HEIDELBERG WEST BUSINESS PARK MASTERPLAN

Masterplan Report

July 2024

mesh

Banyule City Council

Heidelberg West Business Park Masterplan

MASTERPLAN REPORT

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TABLE OF REVISIONS

DATE	REV NO.	REVISION	BY	CHECKED
03.05.24	1.0	Draft Report	AG/AM/WP	JP
23.07.24	2.0	Final Masterplan Report	AG/AM/WP	JP

ACKNOWLEDGMENT OF COUNTRY

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

Banyule City Council endorses the Uluru Statement from the Heart in full and accepts the invitation to walk with First Nations peoples, to a better future for us all.



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EXECUTIVE SUMMARY

The Masterplan outlines the vision for the future of Heidelberg West Business Park (HWBP), providing guidance on preferred outcomes for land use, built form, public realm, transport, parking, sustainability and cultural objectives as well as outlining proposed actions, staging and an implementation strategy.

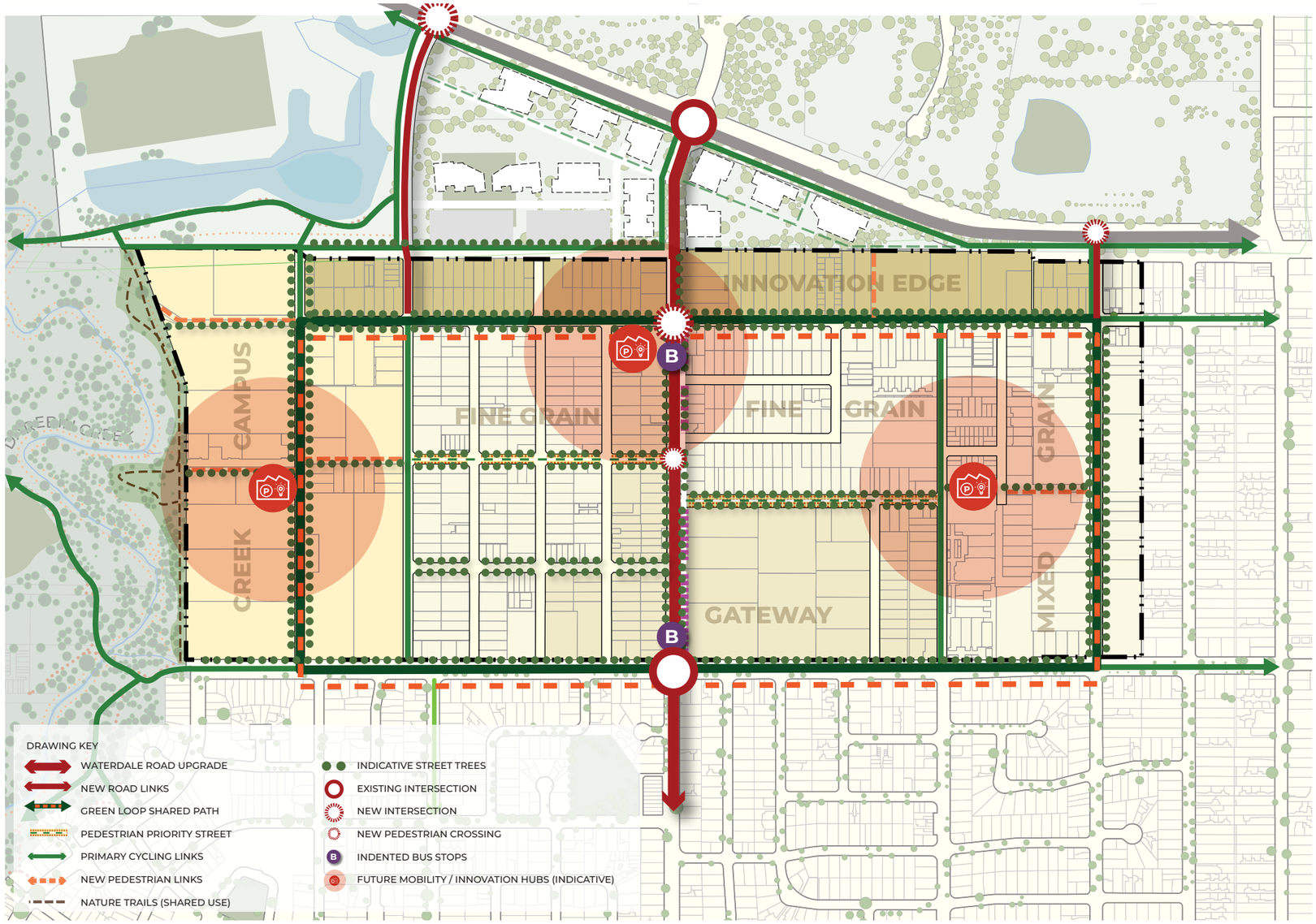
Masterplan summary

The Masterplan was developed through close analysis of the strategic and local context and included engagement with a wide range of key stakeholders across state and local government agencies, leading indigenous bodies and local business groups.

The Masterplan proposes the transformation of the precinct into an innovation precinct suitable for 21st century enterprise. This includes the upgrading and creation of key road links to improve connectivity. The introduction of a micromobility 'green loop' and improved pedestrian and cycling network will support sustainable transport and the introduction of innovation and mobility hubs seeks to support precinct based transport solutions and foster business. Broader public realm upgrades will also improve safety and amenity throughout the precinct.

The Masterplan establishes an ambitious long-term future for the precinct that will bring a wide range of benefits to the area and cement HWBP's place as a core driver of employment growth within the La Trobe National Employment and Innovation Cluster (NEIC)*.

The Masterplan includes a chapter on Implementation identifying future actions, catalyst projects and policy support necessary to make this exciting vision a reality over the next 30 years.



*Advocacy is underway to rename the NEIC to the Northern Innovation and Sustainability Precinct (NISP)

VISION

The HWBP will be a driver of innovation in Melbourne's north and within the La Trobe NEIC. Defined by distinct and vibrant precincts it will be connected by an upgraded Waterdale Road, new road links and a micromobility 'Green Loop' corridor. Mobility hubs located across the precinct will support innovative transport and parking solutions while public upgrades will make HWBP a safe, welcoming and inviting place for all.

KEY BENEFITS

- 5 DISTINCT PRECINCTS TO ENCOURAGE GROWTH
- 2 NEW ROAD LINKS TO KINGSBURY DRIVE
- AN UPGRADED HIGH QUALITY WATERDALE ROAD ADDRESS
- 4KM OF MICROMOBILITY NETWORK TO LINK USERS
- 3 NEW INNOVATION & MOBILITY HUBS
- 4,000 LINEAR METRES OF WATER SENSITIVE STREETSCAPE
- LILLIMUR AVENUE 'INNOVATION AVENUE' PUBLIC REALM UPGRADE
- IMPROVED LOCAL STREETS FOR SAFETY AND AMENITY

Artists impression of the future HWBP looking northwest

PART 1: INTRODUCTION

DOCUMENT PURPOSE

Why a Masterplan?

Project background

Mesh was engaged by Banyule City Council in December 2023 to develop and deliver a Masterplan for the HWBP. The HWBP is a 96.0ha business park located within the La Trobe National Employment and Innovation Cluster (NEIC) immediately to the south of La Trobe University. The HWBP is also located on the border between Banyule City Council and Darebin City Council, with the Darebin Creek immediately to the west.

Project Scope

Banyule City Council has commissioned the development of a Masterplan for the HWBP that will guide its future development as a major destination for employment and innovation within the NEIC over the next 30 years. The scope of the Masterplan is to:

- Establish an exciting overarching vision that will redefine the precinct as a key destination for innovation and employment within the La Trobe NEIC.
- Provide a framework for development identifying key precincts, preferred land uses, built form guidance, transport interventions, public realm upgrades and sustainability goals.
- Identify key projects and future capital works required to catalyse change and guide public and private investment.
- Outline a high level implementation plan and staging to ensure the successful delivery of the Masterplan.

Structure of the Masterplan

The Masterplan is divided into four key chapters that provide a succinct but comprehensive understanding of the vision for the entire precinct.

This first chapter, **Introduction**, provides an understanding of the purpose and introduces the subject site.

Issues and Opportunities summarises the context and site analysis undertaken as well as the outcomes of engagement with key stakeholders that led to the identification of key issues and opportunities that helped formulate the key design principles guiding the Masterplan.

The Masterplan presents the core vision for the Heidelberg West Business Park and does so through five themes concentrating on different aspects of the Masterplan. These themes are:

Innovation and Employment - identifies key precincts and the desired land use transformation that will be encouraged in each.

Mobility and Access - outlines the strategy to deliver a high quality mobility network for all modes of transport as well as providing guiding principles on access and parking.

Built Form and Infrastructure- identifies the key building typologies anticipated in the transformation of the HWBP and provides guidance on the built form expectations for new development as well as adapting existing buildings to make them fit for purpose.

Public Realm and Sustainability - outlines the public realm strategy, key objectives of public upgrades and introduces goals around water sensitive urban design, sustainability goals and opportunities to integrate and celebrate First Nations culture.

Catalyst Projects - outlines a number of key projects that will kick start the transformation of the HWBP in greater detail ranging from street upgrades to future mobility hubs.

The final chapter **Implementation** provides a broad strategy for implementing and staging key public realm and capital works projects to support investment in the precinct in an ordered fashion. It also includes a summary table of actions and indicative timing to support the Masterplan.

A guiding strategic document

The Masterplan is the primary guiding document for the future development of the HWBP. It will influence key planning and development decision within the area.

Over time, the Masterplan will be integrated into the Banyule Planning Scheme to further cement its role as the guiding document. This could occur through a range of potential instruments from local planning policy and overlays to including the Masterplan as a formal reference document in the Planning Scheme. The Implementation chapter outlines these further actions in further detail.

Masterplan Document Structure



HEIDELBERG WEST BUSINESS PARK

The HWBP is already a busy employment precinct hosting a wide range of businesses. Bounded by residential to the south and east and Darebin Creek and La Trobe University to the west and north, transformation of the HWBP will need to work within its existing context to unlock its potential for growth.

Over 600 businesses across 96 hectares

Heidelberg West Business Park is a sizable employment precinct. At 96.0ha, it is 80% the size of Melbourne's Hoddle Grid, the core of the CBD. It is home to over 600 businesses which cover a broad spectrum of industrial uses such as automotive repair, business/ IT services, construction, engineering, manufacturing, plumbing, electrical, wholesale, food and beverage production and storage, to creative uses such as furniture, signage printing, textiles, entertainment, co-working spaces and studios.

A diverse ecology of enterprise large and small

This diverse mix of businesses also varies in scale. Lot sizes vary from over 2 hectares to less than 500 square metres, providing spaces for business of any size from start-ups to state and national head offices. This provides an excellent base for a robust future for HWBP where there is an appropriate space for enterprise wherever it is on its business journey.

A driver of employment in Banyule now and into the future

HWBP plays a significant role in the economic and business development within the City of Banyule, employing more than 4,500 people and accounting for 10% of jobs within the municipality overall. As investment is attracted to the La Trobe National Employment and Innovation Cluster, HWBP will grow and this Masterplan is key to planning for orderly growth.

Subject Site aerial - Heidelberg West Business Park



Scale Comparison - Melbourne CBD



PART 2: ISSUES & OPPORTUNITIES

STRATEGIC CONTEXT

There is clear strategic support for the growth of Heidelberg West Business Park as a major centre for employment and innovation in the north.

La Trobe National Employment and Innovation Cluster

Spanning 96.0ha within a National Employment and Innovation Cluster immediately to the south of La Trobe University, the Heidelberg West Business Park (HWBP) has unrivaled potential to be a centre for innovation with strong ties to the ambitious plans for La Trobe University's future as a Campus City and its expanding Research and Innovation Precinct along Kingsbury Drive.

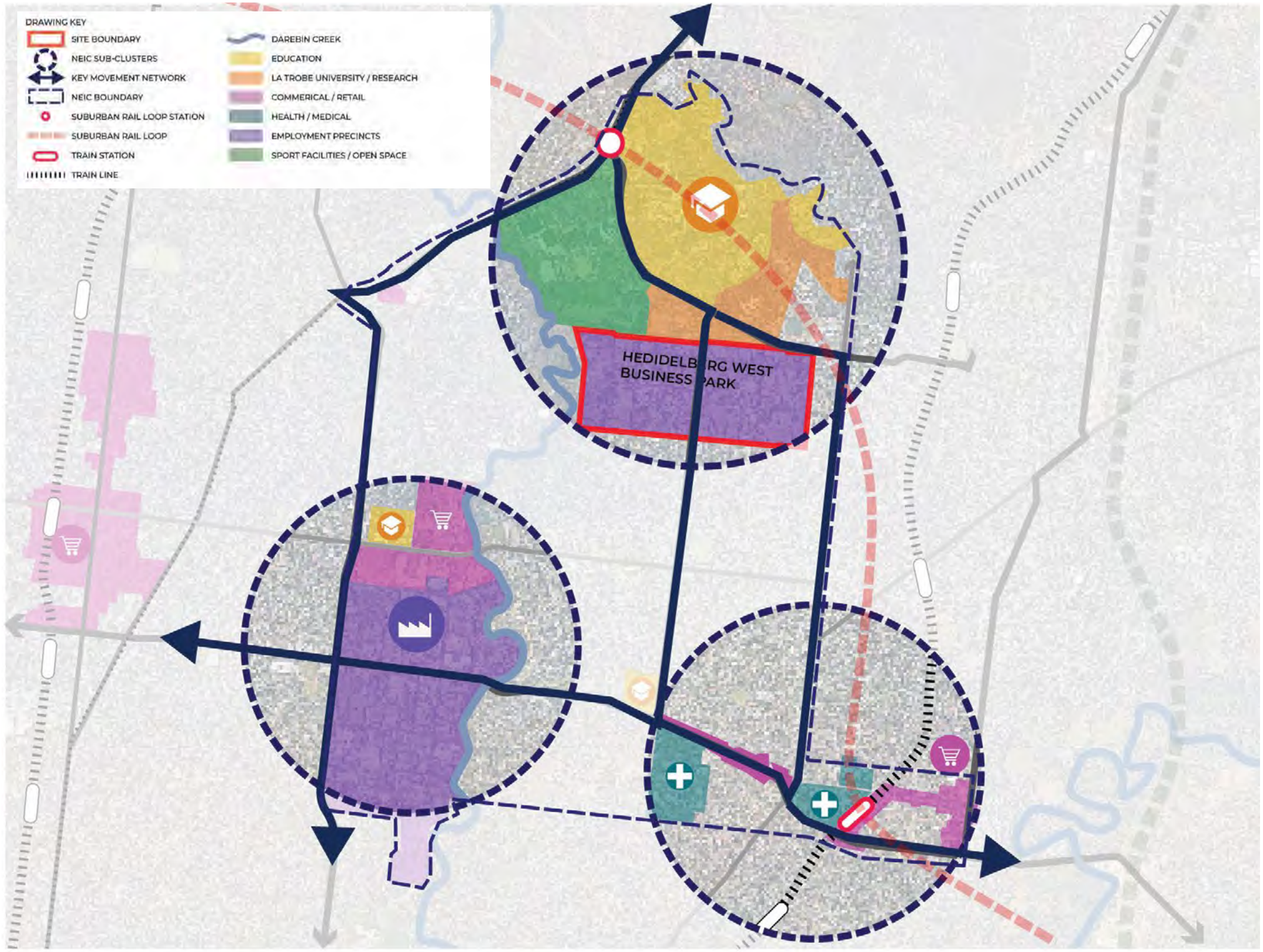
Three distinct sub-clusters

The NEIC spans multiple suburbs and includes residential suburbs. The employment areas within the NEIC can be characterised as three distinct clusters, with HWBP located in the largest, northern cluster comprising of the HWBP and La Trobe University giving the precinct and distinct technology, innovation and learning focus.

To the south, the Preston employment precinct is a more dedicated industrial and retail area with a wide range of employment uses along Darebin Creek, while the Austin Hospital is the anchor of a cluster to the south-east with a distinct health focus.

Linked to these sub-clusters by Waterdale and Waiora Road, Heidelberg West Business Park has the capacity to drive growth in employment within Melbourne's north, leveraging the site's enviable proximity adjacent to La Trobe University, the largest university presence within Melbourne's north and the opportunities for partnerships, research and learning that it offers.

NEIC Strategic Context



KEY DRIVERS

The Latrobe NEIC is seeing significant investment driven by a number of key projects providing strategic justification for a clear masterplan for the growth of HWBP.

Key strategic drivers include the following:

La Trobe University's Campus City of the Future

La Trobe University is investing in its future as a major learning and research destination within the Latrobe NEIC which offers distinct locational advantages for business and enterprise within the HWBP into the future. La Trobe University's Masterplan is currently being redeveloped to plan for a 'campus city' emerging to the north of HWBP, focused around a future SRL station near Plenty Road.

Notably, the University anticipates the delivery of a Research and Innovation Precinct directly to the north of HWBP, offering opportunities for partnerships and improved connections to HWBP.

Major Transport Infrastructure Projects

The North-east Link and the Suburban Rail Loop will make the area accessible from across metropolitan Melbourne.

The North-east Link is being currently constructed 1.5km to the east of HWBP. This will improve accessibility to HWBP providing a link between the Metropolitan Ring Road and the Eastern Freeway.

An underground train station is planned near La Trobe University as part of Stage 2 of the Suburban Rail Loop. While a long term pipeline project, the SRL station will be transformative in terms of the precinct's integration into the metropolitan, national and international transport networks.











TOP LEFT - NEIC Framework Plan 2017 - VPA
MIDDLE LEFT - La Trobe Masterplan 2015 - MGS Architects
BOTTOM LEFT - Campus City of the Future 2023 - La Trobe University
TOP RIGHT - North East Link alignment
BOTTOM RIGHT - Suburban Rail Loop Stages

LOCAL CONTEXT

The HWBP is located within 1.0km of three major transport nodes being Northland MAC, Macleod Station to the east and future SRL Station precinct near the corner of Plenty Road and Kingsbury Drive

Proximate to existing and future metropolitan significant transport hubs

- Improving connectivity to these major nodes in future and overcoming the ‘last kilometre’ commute will be key to the growth of the HWBP.

Extensive interface to Darebin Creek and parklands.

- Parklands to the west and north provide fantastic amenity assets and convenient cycling and pedestrian connections to the north and south.

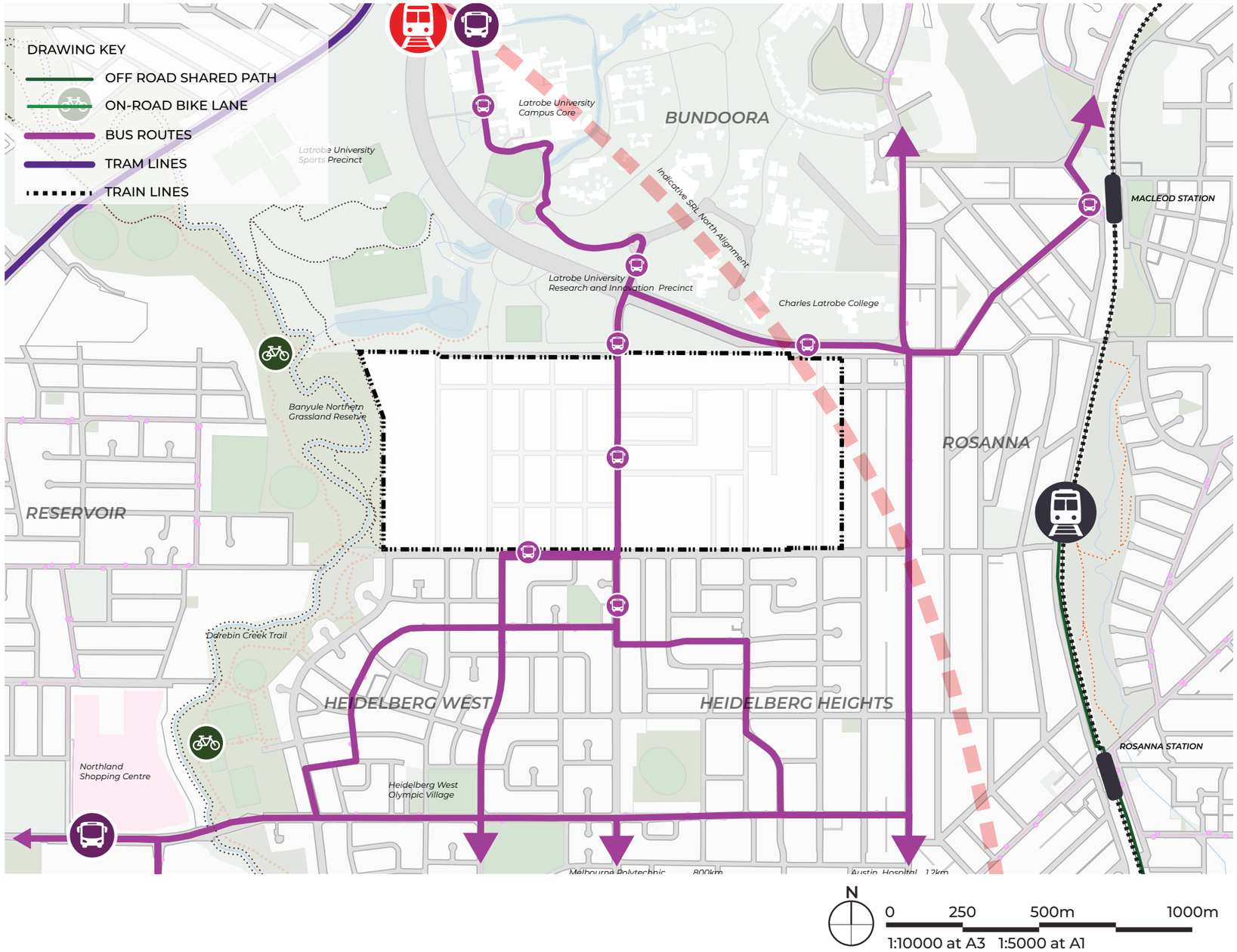
Bus dependent precinct proximate to train and tram

- At present, the HWBP is accessed by public transport solely by bus, which largely pass along Waterdale Road.
- Strengthening connectivity to tram and train infrastructure that exists within the local context will help link in HWBP to the metropolitan transport network.

Limited northern connectivity

- It is noted that Waterdale Road is the only arterial road passing through HWBP and linking to Kingsbury Drive, which provides access north to the Metropolitan Ring Road. This places significant pressure on Waterdale Road as a funnel for traffic north.
- As HWBP grows into the future, the capacity of the street network to support growth will be a key consideration.

Local Context Plan



EXISTING CONDITIONS

Heidelberg West Business Park was built in the middle of last century for 20th century enterprise needs. As needs change, the precinct's ageing infrastructure, streets and building stock requires renewal in attracting new and innovative industry to the NEIC.

A bustling industrial precinct in need of improvement

The existing conditions at Heidelberg West Business Park reveal a bustling industrial precinct with a wide range of employment uses taking place within the precinct.

While the area is highly active the overall amenity of the precinct is poor with streets dominated by vehicles, minimal landscaping and street trees and issues of safety during evening hours.

This is understandable as building stock was constructed during another era where considerations were different. The public realm offers little for workers and visitors and is designed primarily for the car and the truck. Footpaths are cracked and street trees are sparse, making the precinct one of the hottest places within the municipality.

As the Masterplan looks at what is needed in employment precincts to attract business in the future, there are clear opportunities to upgrade and improve the amenity and accessibility of the precinct particularly for pedestrians and cyclists, to make it not only a convenient place to work, but an inviting, safe and attractive place to work, while maintaining efficient vehicular access to support the functional requirements of business.



Waterdale Road streetscape



Cyclists travelling along Lillimur Avenue



Lillimur Avenue streetscape



Frontages and Street Art



Sheehan Road streetscape



Landscape frontages along Waterdale Road

CULTURAL & LANDSCAPE HERITAGE

The Heidelberg West Business Park is built on the lands of the Wurundjeri people who are part of the world's oldest continuing culture and have continually inhabited these lands for tens of thousands of years.

Wurundjeri Country and Darebin Creek

The Darebin Creek (derived from the word 'Darabin' or 'swallow') and surrounding areas, including the HWBP have been frequented by Wurundjeri people for many millenia with the waterway being a significant place to come for resources as well as ceremony.

Prior to European contact the landscape would have comprised of a mixture of grasslands at higher elevations and forested areas along the creek. Native fauna such as wallaby and possum would have been abundant alongside important staple plants such as murnong root.

Aboriginal artefacts have been discovered along Darebin Creek at various locations to the north and south demonstrating continued inhabitation along its extents.

The creek corridor was significantly impacted by European settlement and more recent efforts in the latter part of the 20th century have seen native grasslands. This has included improvement water management practices and the creation of public spaces that celebrate the significant of contemporary indigenous culture such as the Darebin lookout project, illustrating the continued importance of the creek and surrounding landscapes to the Wurundjeri today.











ABOVE LEFT - Darebin Creek today
MIDDLE LEFT - Wurundjeri water management partnerships, Bolin Bolin Billabong
BOTTOM LEFT - Darebin Creek Lookout smoking ceremony
TOP RIGHT - Stormwater pollution in Darebin Creek

STAKEHOLDER ENGAGEMENT

A wide range of key stakeholders were engaged to help guide the development of the Masterplan. Their insights have helped identify key opportunities and challenges.

A wide stakeholder group

- Engagement was undertaken with a range key stakeholders within the precinct. The engaged stakeholders were a range of government agencies, local business groups and leading indigenous bodies:
  - Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation
  - Barrbunin Beek
  - Melbourne Water
  - Department of Precincts and Transport (DTP)
  - Victorian Planning Authority (VPA)
  - La Trobe University
  - Heidelberg West Business Park Association (HWBPA)

Ongoing engagement

- Engagement with key stakeholders and more broader community consultation will continue to be a key part of delivering the Masterplan into the future.
- As major projects are identified and initiated appropriate community and stakeholder engagement strategies will be undertaken to gain input into the design and development of the Masterplan.

What we've heard

There is strong strategic justification for the area years to grow in importance over the next 30 years.

Waterdale Road is busy and congested and the precinct will need to look at ways of improving accessibility as it grows.

Parking is and will continue to be a key issue in the precinct.

The health of Darebin Creek is heavily impacted by stormwater from the precinct and surrounding area.

The HWBP can support employment at all stages of growth with diverse mix of lot sizes and building types.

There are clear opportunities to integrate the plan for HWBP with La Trobe's University's plans to create an integrated vision.

The public realm quality is relatively poor and in need of improvements that support attracting business

The Darebin Creek is a unique feature of the area which could be better leveraged by the precinct.

Pedestrian and sustainable transport is currently not well supported in the precinct.

The existing road network is narrow (typ. 15.3m) and will need to be carefully managed.

UNDERSTANDING INNOVATION PRECINCTS

Innovation happens at all scales. The Masterplan was informed by learning from other innovation precincts across Australia and the world.

Providing uses that support and elevate

- Successful vibrant innovation precincts do not just include large-scale firms and high-end research but cutting edge manufacturing, food production and creative industries. Monash NEIC includes large scale campuses such as Ferntree Business Park as well as smaller scale business such as the Eastern Innovation Centre which provides leaseable spaces to start-ups and satellite offices.
- Innovation precincts often include incubator hubs and co-working spaces with specialist shared spaces such as maker and lab spaces to support smaller firms. Both Tonsley and Strijp-S include dedicated spaces for smaller start-ups giving these smaller firms a larger collective identity.

Amenity attracts talent

- Innovation precincts provide amenity not just functionality in order to attract and retain innovative firms - providing places to work, relax, learn and connect. Tonsley Innovation District includes a series of public spaces cut into the former automotive factory while Chiswick Park in London has a rolling 'calendar of events' including conferences, festivals and activities.

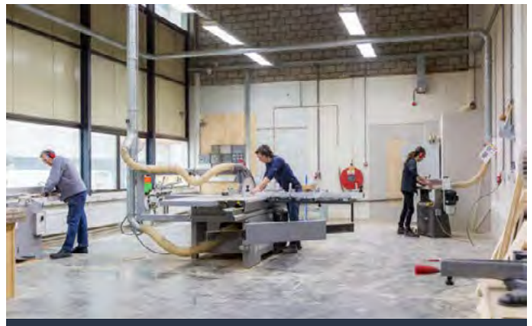
Connectivity is key

- Innovation precincts are connected to more than just a road. They are often co-located with a key public transport hub and include multi-modal infrastructure such as shared paths, mobility hubs and shuttle buses. Strijp-S includes its own shuttle bus around the enterprise precinct. Google and Stanford University have built a network of bike paths for their self-contained bike share schemes.

Scales of Innovation Districts

SMALL 0-20

Start-up and Small Business



Strijp-S, Eindhoven, NL



MEDIUM 20-100

SME and scale-ups



Tonsley Innovation District, SA



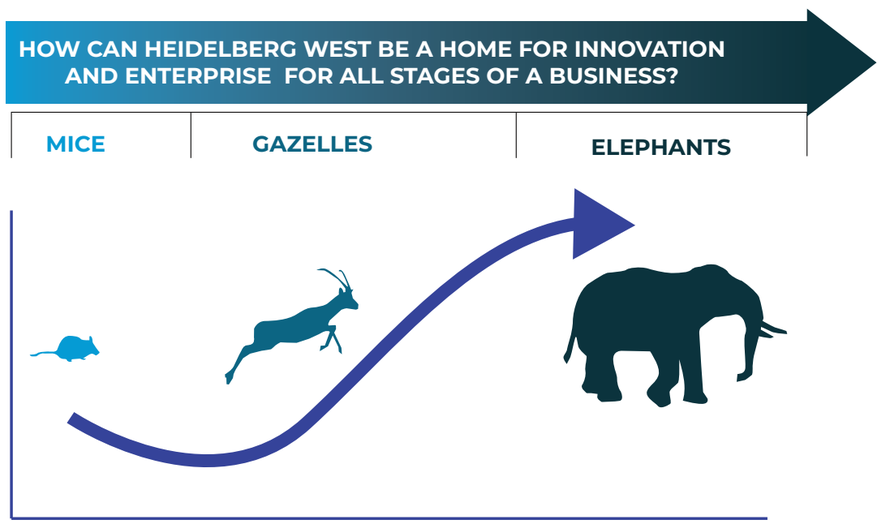
LARGE 100+

Multi-national corporations and subsidiaries



Ferntree Business Park, Clayton





SUPPORTING TRANSFORMATION OVER TIME

HWBP is an established enterprise precinct with existing buildings and uses. Change will occur gradually and will include transformation of the existing buildings - not just new development. Understanding how buildings can adapt to deliver the masterplan vision will be just as important as new development.

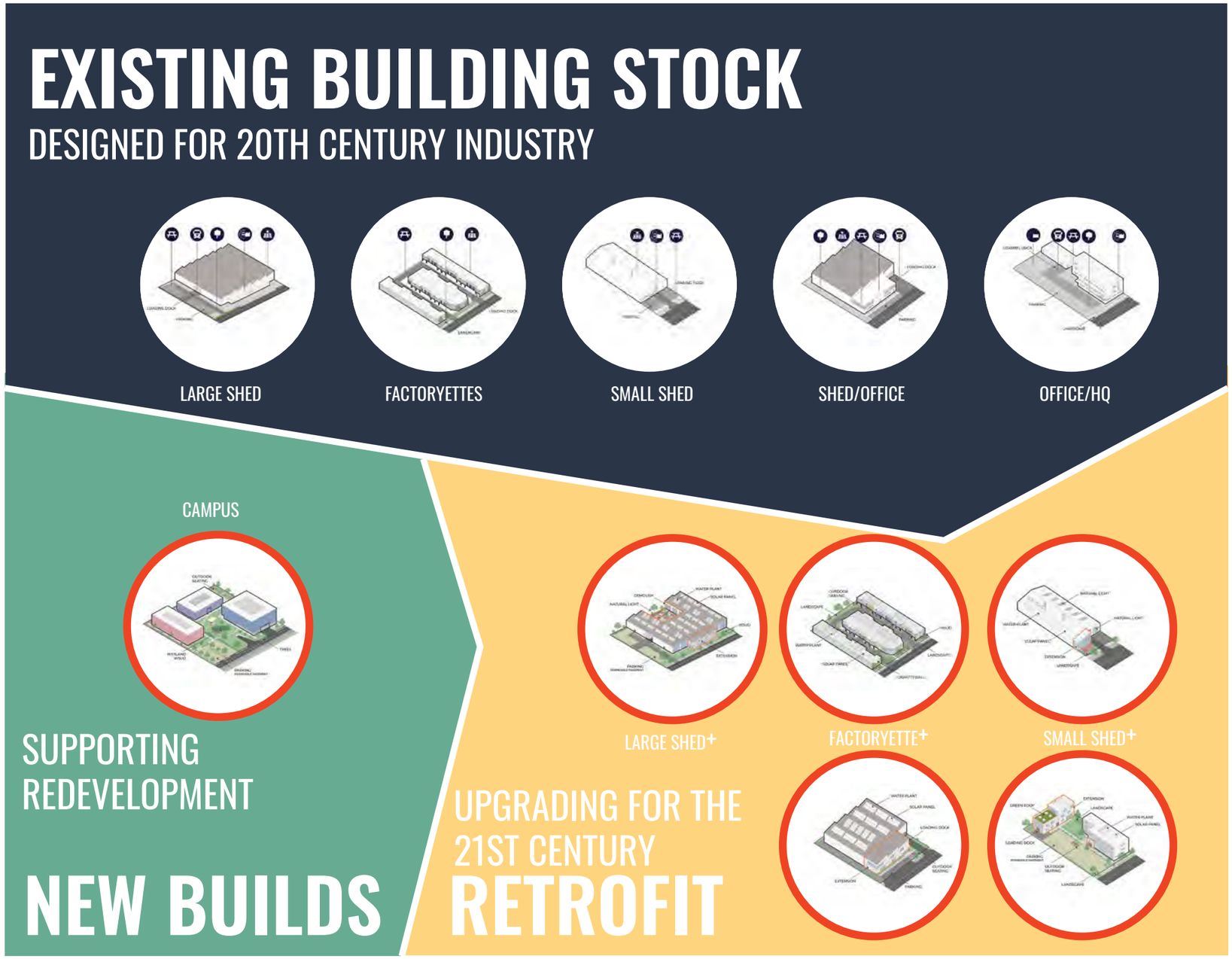
Understanding what already exists - building typologies

- Analysis of the Heidelberg West Business Park has identified around 5 distinct typologies of industrial building, ranging from small and large 'shed' warehouse/factories to small factory-ettes, hybrid building and office-like headquarter buildings.
- Most of these buildings have been built some time ago when considerations for the building design were primarily focused on maximising functional efficiency at the expense of the public realm, safety and other considerations.

Making existing buildings stock fit for purpose

- When these adaptations take place it is important that they contribute to delivering the Masterplan, addressing built form, interface, access and sustainability issues - delivering a new and improved typology fit for purpose for 21st century enterprise - the '+' version of the typology.
- In the long term, it may be that existing building stock is gradually replaced by entirely new buildings. This process is slow however. Ensuring interim development delivers improved outcomes will help make HWBP better, safer and more sustainable sooner.

Transforming Heidelberg's building stock over time

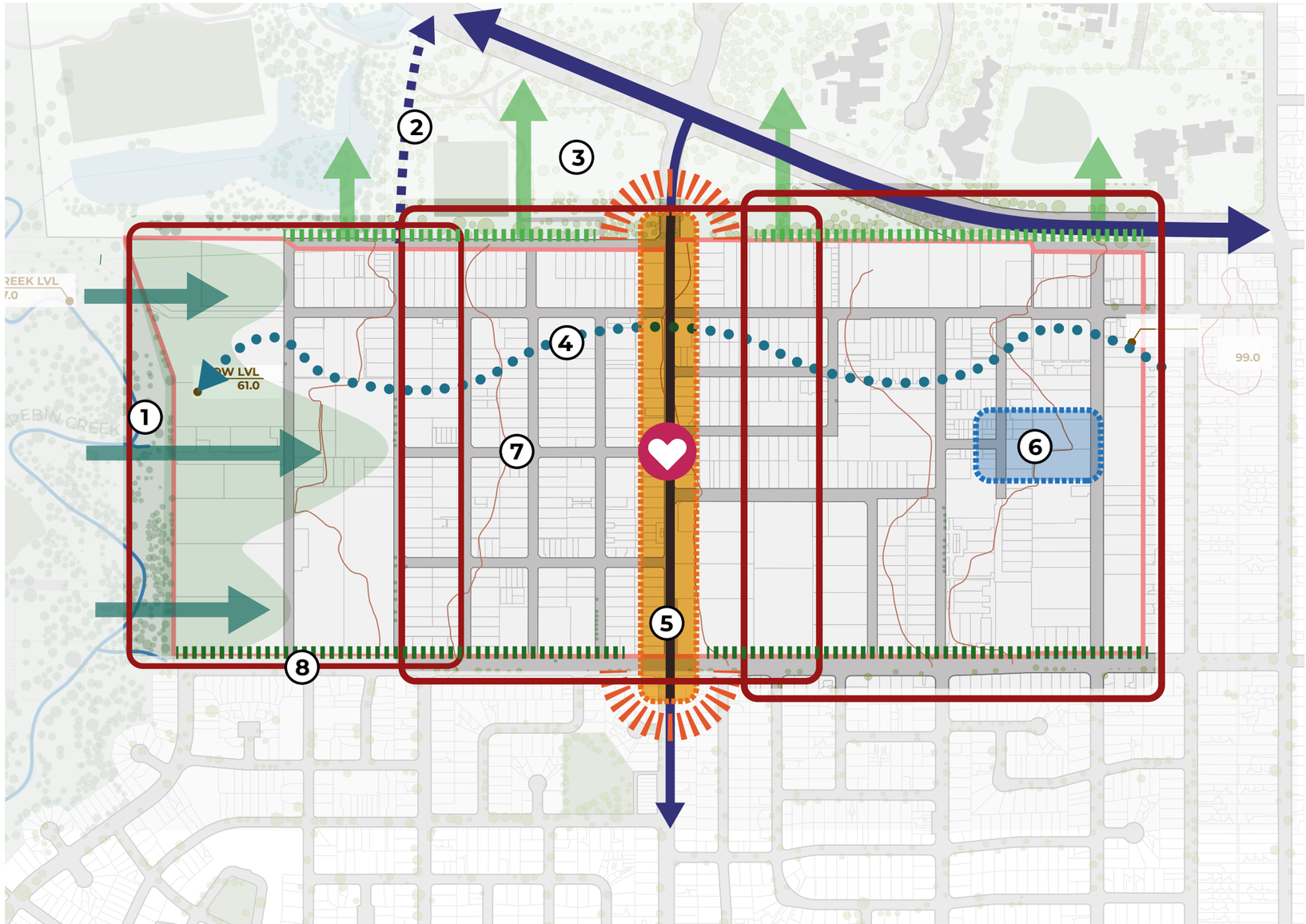


OPPORTUNITIES SUMMARY

The following summarises the key issues and opportunities for the future of the Heidelberg West Business Park.

1. Darebin Creek is a key landscape asset that should be better integrated with the precinct.
2. Improving accessibility to the precinct will be key to its success, including examining new links.
3. Better engaging with the future vision for La Trobe University to the north will elevate the precinct as a cohesive whole.
4. Developing a strong water story for the precinct that responds to topography is a key opportunity for the precinct to elevate its sustainability performance.
5. Waterdale Road is a critical street within the precinct that must operate efficiently as a key link and be a high quality arrival experience to the precinct.
6. Strategic interventions or catalyst projects in the precinct are important to support local uses with public realm improvements and increased accessibility.
7. Creating a 'heart' in the precinct will help catalyse change and create an arrival point within the precinct for transport and services.
8. The lot sizes and varying interfaces support the creation of clear precincts where distinct characters and land uses can be encouraged.

Issues and Opportunities Plan



PART 3: THE MASTERPLAN

OVERVIEW

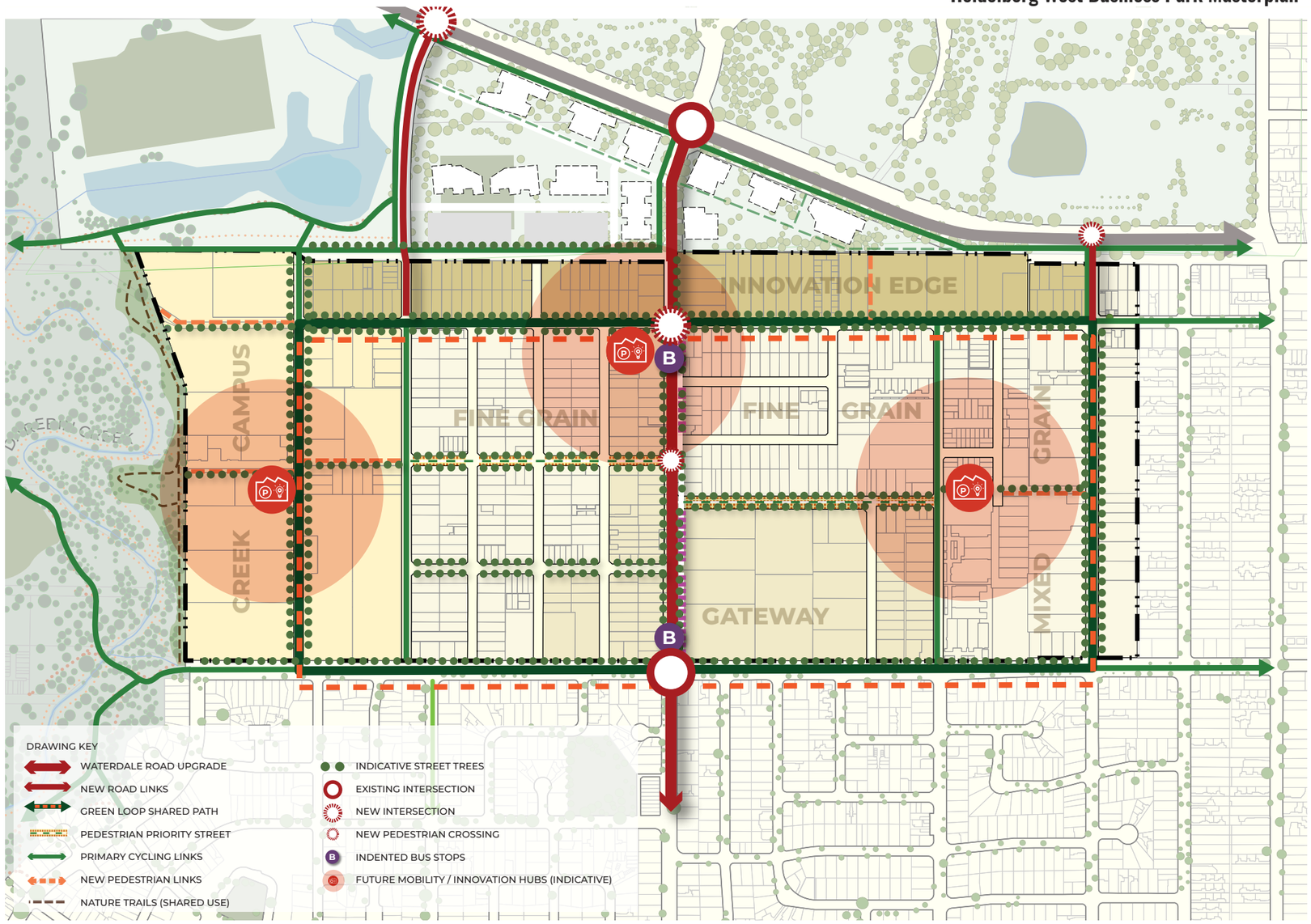
The Masterplan sets a clear framework for the future of the Heidelberg West Business Park through creating a series of clear precincts support by strategic catalyst projects to provide innovation/ mobility hubs, improved connections around the precinct and to key destinations, public realm upgrades and precinct scale sustainability.

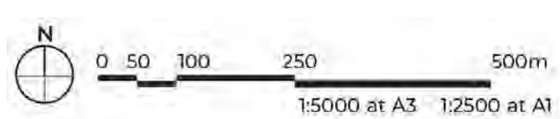
This Masterplan is outlined in greater detail through the following five sections:

- **Innovation and Employment**
- **Mobility and Access**
- **Public Realm and Sustainability**
- **Built Form and Infrastructure**
- **Catalyst Projects**

The following chapter then outlines the **Implementation** strategy.

Heidelberg West Business Park Masterplan





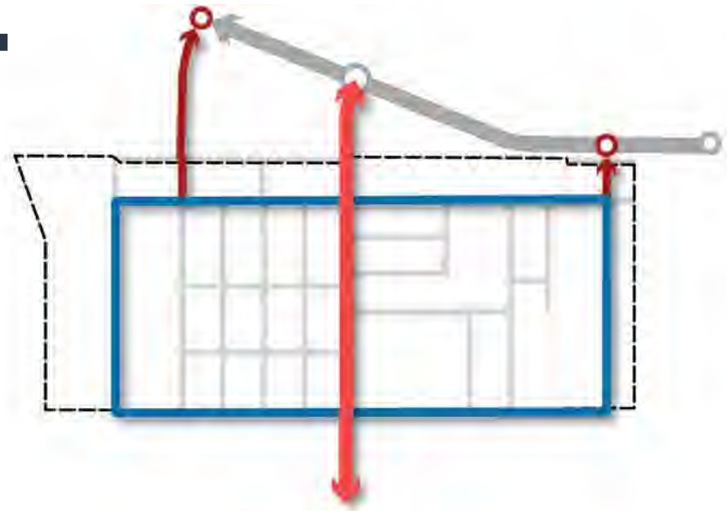
KEY DESIGN MOVES

Six key moves underpin the Masterplan to deliver an improved Heidelberg West Business Park.

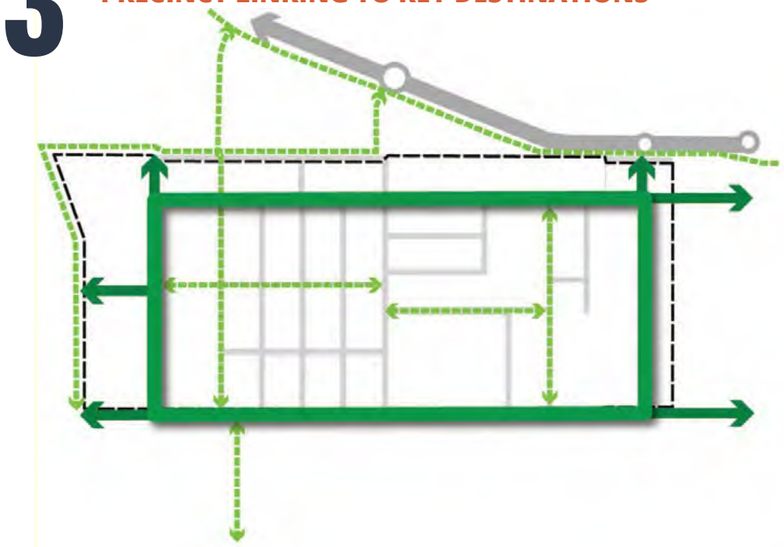
1 ESTABLISH A SERIES OF DISTINCT PRECINCTS SUPPORTING INDUSTRY



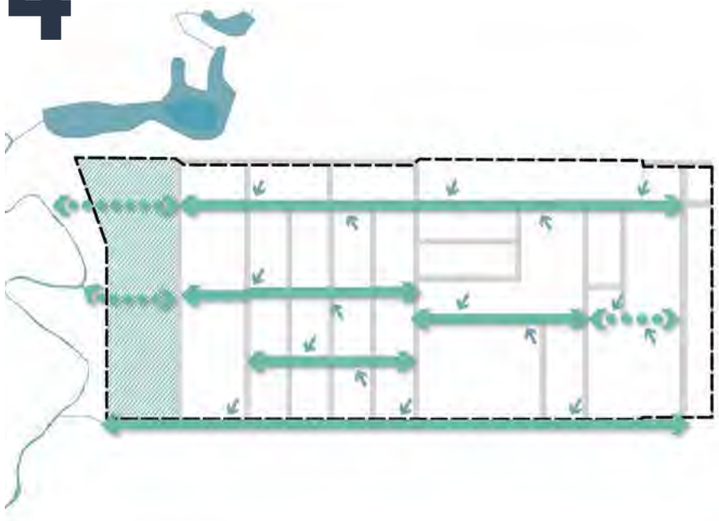
2 UPGRADE PRECINCT CONNECTIVITY WITH NEW AND IMPROVED ROAD LINKS



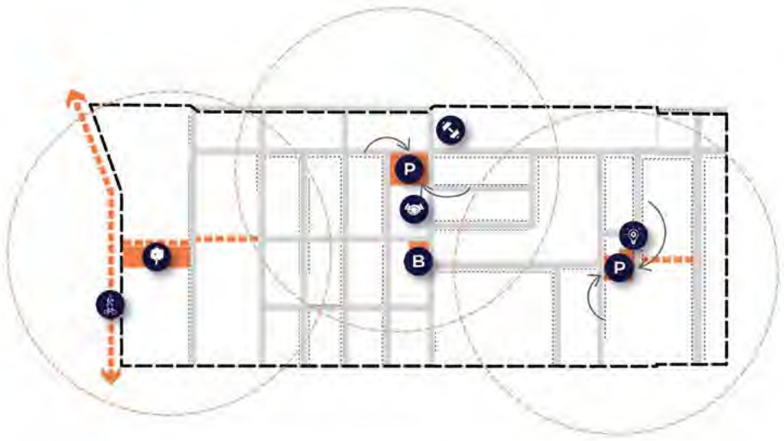
3 CREATE A MICROMOBILITY NETWORK AROUND THE PRECINCT LINKING TO KEY DESTINATIONS



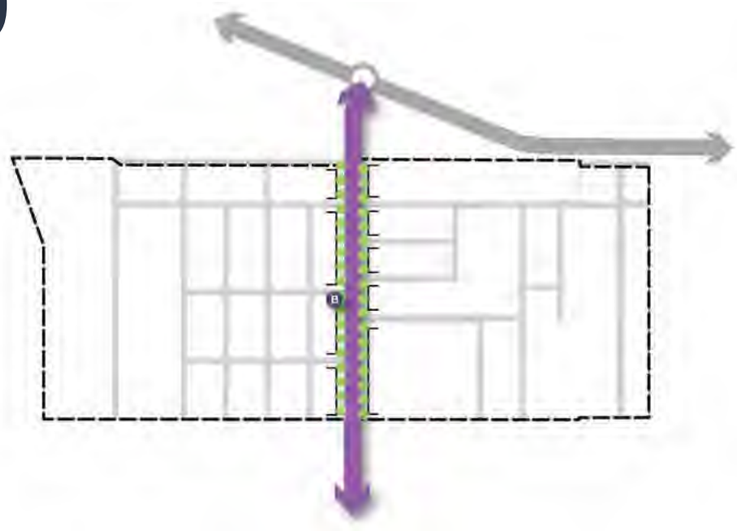
4 INTRODUCE A BLUE-GREEN NETWORK TO IMPROVE WATER SUSTAINABILITY



5 KICK-START CHANGE THROUGH IDENTIFIED CATALYST PROJECTS



6 TRANSFORM WATERDALE ROAD INTO A HIGH QUALITY INNOVATION BOULEVARD



HWBP will be a sustainable innovation precinct supporting business and integrating with its surrounds.



Artists impression of the future Creek Campus precinct

3.3 INNOVATION AND EMPLOYMENT

KEY PRECINCTS

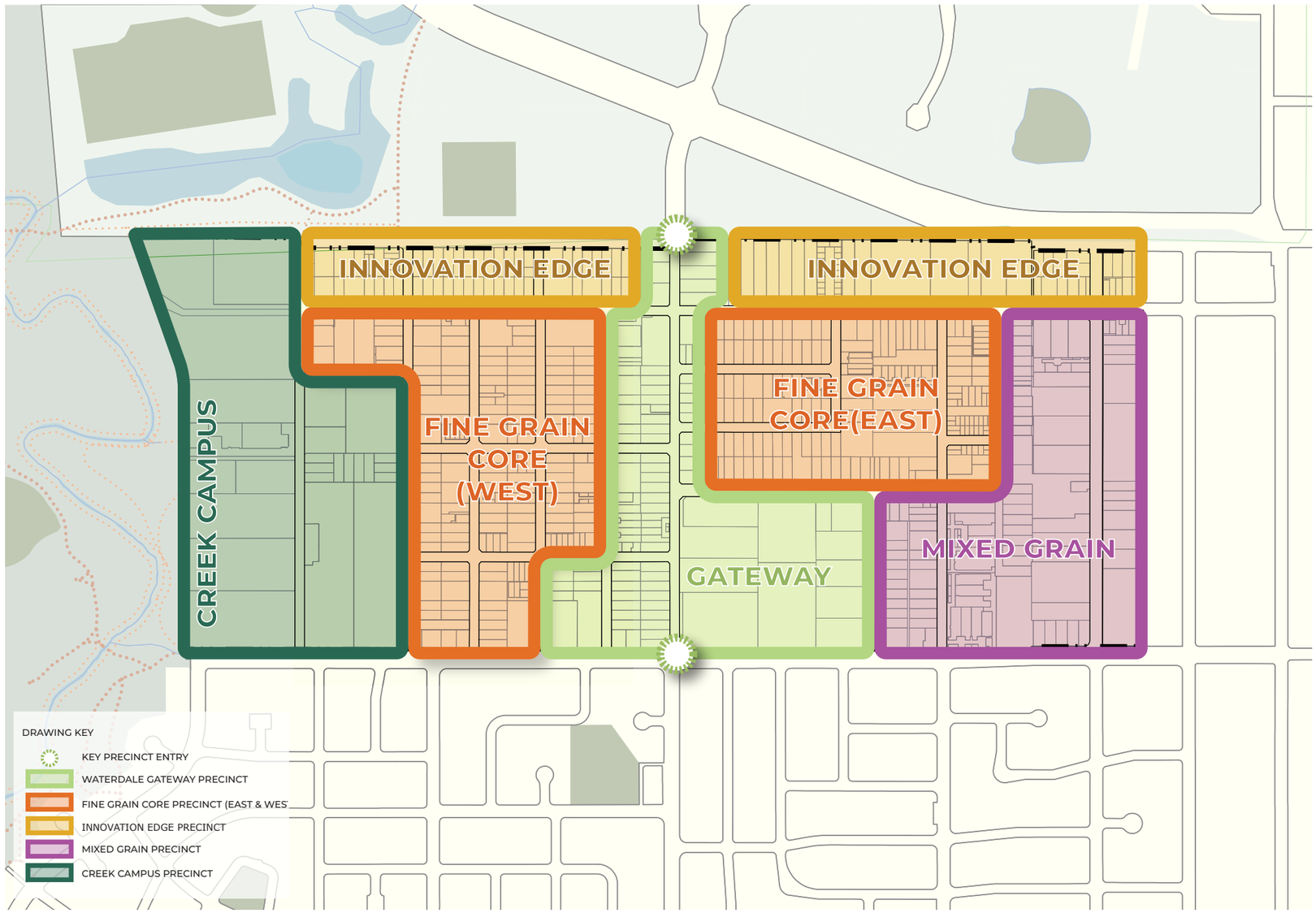
The Masterplan identifies five key precincts within the Heidelberg West Business Park that provide ideal locations for a wide range of innovation, emerging and existing industry to flourish.

The five identified precinct are the:

- **Waterdale Gateway Precinct**
- **Fine Grain Core Precincts (east and west)**
- **Innovation Edge Precinct**
- **Mixed Grain Precinct**
- **Creek Campus Precinct**

These precincts identify the preferred character, encouraged building typologies and uses that the Masterplan will seek to encourage within these areas and will help guide appropriate catalyst projects. The following pages provide further detail on the desired character and preferred uses in each of the precincts.

Masterplan Precincts



CREEK CAMPUS PRECINCT

Located adjacent to Darebin Creek and characterised by large superlots this precinct provides an ideal opportunity to support larger scale employment and innovation enterprises within HWBP in high quality campus environments.



Objectives

- To encourage the growth of the precinct as the preferred location for large-format high quality knowledge and innovation enterprise.
- Create a 'creek-campus' urban character defined by sustainable, high quality buildings set within extensive landscapes.
- Activate and improve connections between HWBP and the Darebin Creek through the precinct.
- Provide integrated stormwater management within the precinct to detain, filter and treat urban stormwater runoff.

Strategies

- Support the location of high end research, innovation and knowledge economy uses in the precinct, including company headquarters and other uses complementary to the emergence of the area as a knowledge and innovation hub.
- Support the retention of large lots for large-format employment and avoid fine grain subdivision of existing large lots
- Support increased heights in the precinct to facilitate headquarter and research type uses and increase landscape areas.
- Minimise at-grade parking in favour of basement and consolidated parking outcomes.
- Reduce the extent of hard surfaces within the precinct to increase precinct permeability and landscaping opportunities.
- Integrate WSUD on-site urban stormwater detention in the form of wetlands, detention basins, bioswales and raingardens.
- Provide a landscaped setback to Sheehans Road to all buildings or parking.
- Provide a landscaped setback to boundaries abutting Darebin Creek.
- Facilitate one public landscaped pedestrian link (min 6.0m) between Darebin Creek and Sheehans Road.

Creek Campus character precedents

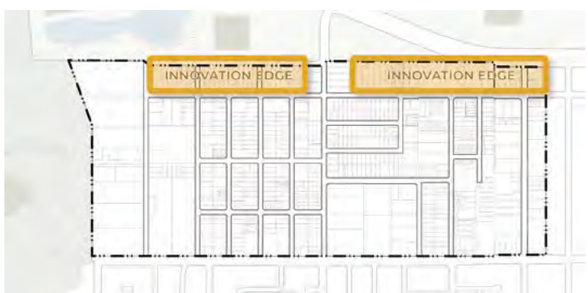






INNOVATION EDGE PRECINCT

Interfacing with La Trobe University's Research and Innovation Park, this precinct will become the preferred location for a wide range of 'allied innovation' that wish to co-locate with larger innovation anchors occurring to the north and in the Campus Creek precinct to the west.



Objectives

- Support the location of innovation and knowledge economy uses complementary to the growth of La Trobe University's adjacent Research and Innovation Park.
- Improve public linkages between HWBP and La Trobe University, particularly the adjacent Research and Innovation Park.
- Support the delivery of medium and fine grain spaces for businesses of varying sizes with excellent access to future anchor business

Strategies

- Encourage the location of 'allied innovation' which complements the growth of La Trobe's Research and Innovation Park. Uses might include co-working spaces, research, business centres, incubators, maker spaces, testing facilities and fabrication labs alongside manufacturing and consulting enterprise.
- Support consolidation of lots to facilitate larger format redevelopment
- Support increased heights in the precinct to deliver increased floor areas and spaces for innovation and enterprise in close proximity to Latrobe University.
- Improve public linkages between the precinct and the adjacent Research Park, particularly to the east of Waterdale Road where no direct linkage exists.
- Improve built form interface to Crissane Road and natural landscapes to the north.

Innovation Edge character precedents

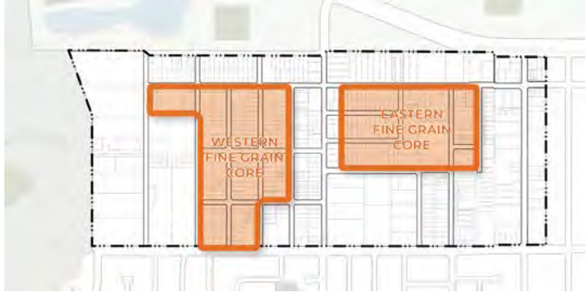






FINE GRAIN CORE PRECINCT

This precinct celebrates and supports the fine grain heart of the business park, supporting the precinct as the preferred location for smaller scale enterprise and core industry and enhancing it through public realm upgrades that improve public amenity for workers and visitors.



Objectives

- Create a precinct that supports the continued operation of a diverse mix of fine grain core industrial uses that form the heart of the HWBP.
- Provides a fine grain precinct that allows for smaller scale businesses to locate and remain within HWBP.
- Support the redevelopment and retrofitting of existing development to improve built form outcomes and update the precinct to meet 21st century needs.
- Improve the pedestrian and public realm amenity within the precinct to make the precinct safe and inviting while retaining operational functionality.
- Celebrating the area's gritty industrial character as a positive.
- Transform Lillimur Avenue and Vernon Avenue into slow-speed pedestrian friendly streets.

Strategies

- Support a wide range of industrial uses within the precinct.
- Encourage the retrofitting of existing buildings with upgrades that improve building performance, sustainability and public realm interface.
- Improve the interfaces of buildings to the street, supporting upgrades that improve passive surveillance, increase landscaping and reduce visibility of parking and loading area.
- Investigate opportunities to improve streetscapes for pedestrians including lighting and footpath upgrades, pop-up activation and removal of redundant crossovers.
- Support relocation of crossovers and access off Lillimur Avenue to facilitate its transformation into a slow-speed pedestrian friendly street.
- Improve the streetscape along Vernon Avenue as a key east-west link in the precinct.

Fine Grain character precedents











MIXED GRAIN PRECINCT

At the eastern end of the business park, this precinct will continue to support a wide and dynamic mix of emerging and existing industry while respecting sensitive interfaces. Public realm upgrades in this precinct will improve access to public space and improve east-west connectivity.



Objectives

- Create a precinct that supports the continued operation of a diverse mix of core industrial uses that form the heart of the HWBP.
- Support a wide range of small, medium and large scale enterprise.
- Improves east-west connectivity between Bamfield Road and Waterdale Road.
- Supports the growth of the precinct while appropriately managing the sensitive residential uses to the east and south.

Strategies

- Support a range of differing uses dependent on the scale of the site and proximity to sensitive uses including residential to the east and south.
- Support the creation of a new landscapes pedestrian public link (min 6.0m wide) between Bamfield Road and Culverlands Street to improve east-west connectivity within the precinct.
- Investigate an appropriate location for the development of a potential enterprise/mobility hub along Bamfield Road.
- Support the location of local amenities and complementary uses such as local cafe, precinct parking and district infrastructure at any hub site.
- mix of larger and smaller sites will mean a range of design outcomes will be supported in the area dependent on context (from gritty to landscaped)
- Provide landscape setbacks to Dougharty Road to reinforce its character as a landscaped boulevard and buffer built form from opposite residential development.

Mixed Grain character precedents







GATEWAY PRECINCT

Waterdale Road will be become a high amenity gateway through the heart of the business park. It will provide high exposure premier addresses for employment and innovation with improved public transport and streetscape along the NEIC corridor between La Trobe University in the north and the Heidelberg Health Precinct to the south.



Objectives

- Create a high amenity gateway boulevard through the heart of HWBP that provides a welcoming arrival experience for users.
- Improve Waterdale Road to cater for future traffic, pedestrian and public transport expectations.
- Support transformation of sites fronting Waterdale Road to provide high quality interfaces to Waterdale Road that support the desired future boulevard character
- Provide a clear arrival point for the whole HWBP along Waterdale Road.

Strategies

- Support the location of large-scale businesses along Waterdale Road as the preferred location for high visibility businesses.
- Encourage consolidation of sites along Waterdale Road to realise larger scale enterprise development.
- Support the transformation and redevelopment of sites abutting Waterdale Road to facilitate upgrades to Waterdale Road and improve street interfaces.
- Upgrade and widen Waterdale Road to improve its vehicular capacity, pedestrian amenity and efficiency of public transport.
- Investigate the development of a enterprise/mobility hub along Waterdale Road as a central arrival point within the precinct.

Gateway character precedents











3.4 MOBILITY AND ACCESS

VEHICLE NETWORK

Upgrades to the street network within HWBP will create a street environment that is safer, more efficient and more attractive for pedestrians, vehicles and sustainable transport.

New vehicular connections

- Two new road links will improve connectivity to the north from the precinct improving access to the Metropolitan Ring Road and easing congestion along Waterdale Road.
- A two-way road extension of Kylta Road will utilise the existing road reserve to link to Kingsbury Drive to the north, improving vehicular access in the western half of the precinct.
- A new road link from Orr Street to Kingsbury Drive will improve access to the eastern half of the precinct.

An upgraded Waterdale Road

- Waterdale Road will be widened to a width of between 20-25.0m to improve the capacity of Waterdale Road. Key objectives of the widening will be to improve through traffic movement with the addition of right hand turn lanes into key streets and indented bus bays.

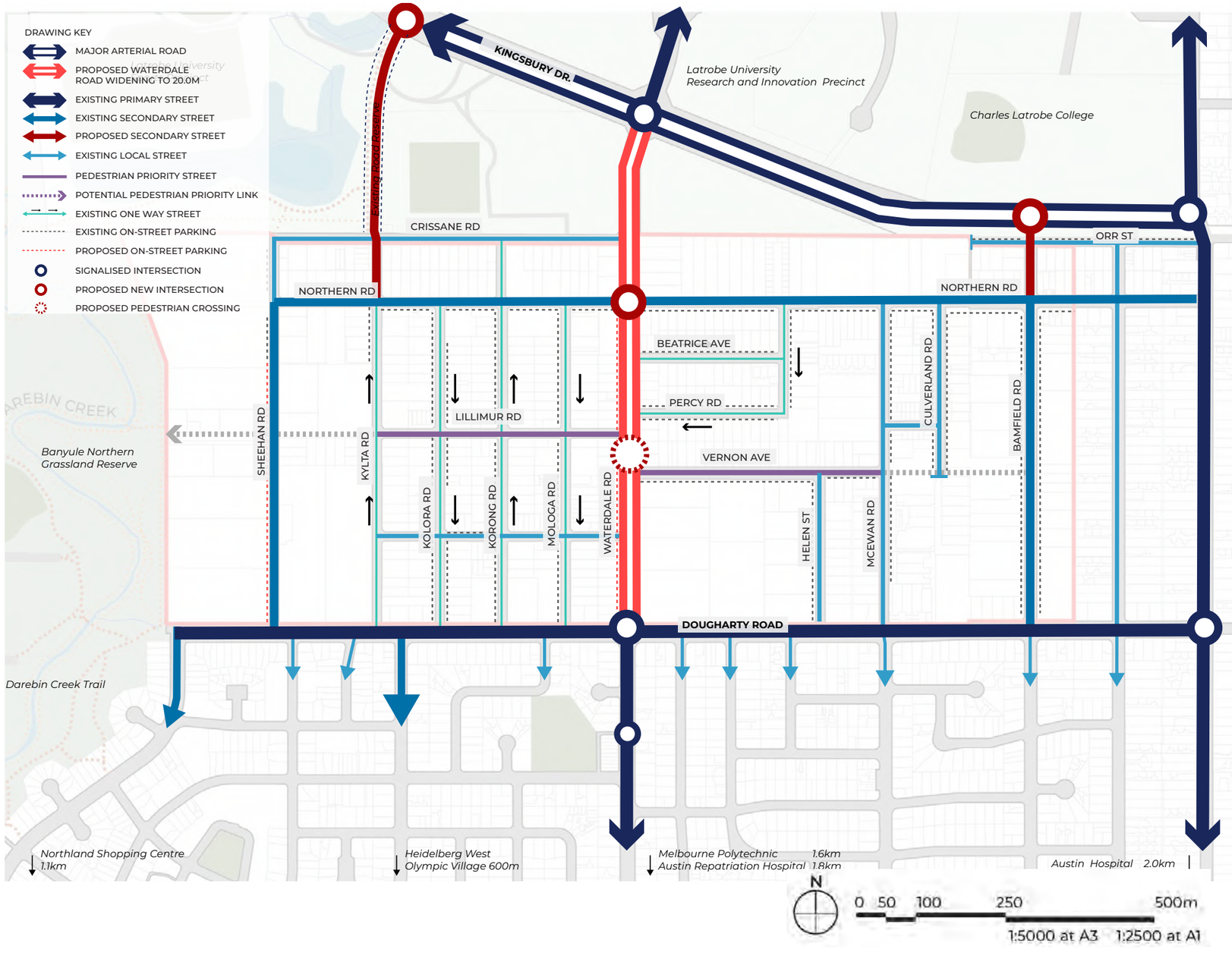
Pedestrian priority streets

- Lillimur Avenue and Vernon Avenue will be upgraded as pedestrian priority precinct to improve east-west connectivity.

A clear hierarchy of streets

- Waterdale, Northern, Sheehan, Dougharty and Bamfield Road will provide key connectivity around the precinct supported by a network of local streets.
- The existing one-way street network will be retained establishing a clear hierarchy of primary, secondary and local streets.

Proposed Street Network Plan



ACCESS STRATEGY

The Masterplan rationalises access for parking, loading and logistics to each site, freeing up space in the streetscape for public realm improvements while maintaining efficient access for business.

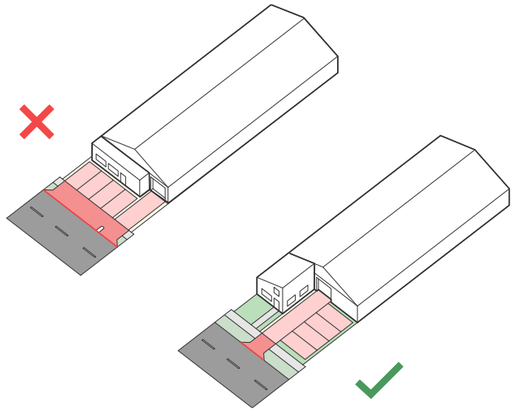
Objectives

- Provide clear and efficient access for vehicles and freight to development within the precinct.
- Provide clear guidance on the preferred locations and number of crossovers and vehicle access points throughout the precinct
- Minimise the number and impact of vehicle crossovers along streets to improve the streetscape and pedestrian amenity.

Strategies

- The locating of crossovers in the areas identified in red in the Preferred Access Plan adjacent.
- Development sites on corners should locate loading and parking access to the side or rear of a development in accordance with the Preferred Access Plan.
- New development should streamline site access, avoiding overly long crossovers which significantly impact the streetscape and
- Development sites with street frontage of less than 30m should seek to provide no more than one (1) crossover (up to 4.0m wide) to access loading and parking areas.
- Development sites with street frontage greater than 30m should seek to provide no more than two (2) crossovers (each up to 4.0m wide) to access loading and parking areas.
- Development sites with street access to the front and rear should seek to provide no more than two (2) crossovers (each up to 4.0m wide) to access loading and parking areas.

Design parking and loading areas to minimise crossover length



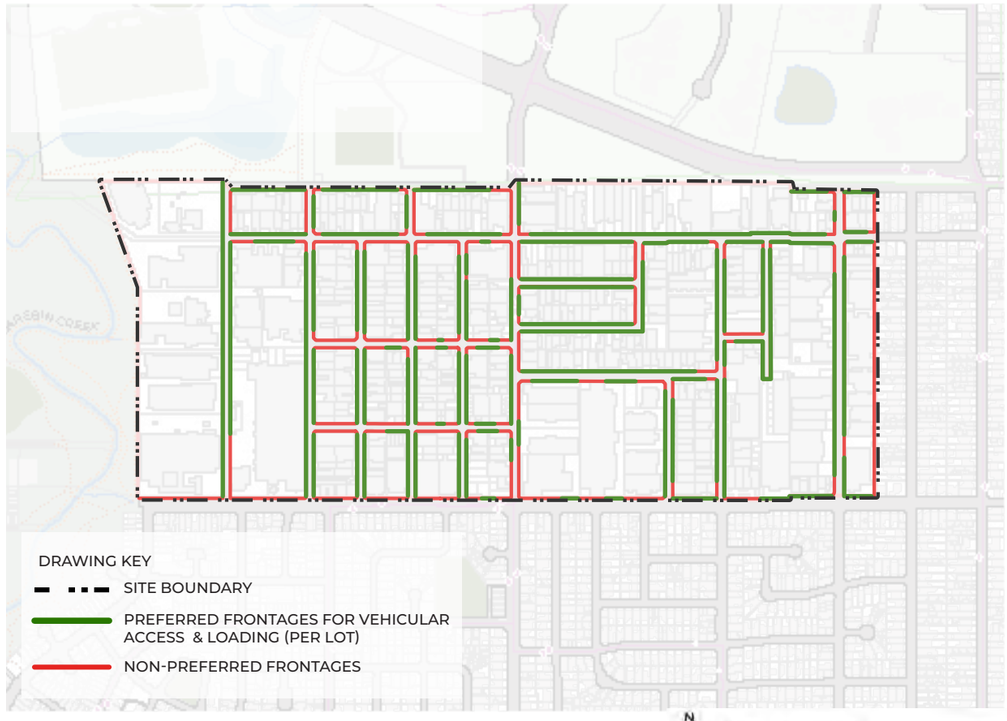
Parking areas negatively impacting streetscape



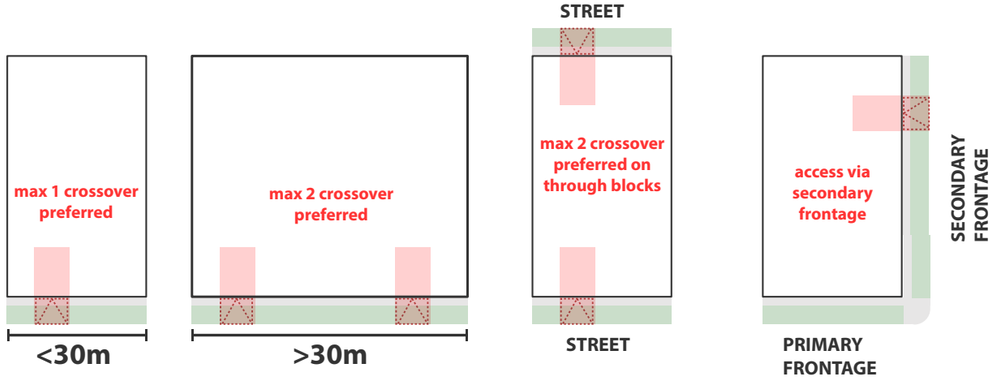
Well integrated parking off internal accessway



Preferred Access Plan



Crossover number and location guidelines



PARKING STRATEGY

The Masterplan will adopt a precinct based approach to parking. New development will deliver adequate on-site parking while strategically located mobility hubs will provide precinct based parking to support future growth and free up space in streets for public realm improvements.

Improving on-street conditions

HWBP suffers from a significant amount of parking for businesses spilling over into streets creating clutter and resulting in illegal parking and damage to the public realm. In some instances, this occurs due to insufficient on-site parking, in other instances it occurs from the misuse of on-site parking areas for storage and other uses.

As HWBP grows into a core innovation precinct within the Latrobe NEIC, resolving the issues of excessive on-street parking throughout the precinct need to be addressed.

To address this the Masterplan will seek to achieve three things:

- Ensure that new development delivers adequate on-site parking, particularly on larger sites;
- On-site parking is retained for its intended use at all times, and;
- Precinct based parking in strategically located 'mobility hubs' are created to deliver conveniently located parking that frees up streets for public realm improvements.

Mobility hubs: a precinct approach to parking

Mobility hubs are places in a community that bring together transit, bike and vehicle transport in a safe, convenient space to seamlessly transfer from one type of transportation to another.

In the HWBP context, these mobility hubs are envisaged to include shared facilities such as precinct parking, charging stations, change rooms, repair stations and hiring facilities. They are also intended to be co-located with key precinct uses such as a business centre, innovation hub or incubator as a focal point of the HWBP community.

Precinct parking is envisaged to be used in a number of ways:

- Support a reduction in parking requirements for businesses in proximity to the mobility hub where they can demonstrate an appropriate Sustainable Travel Plan.

- Supplementing on-site parking for businesses through direct agreement between Council and businesses

- Replacing some on-street parking to allow for public realm upgrades. While public realm upgrades will remove some on-street parking throughout the precinct the provision of mobility hub parking will result in a net increase in overall parking across the precinct

The precise manner in which operations, access and management of the precinct parking will occur will be determined as the location and design of projects progress.

Objectives

- Ensure the precinct has a structured and sustainable approach to the provision of parking that supports its growth.
- Deliver a net increase in overall parking spaces within the HWBP through the provision of mobility hub based precinct parking.
- Ensure the transformation of the precinct appropriately considers the location, quantity and design of parking areas to avoid negatively impacting the amenity of the precinct.
- Reduce the reliance on-street parking as 'overflow' parking for surrounding uses.
- Encourage a precinct based approach to car parking in line with the parking precincts identified on the parking strategy plan.

Well landscaped at-grade parking



Basement and consolidated parking on larger sites



Mobility hub precinct parking to support growth



PARKING STRATEGY

Strategies

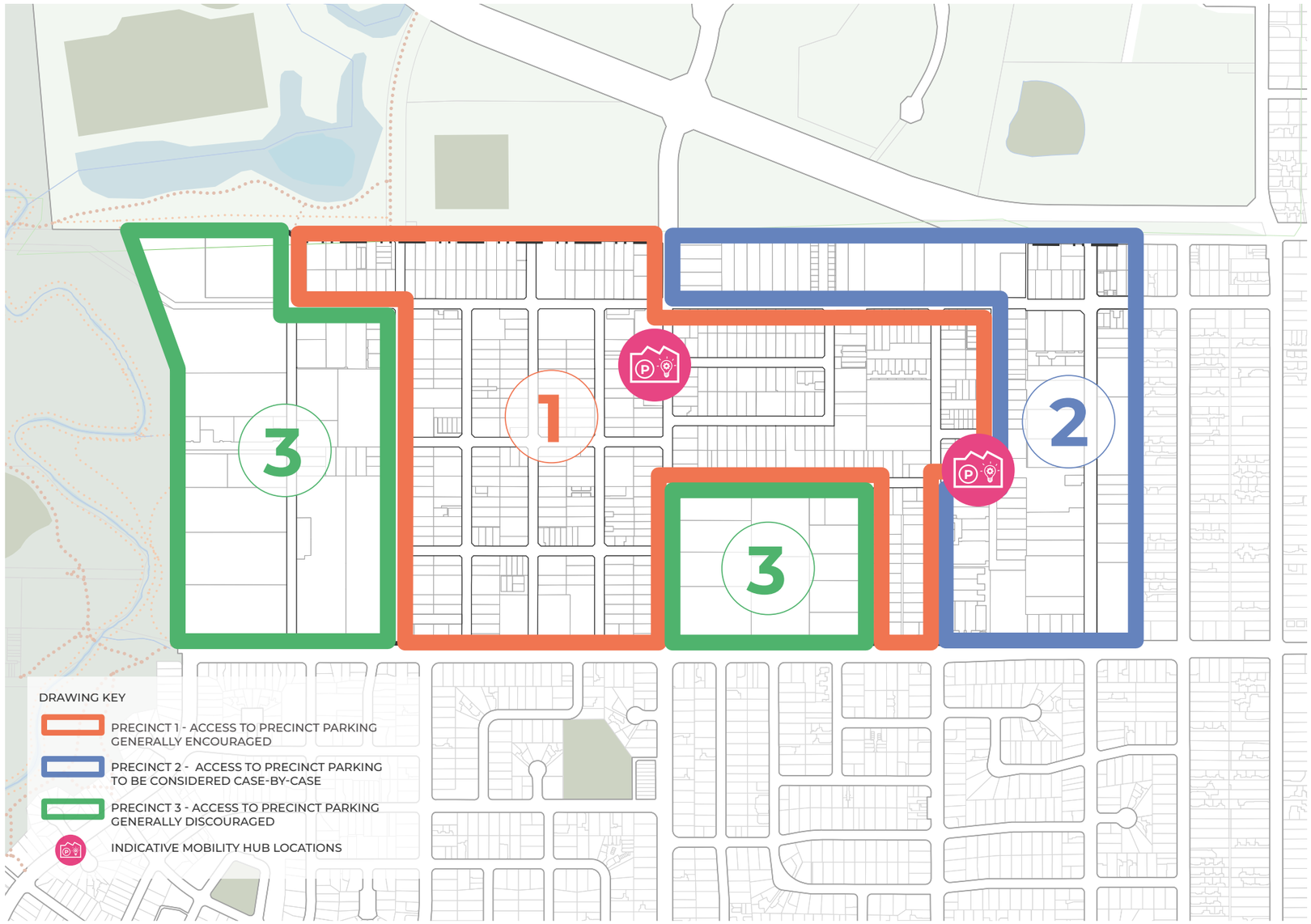
- Ensure all new development delivers adequate on-site parking
- Ensure all parking areas are retained for their intended use at all times
- Encourage larger sites in the precinct, such as within the Campus Creek precinct to deliver on-site parking in basement or consolidated parking to reduce the extent and impact of at-grade parking.
- Deliver a mobility hub with precinct parking along Waterdale Road to provide centrally located access to shared parking.
- Deliver a mobility hub with precinct parking in the east of the precinct to provide access to shared parking.
- Prioritise access to shared parking for smaller sites in the precinct with more limited potential to provide on-site parking.
- Locate and landscape parking areas to minimise visual impact to the streets.
- Support the reduction of car parking on sites where a Sustainable Transport Plan is approved by the Responsible Authority.

Parking Precincts

The adjacent map outlines three indicative parking precincts that provide guidance on the locations that should be considered for access to precinct parking.

- Precinct 1 identifies areas where lot sizes are typically smaller and delivery of large amounts of on-site parking is more challenging. It is recommended that candidates in these locations are given priority when considering providing access to precinct parking.
- Precinct 2 identifies areas with a mix of lot sizes in proximity to a potential mobility hub. The suitability for accessing precinct parking to support on-site parking will vary in this precinct and should be determined on a case-by-case basis.
- Precinct 3 identifies larger sites where the capacity to deliver significant on-site parking is achievable. It is recommended that developments in these areas are discouraged from accessing precinct parking to supplement on-site parking.

Parking Strategy Plan



SUSTAINABLE TRANSPORT NETWORK

Pedestrians, cyclists and micromobility users will be able to get around HWBP easily on a network of clear, safe and inviting paths.

Objectives

- Provide a safe and efficient pedestrian, cycling and public transport network
- Ensure pedestrian and cycling connections link to key destinations.
- Create a network that supports the uptake of micromobility, e-bikes and scooters and supports transport innovation.
- Improves the protection of pedestrians and cyclists from vehicles, loading and freight.

Strategies

- Deliver a 'Green Loop' off-street shared path along Dougharty, Sheehan, Northern and Bamfield Roads to connect the precinct.
- Improve connections to the Darebin Creek Trail.
- Advocate for the extension of the shared path network along the southern side of Kingsbury Drive up to Plenty Road (to link into the future SRL station).
- Support the upgrading of public space and widening of pedestrian areas along Lillimur and Vernon Avenues.
- Upgrade the footpath conditions along local roads and investigate opportunities to remove redundant crossovers
- Ensure primary pedestrian links are well lit and feel safe.
- Improve amenity and safety at bus stops and advocate for additional bus services and routes through the HWBP.

Sustainable Transport Masterplan



Well design public transport nodes



Supporting future micromobility



A safe and efficient shared path network



LOCAL STREETS

Local streets throughout the precinct will be improved to ensure they provide a safe, clean and inviting pedestrian experience while maintaining efficient access for industry.

Objectives

- Improve the pedestrian experience of streets throughout the precinct.
- Address pedestrian safety issues within the precinct to ensure the precinct feels and is safe at all times of the day and night.
- Ensure streets remain functional for day-to-day industry functions.

Strategies

- Maintain the existing one-way street network along existing one-way streets.
- Reduce the extent of redundant crossovers along local street to maximise public realm improvements.
- Maintain adequate spaces for short term loading and visitor parking within the streets.
- Assess the availability of on-street parking and look for opportunities to provide increased landscaping within existing streets.
- Prioritise street lighting along identified primary pedestrian streets to improve perceptions of safety.
- Improve canopy coverage across the precinct and reduce urban heat island effects through introducing street tree planting.
- Regularly review street conditions as the precinct transforms to identify areas where redevelopment has unlocked opportunities for further street upgrades.
- Please refer to Appendix A for typical proposed street sections for streets throughout the precinct.

Functional streets that provide pedestrian amenity and safety









WATERDALE ROAD UPGRADE

Waterdale Road needs upgrading to support the future growth of the HWBP and address capacity and amenity issues. This will require some level of road widening. Further investigations will be needed to determine the optimal street layout and resulting impacts. The Masterplan provides clear objectives and shares a number of options to guide these investigations.

Objectives

- Ensure Waterdale Road meets the future needs of the precinct and delivers a high quality experience for all pedestrian, public transport and vehicles.
- To realise the strategic widening of Waterdale Road gradually over time with a minimum of disruption.

Strategies

- If private land is required to facilitate road widening, seek to align acquisition with redevelopment of the land to minimise disruption to existing businesses.
- Retain Waterdale Road as a two-lane carriageway with potential for dedicated right hand turn lanes at key intersections to ease congestion.
- Introduce some on-street parking along Waterdale Road if redeveloped to help mitigate loss of front setback parking to existing businesses.
- Place services and overhead powerlines underground freeing up space in the street.
- Improve footpaths and reduce the number of crossovers directly onto Waterdale Road.
- Provide indented bus bays at bus stop locations to improve the public transport experience.

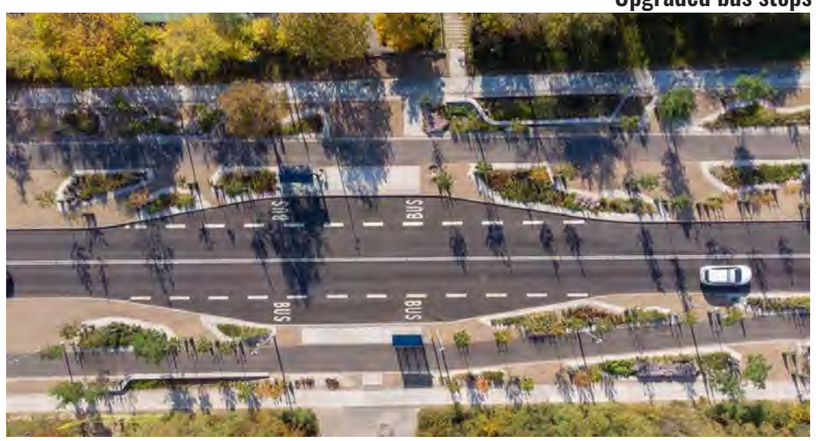
Improved traffic flow



Improve pedestrian experience



Upgraded bus stops



WATERDALE ROAD UPGRADE

The Masterplan identifies two potential options for the future street profile of Waterdale Road. These will inform future investigations on the preferred future layout of Waterdale Road.

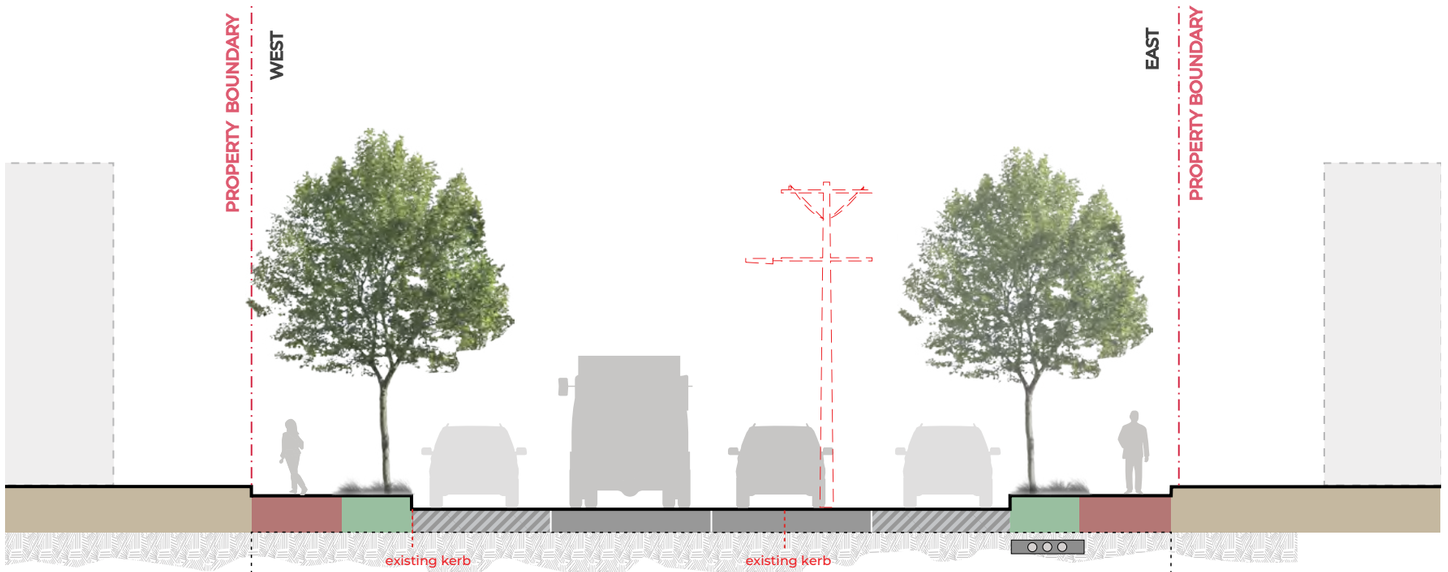
Option A - benefits and constraints

- Option A minimises impact of road widening on adjacent land owners while providing indented bus bays, right hand turn lanes and improved pedestrian amenity to improve road operations.
- Option A would widen the existing road reserve (15.2m) to an approximate width of 20.0m, resulting in a requirement to acquire at least 4.8m from affected properties fronting Waterdale Road.
- This could be acquired on one or both sides of Waterdale Road.
- Option A minimises impact on private properties but will result in less provision of public on-street parking.

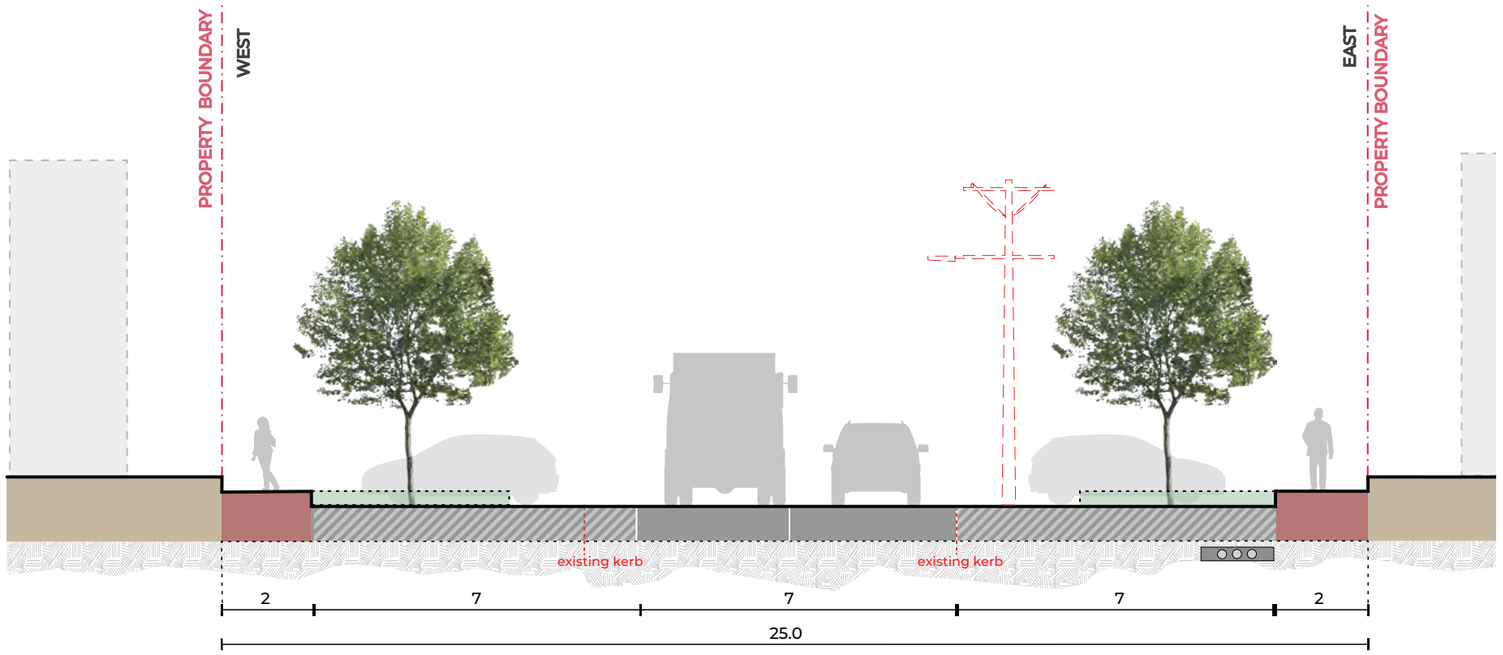
Option B - benefits and constraints

- Option B explores an option to increase on-street parking along Waterdale Rd section further provides increased on-street parking to offset disruption to existing front setback parking.
- Option B would widen the existing road reserve (15.2m) to an approximate width of 26.0m, resulting in a requirement to acquire at least 10.8m from affected properties fronting Waterdale Road.
- It is likely this would require acquisition to both sides of Waterdale Road.

Potential Waterdale Road Section - Option A



Potential Waterdale Road Section - Option B



BAMFIELD ROAD LINK

Linking to Kingsbury Drive the Bamfield Road link will provide improved connectivity to the east of the precinct.

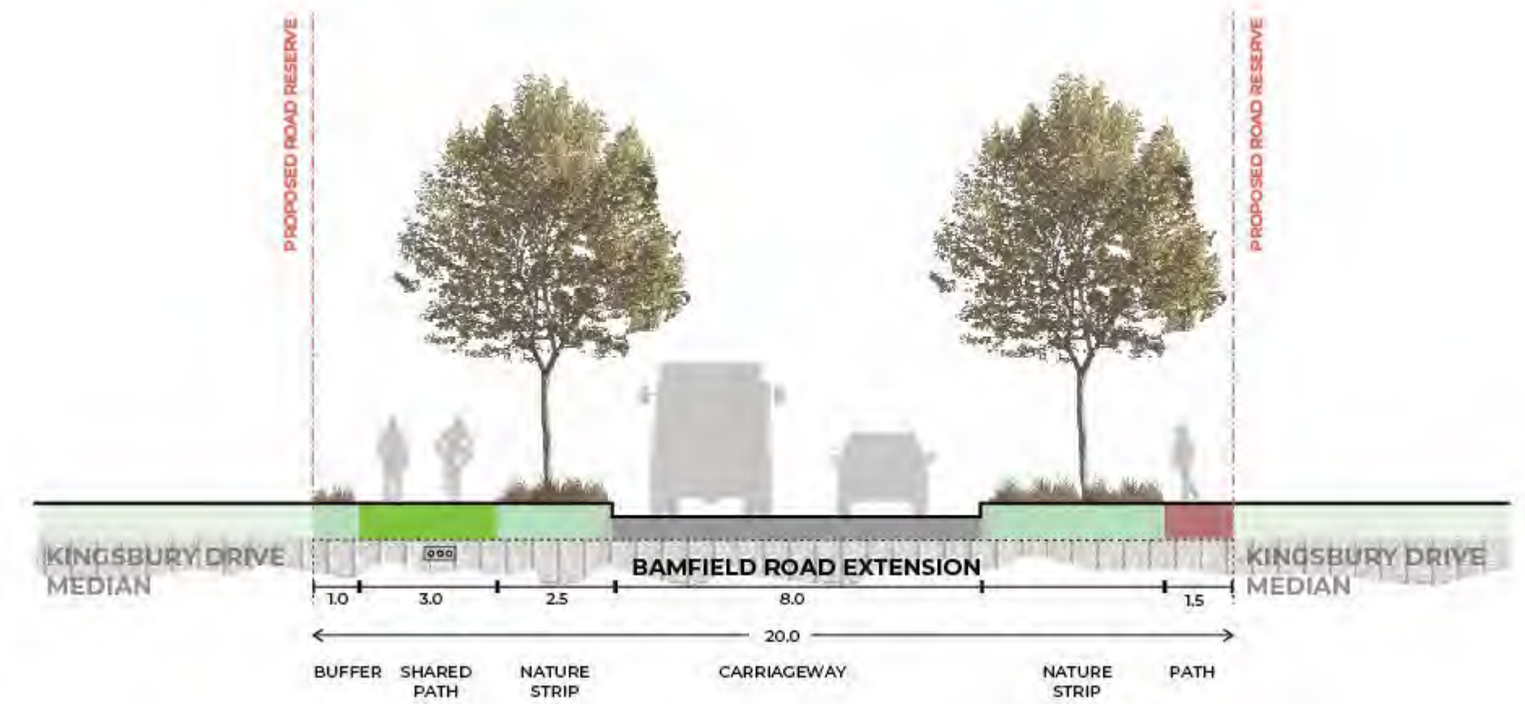
Objectives

- Improve vehicular connectivity to the eastern part of the precinct.
- Ease reliance on Waterdale Road as the sole northern link through the entire Heidelberg West Business Park precinct.
- Improve connections to key northern destinations (Plenty Road, Metropolitan Ring Road, North-east Link)

Strategies

- The proposed link would comprise of a 20.0m wide road reserve comprising of a two-lane street with landscaped verges. A 3.0m wide shared path is proposed to link along the western side of Bamfield Road to connect to the existing shared path on the northern side of Kingsbury Drive.
- A signalised intersection is proposed at this location to facilitate vehicular movements in and out of the precinct.
- Engage with Darebin City Council to establish a shared vision for linkages to Kingsbury Drive to support advocacy to State authorities.
- Liase with the relevant road authority to outline the public benefit of the additional link and advocate for change.

Bamfield Road Extension Sections



Indicative Bamfield Road Extension Link Plan



KYLTA ROAD LINK

Linking to Kingsbury Drive via an existing unutilised road reserve, the Kylta Road link will provide improved connectivity to the west of the precinct.

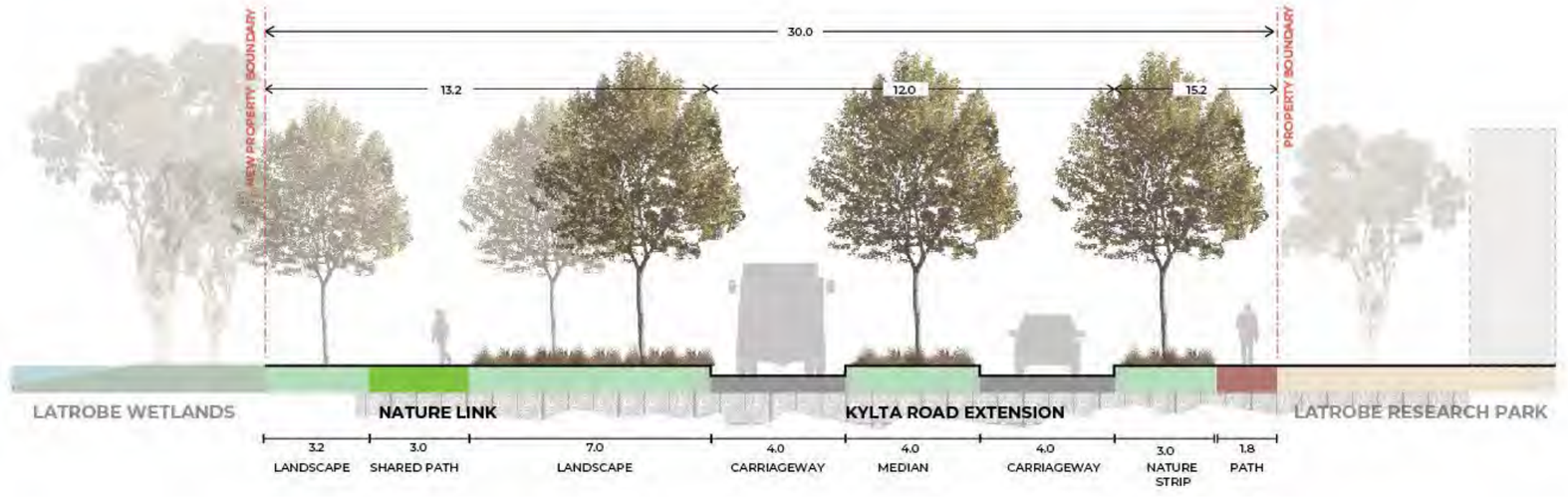
Objectives

- Improve vehicular connectivity to the western part of the precinct.
- Minimise biodiversity and environmental impacts on the surrounding wetland and bush areas.
- Ease reliance on Waterdale Road as the sole northern link through the entire Heidelberg West Business Park precinct.
- Improve connections to key northern destinations (Plenty Road, Metropolitan Ring Road, North-east Link)

Strategies

- Utilise the existing unutilised 30.0m wide road reserve running north of Kylta Road.
- The proposed link would comprise of a two-lane road with central landscape median. Landscaped verges would buffer a 1.8m pedestrian path on the eastern side providing access to La Trobe's Research and Innovation Precinct.
- Provide a separated off road 3.0m wide shared path along its western side abutting the La Trobe University wetlands.
- Explore options for a signalised intersection at the Kingsbury Drive and Crissane Road intersections to facilitate vehicular movements in and out of the precinct.
- Engage Darebin City Council and La Trobe University to establish a shared vision for linkages to Kingsbury Drive.
- Liase with the relevant road authority to outline the public benefit of the additional link and advocate for change.

Kylta Road Extension Section



Indicative Kylta Road Extension Link Plan



3.5 BUILT FORM AND INFRASTRUCTURE

BUILT FORM OVERVIEW

A diverse mix of built form will be delivered across the HWBP over time. The Masterplan encourages built form intensification to support employment opportunities in key locations while supporting the continuation of lower scale fine grain industry.

Allow for a diverse mix of built form dependent on context

- The Masterplan takes a flexible approach to built form across the employment precinct to ensure enterprise is able to deliver development that meets their needs.
- Higher built form is encouraged in certain areas of the Creek Campus and Gateway precincts where larger scale campus and business headquarter typologies are encouraged. The heights consider the existing lot pattern. If significant land consolidation takes place to realise larger allotments, Council should consider the additional development potential of a larger site to deliver scale.

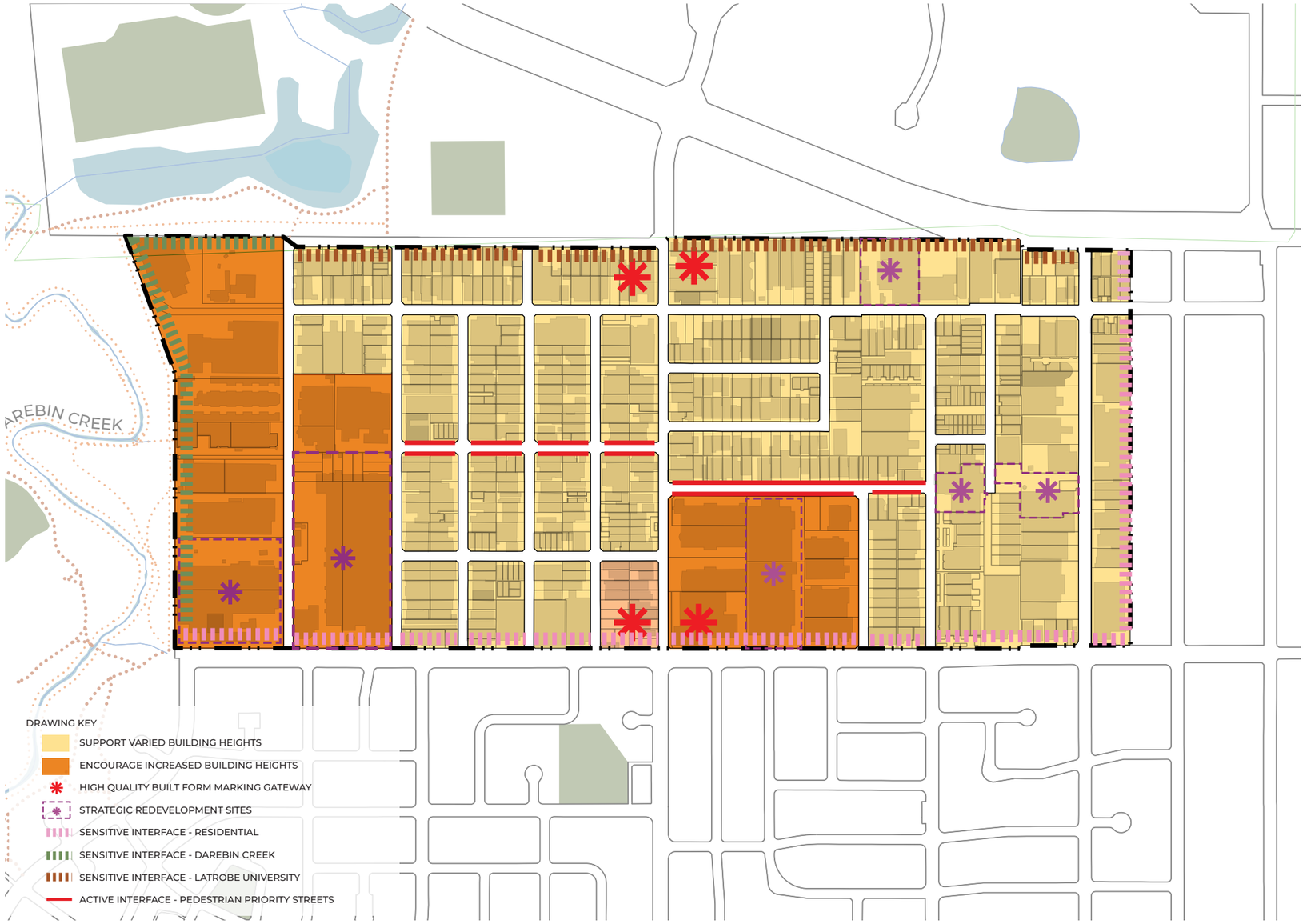
Built form that contributes to a high quality public realm

- The public realm impact of industrial buildings on the street and pedestrian experience can sometimes be overlooked. The Masterplan seeks for development to improve the street and public realm creating a safe and inviting precinct.
- Interfaces have been identified where particular attention should be given to integrating with the surrounding context such as along interfaces with residential properties and creek landscape.

Gateways and strategic redevelopment sites

- Key gateway locations are identified along Waterdale Road where high quality built form outcomes are sought due to their visibility and impact on the precinct arrival experience.
- Other sites are identified as strategic redevelopment sites due to their size and ability to 'set the tone' of the precinct. It is important that these sites deliver high quality outcomes in keeping with the Masterplan vision and deliver on any identified opportunities for the site.

Built Form Strategy



BUILDING TYPOLOGIES

We have identified six building typologies that predominate in the HWBP precinct ranging from large warehouses to fine grain sheds. The Masterplan provides built form guidance on how these typologies can be built and retrofitted to ensure that both new development and small renovations can contribute positively to the Masterplan.

Objectives

- To ensure that new development delivers improved public realm and amenity outcomes compared to existing building stock.
- To ensure that smaller scale renovations and additions to existing built form contribute positively to delivering the vision of the Masterplan.
- Identifying the constraints and challenges in retrofitting existing buildings compared to new development.
- To ensure that a diverse range of building typologies are delivered within the precinct to support a variety of business needs and sizes.

Strategies

- The following pages outline the particular strategies relating to each typology, identifying challenges, opportunities and key considerations.

EMPLOYMENT BUILDING TYPOLOGIES

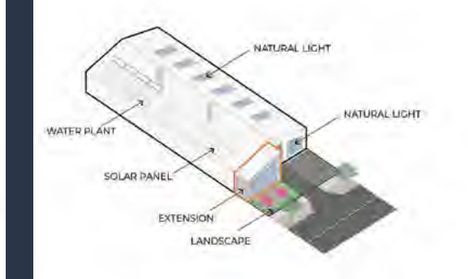
CAMPUS



LARGE SHED



SMALL SHED



FACTORY-ETTES



SHED/OFFICE



OFFICE



BUILT FORM CHARACTER

New development in HWBP will be diverse providing functional, attractive built form that provides high quality public interfaces, uses robust materials and creates a safe and inviting precinct.

Objectives

- To ensure development contributes positively to the precinct character and delivers on the Masterplan Vision.
- Built form is integrated into the street and landscape.
- Built form creates safe and inviting spaces with clear entries and sensitive interfaces.
- Identify strategic redevelopment sites that should deliver high quality built form outcomes.

Strategies

- Should provide high quality spaces with good access to natural light.
- Office and showroom spaces should be located towards public streets and significant landscapes to create active interfaces. These active area should be differentiated from other areas of the building through the built form, incorporating glazing, entries and a more detailed architectural outcome.
- Back-of-house operations should be sleeved or set to the rear of sites.
- Pedestrian entries should be clearly identifiable, safe, inviting and demarcated from vehicle zones.
- Vehicle entries should be consolidated and minimised to reduce the impact on the street.
- Parking areas should be located to the side or rear of a new development. Where that is not possible, parking areas must be screened by significant landscaping to reduce its visual impact.
- Roofs should be utilised for solar panels or green roofs where possible.
- New development should minimise areas of hard-stand surface and maximise landscaping opportunities.
- New development should incorporate rainwater tanks and plumb water tanks to toilets and other sources for industrial reuse.
- Signage should be integrated into the overall design of the development
- Colours, graphics and material changes should be used to create visual diversity and interest in a building.
- Colours, graphics and materials should not be overutilised in building elevation to avoid creating a haphazard built form responses.

Strategic Redevelopment Sites

- The following sites are identified as strategic redevelopment sites due to their size and capacity to deliver a significant development that 'sets the tone' for the precinct. It is important these sites deliver high quality outcomes that deliver the Masterplan vision:
- 186 Dougharty Road, Heidelberg West
- 19 Sheehan Road, Heidelberg West
- 104 Dougharty Road, Heidelberg West
- The following sites are identified as strategic redevelopment sites due to their strategic location and opportunity to provide public pedestrian links to enhance connectivity within the precinct. It is important these sites deliver public access in accordance with the Masterplan as part of any future redevelopment:
- 108 McEwan Road (link between McEwan Road and Culverlands Street)
- 135 Bamfield Road (link between Bamfield Road and Culverlands Street)
- 115 Northern Road (link between Northern Road and La Trobe University land)
- 19 Sheehan Road, Heidelberg West (link between Kylta Road near Lillimur Avenue and Sheehan Road)

Functional, well detailed built form in robust materials





Engaging facades integrating with landscape



Activating the street with clear inviting entries





RETROFITTING BUILT FORM

Change will also come in the form of alterations to existing buildings. Working with existing buildings poses unique challenges. The Masterplan identifies objectives and strategies for retrofitting to ensure smaller scale redevelopment delivers positive outcomes. Examples of retrofitting built form typologies can be found in Appendix B.

Objectives

- To provide guidance on how additions and alterations to existing buildings can help deliver positive public realm outcomes.
- Support the adaptation and retrofitting of existing building stock as interim development prior to new development occurring.
- Identifying the key challenges facing adapting existing building typologies.
- Outlining differing built form expectations for adapting existing buildings compared to new development.

Strategies

- Evaluate the constraints of the existing building and whether the proposed additions and alterations are a net improvement and provide.
- Encourage the relocation of parking out of front setbacks to the side and rear of the property.
- Seek to consolidated and minimise total number of crossovers required to access retrofitted developments.
- Look for opportunities to introduce small landscape strips and buffers into existing developments to help reduce impervious surface coverage and
- Support alterations and additions forward of the existing building that improves the public street interface.
- Seek the installation of solar panels and solar hot water as part of any upgrades to an existing building.
- Encourage improved natural light and ventilation to existing buildings.
- Encourage the replacement of solid roller doors with transparent roller doors to improve visual connection to the street and passive surveillance.
- Encourage the use of vibrant colour, vegetation and recladding to revitalise tired building facades.

Improved ground level interfaces





Improving access to natural light



Internal retrofits



Contemporary additions engaging the street



3.6 SUSTAINABILITY & PUBLIC REALM

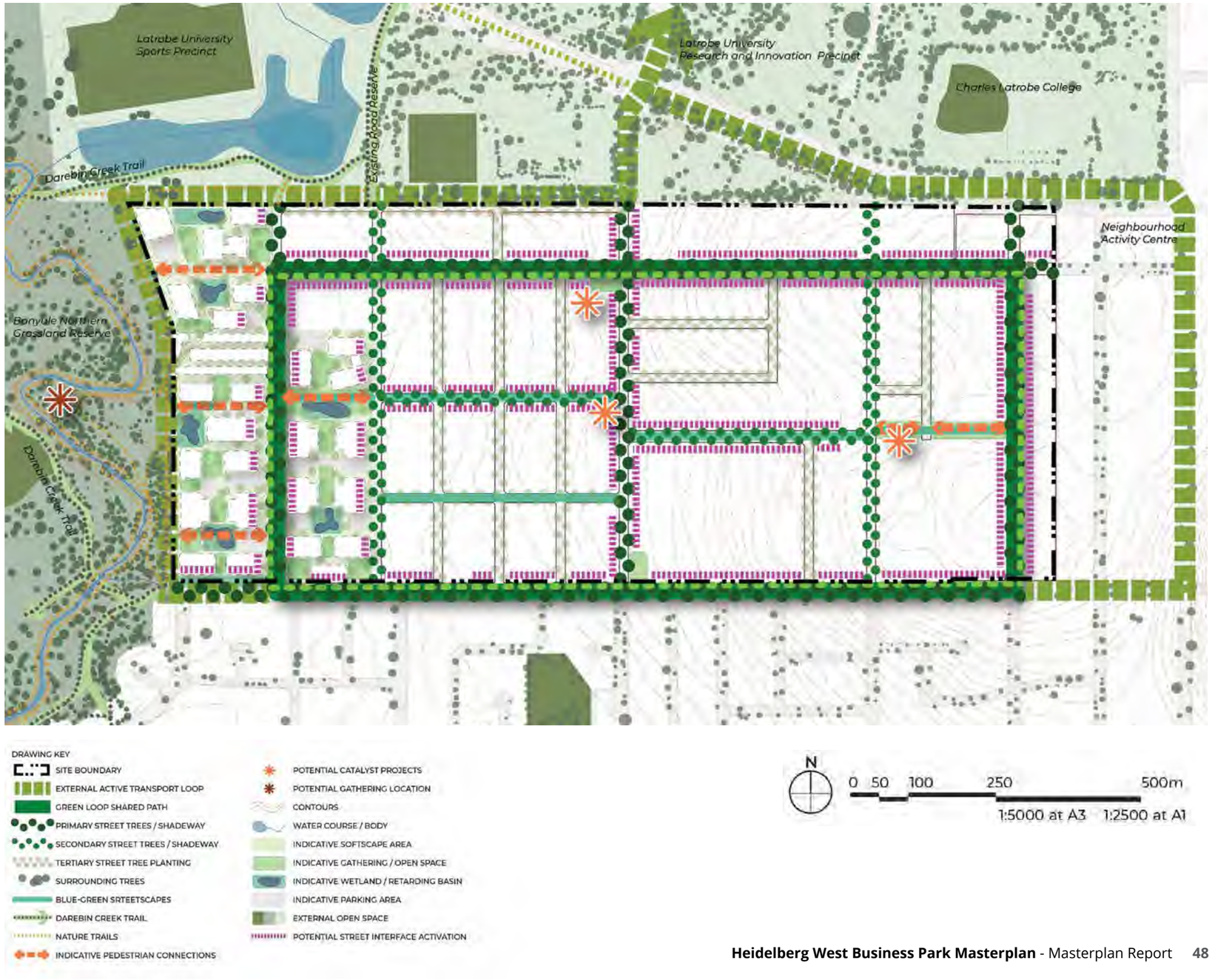
PUBLIC REALM OVERVIEW

The Masterplan will deliver improved public spaces within HWBP providing places for workers and visitors to meet and connect outside the workplace while adding greenery and improving water sensitive urban design (WSUD) and sustainability into streets and public spaces.

This section is broken down into the following topics to explore the holistic approach to the public realm and sustainability through objectives, strategies and actions for the HWBP:

- Cultural Sustainability
- Vibrant Public Spaces for People
- Integrated Blue & Green Infrastructure
- Environmental Sustainability

Public Realm & Sustainability Plan



CULTURAL SUSTAINABILITY

The Masterplan identifies a number of opportunities to better respect, acknowledge and celebrate the rich cultural connection of the Wurundjeri people to the lands on which the HWBP is located.

Objectives

- To celebrate and respect the knowledge, culture and identity of the Wurundjeri people and their connection with the land and water to which the Heidelberg West Business Park relates to.
- To ensure the continued engagement and collaboration with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation and Wurundjeri Land Council to ensure Indigenous culture, languages and stories is integrated in the future development of the precinct.
- To ensure the embedding of the themes of the celebration and role of water established by the Wurundjeri people is incorporated into the future projects, development and evolution of the site.

Strategies

- Establish an ongoing relationship with Wurrundjeri people of the Kulin Nation to identify projects and opportunities within the precinct to celebrate local indigenous experience and culture.
- Ensure major Council projects within the precinct include engagement with Wurundjeri to provide opportunity to influence the design outcome.
- Explore the integration of indigenous language into place and street names in collaboration with Wurundjeri Land Council.
- Investigate opportunities to connect to Water Country within the precinct, particularly celebration of and connection to the significance of Darebin Creek to Wurundjeri cultural significance.
- Encourage employment of local First Nations people to manage the landscape, particularly that of the Darebin Creek and surrounding environs.
- Encourage engagement with local Indigenous artists through collaboration with First Nation people to incorporate Indigenous public art throughout the precinct.
- Encourage collaboration and knowledge sharing with First Nations for planting of indigenous species throughout the precinct landscaping and opportunities for learning landscapes.
- Investigate opportunities in collaboration with First Nations people to creating a space of gathering and celebration of waters role in the indigenous community within the precinct.

TOP - Banyule Lantern Festival
MIDDLE LEFT - Narrm ngarrgu Library
MIDDLE RIGHT - Little Malop Street, Geelong
BOTTOM - Curtin University Indigenous Learning Circle









VIBRANT PUBLIC SPACES FOR PEOPLE

The HWBP Masterplan will provide a diverse range of public places and spaces for workers and visitors to relax, connect, meet, learn and explore.

Objectives

- To establish a clear, network of safe, accessible and connected public spaces and streetscape environments that support a variety of transport choices for people of all abilities.
- To protect and celebrate existing natural landscape features and support the local wildlife with improved corridors, inclusive of improving the health of Darebin Creek and surrounding riparian environs.
- To support the championing of new industry growth within the business park by providing a high amenity public realm and celebrate the existing urban industrial local landscape character of the business park.
- To provide a variety of versatile public spaces and experiences that caters to the diverse community needs within and surrounding the business park.
- To ensure assets and facilities are well-considered and distributed appropriately throughout the business park.
- To create an adaptable, innovative and resilient business park and public realm.
- To encourage a sustainable and healthy environment and lifestyle.

Strategies

- Establish street and pathway connections following site topography.
- Ensure high-quality shared path network for active transport.
- Improve surface materiality and ensure consistent use of furniture and material use across the business park, with an encouragement of reducing impermeable surfaces.
- Provide clear wayfinding and signage throughout the business park.
- Consider appropriate lighting and passive surveillance.
- Establish consistent, dense street tree planting for urban cooling and utilise existing healthy large trees for instant landscape amenity.
- Promote planting of local indigenous species with a diverse palette to increase biodiversity.
- Encourage planting of industrial frontages and verges, and the greening of vertical built form facades and rooftops.
- Ensure protection and revegetation of Darebin Creek and environs.
- Support frontage activation (e.g., cafes, retail, office spaces.)
- Support variety in activation spaces (short to long term interventions). Provide locations for passive and active recreation, and flexible working environments.

Public Realm character precedents









INTEGRATED BLUE & GREEN INFRASTRUCTURE

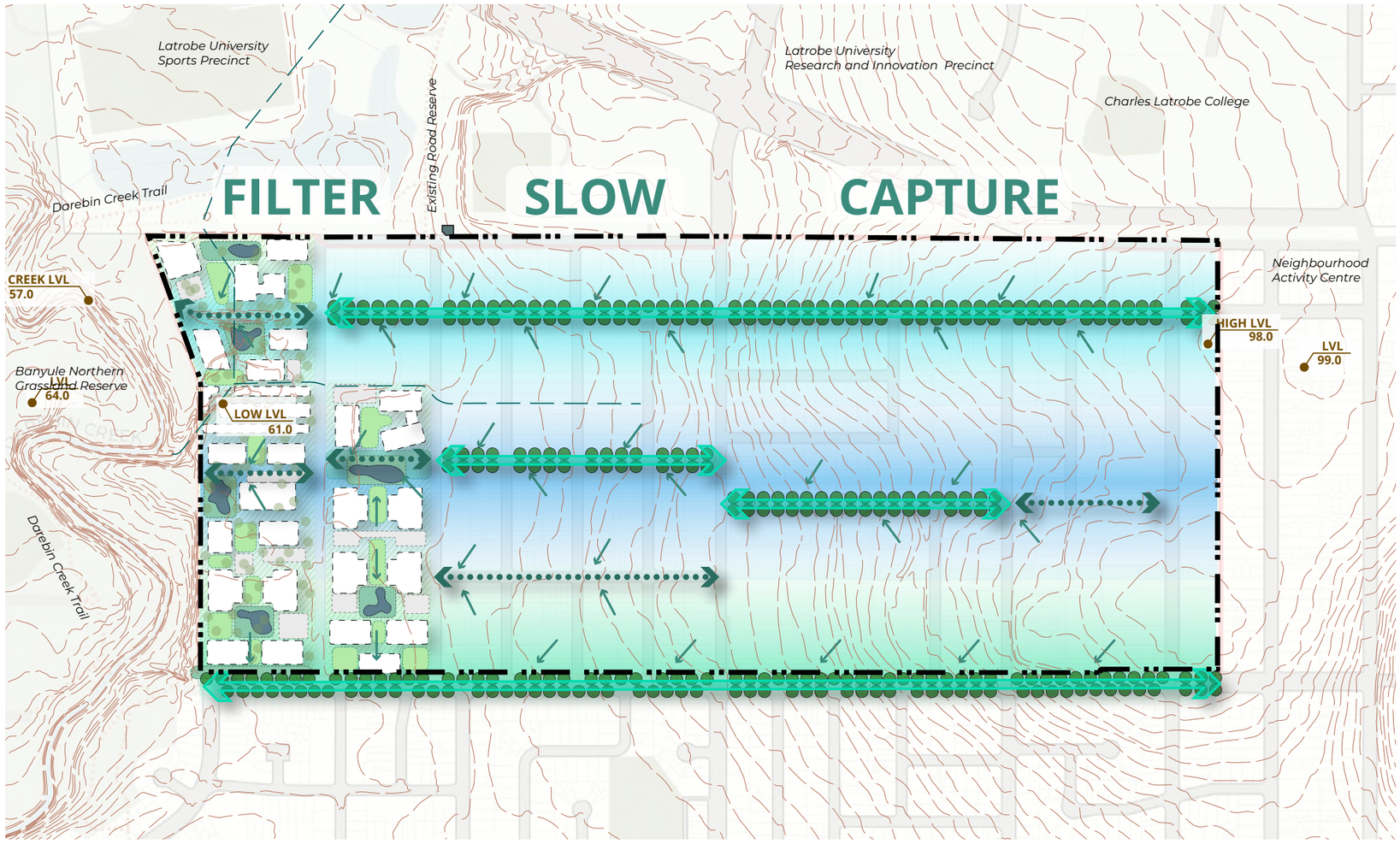
The Masterplan will improve stormwater management to create a network of 'blue-green' streets that will be a centrepiece of the precinct's public realm, capturing, slowing and filtering the high amount of polluted stormwater runoff that normally flows straight into Darebin Creek.







Blue-Green Streets Plan



DRAWING KEY

- CONTOURS
- PROPOSED BLUE-GREEN STREET
- INCREASE STREET TREE CANOPY
- EXTENSION OF BLUE-GREEN INFRASTRUCTURE
- WATERFLOW DIRECTION
- MELBOURNE WATER DRAINAGE ASSET
- PUMP STATION
- INDICATIVE WETLAND / RETARDING BASIN
- INDICATIVE OPEN SPACE / GREENLINKS
- INDICATIVE SOFTSCAPE AREA
- INDICATIVE BUILTFORM
- INDICATIVE BUILTFORM

N

0 50 100 250 500m

1:5000 at A3 1:2500 at A1

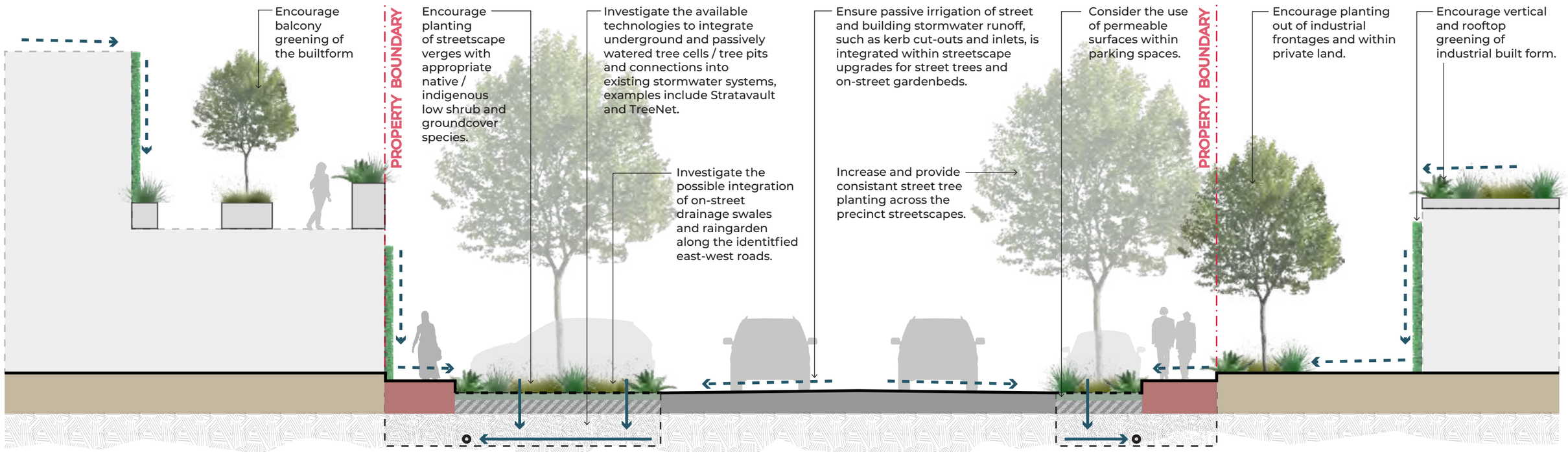
INTEGRATED BLUE & GREEN INFRASTRUCTURE

Objectives

- To promote a greener urban industrial environment and combat climate change and urban heat island effect.
- To establish a precinct approach to water by the integrating best practice methods of water capture, management and filtration.
- To improve creek health through improved stormwater management both onsite and at the precinct level.

Strategies

- Establish blue-green streetscapes along key east-west streets to capture, filter and slow down stormwater runoff from buildings and streetscapes: a key environmental impact of the precinct.
- Potential to capture the vast majority of stormwater across the precinct and treat it on site.
- Establish larger water sensitive landscapes at the western end of the precinct, due to sufficient room to treat and detain water flows further.
- Increase site permeability to reduce peak runoff flows.
- Integrate WSUD infrastructure to aid stormwater capture, management and filtration, including:
  - + Alternative water supply and passive irrigation systems
  - + Integrated tree pits or tree cells, such as TreeNet and Stratavault.
  - + Drainage swales / raingardens.
  - + Permeable paving, garden-beds with kerb cut-outs.
- Integrate the 100% use of grey water/recycled water for irrigation of vegetation across the business park.
- Encourage vertical, rooftop and balcony greening of industrial built form.



Potential Blue-Green Street Integration

ENVIRONMENTAL SUSTAINABILITY

HWBP will showcase how existing industrial business precincts can be effectively retrofitted to deliver environmentally sustainable outcomes.

Objectives

- To create an adaptable, innovative and resilient business park and public realm.
- To encourage a sustainable and healthy environment and lifestyle.
- To improve the health of Darebin Creek and surrounding riparian environs.
- To promote and integrate ecological and sustainable best practice in water, energy and waste management.

Strategies

- Encourage the development of energy efficient buildings that minimises environmental impacts, embodied energy and support the transition of HWBP towards net zero emissions.
- Encourage the reduction of impermeable surfaces.
- Encourage vertical or rooftop greening of the built form environment to contribute to establishing the green urban vision of the business park.
- Encourage uptake in renewable energy usage, particularly solar.
- Establish a waste management strategy for the HWBP. Alternatively, Council to commit to delivering an onsite recycling/waste management facility.
- Encourage uptake in electric vehicles (EV's) for business and freight vehicles.
- Ensure the protection and revegetation of Darebin Creek and surrounding environs.
- Encourage planting a diverse planting palette that will contribute to increase biodiversity.

SUSTAINABILITY PRECEDENTS










3.7 CATALYST PROJECTS

KICKSTARTING TRANSFORMATION

A number of identified catalyst projects will be instrumental in encouraging the transformation of HWBP. These projects are outlined in the following pages.

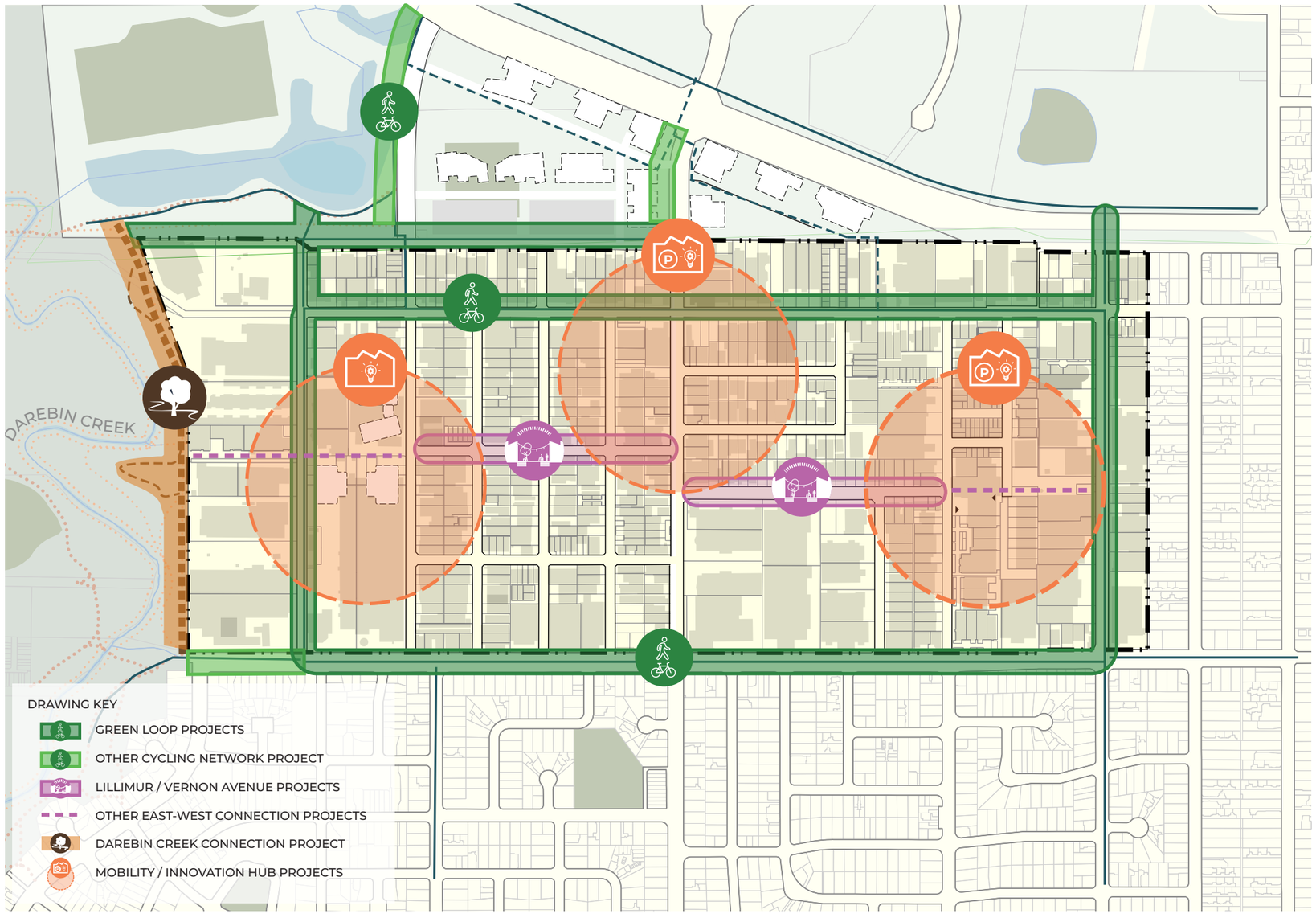
Kick starting a long term vision

- The Masterplan sets out a vision for the HWBP that will guide its development over the next 30 years.
- As a long term vision, it is important that catalyst projects, led by all levels of government (local, state and federal) are key drivers of this change, giving confidence to private enterprise to attract investment.
- Catalyst projects in the early stages demonstrate 'proof-of-concept' and help attract investment to certain areas of HWBP which will benefit most from public investment.
- Catalyst project in the middle and later stages maintain momentum and help encourage new areas of the precinct transform in an orderly coordinated fashion.

Non site specific but locationally important

- Some catalyst projects, namely the three identified hubs sought to be created within the Masterplan will require the purchasing of land to realise.
- No specific sites have been identified for the development of catalyst projects on private land. The Masterplan identifies preferred areas where these catalyst projects should be located.
- The examples shown in this Masterplan are for illustrative purposes only and do not represent the only suitable locations for these hub projects.
- The recommended staging of these projects can be found in the Implementation Chapter.

Catalyst Project Locations



WATERDALE ROAD MOBILITY & INNOVATION HUB

This centrally located mobility and innovation hub will be a key gateway destination within HWBP, providing a business incubator integrated alongside precinct parking and other support services that will help drive innovation in the HWBP.

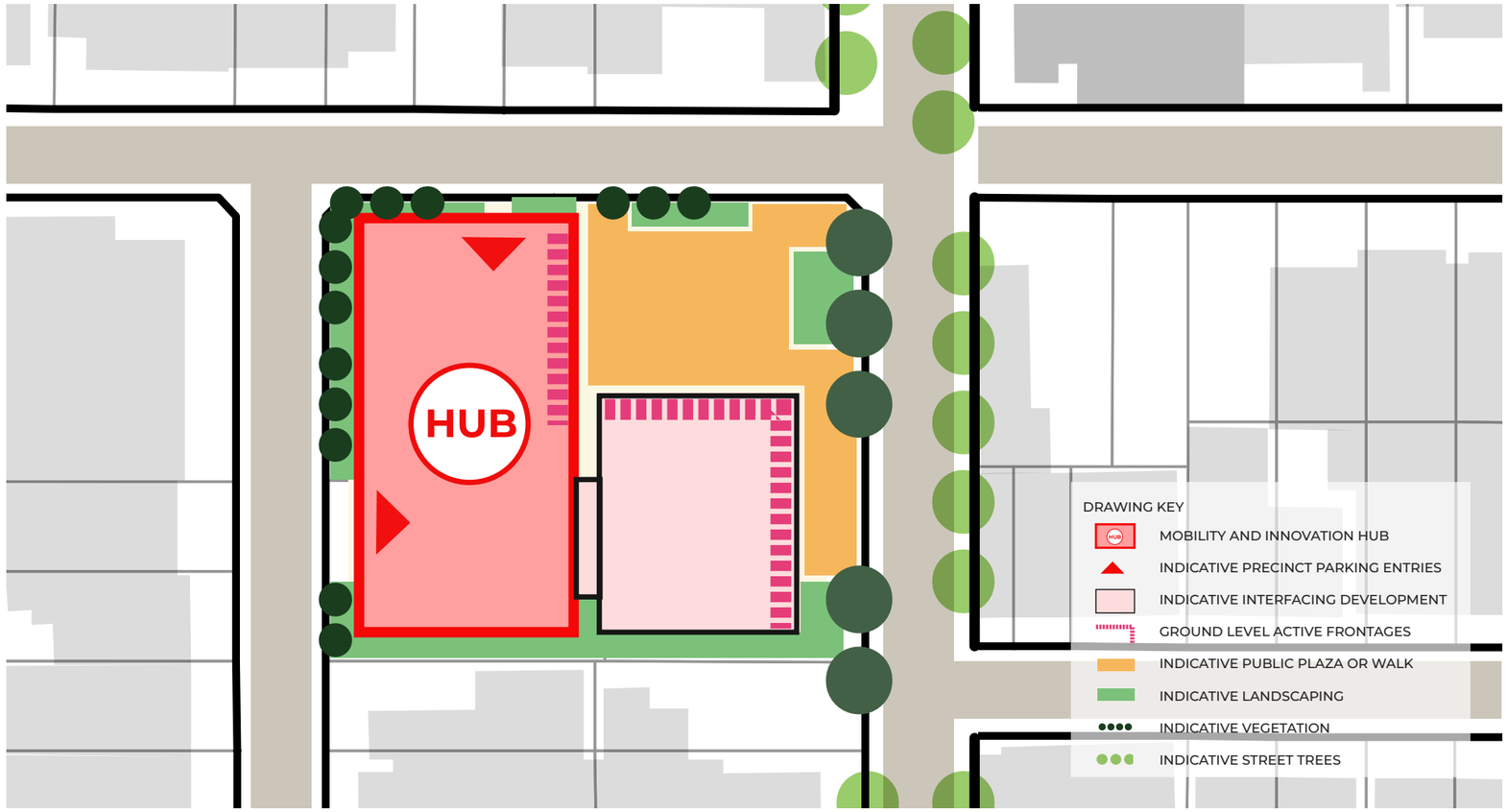
Hub locational considerations

- The mobility and innovation hub will be located at a suitable location along Waterdale Road as a key landmark gateway use while improving connections to La Trobe University.
- A corner site with two or more street frontages to improve accessibility and visibility is preferred.

Hub functional considerations

- The mobility and innovation hub will be a key gateway development along Waterdale Road and is anticipated to be a high quality landmark building that offers advanced innovation and business support services to the precinct.
- The mobility and innovation hub will also provide precinct parking and sustainable transport facilities that showcase the precinct's transition to more sustainable transport modes.
- The mobility and innovation hub should deliver between 200-300 precinct parking spaces.
- Precinct parking should be sleeved by active uses at ground level.
- Precinct parking will reduce the requirement for on-street parking and support the development of employment land that would struggle to deliver sufficient on-site parking. Access to precinct parking will be managed by Council.
- The mobility and innovation hub should include sustainable transport infrastructure including e-charging stations, e-scooter hire, secure bike parking, bike repair, showers and change rooms.

Example Development of Waterdale Mobility & Innovation Hub



Waterdale Mobility & Innovation Hub character precedents







BAMFIELD ROAD MOBILITY & INNOVATION HUB

A mobility and innovation hub that will provide the east of the HWBP with a focal point for business support and creative enterprises with improved transport options.

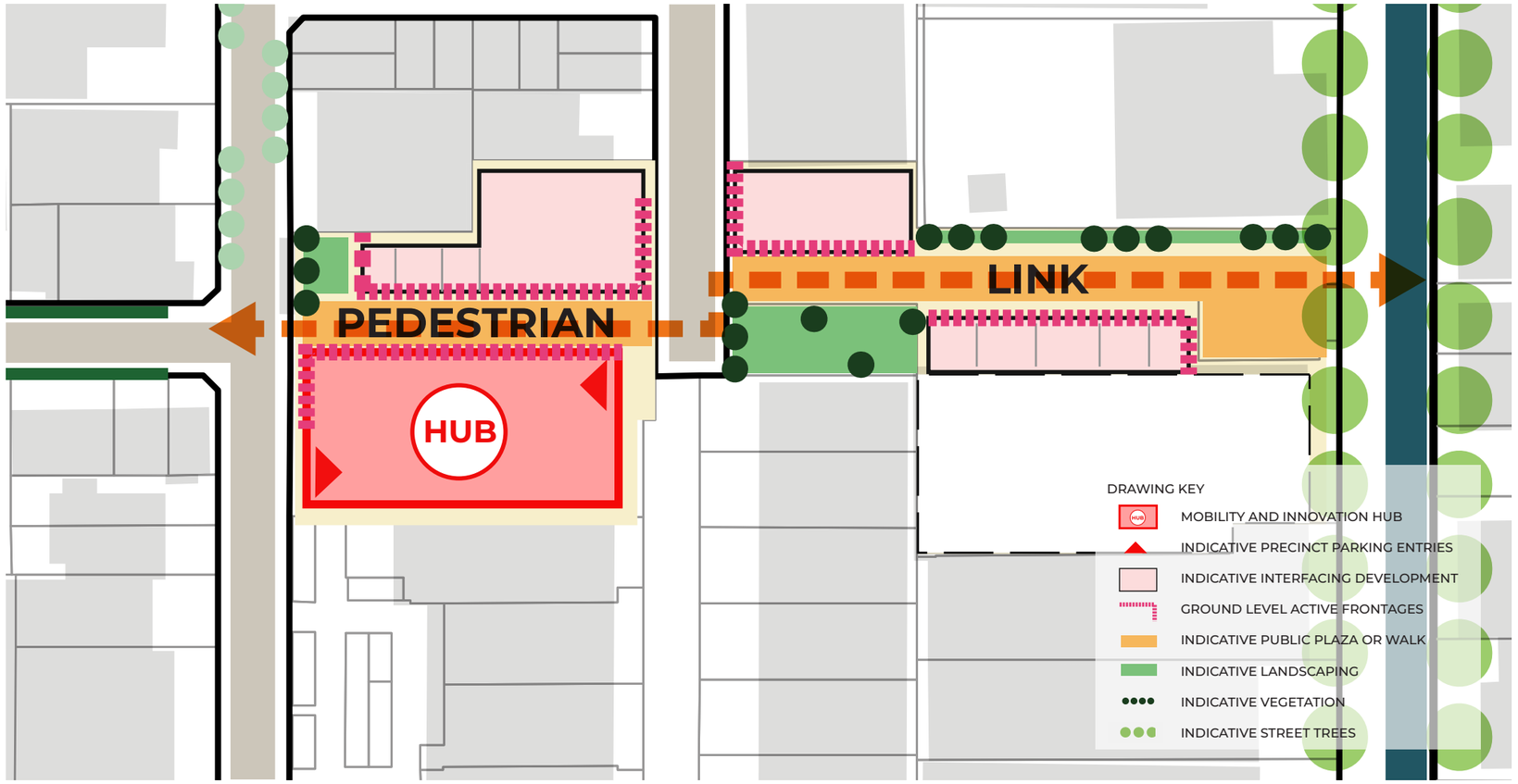
Hub locational considerations

- The hub would be ideally located east of Waterdale Road, along Bamfield Road or McEwan Road. It would ideally help facilitate a public pedestrian link between Bamfield and Culverlands Street to support east-west connectivity.
- The site would preferably have more than one street frontage to allow for improved access to the mobility hub.

Hub functional considerations

- The Bamfield Hub will have a focus on fostering small scale creative and innovative start ups. This might include small business centre including co-working spaces, studios targeting creative industries and opportunities for social enterprises.
- The hub will also provide multi-deck precinct parking sleeved by active uses at the ground storey.
- The Bamfield hub should provide for between 200-300 precinct parking spaces. Access to precinct parking will be managed by Council.
- The mobility hub will include sustainable transport infrastructure including e-charging stations, e-scooter hire, secure bike parking, bike repair, showers and change rooms.
- A public pedestrian link will be sought to be realised between Bamfield Road and McEwan Road to improve east-west connectivity.

Example Development of Bamfield Hub









DAREBIN CREEK INNOVATION & SUSTAINABILITY HUB

This catalyst project raises the potential for a innovation and sustainability hub near the Darebin Creek with a focus on sustainability and environmental innovation

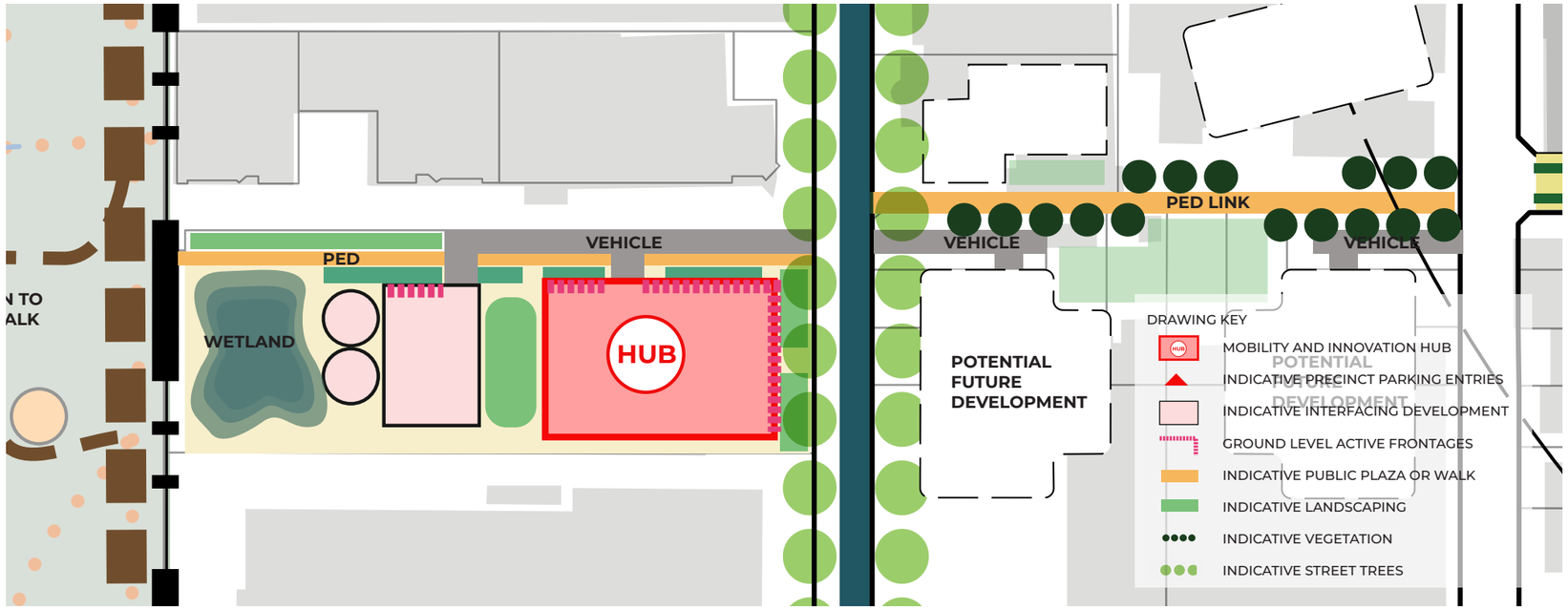
Hub locational considerations

- The hub would be ideally located west of Waterdale Road, along Sheehans Road with a direct interface to Darebin Creek and the Banyule Northern Grassland Reserve.
- The hub would provide a public pedestrian link through to Darebin Creek improving connectivity.
- Ideally the hub would be located close to the proposed public link provided between Lillimur Avenue and Sheehans Road to align connections.

Hub functional considerations

- The project would deliver a high quality integrated architectural and landscape outcome that would set the standard for new development in the Creek Campus precinct and showcase innovative and sustainable design.
- The Darebin Creek hub would deliver community sustainable infrastructure which may include an opportunity for a recycling centre, community battery, small-scale water treatment sustainability or environment learning centre.
- Industrial / commercial floor space and business hub would be delivered to colocate sustainable enterprise and research as well as potential for indigenous education and learning.
- The site would showcase best practice water sensitive urban design and stormwater management incorporating in treatment wetlands.

Example Development of Darebin Creek Innovation Hub



Darebin Creek Innovation Hub character precedents







LILLIMUR AVENUE & VERNON AVENUE

These two streets will be revitalised as pedestrian friendly streets improving east-west connectivity and providing spaces to sit, walk and meet in the precinct.

Initial interventions

- Improve the public realm amenity of Lillimur Avenue and Vernon Avenue beginning with small scale interventions that work within the existing context.
- Along Lillimur Avenue encourage the upgrading of footpaths and lighting alongside the instatement of street trees, street furniture and landscaping.
- Along Vernon Avenue upgrade footpaths, lighting and locate public break-out spaces near existing street trees to leverage existing amenity.
- Support the removal of some on-street parking along both streets to create pocket parks and break-out spaces to sit, eat and meet for surrounding workers.

Transitioning access over time

- As redevelopment occurs vehicular access off Lillimur Avenue and Vernon Avenue will be discouraged where access can be provided from other streets. This will increasingly free up space in the street for further public realm upgrades.
- Implement traffic calming measures along both streets to improve pedestrian amenity and create a slow-speed environment.
- Support narrowing or adapting the road space to provide more public realm improvements.
- Integrating WSUD elements into the streetscape to improve stormwater management.

Lillimur Avenue today



Lillimur Avenue - greening and pop-up interventions





Vernon Avenue today



Vernon Avenue - water sensitive landscapes and break out spaces





THE GREEN LOOP

Creating a continuous micromobility corridor around the precinct to support sustainable transport.

A micromobility corridor

- The Green Loop will be an off-street shared path that provides a contiguous loop around the HWBP to improve safe, off-street connectivity for pedestrians, cyclists and micromobility.
- The Green Loop will run along Dougharty Road, Sheehans Road, Northern Road and Bamfield Road as the primary transit corridors.
- The path will be wide enough (min. 2.5m with a preferred width of 3.0m) to comfortably accommodate the co-mingling of pedestrians and cyclists at appropriate speeds
- The Green Loop will be inserted into the existing road reserve Along some streets, the relocation of services underground will need to be explored to facilitate the Green Loop.
- Development abutting the Green Loop should be designed to minimise the number and width of crossovers to reduce conflicts with the Green Loop.
- Landscaping and street furniture should be incorporated alongside the Green Loop to buffer it from the road reserve.
- In some locations, kerbs will be moved to facilitate the creation of the Green Loop where the back-of-kerb space is insufficient to reach the minimum width.
- The Green Loop will link into the Darebin Creek trail at Dougharty Road and at the top of Sheehans Road to link to the regional bike network.
- The Green Loop will be extended along Crissane Road to connect to a future shared path along Kingsbury Drive linking to the future SRL station to the north and La Trobe University.

Generous shared path arrangement



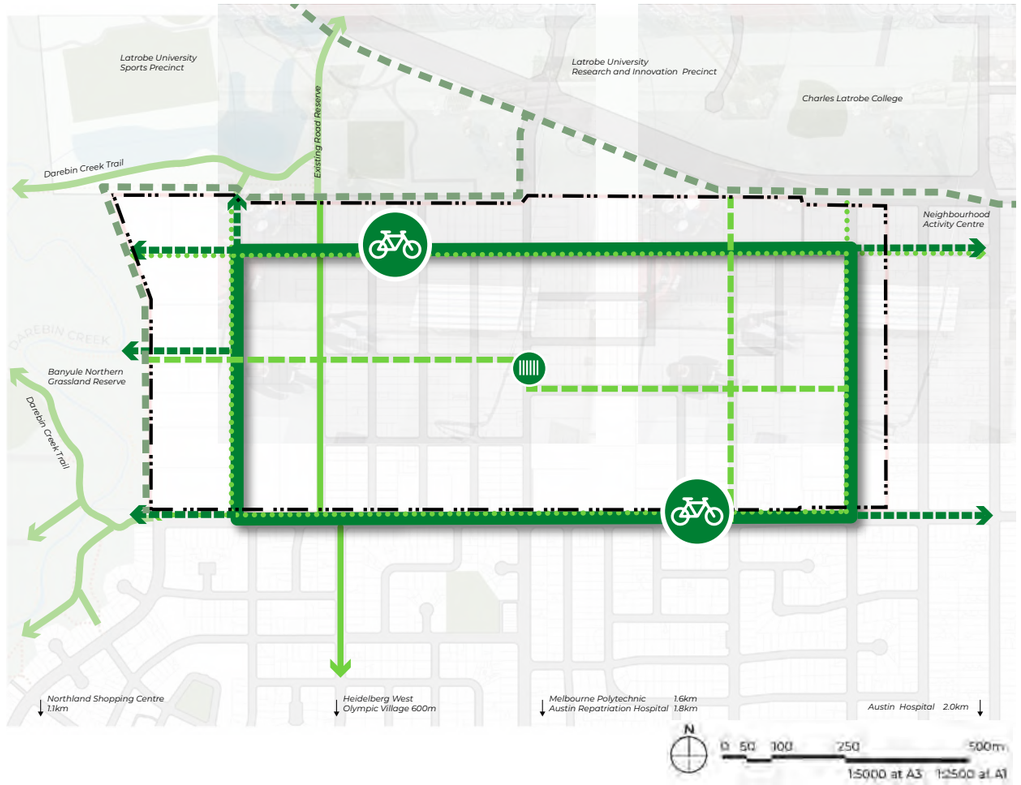
Support innovative personal transport



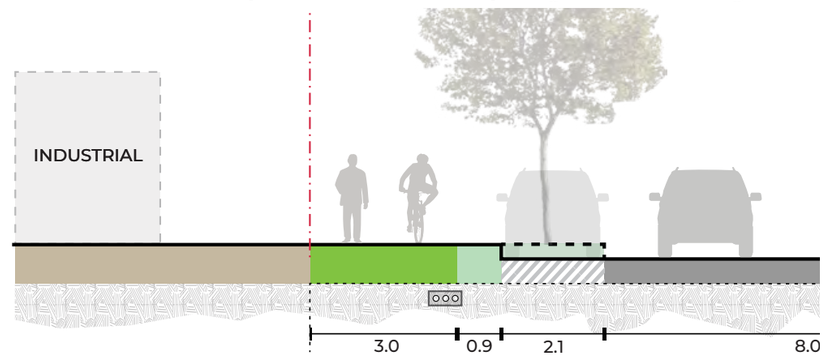
Interface safely with adjacent properties



Heidelberg West Business Park Green Loop



Example section of Green Loop integrated into existing street



DAREBIN CREEK EDGE

HWBP's interface to the Darebin Creek will be revitalised through the upgrading of the Banyule Grasslands Reserve to connect people to the indigenous significance of Darebin Creek and provide sensitive places to walk, relax and explore.

An opportunity to Connect to Country

- The project should collaborate with local First Nations groups to identify opportunities to celebrate the ongoing cultural significance of the area. This might include learning landscapes, yarning circles and other indigenous spaces.

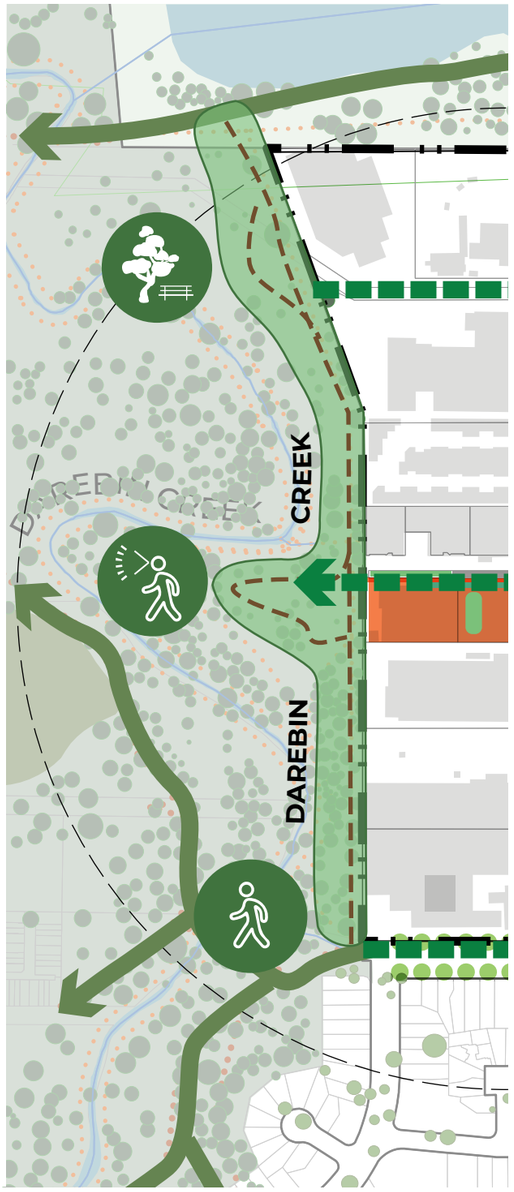
Sensitive activation of the creek landscape

- Interventions in this area will be 'light touch' and maintain the ecological integrity of the area. Lighting should be carefully considered to protect local fauna while providing safety.
- Interventions should support passive activities including seating, pavilions/yarning circles and bush gardens
- Interfacing development should be setback to provide significant native landscaping screening built form and 'bleeding' the landscape into HWBP.

Improved connections and interfaces

- A shared path link along the edge of the HWBP will combine with the Darebin Creek trail to create a 1.8km continuous loop supporting lunchtime recreation opportunities.
- Additional public pedestrian linkages will be sought between Sheehans Road and the Banyule Grasslands Reserve to improve east-west connectivity.
- Explore opportunities for improved access from adjacent private land to the Banyule Grasslands Reserve.

Darebin Creek edge



Indigenous learning landscapes

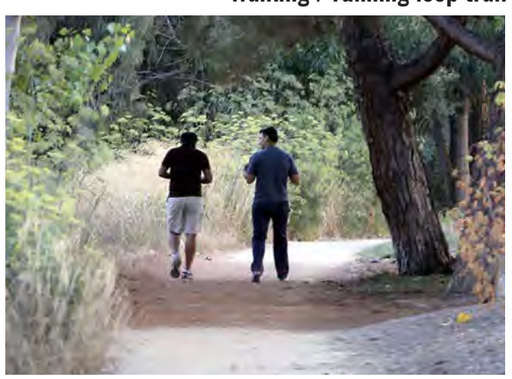




Places to reflect and gather on Country



Walking / running loop trail





PART 4: IMPLEMENTATION

The HWBP will be the southern entrance to the Latrobe NEIC with Waterdale Rd providing a high quality gateway.



Artists impression of HWBP looking north along an upgraded Waterdale Road.

IMPLEMENTATION OVERVIEW

Making the vision of the Masterplan a reality requires a clear implementation strategy. The following pages outline the identified actions and projects that will deliver the Masterplan along with indicative staging.

Four key areas have been identified for implementation actions with further detail around these areas provided below.

Strategic Policy Development

Ensuring that the Masterplan is backed up by strong and clear planning policy will be key to realising the vision successfully.

The vast majority of the Masterplan area is located within private land meaning transformation will occur gradually, over time and at the instigation of private third parties. Much of this change will take place through permit applications. As a result, a number of actions have been identified which update the Planning Scheme to ensure local policy and development controls align with the Masterplan. This could include a suite of planning tools rather than a single instrument and could potentially span incorporating the Masterplan into the Planning Scheme as a reference document, development of stronger local planning policy for employment precincts and introduction of design, parking and development contributions controls through overlays.

Catalyst Projects

Making change can be difficult, especially in an established precinct where change can be disruptive to existing business. A key element of instigating change and building trust in the Masterplan is through identifying key projects that will start the transformation, acting as a catalyst to show all stakeholders that the Masterplan is being taken seriously and will be implemented. These catalyst projects are important parts of the public realm that will support the transformation of Heidelberg West Business Park. These projects are:

- The upgrading of Lillimur Avenue and Vernon Avenue as high quality pedestrian priority streets providing improved east-west connectivity through the precinct.
- The delivery of three mobility/innovation hubs across the precinct that will drive innovation, provide precinct parking and sustainable transport opportunities.
- The upgrading and widening of Waterdale Road into a high quality boulevard that provides a suitable gateway experience to the precinct while improving transport capacity, public transport and pedestrian experience.
- The creation of the Green Loop shared path along Northern, Bamfield, Dougharty and Sheehans Road to from a sustainable transport loop around the precinct.
- The creation of an indigenous learning landscape and trail in the Banyule Grasslands Reserve abutting the western edge of the Heidelberg West Business Park

Other public works projects

Alongside catalyst projects there are also a wide range of more minor works that nevertheless remain crucial elements of the Masterplan.

The upgrading of local roads, removal of redundant crossovers, repair and improvement of pedestrian footpaths alongside the review and upgrading of street lighting to improve safety at all hours are key objectives of the Masterplan and identified in these actions.

Advocacy and Partnerships

Working collaboratively with other agencies and stakeholders to ensure will unlock the precinct's full potential and ensure investment in the HWBP takes place in a coordinated fashion.

State authorities such as DTP and Melbourne Water alongside Darebin City Council will be key stakeholders in achieving some of the important strategic links proposed in the Masterplan. Engaging with them on an ongoing basis to build a shared understanding and support of the Masterplan will be essential to success.

La Trobe University is the public land manager of much of the land to the north and has long shared ambitions for the land immediately to the north of the HWBP to be redeveloped as part of its Research and Innovation Precinct. Ensuring that transformation both within HWBP and on adjacent land occurs in a coordinated and complimentary manner will ensure that both stakeholders flourish and benefit from a well integrated precinct.

INDICATIVE STAGING FOR PUBLIC REALM PROJECTS

There is a significant opportunity for public realm upgrades and projects to initiate renewal and investment in the area. The following pages outline the envisaged staging for public works projects within the HWBP.

Initial Projects (0-5 years)

Lillimur Avenue catalyst project

- Commence public realm upgrades along Lillimur Avenue introducing street trees, urban parklets and pop-up spaces along this avenue in locations where service access is not required.

Green Loop - Sheehans Road segment

- Develop the Sheehans Road Green Loop segment as the first part and 'proof of concept' of the Green Loop. Linking it into the Darebin Creek Trail at both ends.

Plan for future links and roads

- Undertake strategic planning work for the delivery of identified future public links.
- Undertake strategic planning work to further develop and refine the preferred street layout for Waterdale Road and implement appropriate planning tools to facilitate its delivery.

Earlier Projects (0-10 years)

Green Loop - west of Waterdale Road

- Deliver the Green Loop along Northern Road and Dougharty Road west of Waterdale to complete the western half of the project.

Gradual acquisition to facilitate Waterdale Road

- Begin land assembly to facilitate widening Waterdale Road along its eastern side as sites redevelop.

Gradual realisation of western pedestrian links

- Secure safe high quality public access between Lillimur Avenue and Sheehans Road and Sheehans Road to the Darebin Creek as sites redevelop.

Increase advocacy for strategic road links

- Work with state authorities, local business and La Trobe University to build support for the delivery of the proposed new road links to Kingsbury Drive

Darebin Creek edge catalyst project

- Develop the Darebin Creek edge catalyst project to activate the western edge of the HWBP and support renewal of the Creek Campus precinct.

Interim innovation / business incubator hub

- Secure an interim location for an innovation hub within a central location within the precinct to help drive change within the precinct.
- Begin investigations to identify and secure suitable sites for the proposed mobility/innovation hubs.

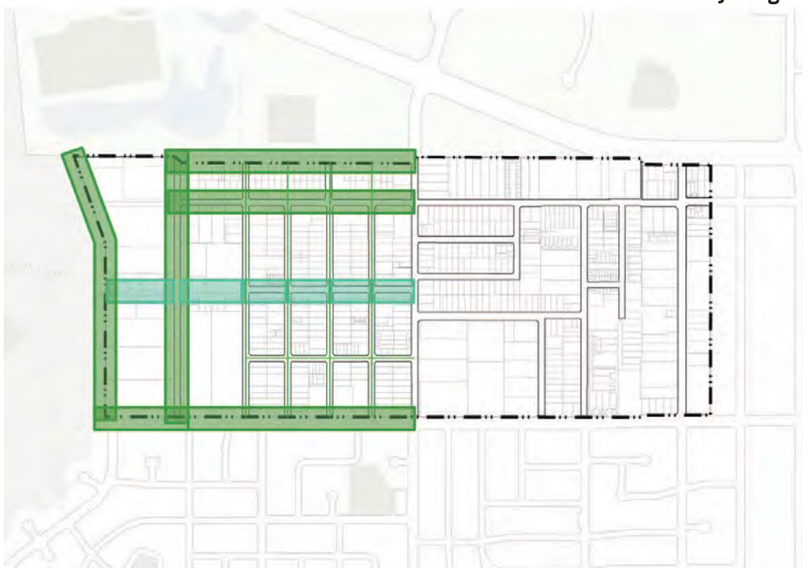
Public realm safety upgrades to west HWBP

- Undertake general upgrades of public realm, lighting and streetscapes to improve western side of HWBP.

Initial Stages



Early Stages



INDICATIVE STAGING FOR PUBLIC REALM PROJECTS

Later Projects (10-20 years)

Green Loop - east of Waterdale Road

- Complete the eastern portion of the Green Loop network (east half of Northern and Dougharty and all of Bamfield) to complete the Green Loop network.

Vernon Avenue catalyst project

- Develop the Sheehans Road Green Loop segment as the first part and 'proof of concept' of the Green Loop. Linking it into the Darebin Creek Trail at both ends.

Deliver mobility / innovation hubs

- Deliver one or more identified mobility and innovation hub catalyst projects to provide a wide range of support uses for the precinct including precinct parking, innovation hub and potential district infrastructure.

Deliver new strategic road links

- Work with state authorities and stakeholders to deliver the Kylta Road and Bamfield Road links to Kingsbury Drive.

Deliver eastern pedestrian links

- Secure safe high quality public access between Bamfield Road and Culverlands Street through acquisition or agreement as part of private redevelopment.

Public realm safety upgrades to east HWBP

- Undertake general upgrades of public realm, lighting and streetscapes to improve western side of HWBP.

Final Projects (20+ years)

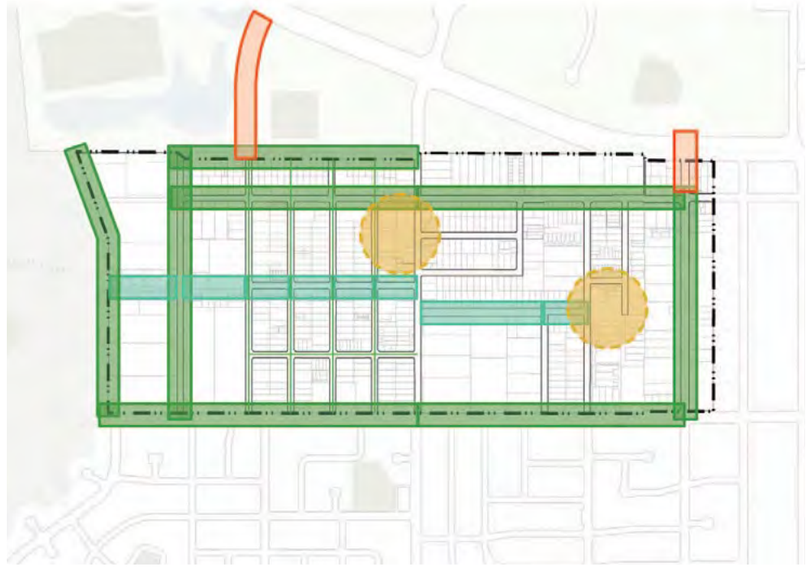
Delivery of upgraded Waterdale Road

- Complete acquisition of land necessary to widen Waterdale Road to its preferred street profile improving public amenity, transport capacity and public transport experience.

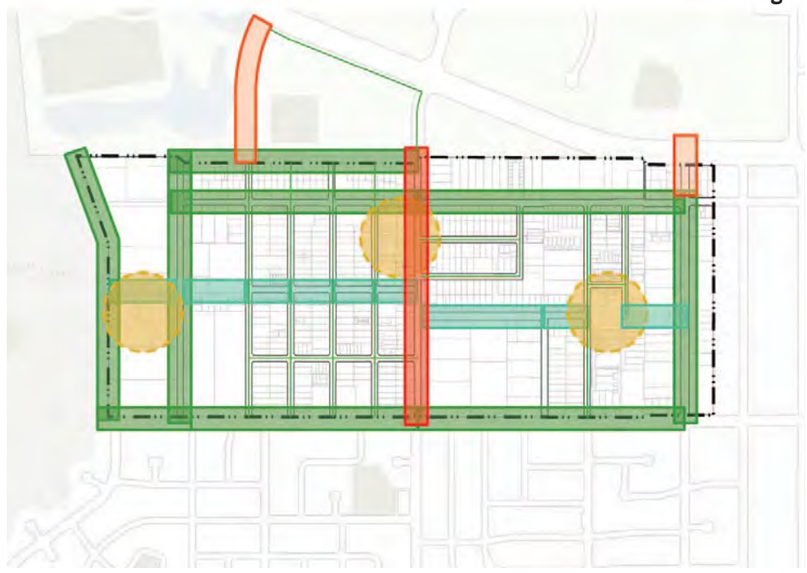
Deliver remaining mobility/innovation hub

- If required, deliver a final mobility/innovation hub in the west of the HWBP per the Masterplan.

Later Stages



Final Stages

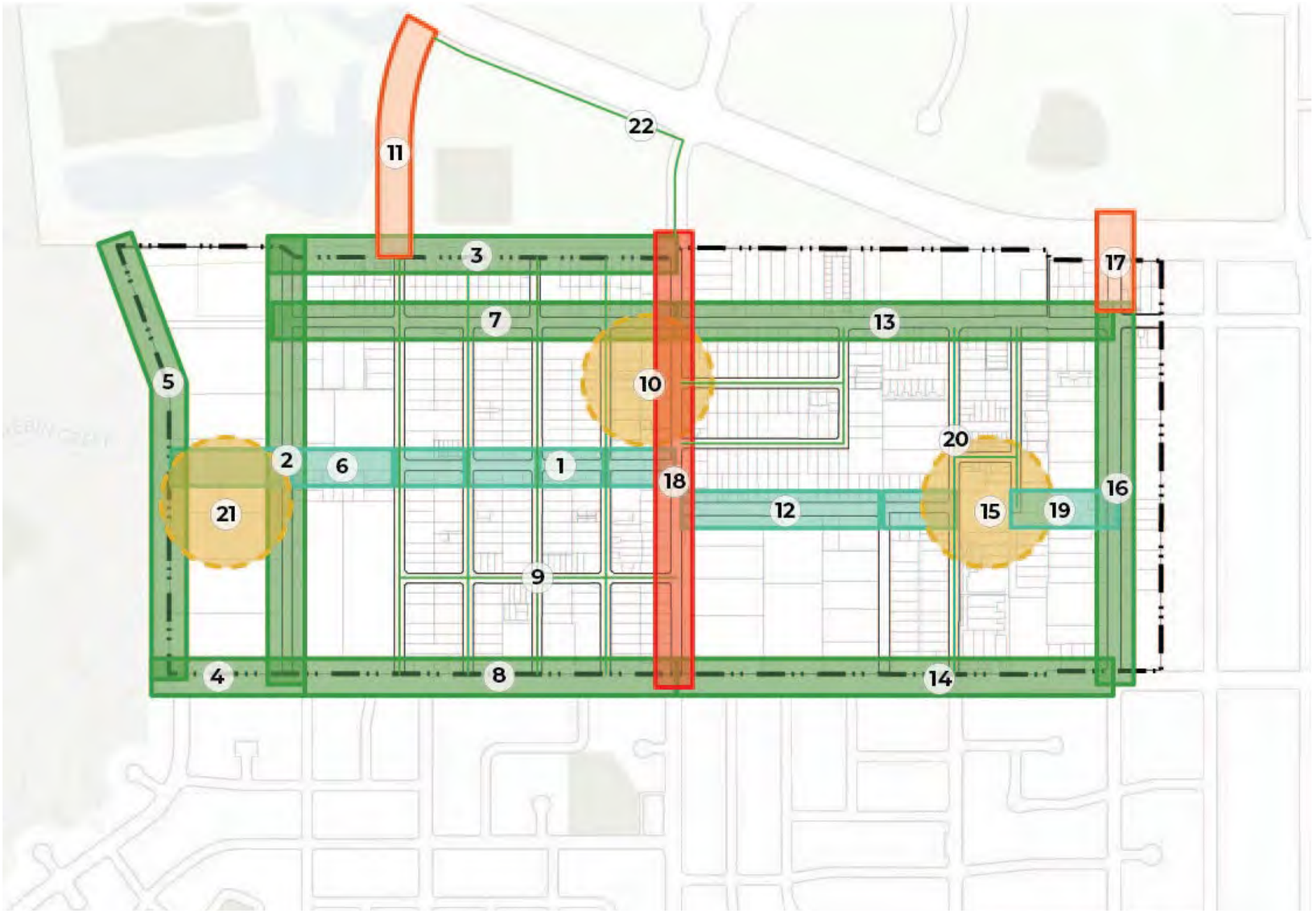


IDENTIFIED PROJECTS

The Masterplan will improve streets, public realm and connections throughout the precinct. A full list of actions and projects can be found on the following pages.

1. Lillimur Avenue public realm upgrades
2. Green Loop - Sheehans Road segment
3. Green Loop - Crissane Road segment
4. Green Loop - Dougharty Road to Darebin Creek Trail
5. Darebin Creek Edge indigenous learning trail
6. Pedestrian link - Lillimur - Sheehans - Darebin Creek
7. Green Loop - Northern Road western segment
8. Green Loop - Dougharty Road western segment
9. Street safety upgrades - west of Waterdale Road
10. Mobility/innovation hub - Waterdale Road
11. Kylta Road link to Kingsbury Drive
12. Vernon Avenue public realm upgrades
13. Green Loop - Northern Road eastern segment
14. Green Loop - Dougharty Road eastern segment
15. Mobility/innovation hub - Bamfield Road
16. Green Loop - Bamfield Road
17. Bamfield Road link to Kingsbury Drive
18. Waterdale Road upgrades and widening
19. Pedestrian link - Bamfield Road to Culverlands Street
20. Street safety upgrades - east of Waterdale Road
21. Innovation/sustainability hub - Sheehans Road

Key Projects Map



N

0 50 100 250 500m

1:5000 at A3 1:2500 at A1

SUMMARY OF MASTERPLAN ACTIONS

The following table summarises all key actions identified to implement the Masterplan.

The table below outlines the actions required to support the Masterplan, including the indicative staging, responsibility and potential key stakeholders where applicable. The actions are divided into five action types; Strategic Policy Development, Catalyst Projects, Other Public Works Projects and Advocacy and Partnerships

Actions provide a brief description of the action/task or project required to be taken as part of the Masterplan.

Indicative Staging outlines the stage at which this project should be undertaken. It should be utilised as a guide only, noting that timing may be dependent on other factors such as funding availability, land assembly and political support. Timing should be responsive to key stakeholder needs.

Responsibility identifies the primary Council departments that should be involved in the undertaking of the action.

Stakeholders identifies any other notable parties who will have a direct interest or influence in the outcomes of the project. It is recommended to ensure that the project plan incorporate an appropriate level of engagement with these stakeholders to realise the project successfully.

Summary of Actions Table

	ACTIONS	INDICATIVE STAGING	BUDGET	RESPONSIBILITY	STAKEHOLDERS
1	**STRATEGIC POLICY DEVELOPMENT**				
1.1	Development of local policy for industrial land / employment precincts to support the Masterplan vision in the Banyule Planning Scheme.	Initial	$	Strategic Planning, Economic Development	HWBP land owners and businesses, DTP
1.2	Investigation and implementation of appropriate zoning and overlay controls to support the Masterplan (eg. DDO, DPO)	Initial	$	Strategic Planning, Economic Development	HWBP land owners and businesses, DTP
1.3	Development of a Parking Overlay to implement future parking rates, requirements for sustainable transport and eligibility for precinct parking options	Early	$	Strategic Planning, Transport	HWBP land owners and businesses, DTP
1.4	Develop appropriate planning mechanism to realise widening of Waterdale Road, potentially through the application of a Public Acquisition Overlay	Initial	$	Strategic Planning, Transport	Landowners adjacent to Waterdale Road, DTP
1.5	Assess the appropriateness of implementing a Development Contributions Overlay in relation to supporting the delivery of capital works improvements within the precinct.	Early		Strategic Planning, Assets and Transport	HWBP land owners and businesses, DTP
1.6	Incorporation of the Masterplan into the Banyule Planning Scheme either as a Reference document or Incorporated Document.	Early		Strategic Planning	DTP
1.7	Establish appropriate mechanism to gain public pedestrian links between the following locations: 1) Lillimur Ave and Sheehans Road 2) Sheehans Road and Darebin Creek 3) Bamfield Road and Culverlands Street	Early	$$	Strategic Planning	Affected landowners

SUMMARY OF MASTERPLAN ACTIONS

Summary of Actions Table

	ACTIONS	INDICATIVE STAGING	BUDGET	RESPONSIBILITY	STAKEHOLDERS
2	**CATALYST PROJECTS**				
2.1	Lillimur Avenue public realm upgrades	Initial (ongoing until	$$$	Strategic Planning, Assets, Open Space, Traffic, Urban Forest, Environmental	Landowners adjacent to Lillimur Avenue
2.2	Vernon Avenue public realm upgrades	Later	$$	Strategic Planning, Assets, Open Space, Traffic, Urban Forest, Environmental	Landowners adjacent to Vernon Avenue
2.3	Green Loop - Sheehans Road segment	Initial	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest	Jemena
2.4	Green Loop - Northern Road segment (west of Waterdale)	Early	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest, Environmental	Jemena
2.5	Green Loop - Northern Road segment (east of Waterdale)	Later	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest, Environmental	Jemena
2.6	Green Loop - Dougharty Road segment (west of Waterdale Road)	Early	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest, Environmental	Jemena, DTP
2.7	Green Loop - Dougharty Road segment (east of Waterdale Road)	Later	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest, Environmental	Jemena, DTP

SUMMARY OF MASTERPLAN ACTIONS

Summary of Actions Table

	ACTIONS	INDICATIVE STAGING	BUDGET	RESPONSIBILITY	STAKEHOLDERS
2.8	Green Loop - Bamfield Road segment	Later	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest	Jemena
2.9	Green Loop - Crissane Road extension (west of Waterdale Road)	Initial	$$	Strategic Planning, Sustainable Transport, Assets, Traffic, Urban Forest	Melbourne Water, Darebin City Council, La Trobe University
2.10	Darebin Creek Edge indigenous discovery landscape and trail	Early	$$	Open Space, Assets, Sustainable, Transport, Urban Forest, Environmental	Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation Barrbunin Beek Melbourne Water Adjacent landowners
2.11	Bamfield precinct mobility and innovation hub	Early	$$$	Economic Development, Assets, Transport, Property	
2.12	Waterdale precinct mobility and innovation hub	Final	$$$	Economic Development, Assets, Transport, Property	
2.13	Sheehans precinct sustainability and innovation hub	Later	$$$	Economic Development, Assets, Property	
2.14	Waterdale Road boulevard upgrade	Final	$$$	Traffic, Assets, Open Space, Strategic Planning and Urban Design, Property	DTP, affected landowners, PTV, La Trobe University

SUMMARY OF MASTERPLAN ACTIONS

Summary of Actions Table

	ACTIONS	INDICATIVE STAGING	BUDGET	RESPONSIBILITY	STAKEHOLDERS
3	**OTHER PUBLIC WORKS PROJECTS**				
3.1	Undertake an audit of redundant crossover across the precinct to reinstate nature strips in local streets	Early	$	Transport, Strategic Planning, Assets	
3.2	Undertake an audit of street parking to identify suitable locations for parklet public realm improvements in local streets	Early	$	Transport, Strategic Planning, Assets	
3.4	Upgrade pedestrian amenity of local streets, reinstate footpath and kerb conditions, plant street trees and safety lighting (west of Waterdale Road)	Early	$$	Assets, Open Space, Transport, Urban Forest	
3.5	Upgrade pedestrian amenity of local streets, reinstate footpath and kerb conditions, plant street trees and safety lighting (east of Waterdale Road)	Later	$$	Assets, Open Space, Transport, Urban Forest	
4	**ADVOCACY AND PARTNERSHIPS**				
4.1	Advocate and support the delivery of the Kylta Road extension to Kingsbury Drive	Later	$	Transport, Strategic Planning	DTP, La Trobe University, State Government
4.2	Advocate and support the delivery of the Bamfield Road extension to Kingsbury Drive	Later	$	Transport, Strategic Planning	Darebin City Council, DTP
4.3	Work with DTP and Jemena to plan for the future widening of Waterdale Road	Early	$	Transport, Strategic Planning	DTP, Jemena, PTV
4.4	Advocate for the extension of a shared path along the southern side of Kingsbury Drive up to the Plenty Road intersection	Later	$	Sustainable Transport, Strategic Planning	La Trobe University, DTP, Darebin City Council
4.5	Maintain ongoing engagement with La Trobe University to ensure development of the land immediately to the north of HWBP integrates well with the Masterplan.	Initial	$	Economic Development	La Trobe University, State Government
4.6	Establish an ongoing working group with Darebin City Council to ensure the regional sustainable transport network links seamlessly across municipal boundaries.	Initial	$	Sustainable Transport	Darebin City Council



Artists impression of the HWBP Masterplan from above