and residential development will be funnelled along its edge to enhance the sharing of the amenity offered by this environmental and recreational resource. Through a clear strategy of growth and protection areas, residential growth will occur in a co-ordinated manner which preserves the bush character whilst strengthening the Canterbury Road commercial strip and perpendicular ‘green axis’. Such growth will occur in line with the community’s expectations and passion for ecologically sustainable development.

The Centre of three villages will be anchored by the Heathmont train station at its heart, with a series of secondary meeting places dispersed through parkland within the ‘green axis’. The train station will be further celebrated with a community meeting space, and associated community services. The walking and cycling connections around and to the railway station and ‘green axis’ will be safe, well used and high quality spaces to be enjoyed by people of all ages and abilities”.

structure plan description

The following plans demonstrate how the vision for the Heathmont NAC Structure Plan can be achieved. They provide greater clarity about how the Vision and Key Principles will be articulated spatially. These are integral in guiding the implementation of the Structure Plan, as well as assessing development opportunities, undertaking further strategic planning and urban design work, and capital works in the future.

Firstly, the Structure Plan in Figure 3 provides an overarching representation of the key elements that define the future of the Heathmont NAC. The Structure Plan is broken down further into five thematic plans, which provide more detail and clarity with regard to specific elements of the Activity Centre Structure Plan.

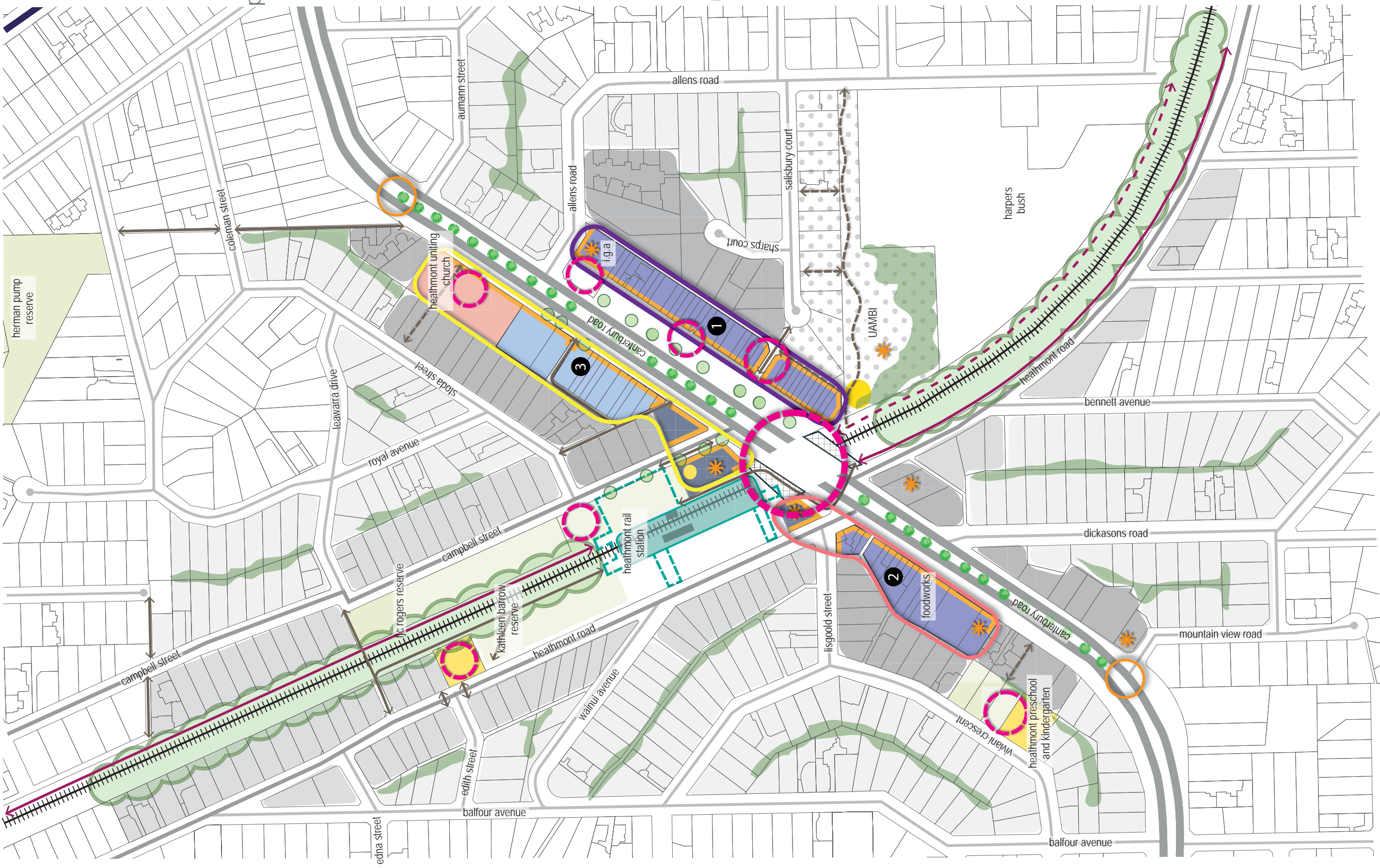
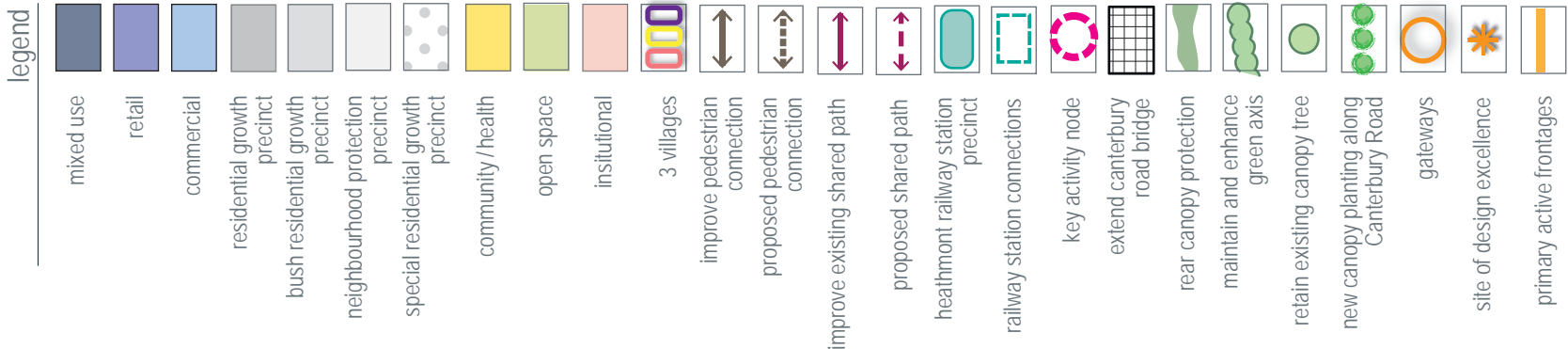
The thematic plans are based on the themes of Land Use and Activity, Built Form, Landscape and Natural Environment, Access and Movement, and Public Realm. It is important to note the importance of the 13 principles and 5 key ambitions, which are woven through each of the themes and serve as a consistent thread through the overall plan. Each of the themes contains key objectives which are underpinned by a range of strategies. A series of implementation actions also provides the necessary implementation ambitions to ensure those objectives and strategies do not just remain words on paper and that the Structure Plan is put into practice.

Finally, a more detailed concept plan outlines the core area adjacent to the Railway Station, as well as the Canterbury Road commercial strip. This magnified study provides a greater level of detail outlining potential development of private and public land, to be investigated as a broader place making exercise.



heathmont nac
structure plan

figure 3
proposed structure plan



5.1 land use and activity

The Heathmont NAC is an important commercial and community focal point for its neighbourhood, providing services for local residents and for visitors using Canterbury Road. Whilst much of the Centre is vibrant, with few vacancies, a number of sites are underutilised, with surface car parking, and low site coverage. Some potential exists to consolidate existing activity within the Canterbury Road commercial strip. The physical separation between each of the Canterbury Road villages results in them functioning in large part as three discrete nodes.

The economic analysis undertaken as part of the background research identified the need for up to 1,600 sqm of additional commercial floor space to meet demand at the Centre over the next 20 years as the neighbourhood population grows. This could include the provision of a somewhat larger supermarket to provide a wider range of groceries for residents. However, the Heathmont NAC is constrained by a lack of developable land. The provision of a larger supermarket, whilst not discouraged, is not likely to be physically or commercially practical in the short-to-medium term. Instead the Structure Plan promotes modest infill of existing commercial land and more intensive use of underutilised sites. This will allow the Centre to develop as a commercial focal point, continuing to provide convenience retailing and dining as well as local and regional services and the employment opportunities they generate. Underutilised sites are identified as future 'mixed-use' which should include retail frontages, and office or residential above. Some additional commercial land can be provided by the rezoning of the Poolwerx site from the Public Use Zone to the Business 1 Zone to reflect its private ownership and location within the heart of Heathmont. There may also be further

potential of including commercial uses, such as a café / restaurant and small scale shop, within the 'railway station precinct'.

An assessment of Heathmont's medium density housing needs was undertaken as part of the background report. It is estimated that over the next 20 years, the broader suburb of Heathmont will need to accommodate approximately 400 medium density dwellings and the majority of these are likely to be located in and around the Activity Centre. In response, the Structure Plan acknowledges that residential population growth will occur and proposes a strategy to manage such pressures. The Plan also recognises that the Ringwood Transit City and Croydon Town Centre are the municipality's focus for residential growth and higher densities.

Firstly residential development will be intensified to enhance the vitality of the Canterbury Road commercial strip, with clear designation of areas for growth and protection. This will include the intensification of medium density development adjacent to Canterbury Road to better capitalise on existing

services and infrastructure. Secondly, a more sensitive form of medium density development is proposed to celebrate the 'green axis' and to increase utilisation and access to existing public open space and public transport. Thirdly, areas for neighbourhood protection within the residential hinterland are identified on the Structure Plan. Finally, it is considered that the Uambi property may provide an opportunity for increased residential densities on a large scale site located immediately adjoining Canterbury Road. The Structure Plan therefore identifies the property and adjoining land to the west as a 'Special Residential Precinct' requiring further investigation for potential staged redevelopment. Due to the environmental and landscape characteristics of the site, investigation of alternative housing styles, with an emphasis on ecologically sustainable development should be encouraged. Given the identified need for more community spaces within the Centre, the establishment of affiliated community uses such as local community halls, markets, gallery space and home offices should also be explored.

There is a need in Heathmont to identify a series of community facilities to meet the needs of a growing population in and around the Centre. Great opportunity exists to meet this need within the railway station precinct and underutilised VicTrack land as well as potentially within the Uambi property. Such potential sites are identified on the Structure Plan as potential locations for community uses and gathering spaces, but will require further consultation with relevant landowners and agencies. It is intended that these spaces will further strengthen the sense of community and belonging in Heathmont.

The mix of uses encouraged by the Structure Plan is likely to lead to a more successful, vital and sustainable centre by limiting the distances people have to walk to access facilities and services to meet their daily needs. This outcome is further expressed in the following series of objectives and strategies for future land use and activities within the Heathmont NAC. The preferred land use and activity outcomes for the Heathmont NAC are shown on Figure 4.

objectives

- To reinforce the local convenience shopping role of Heathmont.
- To promote the small scale destination retailing and dining function of the centre.
- To support the concentration of additional commercial development within the existing structure and fabric of the Canterbury Road commercial strip.
- To promote a greater mix of uses within the Canterbury Road commercial strip to enhance the activity and vitality of the Centre.
- To discourage further growth of commercial or office uses on the south side of Canterbury and Heathmont Road intersection.
- To encourage modest intensification of residential land use along Canterbury Road as well as the 'green axis'.
- To enhance the role of the Heathmont NAC as a community focal point through the provision of a range of services, facilities and employment opportunities to meet the needs of a diverse range of people and strengthen the community's sense of identity.

RELEVANT PRINCIPLES

Build upon the unique village feel and image of the centre.

Encourage a mix of commercial and community uses within the Canterbury Road commercial strip to support local needs.

Locate areas where more housing can be sensitively accommodated within and flanking the Canterbury Road activity spine as well as the perpendicular 'green axis'.

Strengthen the distinctive roles of each of the three villages that form the Canterbury Road activity spine.

Celebrate and enhance the anchoring role of Heathmont station within the centre.

Establish community focal points for people to gather within the centre.



strategies

retail and business

- Encourage consolidation of core retail uses within the south and northwest villages of the Canterbury Road commercial strip.
- Strengthen the mixed commercial role of the northeast side of the Canterbury Road commercial strip as a preferred location for office and wider format specialty retail, whilst retaining opportunities for retail uses.
- Encourage mixed use development with ground floor retail uses and upper level office / residential apartments on currently underutilised sites, on the north side of Canterbury Road, including the Poolwerx site, that are located in high activity areas associated with the Railway Station.
- Encourage outdoor dining and footpath trading within the Canterbury Road commercial strip adjacent to compatible uses and where they will not impact on the passage of pedestrians.
- Provide an opportunity for start-up businesses within home office configurations in stand-alone residential development.
- In some locations, such as the area surrounding the railway station precinct, longer term commercial expansion may be desirable. In the near term, building forms in these areas should have ground floor spaces that are adaptable.
- Encourage properties along Canterbury Road to provide frontages to rear / side laneways and car parking areas where possible in order to create alternative sites for business uses and activate underutilised spaces.
- Discourage further commercial development along Canterbury Road outside of the three villages.
- Discourage restricted retail premises, bulky goods or automotive related industries from locating at key redevelopment sites identified on Figure 4.
- Initiate discussions with VicTrack regarding the potential for additional low intensity commercial uses, such as a café / restaurant being established on railway land.

residential

- Discourage stand-alone residential development within the Canterbury Road commercial strip.
- Support upper level residential development ('shop top' housing) and office uses in all three villages.
- Encourage intensification of residential development in designated Residential Growth Precincts (refer Figure 4) adjacent to Canterbury Road and the commercial strip. Support medium density development in these areas in the form of townhouses, maisonettes or duplexes of up to three storeys.
- Identify Bush Residential Growth Precincts along the 'green axis' where a more modest scale of medium density infill development can be accommodated. Ensure development in these areas is subservient to the landscape setting and is non-apartment style.
- Identify the Uambi property and adjoining residential land to the north as a Special Residential Growth Precinct requiring further investigation as a Potential staged redevelopment opportunity employing a cluster housing or alternative housing model.
- Support some redevelopment of identified Neighbourhood Protection Precincts but only in line with existing Planning Scheme Overlays and landscape character protection.

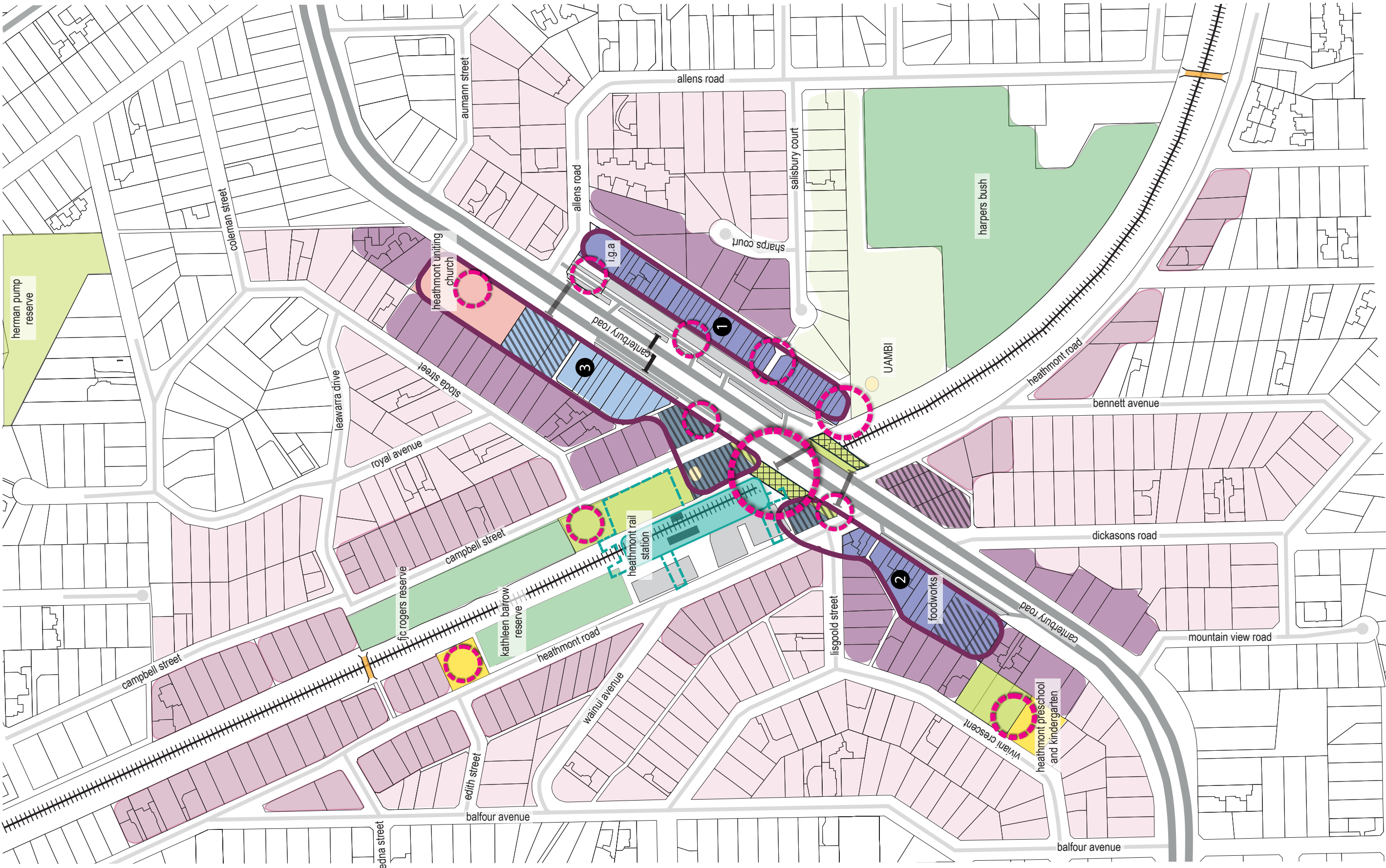
community and civic

- Establish a series of community gathering spaces along Canterbury Road.
- Establish community gardens on open vacant land along the northeast side of railway line.
- Investigate opportunities for passive recreation activities taking place within the FJC Rogers Reserve and Kathleen Barrow Reserve.
- Build upon the attraction of the 7-Eleven and Railway Station to younger people by investigating opportunities for the establishment of an informal youth recreation space, incorporating for example free wi-fi, within the vicinity of the Campbell Street / Canterbury Road intersection.
- Build upon the central function of Heathmont Railway Station by investigating opportunities to utilise the railway carpark for weekend markets, arts and crafts or farmers markets.



heathmont nac structure plan

figure 4
land use and activity



5.2 built form

One of the most dominant elements of Heathmont's character is the combination of built form and natural landscape setting and / or backdrop that contributes to the Centre's unique village image and feel. Despite this, the Centre and particularly the three villages along Canterbury Road lack a co-ordinated appearance and built form, and do not present a strong image within the context of the broader highway environs. Similarly, infill residential development to date has often failed to provide a positive contribution to the existing built form character of the landscape sensitive residential areas within the NAC. As such, it has been the aim of this project to further strengthen and protect the unique village feel and image, as well as the bush setting, of Heathmont.

This section of the Structure Plan report seeks to provide a clear, long term built form strategy based on designation of areas for growth and protection by accommodating linear ribbons of more intensive built form along the commercial spine associated with Canterbury Road as well as the perpendicular 'green axis'. By carefully considering where modest increases in density and built form are best accommodated, the Plan gives Council additional strategic support to underpin their decision making and direct certain forms of development to specific areas. Such an approach also emerged through the background and community consultation phase, where it became clear that the existing urban fabric is conducive to accommodating modest growth in a manner which is able to provide positive social, environmental and economic benefits, whilst preserving the highly valued landscape and neighbourhood character assets of Heathmont.

RELEVANT PRINCIPLES

Build upon the unique village feel and image of the centre.

Encourage a mix of commercial and community uses within the Canterbury Road activity spine to support local needs.

Locate areas where more housing can be sensitively accommodated within and flanking the Canterbury Road activity spine as well as the perpendicular 'green axis'.

Strengthen the distinctive roles of each of the three villages that form the Canterbury Road activity spine.

Celebrate and enhance the anchoring role of Heathmont station within the centre.

Specifically the Structure Plan seeks to establish a stronger built form presence and sense of enclosure on Canterbury Road. This is proposed to occur by supporting a moderately taller built form edge of 3 to 4 storeys on either side of Canterbury Road, within each of the three villages. It is intended that this more pronounced urban edge will also create a defensive barrier to the noisy highway environment of the road. Other opportunities to strengthen the built form in the Centre are provided through identified sites of design excellence at the NAC entries and at the heart within the railway station precinct. This will contribute greatly to the sense of arrival and identity within the unique village environment of Heathmont, as well as provide clear demarcation and / or framing of areas that currently lack legibility.

Flanking Canterbury Road itself and adjacent to commercial land a modest scale of 2 to 3 storeys is identified for 'Residential Growth' precincts. The preferred form of development in these areas is townhouse form. It is recommended that these developments

take on a more 'urban' role in the form of medium density housing developments, however managing the transition and interface of these taller buildings with lower scale residential areas needs to be carefully considered.

Along the 'green axis', low to moderate rise housing of 2 to 3 storeys is encouraged in 'Bush Residential Growth' precincts. The preferred form of development in Bush Residential Growth areas is townhouse form, with third storeys only possible if integrated into the roof form or the slope of the land. In contrast to the Residential Growth precincts, the provision of moderate side and front setbacks that provide for meaningful landscaping are a priority along the 'green axis'. The intention is to create a bush setting that blends with the natural environment of the adjacent parkland and railway corridor.

The Structure Plan also identifies Neighbourhood Protection Areas within the residential hinterland. Limited growth is anticipated in these areas based on retention of the existing overlay controls.

The detailed built form outcomes sought in different areas of the Centre can be found in Table 1 on page 15, which outlines the different outcomes sought in precincts, the rationale behind these outcomes and anticipated planning controls for future development. The built form rationale established in the Structure Plan seeks to guide Council's decision-making over the life of the Structure Plan. The timeframe is important to acknowledge, as the built form outcomes identified on Figure 7 represent a long term vision. How particular areas and sites develop will depend on landowner desires and the specific site analyses and design responses of individual developments. What this Plan does is provide clear guidance about the types of development that are appropriate within different areas, and establishes guiding design parameters.

objectives

- To consolidate and reinforce the village image and feel of the relatively compact and fine-grain form of commercial areas adjoining Canterbury Road.
- To direct more intensive built form in and around the Canterbury Road commercial strip to strengthen the built form presence along Canterbury Road.
- To establish landmark locations where marginally taller building forms provide a positive contribution to the public realm, including creating a strong sense of place and arrival.
- To encourage sensitively designed medium density housing developments in a landscape setting along the 'green axis'.
- To protect the low scale, landscape setting of valued residential areas in the surrounding residential hinterland.
- To facilitate high quality built form that creates a positive image and identity for Heathmont.
- To ensure new development is of a contemporary, innovative and sustainable design, yet responsive to the village image and feel of Heathmont.
- To ensure the interface between commercial development and surrounding established residential areas is appropriately separated and articulated to minimise off-site amenity impacts.

- To ensure that the rear and sides of properties abutting laneways make a positive contribution to the visual appearance of the laneway and provide access and surveillance, where appropriate, to enhance the safety of the accessway.
- To encourage built form that provides a visual connection with and passive surveillance of public open space, the railway station precinct, parks and key pedestrian movement corridors.










strategies







- Deliver a carefully managed built form focused upon providing growth and more intensive built form along Canterbury Road and the 'green axis', with limited growth within the residential hinterland.
- Establish a rigorous performance based control on building heights and presentation to assist in distinguishing the various residential areas.
- Encourage medium rise building forms (refer Figure 7) within the Canterbury Road commercial strip of up to 3 and 4 storeys, with some distinction between each of the three villages in terms of grain, height and urban form.
- Ensure sufficient transition for changes in building heights by incorporating upper level setbacks for any 3rd and / or 4th storeys dependent on the preferred height for the relevant precinct
- Encourage a range of office and medium density housing development, including 'shop top' housing within the commercial strip.
- Promote a hard edged building profile to the pedestrian realm within the Canterbury Road commercial strip in order to maximise surveillance, activation and limit entrapment space.
- New development setbacks (of up to 1 m) to the street, may be considered where appropriate within the commercial strip, when they provide a break in the built form and additional high quality public space (eg. outdoor seating).
- Encourage more intensive mixed use built form to frame the railway station precinct at the heart of the Activity Centre.
- Ensure new development in commercial areas provides well-articulated built form, at both ground and upper levels that are of a human scale (refer Figure 5).
- Require new development with a primary active frontage (identified on Figure 7) to:
 - maximise clear glazing, building entries and active uses at ground level;
 - reinforce the use of continuous horizontal awnings or verandas of shop fronts on Canterbury Road.
- Improve the appearance of laneways by encouraging active interfaces such as glazing, door and window openings and encourage new development to front and address these thoroughfares.
- Identify key strategic development sites where additional built form would reinforce the urban structure, particularly adjoining Canterbury Road and the station precinct.
- Ensure that new development within the lower portion of Village 1 is provided with active frontages to activate the rear laneway adjacent to the Uambi property.
- Require high levels of design excellence, architectural quality and landscape integration for development of land identified as a Site of Design Excellence.
- Encourage sensitive integration of new building forms with the undulating topography.
- Require sensitive management of car parking so as not to reduce potential on-site landscaping and to ensure car parking does not dominate property frontages.
- Encourage, in the longer term, the redevelopment of the railway station as a community hub and transport interchange with a distinctive built form character representative of its time and place.
- Identify land to the rear of the commercial spine and flanking either side of Canterbury Road as Residential Growth Precincts (refer Figure 7), acknowledging the suitability of these areas for low to mid-rise medium density development (2-3 storeys) on the basis of providing a transition between low-rise Neighbourhood Protection Areas and the more 'urban' built form of the commercial spine.
- Identify land along the 'green axis' as Residential Bush Precinct (refer Figure 7), acknowledging the suitability of this area for low to mid-rise medium density development (2-3 storeys), retaining an emphasis on landscape character elements, in particular the protection and enhancement of native canopy vegetation (refer Figure 6).
- Protect and enhance existing valued bush character and canopy tree cover by recognising particular residential areas as Neighbourhood Protection Precincts (refer Figure 7) where low rise, detached built forms (1-2 storey) nestled into the topography are required.
- Investigate potential redevelopment of the Uambi property through the designation of this land as a Special Residential Growth Precinct (refer Figure 7). Ensure any investigations prioritise preservation of existing environmental assets, ecologically sustainable development, increased pedestrian permeability and alternative housing models.
- Utilise the built form outcomes summarised in Table 1, in addition to the above strategies, as the basis for the preparation of future built form controls for the NAC.

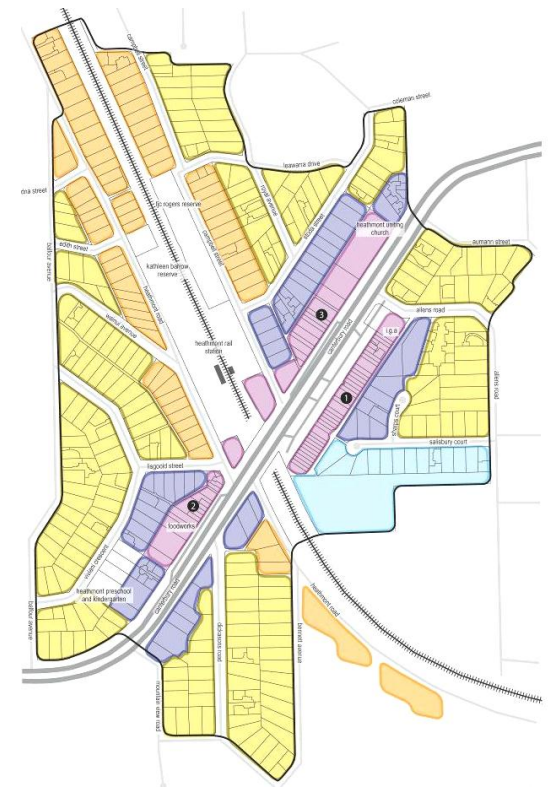




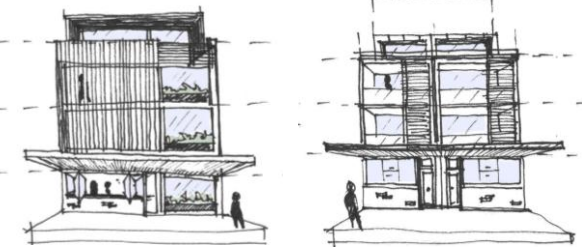
Table 1: built form outcomes

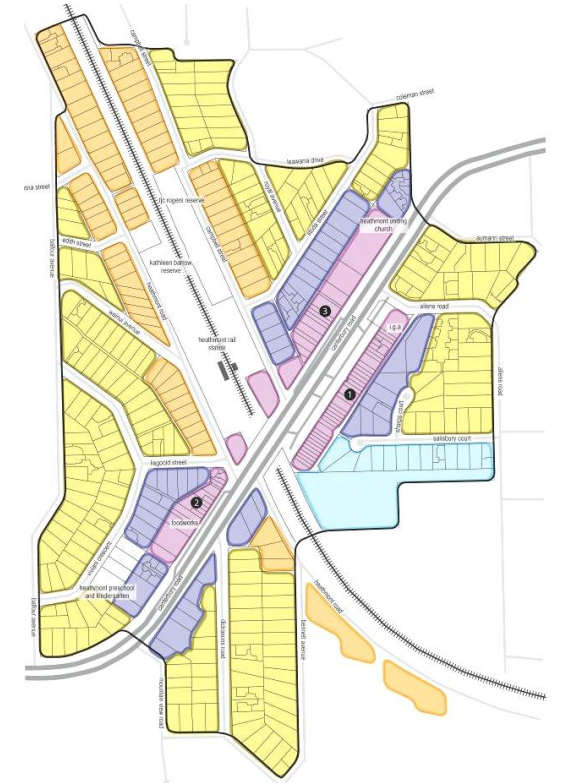
area	preferred outcomes	rationale	anticipated controls	built form
Neighbourhood Protection Precinct 	<p>Protection and enhancement of the existing valued bush character and canopy tree cover</p> <p>Low rise, detached buildings nestled into the topography</p> <p>Site buildings on the basis of landscape preservation and topography constraints over specific requirements for consistent setbacks</p> <p>Generous rear setbacks and retention of rear yard canopy vegetation</p> <p>Use of carports or undercroft parking where possible to reduce the visual dominance of parking and allow visual connections to the landscaped backdrop</p> <p>Support contemporary architecture with simplified roof forms</p> <p>Avoidance of boxy, heavy, overly suburban or heritage replica villa unit or single dwelling development</p>	<p>The hinterland's distinctive residential character</p> <p>Existing strong and highly valued landscape character and bush setting</p> <p>Need to prevent ad hoc infill development on large allotments and for stronger controls to maintain the character in these areas given likely redevelopment pressure due to lot size and proximity to station and commercial spine</p> <p>Existing examples of development that has failed to respond to the character of the area</p>	<p>Retain existing Design and Development Overlay (DDO3) and Significant Landscape Overlay (SLO3 and SLO4) controls</p> <p>Buildings should be traditional detached forms. Limit policy support for attached row or villa unit development</p> <p>No policy support for apartment forms</p> <p>Maximum building height allowed under ResCode and SLO3 not exceeded, with heights of 1-2 storeys supported</p> <p>Generous setbacks from street frontage to avoid overly dominant forms and allow landscaping within the front setback</p> <p>Maintenance of existing side and rear setback control modifications to Clause 54 and 55 within Maroondah's Planning Scheme. Consider allowing reduced building setbacks only where this results in an improved tree protection or future landscape outcome</p> <p>Maintenance of existing private open space control modifications to Clause 54 and 55 within Maroondah's Planning Scheme</p> <p>Introduction of increased requirements for site permeability to reduce areas of hard surface</p> <p>New requirements for the protection of existing trees (in areas other than SLO4), planting of native canopy trees, provision of additional landscaping and recognition of tree protection zones of trees on adjoining lots</p> <p>Maintenance of single vehicle crossovers to each lot</p> <p>Preference for materials and finishes which are harmonious with the bush setting (eg. muted colours, natural materials and finishes)</p>	  
Bush Residential Growth Precinct 	<p>A greater intensity of development than 'neighbourhood protection precincts'</p> <p>Emphasis on the 'bush residential character' elements, in particular the protection and enhancement of native canopy tree cover from a habitat and visual perspective (as opposed to major centres such as Ringwood and Croydon)</p> <p>Modest medium density infill development</p> <p>Building form to be townhouse style, maisonette or duplex type development, with significant landscape breaks between buildings provided to reduce visual bulk</p> <p>Development to harmonise with the native bush setting of the 'green axis'</p> <p>Moderate front setbacks in conjunction with an increased density of informal native landscape treatment</p> <p>Avoidance of boxy, heavy, overly suburban or heritage replica villa unit development</p>	<p>Reinforces the 'green axis' and is distinguished from both the 'residential growth precinct' and the 'neighbourhood protection precinct'</p> <p>Proximity to station and commercial spine make the area suitable for medium density housing, which will support local shops and ensure greater access to public transport</p> <p>Located along the railway line and parkland preventing 'creep' of medium density forms into sensitive residential hinterland areas</p> <p>Existing landscape character and orientation towards the 'green axis' provides the opportunity for a distinctive type of development which creatively responds to Heathmont's bush character</p> <p>Additional height above 1-2 storeys is intended to ensure that new development offsets this height by protecting existing native canopy trees and / or provides generous landscaping</p>	<p>Retain existing Significant Landscape Overlay (SLO3 and SLO4) controls</p> <p>Review existing Design and Development Overlay (DDO3)</p> <p>No policy support for apartment forms</p> <p>Support for 2 storey forms with 3rd storeys only considered on sloping sites where they can be accommodated into the fall of the land or roof forms and are highly recessive</p> <p>Reduced front setback requirements allowable if offset by meaningful landscaping (eg. at least 2 medium or large native or canopy trees) within front setback</p> <p>Maintenance of rear and side setback requirements to maximise landscape potential</p> <p>Requirements for significant breaks in building form along side elevations</p> <p>New requirements for the protection of existing trees (in areas other than SLO4), planting of native canopy trees, provision of additional landscaping and recognition of tree protection zones of trees on adjoining lots</p> <p>Preference for materials and finishes which are harmonious with the bush setting (eg. muted colours, natural materials)</p> <p>Require any basement car parks to be well set back from the boundaries to allow deep root planting in the front and rear of properties</p> <p>Encourage use of lightweight roof forms, balconies, pergolas and use of external or open circulation where possible to lighten the appearance of built form</p>	 



area	preferred outcomes	rationale	anticipated controls	built form
Residential Growth Precinct 	<p>A transition to a more 'urban' form of infill development in recognition of the proximity to the commercial spine</p> <p>Modest medium density infill development</p> <p>No apartment style buildings but a more intensive form of townhouse, maisonette or duplex type development</p> <p>A form of development anticipated that is different to the 'bush residential growth' precinct</p> <p>Less of an emphasis on native canopy vegetation but will still maintain a bush feel through the provision of additional canopy vegetation at interfaces with 'neighbourhood protection precincts'</p> <p>An improved streetscape character and pedestrian realm</p>	<p>These areas are located at the rear of the commercial spine and can provide a buffer between the commercial area and 'neighbourhood protection precincts'</p> <p>Need to direct the majority of change away from sensitive residential areas and towards the commercial spine</p> <p>Existing examples of development have failed to provide for high quality streetscapes in close proximity to the commercial spine</p>	<p>Retain existing Significant Landscape Overlay 4 (SLO4) controls</p> <p>Remove existing Design and Development Overlay (DDO3) and Significant Landscape Overlay 3 (SLO3) controls</p> <p>No policy support for apartment forms</p> <p>Support building heights of 2 to 3 storeys with a preference for 3rd storeys to be recessed and / or integrated into roof forms</p> <p>3rd storey elements should use lighter weight materials with a muted materials and colours palette in order to distinguish from a 2 storey base</p> <p>Reduced front setbacks allowed provided low-medium level indigenous vegetation is provided within the setback</p> <p>Reduction of existing side and rear setback control modifications to Clause 54 and 55 of the Maroondah Planning Scheme</p> <p>Requirements to integrate basement or undercroft parking where possible to reduce the visual dominance</p> <p>Encourage street activation at the ground floor level through integration of home offices or living areas fronting the street, with emphasis on soft landscape and boundary treatments to encourage animation of the front setback rather than barriers which limit public realm interaction.</p> <p>Ensure sufficient setbacks are provided where adjoining 'neighbourhood protection precinct' areas to introduce screening vegetation and provide for canopy trees</p>	 
Special Residential Precinct 	<p>Investigation of potential staged redevelopment opportunities employing a cluster housing or alternative housing typology model, with an emphasis on communal indigenous and productive landscape, preservation of existing environmental assets and a strong emphasis on ecologically sustainable development</p> <p>Establishment of affiliated uses which would support the community including space for local community halls, markets, gallery space and home offices</p> <p>Dwellings with a smaller footprint and higher building heights to maximise preservation of trees and provide for planting of new vegetation</p> <p>Emphasis on high quality contemporary architecture in a communal landscape setting</p> <p>Increased pedestrian permeability</p>	<p>The Uambi property represents one of the only underutilised parcels of land within the NAC with an immediate interface to the commercial spine</p> <p>The site has a strong landscape character and adjoins Harper's Bush which is ecologically significant</p>	<p>Retain existing Significant Landscape Overlay 4 (SLO4) controls</p> <p>Review the DDO3 minimum allotment control to allow more flexible site development which emphasises tree protection</p> <p>Consider application of a DPO type control, requiring a masterplan for the precinct in order to encourage co-ordinated development outcome between Uambi and properties to the north fronting Salisbury Court</p> <p>No policy support for typical suburban subdivision and housing types</p> <p>Strongly discourage vacant lot subdivision unless a masterplan for total site development has been prepared</p> <p>Preferred allotment sizes and building heights should be kept loose, with an emphasis on creative urban design responses to the landscape setting</p> <p>Ensure any fencing does not impact on the landscape character of Uambi and adjoining bushland and movement of fauna</p>	 



area	preferred outcomes	rationale	anticipated controls	built form
Commercial spine 	<p>More intensive mixed-use development of a modest scale</p> <p>Maintenance of the 'village' feel, while increasing the amount of residents to support local traders</p> <p>Sensitive infill of key redevelopment sites where additional built form would reinforce the urban structure, particularly around the station precinct.</p> <p>A consistent, active and pleasant pedestrian environment at ground level</p> <p>Improvement to rear and side access lanes to increase safety and amenity of this area</p>	<p>To support the local shops and maintain the viability of the centre; as other nearby centres expand, additional residents are needed to support local businesses</p> <p>The need to establish a stronger built form presence and sense of enclosure on Canterbury Road.</p> <p>The need to reduce pressure on the surrounding residential areas to accommodate the projected population growth</p> <p>Opportunity to accommodate growth in areas with less sensitive interfaces</p> <p>Increasing the number of residents within the commercial strip will increase activity in the area after business hours and promote vibrancy</p> <p>Allowing additional height can accommodate offices at upper levels, freeing up ground level for retail, cafes etc</p> <p>Well-designed forms can accommodate these increases in density without compromising the village character, provided appropriate controls are in place</p>	<p>Remove existing Design and Development Overlay (DDO3) and Significant Landscape Overlay 3 and 4 (SLO3 and SLO4) controls</p> <p>Allow a 3rd or 4th storey above the street wall where it can integrated with existing development and will not be overly prominent</p> <p>Ensure sufficient transition for changes in building heights by incorporating upper level setbacks for any 3rd storey to the rear and require any 4th storey to be highly recessive and set back from front and rear boundaries</p> <p>Require any exposed elevations to be treated in a way which contributes positively to the centre's village image and scale</p> <p>Setbacks (of up to 1 m) to the street, may be considered where appropriate, in order to provide a break in the built form and additional high quality public space (eg. outdoor seating).</p> <p>Requirements to integrate basement or undercroft parking where possible to reduce the visual dominance</p> <p>Strongly encourage materials, colours and finishes to respond to any colour palette developed for the centre</p> <p>Require high levels of design excellence, architectural quality and landscape integration</p>	 



housing type	typical definition
detached dwelling	A free standing building or structure in which people live that is separated from all property boundaries, making it distinctive from other dwellings.
maisonette	Separate dwellings located one on top of the other within a townhouse and sharing the same entry. A maisonette often includes use of an attic / roof space for a dwelling.
duplex	Two attached dwellings that share one common wall / boundary and have separate entries. Duplexes are also known as semi-detached dwellings.
townhouse	A dwelling with a small footprint on multiple floors and usually joined in a row (also known as terrace or row house). Each townhouse has a separate entry.
'shop-top' housing	A building type with dwellings located above ground level commercial premises. Generally occurs on land zoned for business purposes. Access to the dwellings is usually from a ground floor entry directly off the street.
apartment building	A group of self-contained dwellings (apartments) contained within a larger building with central internalised circulation.

Figure 5: Canterbury Road cross-section (l) and detail of commercial area built form demonstrating setbacks and street wall heights (r)

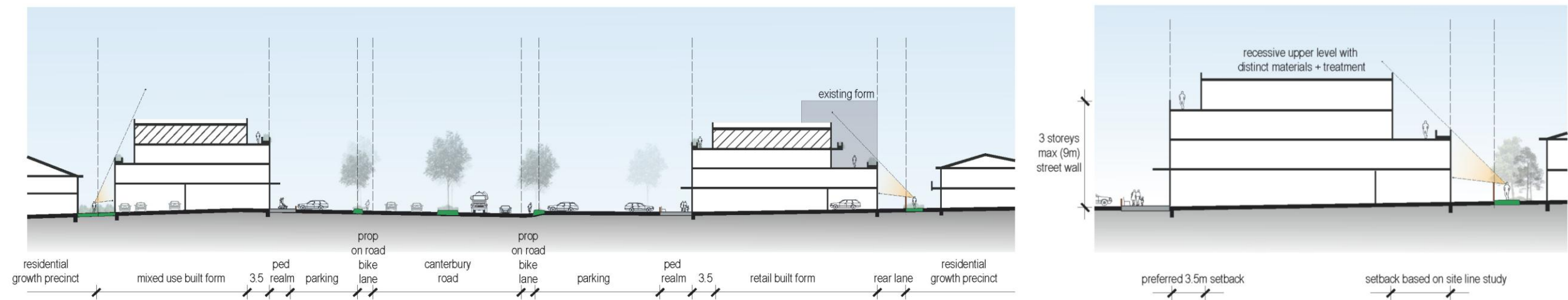
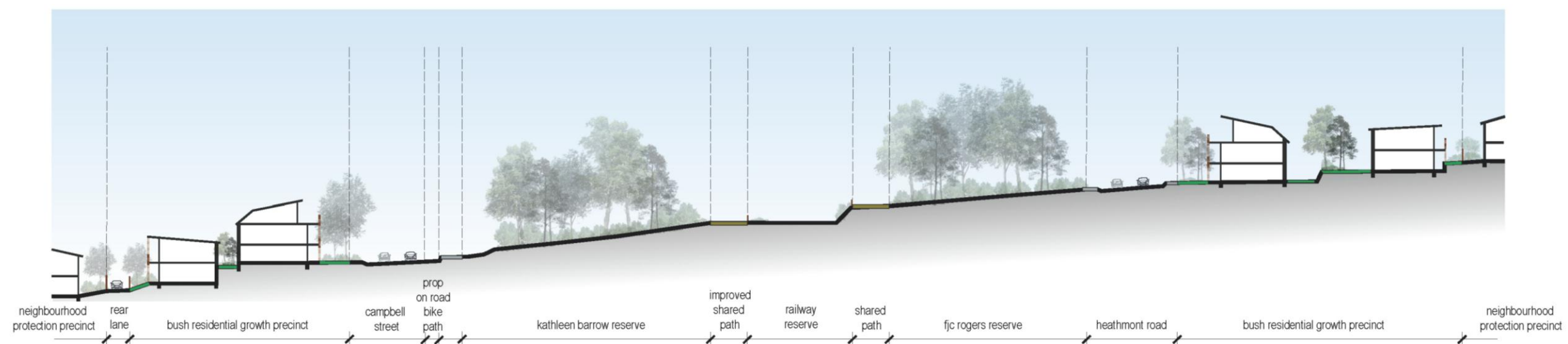
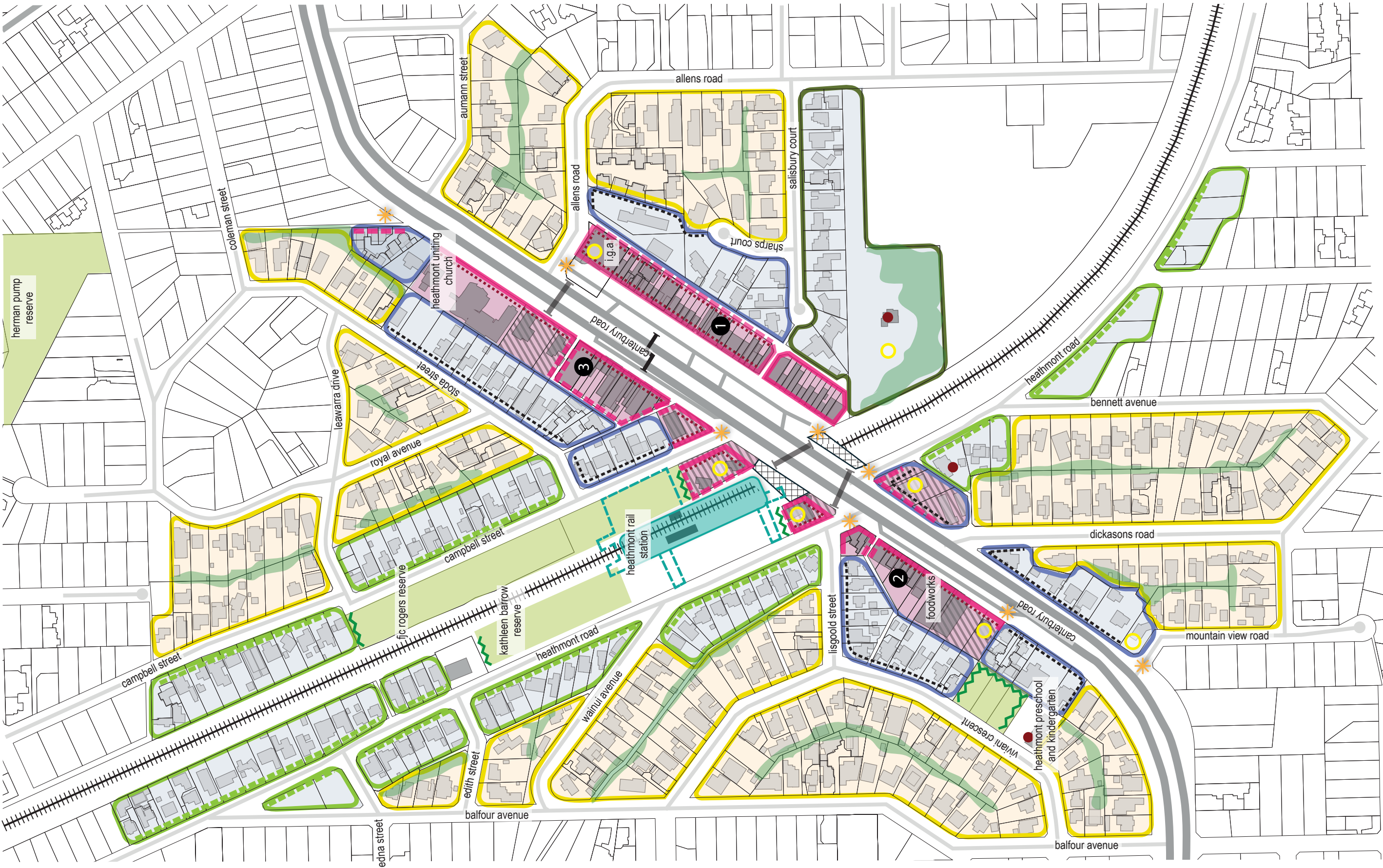


Figure 6: Green axis and railway cross-section



legend	
	1-2 storey
	2-3 storey
	3-4 storey
	open space
	potential heritage
	retain and enhance private canopy vegetation
	3 villages / commercial areas
	railway station precinct
	proposed crossing
	approved crossing
	extend canterbury road bridge
	key strategic development sites
	primary active frontage
	secondary active frontage
	recessive upper levels as per figure 5
	3.5m setback to upper levels
	strong landscape frontage treatment
	open space interface
	site of design excellence
	key signage location
	residential growth precinct
	bush residential growth precinct
	neighbourhood protection precinct
	special residential growth precinct



5.3 natural environment and landscape

One of the defining features of the Heathmont NAC is its leafy, treed character and pronounced topography. A range of native and exotic vegetation covers the valleys and ridgelines within the NAC, which contributes to significant canopy tree cover throughout the Centre. The Wicklow Ranges and associated ridgeline are unique landscape features of the Heathmont NAC, forming the defining edges to the north-east and south-eastern limits of the Centre. The sense of arriving in a 'bush' setting is a highly valued characteristic of Heathmont, which the community wish to preserve and celebrate.

There is a clearly identifiable corridor of native vegetation that runs the length of the railway cutting and therefore traverses through the middle of the Heathmont NAC. This 'green axis' connects broadly to the H.E Parker Reserve Bushland, and Dandenong Creek corridor to the south, and to a lesser extent to Ringwood Lake and Mullum Mullum Creek corridor to the north. This green 'axis' includes the adjoining bushland reserves of FJC Rogers and Kathleen Barrows and connects with the Uambi and Harpers Bush Properties on Allens Road, the latter being located outside of the study area. This Structure Plan recognises the environmental, landscape and social importance of the 'green axis'.

The residential hinterland beyond the Canterbury Road frontage is characterised by pockets of dense native vegetation along streets and within private properties that creates continuous canopy cover throughout the residential area. The majority of residential streets within the study area contain established street tree plantings that make an important contribution to the landscape character of the centre and are often indistinguishable from the private planting within front setbacks.

In contrast, the Canterbury Road shopping strip itself has limited vegetation and street trees, as a result of widening over the years. Whilst there is a sense of a ribbon of bushland passing along the railway cutting perpendicular to the village, Canterbury Road presents as a hard edged, urban environment that contrasts with the surrounding leafy residential areas. The only visible greenery along the strip is limited to some scattered trees within the north-east portion of the village, as well as 'borrowed' views of treetops within the residential area beyond. The Structure Plan therefore seeks to consolidate the existing native landscape character and associated environmental values. Further to this, the Structure Plan seeks to better integrate the native landscape characteristics of the residential hinterland and 'green axis' into the identity of the Canterbury Road alignment including the commercial strip.

RELEVANT PRINCIPLES

Build upon the unique village feel and image of the Centre

Protect and enhance the Centre's leafy backdrop, hilly landscape and bush setting

Protect, enhance and raise awareness of the environmentally significant assets of the Centre

Locate areas where more housing can be sensitively accommodated within and flanking the Canterbury Road activity spine as well as the perpendicular 'green axis'

Encourage best practice sustainable design in new development and improvements to public areas

Another overriding factor that has driven the Structure Plan's outcomes is the community's interest and passion for ecologically sustainable development. In this regard, the Plan encourages a range of sustainability initiatives, which could be pursued by the community, landowners and future developers.

objectives

- To build upon the green and leafy character of Heathmont as a defining elements of the north and south gateways into the NAC.
- To encourage the retention and planting of native or indigenous canopy trees within the residential hinterland to contribute to the canopy continuity.
- To maintain the dominance of landscape over built form in residential areas.
- To protect and enhance biodiversity assets and existing habitat corridors.
- To increase awareness of biodiversity assets within the Centre through improved pedestrian accessibility and wayfinding.
- To achieve a greening of the Canterbury Road corridor and commercial strip to reduce the hostile, hard edged profile of the busy roadway.
 - To position Heathmont as a Centre for best practice ecologically sustainable development.

strategies

- Protect and enhance biodiversity assets and the existing canopy vegetation along the 'green axis'.
- Ensure any new development and / or works along the 'green axis' retains and protects existing vegetation.
- Protect the remaining series of large native canopy trees along the Canterbury Road alignment.
- Identify different landscape treatments to reflect the existing and / or future character of streets:
 - Canterbury Road Corridor: Provide street trees and improved, consistent low level landscaping along the commercial strip and railway station precinct. Plantings and trees must be selected based on a need to maintain sight lines for pedestrian and vehicle safety.
 - Balanced Urban / Landscape Corridors: facilitate pedestrian movement and should be landscaped with canopy vegetation for shade and understorey planting for visual interest. Create focal points (such as kerb outstands etc) at entries to key side street intersections with Canterbury Road.
 - Landscape Dominated Corridors: represent the residential streets of the Centre and should be supported by an increase in canopy street tree plantings and a maximum of one crossover per lot.
- Support development proposals which provide strong integration of built form and native landscaping.
- Encourage opportunities for community engagement with the botanical and habitat value of the Harpers Bush property through investigation of potential access to the periphery, within the VicTrack land.
- Ensure that development is stepped along the topography, in order to avoid substantial cut and fill in the landscape.




















- Improve pedestrian linkages through and around the 'green axis' generally to increase awareness of and use of this environmental asset.
- Encourage localised net gain offsets where applicable, to reinforce the environmental value of bushland within and near to the 'green axis'.
- Encourage low and visually permeable fencing to the edge of existing environmental assets to permit free fauna movement and a sense of landscape continuity between public and private properties.
- Encourage the reconfiguration of parkland (not including Kathleen Barrow or FJC Reserve) adjacent to the rail station to the north and south for community use, including seating, improved play equipment, additional planting and community gardens.
- Investigate opportunities for more active recreation uses eg. exercise circuit or similar, being developed in parkland adjacent to the railway station subject to these uses being sympathetic to the environmental values of the land.
- Retain and protect areas of canopy vegetation in backyards as a priority (see Figure 8) and require generous rear setbacks in these areas to support this.
- Improve cycling links through and around the 'green axis' to accommodate for cycling of all abilities.

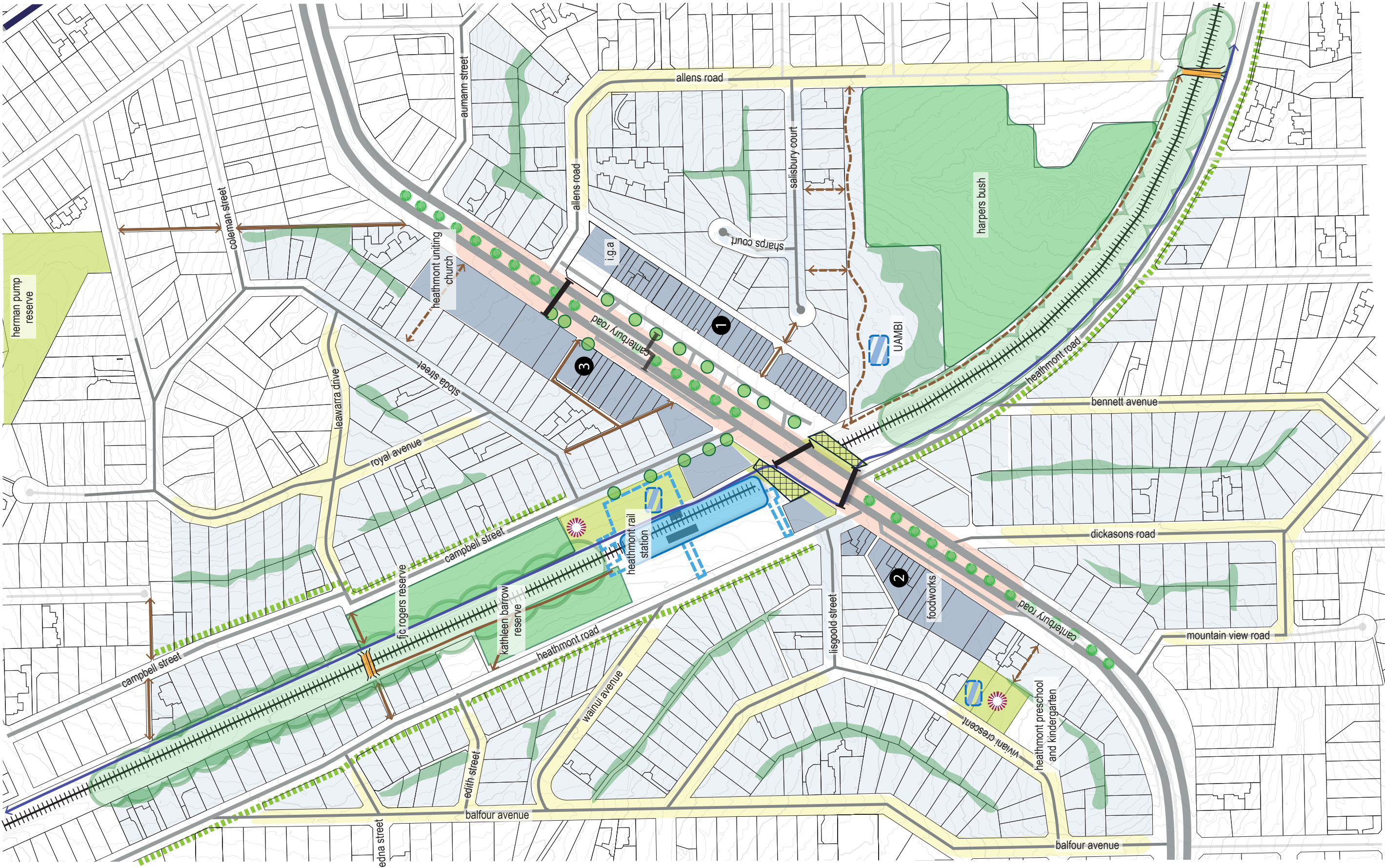


- Investigate public realm sustainability measures to be introduced into the Centre, which should include (but not be limited to):
 - Use of solar energy for street lighting.
 - Introduction of water sensitive urban design treatments as part of any public realm upgrades.
 - Use of indigenous vegetation to encourage local wildlife.
 - Use of recycled and sustainably sourced material where suitable in public works.
 - Use of recycled water.
- Encourage new development to incorporate high standards of energy efficiency, water sensitive urban design, sustainable transport options for residents, visitors and / or workers, and waste reduction strategies.
- Prepare Ecologically Sustainable Development Guidelines for commercial and medium density residential buildings. Such guidelines should be used to provide useful information and guidance to improve the sustainability of buildings being constructed in the Heathmont NAC.
- Review overlay provisions to ensure the landscape and environmental attributes are adequately reflected and protected in the schedules within the Neighbourhood Protection Precinct.
- Review overlay provisions to ensure the landscape and environmental attributes are adequately reflected and balanced with low-rise infill development for areas included in the Bush Residential and Residential Growth Precincts.



legend

-  public open space
-  private canopy vegetation to be retained
-  retain existing canopy tree
-  shared path
-  improved pedestrian connection
-  new pedestrian connection
-  approved crossing
-  maintain area of biological significance
-  maintain and enhance green axis
-  new canopy planting along Canterbury Road
-  canterbury road corridor
-  establish a balanced urban / landscape environment
-  establish an urban streetscape environment
-  green axis streetscape
-  retain strong landscape dominated character
-  expand play facilities
-  potential community garden locations
-  extend canterbury road bridge
-  railway station precinct



5.4 access and movement

Access and movement throughout the Heathmont NAC is dominated by Canterbury Road and the Railway line. Canterbury Road is a major arterial road and freight corridor, which runs south-west to north-east through the centre of the NAC. The road provides a direct connection to Eastlink to the west and Bayswater North industrial area to the east. The railway line runs north-west to south-east through the Centre with the Heathmont Station being centrally located within the heart of the NAC.

Given the dominance of Canterbury Road and associated service roads through the Centre, vehicle movements and car parking needs are currently prioritised throughout the NAC. This often has a negative impact on pedestrian and cyclist amenity and safety. The existing major infrastructure is a key driver of Heathmont's urban structure and is a key determinant of the access and movement network. There are unlikely to be any major changes to this infrastructure within the timeframe of the Structure Plan. As such, the Structure Plan does not identify major projects, but rather seeks to facilitate sustainable transport options through improved and increased pedestrian and cycle links in and around the Centre. This emphasis is focused on making it easy, attractive and safe to walk, cycle or use public transport in Heathmont. Notwithstanding this, the Plan seeks to provide direction in regard to key issues raised by the community associated with speed limits and pedestrian safety on Canterbury Road, including a number of potential larger projects that require further investigation and consultation with relevant agencies and key users.

RELEVANT PRINCIPLES

Build upon the unique village feel and image of the Centre

Address the physical barriers that Canterbury Road and the railway line create within the Centre

Improve pedestrian and cyclist connectivity, amenity, convenience and safety throughout the Centre

Celebrate and enhance the anchoring role of Heathmont Station within the Centre

Improve management of traffic and car parking within the Canterbury Road commercial strip

objectives

- To ensure the Heathmont NAC remains walkable with pedestrian safety, access and amenity the main priority.
- To improve pedestrian connectivity between the Canterbury Road commercial strip and the railway station.
- To provide improved opportunities for cycle access and connections to and within the Centre.
- To ensure traffic flows and speeds along Canterbury Road do not have a negative impact on the functioning and amenity of the Heathmont NAC.
- To encourage public transport as a means of access to and within the Centre.
- To ensure the Heathmont NAC maintains an adequate supply of appropriately located, designed and managed on and off-street multipurpose car parking.

strategies

road network and vehicle movement

- Lobby VicRoads for a reduced speed limit on Canterbury Road, or as a minimum a reduced speed limit during peak activity times or additional signage alerting motorists that they are entering a local shopping precinct.
- Continue to monitor truck volumes on Canterbury Road to determine the impacts of the Eastlink Freeway on heavy vehicle movements through the NAC.
- Continue to review interactions between traffic and pedestrians at identified key traffic junctions.
- Recognise Heathmont Road and Campbell Street as secondary movement corridors.
- Ensure any changes to laneways and rear car parking areas maintain appropriate loading and unloading facilities, and arrangements for existing businesses.

public transport

- In the long term, consider options for public transport improvements throughout the Centre such as introducing a local shuttle bus or Telebus service linking residential areas to the Canterbury Road commercial strip.
- Liaise with VicTrack and the Department of Transport regarding improved facilities at the Rail Station including the provision of a drop-off / pick-up parking area along the existing kerb line directly adjacent to the station entrance.
- Encourage improved bus stops with weather protection and seating.
- Ensure side streets continue to provide access for public and school bus services that utilise the Heathmont NAC area.
- Advocate the bus service provider and the Department of Transport to implement improvements to the frequency and reliability of bus service, particularly during evenings and weekends and more convenient bus stop locations;
 - Advocate for station upgrades to improve the waiting area, including provision of public toilet facilities and hearing loops (assisted listening devices).



pedestrian network

- Clearly define and improve the safety of pedestrian access through car parking areas and services lanes on Canterbury Road.
- Before changes are made to the pedestrian operated traffic lights on Canterbury Road investigate alternative locations including those shown on Figure 9.
- Work with VicRoads and VicTrack to provide an improved pedestrian experience crossing the railway on the Canterbury Road bridge. The Structure Plan identifies two expanded bridge crossings that seek to create a degree of separation between motorists and pedestrians crossing this narrow junction. The trafficable footpaths should be at least 2.5 m wide to provide for shared pedestrian and bicycle paths.
- Provide a through block pedestrian link between Canterbury Road and Viviani Crescent.
- Prioritise pedestrian movement across streets that intersect with Canterbury Road by different road treatments (coloured or textured surface and / or raised thresholds).
- Encourage business owners along Canterbury Road to provide rear access to their premises, particularly in locations identified as high volume pedestrian areas and adjoining new and improved pedestrian connections (Refer Figure 9).
- Improve lighting within the Centre particularly between the Rail Station and footpaths, as well along public laneways and pedestrian priority areas.
- Encourage the upgrading and improvement of the pedestrian connection currently provided through the Uniting Church site.
- Consider the following suggested footpath improvements in conjunction with Council's Footpath Construction Policy and the Priority Pedestrian Network:
 - Construct remaining sections of the footpath on the east side of Heathmont Road, north of the Rail Station.
 - Ensure at least one footpath is provided in every local street, and two footpaths on streets, such as Campbell Street and Heathmont Road, which act as local connector roads to nearby neighbourhoods.



bicycle network

- Continue to work with VicRoads to support the provision of bicycle lanes on Canterbury Road. Whilst Canterbury Road is identified as part of the Priority Bicycle Network, the potential to provide separate cycle lanes should be prioritised over on-road lanes.
- Ensure any on-road bicycle lanes have good connections with the existing off-road shared path network, including the Rail Trail and East-Link Trail.
- Provide secure bicycle parking facilities at key convenient nodes along the Canterbury Road commercial strip. Such nodes should be associated with the urban plaza areas to be provided.
- In consultation with VicTrack and VicRoads investigate options to establish a pedestrian/bicycle underpass under the Canterbury Road rail bridge crossing.
 - Advocate to Department of Transport and PTV to increase the short term and long term bicycle parking facilities at Heathmont Station.

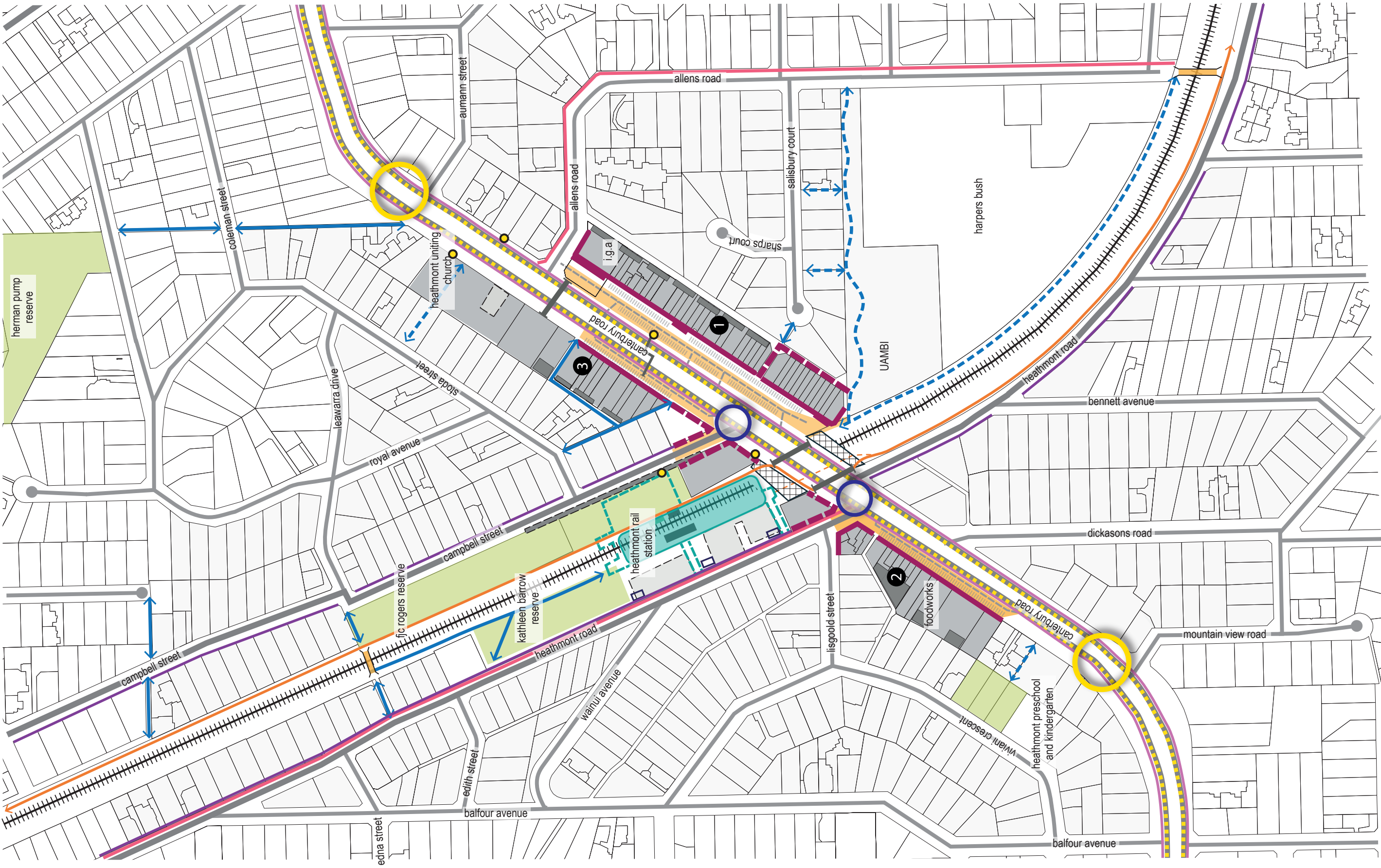
car parking

- Retain existing on-street car parking within the Canterbury Road commercial strip. However, in the longer term critically review the need to provide any additional car spaces within the Centre, including investigating options to establish a stand-alone multi-deck car park on the edge of the commercial strip.
- Upgrade car parking facilities to improve the functioning of the existing on-street car parks, minimise pedestrian/vehicle/bicycle conflict and improve landscape integration (eg. edge plantings, canopy trees).
- In new commercial developments require car parking to be located to the rear or in basements / undercrofts utilising the slope of the land where possible.



legend

	major road		key traffic junction
	secondary road		gateway element
	local road		prop. pedestrian signalised intersection
	service road		approved signalised crossing
			improved pedestrian connection
			proposed pedestrian connection
	high volume pedestrian pavements		proposed high volume pedestrian pavements
	both side footpaths to priority movement corridor		proposed pedestrian priority road treatment
	improved car parking with landscaping integrated		integrated carparking within built form
	vehicle entry / exit to station precinct		679 bus route
	bus stop		shared path
	prop. on road bike path		prop. underpass
	improve rail crossing		railway station precinct
	railway station connections		extend canterbury road bridge



5.5 public realm

The public realm of Heathmont plays an important role in the overall enjoyment, ease of access and amenity of the NAC. However, the dominance of the busy Canterbury Road and lack of priority afforded to pedestrians reduces the functionality of the public realm. Potential exists to greatly enhance the public realm through a clear strategy and vision for the Centre. The lack of a clear strategy has produced a series of disconnected place-making initiatives, which serve to enhance the fragmentation of the Centre.

Through the consultation phase and background analysis for the Structure Plan, a lack of community meeting place and informal opportunities for social interaction were identified as a barrier to forming a stronger sense of identity. Public Realm improvements, on public and private land, offer a great deal of opportunity to resolve this deficiency. A series of key areas have been identified as potential community gathering spaces, including urban plazas, informal gathering spaces, pedestrian laneways, playgrounds and community gardens. These are distributed based on pedestrian traffic and need, as well as opportunity afforded by existing facilities. A key strategy that has however emerged is the 'knuckle' or primary focal point, within the rail precinct adjacent to Heathmont Station.

RELEVANT PRINCIPLES

Build upon the unique village feel and image of the Centre

Encourage best practice sustainable design in new development and improvements to public areas

Strengthen the distinctive roles of each of the three villages that form the Canterbury Road commercial strip

Address the physical barriers that Canterbury Road and the railway line create within the Centre

Improve pedestrian and cyclist connectivity, amenity, convenience and safety throughout the Centre

Celebrate and enhance the anchoring role of Heathmont Station within the Centre

Establish community focal points for people to gather within the Centre

The Centre is connected by an excellent regional cycling network which passes along the rail alignment, and has a great deal of pedestrian permeability from between the residential hinterland and commercial strip. This includes a series of laneways, service lanes as well as the street network. Opportunity exists to further enhance a number of these forgotten laneways and pedestrian cut throughs, through greater landscape and urban design treatment.

The Structure Plan places an emphasis on the public realm due to the community's desire to enhance the appearance and connectivity of the Heathmont NAC, as well as to provide a series of community gathering spaces within the Centre. In particular opportunities associated with the station and the railway line / Canterbury Road junction were of interest to the local community. While it is not the role of a Structure Plan to identify the details of how this area may be developed (a masterplanning exercise will be needed) the Plan highlights the importance of resolution of this area. It also identifies some important parameters which are outlined in the following section, along with a sketch concept as to how the area may develop, noting that this will need to be subject to more detailed analysis.

objectives

- To provide a series of high quality civic areas that create community focal points/gathering points within the centre of the Heathmont NAC.
- To provide a high quality public realm that contributes to the establishment of a cohesive identity for Heathmont, built upon the distinct nature of the three villages.
- To establish a community focal point at the junction between the rail alignment and Canterbury Road corridor, incorporating a series of connected public spaces suitable to a diverse range of users.
- To improve the desirability of Heathmont's streets and public spaces for pedestrian use.
- To ensure the public realm is safe and attractive and that pedestrian amenity, safety and convenience is prioritised.

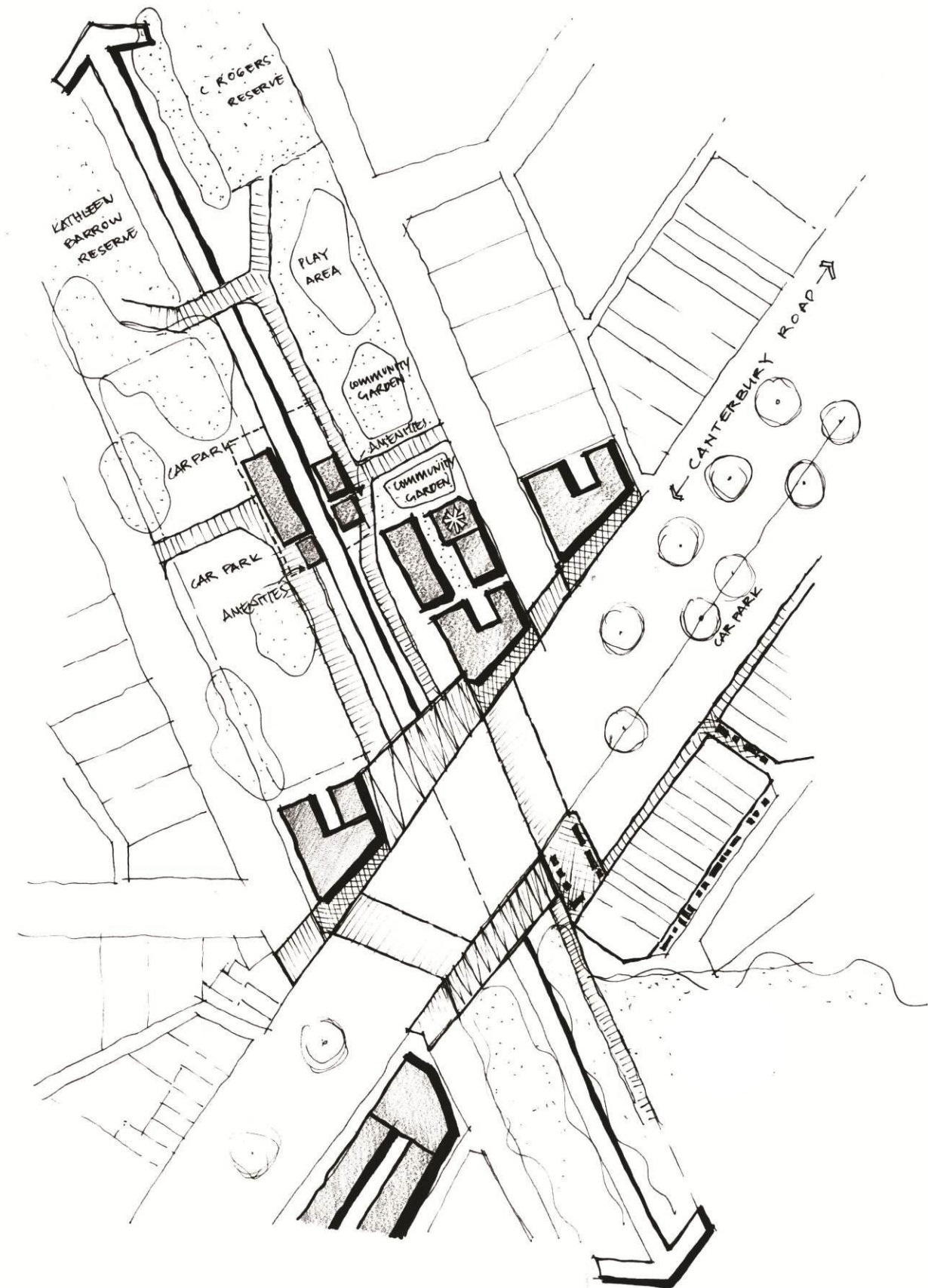
strategies

- Upgrade the public realm in a staged manner, prioritising priority public realm improvement areas around the three villages and railway station precinct.
- In priority public realm improvement areas recognise the intensity of activity with an aim of creating pleasant streets with wide pavements accommodating clear pedestrian pathways as well as opportunities for seating, displays and informal gathering in accordance with Crime Prevention Through Environmental Design (CPTED) principles.
- Investigate opportunities for shared pedestrian zones within service laneways perpendicular to the Canterbury Road commercial strip, incorporating active uses, street furniture and public art.
- Investigate longer term broadening of the public realm in priority public realm improvement areas through modification to the car parking area.
- Provide a series of ancillary community gathering spaces within existing public open space, within the commercial strip, and potentially within the developable portion of the Uambi property.
- Ensure the design of plazas and public open spaces provide formal and informal opportunities for gathering, socialising and play, and are designed to accommodate the needs of people of all ages and abilities.
- Improve the appearance, visibility and accessibility of the public toilets on Canterbury Road in accordance with CPTED principles.
- Investigate opportunities to provide additional toilet and change facilities integrated with existing buildings at Heathmont Station in accordance with CPTED principles.
- Incorporate long term bicycle parking facilities into the existing buildings at Heathmont Station.
- Encourage active or adaptable uses at ground levels within the commercial strip, as well as any key redevelopment sites.
- Lobby VicTrack and VicRoads for the provision of an augmented Canterbury Road bridge to facilitate comfortable and safe pedestrian movement.



- Explore opportunities for community gardens within existing public open space areas.
- Reinforce Heathmont's local identity through use of historic associations in future public art installations in both the public realm and building improvements.
- Ensure that new building heights have regard to the amenity of and sunlight penetration into existing and proposed public spaces.
- Establish a co-ordinated strategy for street furniture, signage and outdoor merchandising which avoids visual clutter of the pedestrian realm and establishes a stronger sense of place.
- Ensure street furniture and lighting is of a contemporary nature while complementing the village character of Heathmont.
- Promote street furniture that is low maintenance, high quality and durable.
- Ensure a network of high quality pedestrian and cyclist oriented wayfinding signage is installed along pedestrian and cycling routes in order to enhance the sense of place and consistency of public realm design.
- Ensure that any public realm improvements support best practice water sensitive urban design and ecologically sustainable development principles in material selection and treatment.
- Underground powerlines within the Centre as a matter of priority. If undergrounding is not possible seek to bundle wiring to remove poles which dominate views along Canterbury Road.
- Promote a pleasant and safe streetscape environment with high levels of pedestrian activity and engagement along ground floor street frontages.
- Undertake a masterplanning exercise for the junction between the railway alignment and Canterbury Road that incorporates the principles outlined in Figure 10. This should include consideration / investigation of:
 - More direct pedestrian access to the station.
 - Establishment of community gardens.
 - Potential community uses (such as a meeting place, community café, gallery space) with a strong connection to the park edge.
 - Encouragement of uses with longer operating hours to provide more street activity.
 - Integration of public amenities into the station buildings.
 - Strong built form to better frame public space and activate edges.
 - Taller built form to anchor the precinct.
 - Pedestrian / cyclist links under Canterbury Road.

Figure 10 Station precinct and railway line / Canterbury Road junction sketch plan



- urban block
- special residential
- community use
- open space
- community garden
- maintain restricted access
- 3 villages
- key infill development site
- priority public realm improvement area
- secondary public realm improvement area
- ped laneway space
- improved car parking with landscaping integrated
- public open space
- urban plaza
- community focal point
- railway crossing
- proposed broadened / duplicated rail crossing

