



CITY OF WHITEHORSE

## MEGAmile [west] & Blackburn activity centres

# URBAN DESIGN FRAMEWORK

plān|ī'sphēre [urban strategy planners]

Adopted  
July 2010





## Acknowledgements

The City of Whitehorse acknowledges the Wurundjeri as the traditional custodians of the land that now comprises the City of Whitehorse. We pay respect to their tribal elders, we celebrate their continuing culture and we acknowledge the memory of their ancestors.

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# Introduction

# INTRODUCTION

## Background

The Whitehorse 'MegaMile' was designated a Major Activity Centre (MAC) in the Melbourne 2030 Strategy. The MegaMile focuses on the linear strip of bulky goods retailing along Whitehorse Road. For the purposes of strategic planning, Whitehorse City Council has divided the MegaMile into East and West. The MegaMile [East] has been grouped with the Mitcham Neighbourhood Activity Centre (NAC) and Nunawading MAC, and a Structure Plan prepared and adopted by Council in 2008. The MegaMile [West] has been grouped with the Blackburn NAC and is the subject of this Urban Design Framework (UDF). It is intended that principles developed for the eastern section of the MegaMile and existing policies for Blackburn will help to inform decisions regarding landscape, car parking and built form in the Activity Centres.

## About this Study

The City of Whitehorse in conjunction with the Department of Planning and Community Development's (DPCD) Expert Assistance Program, has appointed a consultant team led by Planisphere to prepare an Urban Design Framework for the Whitehorse MegaMile [West] and Blackburn Activity Centres. The purpose of the UDF is to guide change and development in the study area over the next 15 years, based on a collective community owned vision that meets both local and broader environmental, social and economic objectives. The UDF will investigate the opportunities and constraints of the Study Area and establish strategic directions and design guidelines for both the MegaMile [West] and Blackburn Activity Centres.

The aims of the Urban Design Framework, as expressed in the Council's brief, are to:

- ◆ Establish a vision for the MegaMile [West] Major Activity Centre that builds on previous planning studies, fills in gaps and responds to current environmental, economic and social factors.
- ◆ Research and identify issues and options for the redevelopment of key sites along Whitehorse Road, particularly bulky goods retailing, and in the Blackburn Activity Centre.
- ◆ Consider the options available if proposed rail transport projects take place.
- ◆ Examine ways to maximise and manage the potential of commercial growth of the MegaMile [West] and Blackburn Activity Centres.
- ◆ Address gaps in the pedestrian network and provide for a safe and direct pedestrian and cycle movement.
- ◆ Create urban design guidelines for the public realm areas and business zoned areas, addressing interface issues between industrial or commercial and residential uses.
- ◆ Establish if there are any facilities and services that the community lack in the area.
- ◆ Investigate ways to encourage a mode shift towards more sustainable modes of transport, namely walking, cycling and public transport, with consideration of the existing and proposed transport facilities in the area.
- ◆ Provide direction on built form within the Study Area.
- ◆ Address infrastructure for utility provision and waste management needs.

- ◆ Prepare an implementation strategy report that encourages environmentally sustainable development.

The study will complete the preparation of a comprehensive plan for the Whitehorse 'MegaMile', complementing the existing Structure Plan for the eastern portion of the MegaMile, Nunawading and Mitcham adopted in 2008. It will also prepare an Urban Design Framework for the Blackburn Neighbourhood Activity Centre.

## Study Process

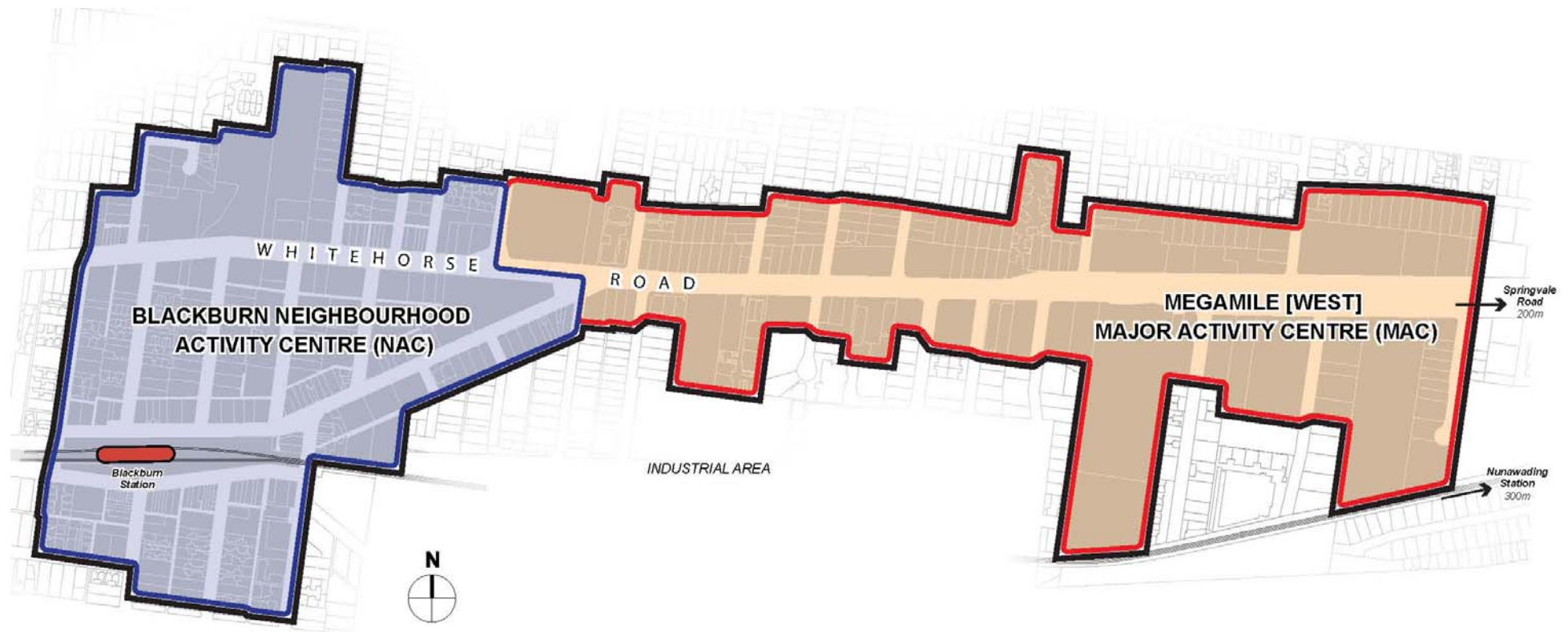
The UDF has been undertaken in five stages, including:

STAGE 1:	Inception & Review <i>May 2009</i>
STAGE 2:	Analysis & Objectives <i>June - September 2009</i>
STAGE 3:	Options Development & Assessment <i>October - December 2009</i>
STAGE 4A:	Draft Urban Design Framework <i>January - April 2010</i>
STAGE 4B:	Consultation on the Draft UDF <i>May - June 2010</i>
STAGE 5:	Revision / Finalisation of the UDF <i>July 2010</i>

## The Study Area

For the purposes of this UDF, the Study Area has been divided into two areas: the MegaMile [West] Major Activity Centre and the Blackburn Neighbourhood Activity Centre. The two Activity Centres are considered as quite distinct areas in their role, function and character. The centres are located approximately 17 kilometres east of Melbourne's Central Activities District.

Whilst the Urban Design Framework will focus on commercially zoned properties, it is important to understand potential impacts upon residential properties, hence their inclusion in the Study Area. Surrounding context such as Blackburn Lake Sanctuary and the Industrial Area to the south of Whitehorse Road has also been considered in the development of the UDF.



## Community Consultation

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A strategy was developed with the Council to engage and involve community and Council representatives, key stakeholders and the broader community in shaping the content and direction of the Urban Design Framework.

A key component of the strategy was to appoint a Reference Group to allow a focused group of community and Council representatives to provide an advisory role and input into the development of the UDF. In November 2009, Council appointed five community representatives to join the Partnership Group (PG). Other members include Ward Councillors and Council Officers.

In addition to the Partnership Group, ideas and issues have been shared about the MegaMile [West] and Blackburn Activity Centres through the first phase of community consultation. This included:

- ◆ Meetings of the Coordination Committee and Partnership Group.
- ◆ Distribution of a Community Bulletin by Council to owners and residents in and surrounding the Study Area.
- ◆ A Public Workshop held at the Box Hill Town Hall on 1st September 2009, attended by approximately 60 people.
- ◆ An additional Information Session, held in the Whitehorse Room on 13th October 2009, attended by approximately 50 people.
- ◆ Independent submissions from members of the community.
- ◆ Interviews with key stakeholders including land owners with large/multiple commercial holdings, developers and regional service agencies.

Consultation on the draft Urban Design Framework took place over a 4 week period between 17<sup>th</sup> May and 11<sup>th</sup> June, 2010, and included:

- ◆ Meetings of the Coordination Committee and Partnership Group.
- ◆ Distribution of a Community Bulletin by Council to owners and occupiers in and surrounding the Study Area. A Feedback Form was attached.
- ◆ Approximately 93 submissions, including Feedback Forms from members of the community,
- ◆ A Drop in Display day in the Blackburn Station Village on Saturday 5<sup>th</sup> June between 9am and 1pm. Approximately 200 people attended.
- ◆ Copies of the draft Framework available on Council's website, at Council offices and Nunawading and Blackburn libraries.

## What We've Heard

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Community feedback at the beginning of the project has indicated key issues, ideas and opportunities regarding the Urban Design Framework, including:

- Blackburn Activity Centre boundaries need to be defined;
- The real MegaMile starts at the service roads;
- Whitehorse Road at Blackburn is a separate node;
- Blackburn Village has a separate & special character which should be protected and strengthened;
- Need to limit the 'creep' of commercial uses into residential areas;
- Need to improve north-south connections;

- All development should provide adequate car parking;
- The industrial area provides an important context;
- Integrate sustainability principles into the project;
- Limit building height to 2-3 storeys in sensitive locations;
- Enhance the 'green' character of the Study Area;
- Make better use of existing open spaces;
- Improve bicycle & pedestrian networks as a priority for movement in the Study Area;
- Plan for the impact of transport projects;
- Reduce car dependency.

Community feedback from the consultation undertaken in May/June 2010 on the draft UDF was used to refine and verify proposed recommendations contained in the final document.

## How to Read the UDF

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The UDF includes five parts:

1. INTRODUCTION
2. DIRECTIONS
3. STUDY AREA WIDE THEMES :  
Activities, Buildings, Spaces & Access
4. PRECINCTS
  - MegaMile [West] Major Activity Centre:
    - Precincts A1 & A2
  - Blackburn Neighbourhood Activity Centre:
    - Precincts B1, B2, B3, B4 & B5
5. APPENDICES





Directions

## DIRECTIONS

### The Vision : MegaMile [West] Major Activity Centre (MAC)

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The MegaMile [West] Major Activity Centre (MAC) will strengthen its regional role as a bulky goods retailing destination with consolidation of bulky goods retailing along Whitehorse Road, linking with the MegaMile [East]. Small offices, generally at upper levels, will locate along Whitehorse Road as a secondary activity focus.

The consistent streetscape and design themes developed for MegaMile [East] will be extended and applied to MegaMile [West].

Access and movement within the centre will recognise the nature of bulky goods retailing with its reliance in part on private vehicle access. Improvements to the pedestrian environment and consolidation of car parking areas will increase pedestrian activity throughout the MegaMile and encourage more sustainable transport options.

### The Vision: Blackburn Neighbourhood Activity Centre (NAC)

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The Blackburn Neighbourhood Activity Centre (NAC) will strengthen its role as an urban village focused around the Blackburn Railway Station as a high quality transport hub.

The Blackburn Station Shopping Centre will remain as the heart of the area, with its strong sense of place and identity as a local shopping village and community meeting place.

This will be complemented by a mix of retail, office, community and higher density residential uses adding to its vibrancy and activity. Improvements to connections between the north and south sides of the railway line and northern parts of Whitehorse Road, and surrounding

residential areas will promote walking and cycling to and within the Activity Centre.

### Implementing the Framework

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Successful realisation of this 15 year Framework will require commitment and involvement from all stakeholders. The City of Whitehorse will manage the Urban Design Framework and resource much of its implementation. Other actions will require input from a variety of sources and organisations.

The implementation plan in Section 5 identifies short, medium and long-term actions, allocate priorities and identify agencies that will assist with implementation of the Framework.



## Study Area Wide Themes

# THEME 1: ACTIVITIES

## ACTIVITIES

The *Activities* theme relates to the location and intensity of land use activities in the Study Area including retail, bulky goods, office, commercial, community and residential uses.

There are two distinct Activity Centres within the Study Area:

- The western portion of the **Nunawading MegaMile Major Activity Centre (MAC)**, a regional bulky goods retail centre based on Whitehorse Road, Nunawading, and together with the Nunawading Village, designated as a Major Activity Centre as part of the Melbourne 2030 Strategy. The westernmost edge of the MegaMile is Surrey Road and Cottage Street.
- **Blackburn Neighbourhood Activity Centre (NAC)**, a local retail and commercial precinct based around the Blackburn Railway Station and considered an 'urban village'.

### RETAIL / COMMERCIAL

The MegaMile is one of the original bulky goods retailing precincts in Melbourne. Gradual development of new large format retail centres across metropolitan Melbourne has effectively reduced the size of its retail catchment over time. New bulky goods retail developments are generally designed within a consolidated precinct such as the DFO model. The Business 4 Zone has been applied intermittently along Whitehorse Road to Vine Street in the west, resulting in a linear scattering of bulky goods retailers in over more than a kilometre stretch of Whitehorse Road. A key opportunity for this plan is to consolidate the centre and focus investment in restricted retail and related uses. The MegaMile [East] and MegaMile [West] need to appear

as one precinct rather than two distinct areas, and this should be reflected not only in their large format bulky goods related offer, but also consistent streetscape themes and branding opportunities. The Business 4 zone sites west of Cottage Street should be rezoned to encourage business opportunities consistent with the smaller sites and location within the Blackburn NAC. This would enable a clearer definition of the MegaMile precinct.

Poor appearance of the built form, particularly between Ceylon Street and Cottage Street contributes to the overall tired image for the MegaMile. Opportunities exist to create partnerships between private and public investors to reward upgrade of the built form with upgrades to the public realm so as to achieve a more prosperous and contemporary image for the centre.

The Bulky Goods Retailing Association's (BGRA) guide to planning for bulky goods retailing, identifies that bulky goods require clustering of like uses to maximise their impact and generally require a site with floorspace in the vicinity of 2,000m<sup>2</sup> for major anchor tenants to provide ample display, handling and storage of stock. In addition the BGRA suggests an allowance of 2.5 to 3 car spaces on site per 100m<sup>2</sup> of floorspace for direct access of delivery and pick up of bulky goods. These requirements are reflected in recent bulky goods developments in the MegaMile [west] including BrandSmart. Opportunities for site consolidation should be encouraged to ensure the current needs of the market are met in the study area.

The Blackburn Neighbourhood Activity Centre is to be developed as an 'urban village' focused around the Blackburn railway station. Existing Local Policies including the: *Blackburn Station Shopping Centre Policy*; *Queen and Albert Street Area Policy*; and the *Residential Development Policy*, establish the foundations for achieving a mixed use compact centres consistent with the objectives of

*Melbourne 2030 Strategy*. The policies focus office, higher density residential uses and local convenience retailing and community uses within the centre.

### Rezoning Opportunities

Land use zones should reflect the objectives for the NAC, refer to the *Proposed Rezoning Map* in Appendix A, to ensure that uses such as bulky goods retailing are consolidated within the MegaMile Precinct and not in the Blackburn NAC. All Business 3 and 4 zoned land in the Blackburn NAC is proposed to be rezoned to a Business 2 Zone.

### RESIDENTIAL

Residential development is considered beneficial within an activity centre for the following reasons:

- ♦ It provides a wider housing stock for Blackburn, Nunawading and the City of Whitehorse, which will cater for smaller households, an ageing population and growing rental market.
- ♦ Residents generate after-hours activity as well as provide a customer base for local business.
- ♦ Additional residential activity promotes safety through the presence of 'public actors' who provide passive surveillance of streets and areas.
- ♦ Walking and alternatives to private vehicle use is promoted where residential uses are located close to public transport, shops and services.

The study area contains a significant amount of residential use and residential zoned land. The area of interest for the encouragement of medium to high density residential development is based around Queen Street to the north of Blackburn Station. This area was identified in the *City of*

## THEME 1: ACTIVITIES

*Whitehorse Housing Strategy 2003* for higher density residential development. There is also potential for shop-top housing in appropriate locations throughout the Study Area.

Additionally, the north side of Whitehorse Road between Blackburn Primary School and Pearcedale Grove is currently primarily occupied by single detached dwellings fronting directly onto Whitehorse Road. This area could also provide an opportunity for increased residential densities where there is frontage to Whitehorse Road and access to the site by way of a secondary road.

### COMMUNITY

Community services are highly valued by the local Blackburn community including the Blackburn Library, the sporting facilities at Morton Park and further to Blackburn Lake, the Kindergarten and Senior Citizens Club amongst others. Community services play a vital role in creating community and are essential to establishing a strong sense of local identity and meeting places for the local community. Community services are ideally located within the Blackburn NAC.

### Objectives

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*Consolidate and strengthen the role of the MegaMile as a key bulky goods retail destination serving a wide catchment.*

*Strengthen the local neighbourhood role and continue to support a mix of activities within the Blackburn Neighbourhood Activity Centre as an urban village.*

*Protect established residential and industrial areas from inappropriate commercial uses.*

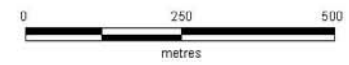
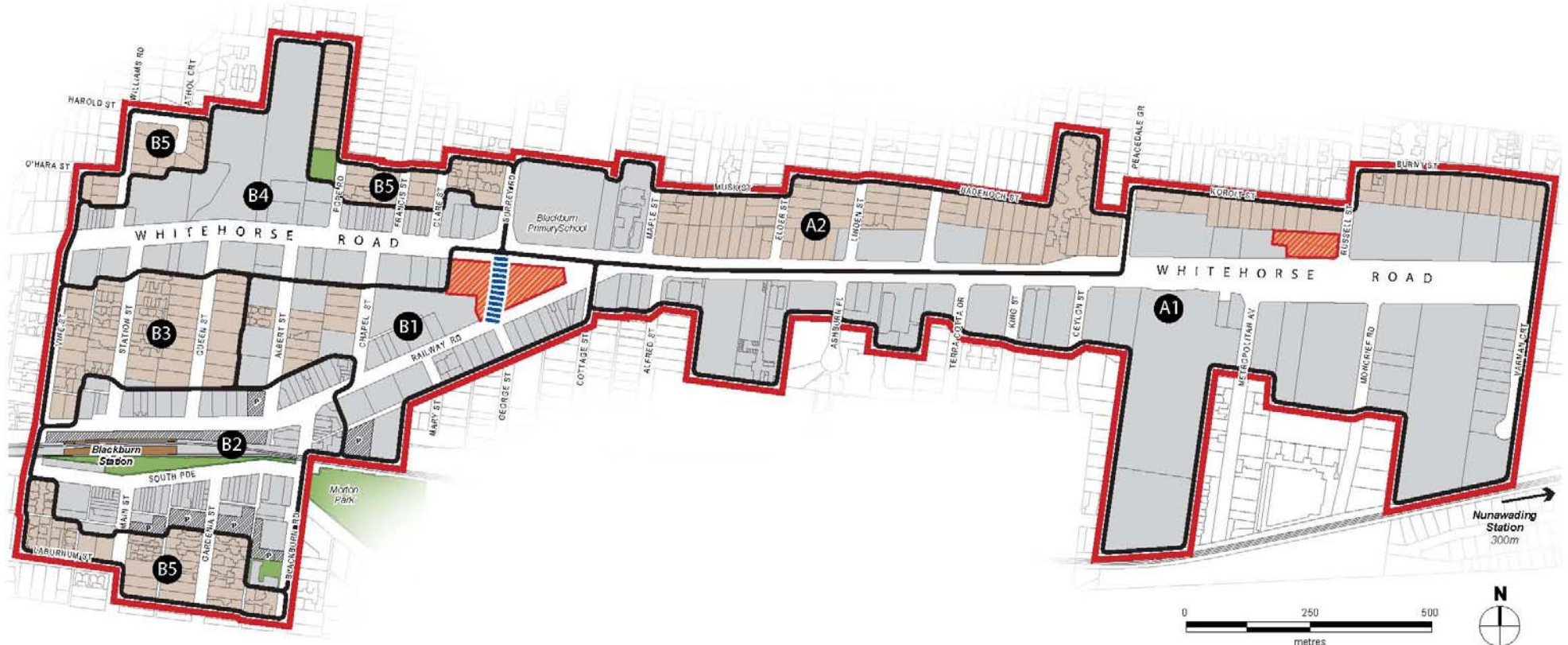
*Provide for more housing choice and diversity within the MegaMile [West] and Blackburn Activity Centres.*

### Strategies & Actions

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*The Strategies and Actions identified to achieve the Activities Objectives are included in the relevant Precinct. Refer to Section 4: Precincts*

# THEME 1: ACTIVITIES



ACTIVITIES MAP REV 01

**Legend**

- Study Area
- Non-residential land uses
- Established residential area
- Existing public space/ recreation
- At-grade public car parking
- Precinct boundaries
- Key redevelopment sites
- Potential extension of Surrey Road through to Railway Road

**Precincts**

- A1 MegaMile [West] Bulky Goods
- A2 MegaMile [West] Residential / Community
- B1 Core Office / Mixed Use
- B2 Blackburn Station Village
- B3 Higher Density Residential
- B4 Whitehorse Road Peripheral Retail / Commercial
- B5 Established Residential

## THEME 2: BUILDINGS

### BUILDINGS

Buildings are major factors in an area's character and identity. The relationship of buildings with the street space influences whether an area is pleasant to walk around, feels safe and provides for the types of land use appropriate to the locality.

The *Buildings* theme looks at the three dimensional form of the area. It covers issues relating to the scale and form of the buildings, how to encourage buildings that support the activities in the Study Area, along with consideration of high quality design and environmental sustainability principles.

#### DESIGN QUALITY

A variety of building types, sizes and heights occur within the MegaMile [West] and Blackburn Activity Centres. This diversity in scale and design of built form is reflective of the range of land uses and activities that occur across the Study Area.

Along Whitehorse Road, large footprint buildings in the form of 'big box bulky goods' retail stores cater for uses that serve the core purpose of the 'MegaMile', while smaller scale buildings and narrow shopfronts around Blackburn Station create a more intimate 'village' character.

There is currently a lack of high quality buildings that convey a strong or positive image for both the MegaMile [West] and Blackburn Activity Centres. The design quality of many buildings is of a low standard, with many buildings presenting large blank walls to the street or exposing rear service areas to public view. Furthermore, a large number of tired and rundown buildings may be contributing to some vacancies and low interest from investors.

Overall, the area lacks consistency in built form. Building heights, setbacks, spacing and typologies all vary, failing to create a sense of streetscape definition and strong image and identity for both the MegaMile [West] and Blackburn Activity Centres.

An absence of a definitive architectural character and heritage presence within the Study Area create the potential for new contemporary buildings, founded upon principles of sustainability, to create a distinctive identity for the future. A number of potential redevelopment sites across the Study Area present opportunities for new, high quality architecture to improve the appearance of the area by 'filling in the gaps', acting as local landmarks and setting a new standard for architectural excellence within the Activity Centres.

Recent development within the Study Area including BrandSmart – situated in the MegaMile, the Salvation Army office redevelopment and leader newspaper building on Railway Road, and a new IGA Shopping Centre in the Blackburn Station Village have already begun to set a new benchmark for building design and quality within the area.

It is important that all buildings address their streetscape context and make a positive contribution to the pedestrian experience by providing active ground level frontages. This includes presenting a well considered building facade; avoiding blank walls and providing windows and doors to create a sense of connection to the street activity.

Active ground level frontages could also be considered at the rear of buildings, where this would assist in activating and bringing life to underutilised streets and laneway spaces.

Whilst there is not a strong heritage presence in the Study Area, a small number of older buildings within the Blackburn Activity Centre contribute to the character of the

area, and thus future development needs to be respectful of their form.

Good building design embodies planning for access by people of all mobilities in accordance with the Disability Discrimination Act (DDA).

#### SUSTAINABLE DESIGN

Improving the environmental performance of buildings is a key step in enhancing the sustainability of a centre and is an indicator of a progressive community. As part of shaping a new image and identity for the MegaMile [West] and Blackburn Activity Centres, there is a great opportunity to set a new agenda for Environmentally Sustainable Development (ESD). There are many opportunities to introduce sustainable design in new development or through retrofitting of existing buildings. Council has recently prepared a draft ESD Policy that will specifically apply to both residential (3 dwellings or more) and non-residential (total gross leasable floor area of 500m<sup>2</sup> or more) development within the City of Whitehorse, to encourage and promote sustainable design and development throughout the municipality.

Tools such as STEPS (Sustainable Tool for Environmental Performance Strategy) and SDS Non-Residential (Sustainable Design Scorecard) can be used for assessing sustainable design within the context of planning permit applications.

STEPS/SDS is a web-based self-administered assessment tool which provides a comprehensive assessment of the environmental performance of a proposed residential or non-residential building. The program generates a report describing the sustainability performance of that building and how it can be increased to meet a certain minimum benchmark standard.

## THEME 2: BUILDINGS

### Objectives

*Create a strong and distinct image for both the MegaMile [West] and Blackburn Activity Centres.*

*Facilitate the redevelopment of potential opportunity sites.*

*Ensure that new development is sensitively designed and complements or enhances the existing character of the area.*

*Reinforce sustainable design practices in the siting and design of new development, or retrofitting of existing buildings in line with Council's draft Environmentally Sustainable Development Policy.*

*Facilitate the activation of buildings at the street level.*

### Strategies & Actions

*Ensure that new development makes best use of available space, achieving a more compact and sustainable urban form.*

- ◆ Create a more urban built form through increased heights in appropriate locations (Refer to Buildings Map).
  - Implement the heights contained in the Buildings Height Map, through a Design and Development Overlay in the Whitehorse Planning Scheme.
- ◆ Limit the amount of area used for surface carparking.

*Ensure that buildings within core retail areas and along key pedestrian streets create a well defined and 'active' street edge, meaning that:*

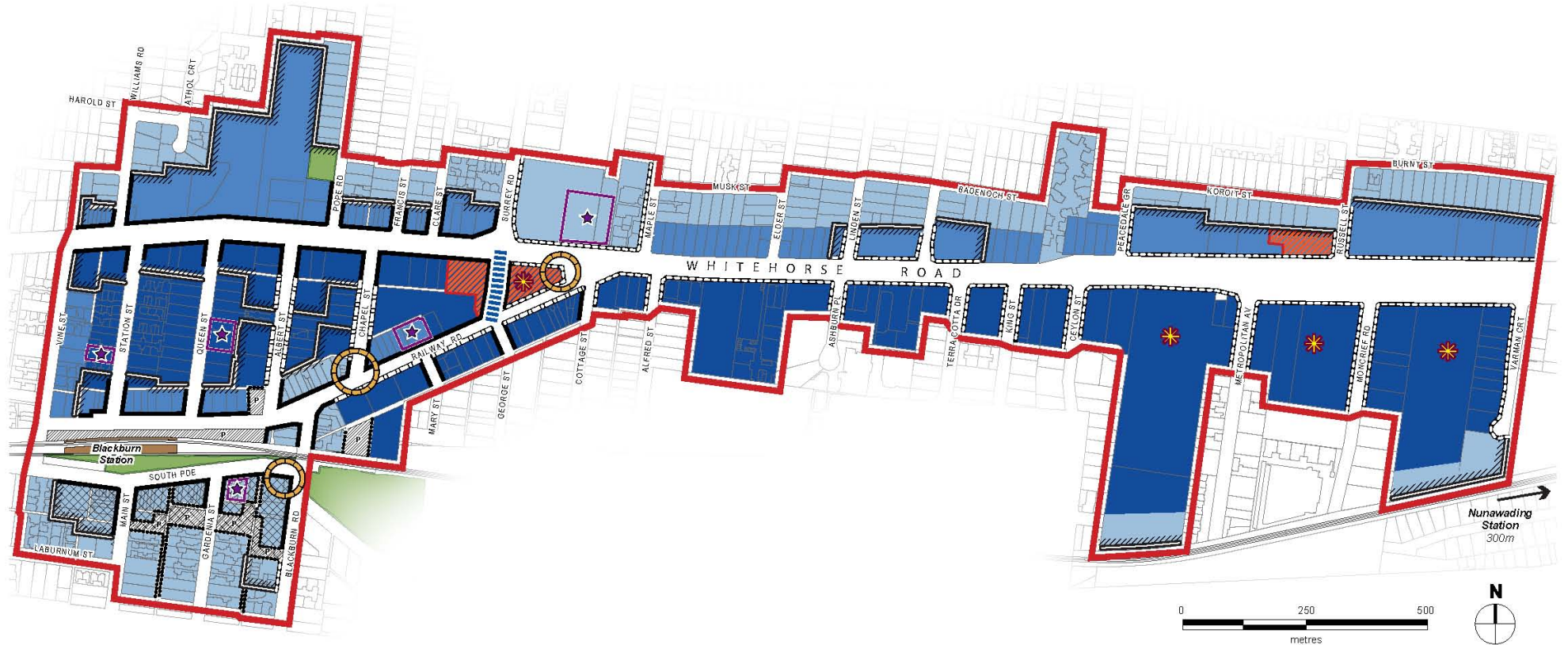
- Built form interacts with the public realm/ streetscape, providing a positive experience at the street level for all users.
- Buildings are designed to overlook/ 'spill out' into public spaces such as streets, carparks, laneways and parks to provide interest, passive surveillance and increase safety.
- Buildings are designed to include clear glazing at the lower levels, allowing a visual connection between the building occupants and people on the street.
- Entrances are accessed directly from principal street spaces and are designed to show a strong sense of street address.
- Decorations or window displays are included to add interest at the street level, without blocking views into or out of the building.

- Buildings are designed to avoid issues such as excessive shadowing and/or wind tunnelling.
- Crossovers, garages or car park entrances are kept to a minimum width and do not dominate the street frontage of a building.
- Fencing along properties adjacent to public open spaces, carparks and laneways is permeable (where appropriate).

*Incorporate ESD principles in the design of new buildings/ retrofitting of existing buildings in accordance with the City of Whitehorse draft ESD Policy (or any future policy that supersedes the draft ESD policy).*



# THEME 2: BUILDINGS



**BUILDINGS MAP** REV 01

**Legend**

- Study Area
- At-grade public car parking
- Existing open space/ recreation
- Sites of heritage significance
- Prominent gateway/ corner sites
- Key redevelopment sites
- Potential extension of Surrey Road through to Railway Road

**Building Heights (Max.)**

- 8m (1-2 storeys)
- 8-11m (2-3 storeys, with recessed upper (third) level)
- 11-15m (3-4 storeys, with recessed upper (fourth) level)
- Area subject to Clause 22.12 (10m but 8m where it shares a boundary with residential land)
- ☀ Potential to go higher (up to 6 storeys (21 metres) with recessed upper levels)

**Setbacks**

- No setbacks, active frontages and weather protection where possible
- 3-5 metre landscaped front setback, active frontages
- 3 metre landscaped front setback, active frontages
- Residential interface - restrict building heights and provide transitional upper level setbacks to maintain amenity of adjoining residential properties
- Built form to provide active edges to adjoining carpark/ laneway

Note: In all residential areas, apply setbacks requirements in accordance with ResCode and subject to heritage and character considerations.

## THEME 3: ACCESS

### ACCESS

The Access theme explores the access needs to the Study Area and how to make it function better for the benefit of all users, including issues of traffic, parking, pedestrians, cycling and public transport.

The Study Area is accessible via a range of transport options. However, the streets are heavily biased towards car based infrastructure due to the prominence of Whitehorse Road and Blackburn Road in the road hierarchy, and due to the nature of the MegaMile as a car based retail activity centre. A balance between car based transport and other more sustainable transport modes needs to be found.

### PEDESTRIAN & CYCLING

The primary focus of the Urban Design Framework is to create an accessible public realm that encourages pedestrian movement and connections. This is in line with state and local government policy that recognises the importance of encouraging more sustainable forms of transport and compact urban forms. This can be achieved by recognising and enhancing the key pedestrian connections and destinations such as the Blackburn Station Shopping Centre, Blackburn and Nunawading Railway Stations, bus stops, the Blackburn Library and key retailers within the MegaMile. In particular, improving connections between the north and south sides of the railway line and Whitehorse Road. Throughout the two Activity Centres the pedestrian environment should be attractive, safe and inviting.

The laneway network connecting from the residential areas to the activity centres are also an opportunity to access the Blackburn Village Shopping Centre.

Improvements to the on and off road bicycle lane network, and improved facilities including drinking fountains, lockers (particularly at the railway stations) and bike parking rails at key destinations could provide an impetus for more cycling to and within the study area and encourage this form of transport as an alternative to the car.

The VicRoads Principal Bicycle Network (PBN) is currently under review and is expected to be completed in mid 2010. Regard should be given to any proposals for on road cycle lanes as part of the new PBN so as to work in partnership with VicRoads to maximise funding opportunities and roll out of the network in the study area.

### TRAFFIC MANAGEMENT

Some of the catalysts for preparation of the Urban Design Framework are major transport related projects including the recent grade separation of the Belgrave/Lilydale railway line at Springvale Road, and at Middleborough Road; substantial streetscape and parking improvements in the MegaMile; and Eastlink. The study area is dissected by the arterial roads including Whitehorse Road and Blackburn Road / Surrey Road. All these roads carry significant volumes of traffic and serve regional traffic network functions.

Grade separation of the railway line at Springvale Road is expected to improve north south traffic movement to the east of the Study Area. However its impact on reducing traffic using the Surrey Road / Blackburn Road link through the Blackburn NAC is unknown. This is due to the grade separation being undertaken in conjunction with potential other traffic management projects such as conversion of two lanes on Springvale Road to 'Bus Only' lanes during peak periods.

The road link from Surrey Road to Blackburn Road, including Whitehorse Road, Chapel Street and Railway Road has a number of intersections that reduce traffic flow, and compromises the environment for pedestrian and other road users. This is particularly an issue within the Blackburn NAC where creating a local safe and attractive pedestrian environment is undermined by through traffic and a road network designed for improving vehicle movement and travel times through the centre.

A long term prospect is potential grade separation of the railway line at Blackburn Road. The level crossing is currently listed as 17<sup>th</sup> on the State Government Australian Level Crossing Assessment Model (ALCAM) Risk Assessment Ranking of all rail level crossings in the State. ALCAM is a tool used for prioritising upgrade works at level crossings. There are a number of shorter term solutions that can be considered during the life of this UDF.

Future development of the former Leader site on Whitehorse Road presents an opportunity to consider extension of Surrey Road through to Railway Road. This would improve management of traffic at the Surrey Road and Whitehorse Road intersection. Pedestrian crossings at the Surrey Road and Whitehorse Road intersection could also be improved as part of the new link.

The roundabout at Blackburn Road and Railway Road also presents significant issues for safety and movement of all road users including pedestrians. Any option to improve this intersection should be explored at a wider context from South Parade to Railway Road and achieve optimum safety for pedestrians, cyclists and vehicles. The Department of Transport, bus and rail operators should be consulted regarding any investigations into improving movement and safety at the roundabout.

## THEME 3: ACCESS

### PUBLIC TRANSPORT

The Blackburn Railway Station sits at the heart of the Blackburn NAC, whilst the Nunawading Railway Station is at the eastern end of MegaMile [West] at Springvale Road. A transport interchange exists at the Station with bus stops on South Parade and Railway Road. New and existing bus services present improved opportunities for public transport use and upgrade of facilities around the Station and interchange areas within the study area. This includes the new Smartbus routes along Whitehorse Road and Springvale Road.

Existing bus routes utilise Whitehorse Road, Blackburn Road and a number of smaller collector roads within Blackburn. These bus services connect Blackburn with centres nearby and further afield.

### Objectives

*Provide equitable access for all.*

*Facilitate modal shift from private vehicles to sustainable modes of transport including cycling, walking and public transport.*

*Create a high quality pedestrian environment to encourage walking around the centres.*

*Manage the road network to optimise safety, amenity and efficiency for all road users including cars and bicycles.*

*Manage car parking demand and provision to support the activity, streetscape amenity and economic competitiveness of the MegaMile [West] and Blackburn Activity Centres.*

### Strategies and Actions

#### *Access for all*

- ◆ Ensure access for all levels of mobility and for all forms of travel.
  - Require full Disability Discrimination Act (DDA) compliance for all new transport infrastructure, public realm upgrades, and signage.
- ◆ Provide viable transport alternatives to the car for all, but particularly for those people who are unable to drive, including young people, the elderly or people with disabilities, where possible.

#### *Pedestrian Movement*

- ◆ Establish a network of key pedestrian routes through the Centres to focus public realm investment such as landscaping, footpath upgrades, road treatments, lighting and signage.
- ◆ Reduce the volume of through traffic in these key pedestrian routes, where possible, and implement recommended traffic management initiatives.
- ◆ Improve way finding for pedestrians throughout the Centres:
  - Introduce and update standardised pedestrian way-finding signage to and from key attractions to provide better and clearer directions.
  - Ensure that all signage is DDA compliant. Explore options to install braille/ audio activated signage.
  - Provide signage to and from railway stations and bus stops.
- ◆ Install or upgrade pedestrian crossings at key locations to improve pedestrian route connectivity and safety.

## THEME 3: ACCESS

- ◆ Emphasise pedestrian nodes to facilitate pedestrian movement and define rest areas.
- ◆ Ensure that when installing new pram crossings and midline waiting areas they are wide enough for prams and wheelchairs and/or for more than one person at a time to be waiting.

### *Cycling*

- ◆ Continue to implement the Whitehorse Bicycle Strategy.
- ◆ Improve cyclist amenities:
  - Provide more loop parking rails at key destinations throughout the Activity Centres.
  - Encourage businesses to provide change facilities and bicycle storage to encourage people to ride to work.
- ◆ Provide information to cyclists about routes and location of amenities.
- ◆ Install directional signage along cycle routes and upgrade cycle route information, as part of wayfinding signage.
- ◆ Undertake a feasibility study to consider options for creation of an off road bicycle link along the railway corridor (or alternatively partly on-road if off road not possible), to link Blackburn with Nunawading and Box Hill Stations.

### *Public Transport*

- ◆ Support the improvement of transport stops:
  - Advocate for real time information for all bus and train services.

- Update published public transport timetable information.
- Ensure new bus stops at key locations have seating and glassed enclosures.
- Consider the provision of step-free access (raised kerbs at bus stops) to ensure ease of access for elderly and people with disabilities.

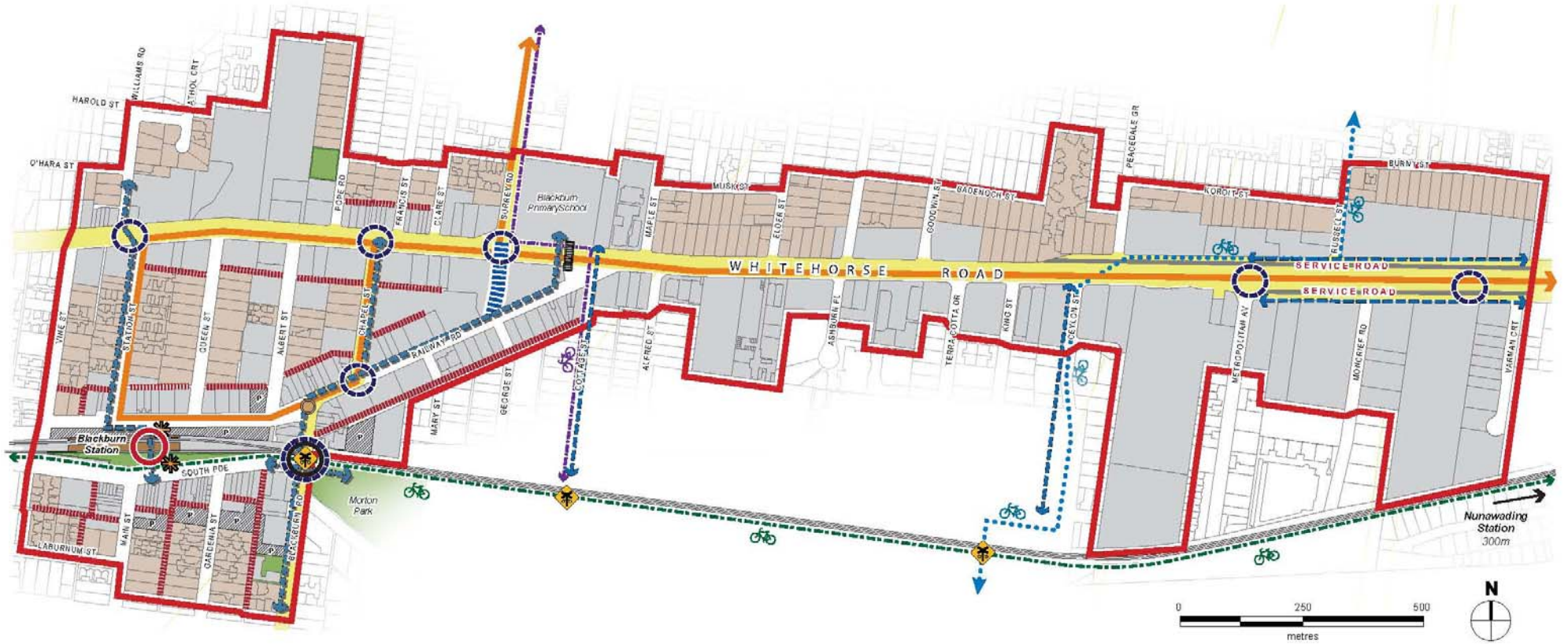
### *Traffic Management*

- ◆ Ensure a balance between through traffic movements on Blackburn Road and Whitehorse Road, local traffic circulation and the requirements of other road transport.

### *Car Parking*

- ◆ Ensure that new uses and/or development provide sufficient car parking to meet demand and that are compliant with Disability Discrimination Act (DDA) standards.
- ◆ Ensure that development of existing public at grade car parking areas replace and make publicly available car parking spaces within the new development.
- ◆ Maximise the supply and usage of parking, by time of day, for customers and employees of the Centres.
- ◆ Capitalise on shared car parking opportunities.
- ◆ Improve the appearance, feeling of safety and amenity of car parks.
- ◆ Aim to reduce the demand for car parking in the longer term through:
  - Improved pedestrian, cyclist and bus networks.
  - 'Flexicar' type car sharing programs, if they become viable in the long term.

# THEME 3: ACCESS



ACCESS MAP REV 01

**Legend**

- ▬ Study Area
- Non-residential land uses
- Established residential area
- Existing open space/ recreation
- P At-grade public car parking
- Major arterial road network (Whitehorse, Surrey, Chapel and Blackburn Roads)
- Existing signalled intersection
- Potential future grade separation
- Existing laneway network
- Existing pedestrian overpass
- Existing pedestrian underpass

- Existing roundabout
- ✻ Existing bus interchange
- ⚡ Existing level crossing
- ⇔ Smartbus route (commencing 2011)
- ⇔ Improve key pedestrian routes
- Potential extension of Surrey Road through to Railway Road

- ⇔ Proposed Eastern rail trail (Whitehorse Bicycle Strategy, 2007)
- ⇔ North-south bicycle link between Eastern Freeway and Blackburn Lake
- ⇔ On road bicycle route

## THEME 4: SPACES

### SPACES

The *Spaces* theme focuses on public spaces: that is any public or privately owned land reserved for public use. There are two major elements that are considered under the spaces theme: public open space and streetscapes. The UDF addresses the function, amenity and appearance of these spaces and looks at how these could be expanded or improved.

A key element of the UDF is making the MegaMile [West] and Blackburn Activity Centres pleasant places to visit, live, do business and wander the shops. Public open spaces, and the streets that connect them, are important aspects of a centre's function, identity, vibrancy and amenity.

#### PUBLIC OPEN SPACE

Located just east of the Blackburn Station Village and adjoining the Study Area, Morton Park is the largest 'green' public open space within the immediate area. The park's main function is to provide space for active recreation, with two full size sports ovals and a number of tennis courts. The area also provides a community focus point with a library, elderly citizens club, childcare centre, and a war memorial located on its periphery. Morton Park is also the home ground for the local Blackburn Football Club.

A linear green space runs alongside the train line widening out around Blackburn Station along South Parade. This green space provides an important function to the Blackburn Station Village; providing pedestrian and cycle access and facilities, rest points for shoppers, a habitat corridor for wildlife and adding to the overall amenity of the village. Signage within this linear space showcases local history, as part of the Whitehorse Heritage Trail.

Further along Central Road to the south-east is the Blackburn Lake Sanctuary; a regionally significant environmental and cultural asset within the City of Whitehorse - with high quality indigenous bushland vegetation, a large lake, an extensive network of walking tracks and an Education Centre.

Whilst both open spaces mentioned above are not located within the 'Study Area' as defined in the UDF, their role in providing opportunities for both active and passive recreation within walking distance to both centres needs to be acknowledged.

It is important that public open spaces remain connected, both physically and visually to their wider context in order to be frequently used and consequently, remain safe. Spaces need to remain visible from many directions so that passive surveillance can occur during both the day and night. Although Morton Park is directly adjacent to the Blackburn Station Village and located along a key pedestrian route, its presence within the Blackburn Station Village and surrounding area often goes unnoticed due to a number of real and perceived visual and physical obstructions (i.e. the Library, train line, lack of wayfinding signage etc).

The core focus of the MegaMile in providing large floor plates and carparking areas has taken priority over providing 'green' space within the area. A network of pocket parks in residential backstreets provide some refuge from the 'hard' environment of Whitehorse Road. Subject to traffic noise and fumes, there are limited opportunities for new quality open spaces along the MegaMile, however as the level of activity in the area grows, opportunities to strengthen the existing network of public spaces through providing greenery, seating, shelter and a feeling of enclosure or comfort for residents and visitors to the area, needs to be met.

The *City of Whitehorse Open Space Strategy (2007)* provides direction for the provision of public open space in the City of Whitehorse for the next 15 years. The Strategy identifies 'gap areas' within the municipality where no open space is provided within the agreed safe walking distance from surrounding areas. Two gap areas are identified within the UDF Study Area; one within the MegaMile [West] Activity Centre the other within the Blackburn Activity Centre. The Strategy recommends that additional areas of open space be provided in these gap areas within the next 15 years.

#### STREETSCAPES

Recent streetscape improvements along the MegaMile and within the Blackburn Station Village have begun to improve the function, amenity and appearance of the public realm within both centres. A continued coordinated approach to landscaping improvements along designated streets would serve to identify core focus areas, strengthen visual connections and add to the green image and overall quality of the public realm within the Study Area.

It is important that opportunities to make better use of existing space are realised as open space continues to become more of a rarity. The public realm – streets and public areas – play an important role in connecting and enhancing the existing network of public open space, and in providing increased opportunities for recreational activity, such as walking and cycling.

A network of laneways located in and around the Blackburn Station Village provide additional routes to the centre. Opportunities exist to revitalise and improve the safety of these public laneways to add to the variety of spatial experiences within the area.

## THEME 4: SPACES

The landscape character of residential streetscapes surrounding the MegaMile [West] and Blackburn Activity Centres is highly valued by local residents and visitors to the area. Large mature native trees, established gardens and wide grassed verges have established a highly vegetated neighbourhood character and strong local identity for the area. Some streets within the Study Area are recognised and protected under various planning overlays within the Whitehorse Planning Scheme.

The UDF places emphasis on the 'softscape' of both the MegaMile [West] and Blackburn Activity Centres. Trees and planting can play an important role throughout the area; not merely as visual assets, but also in their role in providing flora and fauna habitats, producing food and energy, providing focal points, managing surface water, providing protection from the sun and to some extent rain and wind, creating micro-climate improvements and screening and buffering development. A key element of the UDF is the desire to reinforce the area's natural landscape character and sense of place, through 're-greening' of the Study Area. Opportunities for additional native and indigenous planting throughout the public realm, particularly in core retail areas, will result in the numerous benefits listed above, whilst complementing and enhancing the natural leafy landscape setting and sustainable image of the area.

In designing all new spaces and planting, the principles of environmental sustainability should be incorporated as a fundamental principle; dictating an emphasis on utilising low water usage species and capturing water through Water Sensitive Urban Design (WSUD) techniques.

The *City of Whitehorse Open Space Strategy (2007)* recommends the maintenance of the central medians along Whitehorse Road and other major arterial roads in recognition of their contribution to the overall open space

character and image of the municipality. Council currently manages the medians along these roads under an agreement with VicRoads.

### Objectives

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*Provide a variety of experiences and opportunities for people to meet, enjoy and relax in both the MegaMile [West] and Blackburn Activity Centres.*

*Create a vibrant, interesting and safe pedestrian environment.*

*Strengthen the local sense of place, character and identity of the Activity Centres.*

*Enhance the leafy landscape setting and sustainable image of the area.*

## THEME 4: SPACES

### Strategies & Actions

#### *Network of public spaces*

- ◆ Improve connections, access and awareness of existing public open spaces and laneway networks.
  - Implement a directional signage / wayfinding strategy to link isolated public open spaces and pocket parks.
- ◆ Explore opportunities for new public open space in future redevelopment of private sites (through public open space land contributions where appropriate), in accordance with the Whitehorse Open Space Strategy.
- ◆ Encourage traders in specific locations to provide outdoor seating and dining for restaurants and cafes.
- ◆ Ensure that streetscape materials and the layout of street furniture are conducive to the siting of outdoor dining areas.

#### *A vibrant, interesting and safe pedestrian environment*

- ◆ Improve the amenity and image of both the MegaMile [West] and Blackburn Activity Centres through the quality of its streetscape design.
  - Prepare Landscape Guidelines for the Study Area.
- ◆ Improve the level of actual and perceived safety of all streetscapes and public open spaces within the Study Area.
  - Provide increased street lighting where this is inadequate, utilising lighting styles that direct light downwards to illuminate key pedestrian pathways and spaces.

- Avoid opportunities for concealment and entrapment in areas adjoining public spaces, including doorway alcoves, walkways/ laneways with only one entry point and dead ends.
- In new development/ improvement of existing public space, ensure that design adheres to established standards and guidelines regarding the safety and accessibility of all users.
- Refer to the international CPTED (Crime Prevention Through Environmental Design) standards for all new development and improvements to public space and landscaping, as well as the specific design principles contained in the Safer Design Guidelines for Victoria (Department of Sustainability and Environment, 2005).

#### *Sense of place, character and identity*

- ◆ Strengthen the image, identity and function of each of the various precincts within the Study Area.
  - Develop and implement a coordinated streetscape theme (including landscaping, street furniture and streetscape materials) specific to different locations as part of the landscape guidelines. Encourage the continuation of the theme into private property to promote a more coherent relationship between the public and private realms.
- ◆ Avoid piecemeal works/ design elements that are not consistent with existing streetscape Masterplans.
- ◆ Continue to protect and enhance significant streetscapes and vegetation that serve as a reminder of the area's natural landscape setting.

- Ensure that new development, including buildings and any re-surfacing works are adequately set back from and located outside the root zone of trees.
- Consider the role of landscaping around the rail corridor to reflect the valued landscape character of surrounding residential streetscapes.
- ◆ Emphasise entrances to both the MegaMile and Blackburn Activity Centres through increased planting/ landscaping and the placement of urban art installations at prominent gateway/ corner sites.
- ◆ Support the interpretation of heritage places through signage, public art and heritage trails.
  - Investigate opportunities to identify key cultural heritage sites linking to the history of Blackburn (e.g. with footpath markers).
- ◆ Express the values of the local community through public art and create links to the many cultures, races, religions and age groups in the community.

#### *Greening/ Sustainability*

- ◆ Enhance the 'green' experience of key routes throughout the MegaMile [West] and Blackburn Activity Centres through increased street tree planting/ landscaping and improved pedestrian and cycling amenity.
- ◆ Encourage the planting of indigenous/ native and drought resistant species to support biodiversity, provide links to the Blackburn Lake Sanctuary and surrounding bush style gardens; and promote a sustainable environment.
- ◆ Promote the principles of environmentally sustainable development, including the incorporation of Water

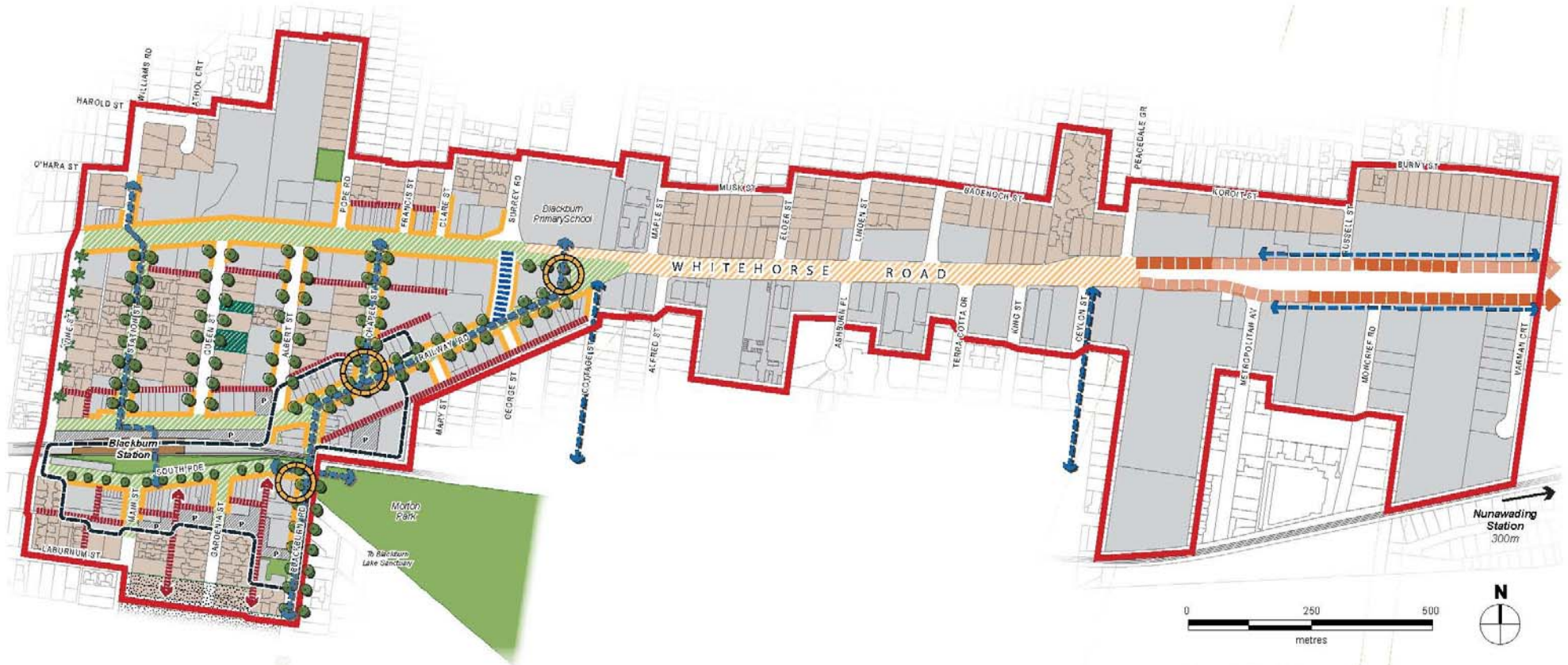


## THEME 4: SPACES

Sensitive Urban Design (WSUD) principles in the design of public streetscapes and spaces.

- ◆ Encourage the undergrounding of powerlines to enhance the appearance of streetscapes and provide space for tree growth.

# THEME 4: SPACES



SPACES MAP REV 01

**Legend**

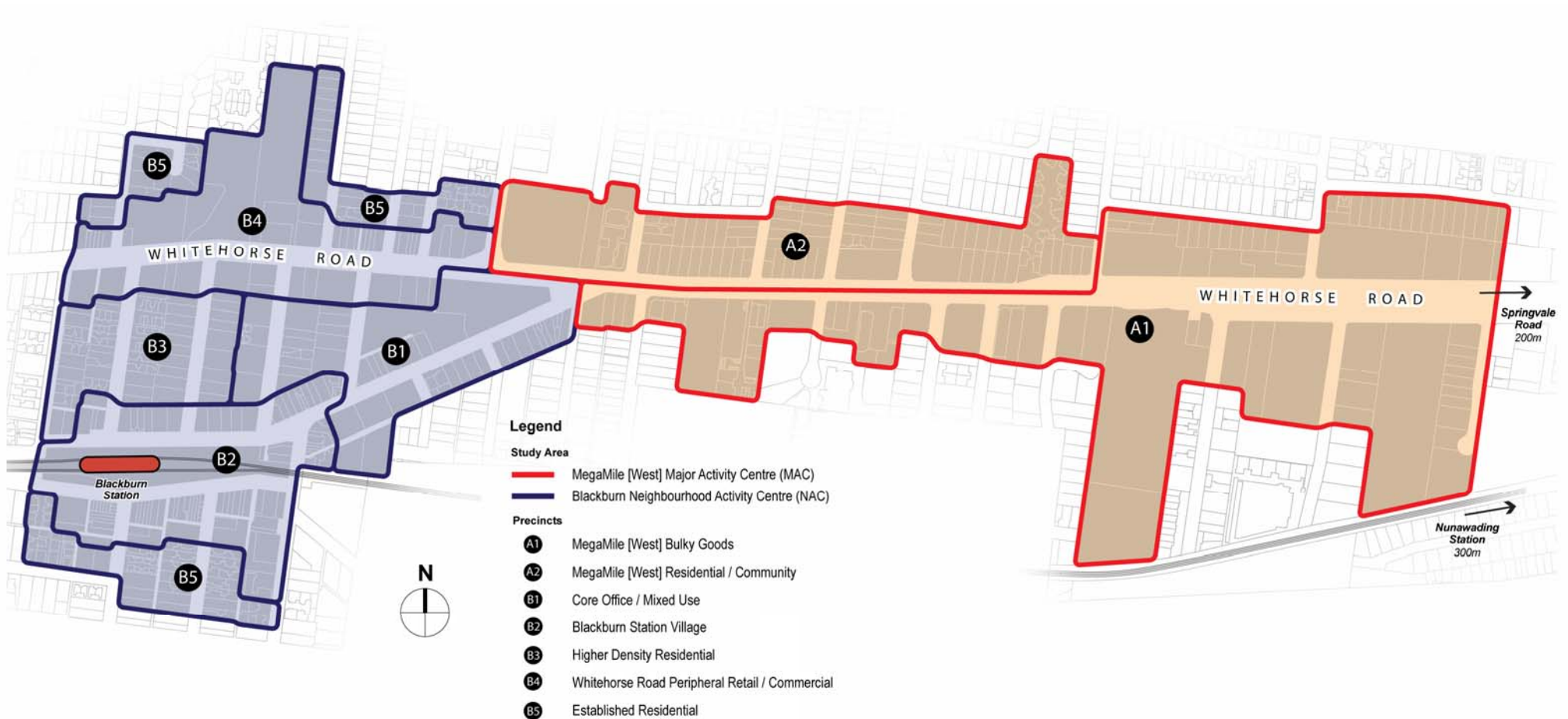
- Study Area
- Non-residential land uses
- Established residential area
- Existing open space/ recreation
- At-grade public car parking
- Existing Vegetation Protection Overlay
- Existing Neighbourhood Character/ Significant Landscape Overlay
- Blackburn Station Village Urban Design Concept area
- Recent MegaMile streetscape improvements/works in accordance with MegaMile Streetscape Masterplan
- Future implementation of MegaMile streetscape works in accordance with MegaMile Streetscape Masterplan
- Improved streetscape treatment and landscaping areas
- Opportunities for increased street tree planting
- Retain Canary Island Date Palms
- Improve key pedestrian routes
- Encourage weather protection and outdoor seating/ dining where possible
- Revitalise existing laneway connections. Prioritise direct connections to core retail areas
- Prominent gateway / corner sites
- Potential extension of Surrey Road through to Railway Road



Precincts

# PRECINCTS

Seven Precincts have been identified, based on common land uses, built form character and potential strategic direction. This section provides detailed recommendations for each of these Precincts, that apply in addition to the direction provided under the Theme headings. The issues and possibilities for each Precinct are identified, followed by Objectives, Strategies and Actions for the future.

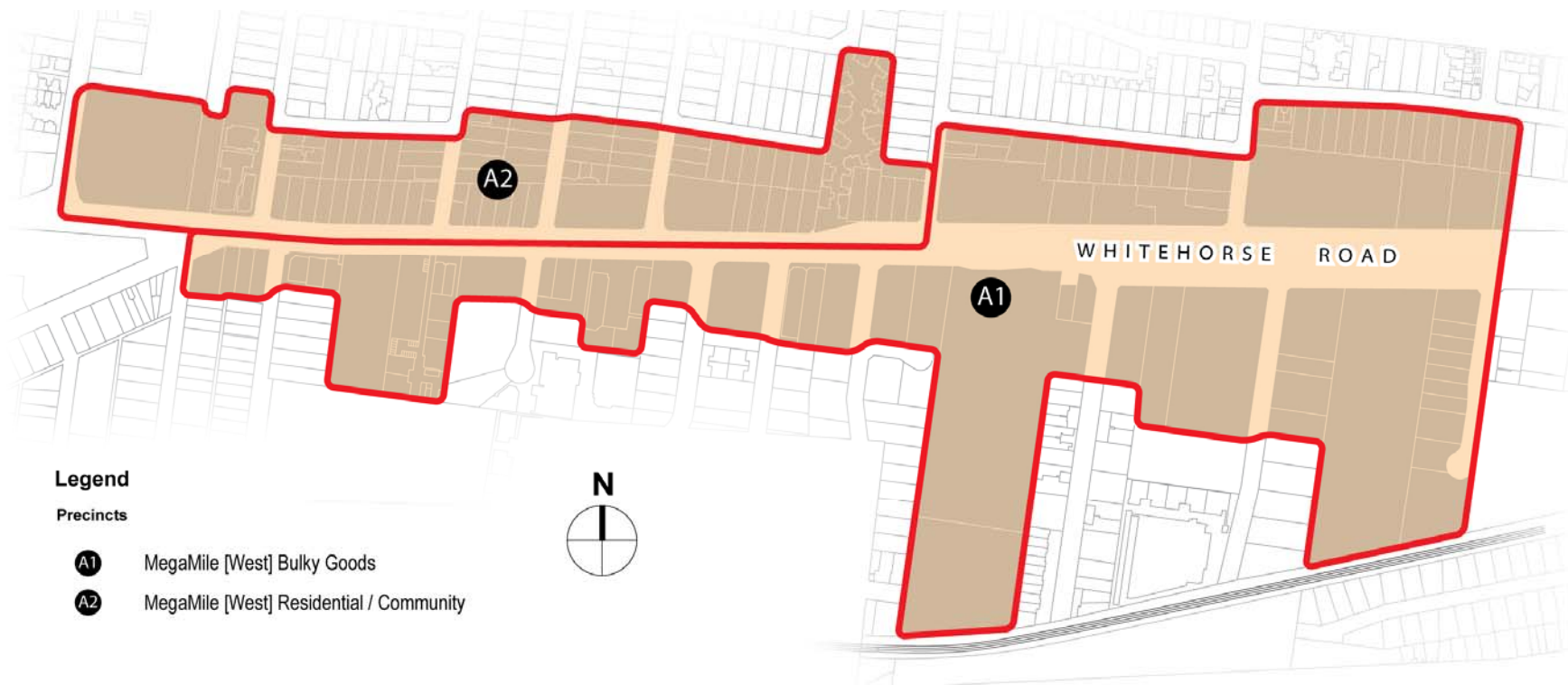


# MEGAMILE [WEST] MAJOR ACTIVITY CENTRE (MAC)

## THE 'VISION'

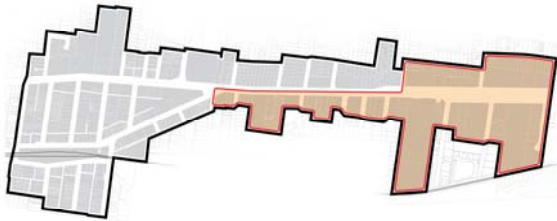
The MegaMile [West] Major Activity Centre (MAC) will strengthen its regional role as a bulky goods retailing destination with consolidation of bulky goods retailing along Whitehorse Road, linking with the MegaMile [East]. The consistent streetscape and design themes developed for MegaMile [East] will be extended and applied to MegaMile [West]. Small offices, generally at upper levels, will locate along Whitehorse Road as a secondary activity focus.

Access and movement within the centre will recognise the nature of bulky goods retailing with its reliance in part on private vehicle access. Improvements to the pedestrian environment and consolidation of car parking areas will increase pedestrian activity throughout the MegaMile and encourage more sustainable transport options.



## PRECINCT A1: MEGAMILE [WEST] BULKY GOODS

### PRECINCT A1: MEGAMILE [WEST] BULKY GOODS



#### Objectives, Strategies & Actions

*Consolidate and strengthen the role of the MegaMile as a key bulky goods retail destination serving a wide catchment.*

- ◆ Locate new bulky goods retailing within Precinct A1.
- ◆ Implement the preferred building heights as detailed on the *Buildings Map* on page 13.
- ◆ Ensure new retail development in the MegaMile reflects demand for the surrounding area and is able to attract custom from a broad catchment.
- ◆ Support the consolidation of sites to accommodate larger format buildings, on-site car parking (preferably underground), vehicular access for both customers and deliveries, and landscaping.
- ◆ Avoid subdivision of sites within Precinct A1.
- ◆ Support the introduction of office development and commercial activity in the upper levels on the south side of Whitehorse Road between Cottage and Ceylon Streets.

- ◆ Support opportunities for after hours leisure activities (such as martial arts / dance studios) at upper levels in the MegaMile to increase after hours activities and to utilise car parking that is available after normal business hours.
- ◆ Encourage businesses within the Industrial area south of Whitehorse Road to have shop front show rooms and upper level offices fronting Whitehorse Road.
- ◆ Encourage convenience retail facilities such as cafes to locate within developments or on smaller allotments to support the MegaMile as a destination to spend time at for both shopping and passive recreation.
- ◆ Work with land owners, traders and business owners to use the MegaMile brand and concept in all marketing and advertising of business in the MegaMile.
- ◆ Advocate to land owners the benefits of affordable and sustainable rents in line with the retailers' business strategies to permit the display and storage of large items.

*Create a high quality design of the public and private realms to provide a strong and consistent image for the MegaMile.*

- ◆ Ensure all marketing strategies, streetscape works and infrastructure upgrades integrate and are consistent with directions for the MegaMile [East].
- ◆ Continue to roll out the MegaMile streetscape works (in the area between Varman Court and Peacedale Grove) to ensure that streetscape design along Whitehorse Road is consistent with the MegaMile, east of Springvale Road.
- ◆ Improve the quality of streetscape treatment and landscaping between Peacedale Grove and Cottage Street.

- Prepare and implement the recommended Whitehorse Road landscape guidelines for the area between Peacedale Grove and Cottage Street.
- ◆ Require new non-residential buildings to be setback a minimum of 3-5m from the street frontage to incorporate landscaping. Front setbacks for car parking should be avoided.
- ◆ Encourage the inclusion of 'green' space and outdoor seating areas in the redevelopment of sites in the MegaMile, particularly in areas that are not subject to substantial traffic noise and fumes.

*Encourage people to move about the area by foot or bicycle.*

- ◆ Improve pedestrian and cyclist access, safety and amenity along Whitehorse Road.
  - Prepare and implement the recommended Whitehorse Road landscape guidelines for the area between Peacedale Grove and Cottage Street.
  - Develop a signage/ wayfinding strategy to clarify access routes and provide indicative distances from the MegaMile to key destinations such as Blackburn and Nunawading Shopping Centres and Stations.

*Manage car parking demand and provision to support the activity, streetscape amenity and economic competitiveness of the MegaMile.*

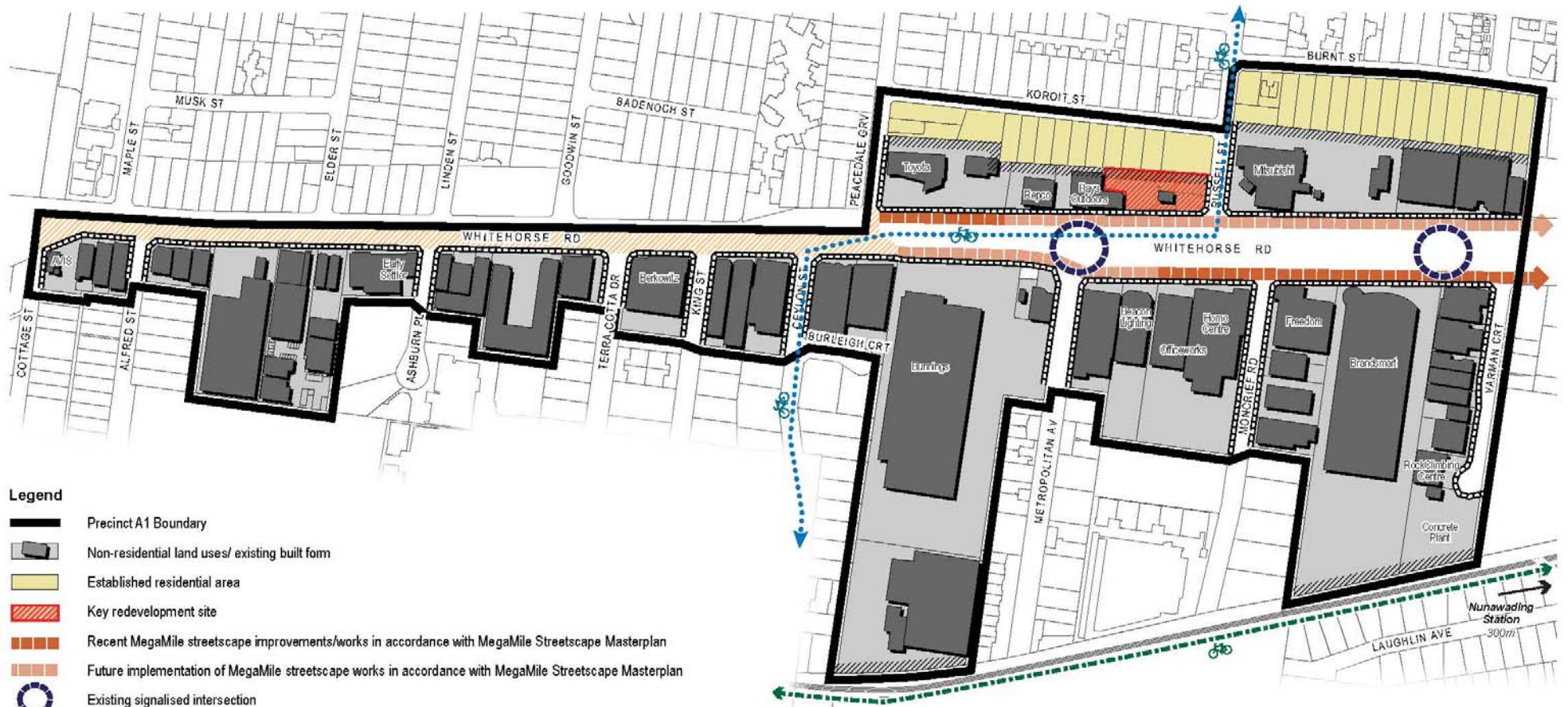
- ◆ Improve loading access and arrangements to reduce conflict with pedestrian access-ways.
- ◆ Ensure that new development provides adequate accessible on site car parking in compliance with the Disability Discrimination Act (DDA), preferably at basement level.

## PRECINCT A1: MEGAMILE [WEST] BULKY GOODS

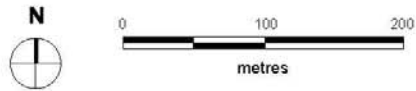
- ◆ Improve circulation and turnover of vehicles within Precinct A1.
  - Consider the introduction of short stay car parking restrictions on remaining unrestricted car parking bays on the Whitehorse Road service lanes (near Varman St and Moncrief Rd) and adjacent side streets.
  - Capitalise on shared car parking opportunities in the MegaMile.

**NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES**

# PRECINCT A1: MEGAMILE [WEST] BULKY GOODS



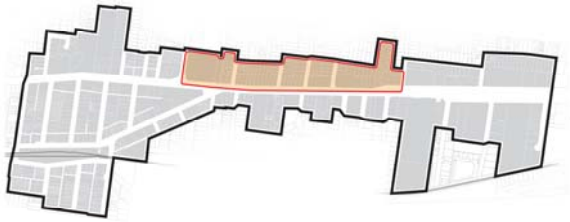
- Legend**
- Precinct A1 Boundary
  - Non-residential land uses/ existing built form
  - Established residential area
  - Key redevelopment site
  - Recent MegaMile streetscape improvements/works in accordance with MegaMile Streetscape Masterplan
  - Future implementation of MegaMile streetscape works in accordance with MegaMile Streetscape Masterplan
  - Existing signalised intersection
  - Improved streetscape treatment and landscaping areas
  - Proposed Eastern rail trail (*Whitehorse Bicycle Strategy, 2007*)
  - 3-5 metre landscaped front setback, active frontages
  - Residential interface - restrict building heights and provide transitional setbacks to retain amenity of adjoining residential properties
  - On road bicycle route





## PRECINCT A2: MEGAMILE [WEST] RESIDENTIAL / COMMUNITY

### PRECINCT A2: MEGAMILE [WEST] RESIDENTIAL / COMMUNITY



#### Objectives, Strategies & Actions

*Retain Precinct A2 as a mix of established residential and ancillary community uses.*

- ◆ Retain Precinct A2 as a predominantly residential area.
- ◆ Support opportunities for well designed medium density housing development where there is frontage to Whitehorse Road and access to the site by way of a secondary road within Precinct A2 to offer diversity in housing choice at the edge of two Activity Centres.
- ◆ Ensure that the scale and design of new development respects the amenity of adjoining residential development, in line with the requirements of ResCode.
- ◆ Support ancillary community focused uses fronting Whitehorse Road that are compatible with adjoining residential uses in terms of scale, hours of operation and noise generation.
- ◆ Implement the recommended building heights as detailed on the *Buildings Map* on page 13.

*Improve the design of the public and private realms that reinforces Precinct A2 as a predominantly residential area.*

- ◆ Improve pedestrian and cyclist access, safety and amenity along Whitehorse Road.
  - Prepare and implement the recommended Whitehorse Road landscape guidelines for the area between Peacedale Grove and Surrey Road.
- ◆ Require new non-residential buildings to be setback a minimum of 3-5m from the street frontage to incorporate landscaping. Front setbacks for car parking should be avoided.

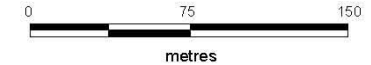
**NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES**

# PRECINCT A2: MEGAMILE [WEST] RESIDENTIAL / COMMUNITY



**Legend**

- Precinct A2 Boundary
- Non-residential land uses/ existing built form
- Established residential area
- Sites of heritage significance
- Existing signalled intersection
- Existing pedestrian overpass
- Improved streetscape treatment and landscaping areas
- Improve key pedestrian routes
- Potential extension of Surrey Road through to Railway Road
- 3-5 metre landscaped front setback, active frontages
- Residential interface - restrict building heights and provide transitional setbacks to retain amenity of adjoining residential properties
- On road bicycle route



# BLACKBURN NEIGHBOURHOOD ACTIVITY CENTRE (NAC)

## THE 'VISION'

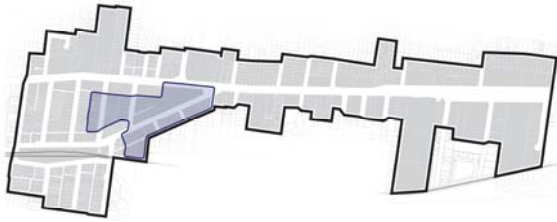
The Blackburn Neighbourhood Activity Centre (NAC) will strengthen its role as an urban village focused around the Blackburn Railway Station as a high quality transport hub.

The Blackburn Station Shopping Centre will remain as the heart of the area, with its strong sense of place and identity as a local shopping village and community meeting place.

This will be complemented by a mix of retail, office, community and higher density residential uses adding to its vibrancy and activity. Improvements to connections between the north and south sides of the railway line and northern parts of Whitehorse Road, and surrounding residential areas will promote walking and cycling to and within the Activity Centre.



## PRECINCT B1: CORE OFFICE / MIXED USE



### PRECINCT B1: CORE OFFICE / MIXED USE

#### Objectives, Strategies & Actions

*Strengthen the mix of office, commercial, secondary retail and upper level residential land uses within close proximity to the Blackburn Station and Shopping Centre.*

- ◆ Provide new opportunities for well designed office/ mixed use developments within Precinct B1.
- ◆ Introduce residential uses at upper levels.
- ◆ Implement the recommended building heights as detailed on the *Buildings Map* on page 13.
- ◆ Discourage core retail uses (i.e. banks, newsagency, pharmacy etc.) from locating within Precinct B1.
- ◆ Discourage bulky goods retailing from locating within Precinct B1.
  - Prepare an amendment to the Whitehorse Planning Scheme to rezone identified Business 3 and Business 4 Zoned land in Precinct B1 to Business 2 Zone to support a mix of office, commercial, secondary retail and upper level residential (Refer

to the *Proposed Rezoning Map* in Appendix A for details).

- ◆ Encourage the relocation of service business activities along Railway Road to nearby light industrial areas south of Whitehorse Road.
- ◆ Consider redevelopment of existing at-grade surface car parks for mixed use development where existing car parking can be replaced at basement level.
- ◆ Facilitate the redevelopment of key sites and other potential opportunity sites within Precinct B1.

*Optimise the viability, safety and efficiency of the road network for all road users.*

- ◆ Consider the implementation of proposed methods to improve pedestrian and vehicular navigability and safety within Precinct B1, with input from VicRoads, Department of Transport and other transport agencies.
  - Consider options to remove or upgrade the existing pedestrian overpass on Whitehorse Road outside the Blackburn Primary School, which is currently not compliant with the standards of the Disability Discrimination Act.
  - Consider installing pedestrian barriers on the south side of Whitehorse Road between Railway Road and Surrey Road to provide protection to school children accessing pedestrian overpass and pedestrian crossing.
  - Advocate to VicRoads, land owners and private developers options to create a new roadway to link Surrey Road to Railway Road through the former Leader newspaper site (currently vacant).
  - Investigate traffic management initiatives to address current traffic issues associated with the

double 'dog-leg' movement on the Blackburn Road and Surrey Road north-south route, such as:

- Reconfiguring Surrey Road and Whitehorse Road T-intersection to a cross intersection with full traffic movements.
- Creating a revised intersection with George Street to allow for a new roadway through the former leader newspaper site and an additional pedestrian crossing point across Railway Road.
- Reclassifying Chapel Street for local access only by either shutting the Chapel Street and Railway Road intersection or through other traffic calming measures.

*Encourage people to move about the area by foot or bicycle.*

- ◆ Improve pedestrian and cyclist access, safety and amenity along Whitehorse Road, Chapel Street and Railway Road.
  - Prepare and implement the recommended landscape guidelines for Whitehorse and Railway Roads, and Chapel Street.
  - Develop a signage/ wayfinding strategy to clarify access routes and provide indicative distances to key destinations such as the MegaMile and Blackburn Station and Shopping Centre.

*Enhance the contemporary image and identity of the Core Office / Mixed Use Precinct.*

- ◆ Require increased planting/ landscaping at the intersection of Whitehorse and Railway Roads to improve the visual appearance of the prominent gateway / corner site.



















## PRECINCT B1: CORE OFFICE / MIXED USE

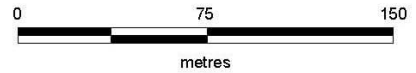
- ◆ Consider the provision of additional tree planting along Railway Road, Albert Street and Chapel Street, and planting in kerb outstands; incorporating principles of water sensitive urban design (WSUD).
- ◆ Explore opportunities for a new public plaza/ open space within Precinct B1 to complement the core office area and higher residential area to the west. This approximate area is identified as a priority area for future open space in the *City of Whitehorse Open Space Strategy (2007)*.
- ◆ Encourage the inclusion of 'green' space and additional outdoor seating areas in the redevelopment of sites within Precinct B1.
- ◆ Require new buildings on Albert Street, Chapel Street and the south side of Railway Road to be setback a minimum of 3 metres from the street frontage to incorporate landscaping, including canopy trees where appropriate.
  - Review and amend Clause 22.11 of the Whitehorse Planning Scheme (Albert Street Area) to ensure it reflects the recommended building heights and desired built form outcomes as detailed in this UDF.

**NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES**

# PRECINCT B1: CORE OFFICE / MIXED USE

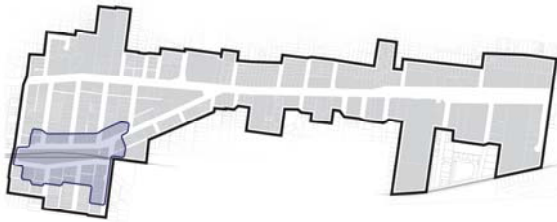
## Legend

-  Precinct B1 Boundary
-  Non-residential land uses/ existing built form
-  Established residential area
-  Existing at-grade public car parking
-  Prominent gateway/ corner sites
-  Existing signalised intersection
-  Key redevelopment site
-  Sites of heritage significance
-  Opportunities for increased street tree planting
-  Potential extension of Surrey Road through to Railway Road
-  Improved streetscape treatment and landscaping areas
-  Existing pedestrian overpass
-  Improve key pedestrian routes
-  No setbacks, active frontages and weather protection where possible
-  3-5 metre landscaped front setback, active frontages
-  3 metre landscaped front setback, active frontages
-  Residential interface - restrict building heights and provide transitional setbacks to retain amenity of adjoining residential properties
-  Built form to provide active edges to adjoining carpark/ laneway



## PRECINCT B2: BLACKBURN STATION VILLAGE

### PRECINCT B2: BLACKBURN STATION VILLAGE



#### Objectives, Strategies & Actions

*Strengthen the role of the Blackburn Station Village as a neighbourhood centre servicing the local business and residential community.*

- ◆ Support the core retail role of the Blackburn Station Village Shopping Centre.
  - Locate core retail uses e.g. banks, post office, newsagency, pharmacy and supermarket retail in the Blackburn Station Village Shopping Centre.
  - Retain core community uses (i.e. the Blackburn Library) in close proximity to the village.
- ◆ Encourage shop top offices and housing within Precinct B2.
- ◆ Encourage after hours activities to activate and enliven the Shopping Village at night.
  - Encourage restaurants and cafes that operate after normal business hours to locate on South Parade.
  - Support opportunities for after hours leisure activities (such as martial arts / dance school /

knitting club / cooking school) at upper level in the Village.

- ◆ Implement the recommended building heights as detailed on the *Buildings Map* on page 13.
  - Review and amend Clause 22.12 of the Whitehorse Planning Scheme (Blackburn Station Shopping Centre) to ensure it reflects the recommended building heights and desired built form outcomes as detailed in this UDF.
- ◆ Discourage bulky goods retailing from locating within Precinct B2.
  - Prepare an amendment to the Whitehorse Planning Scheme to rezone identified Business 3 Zoned land in Precinct B2 to Business 2 Zone to support a mix of office, commercial, secondary retail and upper level residential (Refer to the *Proposed Rezoning Map* in Appendix A for details).

*Maintain the valued 'village' character and localised sense of place of the Blackburn Station Village.*

- ◆ Continue to enhance the existing heritage qualities of the Blackburn Station Village.
  - Ensure new buildings are designed to reflect the form and scale of existing heritage and older contributory buildings along South Parade.
  - Prioritise facade improvements to heritage/ older contributory buildings along South Parade by approaching and discussing options with owners.
  - Encourage promotion of the historical context of the village.
- ◆ Continue to develop the library forecourt as a key focal point for the local community. In doing so, enhance the

function and awareness of Morton Park and Blackburn Lake Sanctuary.

- ◆ Improve the outlook from the train and proposed bicycle route through landscaping available land beside the railway line to reflect the valued landscape setting of the centre. When undertaking landscaping, ensure existing significant vegetation is not destroyed and that planting does not impede existing sightlines where possible.
- ◆ Negotiate with owners of buildings that currently present a blank façade to pedestrian walkways, footpaths and laneways, to decorate the façade to improve the appearance (e.g. through artwork, painting or landscape treatment). The long term preference is for all buildings to have 75 per cent of all visible facades activated with doors and/or windows.

*Provide a variety of experiences and opportunities for people to meet, enjoy and relax in the Blackburn Station Village.*

- ◆ Activate the rear of buildings fronting South Parade to address existing surface carparks to the south, making better use of available floorspace, providing increased safety through active surveillance, and enlivening underutilised laneways.
- ◆ Encourage outdoor seating/ dining along South Parade, Railway Road and in areas adjoining existing laneways/ car parking areas, where possible.
- ◆ Provide additional locations for small outdoor public seating areas along South Parade and Railway Road.
- ◆ In considering the above strategies, ensure that all pedestrian footpaths and laneways remain accessible for all (DDA compliant) and in line with Council's trading policies and other relevant legislation and standards.

## PRECINCT B2: BLACKBURN STATION VILLAGE

### *Improve pedestrian and cyclist navigability, amenity and safety throughout the Blackburn Station Village.*

- ◆ Improve the amenity of key pedestrian/ cyclist routes within Precinct B2.
  - Continue to implement the program of works identified in the *Blackburn Station Village Urban Design Concept, 2005* in conjunction with the recommended landscape guidelines contained in this UDF. Focus public realm investment along the key pedestrian routes of Railway Road, South Parade and Blackburn Road.
  - Develop a signage/ wayfinding strategy to clarify access routes and provide indicative distances to key destinations such as Whitehorse Road, the MegaMile, Nunawading, Morton Park and Blackburn Lake Sanctuary.
  - Consider the provision of increased street tree planting along key pedestrian routes and planting in kerb outstands; incorporating principles of water sensitive urban design (WSUD). When considering tree/ plant species, ensure that they will not impede existing sightlines between key locations (i.e. train station to library).
- ◆ Maximise the use of the existing laneway network through upgrading north-south laneway connections linking South Parade to surrounding residential areas.
- ◆ Continue to promote 'Good Access is Good Business' to existing and new traders.
- ◆ Investigate methods to improve pedestrian navigability and safety of the roundabout at Railway and Blackburn Roads.
- ◆ Improve the visual appearance and safety of the Blackburn Railway Station pedestrian underpass as the primary link to the station, and between South Parade and Railway Road, through consideration of the following:
  - Improving lighting in the underpass.
  - Upgrading drainage infrastructure to avoid flooding of underpass.
  - Installing illuminated glass cases in the underpass to showcase art installations and information.
  - Painting the underpass in light colours.
  - Should the underpass be reconstructed, consider including a shop within the underpass fabric to activate the space and provide passive surveillance.
- ◆ Provide high quality end of trip cyclist facilities such as bicycle lockers, vertical storage and change facilities at key locations such as the Blackburn Railway Station and the Library.
- ◆ Support the potential grade separation of the railway line at Blackburn Road.
- ◆ In the long term, and following grade separation of the railway line at Blackburn Road, consider options for new open space above the railway line, with enhanced pedestrian pathway connections between South Parade, Railway Road, Blackburn Road and Morton Park.
- ◆ Provide parking for taxi services at the Blackburn Railway Station.

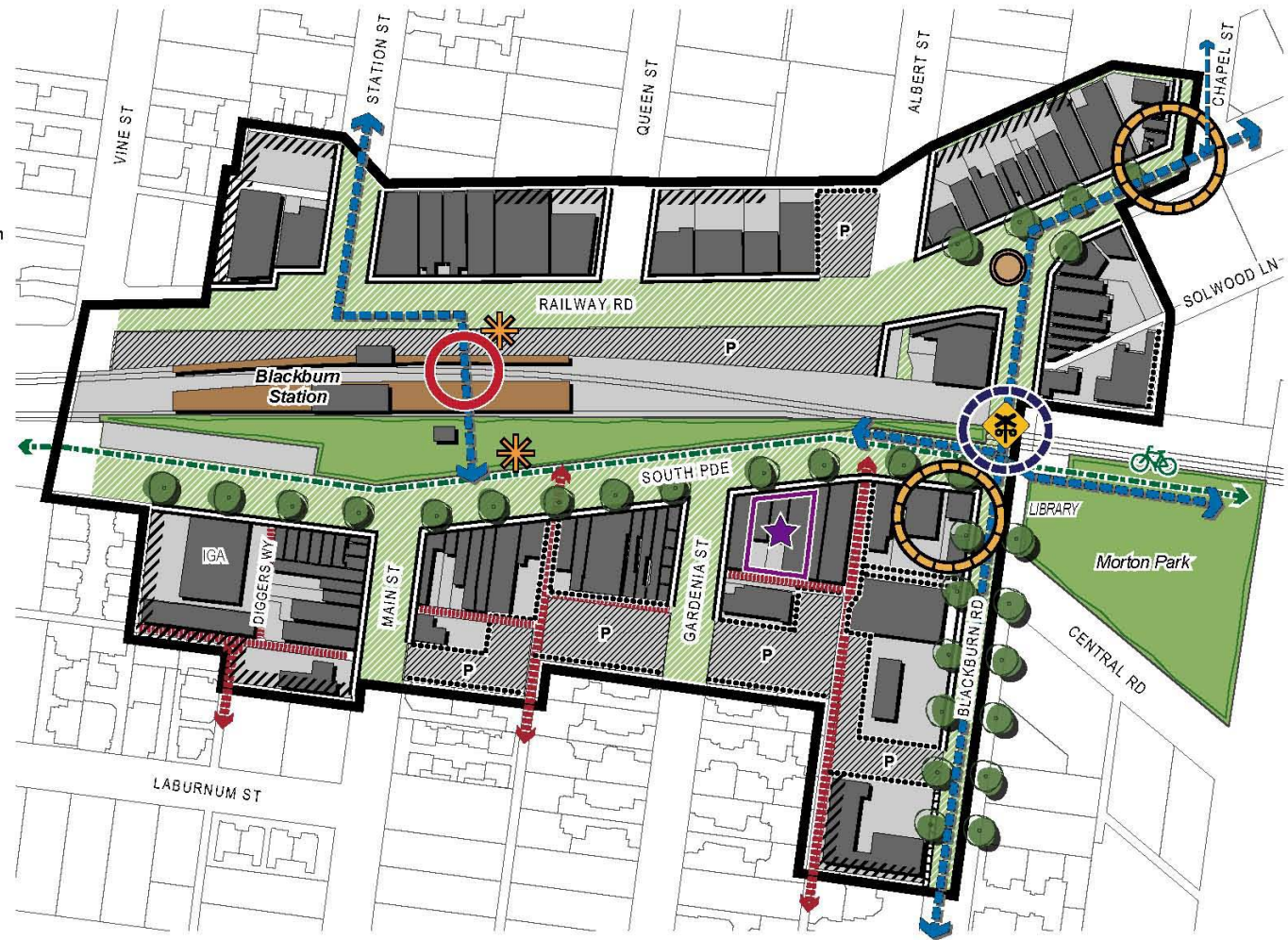
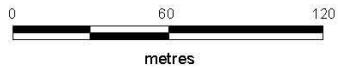
**NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES**



# PRECINCT B2: BLACKBURN STATION VILLAGE

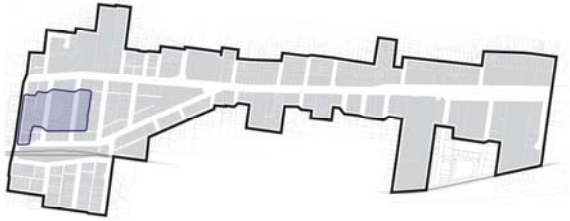
## Legend

-  Precinct B2 Boundary
-  Non-residential land uses/ existing built form
-  Existing open space/ recreation
-  Existing at-grade public car parking
-  Prominent gateway/ corner sites
-  Existing signalised intersection / potential future grade separation
-  Existing level crossing
-  Existing roundabout
-  Existing pedestrian underpass
-  Improve pedestrian linkages
-  Sites of heritage significance
-  Opportunities for increased street tree planting
-  Improved streetscape treatment and landscaping areas
-  Revitalise existing laneway connections
-  Existing bus interchange
-  Proposed Eastern rail trail (Whitehorse Bicycle Strategy, 2007)
-  No setbacks, active frontages and weather protection where possible
-  Residential interface - restrict building heights and provide transitional setbacks to retain amenity of adjoining residential properties
-  Built form to provide active edges to adjoining carpark/ laneway



## PRECINCT B3: HIGHER DENSITY RESIDENTIAL

### PRECINCT B3: HIGHER DENSITY RESIDENTIAL



#### Objectives, Strategies & Actions

*Encourage higher density residential development within close proximity to a range of services and facilities.*

- ◆ Support opportunities for well designed higher density residential development within Precinct B3, as recommended by the *City of Whitehorse Housing Study, 2003*.
  - Refer to the '*Guidelines for Higher Density Residential Development*' (Department of Sustainability and Environment, 2005) for detailed design guidance.
- ◆ Implement the recommended building heights as detailed on the *Buildings Map* on page 13.
- ◆ Have regard to potential heritage and character issues in the scale and design of new buildings.
- ◆ Support accessible and affordable housing projects that are developed using the '*Build for Life*' principles as a minimum for accessibility.

*Enhance key pedestrian and cyclist connections to Blackburn Station, Blackburn Station Village and areas to the north of Whitehorse Road.*

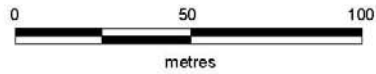
- ◆ Consider upgrades to footpaths and provision of bicycle lanes along Station Street to increase pedestrian and cyclist access, amenity and safety along this key route.
- ◆ Provide additional tree planting along Station Street and Queen Street and planting in kerb outstands, incorporating principles of water sensitive urban design (WSUD).
- ◆ Prepare and implement the recommended landscape guidelines for Precinct B3.

**NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES**

# PRECINCT B3: HIGHER DENSITY RESIDENTIAL

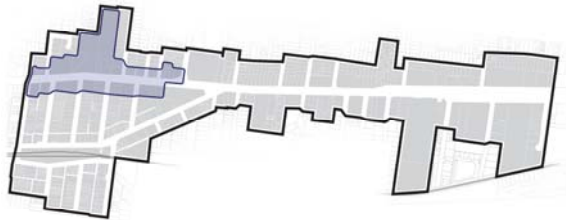
**Legend**

-  Precinct B3 Boundary
-  Established residential area
-  Improved streetscape treatment and landscaping areas
-  Opportunities for increased street tree planting
-  Retain Canary Island Date Palms
-  Sites of heritage significance
-  Existing Vegetation Protection Overlay
-  Improve key pedestrian routes



## PRECINCT B4: WHITEHORSE ROAD PERIPHERAL RETAIL / COMMERCIAL

### PRECINCT B4: WHITEHORSE ROAD PERIPHERAL RETAIL / COMMERCIAL



#### Objectives, Strategies & Actions

*Support a mixture of high quality peripheral retail and commercial land uses that complement the nearby Blackburn Station Village and MegaMile [West] Major Activity Centre.*

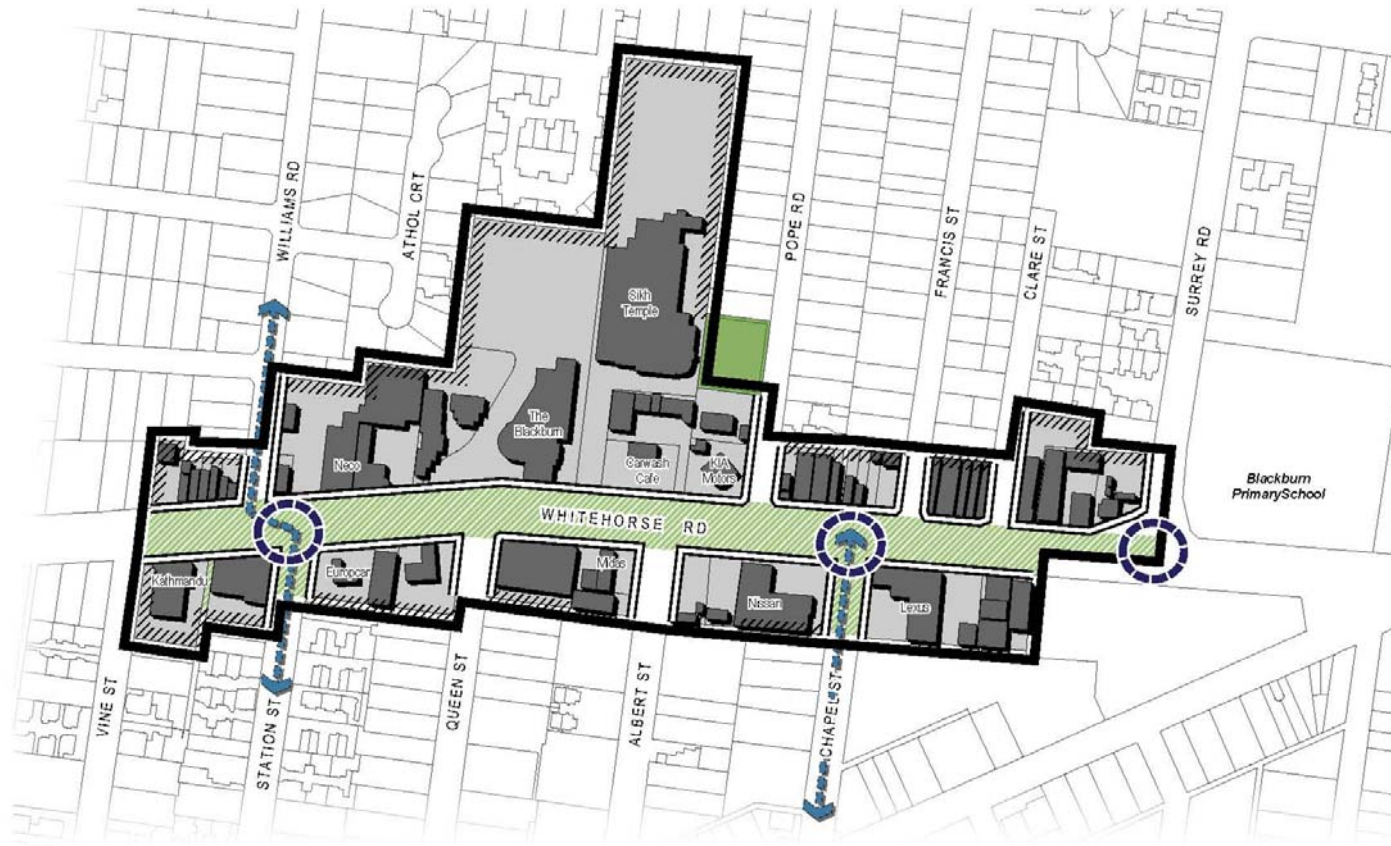
- ◆ Support opportunities for high quality peripheral retail and commercial development within Precinct B4.
- ◆ Implement the recommended building heights as detailed on the *Buildings Map* on page 13.
- ◆ Encourage the redevelopment of vacant/ rundown sites, through the development of schematic ideas, and discussions with landowners.
- ◆ Discourage bulky goods retailing from locating within Precinct B4.
  - Prepare an amendment to the Whitehorse Planning Scheme to rezone identified Business 4 Zone land in Precinct B4 to Business 2 Zone to support peripheral retail and commercial land uses. (Refer to the *Rezoning Map* in Appendix A for details).

*Encourage people to move about the area by foot or bicycle.*

- ◆ Improve pedestrian and cyclist access, safety and amenity along Whitehorse Road.
  - Prepare and implement the recommended streetscape improvements that apply to the Precinct B4 section of Whitehorse Road.
  - Develop a signage/ wayfinding strategy to clarify access routes and provide indicative distances to key destinations such as the MegaMile and Blackburn Station and Shopping Centre.

NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES

# PRECINCT B4: WHITEHORSE ROAD PERIPHERAL RETAIL / COMMERCIAL

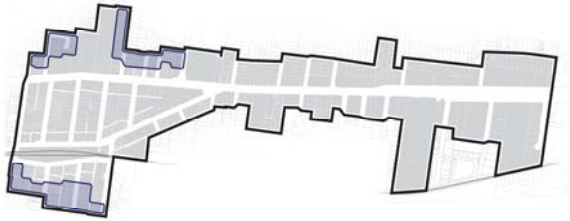


- Legend**
- Precinct B4 Boundary
  - Non-residential land uses/ existing built form
  - Existing open space/ recreation
  - Existing signalised intersection
  - Improved streetscape treatment and landscaping areas
  - Improve key pedestrian routes
  - No setbacks, active frontages and weather protection where possible
  - Residential interface - restrict building heights and provide transitional setbacks to retain amenity of adjoining residential properties



## PRECINCT B5: ESTABLISHED RESIDENTIAL

### PRECINCT B5: ESTABLISHED RESIDENTIAL



#### **Objectives, Strategies & Actions**

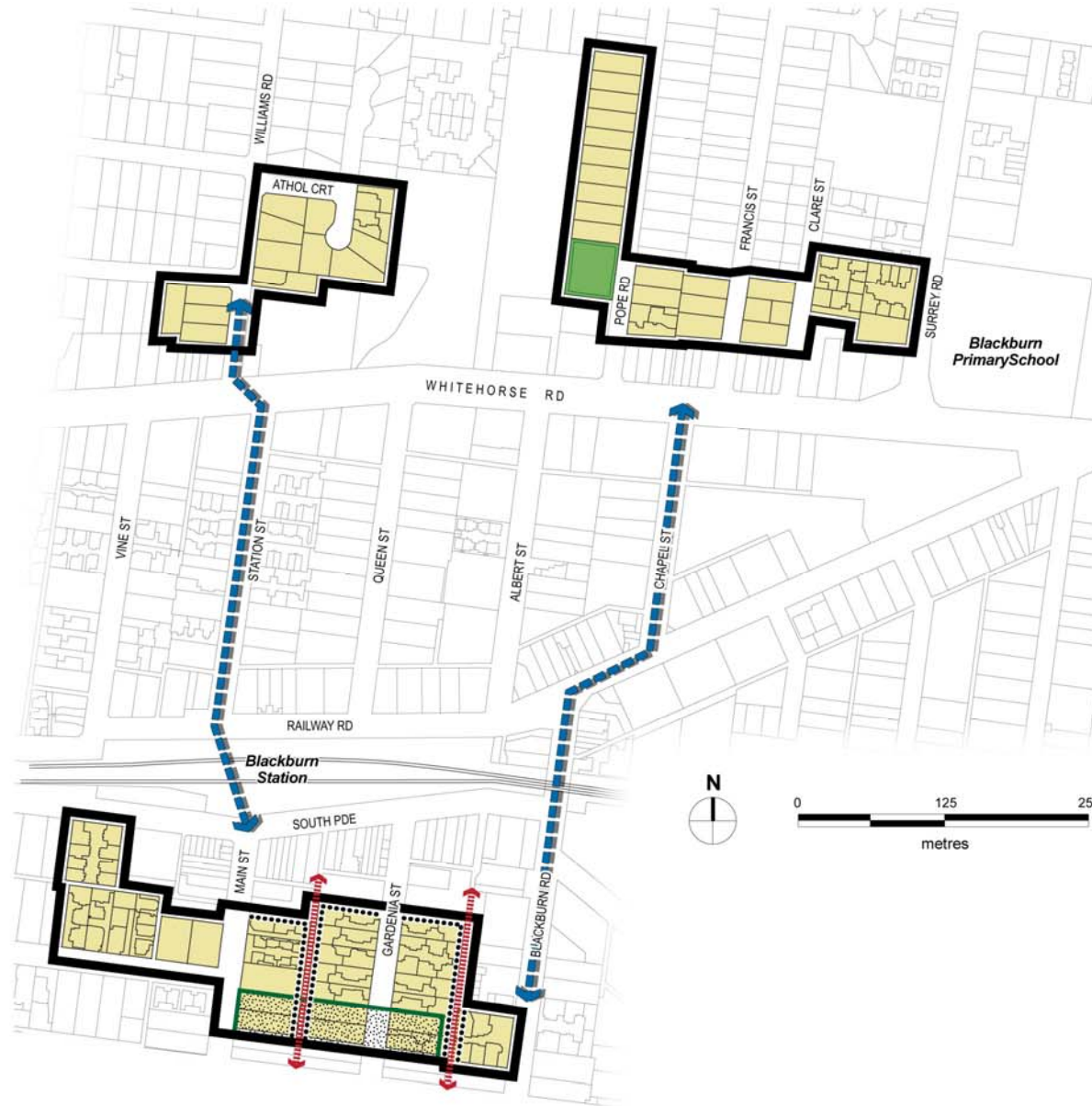
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*Protect established residential areas from creep of commercial uses.*








- ◆ Support opportunities for well designed residential development within Precinct B5.
- ◆ Ensure areas zoned Residential 1 retain their predominant residential use.
- ◆ Encourage buildings of up to 2 storeys in accordance with ResCode and subject to heritage and character considerations.

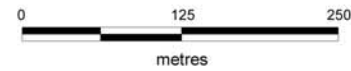
NOTE: REFER ALSO TO SECTION 3 – STUDY AREA WIDE THEMES

# PRECINCT B5: ESTABLISHED RESIDENTIAL



## Legend

-  Precinct B5 Boundary
-  Established residential area
-  Existing open space/ recreation
-  Existing Neighbourhood Character/ Significant Landscape Overlay
-  Revitalise existing laneway connections
-  Improve key pedestrian routes
-  Built form to provide active edges to adjoining carpark / laneway





## Implementation Plan



## IMPLEMENTATION PLAN

Implementation of the Urban Design Framework will require cooperative involvement from a number of government departments, agencies and organisations. The Whitehorse Planning Scheme is the primary statutory tool to implement the recommendations of the Framework, however it is not the only statutory mechanism that may be used by the Council. While most of the actions require some input from the Council in its various roles, some require direct input and management by others.

The Implementation Plan identifies the Council department that will be responsible for hosting or input to the implementation of the action, and it is anticipated that these actions will then be contained within the programs for the relevant departments. Other responsible agencies or stakeholders that would be directly involved or consulted are listed in the second column. These organisations may provide funding, own relevant sites or manage related infrastructure for example.

The timeline for implementation is classified as follows:

Immediate: 6 to 18 months

Short: 18 months to 5 years

Medium: 5 to 10 years

Long: 10 to 15 years

On-going: throughout life of the Framework

DPCD – Department of Planning and Community Development

DOT – Department of Transport

# IMPLEMENTATION PLAN

STRATEGY / ACTION	COUNCIL DEPARTMENT RESPONSIBILITY	OTHER RESPONSIBLE AGENCIES AND STAKEHOLDERS	TIMELINE FOR IMPLEMENTATION
<b>GENERAL</b>			
Include key objectives and strategies of the Urban Design Framework in the Local Planning Policy Framework of the Whitehorse Planning Scheme.	City Planning	DPCD	Immediate
Include the MegaMile (West) and Blackburn Activity Centres Urban Design Framework as a Reference Document within the Whitehorse Planning Scheme.	City Planning	DPCD	Immediate
<b>BUILDINGS THEME</b>			
Implement the heights and setbacks contained in the Buildings Height Map, through a Design and Development Overlay in the Whitehorse Planning Scheme.	City Planning	DPCD	Immediate
<b>ACCESS THEME</b>			
Require full Disability Discrimination Act (DDA) compliance for all new transport infrastructure, public realm upgrades, and signage.	City Planning Urban Design Engineering and Environmental Services	DOT VicRoads VicTrack	Ongoing
Establish a network of key pedestrian routes through the Centres to focus public realm investment such as landscaping, footpath upgrades, road treatments, lightning and signage.	Urban Design Engineering and Environmental Services		Ongoing
Improve way finding for pedestrians throughout the Centres: <ul style="list-style-type: none"> <li>Ensure that all signage is DDA compliant. Explore options to install braille / audio activated signage.</li> <li>Provide signage to and from railway stations and bus stops.</li> <li>Introduce and update standardised pedestrian way-finding signage to and from key attractions to provide better and clearer directions.</li> </ul>	Urban Design Engineering and Environmental Services	DOT VicTrack	Ongoing
Install or upgrade pedestrian crossings at key locations to improve pedestrian route connectivity and safety.	Engineering and	DOT	Ongoing

## IMPLEMENTATION PLAN

	Environmental Services	VicRoads	
Ensure that pram crossings and midline waiting areas are wide enough for prams and wheelchairs and/or for more than one person at a time to be waiting.	Engineering and Environmental Services		Ongoing
Continue to implement the Whitehorse Bicycle Strategy.	Engineering and Environmental Services		Short - Medium
<p>Improve cyclist amenities:</p> <ul style="list-style-type: none"> <li>• Provide more loop parking rails at key destinations throughout the Activity Centres.</li> <li>• Encourage businesses to provide change facilities and bicycle storage to encourage people to ride to work.</li> </ul>	<p>Engineering and Environmental Services</p> <p>Urban Design</p> <p>City Planning</p>	<p>Developers</p> <p>Land Owners</p> <p>Traders</p>	Short - Medium
Provide information to cyclists about routes and location of amenities.	Engineering and Environmental Services	DOT	Ongoing
Install directional signage along cycle routes and upgrade cycle route information, as part of wayfinding signage.	<p>Urban Design</p> <p>Engineering and Environmental Services</p> <p>Arts and Recreation Development</p>	VicRoads	Ongoing
Undertake a feasibility study to consider options for creation of an off road bicycle link along the railway corridor (or alternatively partly on-road if off road not possible), to link Blackburn with Nunawading and Box Hill Stations.	Engineering and Environmental Services	<p>DOT</p> <p>VicTrack</p>	Short
<p>Support the improvement of transport stops:</p> <ul style="list-style-type: none"> <li>• Advocate for real time information for all bus and train services.</li> <li>• Update published public transport timetable information.</li> <li>• Ensure new bus stops at key locations have seating and glassed enclosures.</li> </ul>	Engineering and Environmental Services	<p>DOT</p> <p>Bus Operators</p> <p>VicTrack</p>	Ongoing

## IMPLEMENTATION PLAN

<ul style="list-style-type: none"> <li>Consider the provision of step-free access (raised kerbs at bus stops) to ensure ease of access for elderly and people with disabilities.</li> </ul>			
Advocate for grade separation of the Blackburn Road / rail line intersection.	Engineering and Environmental Services	DOT VicTrack VicRoads	Ongoing
<b>SPACES THEME</b>			
Implement a directional signage / wayfinding strategy to link isolated public open spaces and pocket parks.	Urban Design Arts and Recreation Development		Short
Explore opportunities for new public open space in future redevelopment of private sites (through public open space land contributions where appropriate), in accordance with the Whitehorse Open Space Strategy.	Arts and Recreation Development City Planning		Ongoing
Encourage traders in specific locations to provide outdoor seating and dining for restaurants and cafes.	Business & Economic Development	Traders	Ongoing
Prepare Landscape Guidelines for the Study Area.	Urban Design City Planning	Land Owners Traders Residents	Immediate
Refer to the international CPTED (Crime Prevention Through Environmental Design) standards for all new development and improvements to public space and landscaping, as well as the specific design principles contained in the Safer Design Guidelines for Victoria (Department of Sustainability and Environment, 2005).	City Planning Building Services Urban Design	Developers	Ongoing
Develop and implement a coordinated streetscape theme (including landscaping, street furniture and streetscape materials) specific to different locations as part of the landscape guidelines. Encourage the continuation of the theme into private property to promote a more coherent relationship between the public and private realms.	Urban Design	Developers Land Owners	Short - Medium
Emphasise entrances to both the MegaMile and Blackburn Activity Centres through increased planting / landscaping and the placement of urban art installations at prominent gateway / corner sites.	Urban Design		Short - Medium

## IMPLEMENTATION PLAN

Investigate opportunities to identify key cultural heritage sites linking to the history of Blackburn (e.g. with footpath markers).	Urban Design Arts and Recreation Development	Whitehorse Historical Society	Short - Medium
Promote the principles of environmentally sustainable development, including the incorporation of Water Sensitive Urban Design (WSUD) principles in the design of public streetscapes and spaces.	Urban Design Engineering and Environmental Services City Planning		Ongoing
Encourage the undergrounding of powerlines to enhance the appearance of streetscapes and provide space for tree growth.	Engineering and Environmental Services	Electricity providers	Ongoing
<b>PRECINCT A1</b>			
Locate new bulky goods retailing in Precinct A1.	City Planning Business & Economic Development		Ongoing
Support the consolidation of sites to accommodate larger format buildings, on-site car parking (preferably underground), vehicular access for both customers and deliveries, and landscaping.	City Planning		Ongoing
Support the introduction of office development and commercial activity in the upper levels on the south side of Whitehorse Road, between Cottage and Ceylon Streets.	City Planning Business & Economic Development		Ongoing
Support the opportunities for after hours leisure activities (such as martial arts / dance studios) at upper levels in the MegaMile to increase after hours activities and to utilise car parking that is available after normal business hours.	City Planning Business & Economic Development		Ongoing
Encourage businesses within the Industrial area south of Whitehorse Road to have shop front show rooms and upper level offices fronting Whitehorse Road.	City Planning Business & Economic Development	Businesses	Ongoing

## IMPLEMENTATION PLAN

Encourage convenience retail facilities such as cafes to locate within developments or on smaller allotments to support the MegaMile as a destination to spend time at for both shopping and passive recreation.	City Planning Business & Economic Development		Ongoing
Work with land owners, traders and business owners to use the MegaMile brand and concept in marketing and advertising of businesses in the MegaMile.	Business & Economic Development	Landowners Traders	Short / Ongoing
Continue to roll out the MegaMile streetscape works (in the area between Varman Court and Peacedale Grove) to ensure that streetscape design along Whitehorse Road is consistent with the MegaMile, east of Springvale Road.	Urban Design		Short - Medium
Encourage the inclusion of 'green' space and outdoor seating areas in the redevelopment of sites in the MegaMile, particularly in areas that are not subject to substantial traffic noise and fumes.	City Planning Urban Design		Ongoing
<ul style="list-style-type: none"> <li>o Prepare and implement the recommended Whitehorse Road landscape guidelines for the area between Peacedale Grove and Cottage Street.</li> </ul>	Urban Design Engineering and Environmental Services	VicRoads	Short - Medium
Develop a signage / wayfinding strategy to clarify access routes and provide indicative distances from the MegaMile to key destinations such as Blackburn and Nunawading Shopping Centres and Stations.	Urban Design Engineering and Environmental Services		Short
Consider the introduction of short stay car parking restrictions on remaining unrestricted car parking bays on the Whitehorse Road service lanes (near Varman St and Moncrief Rd) and adjacent side streets.	Engineering and Environmental Services Community Laws	VicRoads	Short
<b>PRECINCT A2</b>			
Retain Precinct A2 as a predominantly residential area.	City Planning		Ongoing
Support ancillary community focussed uses fronting Whitehorse Road that are compatible with adjoining residential uses in terms of scale, hours of operation and noise generation.	City Planning		Ongoing
Prepare and implement the recommended Whitehorse Road landscape guidelines for the area between Peacedale Grove and Surrey Road.	Urban Design	VicRoads	Medium

## IMPLEMENTATION PLAN

PRECINCT B1			
Prepare an amendment to the Whitehorse Planning Scheme to rezone identified Business 3 and Business 4 Zoned land in Precinct B1 to Business 2 Zone to support a mix of office, commercial, secondary retail and upper level residential (Refer to the <i>Proposed Rezoning Map</i> in Appendix A for details).	City Planning	DPCD Land Owners	Immediate
Consider redevelopment of existing at-grade surface car parks for mixed use development where existing car parking can be replaced at basement level.	City Planning	Land Owners Developers	Ongoing
Facilitate the redevelopment of key sites and other potential opportunity sites within Precinct B1.	City Planning	Land Owners Developers	Short - Medium
Consider options to remove or upgrade the existing pedestrian overpass on Whitehorse Road outside the Blackburn Primary School, which is currently not compliant with the standards of the Disability Discrimination Act.	Engineering and Environmental Services	VicRoads	Short
Consider installing pedestrian barriers on the south side of Whitehorse Road between Railway Road and Surrey Road to provide protection to school children accessing pedestrian overpass and pedestrian crossing.	Engineering and Environmental Services	VicRoads	Immediate
Advocate to VicRoads, land owners and private developers options to create a new roadway to link Surrey Road to Railway Road through the former Leader newspaper site (currently vacant).	Engineering and Environmental Services City Planning	VicRoads DOT Land Owners Developers	Immediate
Investigate traffic management initiatives to address current traffic issues associated with the double 'dog-leg' movement on the Blackburn Road and Surrey Road north-south route, such as: <ul style="list-style-type: none"> <li>▪ Reconfiguring Surrey Road and Whitehorse Road T-intersection to a cross intersection with full traffic movements.</li> <li>▪ Creating a revised intersection with George Street to allow for a new roadway through the former leader newspaper site and an additional pedestrian crossing point across Railway Road.</li> <li>▪ Reclassifying Chapel Street for local access only by either shutting the Chapel Street and Railway Road intersection or through other traffic calming measures.</li> </ul>	Engineering and Environmental Services	VicRoads DOT Other transport agencies	Short
Prepare and implement the recommended landscape guidelines for Whitehorse and Railway Roads, and Chapel Street.	Urban Design		Ongoing
Develop a signage/ wayfinding strategy to clarify access routes and provide indicative distances to key destinations such as the	Urban Design	DOT	Medium

## IMPLEMENTATION PLAN

MegaMile and Blackburn Station and Shopping Centre.	Engineering and Environmental Services		
Consider the provision of additional tree planting along Railway Road, Albert Street and Chapel Street, and planting in the kerb outstands; incorporating principles of water sensitive urban design (WSUD).	Urban Design Engineering and Environmental Services Parkswide		Short - Medium
Review and amend Clause 22.11 of the Whitehorse Planning Scheme (Albert Street Area) to ensure it reflects the recommended building heights and desired built form outcomes as detailed in this UDF.	City Planning	DPCD	Immediate
<b>Precinct B2</b>			
Encourage core retail uses e.g. banks, newsagency, pharmacy and supermarket retail to locate in the Blackburn Station Village Shopping Centre.	Business & Economic Development	Business Owners and Operators	Ongoing
Retain core community uses (i.e. the Blackburn Library) in close proximity to the village.	City Planning		Ongoing
Encourage shop top offices and housing within Precinct B2.	City Planning	Business Owners and Operators	Ongoing
Encourage restaurants and cafes that operate after normal business hours to locate on South Parade.	City Planning Business & Economic Development	Business Owners and Operators	Ongoing
Support opportunities for after hours leisure activities (such as martial arts / dance school / knitting club / cooking school) at upper levels in the Village.	City Planning Business & Economic Development	Business Owners and Operators	Ongoing
Review and amend Clause 22.12 of the Whitehorse Planning Scheme (Blackburn Station Shopping Centre) to ensure it reflects the recommended building heights and desired built form outcomes as detailed in this UDF.	City Planning	DPCD	Immediate
Prepare an amendment to the Whitehorse Planning Scheme to rezone identified Business 3 Zoned land in Precinct B2 to Business 2 Zone to support a mix of office, commercial, secondary retail and upper level residential (Refer to the <i>Proposed Rezoning Map</i> in Appendix A for details) and to discourage bulky goods retailing.	City Planning	DPCD Land Owners	Immediate



## IMPLEMENTATION PLAN

Prioritise facade improvements to heritage/ older contributory buildings along South Parade by approaching and discussing options with owners.	City Planning Arts and Recreation Development	Land Owners	Ongoing
Encourage promotion of the historical context of the Village.	Arts and Recreation Development	Traders	Ongoing
Continue to develop the library forecourt as a key focal point for the local community. In doing so, enhance the function and awareness of Morton Park and Blackburn Lake Sanctuary.	Urban Design Arts and Recreation Development	Regional library service	Medium
Improve the outlook from the train and proposed bicycle route through landscaping available land beside the railway line to reflect the valued landscape setting of the centre.		VicTrack	Ongoing
Negotiate with owners of buildings that currently present a blank façade to pedestrian walkways, footpaths and laneways, to decorate the façade to improve the appearance (e.g. through artwork, painting or landscape treatment).	City Planning Business & Economic Development Urban Design	Landowners	Ongoing
Activate the rear of buildings fronting South Parade to address exiting surface car parks to the south, making better use of available floorspace, providing increased safety through active surveillance, and enlivening underutilised laneways.	City Planning Urban Design	Traders Landowners	Ongoing
Encourage outdoor seating / dining along South Parade, railway Road and in areas adjoining existing laneways / car parking areas, where possible.	City Planning Urban Design	Traders	Ongoing
Continue to implement the program of works identified in the <i>Blackburn Station Village Urban Design Concept, 2005</i> in conjunction with the recommended landscape guidelines contained in this UDF. Focus public realm investment along the key pedestrian routes of Railway Road, South Parade and Blackburn Road.	Urban Design	Blackburn Traders Association	Short
Develop a signage / wayfinding strategy to clarify access routes and provide indicative distances to key destinations such as Whitehorse Road, the MegaMile, Nunawading, Morton Park and Blackburn Lake Sanctuary.	Urban Design Engineering and Environmental Services		Medium
Consider the provision of increased street tree planting along key pedestrian routes and planting in kerb outstands; incorporating principles of water sensitive urban design (WSUD). When considering tree/ plant species, ensure that they will not impede existing sightlines between key locations (i.e. train station to library).	Urban Design Engineering and		Short - Medium

## IMPLEMENTATION PLAN

	Environmental Services Parkswide		
Maximise the use of the existing laneway network through upgrading north-south laneway connections linking South Parade to surrounding residential areas.	Urban Design Engineering and Environmental Services Infrastructure		Long
Investigate methods to improve pedestrian navigability and safety of the roundabout at Railway and Blackburn Roads.	Engineering and Environmental Services	VicRoads	Short
Improve the visual appearance and safety of the Blackburn Railway Station pedestrian underpass as the primary link to the station, and between South Parade and Railway Road.	Engineering and Environmental Services	VicTrack	Short
Support the potential grade separation of the railway line at Blackburn Road.	Engineering and Environmental Services	VicRoads VicTrack DOT	Ongoing
Provide parking for taxi services at the Blackburn Railway Station	Engineering and Environmental Services	DOT VicTrack	Short
<b>PRECINCT B3</b>			
Provide additional tree planting along Station Street and Queen Street and planting in kerb outstands, incorporating principles of water sensitive urban design (WSUD).	Urban Design Engineering and Environmental Services Parkswide		Short - Medium
Prepare and implement the recommended landscape guidelines for Precinct B3.	Urban Design		Ongoing

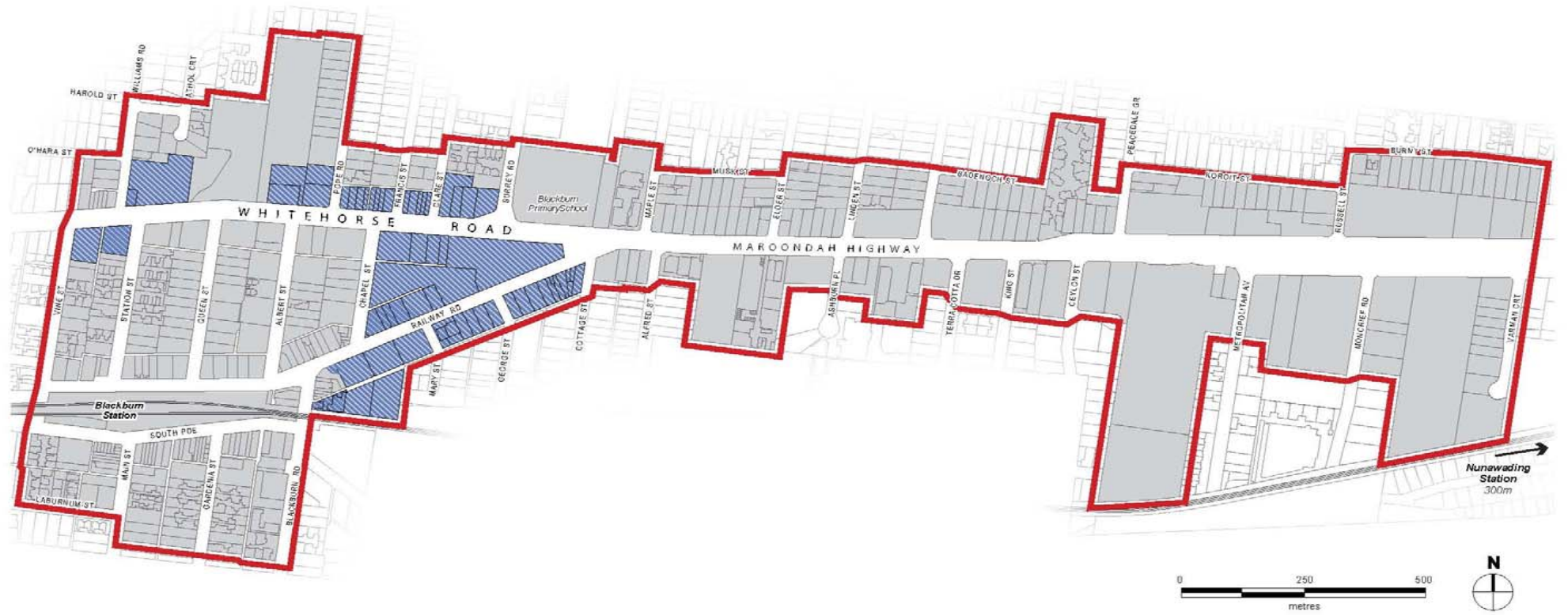
## IMPLEMENTATION PLAN

PRECINCT B4			
Prepare an amendment to the Whitehorse Planning Scheme to rezone identified Business 4 Zone land in Precinct B4 to Business 2 Zone to support peripheral retail and commercial land uses. (Refer to the <i>Rezoning Map</i> in Appendix A for details).	City Planning	DPCD	Immediate
Prepare and implement the recommended streetscape improvements that apply to the Precinct B4 section of Whitehorse Road.	Urban Design	VicRoads	Ongoing
Develop a signage/ wayfinding strategy to clarify access routes and provide indicative distances to key destinations such as the MegaMile and Blackburn Station and Shopping Centre.	Urban Design Engineering and Environmental Services	DOT	Ongoing





# Appendices

# APPENDIX A: PROPOSED REZONING MAP



### Legend

-  Study Area
-  Proposed Rezoning (to B2Z)

**PROPOSED REZONING** REV 00

