

/ MITCHAM STATION PRECINCT BUILT FORM AND PUBLIC REALM GUIDELINES

GUIDELINES FOLIO

Prepared for City of Whitehorse

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Introduction, Scope + Objectives

The Whitehorse City Council has commissioned this study to seek guidance on how it can influence and respond to potential built form and public realm outcomes for Mitcham Station Precinct following the grade separation of road and rail at the intersection of Mitcham Road and the Belgrave/Lilydale railway line.

The primary focus is on developing built form and public realm guidelines for future development of the project area around the new Mitcham Station and areas in the immediate vicinity.

The study has included a brief review of existing conditions including policy framework, infrastructure, connectivity, existing built form, current and future trends.

The study has sought to identify the preferred built form and public realm outcomes for the identified study area and particularly the new land parcel configuration to occur as a result of the grade separation including Station precinct interfaces.

The study proposes a series of preliminary urban design and built form principles and guidelines that build on the existing Structure Plan and that assist in achieving a high quality future outcome.

The study is also intended to inform the design development of the grade separation project.

Given the time constraints of this study limited but targeted consultation with key stakeholders has taken place.

The study is composed of two outcomes:

1. Built Form and Public Realm Guidelines – BACKGROUND REPORT
2. Built Form and Public Realm Guidelines – GUIDELINES FOLIO (this document)

Study Area

LOCATION CONTEXT

The study area is indicated on the aerial photograph/Context Plan opposite.

The area is located south of Whitehorse Road and centred on the new Mitcham Station location. The area includes areas immediately to the east of Mitcham Road and properties fronting Calcutta Street to the south. A narrow strip of land to the west is included between the new rail line location and a possible extension of Colombo Street through to McGlone Street.



01 LOCATION DIAGRAM
SCALE: NTS

Study Area

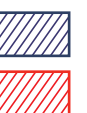
LOCATION CONTEXT



02 CONTEXT PLAN

SCALE: 1:4000 @ A3

STUDY AREA
CORE AREA OF
INTEREST



Study Area

SITE CONTEXT

The study area is indicated on the aerial photograph/Site Plan opposite.

The area is located south of Whitehorse Road and centred on the new Mitcham Station location. The area includes areas immediately to the east of Mitcham Road and properties fronting Calcutta Street to the south. A narrow strip of land to the west is included between the new rail line location and a possible extension of Colombo Street through to McGlone Street.

Within the study area (shown in blue) a 'core area of interest' has been identified (shown in red) focussing particularly on the rail corridor and Station Street connection to Whitehorse Road.

Whilst the study has considered the immediate surrounding context, no proposals have been made for any areas outside the given study area.



01 AERIAL SITE PLAN

SCALE: 1:1500 @ A3

STUDY AREA

CORE AREA OF INTEREST

Built Form Design

The study has identified possible built form outcomes for the study area shown on the proposed plan opposite. The proposed outcomes and forms are preliminary and have been developed to enable stakeholder discussions regarding potential relationships between built form and public realm in a future scenario after the implementation of the grade separation project. It should be noted that the grade separation and new station form shown on the plan is broadly in accordance with the VicRoads Reference Design current at the time of the study and provided as part of the study scope.

Built Form proposals shown seek to test and establish some key future Urban Design and Placemaking opportunities as well as seeking to remedy some of the less desirable Urban Design attributes of the current precinct.

Areas shown in white on the plan are areas where the potentiality of future significant change appear limited or inappropriate.

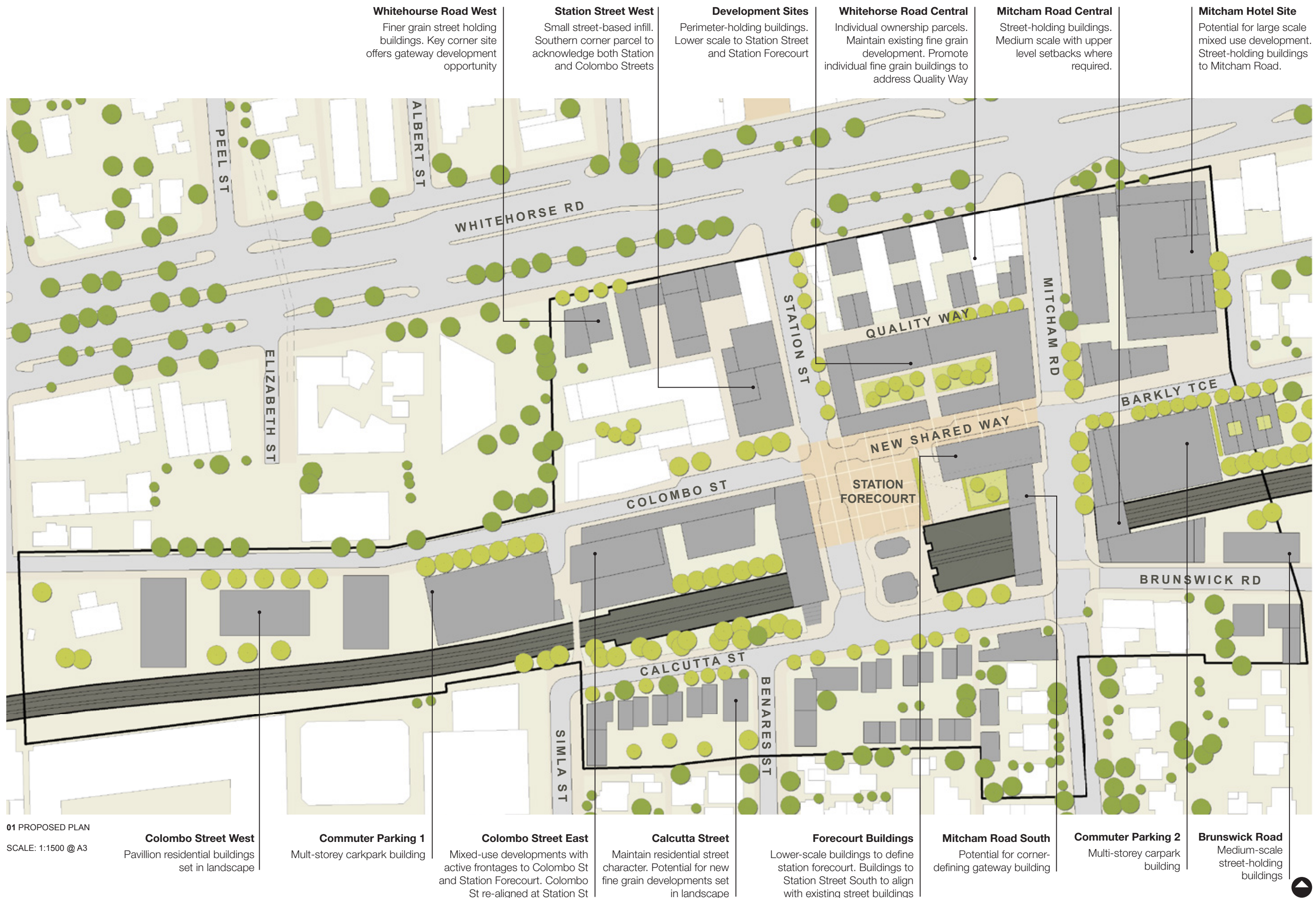
It should be noted that significant sites may drive a range of possible form outcomes and in this work a single option has been applied to each site for testing purposes only and to help to establish some key principles.

Built Form has been located to help to achieve the following key objectives:

- 1. Strongly define the new Station Forecourt as a significant and high quality public space defined by mixed use development.
- 2. Reinforce Station Street North as a well defined urban street.
- 3. Redefine Mitcham Road as an urban street with well defined enclosure and active uses.
- 4. Encourage transit oriented development.

The study suggests that although the function and legibility of the new Station is critical, this precinct must also operate as an integrated part of the wider NAC and should therefore facilitate connections and potentials for those who are not moving to or from the station.

Built Form Design



Built Form Setbacks + Heights

The study proposes a series of key setbacks and alignments stemming from a desire to reinforce existing grid patterns in the context. Key alignments and setbacks are shown in red on the plan opposite. Some setbacks are intended to facilitate critical view corridors in order to help to create a legible urban structure around the new station. A significant example is the Colombo-Barkly connection facilitated by the new shared way proposed.

The study suggests that where possible new street setbacks should promote formal relationships with existing alignments. Station Street North and South is an example where strict alignment of the building line along the western side of the street is considered important.

It should be noted that the study has not confirmed the achievability of setbacks shown. Some setbacks are related to possible new structures built on areas where no buildings exist. Other setbacks will only be achievable after re-development of existing properties.

Possible height ranges are shown and the heights indicated are preferred maximums. It is proposed that the proximity of the study area to a significant new Railway Station leads to the potential for a density of occupation and development. Heights shown are indicative ranges only and their ultimate appropriateness will need careful further study.

LEGEND

1-2 STOREYS

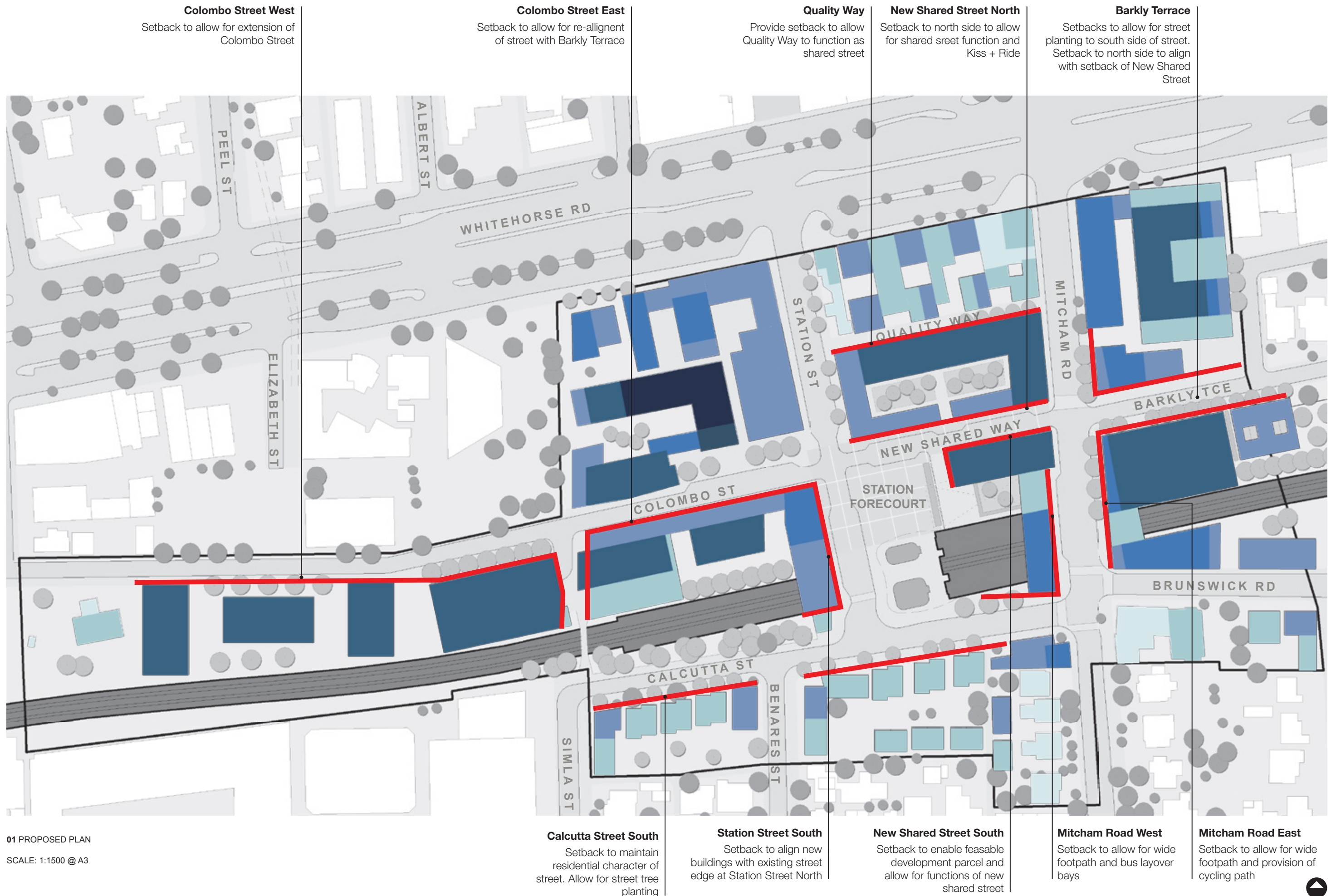
3 STOREYS

4 STOREYS

5-7 STOREYS

SETBACK

Built Form Setbacks + Heights



Built Form Uses

Preliminary use distributions are indicated on the plan opposite. Diversity of use, particularly around the Station Forecourt is considered important and within the general categories shown it is expected that a variety of smaller varied uses including community facilities may exist.

The careful location of car parking is considered critical to the potential for a satisfactory program of uses around the station. The location of significant parking a little further away from the station has the dual benefit of both releasing immediate sites for mixed use development and enabling commuters to activate the public realm via short (2mins) and curated pedestrian routes to the station. Car parks have also been located to minimise adverse impacts of resulting inactive building facades. However, access routes and the internal design of multi-storey carparks must facilitate a safe environment for users.

The potential for residential development close to the station has been discussed throughout the study and the plan proposes that the provision of housing close to the station may be important to help to make key spaces such as the forecourt and shared way safer by passive surveillance. It is anticipated that most commercial activities are to remain to the north side of the railway line. Some small-scale café or convenience retail uses may be accommodated opposite the station on Calcutta Street, which is to remain a residential area.

LEGEND

PRIMARILY RESIDENTIAL

PRIMARILY BUSINESS

BUSINESS / RESIDENTIAL

CARPARKING

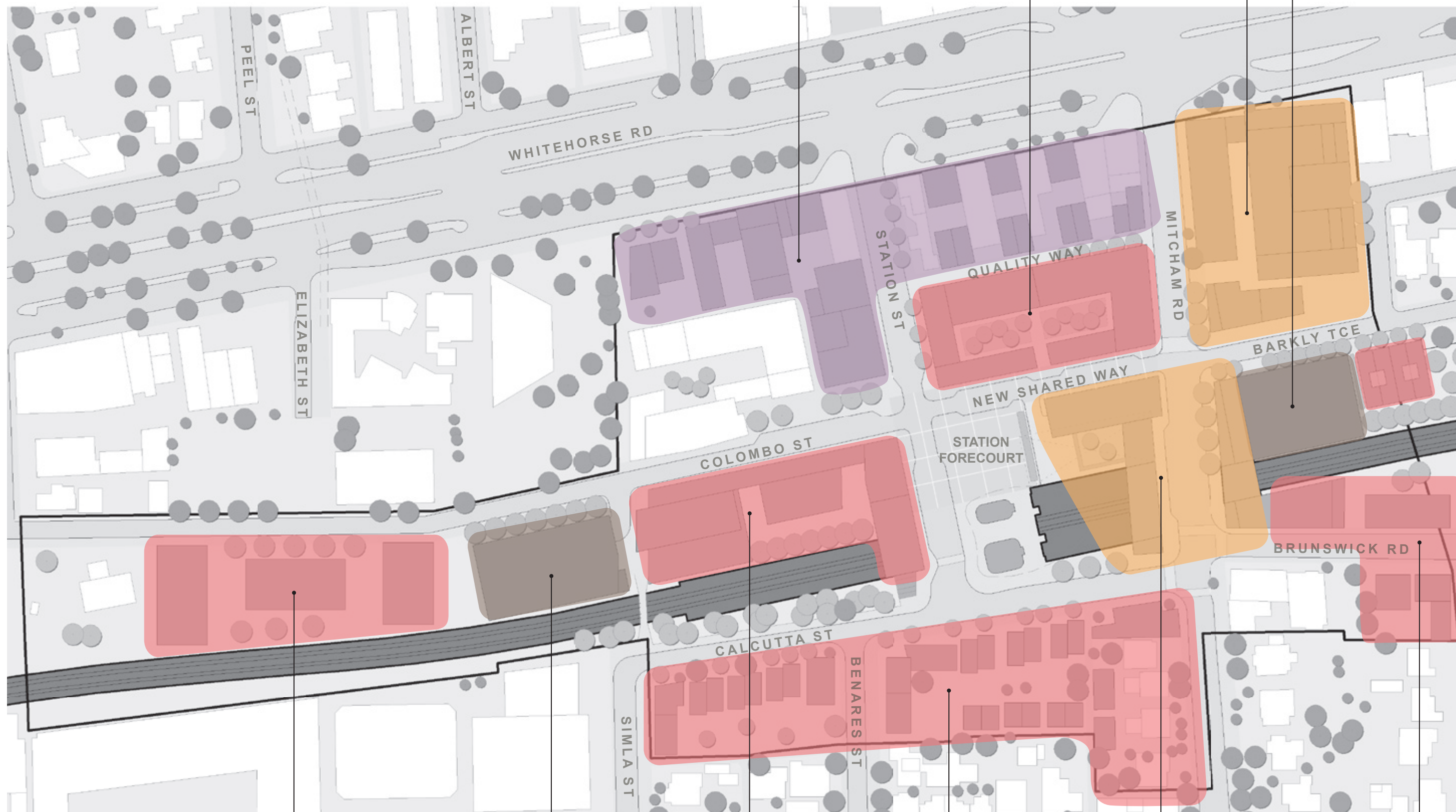
Built Form Uses

Primarily Business
Retail / food + beverage / office use. Active uses to ground floors to Whitehorse Rd, Station St and Quality Way

Primarily Residential
Active uses to ground floors to station street and new shared way

Business / Residential
Opportunity for significant retail use. Residential to upper levels

Commuter Carparking
Multi-storey carparking primarily for commuter use



01 PROPOSED PLAN

SCALE: 1:1500 @ A3

Primarily Residential
Residential with basement carparking

Commuter Carparking
Multi-storey carparking primarily for commuter use

Primarily Residential
Active uses to Colombo St and Station Forecourt frontages

Primarily Residential
Opportunities for small-scale cafe / convenience retail / office uses along Calcutta St opposite station

Business / Residential
Active retail / food + beverage uses to ground floor. Residential to upper levels

Primarily Residential



Microclimate + Environment

Some relevant issues relating to microclimate and environment have been identified on the plan opposite, however it should be noted that the scope of the study has not allowed detailed analysis and further study will be required regarding all aspects of microclimate and environment.

The plan shows two key areas where future forms should allow solar access to public spaces (Quality Way and Station Forecourt). The new rail corridor may be overshadowed without major consequence and this may promote significant built form opportunities on land immediately north of the corridor.

Developments close to the rail corridor may require some noise mitigation.

The opportunity to use landscape buffers or devices to offer protection and shade within streets and spaces or to help with transitions at sensitive edges is indicated. It is expected that landscaping and vegetation will be provided in all areas (where applicable) to improve amenity.

LEGEND

LANDSCAPE BUFFERS / SHADE
REQUIRED

PROTECTION FROM
OVERSHADOWING REQUIRED

NOISE MITIGATION REQUIRED



01 PROPOSED PLAN

SCALE: 1:1500 @ A3



Skylines + Vistas

The plan opposite shows preliminary analysis of skylines and vistas within the proposed plan.

Two possible ‘ridges’ of higher skyline forms running east-west have been identified – one between Whitehorse and Colombo-Barkly and one between Colombo-Barkly and the new rail corridor. The emergence of higher skylines to the north of the Station will help to define this precinct as a focal point of Mitcham NAC. Local potentials exist for skylines and significant focal buildings to help to define ‘gateways’ into Mitcham from the west (Whitehorse Road) and the south (Mitcham Road).

View corridors which open up vistas and aid legibility are shown and the most valuable of these may be the east-west corridor formed by Colombo – Barkly. Other views into the precinct from Station Street and streets to the south are also of value.

The new station itself (built canopy) is viewed from many approach points and in some instances from some distance adding to the legibility of the precinct and the potential role of the new building as an organising focal point.

The potentials of views to the hills to the south east are identified and the winning of these views from both built form and public realm will require further more detailed study.

LEGEND

WHITEHORSE RD HIGHER
BUILT FORM 'RIDGE'

COLOMBO ST HIGHER BUILT
FORM 'RIDGE'

VIEW CORRIDOR

APPROACHING VIEWS

VIEWS TO STATION

DISTANT VIEW
OPPORTUNITIES



01 PROPOSED PLAN

SCALE: 1:1500 @ A3

Interfaces

New development around the station will trigger interfaces with existing buildings and adjoining precincts. Careful built form and public realm response will be required at the interfaces.

Residential precinct interfaces exist to the east on Barkly terrace and to the south on Calcutta Street and to the Walker Estate. The retention of a ‘buildings in landscape’ approach to these areas is considered appropriate while any new developments may also contribute to better definition of streets and corners.

Relationships along the extended Colombo Street with existing school and church will require careful responses and the role of the street and possible landscape buffers should be exploited.

Developments close to the railway corridor may require architectural treatments for noise mitigation.

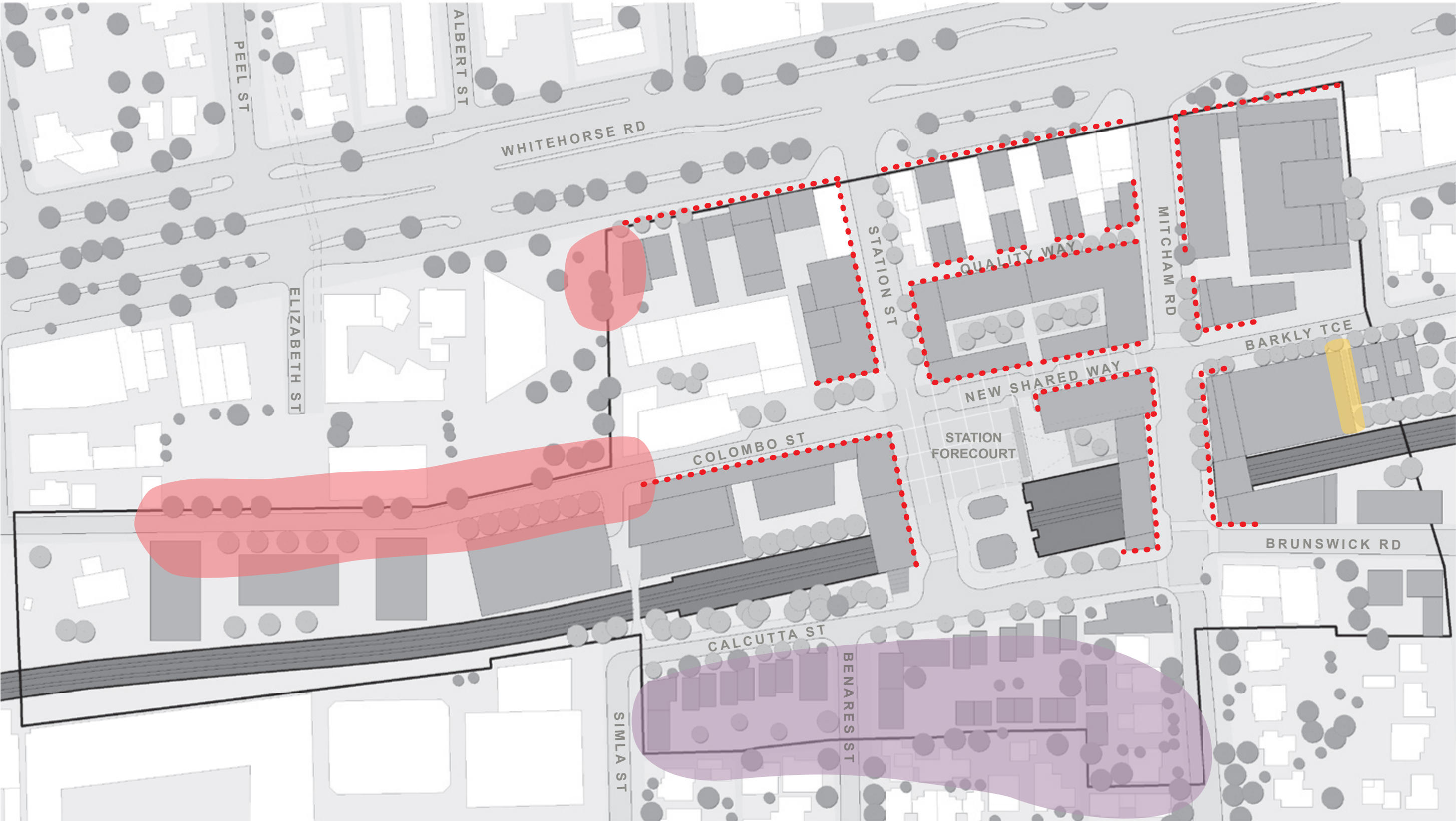
LEGEND

INTERFACE BETWEEN
RESIDENTIAL AND SCHOOL

SENSITIVE INTERFACE TO
WALKER ESTATE (SLO)

INTERFACE BETWEEN
RESIDENTIAL + MSCP

ACTIVE EDGES



01 PROPOSED PLAN

SCALE: 1:1500 @ A3

Movement Networks: Pedestrian + Cycle + Public Transport

Walkability and legibility of route will be pre-requisites of future public realm in and around the Station precinct. The built form proposals open up significant opportunities for the development of a high quality pedestrian environment around the Station. The management of possible pedestrian/vehicle conflicts in the immediate vicinity of the station will present challenges and the detailed assessment of these issues will require further study.

The study proposes that the goal should be to provide streets and spaces that both effectively accommodate the public transport and vehicle movements associated with the station and provide walkable and safe environments for pedestrians and cyclists. Pedestrian and cycle movements to and from destinations other than the station must be considered.

The provision of the New Shared Way and a re-vitalised Quality Way will provide important east west pedestrian connections between Station Street and Mitcham Road.

Pedestrian connections to the east across Mitcham Road are considered vital and two crossing points are therefore proposed, one at Barkly and one at Brunswick. It is noted that the Brunswick/Calcutta junction with Mitcham Road may require signalisation and this would facilitate effective crossing potentials. The additional crossing point at Barkly is considered important as it reinforces the Colombo-Barkly connection and also facilitates a wide range of journey options for those not going to and from the station.

The East-West cycle route is proposed along the extended Colombo Street and connecting to the New Shared way and on to Brunswick via a widened pavement on the east side of Mitcham Road between Barkly and Brunswick. An optional cycle route is shown via a possible bridge across the railway at Simla Street (pipebridge). It should be noted however that this route will require the resolution of possible conflicts between cycles and busses at the eastern end of Calcutta Street. It is proposed that cycle storage facilities associated with the new station should be located in connection with the east-west cycle route.

The possible pedestrian bridge across the railway at Simla also provides a possibility to curate two potential walking routes to the station from the western commuter car park promoting valuable pedestrian activity at the western portion of Calcutta Street.

It should be noted that bus movements are shown in accordance with the VicRoads grade separation reference design.

LEGEND

TRAIN LINE (BELGRAVE / LILYDALE)

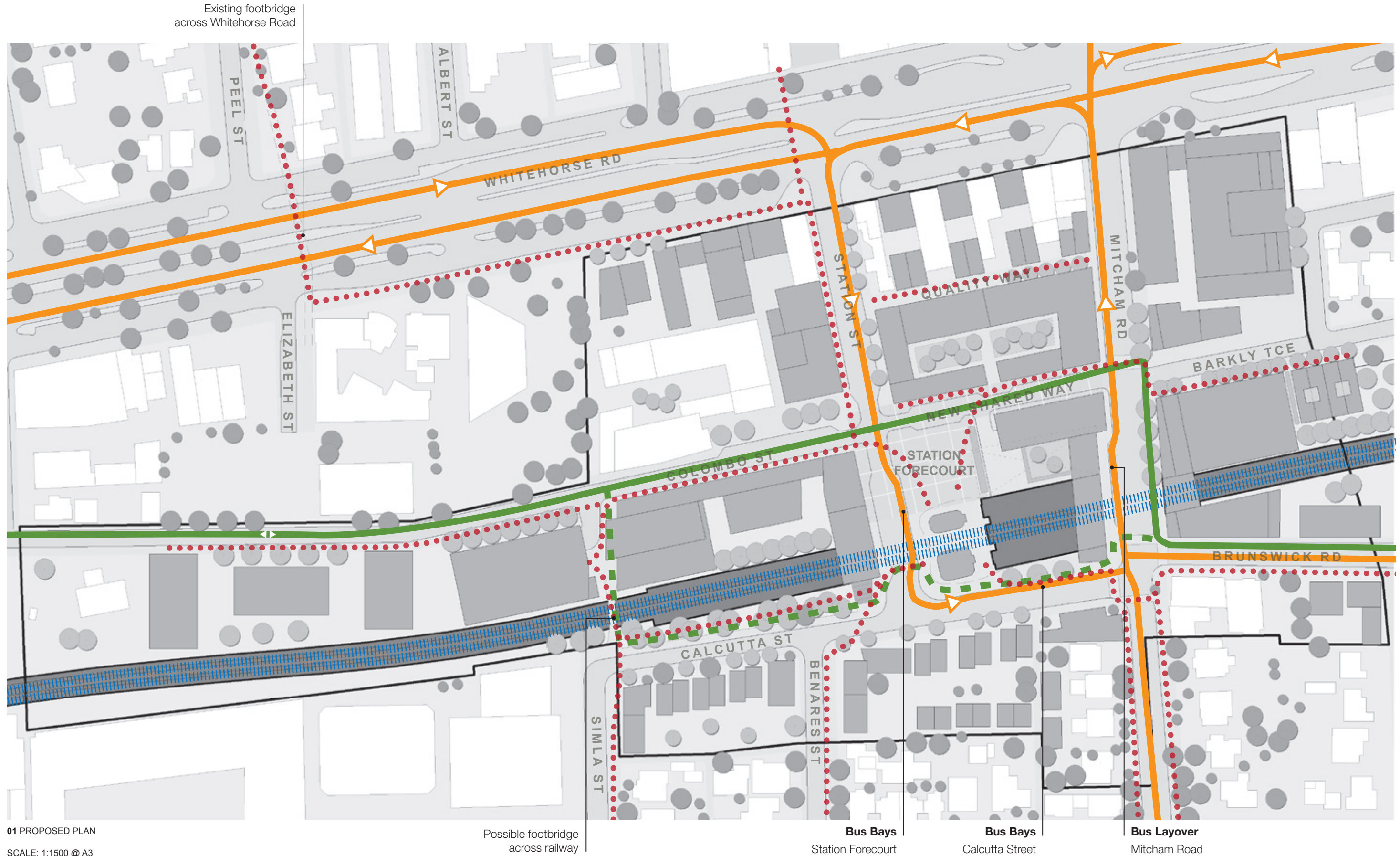
BUS ROUTES + CIRCULATION

BICYCLE PATH

BICYCLE PATH (ALTERNATE ROUTE)

PEDESTRIAN LINKS

Movement Networks: Pedestrian + Cycle + Public Transport



Movement Networks: Vehicles

It is proposed that vehicle movements within the Station Forecourt area should be restricted to allow priority for Public Transport, pedestrians and cycles. The southern portion of Station Street should be restricted. The location of station parking to the east and west should prioritise commuter vehicle movements to Whitehorse Road and Mitcham Road.

The New Shared Way may be restricted (by design) to Taxis and Kiss and Ride only and some limited private vehicle access to new development between the Shared Way and the station.

Considerable further study is required of detailed vehicle movements and physical design of streets and junctions.

LEGEND

MAJOR ROAD

OTHER ROAD

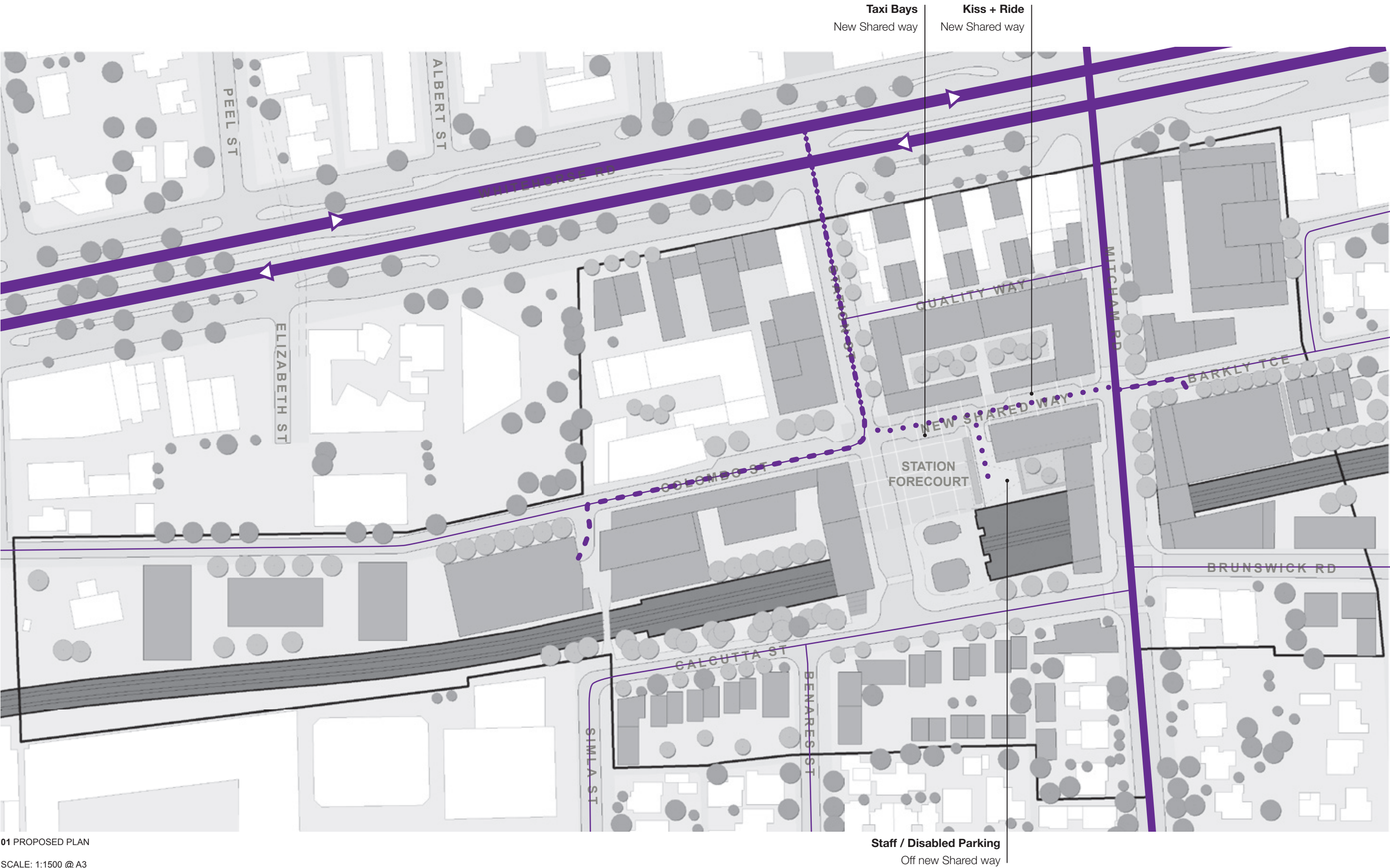
LOCAL TRAFFIC ROAD

COMMUTER TRAFFIC TO CARPARKS

KISS + RIDE / TAXI / DISABLED (PERMITTED RESIDENTIAL)

MITCHAM STATION PRECINCT GUIDELINES FOLIO

20 © Hayball 2011



01 PROPOSED PLAN
SCALE: 1:1500 @ A3

Placemaking Opportunities

Station Forecourt



The Station Forecourt is seen as a well defined active mixed-use space where the functional activities of the Station come together with other 'town' activities. The space is a 40m square and is defined with active edges addressing the new station 'pavilion'.

Railside Landscape



This significant strip of land has potential to become a rich linear landscape acting as a potential route to and from the station and as a landscape 'buffer' between the rail line and the residential character of the Walker Estate to the south.

Colombo Street East



The re-alignment of the eastern end of Colombo Street opens up potential for a small public space addressed by the active frontage and entrance of the recently developed site at Colombo Street. The space is seen as an 'adjunct' or entry to the Station Forecourt from Station Street and Colombo Street.

New Shared Way



This connecting way is visually linking Colombo Street and Barkly terrace. A shared approach which prioritizes pedestrians and cycles is envisaged. Active frontages on the two central development parcels to the north address the shared way.

Quality Way



The proposal seeks to re-define Quality Way as a public laneway connecting Station Street and Mitcham Road. New residential developments will address the laneway and use it for access. Infill laneway developments on fine grain parcels to the north will further define and activate the laneway.

Station Street



The northern part of Station Street is seen as a vital linking street between Whitehorse Road and the Station Forecourt. Streetscape improvements including trees and active ground floor frontages, along with crossing improvements at Whitehorse Road will encourage pedestrian activity between Britannia Mall and the Station Forecourt.





01 PROPOSED PLAN
SCALE: 1:1500 @ A3



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