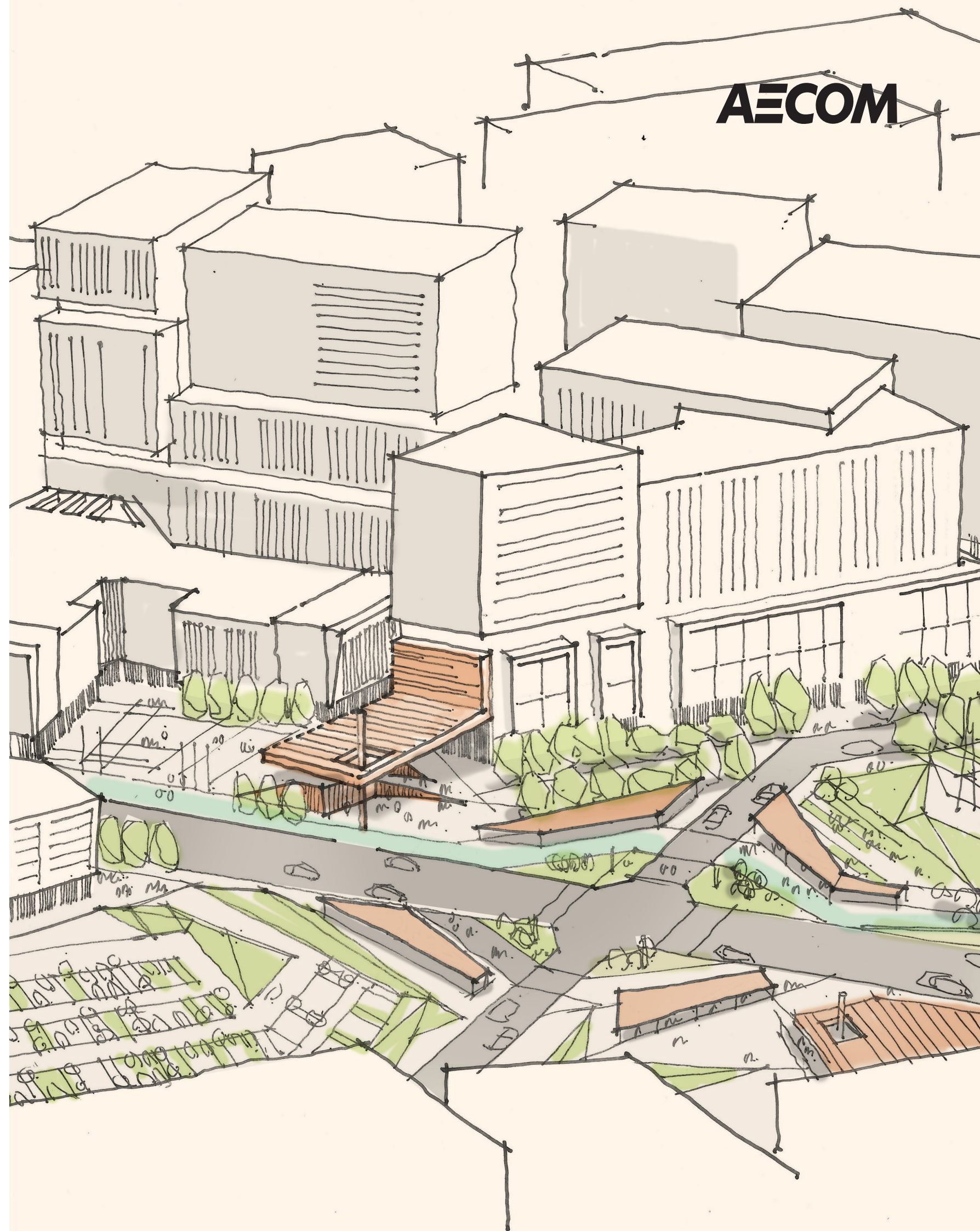


Sunshine Health, Wellbeing and Education Precinct

Urban Design Framework

Prepared for Victorian Planning Authority

5 July 2018



Sunshine Health, Wellbeing and Education Precinct

Urban Design Framework

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Executive Summary

Plan Melbourne, the State’s Metropolitan Planning Strategy, identifies the Sunshine Health, Wellbeing, and Education Precinct (SHWEP) as a key strategic site within the Sunshine National Employment and Innovation Cluster (Sunshine NEIC). National Employment and Innovation Clusters are expected to provide a focus on retail, professional services, education, research and health related jobs.

The Victorian Planning Authority (VPA), in partnership with the City of Brimbank and other state government agencies, is currently preparing a draft Strategic Land Use and Development Plan (Strategic Plan) to facilitate development and intensification of the SHWEP in accordance with the objectives of Plan Melbourne 2017-2050.

AECOM have been engaged by the VPA to develop this Urban Design Framework (UDF) for the SHWEP. The purpose of the UDF is to help to guide the future growth and intensification of land uses within the precinct. The UDF establishes an urban design vision for the SHWEP. The vision is supported by a set of principles, objectives and design guidelines.

Precinct-wide guidance is provided and additional objectives for individual sub-precincts are outlined to assist in illustrating the potential for the Precinct. This Urban Design Framework plan document proposes the following key outcomes for the precinct:

- Creation of new link road connecting Furlong Road and St Albans Road.
- Extension of Majorca Street into Sunshine Hospital site
- Landscape works at key sites and along key arterials i.e. Furlong Road.
- New shared use path networks within the study area boundary
- Re-purposing of transmission easement for car parking, roads and open space.
- Additional frontage to Sunshine Hospital, including road access to Joan Kirner.
- Formalised and expanded mixed use areas.

To realise the vision for SHWEP a range of implementation activities are required, which will be led by public authorities, and public and private asset and property owners.

Coordination between State and Local Governments as well as some key landholders is critically important to achieve some of the highest order objectives for the Precinct. This includes achieving movement, connectivity, open space and character/image outcomes on which the future success of SHWEP rests.



Station

Platform 1 / City
← → ↑

← Platforms

← Sutton Hospital

← Sutton Hospital

Mulhall Drive →

Parkiteer →



1.0

Introduction

1.0 Introduction

1.1 Background

Plan Melbourne, the State’s Metropolitan Planning Strategy, identifies the Sunshine Health, Wellbeing, and Education Precinct (SHWEP) as a key strategic site within the Sunshine National Employment and Innovation Cluster (Sunshine NEIC). National Employment and Innovation Clusters are expected to provide a focus on retail, professional services, education, research and health related jobs.

The Victorian Planning Authority (VPA), in partnership with the City of Brimbank and other state government agencies, is currently preparing a draft Strategic Land Use and Development Plan (Strategic Plan) to facilitate development and intensification of the SHWEP in accordance with the objectives of Plan Melbourne 2017-2050.

An Urban Context Assessment report for the SHWEP has been completed. The report documents the influencing factors and emerging trends currently affecting the urban structure and built form outcomes of the precinct and surrounds that will inform the development of the UDF. A set of issues and opportunities was also identified by the report. See Appendix A for further details.

1.2 Document purpose

AECOM have been engaged by the VPA to develop this Urban Design Framework (UDF) for the SHWEP. The purpose of the UDF is to help to guide the future growth and intensification of land uses within the precinct.

This document identifies ten sub-precincts within the SHWEP.

The UDF establishes an urban design vision for the SHWEP. The vision is supported by a set of principles, objectives and design guidelines.

Precinct-wide guidance is provided and additional objectives for individual sub-precincts are outlined to assist in illustrating the potential for the Precinct.

Case studies are drawn upon to highlight urban renewal opportunities and help illustrate the importance of achieving the objectives proposed in this report.

1.3 Document Structure

The SHWEP UDF is comprised of the following sections:

Part One: Introduction

This section outlines the purpose of the report and the study site.

Part Two: Context

Part Two provides a policy context and a site analysis of the SHWEP and presents relevant case studies.

Part Three: Key opportunities

Part Three outlines the key opportunities identified during the context analysis.

Part Four: Vision and principles

Part Four provides the urban design vision established for the SHWEP and a set of principles that support the vision are identified.

Part Five: Options testing

Part Five describes the testing undertaken to determine the future framework plan for the SHWEP.

Part Six: Framework Plan

Part Six presents the Urban Design Framework plan determined for the study area, including built form, key connections, and public realm and landscape outcomes.

Part Seven: Design guidelines

Part Seven provides the guidance for the delivery of the Framework Plan. This includes precinct-wide guidelines and precinct specific objectives.

Part Eight: Implementation

Part Eight describes the key implementation tasks that are required to deliver on the vision and objectives of the SHWEP Urban Design Framework.

1.4 Study site

SHWEP is located approximately 14 kilometres north west of Melbourne's CBD to the north of the Sunshine Major Activity Centre and St Albans Activity Centre, within the City of Brimbank.

The precinct covers approximately 67ha of land stretching roughly 1.0km from east to west and 1.2km from north to south. It is generally bound to the north by Stony Creek, to the east and south by the M80 Western Ring Road and to the west by St Albans Road.

In 2016, there were approximately 3,227 jobs in the precinct; this is anticipated to grow to more than 7,239 jobs by 2051 (SGS, SHWEP economic study, 2017). Sunshine Hospital is already one of largest employers within Brimbank. The addition of the approved Sunshine Private Hospital will add considerably to this.

The Precinct includes Ginifer Railway Station that was recently re-built as part of the Furlong Road Level Crossing Removal Project, and delivered in a rail trench, which also adjusted the location of the station.

Other key features include two significant industrial operations located in the south-east of the Precinct, extensive residential areas in the western part of the Precinct, and a substantial electrical transmission easement that accommodates (private) soccer pitches and commercial car parking. An aged care facility is located to the south west of the train line.

SHWEP's current medical facilities are expected to further grow as the population of its regional catchment grows and follow a pattern of development other, more developed medical precincts in Melbourne.



Figure 1: Sunshine Hospital- Furlong Road Main Entrance



Western Health
SUNSHINE HOSPITAL



Exit / Way out





2.0

Context

2.0 Context

2.1 Case Studies

Medical precincts in Melbourne’s other National Economic and Innovation Clusters have a similar role to that of SHWEP and accommodate a range of specialist and general medical and other services that service a large metropolitan catchment.

In the context of other health precincts in Melbourne, SHWEP is relatively underdeveloped. The following case studies provide an insight into the type of opportunities and constraints that SHWEP will likely face into the future.

2.1.1 Case Study One: Monash

Overview

The Monash Children’s Hospital and the Monash Medical Centre Clayton form the Monash Medical and Research Precinct. The precinct is located approximately 20 kilometres south-east of Melbourne’s CBD. Monash National Employment and Innovation Cluster (NEIC) Draft Framework Plan (VPA2017). It is broadly bounded by Huntingdale Road to the west, the Monash Freeway to the north, Westall Road to the east and Centre Road to the south. It also takes in the northern part of the Clayton Major Activity Centre.

The Monash NEIC health precinct sits in a suburban context similar to SHWEP, and is the largest established NEIC and employment centre outside of the CBD, with a combination of education, health, research and commercial activities. The NEIC includes Monash University, the Australian Synchrotron, the Melbourne Centre for Nano-fabrication, Monash Medical Centre, a new Monash Children’s Hospital, CSIRO’s largest site in Victoria and the Monash Enterprise Centre.

Planning controls and policy

The VPA is currently in the process of finalising a framework plan for the NEIC having released the draft framework plan in March 2017. The draft plan has a view to undertake precinct planning around railway stations and the Health, Education and Research Precinct.

The City of Monash is currently in the process of updating the residential zoning within the precinct having adopted the Monash

Housing Strategy 2014. Amendment C125 to the Monash Planning Scheme is currently awaiting approval by the Minister for Planning. Areas directly along major arterial roads and abutting education and medical uses are proposed to be Residential Growth Zone Schedule 3, stepping back to General Residential Zone 6 and then 3. This represents a significant increase in residential density for the precinct.

Land use

Land use within the areas surrounding the hospital is generally residential and is designated as General Residential Zone 2 by the planning scheme. There are small pockets of General Residential Zone 1 and Residential Growth Zone 2.

The Medical Precinct is zoned Public Use Zone 3 – Health and Community and Monash University is located within the Public Use Zone 2 – Education.

There are some areas of commercially zoned land within the Clayton Activity Centre and along major arterial roads. These accommodate retail, restaurant, and office uses There are also large areas of industrial and commercial land to the east of the precinct comprised of manufacturing and warehousing functions.

Built form controls

With regard to the Health, Education and Research Precinct’s built form, height controls for residential areas are generally controlled through zoning with few built form overlays. The zoning is relatively outdated and does not reflect the activity centre and NEIC status of the precinct.

Commercial land within the municipality is generally covered by the Design and Development Overlay – Schedule 1 which incorporates design objectives and preferred setbacks for these areas.

Areas south of Centre Road fall within the City of Kingston and are subject to the Clayton South Framework.

Development	Zone	Built form control	Preferred height	Approved height	Development type
261 Clayton Road, Clayton	GR22 Proposed RGZ3	DD014	Permit not required for height less than 92.6 metres above the Australian Height Datum (AHD).	13.2 metres	Apartment building
19-23 Berrima Street, Oakleigh East	C1Z	No overlays	No maximum height in C1Z	Roof height 10.4m 3 floors	Apartment building
11-21 Gilby Road, Mount Waverley	SUZ6	DDO1	No preferred height	29.4 metres, 24.9 metres and 17.7 metres Floors, 7, 7, 6	Apartment building
254-294 Wellington Road, Mulgrave	SUZ6	DDO1 HO86	No preferred height	Roof height: 31.4m 8 floors	4 buildings
14-18 Irwin Street, Clayton	GR22 Proposed GRZ6	No overlays	11m in GRZ2 2-3 storeys in GRZ6	3 Floors	39 dwellings
2107 Dandenong Road, Clayton	C1Z	DDO1 IPO2		10 Storeys	4 buildings 460 dwellings 225 hotel rooms 189 serviced apartments
22 Burton Avenue, Clayton	GR22 Proposed – RG3		11m in GRZ	9.9 metres 3 Storeys	Apartments
1 Renver Road, Clayton	RGZ1	DPO5	Built form guided by development plan. 13.5 metres for RGZ1.	4 Storeys	Apartments
296 – 324 Ferntree Gully Road, Notting Hill	SUZ6	DDO1	No preferred height	5 Storeys	Serviced apartments

Table 1: Recent approved applications within Monash NEIC



Figure 2: Monash Medical Centre - Clayton Road fronted by multi-deck car parking

Approved applications

Table 1 contains recent approved applications within the precinct. There is a predominance of residential development approvals in the vicinity which have the potential to incrementally reduce the capacity of future health- related development to be located in this precinct.

Proximity to daily needs

The medical and employment precinct is spread out and dissected by several major arterial roads. The Monash Medical Centre and the Monash Children's Hospital are located proximate to the Clayton Major Activity Centre which is well serviced by shops, supermarkets, restaurants and cafés. The Activity Centre and Clayton Station are approximately 400m south of the two hospitals and are at the limits of walkable distance when considering the topography.

The precinct is generally well serviced for all daily needs and transportation, however due to the distances between shops, services and transportation, depending on location, those with limited mobility and access to transportation options may have difficulty accessing services. Transportation services include a railway station, multiple bus services and several major arterial roads.

The precinct is proximate to schools, social services, healthcare, open space and recreational opportunities.

Public Realm

The growth of the medical facilities have generally occurred on formerly residential land and sites have formed and grown through acquisition and consolidation.

Continued 'site optimisation' combined with the emphasis on vehicle access and parking has resulted in the Clayton Road streetscape being degraded with surface car parking and multi-level parking structures to service the hospital and associated medical services (Figure 2).



Map 1: Monash National Employment and Innovation Cluster (Plan Melbourne)

2.0 Context

2.1.2 Case Study 2: Parkville

Overview

The Parkville National Employment and Innovation Cluster (NEIC) is also known as the Melbourne Biomedical Precinct (MBP). The precinct is located immediately north of Melbourne CBD, and will sit (in future) adjacent to the Parkville Railway Station, which will provide a direct connection between Parkville and SHWEP.

This precinct has a critical mass of leading institutions and organisations, including the University of Melbourne, RMIT University, Monash University’s Faculty of Pharmacy and Pharmaceutical Sciences, the Walter and Eliza Hall Institute of Medical Research, global biotherapy industry leader CSL Limited, the Royal Melbourne Hospital, the Royal Children’s Hospital, the Royal Women’s Hospital, the Victorian Comprehensive Cancer Centre, the Australian Medical Association and the Bio21 Institute.

Planning controls and policy

The VPA is in the early stages of preparing a framework plan for the precinct. No draft framework plan is currently available.

Within the Melbourne Planning Scheme Clause 21.11 (Local Areas) the precinct is located across the City North Proposed Urban Renewal Area and the Parkville Local Area. The City of Melbourne produced the City North Structure Plan 2012 to identify and guide the urban renewal of the area.

Land use

The major medical uses within the precinct are zoned Public Use Zone 3 – Health and Community and Melbourne University and University High School are zoned Public Use Zone 2 – Education.

Land to the east of Peel Street and to the south of Grattan Street is zoned Capital City Zone – Schedule 5 whist areas west of Peel Street and proximate to major arterial roads are zoned Mixed Use Zone up to the North Melbourne Primary School.

Areas north of University High School and south of Royal Park are residentially zoned, as well as areas to the north-west of North Melbourne Primary School and west of Flemington Road.

Public open space areas of Royal Park and Levers Reserve are zoned Public Park and Recreation Zone.

Within the Parkville Precinct residential areas, preservation of heritage and parkland values and maintenance of residential amenity are key priorities. Policy discourages medical centres and other commercial uses in the residential zones (the ‘stable’ residential areas of Parkville) except where they serve a local community function and do not cause adverse impacts on residential amenity.

Land use within the City North Precinct is more flexible utilising the Capital City Zone and the Mixed Use Zone. A variety of land uses and higher densities are encouraged, characterised by university, research and medical buildings.

Built form controls

There are numerous built form overlays within the precinct including Heritage and Design and Development Overlays. Built form within the precinct is primarily guided by Design and Development Overlay – Schedule 61 (City North) (DDO61) which provides preferred built form outcomes for specific areas, as per the City North Structure Plan 2012.

DDO1 encourages mid-rise scale of buildings (6 to 15 storeys) that are distinct from the tall built form in the Hoddle Grid area to the south. Built form will step down at the interface to the lower scale surrounding established neighbourhoods in North and West Melbourne. Additional increased density and diversity of uses are encouraged along the Victoria Street, Flemington Road, Elizabeth Street and Swanston Street tram corridors and around the proposed Grattan and CBD North Metro Rail stations.

Additionally there are built form controls in place to protect the heliport flight paths for the hospitals and the Metro Tunnel Project.

Approved applications

Table 2 contains recent approved applications within the precinct being predominantly residential development approvals that might reduce the capacity of future health-related development.

Development	Zone	Built form control	Preferred height	Approved height	Development type
205 - 223 Pelham Street, Carlton	CCZ5	HO1133, DDO61 Area 4.2	32 metres	40 metres, 13 storeys	Student accommodation
122-136 Berkeley Street, Carlton	CCZ5	DDO61 Area 4.2	32 metres	12 storeys	Student accommodation
684 – 688 Elizabeth Street, Melbourne	CCZ5	HO1124, DDO61 Area 5	60 metres	19 storeys 61 metres	Student accommodation
696 – 708 Elizabeth Street, Melbourne	CCZ5	HO1124, DDO61 Area 5	60 metres	19 storeys 61 metres	80 apartments
611 – 681 Elizabeth Street, Melbourne	CCZ5	HO1124, DDO61 Area 4.1 and 5	40 metres (DDO4.1 and 60 metres (DDO5)	4 towers 10 – 19 storeys 39 metres to 60 metres	Mixed use
199 Peel Street, North Melbourne	MUZ	HO3, DDO61 Area 2	24 Metres	24 metres	51 apartments
1 Flemington Road, North Melbourne	MUZ	HO3, DDO61 Area 5, DDO65	N/A (Heliport flight paths applies)	22 Storeys 68 metres	
5 – 17 Flemington Road, North Melbourne	MUZ	DDO61 Area 2 and 5, DDO65	24 metres and 60 metres (Heliport flight paths applies)	8 and 12 storeys 26 and 40 metres	Student apartments
3 – 5 Bedford Place, North Melbourne	MUZ	DDO61 Area 5, DDO65	N/A (Heliport flight paths applies)	18 storeys 56 metres	Student apartments
20 – 24 Vale Street, North Melbourne	MUZ	DDO61 Area 2, DDO 65, DDO70	24 metres	8 Storeys 23 metres	Apartments
48 – 50 Villiers Street, North Melbourne	MUZ	DDO61 Area 2, DDO 65, DDO70	24 metres	9 storeys 27 metres	Apartments
48 – 50 Villiers Street, North Melbourne	MUZ	DDO61 Area 2, DDO 65, DDO70	24 metres	6 storeys	Apartments
69 Flemington Road, North Melbourne	MUZ	DDO61 Area 3, DDO 65, DDO70	40 metres	16 storeys 50 metres	apartments
87 – 89 Flemington Road, North Melbourne	MUZ	DDO61 Area 3, DDO 65, DDO70	40 metres	13 storeys 43 metres	apartments
171 – 191 Flemington Road, North Melbourne	GRZ1	HO3, DDO65	Residential buildings must not exceed 11 metres	4 and 11 Storeys	Homeless resource centre and accommodation

Table 2: Recent approved applications within Parkville NEIC

Proximity to daily needs

The precinct is generally well serviced for all daily needs and transportation is provided by tram routes, buses and several major arterial roads. Additionally, the precinct is to be served by a train station once the Metro Tunnel Project is completed.

The precinct is well serviced by shops, cafés and restaurants; however there are not many full line supermarkets in the area with the closest in the CBD, North Melbourne or in the Carlton – Lygon Street Major Activity Centre.

The precinct is proximate to schools, social services, healthcare, open space and recreational opportunities.

Public realm

The precinct has benefited from its proximity to Royal Park and main roads designed as city-scale boulevards with substantial street trees. Its capital city location has maintained the focus on high quality development outcomes, exemplified by the more recent Children's Hospital and Victorian Comprehensive Cancer Centre.



Figure 3: Royal Children's Hospital



Map 2: Parkville National Employment and Innovation Cluster (Plan Melbourne)

- ★ Health facility, precinct
 - 1 Royal Women's Hospital
 - 2 Royal Melbourne Hospital
 - 3 Victorian Comprehensive Cancer Centre
- ★ Education facility, precinct
- ★ Research or commercial facility
- ★ Activity centre
- Road network
- Tram network
- Key bus route
- ... Principal bicycle network
- Rail network, station
- Metro Tunnel, new station

Note

- 1 Map is not to scale and is indicative only.
- 2 Designation of this area as a national employment and innovation cluster does not change the status of parkland, open space or residentially zoned land.

Source: Department of Environment, Land, Water and Planning

2.0 Context

2.1.3 Case Study 3: Heidelberg

Overview

The Heidelberg precinct is located at a similar distance from Melbourne’s CBD as SHWEP, at approximately 11 kilometres north-east of the Melbourne’s CBD with similar railway station access. The area has steep undulating topography and is bounded by Waterdale Road in the west, Banksia Street to the south, Lower Heidelberg Road to the east and Brown and St Hellier Street in the north. The precinct is dissected into different areas by major roads, particularly Upper Heidelberg Road which runs north south along the ridgeline and separates the east and western areas and Bell Street which is a six lane arterial road running east-west through the western area of the precinct.

Like SHWEP, the Heidelberg precinct has the presence of both public and private health services, training and research institutions. This includes the Melbourne Brain Centre and Austin Health—comprising the Austin Hospital and the Heidelberg Repatriation Hospital—which operates 980 beds, making it Victoria’s largest provider of training for specialist physicians and surgeons. The Olivia Newton-John Wellness and Cancer Centre is within the precinct and has 92 beds, as well as the Mercy Hospital for Women, which is a specialist hospital for maternity, gynaecology and neonatal services.

Planning controls and policy

The Heidelberg medical precinct (officially the Biomedical Alliance Precinct Specialised Activity Centre) is adjacent to the Heidelberg Major Activity Centre and forms part of the La Trobe NEIC as defined in Plan Melbourne 2017-2050. The Structure Plan for the Heidelberg Precinct was originally produced in 2007 and last updated in 2010 in response to the Victorian Government’s Melbourne 2030 metropolitan strategy and describes how future land use and development should occur around the Burgundy Street shops, hospitals and along part of Bell Street.

Land use

Land use within the precinct is guided by Clause 21.08-2 (Heidelberg Activity Centre) of the Banyule Planning Scheme which is derived from the Heidelberg Structure Plan (2007).

Major medical uses within the precinct are zoned Public Use Zone 3 – Health and Community while the land to the north of Burgundy Street and to the west of the rail line is zoned Special Use Zone 3 (Residential and Medical Services Precinct). This area seeks to encourage the consolidation of medical services within this precinct, to support the hospitals within the precinct and enable a mix of uses within developments that provides dwellings within upper levels of buildings.

The Burgundy Street retail precinct is zoned Commercial 1 Zone and areas fronting Bell Street are in the Mixed Use Zone.

Surrounding the commercial, medical and mixed use areas are lower density residential interface areas which are primarily zoned General Residential Zone 1 or 2.

Built form controls

Residential development within the residential zones is subject to the standard zoning height requirements and relevant ResCode and Better Apartment Design standards. Commercial development and residential development within the within the commercial, mixed use and residential growth zones is subject to the Design and Development Overlay – Schedule 5 (Heidelberg Activity Centre) which guides the preferred built form outcomes for these areas.

Each individual precinct is subject to its own location-specific height and setback controls which guide development within the precinct. Additional height is encouraged at key sites, along major arterial roads and close to transport. There are built forms controls to transition the higher density built form to the surrounding lower density residential areas.

Current applications and development

Table 3 contains recent approved applications within the precinct being predominantly residential development approvals that might reduce the capacity of future health-related development.

Development	Precinct	Setback standard	Preferred height	Approved height	Development type
443 Upper Heidelberg Road, Ivanhoe	5 – Bell St peripheral retail	N/A	28 metres	14 storey	248 apartments, 51 serviced apartments
12 Powlett and 9-11 Martin Streets	4 – Medical Services	4	10 metres	8 storey	medical and cafe space on ground floor, 131 apartments above
91 Darebin Street, Heidelberg	4 – Medical services	4	10 metres	6 storeys	residential
37-63 Bell Street	5 – Bell St peripheral retail	1 facing Bell Street and 7 to rear frontages	16 metres	5, 6, 10 and 12 storeys	4 buildings – 244 apartments, aged care and independent living units, retail spaces and child care, provisions for GP and allied health clinic, gym and hotel accommodation – 156 rooms
87 Mount Street, Heidelberg	N/A	N/A		6 storeys, 19 metres	53 apartments
104 Mount Street, Heidelberg	3 – Heidelberg Central Shopping Centre	1	25 metres (8 storeys)	7 storeys	mixed use – 120 apartments, 5 shops, a restaurant and office space
82 Hawdon Street, Heidelberg	3 – Heidelberg Central Shopping Centre	1	25 metres (8 storeys)	7 storeys	residential
13-17 Cartmell Street, Heidelberg	3 – Heidelberg Central Shopping Centre	1	13 metres (4 storeys)	5 storeys	62 apartments
3 Cartmell Street, Heidelberg	3 – Heidelberg Central Shopping Centre	1	13 metres (4 storeys)	5 storeys	53 apartments
109 Cape Street, Heidelberg	3 – Heidelberg Central Shopping Centre	1	13 metres (4 storeys)	5 storeys	31 apartments

Table 3: Recent approved applications within Monash NEIC

Proximity to daily needs

The precinct is generally well serviced for all daily needs and transportation, however due to the topography, depending on location, those with limited mobility and access to transportation options may have difficulty accessing services. Transportation services include a railway station and bus interchange, multiple bus services and several major arterial roads.

The precinct is well serviced by shops at the eastern end including the Warringal Shopping Centre, the Burgundy Street shopping strip and four major supermarkets. The western end is less well serviced, however it is in close proximity to the Heidelberg West shops which include two major supermarkets.

There precinct also provides a number of schools, social services, healthcare, open space and recreational opportunities however these are generally concentrated towards the eastern end.

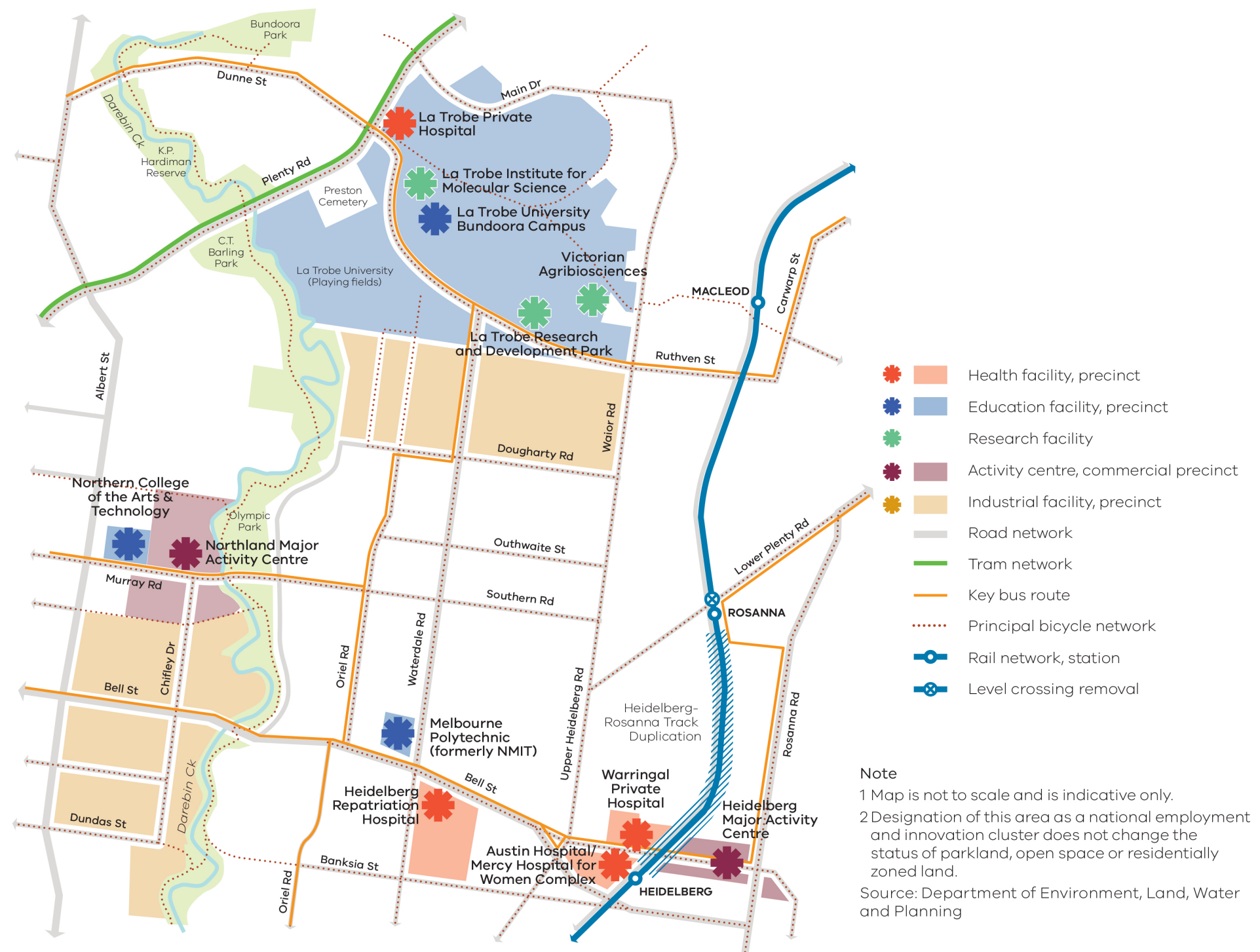
Public realm

The precinct has benefited from recent medical facility investment however the precinct's topography has contributed to poor street frontage design, leaving pedestrian access from adjacent streets, stations and activities poorly surveyed, unsafe and inaccessible.

As medical services have grown most landscape setbacks have been eliminated and replaced with blank walls and car parking structures.



Figure 4: Austin Hospital's Burgundy St frontage dominated with carpark structures and service vehicle entries.



Map 3: Heidelberg Precinct (Plan Melbourne)

2.0 Context

2.2 State Policy

2.2.1 Plan Melbourne

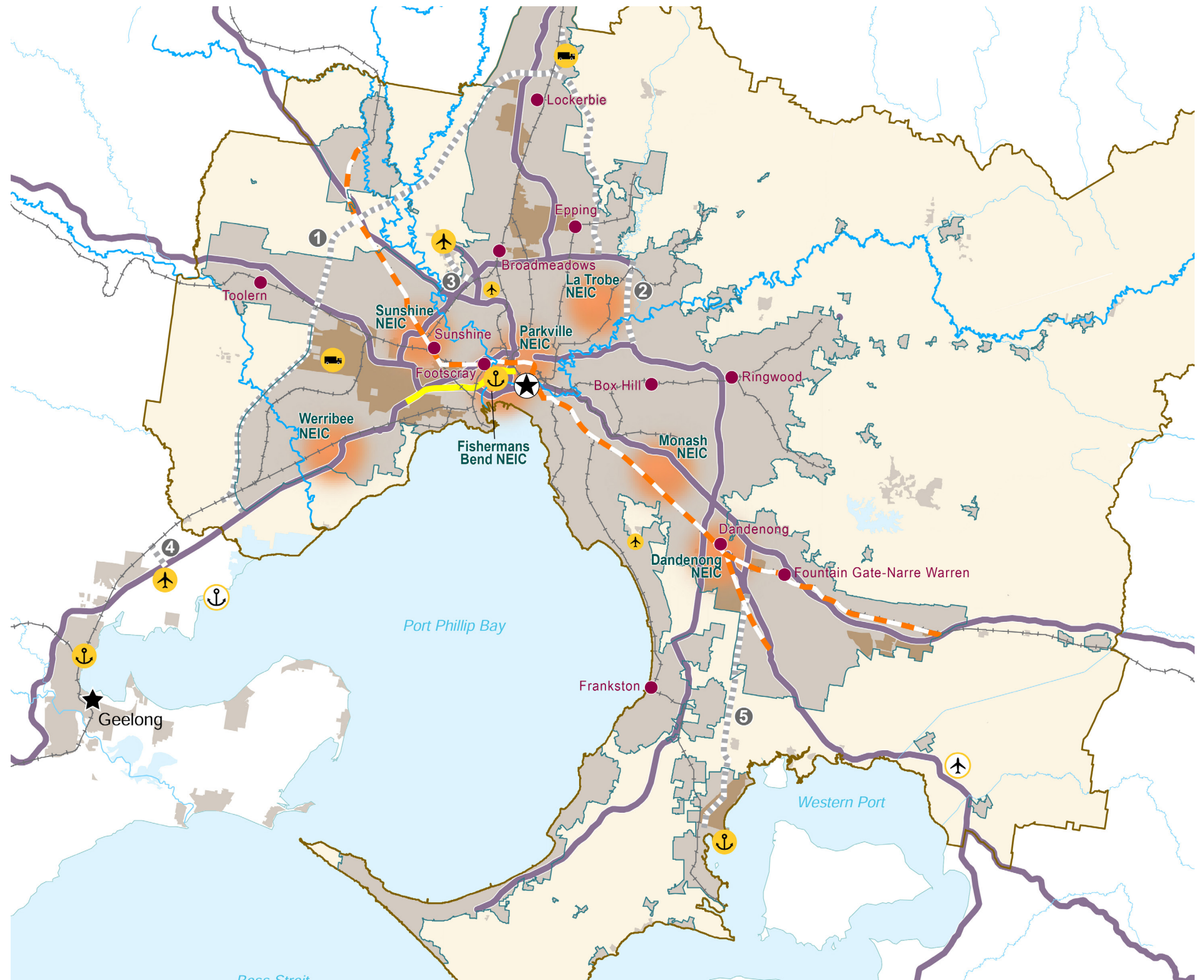
Plan Melbourne 2017-2050 sets out the Victorian Government's strategy to manage the long term growth of metropolitan Melbourne and its population. The strategy identifies the infrastructure, services and major projects that are required to support growth.

Sunshine is identified as an emerging National Employment and Innovation Cluster (NEIC). This cluster includes the Sunshine and St Albans Activity Centres, Victoria University St Albans and Sunshine campuses, Sunshine Hospital and Western Centre for Health Research and Education.

The SHWEP study area is located within the Sunshine National Employment and Innovation Cluster (NEIC).



Map 4: Sunshine National Employment and Innovation Cluster (Plan Melbourne)



Map 5: Melbourne 2050 Plan (Plan Melbourne)

2.3 Local Policy

2.3.1 Home and Housed: The Brimbank Housing Strategy (2014)

The purpose of Brimbank’s “Home and Housed” Housing Strategy is to document and guide the location, type and form of housing within the municipality. It addresses how the municipality can cater to a growing population with changing housing needs while ensuring more affordable, accessible and adaptable housing is available in future for all households types including student accommodation within proximity to key education facilities.

The SHWEP is located within the strategy’s St Albans planning district. Moderate population growth is predicted for the district, which is to be supported by more variety and choice in housing. Council seeks to manage population growth through:

- Managing the significant change to the housing offered in St Albans,
- Focusing on higher density housing in and around St Albans town centre and Keilor Downs shopping centre,
- Focusing on medium density housing around the edge of St Albans town centre, Ginifer Station and Keilor Plains Station,
- Protecting remaining residential suburbs and neighbourhood character, and
- Ensuring adequate physical and social infrastructure, including green open space.

2.3.2 Brimbank Walking and Cycling Strategy Update (2016)

The Brimbank Walking and Cycling Strategy was adopted in 2008 and lays out a framework for a network to transform the cycling and walking environment in Brimbank. In 2016, an updated strategy was released outlining 32 strategic network improvements which have been categorised into High, Medium and Low priority.

The strategy identifies a number of opportunities to improve the cycling and walking network in and around the SHWEP. It proposes:

- An on-road cycling network along Furlong Road, between McIntyre Road, Sunshine North and University Boulevard, St Albans,
- An extension of the existing off-road shared path along St Albans Road to the south, from the power line easement to Gilmore Road, including a bridge connection over the airport freight rail line, and
- A series of local on-road network connectors including Mulhall Drive, Legana Street, Grantham Parade and Stony Creek, providing direct access to Sunshine Hospital from the north.

2.3.3 Brimbank Economic Development Strategy 2016-2020

The Brimbank Economic Development Strategy 2016-2020 seeks to position the municipality for growth and development. This strategy notes that in Brimbank 10.7% of the workforce (7,901 people) are employed in health and social services and this sector will continue to expand and provide a range of new activities.

This strategy notes that “Sunshine Hospital is one of Brimbank’s largest employers and the most significant and fastest growing health facility in Melbourne’s west” (p18 & 20). The precinct includes not only the Sunshine Hospital, but also the Western Centre for Health, Research and Education and Clinical School, construction of the Joan Kirner Women’s and Children’s Hospital and future construction of Sunshine Private Hospital. This policy notes that the precinct provides an opportunity for driving: “innovative business development, improved commercial efficiencies and competitive advantages” (p20).

2.3.4 Brimbank Industrial Land Strategy (2012)

The purpose of the Brimbank Industrial Land Strategy (2012) is to identify the role of Brimbank’s industrial areas within a local and metropolitan context and provide an understanding of the pressures affecting industrial land in Brimbank.

The strategy identifies that there are pockets of industrial land that are no longer in prime industrial locations, including IN1Z land within the SHWEP. Subject to the quality of land and suitability for alternative forms of development, it notes that such sites may be considered for future rezoning to reflect the surrounding land uses subject to further investigation and consultation with the land owners.

2.3.5 Urban Forest Strategy 2016-2045 (2016)

This strategy sets a strategic framework for planting trees on streets, urban parks, along waterways and to encourage planting in private open space. Council has recently completed an Urban Forest Strategy for the municipality which was adopted in 2016. The aim of the Urban Forest Strategy is to increase canopy cover in Brimbank from approximately 6% in 2016 to 30% by 2046. The Urban Forest Strategy also aims to assist in health and well-being, active living and connecting communities via green corridors.

The Urban Forest Strategy interacts with other Council strategies that seek to improve liveability and work with the natural environment in Brimbank.

2.0 Context

2.3.6 Brimbank Creating Better Parks Policy and Plan (2016)

Brimbank City Council adopted the Creating Better Parks Open Space and Playground Policy & Plan (CBP) in 2008. The plan established a comprehensive framework that guided Council in developing its park networks into key features of the municipality and, to date, 88 parks have been upgraded at a cost of approximately \$20 million.

A review of the plan identified opportunities for new functions within the transformed park network and was adopted by Council in July 2016. It also proposes a framework for the further development of the park network over the next five years.

The plan does not identify any new open or recreational spaces within the SHWEP.

2.3.7 Draft Brimbank Habitat Connectivity Plan 2017-2022 (2017)

Brimbank's Draft Habitat Connectivity Plan 2017-2022 aims to increase the resilience of the municipality's landscapes and assist in the long term survival of local species. It also identifies areas and opportunities to retain and improve connections in the local landscape for conservation and habitat improvement for indigenous flora and fauna populations.

The plan identifies railway corridors within the municipality as being key habitat corridors. In particular, it seeks to connect grassy habitat patches along St Albans Road for Golden Sun Moth by improving existing patches and developing stepping stones of habitat.

Stony Creek is also identified as a key habitat corridor, supporting reptiles, frogs and bird species. A key action of the plan is to implement the Stony Creek Restoration Project to recreate natural creekline habitat between Furlong Road and Gilmour Road, providing better water quality, habitat and amenity for the community. The project is to commence in 2018.

2.3.8 Brimbank Sustainable Water Management Strategy 2013-2023 (2013)

Given its role in statutory planning, drainage, public space and roads, the Sustainable Water Management Strategy 2013-2023 recognises Council has a wide range of responsibilities and influence related to the use of water, management of storm-water and assets that interact with the water cycle.

The vision of the strategy is to establish a water sensitive city with healthy waters and it illustrates the key ways in which Council will integrate efforts for improving water quality, flood management, 'fit-for-purpose' water sources and health benefits across the water cycle. This will allow those who live and work in the municipality to enjoy healthy open spaces, waterways and suburbs.

2.4 Other Relevant Policy

2.3.1 Sunshine Hospital Campus Urban Design Study (2017)

BKK Architects have developed a long term master plan concept for the Sunshine Hospital site. The following key strategic moves are described by the document:

- A walkable core
- A campus of precincts
- Establish clear precinct addresses
- Continuous access loops
- Improve connections through campus
- Draw green space into campus

Key projects described by the Study include the relocation of the mental health precinct from the hospital core to the north-west corner of the site and the construction of an academic and car park building to the north east corner. A revised road network establishes a continuous loop around the campus and walking loops provide better pedestrian access across the site.

It is noted that Sunshine Hospital does not require planning permit approval from Council for use, so built form and height controls cannot be controlled through planning scheme controls.



Figure 5: Long term vision for Sunshine Hospital (BKK Architects)

2.0 Context

2.4 Land Use & Activity

Map 6 shows the current land use and zoning arrangements of the Precinct and its surrounds.

2.4.1 Residential

- In 2016, a total of 160 residential houses were located within the SHWEP. The housing stock is largely comprised of original, standalone dwellings constructed in the 1970s and 1980s and is typical of the broader area. Some examples of recent residential infill are located within the Precinct which are a mix of town-house and small-scale apartment developments.
- Additional residential housing is currently being proposed at the former City West Water HQ site to the south of the Precinct. The project is currently under development and is being delivered by Development Victoria with a predominant town-house form.

2.4.2 Health and community

- Sunshine Hospital is a key anchor and the primary trip generator to the Precinct. The hospital contains a mix of medical and education facilities, including the Joan Kirner Women's and Children Hospital currently under construction.
- A number of medical centres are located within the Precinct, along Furlong Road. A permit currently exists for the redevelopment of a 150 bed private hospital behind an existing medical office building on the south side of Furlong Road, which will attract additional employment and visitors into the Precinct.
- Council is currently assessing a planning permit application for a new medical centre at the corner of St Albans Road and Furlong Road (179 Furlong Road St Albans and 177 St Albans Road St Albans).

2.4.3 Car parking

- There are multiple areas of surface car parking within the Sunshine Hospital site. A single storey car park structure was recently completed along the north-east boundary and adjacent to Stony Creek

- Sunshine Hospital is currently constructing a multi deck car park to help meet demand. This is located to the north-east of the site, along the Stony Creek interface.
- There are a number of large surface car parking areas located within the Precinct, predominantly servicing visitors and workers to Sunshine Hospital. Any increase in the number of residents or employees in the area is expected to increase the demand for car parking.

2.4.4 Infrastructure

- A transmission line easement bisects the south-east section of the precinct. The reserve is approximately 75 metres wide and directly interfaces with Stony Creek, Furlong Road, St Albans Road and the railway corridor. Restrictions and conditions strictly apply to uses within transmission easements, limiting their potential use. The easement currently accommodates car parking and recreational uses.
- A train line runs through the Precinct and the newly grade-separated Furlong Road with a new Ginifer Station that provides significant public transport capacity to the SHWEP.
- The M80 Ring Road forms the south-eastern boundary of the Precinct.

2.4.5 Education

- There are several schools within close proximity to the SHWEP; Jackson School, Albion North Primary School, St Albans Meadows Primary School, Holy Eucharist Primary School. The specialist nature of these schools, draw upon a large catchment beyond the immediate residential areas.
- Western Centre for Health Research and Education (WCHRE) and Victoria University provide medical training in facilities at the Sunshine Hospital site.

2.4.6 Student Accommodation

- Victoria University St Albans Campus is located 1.8 kilometres to the west of the Precinct. However, no purpose-built student accommodation is provided within study area.

2.4.7 Aged care

- There are two existing Aged Care Facilities within the SHWEP. The Westside Lodge and Aged Care Facility is located opposite the Sunshine Hospital at 12 Santiago Street, to the north. The Fronditha Care and Thalpori Nursing Home is located at 181 Furlong Road, to the southwest of Ginifer Railway Station.

2.4.8 Commercial

Retail offering is limited within the Precinct. Some café uses are located within the hospital and immediately adjacent to the station on Willaton Street. Major retail and commercial uses are located in the adjacent Activity Centres of St Albans (2km north) and Sunshine (3km south).

2.4.9 Industrial

Industrial uses are also located within the SHWEP and are associated with warehousing and manufacturing.



Figure 6: Western Centre for Health Research and Education

Map 6: Existing Land Use Zone Map



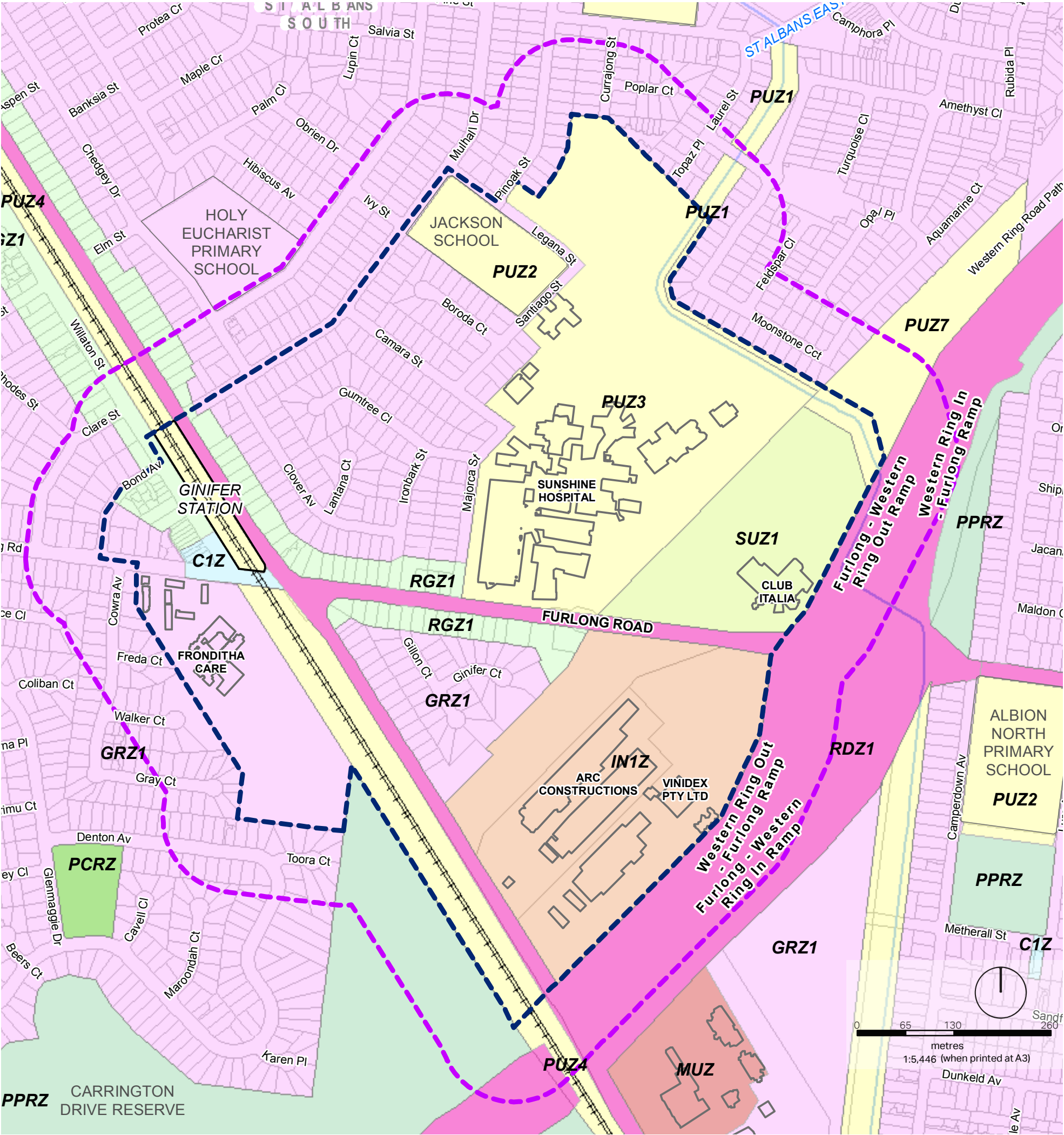
Figure 7: Mixed use at Furlong Road and Willaton St intersection



Figure 8: Sunshine Hospital viewed from power transmission easement

LEGEND

- Sunshine Health, Wellbeing and Education Study Boundary
- Broader investigation area
- Existing building
- Commercial Zone
- General Residential Zone
- Industrial Zone
- Mixed Use Zone
- Public Conservation and Resource Zone
- Public Park and Recreation Zone
- Public Use Zone
- Road Zone
- Residential Growth Zone
- Special Use Zone



2.0 Context

2.5 Built Form & Character

Map 7 shows the current built form conditions of the Precinct and its surrounds.

2.5.1 Built form height

- There is a range of existing building heights across the Precinct. Residential housing is predominantly single storey with a maximum height of two storeys (up to 7 metres), Sunshine Hospital includes built forms of four and five storeys, located along the main street frontage to Furlong Road, and Majorca Street. New buildings include the Joan Kirner Women's and Children Hospital currently under construction which will be 9 storeys.
- Existing residential zones within the Precinct limit the height of built form, with a maximum height of 13.50 metres (4 storeys) to the Residential Growth Zone and 11 metres (3 storeys) to the General Residential Zone.

2.5.2 Built form setbacks

- Residential housing is largely setback from street frontages and property boundaries providing opportunities for landscaping in front of buildings and providing an open character to the street-scape. Setbacks to residential housing are consistent and generally landscaped.
- Built form at Sunshine Hospital is set back from the site boundaries and provide opportunities for landscaping, however car parking demands have generally resulted in non-residential front setbacks being used for car parking. Due to the height of the built form, and limited landscape, hospital buildings are visually dominant along interfaces with lower lying residential areas.

2.5.3 Street grain

- Lot sizes across the site are highly varied as a result of different land uses and development patterns that have recently occurred. Residential lots are generally consistent in size, being typically 500 – 600 square metres establishing a fine grain street-scape.

- Sewer pipes are located along the rear boundary of existing residential lots within the study boundary. This may limit the consolidation of lots given the additional works required to reroute services.
- Larger lots, such as the Sunshine Hospital site, surface car parking areas and industrial site, typically provide less engagement with the street due to the nature of the uses, their vehicle and loading access requirements, and the long length of street frontages.

2.5.4 Gateways and landmarks

- The elevated Western Ring Road bridge acts as a key gateway feature into the Precinct from the east and south. Ginifer Station acts as a key gateway into the precinct from the west along Furlong Road.
- The gateways frame clear, long range views down Furlong Road and St Albans Road, which is an important contributor to the legibility of the Precinct and reinforces the role of the street to the Precinct.

2.5.5 Interfaces

- The activation of the Stony Creek interface to the north of the Sunshine Hospital site is limited by the recently constructed car park structure within Sunshine Hospital. Tall back fences from residential housing currently lines the northern edge of the creek.
- Given the flat topography and low rise nature of the existing built form, taller buildings within the precinct form the key landmarks and visual nodes of the broader area, including Sunshine Hospital, the bridges of the M80, and the transmission lines.

2.5.6 Future built form

- Due for completion in early-2019, the Joan Kirner Women's and Children's Hospital is currently being constructed at the Sunshine Hospital site and will have a built form height of nine storeys.

- The recent redevelopment of Club Italia included the construction of a function venue to the site. A hotel of approximately 5 to 6 floors is also currently being proposed within the site by the land owners. However, a rezoning is required.
- A permit currently exists for the development of a private 150 bed hospital behind an existing medical office at 145 Furlong Road. The proposal includes a seven storey building (total height of approximately 28 metres) to the rear of the site.
- A planning permit application has been received for a new medical centre at the corner of St Albans Road and Furlong Road (179 Furlong Road St Albans and 177 St Albans Road St Albans).



Figure 9: View to Western Centre for Health Research and Education from Gum tree close

Map 7: Aerial image of site
4th April 2018





Figure 10: Furlong Road at the power transmission easement looking west



Figure 11: Power transmission easement south of Furlong Road

LEGEND

 SUNSHINE HEALTH, WELLBEING AND EDUCATION STUDY BOUNDARY

 BROADER INVESTIGATION AREA



2.0 Context

2.6 Access & Movement

Map 8 shows the current access and movement arrangement in the Precinct and its surrounds.

2.6.1 Road network

- There is an extensive network of highways and major roads in the area. The Western Ring Road is a major thoroughfare for the western suburbs. Furlong Road and St Albans Road are the major arterial roads and the core movement spine of the Precinct.
- The existing street network of residential areas is typically suburban and is comprised of curvilinear grids and court bowls. This limits the overall pedestrian and vehicular connectivity of the Precinct and does not support permeable and legible movement network.
- Furlong Road is the main street of the Precinct and provides the primary access into Sunshine Hospital and other key amenities. The traffic speed along Furlong Road is currently 60 km/hour, with a substantial volumes of passenger and commercial vehicles using it as a thoroughfare to access the Western Ring Road.
- Mullhall Drive is a key connector road for vehicles and provides a continuous connection from Ginifer Station to Stradbroke Drive Reserve where it becomes Novara Parade, which connects to Main Road East.

2.6.2 Car parking

- On-street car parking is generally provided throughout the streets of the entire Precinct. While two-hour parking restrictions currently apply to streets adjacent to the station, on-street car parks are generally full and used by hospital workers.

2.6.3 Cycling networks

- There are a number of gaps in the active transport network in and around the SHWEP. St Albans Road and Furlong Road are part of the VicRoads Principal Bicycle Network (PBN). St Albans Road also forms part of the Strategic Cycling Corridor (SCC).
- On-street bike paths have been provided in front of Ginifer Station along Furlong Road. These were constructed as part of the grade separation project, but only extend for 65 metres between Willaton Street and St Albans Road. No other cycling infrastructure is provided along Furlong Road beyond this.
- The existing M80 Western Ring Road off-road shared path provides access to the Precinct from the south-west and north-east and there is an existing off-road shared path to the north-west connecting to the St Albans Activity Centre.
- A shared use path is located along the east side of the rail corridor and connects to St Albans Station to the north and the Western Ring Road Trail to the south. This is part of a larger network plan linking Footscray, Sunshine and Watergardens. However, it is poor quality and does not link to the Sunshine Town Centre.

2.6.4 Pedestrian networks

- The street network currently limits pedestrian connectivity to local destinations, particularly between residential areas and public transport nodes.
- Along Furlong Road, the width and quality of pedestrian paths are compromised by vehicular traffic lanes, with limited buffers provided between pedestrians and traffic. Fencing and retaining walls along private property frontages, light poles, street signs, bus shelters, and traffic signals all further impede pedestrian movement.
- Limited crossing opportunities over Furlong Road and St Albans Road represent a significant challenge for pedestrian connectivity. Both roads are major arterials with heavy traffic volumes, with pedestrian crossing facilities located

at intersections. Signal phasing and road cross sections are generally poor for pedestrians, favouring through-traffic.

- Footpaths around the Precinct are of inconsistent widths and further compromised by physical barriers such as power poles, street lights, and bus shelters. Footpaths require improvements to meet DDA standards.
- Stony Creek has the potential to provide both an important recreational path as well as improve access to SHWEP from residential neighbourhoods to the north.

2.6.5 Public transport

- The 408 bus route is located on Furlong Road, and connects between St Albans Station and Highpoint Shopping Centre. Bus stops are also located at Ginifer Station, along Willaton Street.
- The recent grade separation of Furlong Road relocated the entrance to Ginifer Station 270 metres south, locating it within 350 metres of the Sunshine Hospital entrance. Two entrances are provided at the station, allowing direct access from the platform level to Furlong Road to the south and Mullhall Drive to the north.
- Beyond the station, there are limited pedestrian or vehicle crossing opportunities over the rail way line, limiting east-west movement of pedestrians and vehicles and channelling traffic to Furlong Road.



Figure 12: Ginifer Railway Station entrance as viewed from the corner of Furlong road and St. Albans Road

Map 8: Existing Transport Map

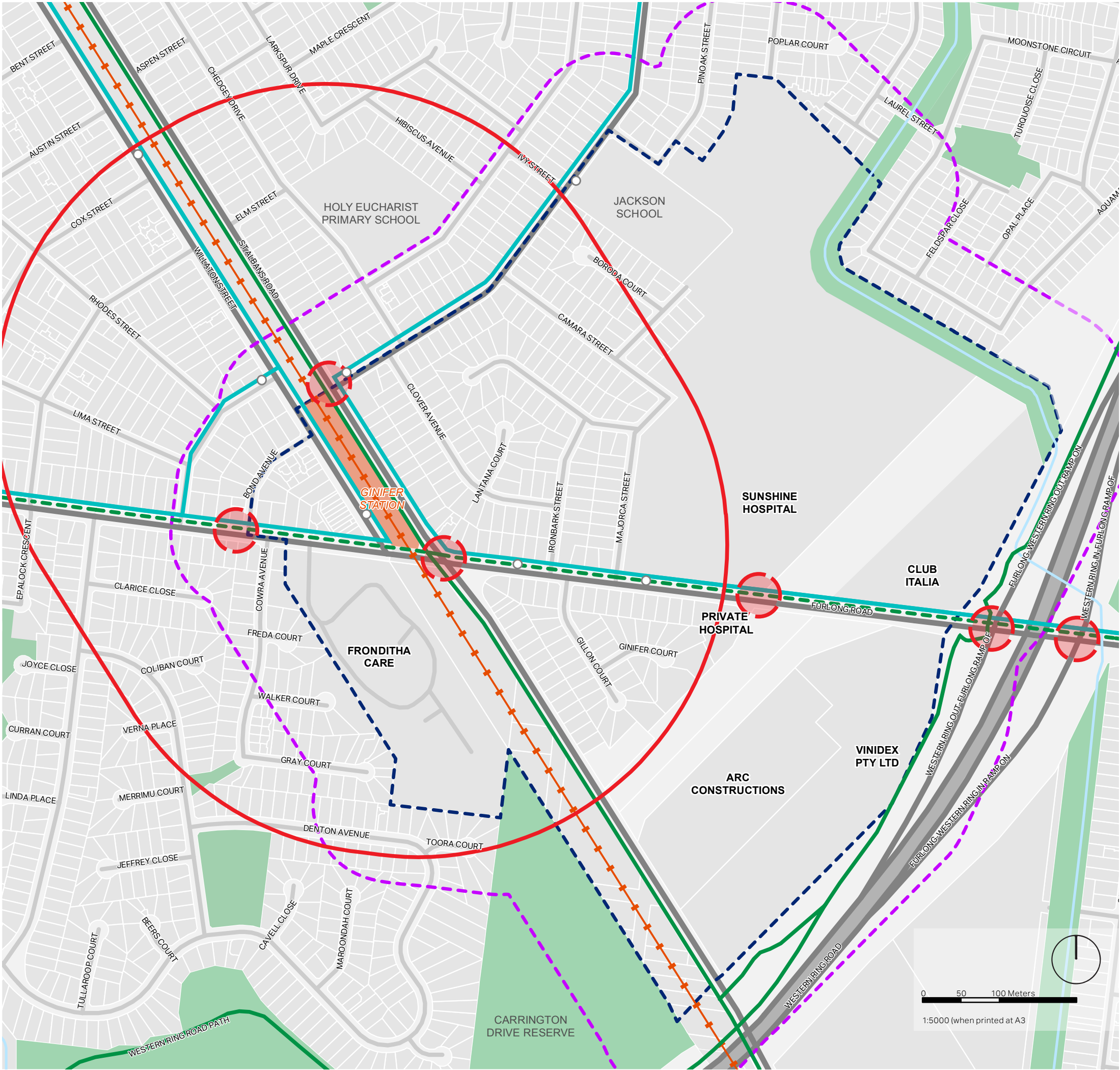


Figure 13: Power transmission easement as viewed from the Western Ring Rd off-ramp



Figure 14: Furlong Road at Ginifer station with new short sections of bicycle lane

- LEGEND**
- [Dashed purple line] BROADER INVESTIGATION AREA
 - [Red outline] 400M RAIL BUFFER
 - [Dashed blue line] SUNSHINE HEALTH, WELLBEING AND EDUCATION STUDY BOUNDARY
 - [Orange line with cross-ticks] RAILWAY
 - [Solid blue line] BUS ROUTE
 - [Circle with dot] BUS STOP
 - [Solid green line] SHARED USE PATH
 - [Dashed green line] PRINCIPAL BICYCLE NETWORK
 - [Thick grey line] FREEWAY
 - [Thin grey line] ARTERIAL ROAD
 - [Thin grey line] LOCAL ROAD
 - [Red circle with cross] SIGNALISED CROSSING & INTERSECTION
 - [Green area] EXISTING OPEN SPACE



2.0 Context

2.7 Open Space & Environment

Map 9 shows the current landscape and open space arrangements of the Precinct and its surrounds.

2.7.1 Topography

- Land within and surrounding the SHWEP is generally flat, limiting topographical constraints and issues in the design and constructions of buildings and public spaces.
- The Stony Creek corridor is slightly depressed from the adjacent area, establishing the creek as a defined, linear feature within the precinct.

2.7.2 Public realm

- The quality and treatment of the public realm is inconsistent between commercial and residential areas within the Precinct.
- Within residential areas, there are consistent nature strips around the area. Nature strips are generally planted with established trees in a mix of native and exotic species. The trees provide shelter and shade for pedestrians, enhance the visual amenity of streetscapes, and provide a continuous rhythm along the street.
- Within commercial and industrial areas, nature strips are inconsistent or non-existent i.e. along Furlong Road, east of Sunshine Hospital. This, along with extensive areas of poor quality front fencing limits the visual cohesiveness of the public realm and degrades the pedestrian experience along key routes.

2.7.3 Landscaping

- There are many established trees within the public and private realm of the Precinct, which provide a green character to the area, with residential areas generally exhibiting a well-established landscape character through street planting and front setback landscaping.
- Above ground powerlines located within the Precinct reduce opportunities to provide canopy trees within the public realm, due to safety and access requirements. This requires a greater

reliance on the front setbacks of residential and commercial properties to provide trees and planting.

- A maximum height of 3.0 metres applies to any vegetation located beneath the transmission lines, limiting scope for landscaping. This results in power lines that are highly visible from Furlong Road (See Figure 17).
- The front fencing of residential properties along Furlong Road is generally solid and high, limiting the potential contribution of front setback landscaping to the amenity of the public realm for pedestrians.
- Chain mesh fencing along car parking and industrial sites facing Furlong Road results in poor visual amenity outcomes and limit landscaping opportunities.
- Landscaping has not been maximised within the public realm areas adjacent to Furlong Road to the Western Ring Road, with areas of empty verges and nature strips overgrown with weeds.
- Dense tree planting is located within the Stony Creek corridor and is largely low to moderate quality. It provides a visual screen between residential houses and Sunshine Hospital and enhances the natural features of the creek.

2.7.4 Views

- Broad long range views of Sunshine Hospital and down Furlong Road and St Albans Road are seen from vehicles travelling along the elevated Western Ring Road and acts as a key visual node and orientation device for drivers.
- The linear road network establishes long views down St Albans Road and Furlong Road which are framed by the built form and landscaping and aid orientation and legibility of the area.
- Direct views of Stony Creek are limited due to the back of house nature of creek interfaces. However, established planting within the corridor is visible from elevated locations, such as the hospital car parking building and the Western Ring Road.
- The powerline easement is a highly visible feature of the Precinct due to the height of the infrastructure. The open and

unvegetated nature of the easement also allows for the clear and broad views, particularly from Furlong Road and St Albans Road.

2.7.5 Public open space

- Passive and active green spaces provide an important resource for the local community and nearby schools.
- The Club Italia site on Furlong Road includes football fields, which interfaces with the Stony Creek corridor and the Western Ring Road to the east and to the power-line easement to the west.
- South of the Western Ring Road, work is currently being undertaken to transform the creek back to its natural state. This includes a two kilometre walking and cycle path. Uses within the SHWEP currently turn away from Stony Creek.
- Access to Stony Creek is limited by the configuration of Sunshine Hospital, which provides limited links to the area. A single storey car parking structure was recently constructed adjacent to the creek. A future multi-storey car park is proposed to the north-east corner of the hospital and will establish an additional physical barrier and interface to the creek.



Figure 15: Club Italia site with soccer pitches under power transmission lines

Victorian Planning Authority

Map 9: Existing Landscape & Open Space Map



Figure 16: View of Stony Creek from Sunshine Hospital to the rear of Moonstone Circuit



Figure 17: Soccer pitches, Utility line easement

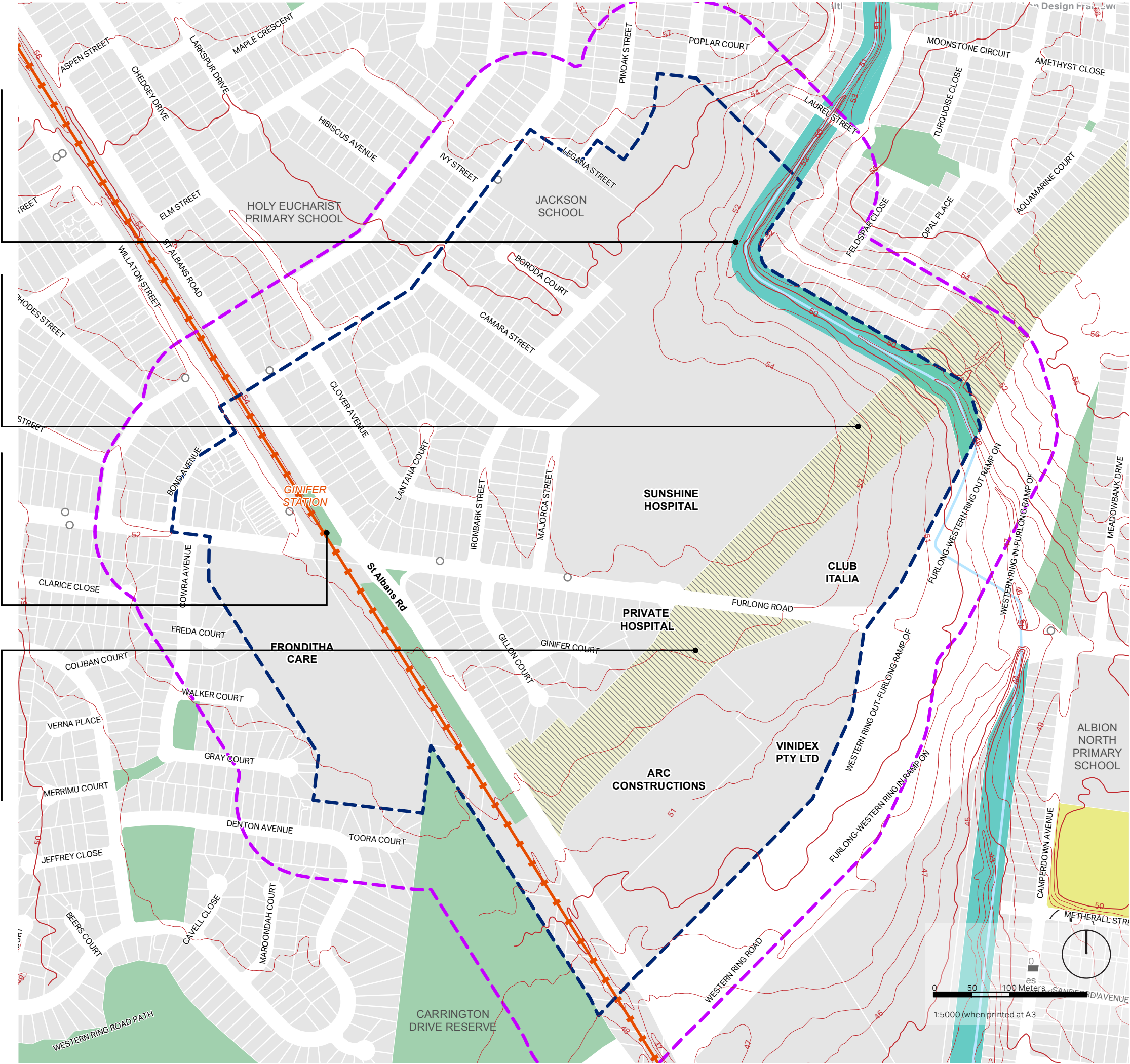


Figure 18: St. Albans Road Frontage towards the recently redeveloped Ginifer Station precinct landscape works



Figure 19: Utility line easement

- LEGEND**
- BROADER INVESTIGATION AREA
 - SUNSHINE HEALTH, WELLBEING AND EDUCATION STUDY BOUNDARY
 - RAILWAY
 - PUBLIC OPEN SPACE
 - UTILITY LINE EASEMENT
 - PRIVATE OPEN SPACE
 - STONY CREEK PROJECT
 - CONTOUR 1M







3.0

Opportunities

3.0 Opportunities

The urban design context assessment has identified a number of key opportunities that can make a significant contribution to the transformation of SHWEP into a high-quality and well-functioning precinct. (Map 10)

- Setting the precinct boundary to follow existing, identifiable transport features, and including streets, open spaces and sites functionally connected to the Precinct.
- Establishing a pedestrian and road network that enables SHWEP to better function as a precinct and unlocks development potential of key strategic sites.
- Enhancing the extent and quality of pedestrian and cycle connections within and around SHWEP.
- Accommodating higher density housing that provides for a future more diverse range of households, including student accommodation, and supports a more vibrant precinct.
- Growing the retail offering to enable the servicing of worker and resident needs within the Precinct, who currently rely on other activity centres (i.e. Sunshine and St Albans).
- Establishing a visual cohesiveness and identity of the Precinct.
- Establishing Furlong Road as a 'green' main street that prioritises pedestrian and cycling movements between the railway station and the public hospital, as well as supporting improvements for the broader extent of the road.
- Creating a precinct with best practice universal access and disability access in the public realm.
- Providing additional recreational activities to support schools and residential population.
- Providing additional planting throughout the Precinct, especially along key streetscape.
- Creating a more sustainable precinct that reduces energy use.
- Diversifying the uses in the Precinct in a way that facilitates the 24 hour operation of its core services.

Map 10: Issues and Opportunities Map

LEGEND

- EXISTING SIGNIFICANT BUILT FORM
- EXISTING LANDSCAPE OPEN SPACE OPPORTUNITY
- SUNSHINE HEALTH, WELLBEING & HEALTH PRECINCT BOUNDARY
- GATED ZONES
- WATERWAYS
- RAILWAY
- KEY CONNECTIONS
- SIGNALISED CROSSING & INTERSECTION
- PEDESTRIAN CROSSING
- EASEMENT - OPEN SPACE OPPORTUNITY
- SENSITIVE INTERFACE
- KEY VIEWLINES
- EXISTING BUILT FORM (4 STOREY & ABOVE)
- ENHANCE CONNECTION
- HOSPITAL KEY ENTRY POINT
- ENHANCE GATEWAY







4.0

Vision

4.0 Vision

4.1 Vision Statement

The following vision statement has been established to guide the outcomes proposed by this guidelines report for the SHWEP.

'The Sunshine Health, Wellbeing and Education Precinct will be a recognised centre of excellence for health, wellbeing, education and research.'

'It will be an identifiable and cohesive precinct with an urban form that is connected and provides high quality active and public transport outcomes. Landscaping and open space will form an important aspect of the area's identity.'

'Complementary uses such as housing, retail, open space and community will be integrated into the precinct to accommodate the diverse need of workers, residents, visitors and students.'

4.2 Principles

4.2.1 Create a cohesive and identifiable precinct

A well-defined, and cohesive identity will establish a sense of place for the SHWEP and clearly distinguish the function and regional significance of the precinct.

4.2.2 Strengthen and complement the key health, wellness and education role

Development of key sites will accommodate future uses and development that is complementary to the SHWEP's health, wellness, and education functions and will take advantage of the existing major anchors and amenities within the precinct, such as Ginifer Station.

4.2.3 Support a connected precinct

The creation of a coherent and highly connected urban structure will strengthen the ability of pedestrians, cyclists and vehicles to efficiently access key destinations and reconnect surrounding residential areas to key amenities within the precinct.

4.2.4 Enhance the public realm quality of the precinct

Upgrades to the public realm will ensure all users feel welcome and comfortable in the precinct and will recognise the specific needs of people of limited mobility. Strong landscape and public realm strategy will integrate disparate sub-precincts, help create a sense of visual unity in the street-scape, and encourage more active movement within the precinct.

4.2.5 Appropriately locate and manage change in the right locations

The change and development of the precinct needs will be effectively managed to avoid conflicts and reduce safety risks. Interim uses and the impacts of changes to building height, scale and form will be anticipated and considered as the precinct develops.

4.2.6 Plan and provide for precinct wide sustainable outcomes

The built and urban form should consider sustainable practice and outcomes to minimise energy and water usage and protect the natural environment. This includes potable water reduction, energy use reduction through passive solar design for public and private spaces, urban greening and cooling, habitat connectivity and the provision of sustainable transport options that reduce vehicular dependency.

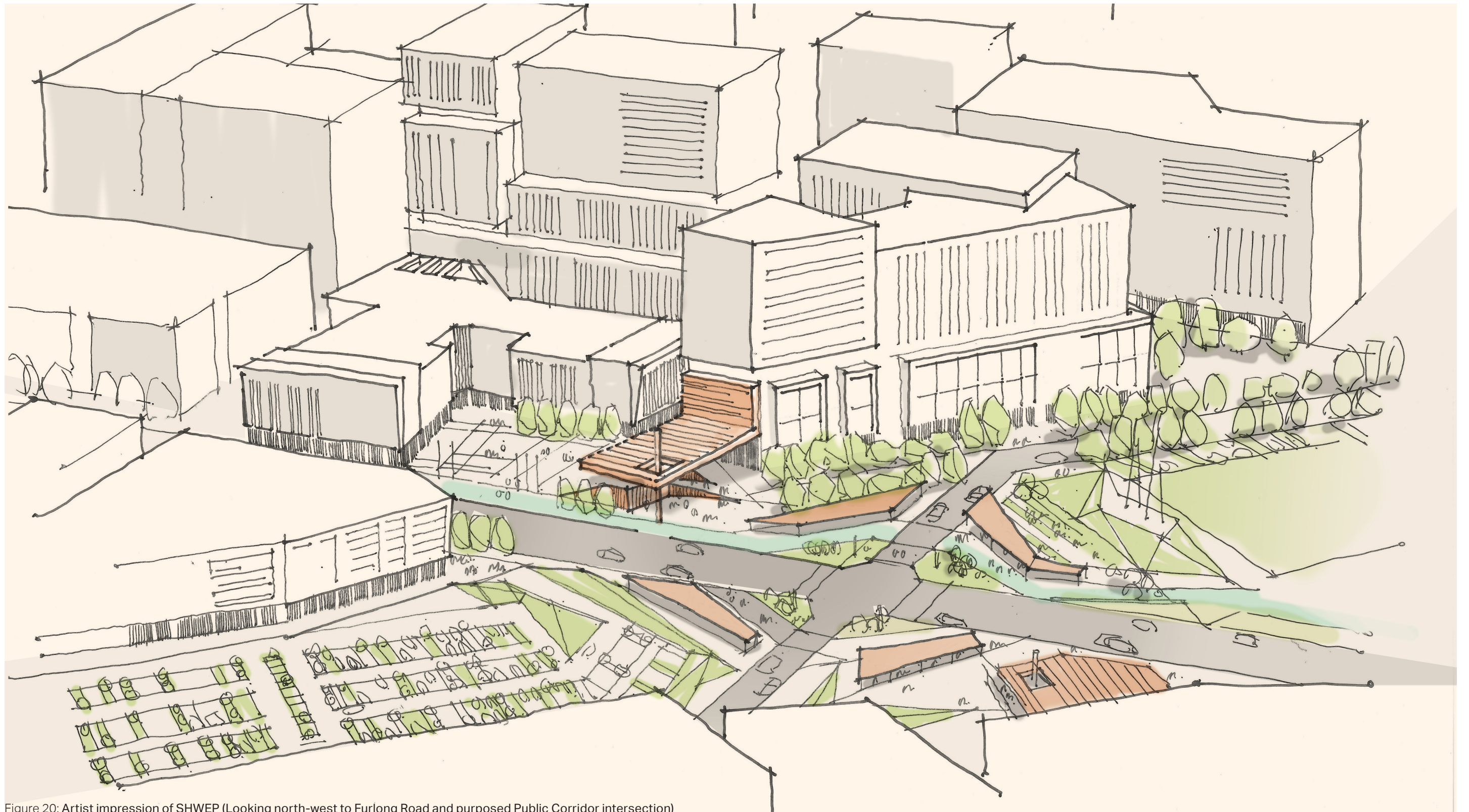


Figure 20: Artist impression of SHWEP (Looking north-west to Furlong Road and proposed Public Corridor intersection)



LINEAL

SENIOR
MEDICAL
STAFF
PARKING
ONLY



5.0

Options Testing

5.0 Options Testing

In order to assess SHWEP's ability to deliver on the vision, the testing of a number of spatial options were necessary to confirm the built form capacity of the Precinct and determine the optimal arrangements for built form across it.

5.1 Precinct boundary

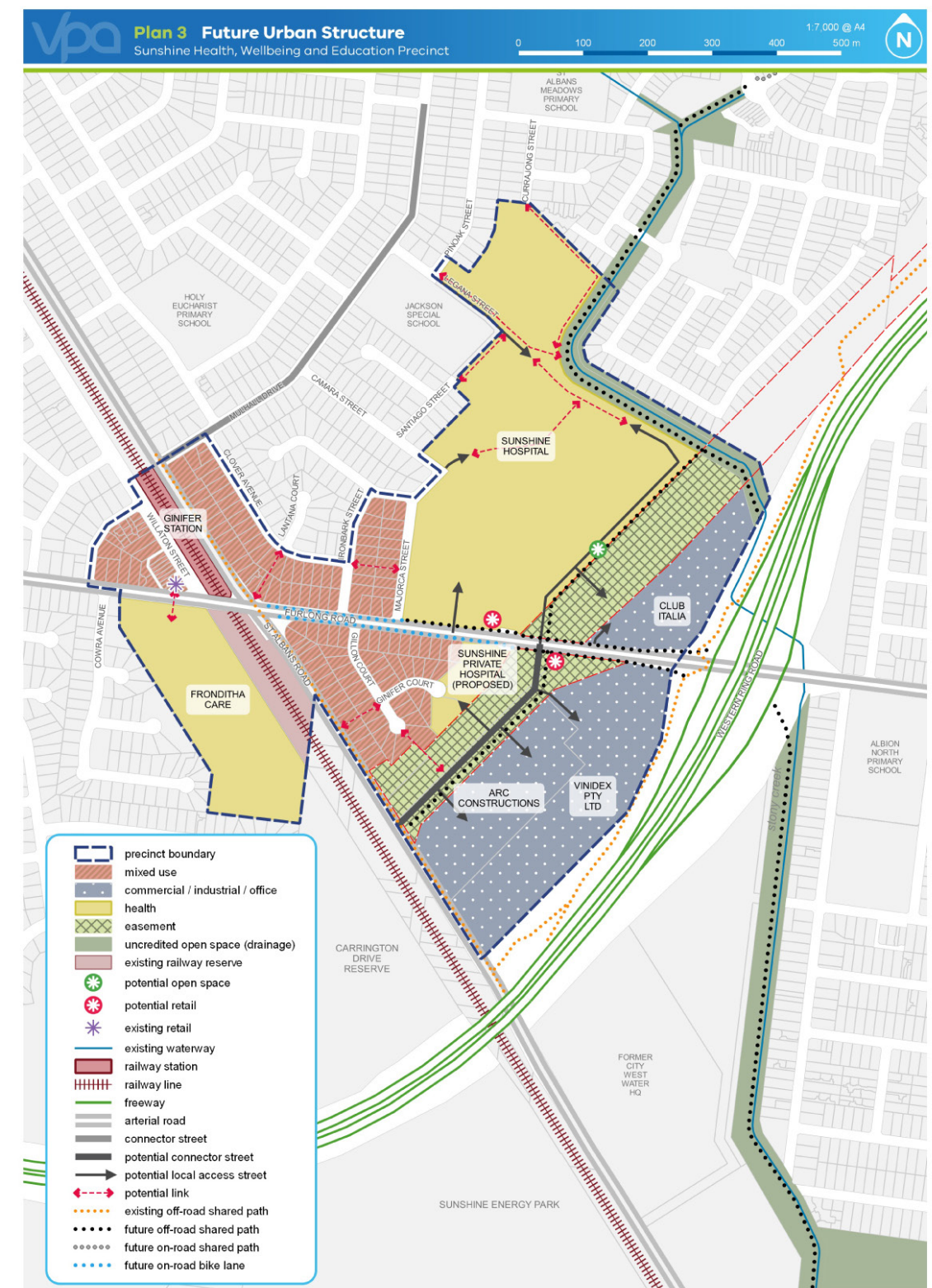
A preliminary Precinct boundary was identified ahead of this study, and as part of this options testing process the boundary was also tested to ensure all precinct functions could be achieved, and to ensure that there was a logical inclusion of areas that are functionally and spatially related to the core of the Precinct.

An initial boundary was provided by the VPA for the initiation of this project, which was included in a Draft Future Urban Structure Plan (see Map 11).

A review of the street network, along with appraisal of built form outcomes revealed the importance of including areas east of Mullhall Drive. This aligns access networks, built form and land use interfaces.

This was noted and led to a conclusion to expand the Precinct boundary to include areas between Sunshine Hospital and Mulhall Drive.

The inclusion of this area also allows for a more balanced and shared approach to the built form and land use potential of the Precinct.



Map 11: (DRAFT) Future Urban Structure Plan (VPA)

A number of options and requirements were considered in the application of the urban design principles to the SHWEP site. These have been outlined below.

5.2 Precinct Connections

The existing streets of SHWEP provide poor internal connections between key land holdings and the potential for a new connector street that provides a link between St Albans Road and Furlong Road along the electrical transmission easement has already been mooted.

Its continuity north through the Sunshine Hospital site is likely to be constrained by current development by the hospital.

An examination of the existing street pattern, and underground service infrastructure revealed the potential to connect Majorca Street and Legana Street along the eastern boundary of the hospital site which would provide an alternative, or additional, connection between Furlong Road and Mulhall Drive. This would also provide additional street frontage and access routes to the hospital.

5.3 Landscape Character

As part of the intensification and urban renewal of a precinct, development opportunity is often expanded by reducing front setbacks, especially along streets which are expected to be mixed use.

SHWEP's main streets, especially Furlong Road, sit within narrow road reservations with little opportunity for substantial tree planting in verges due to overhead power-lines and vehicle lane offset distances.

Two options to enhance the landscape character are explored. The first option proposes built form setbacks that accommodate landscaping, including canopy trees. The second option maintains built form along the street edge but entertains slower traffic speeds and landscaping within wider verges to achieve a 'high street' character.

5.4 Pedestrian and Cycling Routes

Furlong Road's constrained cross section and poor pedestrian amenity has led to exploration of alternative routes between Ginifer Railway Station and Sunshine Hospital. This has included the identification of potential 'through block' pedestrian links as part of development guidelines.

Furlong Road itself does have the potential to accommodate cyclists and pedestrians safely, but will need to carefully integrate existing power poles and bus stops. It will also need to accommodate some tree planting that can be provided in these locations.

5.5 Land Use Boundaries

Closer examination has identified that cross-block land consolidation is unlikely to enhance development potential due to rear-of-lot sewer reticulation. Even if possible, the route complexity and length would make these paths unattractive.

As such, land uses have been limited to one block depths. If this can be resolved, further lot consolidation may occur and encourage further lot consolidation. This also eliminates potential interface issues and allow large buildings to be developed within the precinct.



Figure 21: SHWEP Sketch Concept Plan

5.0 Options Testing

5.5 Capacity analysis

SGS has undertaken an economic assessment of the Precinct. The purpose of the assessment was to understand the future growth potential and the actions required to achieve higher employment growth within the SHWEP.

The findings of the assessment are summarised in SGS’s SHWEP Scenario Final Report (June 2017). Three future employment growth scenarios were developed in the report.

This urban design framework considers the projections for the ‘Middle’ growth scenario, which assumes proposed new local road connections, open space areas and active transport infrastructure that could be delivered through revised or updated standard planning controls, infrastructure contribution schemes or private agreements.

The growth needs for the range of uses in the Precinct are summarised in Figure 22.

A number of building height and land use scenarios were tested, including the Initial Urban Form provided by VPA. Whilst the maximum heights considered in that concept ranged from 15 storeys for the hospital site to 8 storeys for the residential heights along Furlong Road, the necessary setbacks for 8 storey buildings on small sites would have severely reduced upper level floor space capacity. It also transitioned poorly with existing residential areas.

For these reasons a more graduated built form approach was found to both wholly accommodate the forecast growth, by a wide margin, as well as provide a more graduated interface with residential areas, as illustrated in the Proposed Urban Form (Figures 25 and 28).

Land Use Type	Growth Needs (2036)	Growth Needs (2051)	Growth Capacity
Hospital/Health	156,530 sqm	197,207 sqm	800,354 sqm
Industrial/Retail/Office	50,909 sqm	49,917 sqm	335,127 sqm
Residential	98,000 sqm	196,000 sqm	576,635 sqm

Figure 22: SHWEP growth needs and capacity table

Existing Urban Form

Images of the existing built form, which is largely comprised of low density, single dwellings dispersed around the Sunshine Hospital precinct.

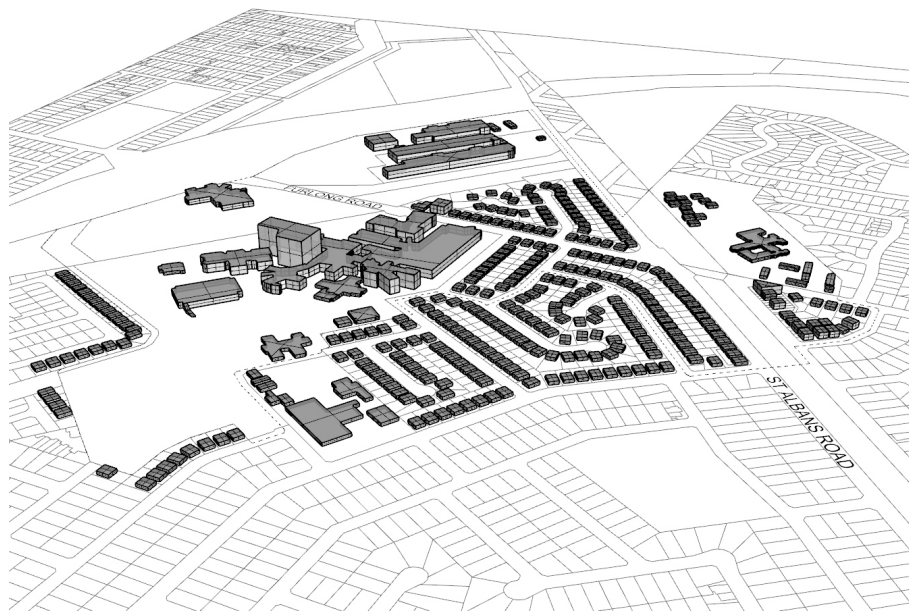


Figure 23: Existing Urban Form - View from North-West

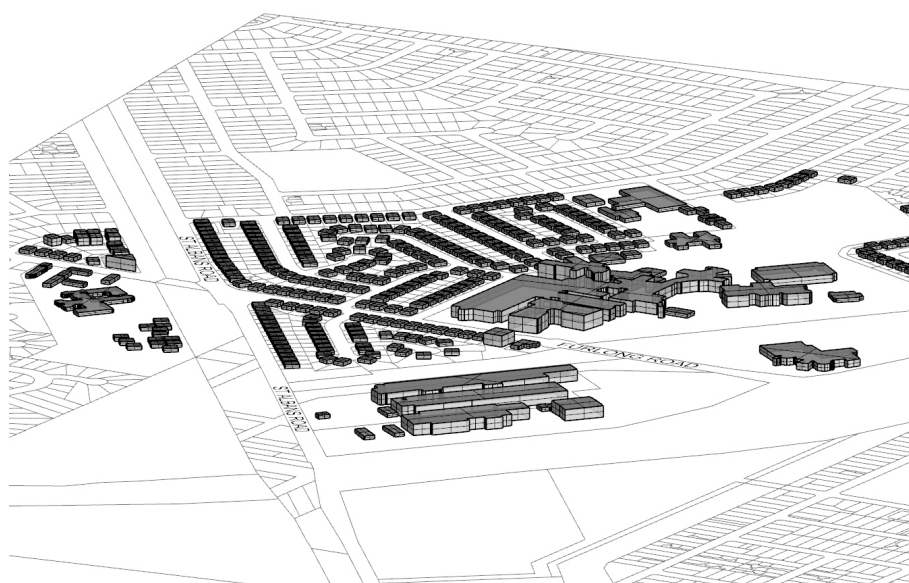


Figure 26: Existing Urban Form - View from South-East

Initial Urban Form

Images of the initially proposed urban form, proposed by the VPA. Built form ranges from 15 storeys for the hospital site to 8 storeys for the residential heights along Furlong Road, which transitioned poorly with existing residential areas.

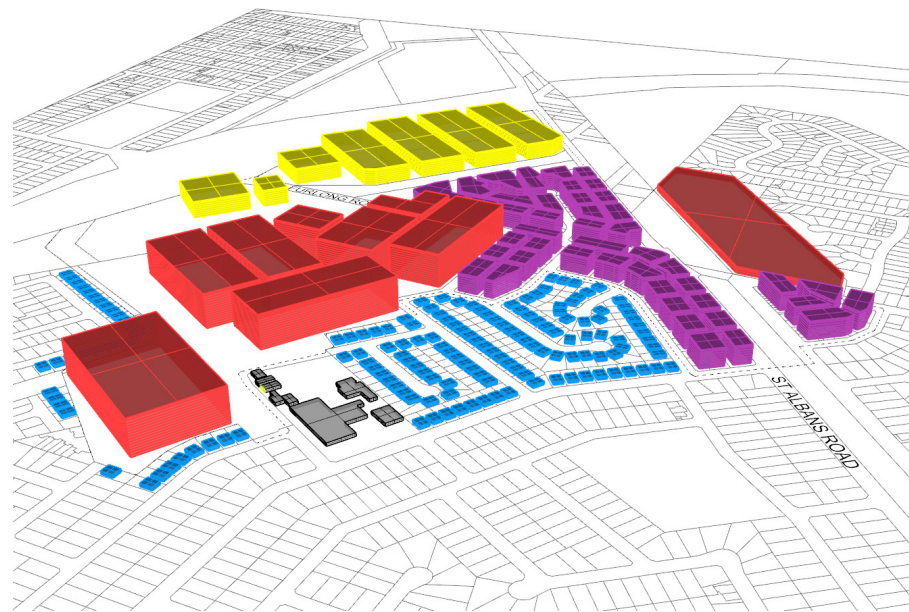


Figure 24: Initial Urban Form - View from North-West

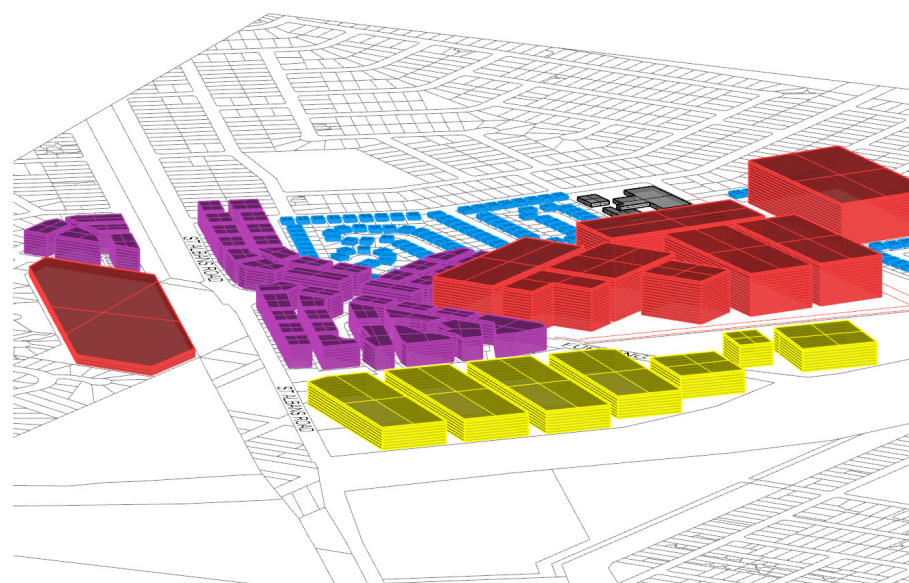


Figure 27: Initial Urban Form - View from South-East

Proposed Urban Form

Images of the urban form proposed by this document, showing further refined built form density and heights. This arrangement accommodates the forecasted growth for the area.



Figure 25: Proposed Urban Form - View from North-West

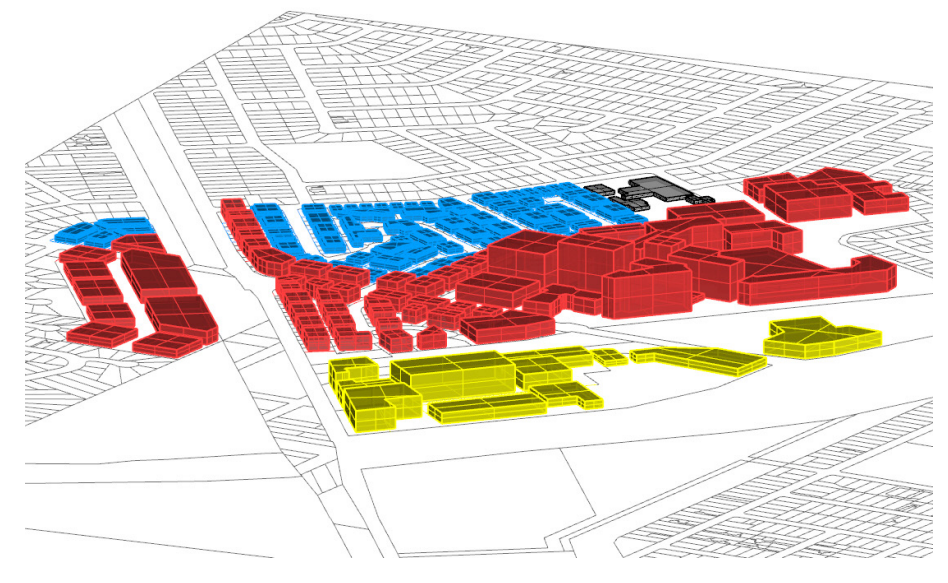


Figure 28: Proposed Urban Form - View from South-East





6.0

Framework Plan

6.0 Framework Plan

6.1 Key outcomes

This framework plan (Map 12) illustrates the key elements proposed by this guidelines document. This includes:

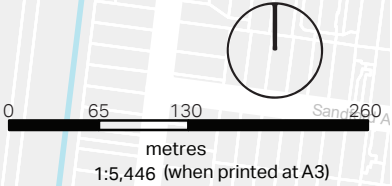
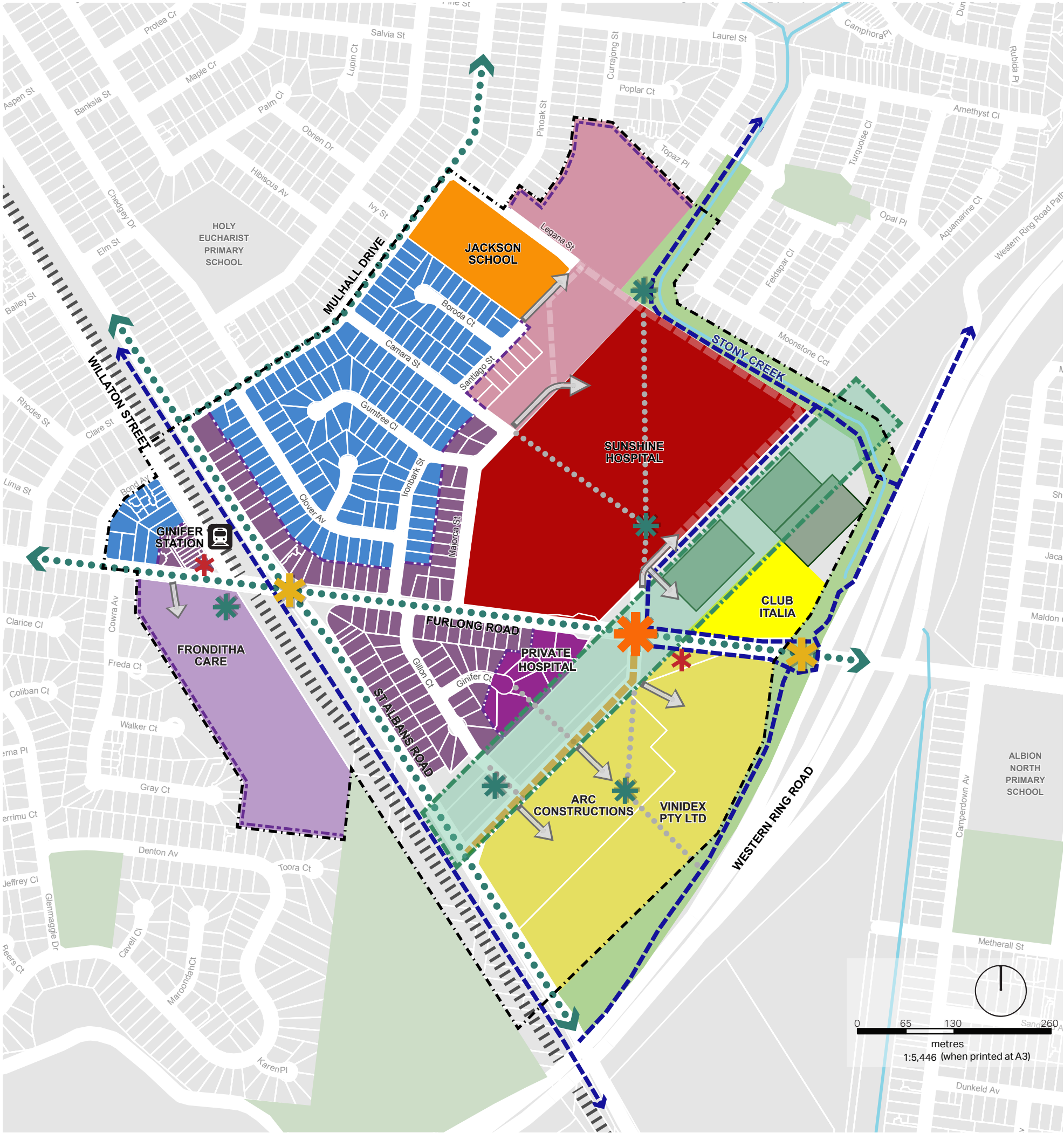
- Creation of new link road connecting Furlong Road and St Albans Road.
- Extension of Majorca Street into Sunshine Hospital site
- Landscape works at key sites and along key arterial roads i.e. Furlong Road.
- New shared use path networks within the study area boundary
- Re-purposing of transmission easement for car parking, roads and open space.
- Additional frontage to Sunshine Hospital, including road access to Joan Kirner.
- Formalised and expanded mixed use areas.

Further detail is provided in the Urban Design Guidelines.

Map 12: Urban Design Framework Map

LEGEND

- RESIDENTIAL (3 STOREY)
- MIXED USE (5 STOREY)
- BUSINESS (8 STOREY)
- HOSPITAL FRINGE (5 STOREY)
- HOSPITAL CORE(15 STOREY)
- EDUCATION
- OPEN SPACE CORRIDOR
- FRONDITHA CARE-RESIDENTIAL AGED CARE
- SUNSHINE PRIVATE HOSPITAL
- CLUB ITALIA
- PLAYING FIELD (PRIVATE)
- PUBLIC CORRIDOR OPPORTUNITY
- STATION AND RAILWAY LINE
- SHARED USE PATH / OFF ROAD TRAIL
- NEW LINK ROAD PROPOSED
- ACCESS ROAD POTENTIAL
- POSSIBLE PEDESTRIAN CONNECTIONS
- RETAIL OPPORTUNITIES
- KEY LANDSCAPE LANDMARK
- LANDSCAPE GATEWAY
- OPEN SPACE NODE OPPORTUNITY
- KEY LANDSCAPE STREETSCAPE
- WATERWAY
- SENSITIVE INTERFACE







7.0

Urban Design Guidelines

7.0 Urban Design Guidelines

This chapter outlines the urban design guidelines that support the framework plan provided in Chapter 6 of this report. These guidelines also support the vision and principles established in Section 4.

The guidelines have been separated into themes of land use, built form and character, access and movement, and environment and open space.

7.1 Land Use

Map 13 shows the proposed land uses for the Precinct.

7.1.1 Change Management

The Precinct contains some large single use sites that will need to transform into more mixed use areas in order to achieve the Precinct's vision. Additionally as redevelopment occurs, more pedestrian-focused and public spaces will need to be delivered along with these new uses to continue the Precinct's transformation.

Current industrial uses will need to eventually relocate away from the Precinct to eliminate barriers in accommodating the growth in the type of uses needed in the Precinct.

7.1.2 Objectives

- To support the Sunshine Hospital site as the core employment and visitor destination of the SHWEP.
- To ensure amenities for residents' and workers' are provided locally through a mix of uses within the SHWEP.
- To provide for a broad range of ancillary medical uses within the Precinct that complement the hospital core.
- To allow for the ongoing expansion of Sunshine Hospital and provide for flexibility in its development.
- To establish a pattern of land uses across the Precinct that supports Furlong Road as the main commercial street of the Precinct.
- To encourage residential development that provides a greater range of housing choice in the area.
- To provide adequate car parking provision for future uses and facilitate sharing of parking between complementary uses.
- To facilitate new commercial uses on existing industrial sites.

7.1.3 Guidelines

- Anticipate relocation of existing industrial uses to be outside the Precinct and rezone land for commercial and business uses.
- Encourage the development of convenience retail centre on the Furlong Road frontage of the Arc Steel site that will provide for local needs.
- Limit residential development within the mixed use/wellness sub-precinct to maximise commercial and employment offerings.
- Maintain Sunshine Hospital as the core of the Precinct by preserving the site for predominantly health uses.
- Provide for mixed use/wellness along Furlong Road, St Albans Road and Majorca Street.

Provide for residential uses beyond the Sunshine Hospital core and away from main vehicular thoroughfares, but well-located within proximity to the train station.

- Develop the Fronditha Aged Care site for mixed use/wellness purposes to capitalise on proximity to the train station and the single ownership of the site.
- Locate large multi-storey or surface car parks away from main road frontages and design them to form safe and attractive public spaces.
- Locate loading bays and other 'back of house' aspects away from public spaces, streets and residential areas to minimise amenity issues.
- Provide ground floor active edges along key streets within the SHWEP, including Furlong Road, Majorca Street and to built form that faces towards the transmission easement.
- Protect the current location of Jackson School and its access needs to continue operations into the future.

Map 13: Land-use and Activity Map

LEGEND

RESIDENTIAL

MIXED USE / WELLNESS

HOSPITAL CORE

HOSPITAL FRINGE

EDUCATION

BUSINESS

OPEN SPACE

FRONDITHA CARE-RESIDENTIAL AGED CARE

SUNSHINE PRIVATE HOSPITAL

CLUB ITALIA

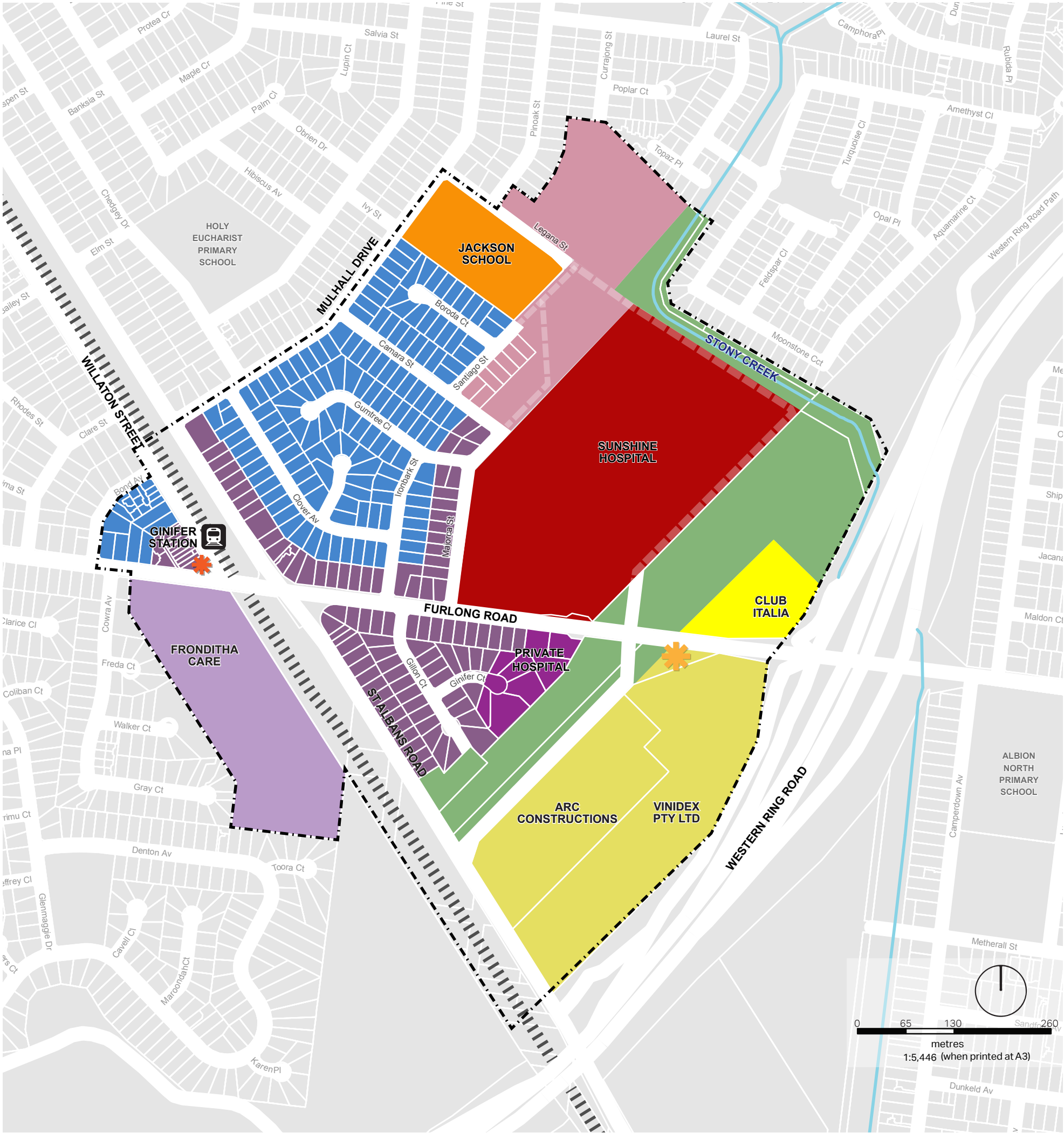
STATION AND RAILWAY LINE

WATERWAY

PRECINCT BOUNDARY

CONVENIENCE CENTRE-EXISTING

CONVENIENCE CENTRE-PROPOSED



7.0 Urban Design Guidelines

7.2 Built Form and Character

Map 14 illustrates the proposed built form for the Precinct.

7.2.1 Change Management

The Precinct’s ability to attract quality development will rely on a more integrated and responsive built form which will need to provide for better transition between different types and scales of buildings, as well as accommodate quality landscape.

Some smaller lots will likely consolidate to take advantage of the increased building heights provided, while street frontages and sensitive interfaces will require special focus to ensure that the Precinct continues to be a desirable location during its transformation.

7.2.2 Objectives

- To establish a cohesive built form character that identifies the SHWEP as a distinct precinct.
- To ensure built form reinforces the legibility of the SHWEP.
- To ensure that new development contributes positively to the amenity, vibrancy and preferred built form character of the Precinct.
- To ensure that all buildings address streets and public spaces incorporating Crime Prevention Through Environmental Design (CPTED) principles.
- To promote high quality built form for both commercial and residential development.
- To ensure an appropriate transition of built form heights along residential interfaces.
- To provide adequate setbacks in residential areas to maintain a high level of amenity to dwellings and the street.
- To encourage buildings to meet best practice sustainability standards.
- To reduce the visual impacts of ground level parking.
- To deliver a sufficient building scale at key gateway entry points into the precinct
- To ensure adequate opportunities for soft landscaping, including access to Deep Soil Zones and sky for canopy trees.

7.2.3 Guidelines

- Preferred maximum building heights within the SHWEP should be in accordance with the below:
 - 15 storeys to the hospital core sub-precinct
 - 5 storeys to the hospital fringe sub-precinct
 - 8 storeys to the business sub-precinct
 - 5 storeys to the mixed use
 - 3 storeys to the residential sub-precinct
 - 8 storeys to the Club Italia site
 - 7 storeys to the Sunshine Private hospital site
 - 5 storeys to the Fronditha Care site
- Locate higher built form along the street edge or along open space interfaces, particularly where properties are located adjacent to a sensitive interface.
- Orient built form within Sunshine Hospital towards the street and provide clear view-lines to entrances and other public areas.
- Provide ground floor active edges along key streets within the SHWEP, including Furlong Road, St Albans Road, Majorca Street and along the transmission easement interface.
- Provide for:
 - Option 1: Generous setbacks along Furlong Road, St Albans Road and Majorca Road that allows for adequate space for landscaping and discourage front fences that limit views through to landscape and active frontages; or
 - Option 2: Buildings to the property boundaries and streetscape amenity improvements improving the pedestrian and cycle environments and planting trees where road verges allow.

Map 14: Built Form Map

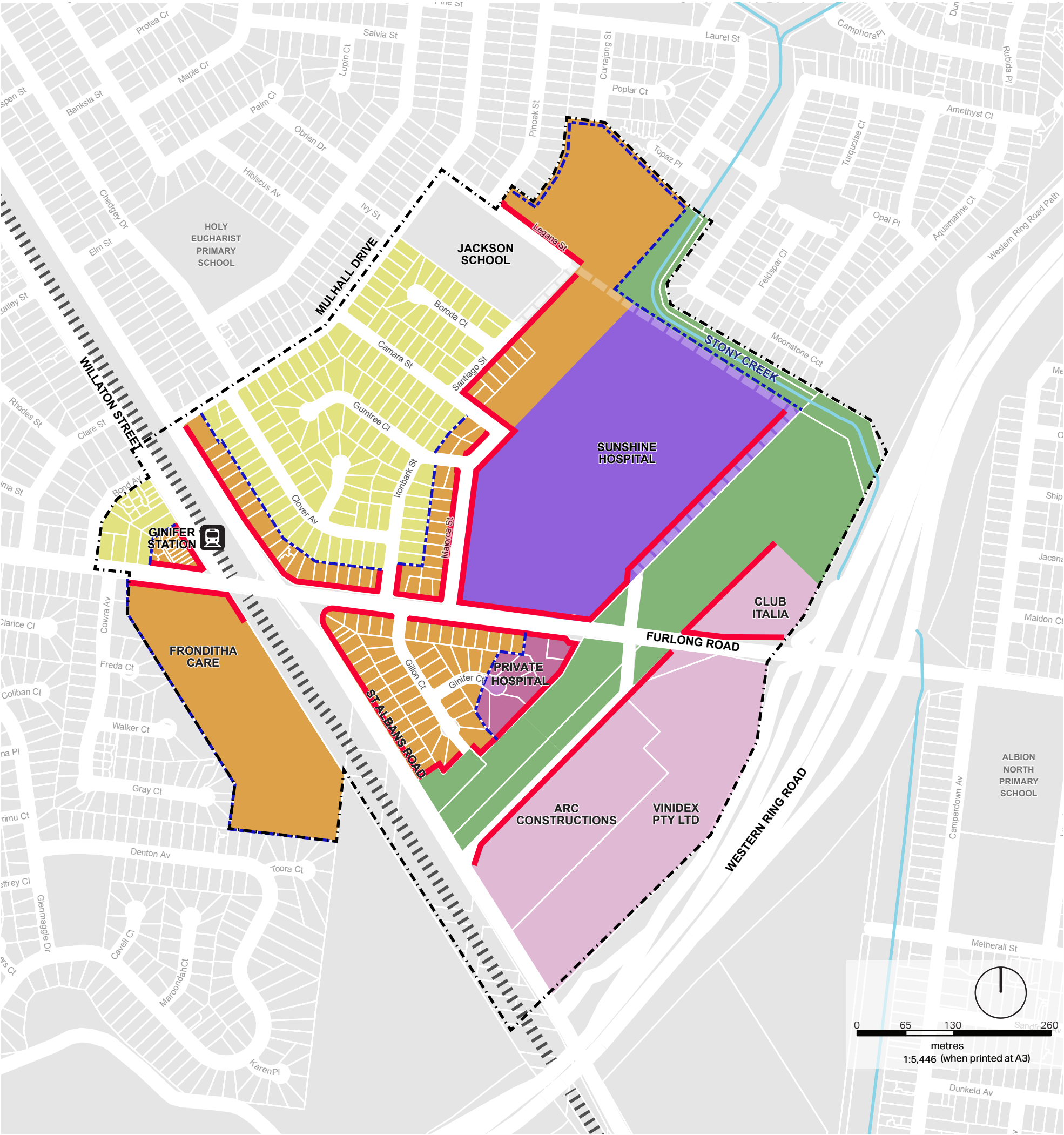
- Ensure any built form at any gateway or visually prominent locations address the street and provide a high quality outlook from surrounding areas.
- Maintain upper level setbacks in residential areas that ensure a high level of light, landscaping and views for residents.
- Locate and orient built form to provide a positive interface to open spaces and the Stony Creek corridor.

Encourage incorporation of best practice water and energy sustainability initiatives in all new buildings.

- Maintain long range views to key destinations such as Sunshine Hospital, the Western Ring Road, and Ginifer Station.

LEGEND

- 3 STOREY - PREFERRED MAX. BUILDING HEIGHT
- 5 STOREY - PREFERRED MAX. BUILDING HEIGHT
- 8 STOREY - PREFERRED MAX. BUILDING HEIGHT
- 7 STOREY APPROVAL (SUNSHINE PRIVATE HOSPITAL)
- 15 STOREY- PREFERRED MAX. BUILDING HEIGHT
- OPEN SPACE
- GROUND FLOOR ACTIVE FRONTAGE
- SENSITIVE INTERFACE
- STATION AND RAILWAY LINE
- WATERWAY
- PRECINCT BOUNDARY



7.0 Urban Design Guidelines

7.3 Access and Movement

Map 15 illustrates the proposed access and movement arrangements for the Precinct.

7.3.1 Change Management

The way the Precinct's existing road network is used will need to change as it becomes a more active destination. This will require ongoing management measures to ensure the calming of vehicles and the increasing prioritisation of pedestrians and bicycles.

New road and pedestrian connections will be reliant on the use of some parts of public and privately owned properties, that will need further negotiation, careful alignment of aspirations and infrastructure investment in order to achieve the Precinct's vision.

7.3.2 Objectives

- To create a street network hierarchy that provides direct connections to key destinations along main desire lines.
- To encourage walking, cycling and public transport use over private vehicle travel for workers accessing employment and visitors to the Precinct.
- To reduce traffic congestion along Furlong Road through alternative movement routes for vehicles accessing the Precinct.
- To ensure road cross sections consider bicycle and pedestrian safety and comfort.
- To increase the street frontage of Sunshine Hospital to provide development flexibility.
- To provide a variety and hierarchy of pedestrian pathways through the Precinct.
- To enhance linkages to adjacent activity centres to maximise resident and worker access to a wide range of shopping and community facilities, and to public transport connections.
- To maintain ease of access for emergency vehicles entering or egressing Sunshine Hospital.

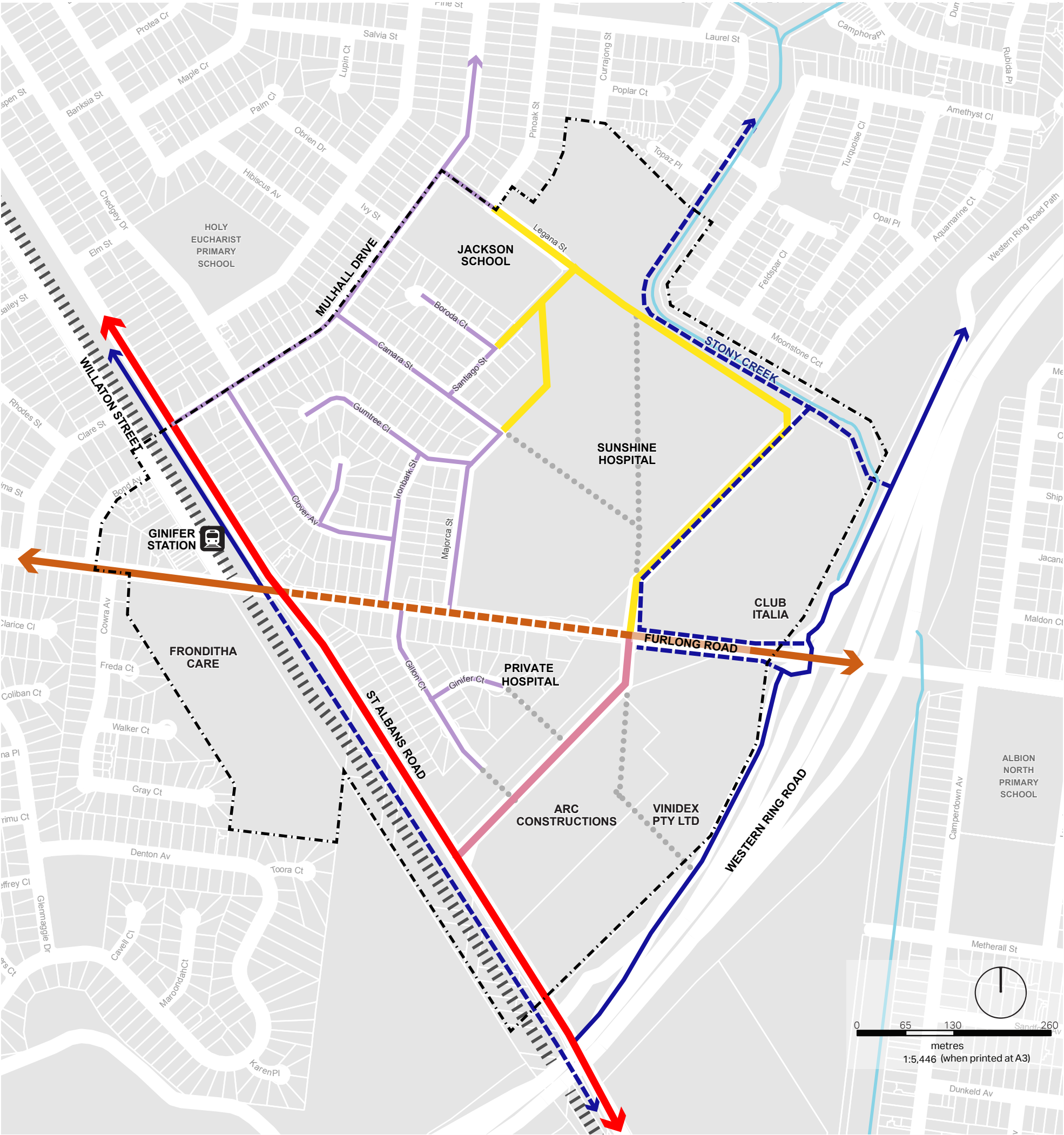
7.3.3 Guidelines

- Provide vehicle and pedestrian access around the eastern and northern boundary of Sunshine Hospital to connects Mullhall Drive and Furlong Road (as private or public streets).
- Provide vehicle and pedestrian access between Majorca Street or Santiago Street and Legana Street to improve connectivity within the Precinct and greater access to Sunshine Hospital land (as a private or public street).
- Provide a shared use path network that connects to existing bicycle infrastructure along the rail corridor and the Western Ring Road.
- Transform Furlong Road within the existing road reservation to provide:
 - A wide shared use path on both sides of the road, from freeway to hospital entrance.
 - Reduce width from St Albans Road to the Sunshine Hospital site,
 - Pedestrian crossing points at St Albans Road, the proposed Precinct Drive and along the shared use path of the Western Ring Road,
 - Raised pedestrian priority crossings on slip lanes at arterial intersections,
 - Safe and convenient transition between existing off-road bicycle networks, and
 - Street tree planting appropriate for under power-lines.
- Accommodate Jackson School car parking and bus access needs as part of any road use changes.
- Provide a Precinct connector road between Furlong Road and St Albans Road that includes:
 - A wide shared use path along the west side of the road,
 - A footpath along both sides of the road,
 - Parking lanes on both sides of the road, and
 - Pedestrian crossing points at St Albans Road and Furlong Road.
 - Heavy vehicle capable (19m semi-trailer).
- Prioritise active transport and public transport through:
 - Reduced width of Furlong Road between Sunshine Hospital Main Entrance and St Albans Road and creation of a 'high street' environment in this section,
 - Improved pedestrian-focused lighting and signage throughout the Precinct,
 - Provision of comfortable and well-located bus stop facilities,
 - Provision of comfortable pedestrian and cycling spaces within streets in line with typical street sections (Figures 29-34), and
 - Creation of a pedestrian pathway network through large sites including the Sunshine Hospital site to improve pedestrian connections between key destinations.

Map 15: Access and Movement Map

LEGEND

- FURLONG ROAD
- FURLONG ROAD 'HIGH STREET'
- ST ALBANS ROAD
- PRECINCT CONNECTOR- PROPOSED
- PRIVATE ROAD/ HOSPITAL LOOP ROAD
- LOCAL ROAD- EXISTING
- SHARED USE PATH / OFF ROAD TRAIL-EXISTING
- SHARED USE PATH / OFF ROAD TRAIL-PROPOSED
- POSSIBLE PEDESTRIAN CONNECTIONS
- STATION AND RAILWAY LINE
- WATERWAY



7.0 Urban Design Guidelines

Option 1

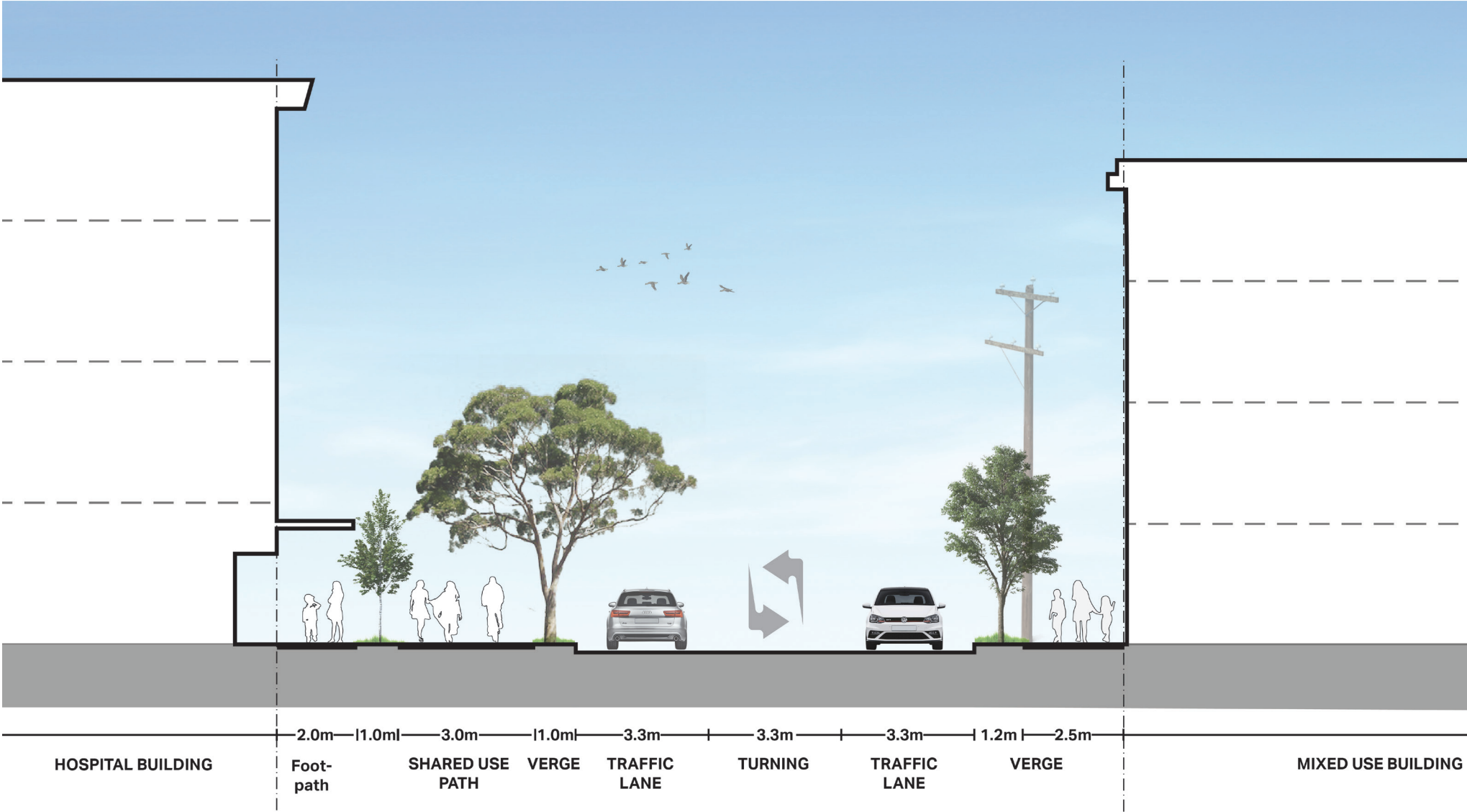


Figure 29: Furlong Road 'High Street' - Typical Cross Section (Option 1)

Option 2

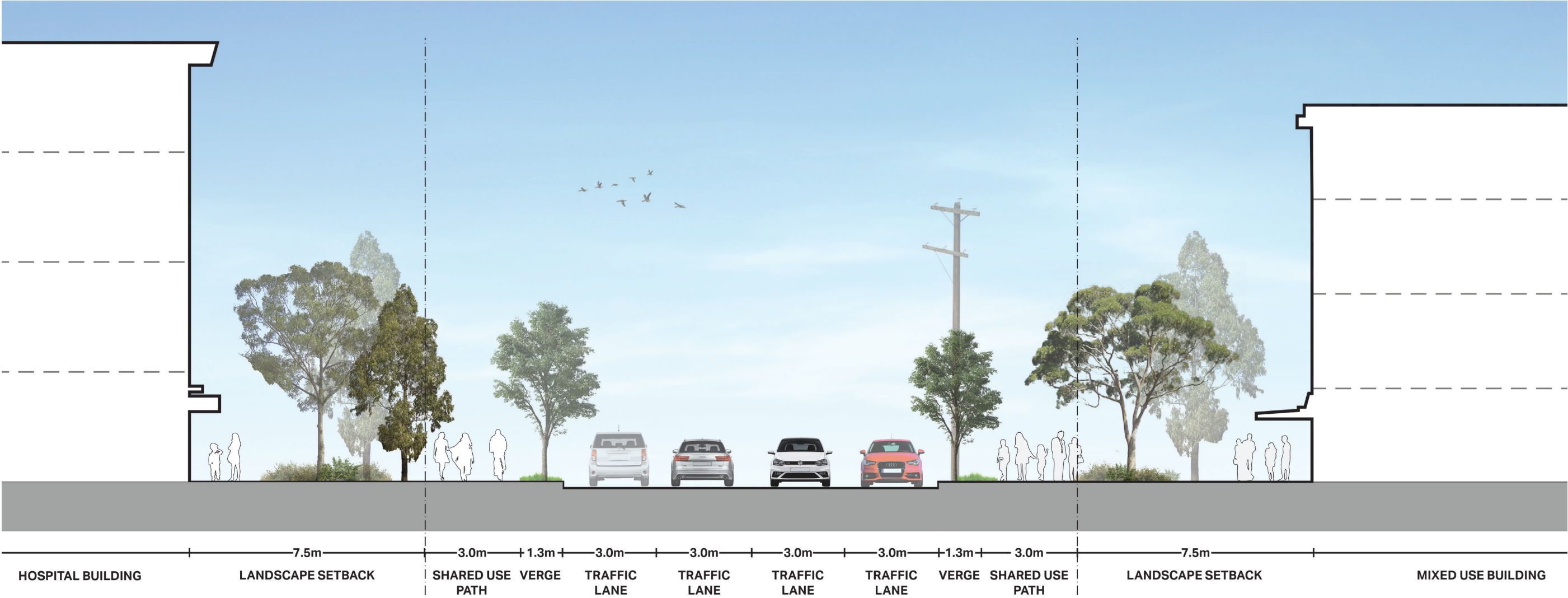


Figure 30: Furlong Road - Typical Cross Section (Option 2)

7.0 Urban Design Guidelines

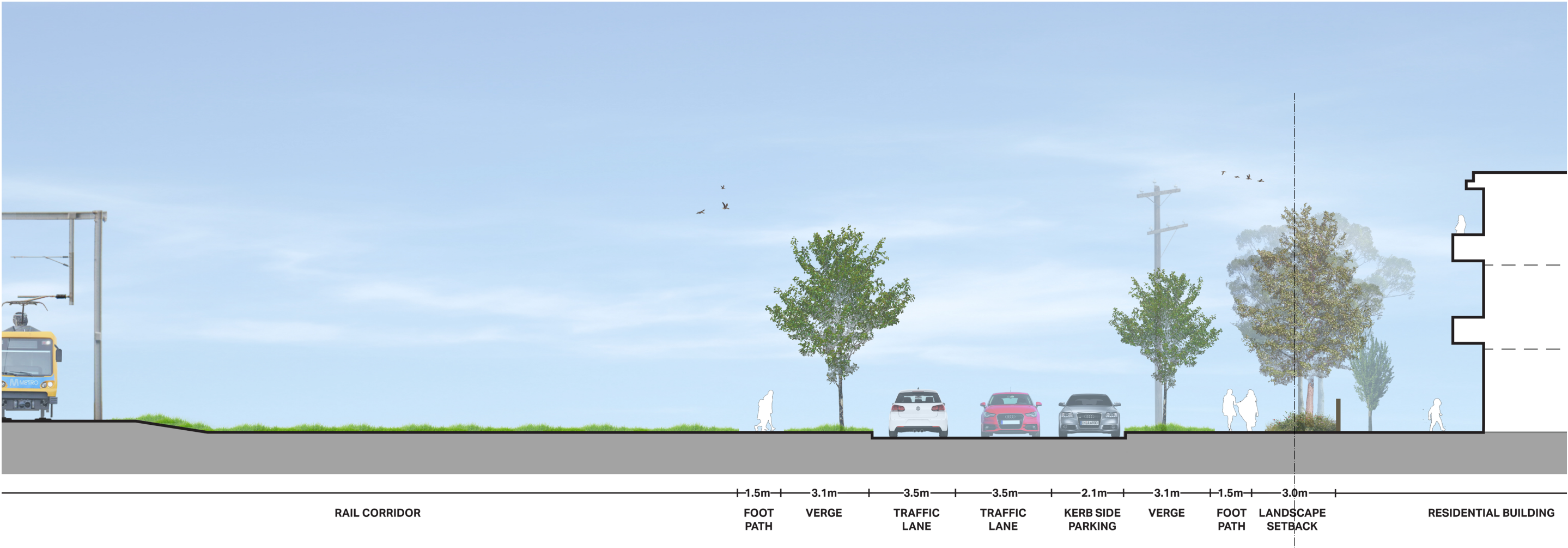


Figure 31: St Albans - Typical Cross Section

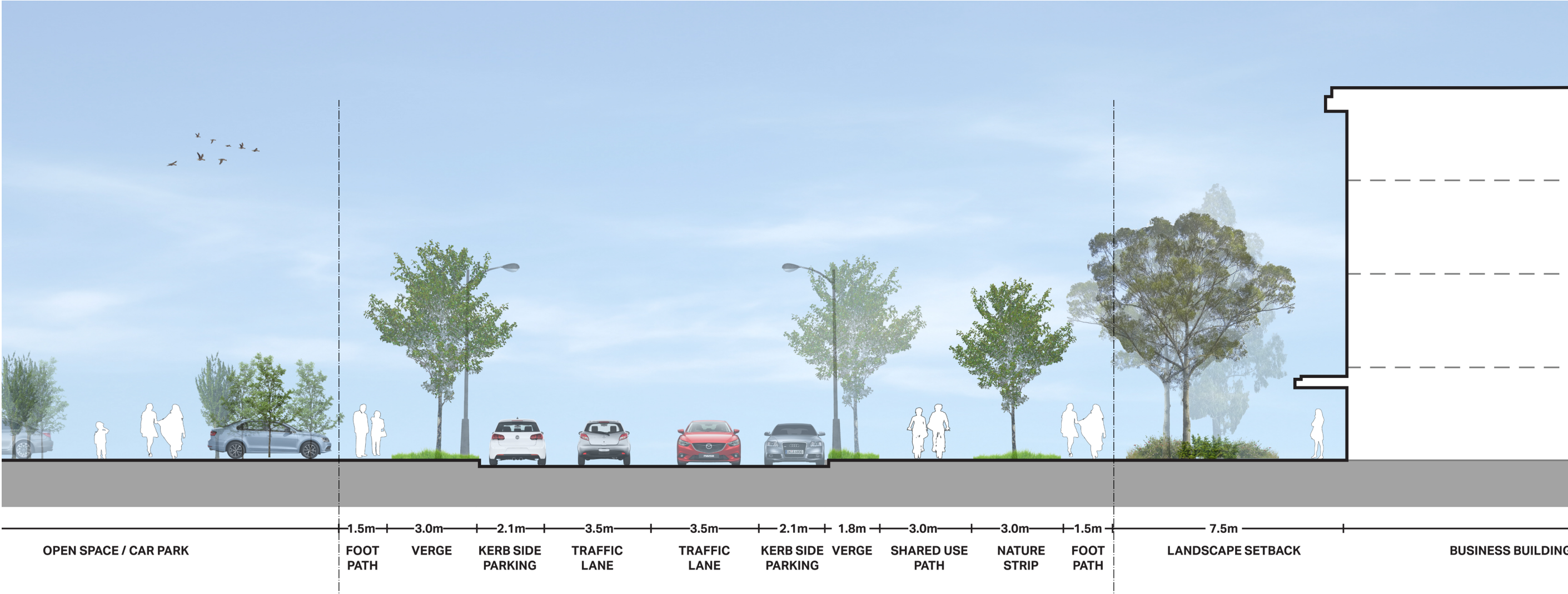


Figure 32: Precinct Connector - Typical Cross Section

7.0 Urban Design Guidelines

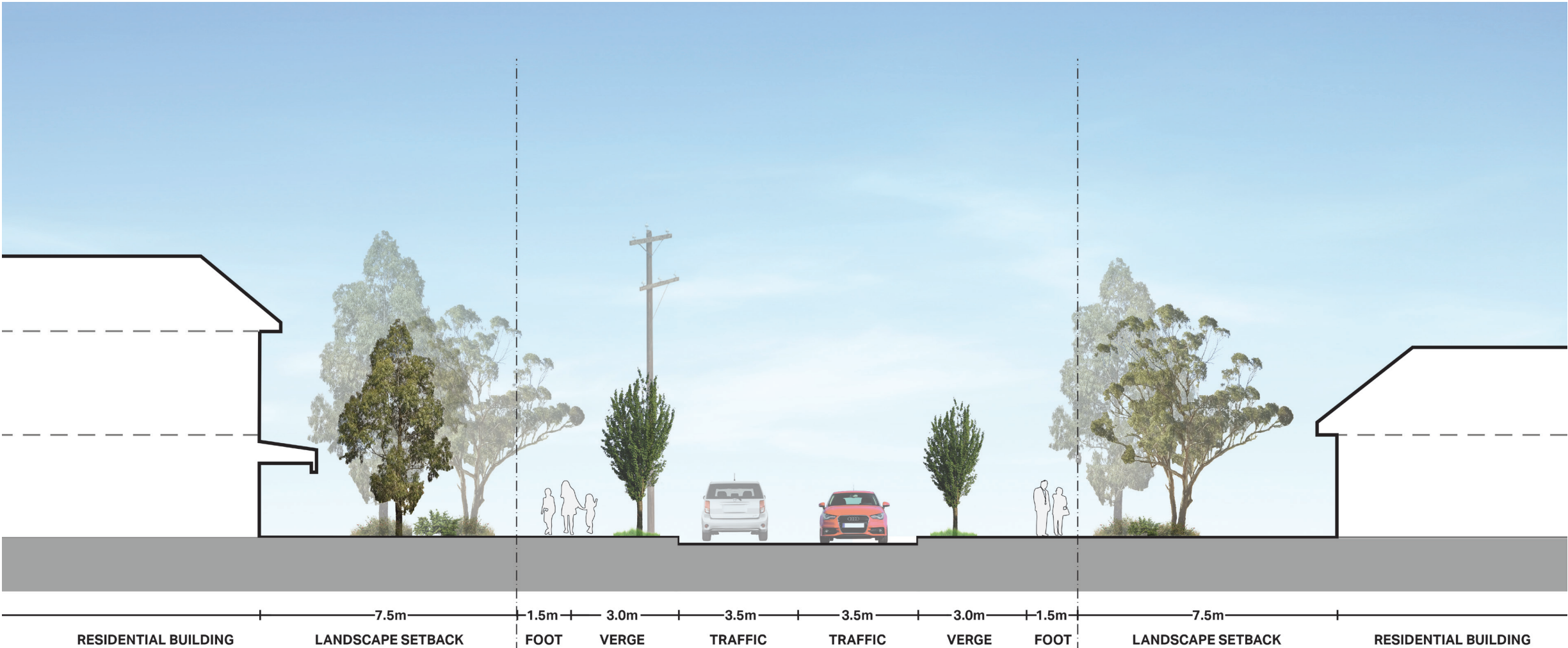


Figure 33: Local Street - Typical Cross Section- 16m

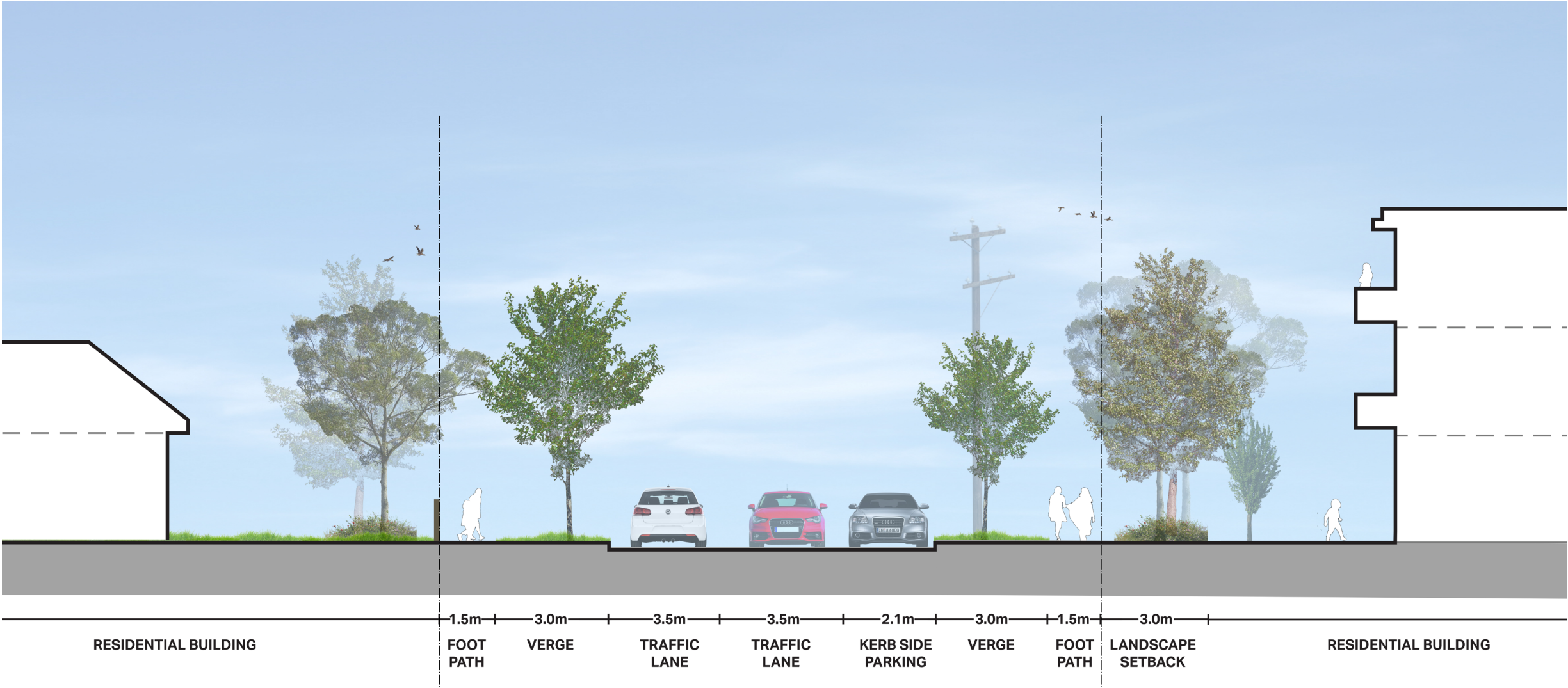


Figure 34: Mulhall Drive - Typical Cross Section -18m

7.0 Urban Design Guidelines

7.4 Environment and Open Space

Map 16 illustrates the proposed open space and landscape arrangements for the Precinct.

7.4.1 Change Management

The Precinct’s future success will rely on a significantly improved landscape character through critical public investments in public spaces and streetscapes and coordinated efforts on private land.

In particular, the land affected by the electrical transmission easement will need to be radically transformed to improve the appearance of the precinct, alongside landscape gateway opportunities being realised along Furlong Road.

7.4.2 Objectives

- To create a generous and high quality public realm within the precinct that encourages pedestrian activity.
- To enhance the role of Stony Creek as a key open space and recreational asset.
- To create an urban landscape palette that reinforces the visual legibility and character of the SHWEP.
- To provide for additional open space to cater to the increase in worker and residential population.
- To mitigate the visual impact of the transmission lines to adjacent uses.
- To create a landscaped entry into the SHWEP along Furlong Road from the east and west.
- To protect existing street trees and green verges within residential streetscapes.
- To create more sustainable water and energy systems that reduce reliance on resources.

7.4.3 Guidelines

- Develop and implement a landscape plan for the transmission easement which provide recreation space and car parking with integrated landscape and water sensitive urban design.
- Provide a key landscape landmark along Furlong Road where it intersects with St Albans Road, the Precinct connector road, and to the Western Ring Road.
- Establish passive recreation nodes along Stony Creek at key locations that will service adjacent residential areas and health / educational facilities.
- Establish an off-road trail within the Stony Creek corridor that connects to the existing shared use path along the Western Ring Road.
- Provide high quality and cohesive landscape treatments throughout the Precinct, within the streetscape and in local open space
- Provide extensive tree planting, and retain existing remnant vegetation to existing and new parks and open spaces.
- Incorporate water sensitive urban design initiatives into the design and layout of car parking, roads, road reserves, and public open spaces to optimise water use efficiency and long-term viability of vegetation.
- Enhance Stony Creek through extensive tree planting and retention of existing remnant vegetation.
- Positively address the Stony Creek frontage interface and the open space located within the transmission easement.
- Provide Precinct-wide energy systems that capitalise on the mix of uses within the Precinct.

Map 16: Open Space and Landscape Map

LEGEND

OPEN SPACE NODE / PASSIVE RECREATION

OPEN SPACE CORRIDOR

PLAYING FIELD (PRIVATE)

KEY LANDSCAPE LANDMARK

LANDSCAPE THRESHOLD

EXISTING OPEN SPACE NODE

OPEN SPACE NODE OPPORTUNITY

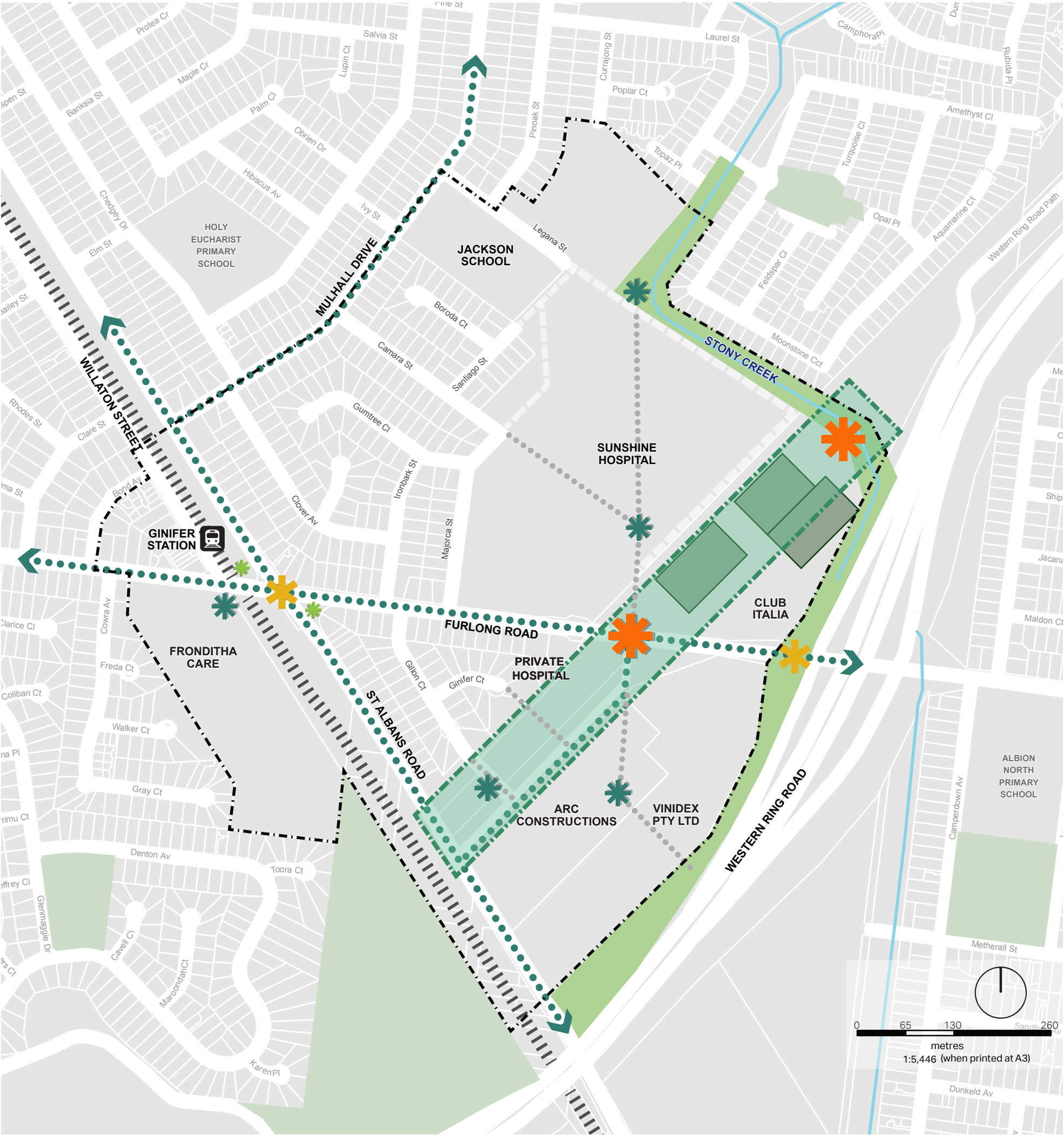
KEY LANDSCAPE STREETScape

OPEN SPACE OPPORTUNITY

STATION AND RAILWAY LINE

POSSIBLE PEDESTRIAN CONNECTIONS

WATERWAY



7.0 Urban Design Guidelines

7.5 Sub-precinct Guidelines

This section provides objectives and guidelines for each sub-precinct within the SHWEP. These supplement the general objectives and guidelines provided in the previous sections with more specific guidance relevant for each sub-precinct (Map 17). They give specific indications of where particular land uses, built forms, links and interventions should be encouraged to maximise the potential for the Precinct and its ongoing transformation.

LEGEND

RESIDENTIAL

MIXED USE / WELLNESS

HOSPITAL CORE

HOSPITAL FRINGE

EDUCATION

BUSINESS

OPEN SPACE

FRONDITHA CARE-RESIDENTIAL AGED CARE

SUNSHINE PRIVATE HOSPITAL

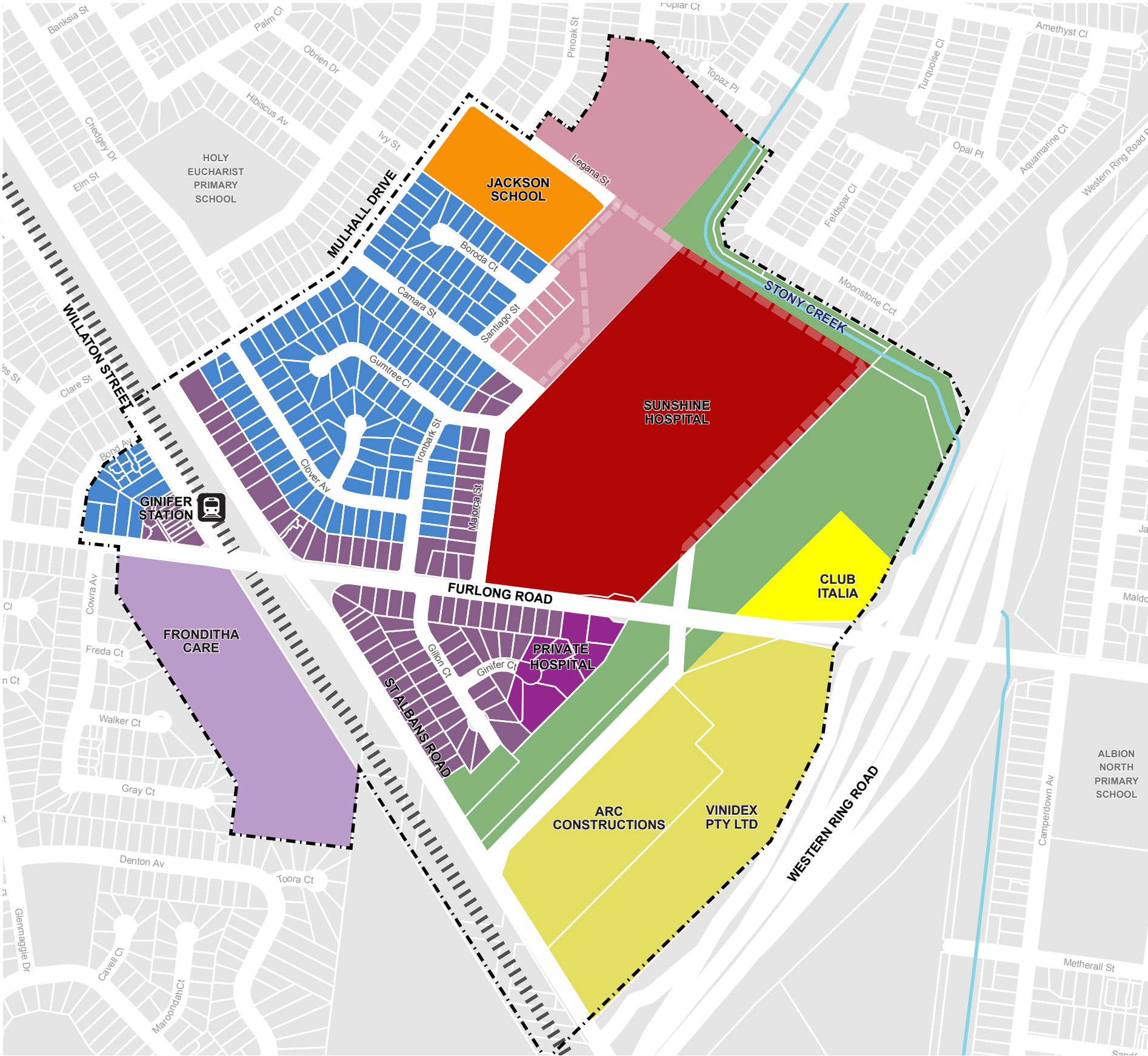
CLUB ITALIA

STATION AND RAILWAY LINE

WATERWAY

PRECINCT BOUNDARY

Map 17: Sub-precinct Map



7.5.1 Sub-precinct One: Health + Education Core

This sub-precinct comprises the core of the Sunshine Hospital site. It has interfaces to Furlong Road and Stony Creek and forms the central portion of the SHWEP. Road frontages around the entire core provide a high level of access and street-scape.

Objectives

The key objectives developed for this sub-precinct include:

- To maintain the Sunshine Hospital site as the central focus of the precinct and ensure it is highly accessible from surrounding areas.
- To provide a higher level of pedestrian permeability through Sunshine Hospital.
- To orient the built form to provide a positive frontage to adjacent streets.
- To deliver a high quality public plaza or open space within the Sunshine Hospital for workers and visitors.

Guidelines

- Building heights and setback should respond to adjacent interfaces with the greatest built form heights located along the Furlong Road frontage.
- New open spaces within the precinct should be publicly accessible and be designed and located to maintain a high level of user amenity, visibility and natural surveillance.
- Blank walls and above-ground car parking along the Stony Creek corridor should be avoided.
- Back of house functions should be located away from any key pedestrian routes and main streets and consolidate vehicular access points.

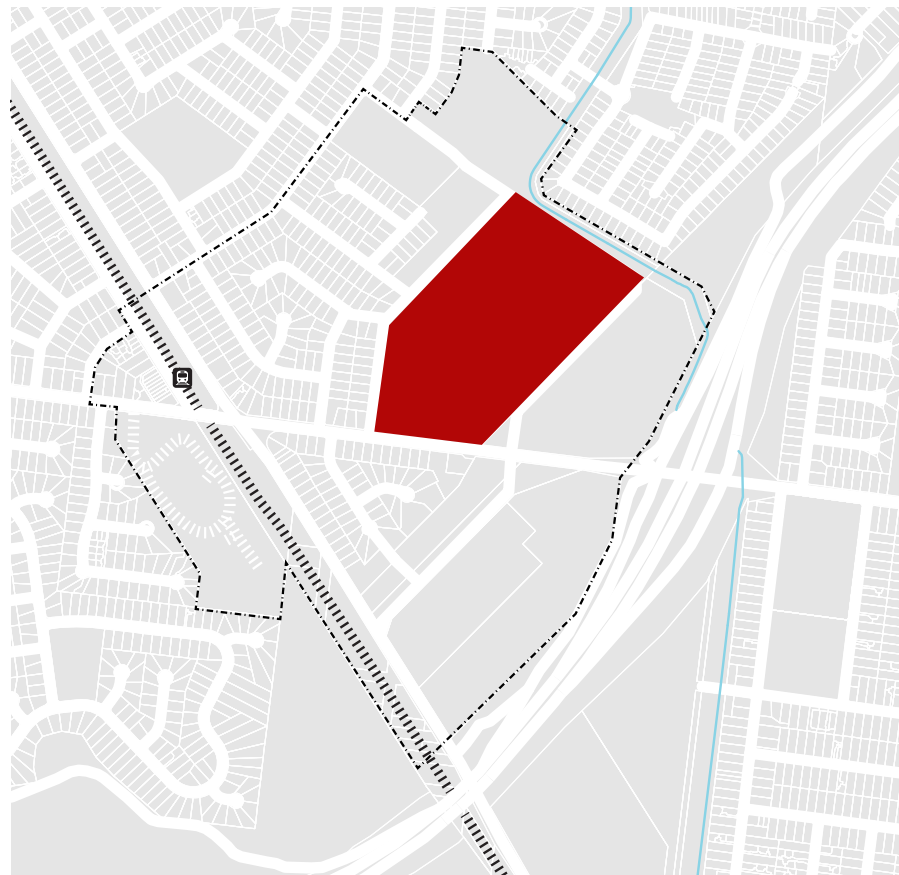


Figure 35: Sub-precinct One: Health + Education Core

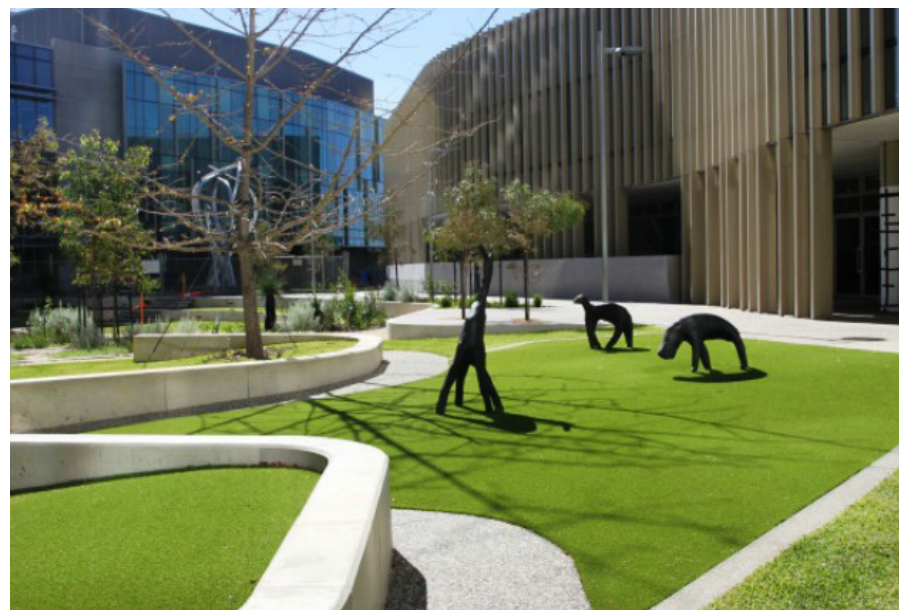


Figure 38: Fiona Stanley Hospital courtyard spaces



Figure 36: Bendigo Hospital street frontage



Figure 37: Royal Adelaide Hospital public spaces and forecourt

7.0 Urban Design Guidelines

7.5.2 Sub-precinct Two: Hospital Fringe

Sub-precinct Two comprises 'fringe' parts of the Sunshine Hospital site that interface with adjacent residential areas. This precinct provides for the future expansion of the hospital outside of the core and forms the northern gateway of the SHWEP.

Objectives

The key objectives developed for this sub-precinct include:

- To provide additional services and uses for the future expansion of the health core.
- To provide a built form transition zone between the Health Core and adjacent residential areas.
- To provide a defined northern gateway to the SHWEP.
- To provide a positive interface to the Stony Creek corridor.
- To provide improved road access.

Guidelines

- Ensure the road network adequately accommodates for the traffic volumes generated by future uses as well as existing pick up and drop offs at Jackson School and school bus movements.
- Ensure that the design quality of the Health Core sub-precinct is maintained in the built form response of the Health Fringe sub-precinct.
- Blank walls and above-ground car parking along the Stony Creek corridor should be avoided.
- Provide sensitive interfaces to adjacent residential neighbours both in scale and through limiting activities that generate noise and light pollution.
- Avoid the residential uses, other than aged care, that would potentially reduce the flexibility for the growth of medical facilities.

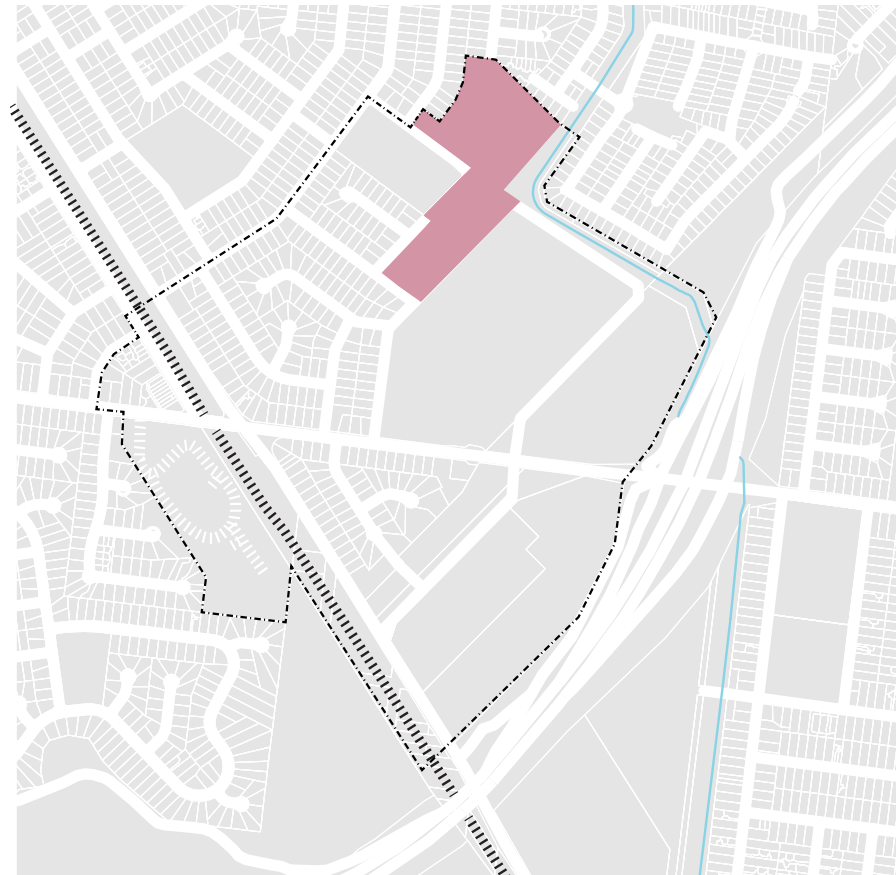


Figure 39: Sub-precinct Two: Health Fringe

7.5.3 Sub-precinct Three: Mixed Use

Sub-precinct Three comprises uses that front Furlong Road, St Albans Road and Majorca Street and support their functions as the primary roads of the area. The precinct supports uses that are ancillary to Sunshine Hospital such as medical offices and commercial uses.

Objectives

The key objectives developed for this sub-precinct include:

- To reinforce Furlong Road as the primary road of the SHWEP.
- To enhance the pedestrian environment along Furlong Road.
- To enhance pedestrian crossing opportunities across Furlong Road.
- To provide adequate areas for support services that complement the Sunshine Hospital core.
- To capitalise on the proximity of Ginifer Station as a means of access to services.

Guidelines

- Locate higher built form along Furlong Road and provide an appropriate transition to adjacent residential interfaces.
- Provide a high level of pedestrian amenity (wide pathways, shade, raised crossing) along key links to Ginifer Station.
- Encourage the consolidation of lots along Furlong Road and Majorca Street to facilitate larger building footprints and minimise vehicular access points.
- Provide car parking to the rear of sites to maintain street frontages for built form or landscaping.
- Provide for a 'high street' environment along Furlong Road from St Albans Road to the Sunshine Hospital with active frontages and reduced front setbacks, however maintain setbacks in other streets to maximise landscape character.

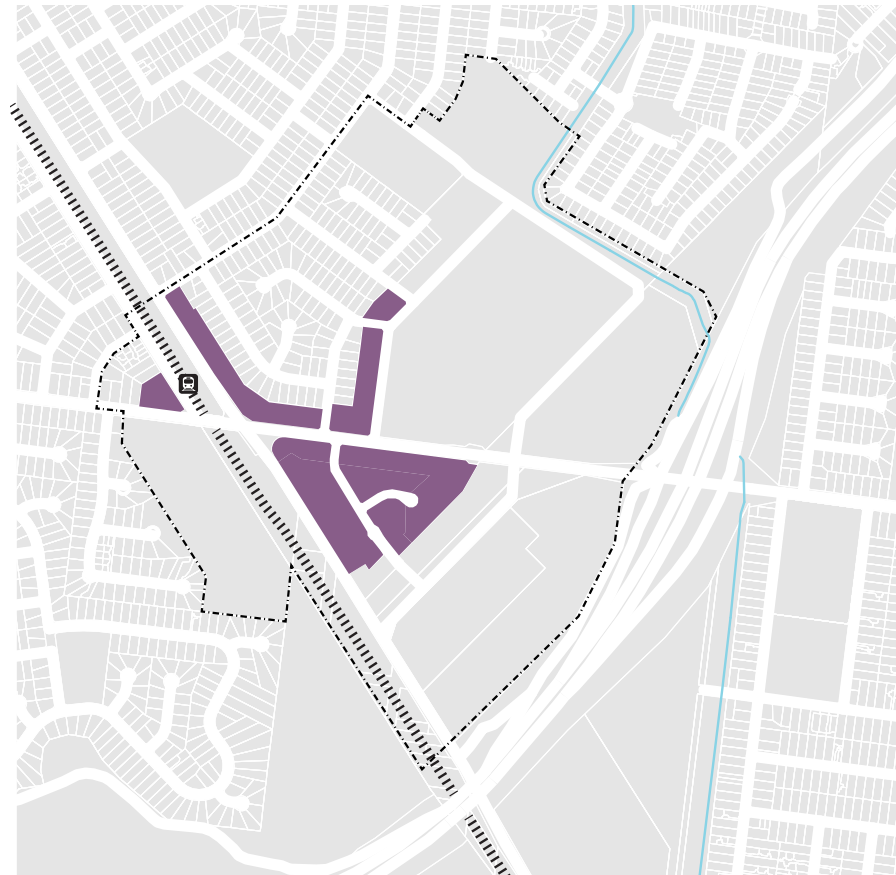


Figure 40: Sub-precinct Three: Mixed Use/Wellness



Figure 41: High quality landscape will need to be maintained in streetscapes to achieve attractive environments in the street for active ground floor uses.

7.0 Urban Design Guidelines

7.5.4 Sub-precinct Four: Residential

Sub-precinct four comprises the residential land within the SHWEP. These are located to the west of the study area and have interfaces with mixed use and health fringe precincts.

Objectives

The key objectives developed for this subprecinct include:

- To maintain a high level of amenity for existing and future residential properties.
- To create positive interfaces to adjacent commercial and health uses.
- To provide a range of dwelling types in the SHWEP.
- To provide for a permeable street network that allows residents to access key destinations.

Guidelines

- Encourage the consolidation of lots to facilitate larger building footprints and minimise vehicular access points.
- Building façades must be articulated through variations in forms, materials, openings, balconies or colours.
- Buildings should have clear entry points that are visible from the street and provide a clear sense of address.
- Locate any surface or above-ground car parking away from street frontages to maximise landscape and passive surveillance opportunities.
- Avoid commercial or retail uses that would erode the residential character and amenity of these streets.
- Accommodate larger and higher-density residential buildings that provide for a range of housing type, whilst continuing to design well-articulated built forms that reflect the human scale.

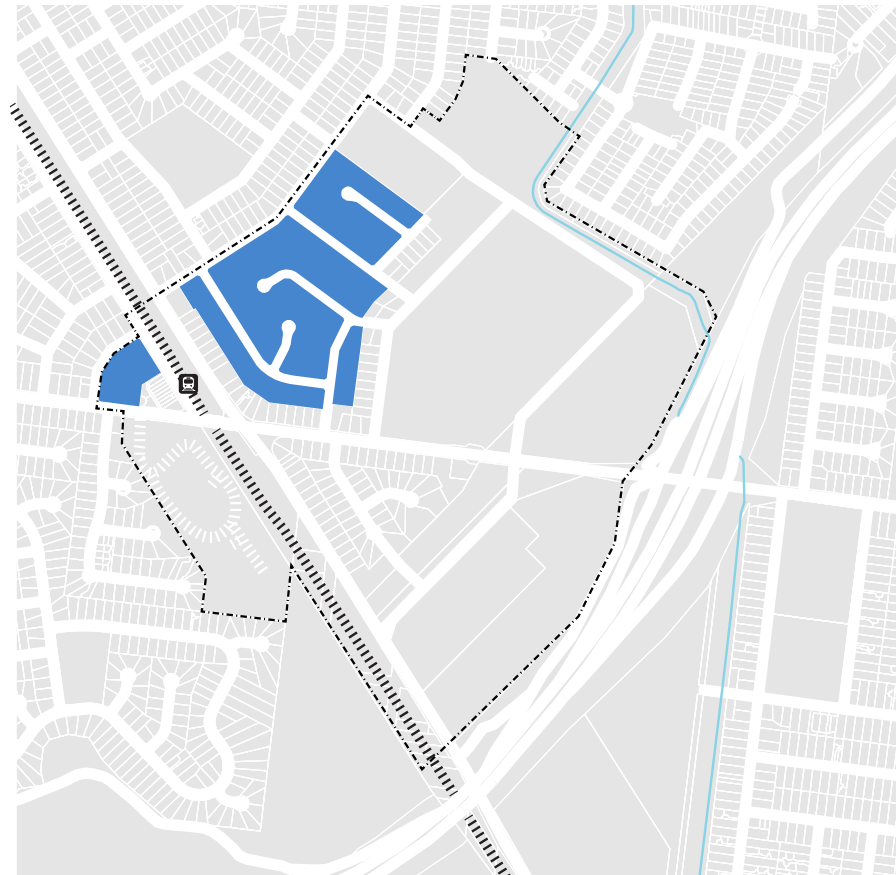


Figure 42: Sub-precinct Four: Residential



Figure 43: Lot consolidation will accommodate for greater residential space to be developed



Figure 44: Higher-density built forms with larger floor plates can be articulated to provide for human-scaled residential developments.

7.5.5 Sub-precinct Five: Business

Sub-precinct Five comprises the existing industrial sites to the south east of the SHWEP. The precinct interfaces Western Ring Road and has frontages to the proposed Precinct connector road. The sub-precinct will form the eastern and southern gateway into the SHWEP.

Objectives

The key objectives developed for this sub-precinct include:

- To provide for a range of commercial and retail uses that service the worker and residential population.
- To provide for diverse employment opportunities.
- To facilitate the new access road between Furlong Road and St Albans Road.
- To provide a positive eastern and southern gateway into the SHWEP.
- Orderly transition from industrial to commercial.

Guidelines

- Larger format buildings should be designed to present windows and articulated massing along main streets and/or public areas.
- Expansive single storey development should be avoided to maximise consolidation of uses within the precinct.
- New through-roads should be located to establish a vehicular and pedestrian network with intervals of no more than 200 metres.
- Built form along Furlong Road and St Albans Road should be high quality and designed to create a positive gateway into the precinct.
- Consider early establishment of retail uses on the Furlong Road frontage of the industrial site to introduce an active retail use to this part of SHWEP and substantially change perceptions and the appearance of the Precinct.

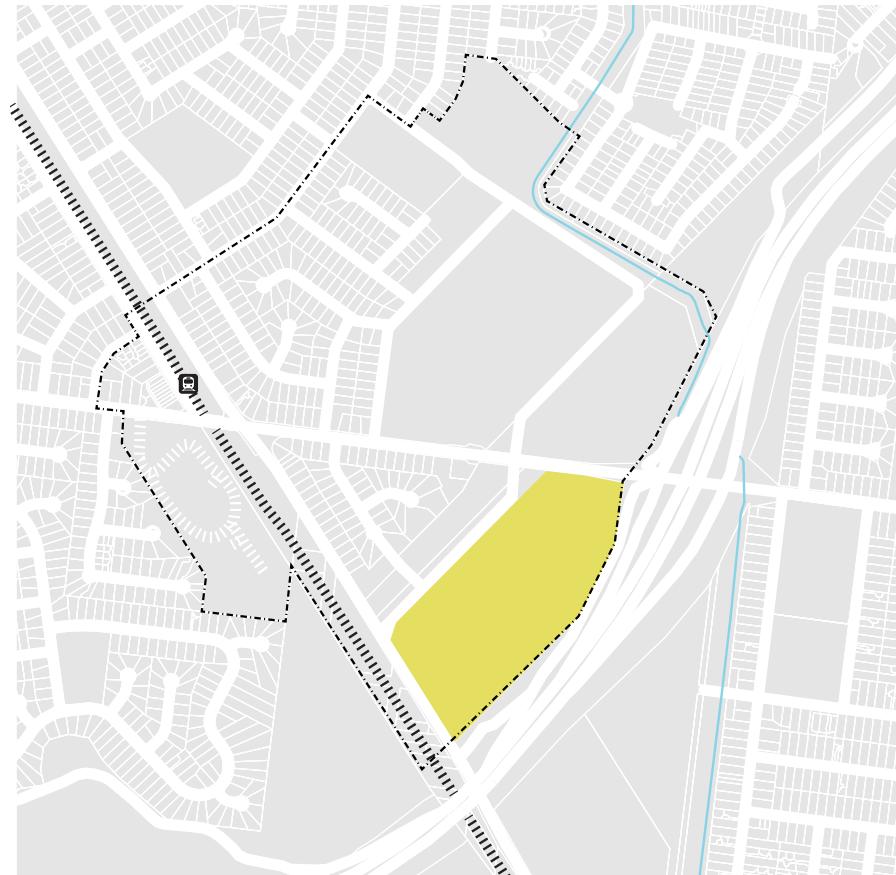


Figure 45: Sub-precinct Five: Business



Figure 46: New retail frontage along Furlong Road would substantially change the existing industrial appearance of the Precinct

7.0 Urban Design Guidelines

7.5.6 Sub-precinct Six: Open Space

Sub-precinct Six forms a continuous green spine through the SHWEP that comprises the Stony Creek corridor and the transmission easement. It interfaces with the northern and eastern frontages of the health core sub-precinct.

Objectives

The key objectives developed for this sub-precinct include:

- To ensure open space adequately caters to the emerging population of the area
- To provide a diversity of recreational spaces that caters to residents and workers.
- To provide a positive and green outlook from adjacent uses, particularly Sunshine Hospital.
- Improved car parking arrangements.

Guidelines

- Undertake a electrical transmission easement master plan to deliver a cohesive car parking and landscape response that provides:
 - Ample car spaces for surrounding and adjacent uses,
 - A positive and desirable 'forecourt' space for immediately adjacent buildings,
 - Integrated water sensitive urban design that reduces stormwater impacts and improves the growing conditions for landscape,
 - A visually green landscape that can be appreciated both when occupied by vehicles and when empty, and
 - Public open space in key locations that can be occupied at by local residents and workers.
- Provide key open spaces and landscape landmarks at important intersections and junctions within the Sub-Precinct.
- Orientate new developments and building frontages to the green spine of this Sub-Precinct.



Figure 47: Sub-precinct Six: Open Space



Figure 50: Landscape can be integrated into car parking areas to soften, cool and manage stormwater through the sun-precinct.



Figure 48: Car parking areas can integrated WSUD features and present as attractive public spaces.



Figure 49: Earth mounding and modest landscape can provide a quality setting for surrounding development as well as provide for parking needs.



Figure 51: Artist impression of landscaped carpark area within the transmission easement

7.0 Urban Design Guidelines

7.5.6 Sub-precinct Seven: Education

Sub-precinct seven is formed by the Jackson School which provides important specialist teaching services to the community.

Objectives

The key objectives developed for this sub-precinct include:

- To continue to provide and grow the specialist education services as its regional catchment grows
- To provide a positive and green northern gateway to SHWEP.

Guidelines

- Ensure changes to car parking arrangements and the road network accommodate the special vehicle parking and bus stop needs of the school.
- Explore opportunities to share facilities, car parking and energy and other precinct-scaled utilities and networks between the Jackson School and Sunshine Hospital that provide for more efficient site utilisation and improved sustainability performance.

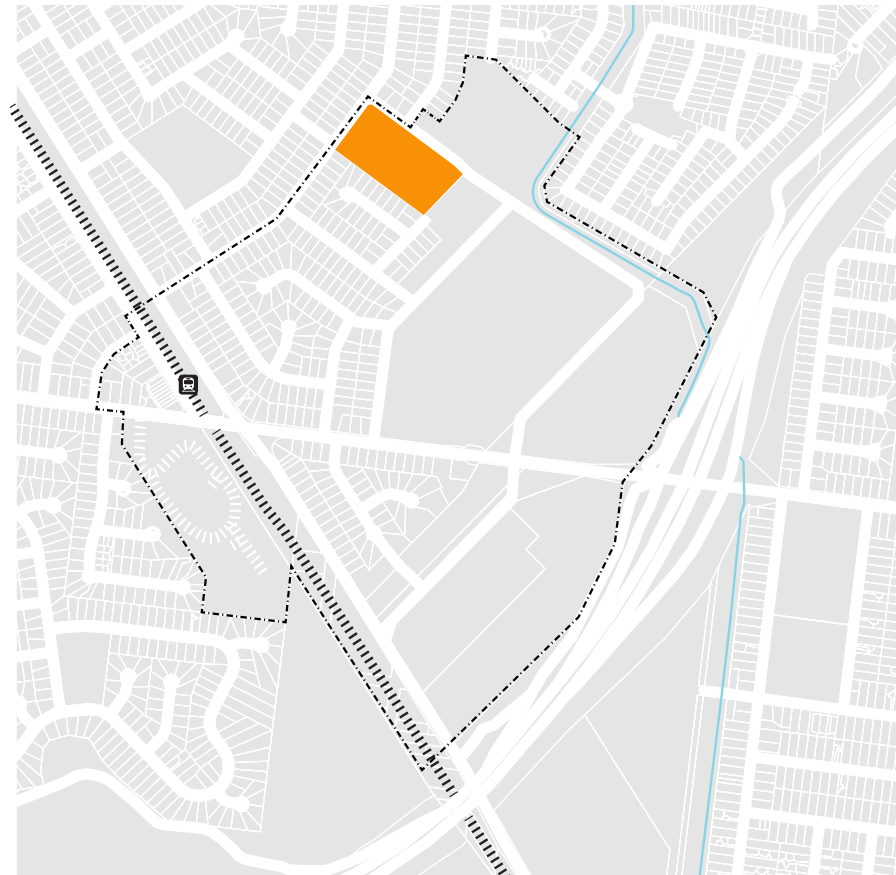


Figure 52: Sub-precinct Seven: Education



Figure 53: Landscape can be integrated into car parking areas to soften, cool and manage stormwater through the sun-precinct.

7.5.6 Sub-precinct Eight: Club Italia

Sub-precinct Eight is focussed on the Club Italia site on Furlong Road. The site is located at the eastern gateway into the precinct and has interfaces with the Western Ring Road and the transmission line easement.

Objectives

The key objectives developed for this sub-precinct include:

- To provide community based sporting and hospitality activities, open space, and public carparking.
- Improve road connections in a proposed new intersection on Furlong Road.

Guidelines

- Ensure a mix of uses at the site is accommodated at the site.
- Encourage the rear loading of car parking and service areas to provide for a built form and landscape frontage along Furlong Road.
- Maintain and enhance existing open space opportunities within the subprecinct.
- Maintain the access and the permeability of the site to adjacent open spaces.
- Minimise vehicle access points along Furlong Road.

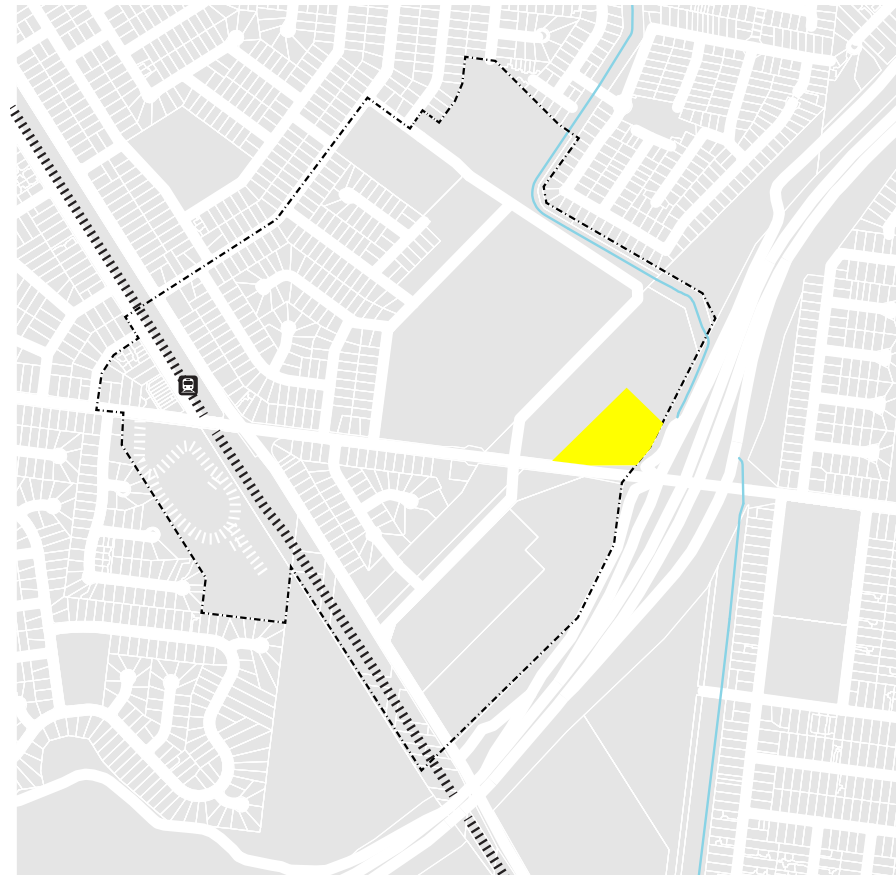


Figure 54: Sub-precinct Eight: Club Italia



Figure 55: Existing built form at the Club Italia site

7.5.6 Sub-precinct Nine: Sunshine Private Hospital Site

Sub-precinct Nine is focussed on the Sunshine Private Hospital site, accessed from Furlong Road and Ginifer Court. A permit for the use has been approved by Council and the site is proposed to include approximately 150 new patient beds.

Objectives

- Provide expanded health care services and new jobs.
- Improved road access and carparking in appropriate locations.

Guidelines

- Encourage higher built form along the transmission easement interface and appropriate transition in height to adjacent residential areas.
- Encourage vehicular access to the hospital from Ginifer Court through the rear loading of car parking and service areas.
- Locate and design built form to maintain a continuous street edge and frontage along Furlong Road.
- Built form along transmission easement should be high quality and designed to create a positive eastern gateway into the precinct.

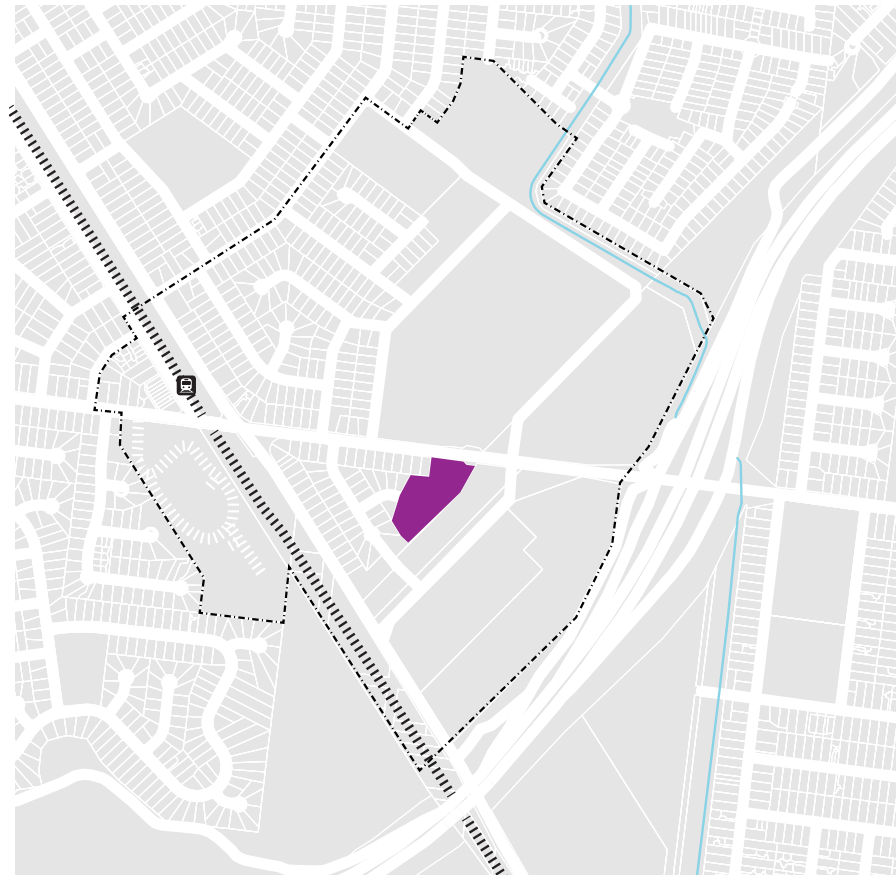


Figure 56: Sub-precinct Nine: Sunshine Private Hospital Site



Figure 57: The existing Furlong Road frontage of the future Sunshine Private Hospital site.

7.5.6 Sub-precinct Ten: Fronditha Care

Precinct Ten is focussed on the Fronditha Care site, large single landholding located on Furlong Road. The site forms the western gateway into the precinct and is located in close proximity to the train station, interfacing with the rail corridor along it's eastern edge.

Objectives

The key objectives developed for this sub-precinct include:

- Provide residential aged care accommodation in close proximity to the Sunshine Hospital and Ginifer Station.
- Enhance connections, amenity, and services planned in the area.
- Support increased population in this area with potential open space improvements

Guidelines

- Encourage higher built form along the rail corridor and appropriate transition in height to adjacent residential areas to the west.
- New through-roads should be located to establish a fine grain vehicular and pedestrian network within the precinct.
- Improve the traffic management of the site in relation to Furlong Road that addresses the future number of residents at the site.
- Built form along Furlong Road and along the rail corridor should be high quality and designed to create an positive gateway into the precinct.
- Provide for new open space opportunities within the subprecinct that service the future residents of the site.



Figure 58: Sub-precinct Ten: Fronditha Care





8.0

Implementation

Implementation

8.1 Key Actions

To realise the vision for SHWEP a range of implementation activities are required, which will be led by public authorities, and public and private asset and property owners.

Coordination between State and Local Governments as well as some key landholders is critically important to achieve some of the highest order objectives for the Precinct. This includes achieving movement, connectivity, open space and character/image outcomes on which the future success of SHWEP rests.

The high priority areas of implementation are outlined below, describing the key aspects of successful implementation, and the dependencies they have to each other.

8.1.1 Creating planning certainty for key active street corridors

Whilst planning certainty for the whole of SHWEP is important, the definition of land use, built form and landscape character along Furlong Road, St Albans Road, Majorca Street, Legana Street, and the new Precinct connector road are of central importance for the whole Precinct.

These corridors should be protected from low-density residential development outcomes that would erode the development of active, mixed-use outcomes that are necessary to connect activities of the whole precinct. These streets need to consistently: accommodate active uses, especially on the ground floor; provide active frontages and eliminate front fences that would detract from the continuity of the function and character of these streets.

8.1.2 Realising the relocation of industrial uses not compatible with health role

Both of the industrial uses in SHWEP will continue to constrain the core role and purpose of the Precinct due to their offsite amenity impact until they are relocated, as the growth of current operations would be incompatible with the surrounding medical land uses.

The 'unlocking' of unused parts of the existing sites for other uses that are compatible with the Precinct's vision could provide valuable 'transition' cash flow to the current operations, as well as enable the Precinct to being its transformation.

8.1.3 Delivering a network of connector streets

One of SHWEP's largest hurdles to overcome is to connect its disparate areas together and enable the current and future land uses to enjoy the benefits of proximity to each other and the major routes leading to the Precinct.

This includes realising the new Precinct connector road that connects St Albans Road (South) to Furlong Road, and Sunshine Hospital via the electrical transmission easement. The private land holders, current lease holders, Brimbank City Council and VicRoads will be needed to facilitate this outcome.

Physically connecting Majorca Street to Legana Street (as a private road) would also enable the current hospital-residential interface to transform, into an important medical services 'street'.

Realising the walking and cycling network within the core of SHWEP is fundamental to providing the platform for more active transport modes to be taken up by users and managing the number of vehicles access the Precinct as it grows, and reducing car parking needs. The provision of shared use paths along Furlong Road and the new Precinct Connector Road will connect SHWEP to the existing regional routes that come within proximity to the Precinct.

8.1.4 Transforming the transmission easement into a 'Green corridor'

The transmission easement is currently a visual blight at the edge of the hospital site and reinforces the physical and visual barrier created by the Western Ring Road. Its role in providing access, parking and open space must begin to be realised as an early part of the Precinct's renewal to provide a demonstration of how car parking, which will continue to be needed, can contribute a more positive element to the public realm.

Given the need to realise the new Precinct Connector, and intersection on Furlong Road, this part of the easement should be undertaken at the highest quality to set and good precedent for the remainder of the easement.

8.1.5 Undertaking and slowly implementing the Sunshine Hospital master plan

The Sunshine Hospital site will be afforded substantially more street frontage through the Framework Plan which will enhance access opportunities and options for the hospital. To truly deliver on the long term vision of the Precinct, the hospital will need to begin early master planning of its site to ensure that every new investment maintains these opportunities and enhance the hospital user and local resident experience. This should include high quality and active interfaces with streets and Stony Creek, enhanced pedestrian wayfinding and connectivity through and within the site, and planning for a high quality landscape and open space strategy.

8.1.6 Enhancing access to and amenity of Stony Creek

Stony Creek is currently a largely overlooked asset that is backed onto by residential development, and increasingly by hospital development.

It's transformation into a vital open space corridor, recreational trail and key pedestrian link to residential neighbourhoods to the north could provide an important new frontage for future hospital development. The realisation of the northern-most section, together with pedestrian connections within the Sunshine Hospital would also substantially improve open space connections for the residential community between Sunshine Hospital and Mulhall Drive.

8.1.7 Realising Furlong Road 'High Street'

The section of Furlong Road from Ginifer Station to Sunshine Hospital represents the future 'core' of the public space in SHWEP and the most visible and highly used part of the Precinct.

In order to realise the reduction in vehicle lanes, along with transformative changes to the pedestrian and cycling environment along this stretch substantial stakeholder buy in is required.

This will also require careful and immediate coordination with existing land owners, development applications for development along this corridor and utility providers to ensure that current initiatives and actions do not create additional hurdles in achieving this important change.



Figure 59: Sunshine Hospital Master Plan (BKK Architects)



Figure 60: Artist impression looking west down Furlong Road towards a potential landscape landmark



Figure 61: Artist impression of Furlong Road landscape outcomes, looking towards the Western Ring Road

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