NORTHERN CENTRAL CITY CORRIDOR STUDY

HERITAGE LANDSCAPE & URBAN DESIGN

SCENARIO APPRAISAL OF STRATEGY ELEMENTS

OCTOBER 2002

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HLCD

INFRASTRUCTURE

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1.0 INTRODUCTION

1.1 ABOUT THIS REPORT

The Northern Central City Corridor Study is investigating transport and land use issues in Melbourne's inner northern suburbs, with the aim of developing an integrated strategy with proposals for:

1. improving public transport;
2. improving walking and cycling;
3. reducing car dependency;
4. managing arterial roads and freight; and
5. enhancing urban amenity.

The Department of Infrastructure is coordinating the study in liaison with Melbourne City Council and Yarra City Council. The heritage, landscape and urban design component is one of six specialist streams contributing to the study, along with community, Ministerial, Councillor and technical input.

The assessment procedures for the evaluation of proposals and strategies with regard to the heritage, landscape and urban design component were set out in the Assessment Framework Report, August 2001. This report assesses the seven strategy elements against the assessment framework.

1.2 STUDY TEAM

The authors of this report are:

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In preparing this report the study team would like to acknowledge the following:
The Department of Infrastructure study team
The Community Reference Group
Other study specialists
Community participants

The authors are grateful for the assistance provided by the people in the groups above. In addition, valuable help was provided to the project by:
Pat Toscano -Sinclair Knight Mertz

2.0 THE ASSESSMENT FRAMEWORK

2.1 GOALS AND INDICATORS FOR ASSESSMENT

The Assessment Framework has a social goal established for this component:

To improve amenity and liveability of the inner north by significantly enhancing urban landscape and heritage values in key areas.

The effect on four indicators will be assessed. These are:

1. Parklands;
2. Other public areas and streetscapes;
3. Heritage protection / interpretation; and
4. Urban settings.

Some of the measures used to assess the effect of proposed strategies on the four indicators are summarised below.

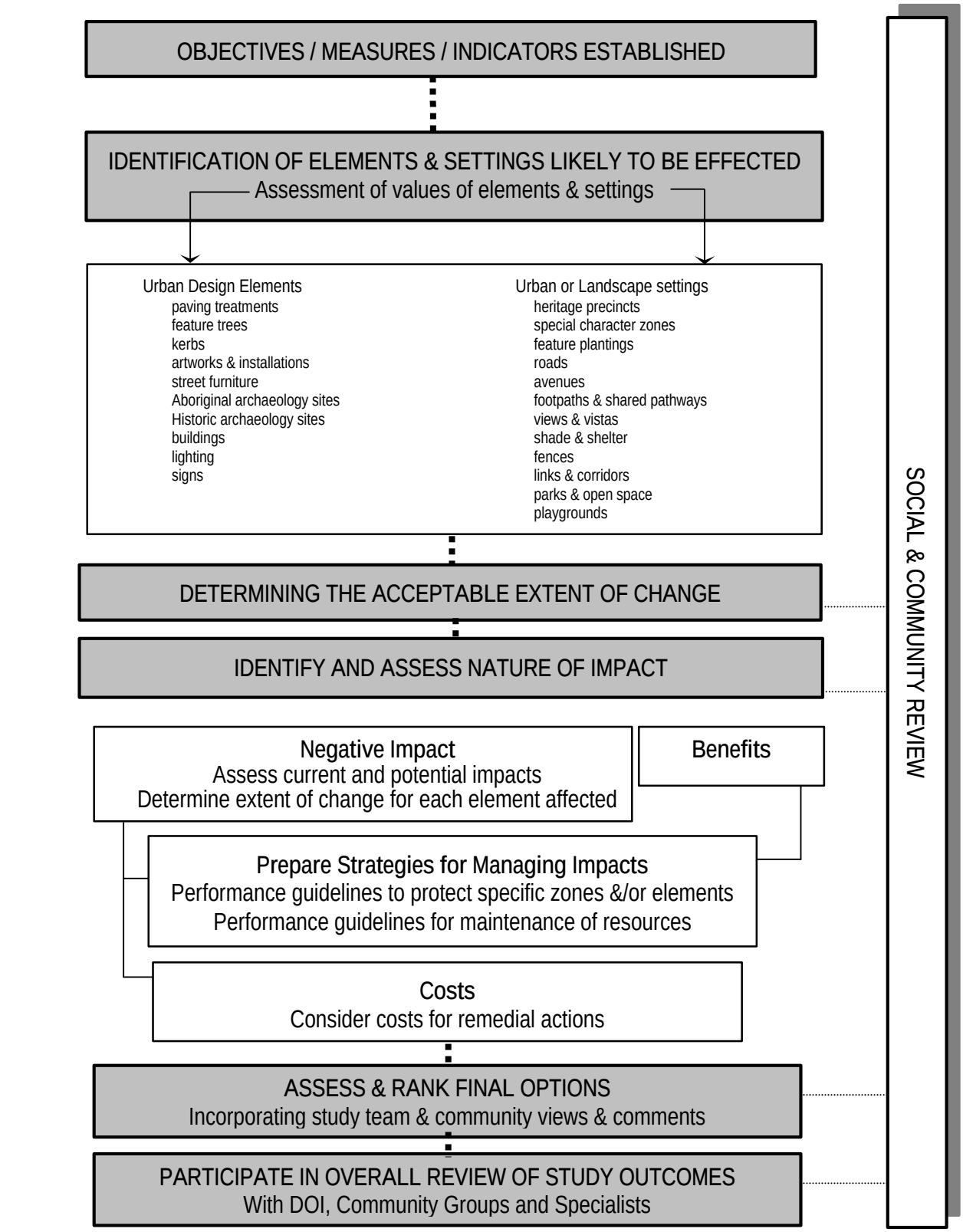
Parklands: would include the likely change in function, area, type and quality of open space, severance or creation of linkages and access, loss of established tree cover and/or opportunities for planting, compatibility with master plans or strategies.

Other public areas and streetscapes: would include the likely change in function, area, type and quality of public areas, severance or creation of linkages and access, loss of established tree cover and/or opportunities for planting, compatibility with master plans or strategies.

Heritage protection / interpretation: would include whether the cultural heritage significance of places or settings will be retained and the ability to meet *Burra Charter* requirements.

Urban settings: would include the effect on urban infrastructure; such as pathways, street furniture, street trees, lighting, access for elderly and disabled people, and the extent of proposed changes from a human scale.

2.2 ASSESSMENT FRAMEWORK FLOWCHART



Source: HLCD, 'Northern Central City Corridor Study: Heritage, Landscape & Urban Design, Assessment Framework Report,' for the Department of Infrastructure, August 2001.

2.3 THE STRATEGY ELEMENTS

The strategy elements for the Scenario Appraisal have been established for the Northern Central City Corridor Study as summarised in the diagram below.

Types of initiative	Base Case	Scenarios for testing A	B	C	D	E	F	G
Significant improvements to bus, tram and rail routes/services		✓	✓	✓	✓	✓	✓	✓
Measures to remove traffic from local streets and reduce community severance effects			✓	✓	✓	✓	✓	✓
Improvements to bicycle and pedestrian networks, encouragement of cycling and walking				✓	✓	✓	✓	✓
Measures to reduce car use such as parking, pricing, policy and behavioural initiatives					✓	✓	✓	✓
Land use-related measures to accommodate growth and reduce or minimise the need for travel						✓	✓	✓
Eastern Freeway corridor rapid transit system							✓	✓
Options within the inner north to improve the efficiency of the arterial network								✓

This table shows that the strategy elements have been grouped into a series of scenarios for testing (labelled A-G above). The sequence of the scenarios is to first consider initiatives to improve the attractiveness of alternatives to cars, then initiatives to force less car use, and finally the major infrastructure initiatives. Each of the scenarios for testing includes the strategy elements before it as shown by the ticks against the strategy elements.

It should be noted that the sequence of scenarios does not represent priorities nor an indication of the timing of implementation. Priorities and timing will be decided after consideration of the results of the evaluation process which provides a better understanding of the relative effectiveness of each strategy element.

3.0 ASSESSMENT OF THE STRATEGY ELEMENTS

The extract reproduced in Appendix 6.8 is from the *Guidelines for the Assessment of Heritage Planning Applications*, issued as a draft by Heritage Victoria in August 2000. The section on 'Works Undertaken by Local Government' (pages 37-42) applies to many areas of the public realm that would undergo change as part of the strategies being assessed by the NCCCS. The principles outlined are sound heritage practice and have been well received by local government.

3.1 A IMPROVEMENTS TO PUBLIC TRANSPORT

Refer to Appendix 6.1: Strategy A - Improvements to Public Transport Diagram.

Strategy Aim

The aim of this strategy is to significantly improve public transport services (rail, tram and bus) in order to increase public transport usage and to reduce road congestion levels.

Strategy Overview

Key elements of the strategy[1] are illustrated in Appendix 1.

The main service upgrades include:

Rail

- general frequency improvements
- station access improvements
- cbd intermodal interchange improvements

Tram

- general frequency improvements
- tram reliability improvements
- tram stop upgrades
- tram route coverage improvements

Bus

- general frequency increases
- external bus catchment coverage improvements
- bus reliability/quality improvements
- better quality intermodal interchanges
- internal study area linkage improvements

Assessment

Improvements to tram, train and bus services will include extensions and additions to existing buildings and infrastructure (tram, rail and bus stops, overhead services etc) as well as increasing service frequency.

1 Booz Allen Hamilton, Draft Appraisal, June 2002, pp 2-5.

Potential changes to buildings (tram and bus stops, and rail stations), to urban design elements (lighting, poles, pathways and paving, barriers and rails etc) and to the streetscape and landscape (established tree cover), may have an impact on established landscape urban design and heritage values. This is particularly important for features of State significance on the Victorian Heritage Register (VHR).

Changes may also provide the opportunity to build on, and strengthen, local heritage, and urban design qualities as well as improve the streetscape and landscape character.

1. Railway/Tram features on the Victorian Heritage Register within the study area

For places with high heritage significance, greater constraints to change may exist. The following places within the study area have heritage railway and tram features and are on the VHR as items of State significance.

- Clifton Hill Railway Station Complex, H1668
- Ornamental Tramway Overhead Poles, Peel St, Nth Melb & Victoria Parade, H1023
- Upfield Railway Line Precinct, Parkville, H952
- Tramway signal cabin, waiting shelter and conveniences, Swanston St & Victoria St, Melbourne, H1686
- North Melbourne Railway Station Complex, H1582.

Heritage Inventory

- Fitzroy 1, Railway System, H7822 - 0050

Changes to structures would require permits from Heritage Victoria in addition to other regulatory bodies. Particularly care would be required with establishing the extent of the significant fabric and the opportunities for removal or change to structures which detract from the significance.

2. Railway/Tram features on the Victorian Heritage Register outside the study area

The following railway and tram features are also of State significance and on the Victorian Heritage Register on the lines identified for upgrading outside of the study area.

- Ringwood Railway Station, H1587
- Auburn Railway Station Complex, H1559
- Glenferrie Railway Station Complex, H1671
- Hawthorn Railway Station Complex, H1566
- Upfield Railway Line Precinct, Parkville, H952 (including Jewell, Moreland and Coburg Railway Stations and infrastructure)

Heritage Inventory

- Moonee Ponds Creek 5, Trestle Bridge upstream of Boeing Reserve, H7822 - 0083

3. Railway/Tram features with Heritage Overlays within the study area

Generally all tram lines and their associated infrastructure are covered by the Heritage Overlays for the Cities of Yarra, Melbourne, Moonee Valley and Moreland within the study area. These Heritage Overlays include places of local or higher significance and generally a planning permit will be required for changes. The Heritage Overlays were documented in HLCD, 'Northern Central City Corridor Study, Heritage, Landscape and Urban Design Component, Existing Conditions Assessment Report,' for the Department of Infrastructure, August 2001.

4. Railway/Tram features within Heritage Overlays outside the study area

Outside of the study area, the following infrastructure is covered by Heritage Overlays in the local municipal planning schemes. The Heritage Overlays include places of local or higher significance and generally a planning permit will be required for changes.

Darebin

- HO166 Northcote-Croxton Precinct (includes Croxton Railway Station)
- HO167 Alphington Precinct (includes Alphington Railway Station)
- HO106 Fairfield Railway Station
- HO100 Area bounded by Clark St, Charles St, Merri Parade & High St (includes Merri Railway Station)
- HO161 Northcote –Westgarth Area (includes Westgarth Railway Station)
- HO168 Preston Tramway
- HO170 Bell Railway

Moreland

- HO219 Trestle Bridge, Moonee Ponds Creek
- HO149 Sydney Road Precinct (includes the tram line)

For upgrading of any of these items the heritage and urban design consequences would need careful consideration as part of proposed works to improve efficiencies.

Guidelines to manage impacts

Upgrading public transport infrastructure must ensure that heritage and urban design features that already contribute to the quality of the environment are retained and wherever possible enhance the streetscape, urban design and heritage values and setting.

The following apply to all proposed works if urban design, streetscape and heritage values are to be maintained.

1. Changes to structures on the Victorian Heritage Register will require permits from Heritage Victoria in addition to other regulatory bodies. Changes to structures within Heritage Overlays will be subject to planning permit requirements. Establishing the extent of the significant fabric to be retained and the opportunities for removal or change to structures which detract from the significance is part of the assessment process.

2. Wherever possible existing buildings and structures should be used to accommodate additional capacity. This may require changes to the building fabric. It is important to retain the existing siting and function of buildings and structures wherever possible, and avoid the temptation to move or ignore significant buildings and structures. Where this requires changes to existing buildings or structures see No. 1 above.

3. Upgrades to tram stops or bus stops must be considered carefully as they are likely to impose changes that can greatly affect the streetscape and local urban design features. In many cases, the ramping treatment may be many metres long, (e,g. 20 metre ramp, 20 metres of flat ground and a further 20 metres of ramp) to accommodate disabled and elderly passengers. This will create a strong visual presence in established streetscapes and should be carefully designed only using materials which suit the local character. The

temptation to maximum advertising opportunities to the clear detriment of the streetscape must be avoided and ramp materials, bollards and barriers must reflect the surrounding heritage and urban design materials. This is particularly appropriate where Route 109 style changes are proposed.

The design of bus or tram shelters within Heritage Overlay areas must be assessed in the same way as other proposed development and not be regarded as internally illuminated billboards for advertising. The design must consider the impact on the established heritage character of the area.

4. Rail stations include the platforms, buildings and structures, towers, poles and ramps as well as the access and entry to the station. Changes to these elements must be sympathetic to the materials and features used in the setting.

5. Changes to significant landscape and streetscape areas must retain the features/aspects of the setting. These include significant views and vistas identified in 'Heritage, Landscape and Urban Design, Existing Conditions Report, Volume 1', September 2001; Helen Lardner Conservation and Design and EDGe Environmental Design. The most important of these which are likely to be affected by significant changes are:
   - Victoria Parade
   - Brunswick St
   - Smith St

6. Any proposed development works must take the opportunity to improve and enhance the streetscape and urban design character in a manner that is sympathetic to the landscape and urban design features of the area or setting. In many cases, this will be by making the new works subservient in visual impact to the important identified historic characteristics of the area.

Conclusion

- Improvements to tram, train and bus services will require substantial extensions and additions to existing buildings and infrastructure (tram, rail and bus stops, overhead services etc). This may have a significant impact on heritage, urban design and landscape values.
- Most of the study area is covered by heritage overlays and many of the tram and train stops are on the VHR. Any changes to these structures will require approval from the relevant planning authorities.
- Many of the tram and train stops outside the study area are on the VHR or within municipal Heritage Overlays. Any changes to these structures will require approval from the relevant planning authorities.
- Wherever possible existing buildings and structures should be used. Modifications to the building or structure fabric must reflect the heritage value of the building or structure.
- Changes to infrastructure and landscape urban design features to accommodate increased services must reflect the character and qualities of the setting.
- Wherever possible changes to the established landscape and urban design character should be improved with landscape and urban design treatments the respond to, and reflect, the materials and elements used in the local setting or area. This is particularly important where Route 109 style upgrades are proposed.

3.2 B LOCAL STREET MANAGEMENT AND AMENITY IMPROVEMENTS

Refer to Appendix 6.2: Strategy B – Strategy A, plus local street management and amenity improvements.

Aim

The primary aim of this strategy is to divert through traffic from local residential streets to the arterial road network.

Strategy Overview

The two thrusts of the strategy are:

- Reduced traffic on local streets and
- Higher traffic flow on main routes

1. Reduced traffic on local streets

The initial strategy looked at reducing free flow speed to 10km/h for the following local streets:

- Abbotsford Street
- Arden Street/ Wreckyn Street/ Grattan Street
- Bouverie Street
- Bowen Crescent/ Holtom St West/ Park Street
- Canning Street (Nth Melb)/ Shell Street/ Haines Street/ Errol Street
- Carlton Street
- Chetwynd Street
- Dryburgh Street
- Faraday Street
- Gatehouse Street
- Gipps Street/ Victoria Crescent/ Murray St/ Church Street (north of Victoria St)
- Langridge Street/ Gertrude Street
- Melrose Street
- Mollison Street
- Nelson Street/ South Audley Street
- Nicholson Street (Abbotsford)
- Oak Street and Park Street (Royal Park)
- Pigdon Street/ Scotchmer Street/ Michael Street/ North Tce (ability to cross Lygon St on Pigdon St, and cross St Georges Rd on Scotchmer St have also been removed)
- Queensberry Street
- Richardson Street/ Reid Street
- Roseneath Street/ Trenerry Crescent
- Rushall Crescent
- Smith Street
- The Avenue/ Walker St
- Wellington Street

2. Higher traffic flow on main routes

Sinclair Knight Merz[2] have indicated that the impact would be higher traffic flows and greater congestion on most of the non-local streets in the study area network, as traffic is concentrated on these main routes. Examples of affected routes are:

- Brunswick Road
- College Crescent/Cemetery Rd/Princes Street/Alexander Parade route
- Johnston Street
- sections of Victoria Parade/Street
- Dryburgh Street
- Curzon Street/Harker Street
- Royal Parade
- Flemington Road
- Nicholson Street
- Elizabeth Street
- sections of Queens Parade
- Hoddle Street
- Swanston Street (north of Victoria Street)
- Lygon Street
- Brunswick Street
- Elgin Street/ Johnston Street (Collingwood and Fitzroy)

Higher traffic flows and greater congestion would also be expected on all routes carrying tram lines and bus services.[3] Examples of these roads are:

- the Elliott Avenue/ Princes Street/ Alexander Parade route
- Johnston Street
- Royal Parade
- Flemington Road
- Nicholson Street
- Elizabeth Street
- Hoddle Street
- Swanston Street
- Lygon Street
- Brunswick Street
- Elgin Street/Johnston Street (Collingwood and Fitzroy)

Assessment

Transport patterns in the Inner North reflect the historic development of the City where the physical layout of roads, streets and transport patterns is a result of the historic movement patterns. Many avenues and boulevards are lined with mature trees and have significant heritage value (such as Royal Parade and Victoria Parade). Many residential streets also have significant heritage and streetscape value with mature street trees, bluestone kerb and channel

2 SKM, Appraisal, p 2.
3 SKM, Appraisal, p 3.

treatments and urban design features that provide a special character and link with the past.

1. Reduced traffic on local streets

The purpose of traffic calming is to change road design conditions to force traffic to travel at a slower, more even, pace along the entire length of the street. Typical methods of traffic calming involve one or more of the following approaches:

- Speed humps
- Paved speed tables
- Roundabouts
- Road closures
- Roadway constrictions (neckdown)
- Special paving treatments
- One way road systems
- Reduce roadway to one lane for two way traffic.
- Road realignments and direction changes
- Protected parking areas

Many local streets have established street trees that play a significant role in defining the local character, and provide shade and enhance the streetscape. Similarly heritage and urban design features (kerbing, paving treatments, poles, structures etc) are important elements in the local setting. In some cases, special vistas to focal points (spires, towers, buildings) or long distance views, provide a special character to the street or neighbourhood. Some of these have been identified in 'Heritage, Landscape and Urban Design, Existing Conditions Report, Volume 1', September 2001; Helen Lardner Conservation and Design and EDGe Environmental Design. Others have been identified in community forums. Most streets within the Inner North are within a Heritage Overlay in the municipal planning scheme.

In most cases, single traffic calming techniques alone will have a detrimental effect on heritage, urban design and streetscape values. Speed humps, tables, neckdowns and roundabouts alone also can encourage erratic, slow down, speed up, driving behaviour and road closures are effective only on short streets. When used in this way they will detract from local setting and streetscape.

A combination of special paving treatments, reduced roadway width, road realignments and protected parking areas are often more suited to traffic calming and streetscape improvements. However these techniques can also be at odds with the heritage and streetscape fabric where they interfere with traditional street patterns or employ techniques and materials not suited to local environment.

If heritage, urban design and streetscape values are to be protected (and where possible enhanced), special care must be taken to address each traffic calming exercise as a unique design problem. This should follow a careful inventory, assessment and design process that actively involves the local community. A number of techniques may then be employed, in combination, to protect and enhance heritage and streetscape values and ensure that the local community actively supports the approach.

2. Higher traffic flow on main routes

In general higher traffic use detracts from streetscape, heritage and urban values. Many of the affected routes may have historic elements such as parks, schools, residential or commercial

precincts with settings that can be adversely impacted by increased traffic loads.

If the urban design and streetscape character is to be protected, and where possible, enhanced, traffic management techniques, to improve traffic flow in heavily congested streets, must maintain the following streetscape elements:

- Street layout and pattern
- Significant views and vistas (as identified in 'Heritage, Landscape and Urban Design, Existing Conditions Report, Volume 1', September 2001; Helen Lardner Conservation and Design and EDGe Environmental Design)
- Tree lined avenues and boulevards
- Established street trees
- Heritage and/or urban design features (special paving treatments and kerb and channels, towers, buildings and structures etc).
- Heritage furniture and infrastructure (poles, streetscape furniture etc)

Additionally, special care must be taken to ensure that traffic management devices such as traffic lights and signs do not overwhelm the historic fabric of the setting.

Guidelines to manage impacts

Impacts on heritage, urban design and streetscape values may be managed if the following principles are followed;

1. Avoid alterations to historic street patterns and layout.
2. Ensure that views and vistas are maintained.
3. Protect established trees, avenues and boulevards.
4. Avoid single technique solutions to traffic calming.
5. Consider each traffic calming approach as a special design and development problem. This should follow a careful inventory, assessment and design process that actively involves the local community.
6. Only use materials and treatments sympathetic to the heritage, urban design and streetscape character.
7. Ensure that traffic management devices do not overwhelm the historic fabric of the setting.

Conclusions

It is expected that traffic calming measures will reduce traffic on local streets and the consequence will be an increase in traffic and congestion on the remaining network.

Detailed plans for traffic calming and street closures will need to be undertaken in consultation with the local community and in the context of local streetscape and urban design treatments and heritage overlays.

Increased traffic on main arterial routes will not only increase traffic congestion but affect heritage and streetscape values. Traffic management techniques and devices to manage traffic and reduce congestion must not overwhelm the local setting.

3.3 C CYCLING AND WALKING INITIATIVES

Refer to Appendix 6.3: Strategy C – Strategy B, plus cycling and walking initiatives.

Aim

The aim of this strategy is to encourage increased cycling and walking.

Strategy Overview

1 Walking initiatives

The types of improvements and programs envisaged to encourage walking include:[4]

- Programs to encourage walking
- Enforcement to dog leashing
- Development of shared path codes
- Consideration of pedestrians in development applications
- Demolition of driveways included in demolition permits
- Reduction in footpath clutter
- New shared paths in parks
- Navigation and signage improvements
- New pedestrian operated signals
- Improved street lighting
- Pedestrian priority at traffic signals
- Increased footpath repair and replacement
- Improvement to laneways for pedestrians
- Verandahs in shopping precincts
- Additional seating

2 Cycling initiatives

Bicycle Victoria has identified a list of initiatives. The projects[5] can be summarized as relating to the following areas:

- St. Georges Road Roundabout
- Cycle way over Arden St. railway footbridge
- Haymarket Interchange
- Moonee Ponds creek path under off- ramp and Footscray Road
- Shared path along Eastern Freeway from Kew to Hoddle Street
- Reroute Main Yarra Trail to right bank in Abbotsford
- Barkers Road cutting
- Hoddle Street corridor
- Route 83 from Royal Parade to Nicholson Street – lanes & path
- Cycle friendly crossings of Route 83

4 SKM, Scenario Appraisal Document, June 2002.

- Shared path on Dynon Road bridge or alternative eastern entrance
- Gertrude Street and Exhibition building lane
- Link from Holden Street to Westgarth Street

In addition the following initiatives have been envisaged:

- Legalise bikes in MCC gardens e.g. Carlton Gardens and the Fitzroy Gardens
- Improved signage to assist navigation
- Improved bicycle parking at places of employment
- Provision of showers at work places

Assessment

Walking and cycling for pleasure, as well as for commuting, is popular for residents in and near the Inner North and there are many cycle ways, shared pathways, footpaths and walking trails established in the study area to facilitate these activities. Shared pathway trails extend beyond the study area limits and these are also popular commuter routes as well as for pleasure walking and cycling.

Recently bicycle lanes have been established along major thoroughfares and roadways.

In most cases the infrastructure to support walking and cycling initiatives has little impact on heritage or urban design resources. In some cases this infrastructure has improved the landscape, streetscape and urban design setting.

1 Walking initiatives

In general initiatives to promote and encourage walking will enhance the heritage and urban design setting of the Inner north. Specific features that may enhance the urban design and heritage features of a local area are;

- Reduction in driveway crossings. Driveways are usually not encouraged in heritage areas.
- Navigation and signage improvements which may include heritage interpretation information.
- Improvements to urban elements such as better lighting, better surface treatments for footpaths, additional seating etc.
- Verandahs - an important design element in heritage areas which include shopping precincts.
- Improvements to laneways and footpaths.

Community forums conducted as part of the Heritage, Landscape and Urban Design, assessment process, ('Heritage, Landscape and Urban Design, Existing Conditions Report, Volume 1', September 2001; Helen Lardner Conservation and Design and EDGe Environmental Design), identified many local commuting and pleasure walking routes, as well as local promenading trends. It is important that these aspects of walking are acknowledged, encouraged and accommodated when planing and designing initiatives to promote walking. Further consultation with local communities should identify local needs, specific values and resources.

2 Cycling initiatives

In principle, developments to encourage and promote cycling will not have a significant impact on heritage, urban design and streetscape values. Initiatives may enhance the heritage and urban design environment. Specific features that may build on and enhance urban design and heritage features are:

- Reduction in driveway crossings
- Navigation and signage improvements (may include heritage interpretation information)
- Improved surface treatments

Some urban design elements will require particularly sensitive treatment if heritage, and streetscape values are to be protected and enhanced. These are:

- Road and paving surfaces
- Standard signs (too many signs clutter)
- Lane markings on arterial roads and local streets (may conflict with heritage values)
- Bicycles racks and barriers
- Shelter structures for bicycles

The proposal to legalise cycling in Melbourne City Council gardens, such as in Carlton Gardens and the Fitzroy Gardens, would represent a significant departure from the established and historic use of these gardens and conflicts with the purpose and function of these open spaces. It is not supported in heritage, landscape and urban design terms.

Guidelines to manage impacts

Potential impacts on heritage, urban design and streetscape values may be managed if the following principles are followed:

- Driveway crossings are reduced wherever possible.
- Navigation and signage include heritage interpretation information.
- Signage is strictly limited and designed to respond to the character and qualities of the setting and precinct.
- Improvements to urban facilities such as improved lighting, additional seating etc use simple contemporary designs. Mock heritage designs are not suitable.
- Surfaces for footpaths, kerb and channel treatments and crossovers use materials which reflect and respond to the heritage and urban design setting. Generally hot mix asphalt paving and sawn bluestone kerb and channel and edges treatments are preferable, depending on the characteristics of the heritage area.
- Verandahs are encouraged in heritage areas which include shopping precincts.
- Improvements to laneways and footpaths are mindful of the heritage elements in the inner north, such as bluestone kerb and channel, bluestone cobbles in laneways.
- Local government policies and urban design specifications and guidelines are addressed.

Conclusion

In most instances initiatives to promote walking will have a positive benefit to local character and enhance the urban design and streetscape setting.

In most instances infrastructure development to encourage and promote cycling will not have a significant impact on heritage, urban design and streetscape values. In many cases initiatives

may enhance the heritage and urban design environment. Specific elements such as road paving surfaces signs lane markings, racks and barriers and shelters will require a particularly sensitive treatment if heritage, and streetscape values are to be protected and enhanced.

Legalising cycling in Melbourne City Council gardens, (e.g. Carlton Gardens and the Fitzroy Gardens), is a significant departure from the established and historic use of these parks and is not supported.

Further consultation with local communities should identify local needs, specific values, resources and needs.

3.4 D MEASURES TO REDUCE CAR USE/DEPENDENCY

Refer to Appendix 6.4: Strategy D – Strategy C, plus measures to reduce car dependency.

Aim

The aim of this strategy is introduce measures to reduce car use and dependency in the Inner North.

Strategy Overview

Measures considered as part of the strategy to reduce the volume of car travel are parking, pricing, policy and behavioural measures.

Parking policies can be directed at a wide range of actions, including provision of and control of access to parking spaces, including allocating access rights between competing users, and the pricing of parking spaces.

Pricing policies that could influence car travel through the study area include:

- Levying access charges on drivers, eg. tolling the Eastern Freeway or a 'road user charge' cordon around the CBD.
- Reducing the price of public transport.
- Increasing all day parking fees in the heart of the city which may influence travel through the study area.
- Increasing the scope for charging for non-resident (permit) parking in the Inner North.

Behavioral initiatives designed to influence travel and parking behavior include:

- Facilitating businesses to inaugurate company travel plans or seeking to influence individuals' travel choices.
- Provision of public information on the location, availability and prices of parking spaces (eg. real-time information on available parking places in and around the CBD).
- Reinforcement of desirable associations between parking and other activities, (eg shopping) by coordinating parking discounts for such activities.
- Combining parking and free or subsidised local public transport (eg. the CBD-perimeter parking stations around the Perth CBD combined with a free bus service from stations into the CBD).

Assessment

Pricing policies and initiatives to promote behavioural changes, of themselves, will not have impacts for heritage and urban design. However, parking policy, and actions to manage parking and control access to parking, can have a big impact. This can include removing parking from specific places. In many cases these can be positive. For example removing parking provides opportunities to increase landscape areas, public, pedestrian spaces and improve local amenity values. In most cases this will enhance heritage values as well.

Off-street public parking in the Inner North often detracts from the quality of the urban setting and is sometimes poorly located in terms of the heritage and urban setting. Removing or

relocating these facilities to more suitable locations would enhance the urban setting and heritage of the area.

Because of the historic establishment of the inner north, driveways are generally not part of the development patterns and are not in keeping with the existing conditions. Removing cars from street frontages in residential areas and encouraging right of way access to off-street parking at the rear of dwellings (accessed via existing laneways) will improve the local amenity and the streetscape, and enhance heritage values. This is particularly important in areas with heritage overlays (ie. most of the Inner North).

On-street parking in commercial areas can complement the use. Off-street commercial parking must be well designed because car access from street level is the dominant feature and 'blank' facades for driveways into carparks can lead to designs which do not fit with surrounding built form.

The tendency for additional on-street parking or street level parking to follow commercial development can dramatically affect heritage and urban design values and degrade the amenity of the local streetscape. Encouraging off-street commercial parking within, or under the building envelope, with rear of property access in Heritage Overlay areas will ensure that additional cars are not introduced into the streetscape.

New developments should encourage parking at the rear of buildings to reduce on-street parking and crossovers. This will mean locating garages and carports etc at the rear of properties.

Guidelines to manage impacts

The following measures may be implemented to ensure that car parking policies and parking management initiatives reduce the impact of vehicles on the heritage and urban design fabric and improve local streetscape amenity values. These include:

- Removing centre-of-road parking and replacing with landscaped median strips to provide opportunities for greening. Some of these, such as in North Melbourne and along Drummond Street, Carlton, are in key locations and offer the potential to build on existing features, to improve the streetscape.
- Many residential areas within the heritage overlays have right-of-way access to the rear of the property, through the historic network of lanes. Residential off-street parking from the lanes should be encouraged. Similarly front of property garages or carports should be discouraged. Additional crossovers for new developments should be discouraged.
- Crossovers for parking in the front of new development should be avoided as they mean a loss of on-street parking and will detract from established street patterns in urban areas. This will mean locating garages and carports etc at the rear of properties.
- Encouraging redevelopment of existing off-street public parking areas to improve local amenity values.
- Ensuring that off-street commercial parking is well designed with rear of property access from existing laneways. As car access from the street level is the dominant feature in current development approaches, this may be difficult to achieve.

Conclusion

Initiatives to reduce on-street parking and encourage rear of property vehicle access via existing laneways, will improve amenity and heritage values. Similarly removing garages and carports from the street frontage of properties will improve amenity and heritage values.

Encouraging the redevelopment of existing off-street public parking areas will improve local amenity values as will improving the design and presentation of off-street commercial parking with rear of property access from existing laneways. As car access from the street level is the dominant feature in current development approaches, this may be difficult to achieve.

Removing or reducing on-street parking can provide opportunities to increase pedestrian and public spaces and improve local amenity values with appropriate landscape and urban design treatments.

3.5 E LAND USE INITIATIVES

Refer to Appendix 6.5: Strategy E – Strategy D, plus land use initiatives.

Aim

The aim of this strategy is to identify areas and development approaches within the Inner North to meet projected population expectations.

Strategy Overview

The main thrust of land use initiatives would be to identify areas where development opportunities may be exploited, within the current land use fabric of the Inner North, and the development styles suited to each precinct, to meet projected population expectations.

Assessment and discussion of values, elements and settings likely to be effected

The population targets/forecasts for the inner north are likely to create conflict with the existing planning structure and the expectations of residents. Because of the extent of Heritage Overlays in the planning schemes, limited room for infill dwellings or development is available within established residential neighbourhoods.

It may also be undesirable from an urban design perspective for land that is currently not covered by a Heritage Overlay to be developed at a very high density level, for example by high rise development.

It is likely that the current trends for redevelopment of some industrial and commercial land to residential use will continue. However, care must be taken to assess the significance of the existing land so that important heritage values within industrial complexes or railways land, for example, are not lost.

Instead the focus should be on promoting a range of initiatives, such as the traditional shop–top housing, home offices and mixed use areas. Within the study area, the historic industrial character of parts of Abbotsford, Collingwood and North Melbourne, for example, are important aspects of heritage and should be protected.

As a region with limited open space, no loss of open space should be permitted for residential development.

3.6 F DONCASTER AREA RAPID TRANSIT SYSTEM

Refer to Appendix 6.6: Strategy F – Strategy E, plus Doncaster Area Rapid Transit (DART) system.

Aim

To improve traffic congestion by the addition of a new rapid transit service on the Eastern Freeway termed the Doncaster Area Rapid Transit (DART).

Strategy Overview

The key features of DART are:

Alignment

- To demonstrate the possible impacts, a new transit route has been nominated which follows: Doncaster Shopping town along Doncaster Road, Eastern Freeway, Alexandra Parade, Nicholson Street, Elgin Street, Melbourne University and the CBD via Swanston Street.

Mode

- The Eastern Freeway rapid transit system would be added as a new mode and is considered to be a high performance light rail, that is half way between a train and a tram.

Right of Way

- It would have dedicated tram alignment on Eastern Freeway with no loss of road space for vehicles (with a free speed of 100 km/h).
- There would be no delay through Hoddle Street intersection.
- It would use a dedicated facility along Alexandra Parade, Nicholson Street and Elgin Street to Melbourne University with the removal of 1 traffic lane in each direction on Alexandra Parade (free speed of 35 km/h). Note that the Elgin Street Bus Way (between Nicholson St and Melbourne University) would be replaced with a tram fairway.

Stations/Stops

- Premium stations would be provided at Doncaster Shoppingtown, Doncaster Road/Eastern Freeway, Bulleen Road and Chandler Highway and include high-standard park/ride, kiss/ride provisions.
- Other rapid transit stops, also regarded as 'premium' stations, would include: at Hoddle Street/Alexandra Pde (with access to Victoria Park Rail Station), Nicholson Street/Johnston Street, and Melbourne University.
- The rapid transit system would then stop at all CBD stops.

Service Levels

- High speed, high frequency service would be operated.

Bus Operating Strategy

- Existing (from Strategy D) Eastern Freeway buses would become feeders for the rapid transit service, hence no buses actually would use the freeway.
- Buses that go to Doncaster Shoppingtown would now feed the Rapid Transit system, but still maintain their current routes unless they used the Eastern Freeway.

Assessment

The areas most likely to be affected by infrastructure development to support DART in the Inner North, would be at premium station developments proposed for Hoddle St/Alexandra Pde, Nicholson St/Johnson St and at Melbourne University. With the exception of the Hoddle St/Alexandra Pde intersection these locations are in Heritage Overlay areas and planning permits would be required on heritage grounds from the local council in addition to other requirements.

In places with high heritage significance, for example places on the Victorian Heritage Register (VHR), greater constraints to change may exist. Changes to structures on the VHR require permits from Heritage Victoria in addition to other regulatory bodies. Particularly care is required with establishing the extent of the significant fabric and the opportunities for removal or change to structures which may detract from the significance as part of the consideration of the degree of acceptable change.

Potential changes to buildings and associated infrastructure such as to lighting, poles, pathways and paving, barriers and rails and to the surrounding streetscape and landscape such as removing established tree cover, to accommodate station/stop extensions would have an impact on established landscape urban design and heritage values.

Changes may also provide opportunities to build on and strengthen local heritage and urban design qualities, as well as improve the streetscape and landscape character. This is particularly significant at Hoddle St/Alexandra Pde where a premium station would be sited. This is one of the gateways into the Inner North from the east. It is not in a Heritage Overlay area but is surrounded by four City of Yarra Heritage Overlay Precincts. Careful design could create an opportunity for a positive gateway experience.

Widening Alexandra Pde and Hoddle St in the 1970s to create the Eastern Freeway altered the historic road network in Collingwood. The freeway, Alexandra Pde and Hoddle St arterial roads and the rail line overhead bridge dominate the setting in this location. This area has been identified in the Heritage, Landscape and Urban Design, Existing Conditions Assessment Report, as an area of special interest where significant improvements to local urban design, streetscape and heritage values may be achieved. It also represents another gateway to the Inner North.

Upgrading facilities and infrastructure outside the Inner North would also need careful assessment and consideration of local urban design, heritage and streetscape resources to ensure that values are maintained.

Guidelines to manage impacts

Infrastructure development to support DART in the Inner North, must ensure that heritage and urban design features that contribute to the quality of the environment are retained and wherever possible enhance the streetscape, urban design and heritage values and setting.

The following apply to all works if urban design, streetscape and heritage values are to be maintained.

1. Changes to structures on the Victorian Heritage Register will require permits from Heritage Victoria in addition to other regulatory bodies. Changes to structures within Heritage Overlays will be subject to planning permit requirements. Establishing the extent of the significant fabric to be retained and the opportunities for removal or change to structures which detract from the significance is part of the assessment process.

2 Wherever possible existing buildings and structures should be used to accommodate additional capacity. This may require changes to the building fabric. It is important to retain the existing siting and function of buildings and structures wherever possible, and avoid the temptation to move or ignore significant buildings and structures. Where this requires changes to existing buildings or structures see No. 1 above.

3 Upgrades to stops to accommodate DART must be considered carefully as they are likely to impose changes that can greatly affect the streetscape and local urban design features. In many cases, the ramping treatment may be many metres long, (e,g. 20 metre ramp, 20 metres of flat ground and a further 20 metres of ramp) to accommodate disabled and elderly passengers. This will create a strong visual presence in established streetscapes and should be carefully designed only using materials which suit the local character. The temptation to maximum advertising opportunities to the clear detriment of the streetscape must be avoided and ramp materials, bollards and barriers must reflect the surrounding heritage and urban design materials. This is particularly appropriate where Route 109 style changes are proposed.

The design of bus or tram shelters within Heritage Overlay areas must be assessed in the same way as other proposed development and not be regarded as internally illuminated billboards for advertising. The design must consider the impact on the established heritage character of the area.

4 Proposed premium station/stops would provide opportunities to build on and strengthen local heritage and urban design qualities, as well as improve the streetscape and landscape character.

Conclusion

- DART infrastructure development would require substantial extensions and additions to existing buildings and infrastructure to establish premium stops at key locations. Many of the sites would be within Heritage Overlay areas where changes to structures would require approval from the relevant planning authorities.
- Wherever possible existing buildings and structures should be used. Modifications to the building or structure fabric must reflect the heritage value of the building or structure.
- Most of the study area is covered by heritage overlay and many of the tram and train stops are on the Victorian Heritage Register. Any changes to these infrastructure or structures would require approval from the relevant planning authorities.
- Changes to infrastructure and landscape urban design features to accommodate increased services should reflect the character and qualities of the setting.
- The proposed premium stops provide an opportunity to make significant improvements to the established landscape and urban design character of the area. This should respond to and reflect the materials and elements used in the local setting or area.

3.7 G IMPROVEMENTS TO ARTERIAL ROADS/TUNNELS

Refer to Appendix 6.7: Strategy G – Strategy F, plus improvements to arterial roads in inner north (east-west tunnel link)

Aim

To improve the efficiency of the arterial road network in the inner north.

Strategy Overview

Key elements of this strategy are:

1. Traffic management measures to alleviate traffic congestion along major arterial roads.
2. A tunnel link between the Eastern Freeway and Racecourse Rd.

1. Traffic Management Measures

Main roads in the inner north identified with the most severe traffic congestion problems are Hoddle Street, Alexandra Parade, Johnson Street and Victoria Parade. SKM[6] consider that improved traffic management techniques will only have a minor impact on traffic congestion and recommend a major traffic management review of the area.

Assessment

Any proposed traffic management measures to alleviate congestion on major arterial roads must recognise, and respond to the heritage status of the area as well as the local landscape and urban design character identified in the "Heritage, Landscape and Urban Design Assessment Report, Volume 1", Helen Lardner Conservation and Design and EDGe Environmental Design, July 2001.

Works must also respond to the principles outlined in 'Guidelines for the Assessment of Heritage and Planning Applications", Heritage Victoria, August 2000, to ensure heritage values are protected and enhanced. This document provides guidelines on relevant areas such as heritage road infrastructure, roads and parks and gardens and is reproduced in Appendix 6.8.

Proposed traffic management measures to alleviate traffic congestion on major arterial roads may also take the opportunity to improve the heritage, urban design and landscape fabric of these areas. This is particularly relevant to landscape, urban design and heritage resources identified in Figures 11 – 17 in Volume 1, 'Heritage, Landscape and Urban Design, Existing Conditions Assessment Report'[7].

With careful design the impact on the heritage and design values can be minimized. In some cases, these values may be improved.

2. Tunnel Option

To demonstrate the possible impacts of a tunnel, a dual two lane tunnel has been nominated to link the Eastern Freeway, immediately east of Hoddle Street, to the Flemington Rd/Racecourse Rd intersection.

The nominated alignment generally follows the central median along Alexandra Parade and Princess St from Hoddle St to Lygon St. East of Lygon St, the tunnel would continue under

6 SKM, Appraisal, p 32.
7 Helen Lardner Conservation & Design and EDGe Environmental Design July 2001.

Melbourne General Cemetery and Royal Park, as far as the Flemington Rd/Racecourse Rd intersection. Both sections would be constructed by tunneling. A number of entry and exit portals would be located along the route and ventilation stacks would also be required at key locations. Some changes to existing traffic conditions would be required to accommodate access to exit and entry portals.

Tunnel entry and exit portals

Entry and exist portals have been nominated in the following locations.

- A west bound entry portal and east bound exit portal in the central median of the Eastern Freeway, between the overhead rail line bridge and the Hoddle St overpass.
- A west bound exit portal in the central median of Alexandra Parade, west of Smith St.
- A west bound entry and east bound entry portal in the central median of Alexandra Pde in the block between Brunswick St and Nicholson St.
- An east bound exit portal in the central median of Princess St, east of Rathdowne St.
- A west bound exit portal and an east bound entry portal in the northern connector road linking Royal Pde and College Crescent. This road would be closed.
- A west bound exit portal in Racecourse Rd immediately west of Flemington Rd.
- An east bound entry portal in Elliott Ave immediately east of Flemington Rd.

Ramp lengths are assumed to be 500 metres and cuts at portals are to be retained by vertical walls, with safety barriers around all exposed edges.

Ventilation stacks

Exhaust stacks would be required near the end exits for each tunnel. Stacks would be near the Hoddle Street exit for the east bound tunnel and near the Flemington Road exit for the west bound tunnel.

Surface traffic management

Some surface traffic management treatments would be required to accommodate entry and exit portals and to improve traffic flow in areas directly affected by the tunnel. These have been nominated as:

- Minor road alignment modifications along Alexandra Parade and Princes St to accommodate the tunnel exit and entry lanes interchange with the surface street network. Most works would be in the Nicholson Street vicinity where some traffic congestion is expected. Elsewhere an expected overall reduction in traffic using Alexandra Parade may provide opportunities to convert existing road space to other uses. These may include public transport, cyclist/pedestrian paths or landscape treatments.
- Potential slip way for east bound traffic on Princes St, turning north into Nicholson St. This would occupy the vacant block on the north west corner of this intersection.
- Ramps between the east tunnel and Royal Pde would connect to the surface network 150 metres east of Royal Parade. This would occupy the road space of Cemetery Road West between Royal Pde and College Crescent. Cemetery Rd West would be closed to traffic.
- The existing Macarthur Road link between Royal Pde and the Avenue would also closed. Local access to Macarthur Road from Royal Parade would be provided by The Avenue South.
- At the western end of the tunnel, the eastbound entry portal would be immediately east of Flemington Road in Elliott Avenue. East of this portal, Elliott Avenue would be reduced to one lane in each direction.
- The westbound exit portal at Flemington Road would be located in Racecourse Rd, immediately east of Boundary Road. This would require widening and realigning the west

bound lanes of Racecourse Rd (between Flemington Rd and the Citylink Tollway), to accommodate the exit portal and interchange with the surface street network. Achieving this would require acquiring the front sections of properties on the south side of Racecourse Rd and altering the north bound access to Citylink at this intersection.

- Other changes which would be considered to the existing street network are 'left in' and 'left out' only, from Gatehouse Street (and The Avenue South) and closure of the outer separator breaks on the western side of Royal Parade (between Gatehouse St and Macarthur Rd). This would be to prevent traffic from Gatehouse Street (and The Avenue South) accessing the tunnel entry ramp.

Assessment

A Heritage Overlay covers most of the alignment of the nominated tunnel.

The affect on urban design, landscape and heritage resources of the tunnel would probably be highest:

- where ventilation stacks are sited;
- where entry and exit portals are sited; and
- where the surface road network intersects with the portal ramps.

Highest impacts on urban design, heritage and landscape resources would be along Princes St and Alexandra Pde, between Rathdowne St and Smith St, (where substantial works are required to accommodate tunnel infrastructure and roading), near Hoddle St and Flemington Road end exits (where ventilation stacks are proposed), and near Elliott Ave where entry and exit portals and ramps intersect with the surface road network.

There would also be impacts on heritage values, and the local urban design and landscape character, at the eastern end of the tunnel where entry and exit portals are nominated in the central median of the Eastern Freeway, at Racecourse Rd, Cemetery Rd West (nominated closure to accommodate entry and exit portals and ramps), and where the left turn slip way into Nicholson St is nominated.

There are opportunities to improve the urban design and landscape character in some areas where heritage values are already degraded. These would be at Racecourse Rd, where the entry portal and road realignment works would require acquiring property frontages on the south side of the road, and where Cemetery Rd West is nominated to be closed to accommodate entry and exit portals and ramps. The nominated closure of the section of Macarthur Rd between Royal Pde and the Avenue would also have a positive effect on local landscape values.

Apart from traffic congestion issues during construction works, there would also be significant impacts on the established urban design and landscape character during construction of portals ramps stacks and road realignment works. While these may be temporary the extent of works must be strictly contained if long term heritage, urban design and landscape values are to be protected.

Tunnel entry and exit portals and surface traffic management

The following heritage, urban design and landscape resources and vistas would be likely to be affected by proposed entry and exit portals and surface roadworks.

- Entry/exit portals and ramps in the central median of Alexandra Pde (between Smith and Nicholson Streets) would have a significant impact on the local established landscape character.
- Loss of some mature trees in the central median along Alexandra Pde, between Brunswick St and Smith St to accommodate the entry/exit portals and ramps would have a significant impact on heritage, urban design and landscape values.
- Careful design would be required to avoid the removal of mature Elms trees at the Cemetery Rd West, Royal Pde intersection, to accommodate a left turn lane into Royal Parade. Any loss of these trees would have a significant impact on heritage and landscape values of Royal Parade. This would interrupt the almost continuous canopy of mature Elm trees along Royal Parade.
- Careful design would be required to avoid the removal of established Eucalyptus trees along Elliott Ave, to accommodate the entry portal and road realignment works. Any loss of these trees would have a significant impact on the established landscape values of Royal Park.

Ventilation stacks

It is anticipated that ventilation stacks would be greater than 10 metres tall. These are substantial structures that would have a dominant visual impact both locally and from surrounding areas as they would be likely to be clearly visible over a great distance. Careful design attention would be needed for individual stacks to minimise potential impacts in each location. Even so, ventilation stacks will represent a major change to the established character of the location. These are near Hoddle St and Flemington Road tunnel end exits.

Conclusion

The nominated tunnel would have a significant impact on heritage, landscape and urban design values through loss of significant landscape/heritage road infrastructure features or as a dominant visual intrusion in the following areas.

- The central median along Alexandra Pde and Princes St between Rathdowne St and Smith St. This includes exit and entry portals, access ramps and proposed road works.
- Royal Parade and Cemetery Road West. The loss of the Elm tree canopy to accommodate the left turn lane, ramps and portals must be avoided.
- Elliott Ave. East bound entry portal, access ramps and proposed road works. The loss of established Eucalyptus trees must be avoided.
- Major changes to the established setting in the vicinity of the ventilation stacks near Hoddle St and Flemington Road tunnel end exits.

4.0 SUMMARY

4.1 APPRAISAL SUMMARY TABLES

Strategy A Improvements to public transport

The aim of this strategy is to significantly improve public transport services (rail, tram and bus) in order to increase public transport usage and to reduce road congestion levels.

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	No likely changes
	Effect on other public areas, streetscapes	Substantial changes to existing buildings (eg railway stations, tram shelters) and infrastructure (eg stops, overhead services) must be carefully managed to avoid negative impacts on public areas and streetscapes. Possible opportunities for improvement of public areas (eg around stations).
	Effect on heritage protection/interpretation	Substantial change to existing buildings (eg railway stations, tram shelters) and infrastructure (eg stops, overhead services) must be carefully managed to avoid negative impacts on the cultural heritage significance of places or settings. Changes must be tested against Burra Charter requirements and in relation to the degree of heritage significance reflected in the statutory controls. Opportunity to incorporate improved interpretation.
	Effect on urban settings	Changes to urban infrastructure (such as paving, street furniture, street trees, lighting, access for elderly/disabled people) should respond to the local setting, especially with route 109 style upgrades.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	Qualitative assessment of neighbourhood and sense of place effects is required and enhancement opportunities exist.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Qualitative assessment relating to specific sites and precincts is required but opportunity for enhancement.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	Assessment of sites affected (quantitative and qualitative) is required. No loss of residential stock in Heritage Overlays should be permitted.

Strategy B Strategy A, plus local street management and amenity improvements

The primary aim of this strategy is to divert through traffic from local residential streets to the arterial road network.

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	Increased traffic on main arterial routes may detract from the quality of parklands and create severance by making roads an increased barrier to movement. Traffic calming measures on local streets must avoid the loss of established tree cover and/or detrimental effects on parkland. Less traffic on local streets may create opportunities for planting, creating linkages and improving access and should be compatible with master plans or strategies developed in consultation with local residents.
	Effect on other public areas, streetscapes	Increased traffic on main arterial routes may detract from the quality of public areas or streetscapes and create severance by making roads an increased barrier to movement. Traffic calming measures on local streets must avoid the loss of established street trees and/or detrimental effects on public areas or streetscapes. Less traffic on local streets may create opportunities for planting and other improvements, including creating linkages and improving access. They should be compatible with master plans or strategies developed in consultation with local residents.
	Effect on heritage protection/interpretation	Increased traffic on main arterial routes may detract from the cultural heritage significance of places or settings. Less traffic on local streets may create opportunities for improved presentation of heritage assets and their interpretation.
	Effect on urban settings	Increased traffic on main arterial routes may detract from the quality of urban settings and create severance by making roads an increased barrier to movement. Traffic calming measures on local streets must be developed in consultation with local residents and not overwhelm the local setting. They may create opportunities for enhancement of urban infrastructure such as pathways, street furniture, street trees, lighting and access for elderly/disabled people.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	Increased traffic on main arterial routes may create severance by making roads an increased barrier to movement, increasing isolation. Traffic calming measures on local streets offer opportunities for enhancements of neighbourhoods and increasing the sense of place.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Qualitative assessment relating to specific sites and precincts is required but opportunity for enhancement.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	Assessment of sites affected (quantitative and qualitative) is required. No loss of residential stock in Heritage Overlays should be permitted.

Strategy C Strategy B, plus cycling and walking initiatives

The aim of this strategy is to encourage increased cycling and walking.

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	Initiatives to promote walking will have a positive benefit on the quality of open space and the creation of linkages and access. Most infrastructure to promote cycling will not have a significant impact on parklands but some such as road surface treatments, racks, shelters and barriers will require careful design. They should not result in the loss of established tree cover which provides shade and should be compatible with master plans or strategies. Legalising cycling in Melbourne City Council gardens (eg Carlton Gardens and the Fitzroy Gardens) is a significant departure from the established and historic use of these parks and is not supported.
	Effect on other public areas, streetscapes	Initiatives to promote walking will have a positive benefit on the quality of public areas and streetscapes and the creation of linkages and access. Most infrastructure to promote cycling will not have a significant impact on public areas or streetscapes but some such as road surface treatments, racks, shelters and barriers will require careful design. They should not result in the loss of established street tree cover and should be compatible with master plans or strategies.
	Effect on heritage protection/interpretation	The cultural heritage significance of places or settings should be retained and both cycling and walking offer opportunities for improved interpretation.
	Effect on urban settings	Initiatives to promote walking and cycling will have a positive effect on urban infrastructure such as pathways, street furniture, street trees, lighting, access for elderly/disabled people as long as they reflect the established settings. Some cycling infrastructure such as road surface treatments, racks, shelters and barriers will require careful design so that existing settings are not overwhelmed.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	Initiatives to promote walking and cycling will promote neighbourhoods and the sense of place and offer enhancement opportunities.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Initiatives to promote walking and cycling can enhance access to specific sites and precincts.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	Unlikely to effect existing residential stock in Heritage Overlays.

Strategy D Strategy C, plus measures to reduce car use/dependency

The aim of this strategy is introduce measures to reduce car use and dependency in the Inner North.

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	The reduction in car use may improve parklands and encourage the creation of linkages and access.
	Effect on other public areas, streetscapes	Initiatives to reduce on-street parking and encourage rear of property vehicle access via existing laneways will improve public areas and streetscapes. It can create opportunities for improved pedestrian and public spaces and encourage appropriate landscape and urban design treatments.
	Effect on heritage protection/interpretation	Initiatives to reduce on-street parking and encourage rear of property vehicle access via existing laneways will improve heritage assets and may offer increased opportunities for interpretation. Similar benefits would be gained from removing garages and carports from the street frontages of properties within most parts of the Heritage Overlays.
	Effect on urban settings	Encouraging the redevelopment of existing off-street public parking areas will improve local amenity values as will improving the design and presentation of off-street commercial parking with rear of property access from existing laneways. Carpark entries rarely retain a human scale in keeping with many Heritage Overlays in the Inner North.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	The reduction in car use may improve neighbourhoods and encourage the sense of place.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Reducing car dependency may have both positive and negative effects on accessibility of specific sites and precincts.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	Unlikely to effect existing residential stock in Heritage Overlays.

Strategy E Strategy D, plus land use initiatives

The aim of this strategy is to identify areas and development approaches within the Inner North to meet projected population expectations.

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	No loss of parklands or open space should be allowed in order to meet increased population expectations. A gain in quality and quantity is desirable as the parkland and open space needs to serve more people.
	Effect on other public areas, streetscapes	Building stock to accommodate increased population should not detract from the quality of public areas or streetscapes, or result in the severance of linkages and decreased access. It should not result in the loss of established tree cover and/or opportunities for planting.
	Effect on heritage protection/interpretation	Because of the extent of Heritage Overlays in the planning schemes, very limited opportunities for infill dwellings or development exist within established residential neighbourhoods. Current trends for the redevelopment of industrial and commercial land to residential may continue. Care must be taken to assess the heritage significance of the existing land use so that important heritage values within industrial complexes or railways land, for example, are not lost. The heritage significance of the Inner North encompasses a wider range of land use than just residential and there may be opportunities to interpret this in building fabric even if the historic use is lost.
	Effect on urban settings	Existing urban settings should be retained. It may be undesirable for land outside of Heritage Overlays to be developed at very high densities, for example by high rise development, which can detract from the human scale of most of the Inner North.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	A range of initiatives, such as traditional shop-top housing, home offices and mixed use areas may improve neighbourhoods and retain the sense of place.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Increased population expectations may have negative effects on the accessibility of specific sites and precincts.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	Current trends for the redevelopment of industrial and commercial land to residential may continue. It is unlikely that residential building stock will be lost but may be increased in density.

Strategy F Strategy E, plus Doncaster area rapid transit (DART) system

To improve traffic congestion by the addition of a new rapid transit service on the Eastern Freeway termed the Doncaster Area Rapid Transit (DART).

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	DART should not result in the loss of any parkland or open space.
	Effect on other public areas, streetscapes	Changes to existing buildings and infrastructure to accommodate DART must be carefully managed to avoid negative impacts on public areas and streetscapes. Possible opportunities for improvement of public areas (eg around premium stations).
	Effect on heritage protection/interpretation	Substantial change to existing buildings and infrastructure must be carefully managed to avoid negative impacts on the cultural heritage significance of places or settings. Changes must be tested against Burra Charter requirements and in relation to the degree of heritage significance reflected in the statutory controls. Opportunity to incorporate improved interpretation.
	Effect on urban settings	Changes to urban infrastructure (such as paving, street furniture, street trees, lighting, access for elderly/disabled people) should respond to the local setting, especially with route 109 style upgrades. Opportunities exist for gateway experiences into the Inner North and improvement of specific areas.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	Qualitative assessment of neighbourhood and sense of place effects is required and enhancement opportunities exist.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Improved access should be provided to specific sites and precincts.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	No loss of potential residential land should result from DART.

Strategy G Strategy F, plus improvements to arterial roads in inner north (east-west tunnel link)

To improve the efficiency of the arterial road network in the inner north by traffic management measures to alleviate traffic congestion along major arterial roads and a tunnel link between the Eastern Freeway and Racecourse Rd.

Goal	Indicator	Possible outcome
Social: Improve amenity and liveability of the inner north by:		
Significantly enhancing urban landscape and heritage values in key areas	Effect on parklands	A major traffic management review of the area is needed before its impacts on parklands and open spaces can be assessed. This strategy should not result in the loss of any parkland or open space. Any changes should be compatible with master plans or strategies.
	Effect on other public areas, streetscapes	A major traffic management review of the area is needed before its impacts on public areas and streetscapes can be assessed. The nominated tunnel would have a significant impact on public areas and streetscapes through the loss of significant features or as a dominant visual intrusion in areas such as: the central median strips along Alexandra Pde and Princes St; near Royal Parade and Cemetery Road West where the Elm tree canopy must be protected; and near Elliott Ave which has established Eucalyptus trees needing protection.
	Effect on heritage protection/interpretation	A major traffic management review of the area is needed before its impacts on heritage protection and interpretation can be assessed. The nominated tunnel would have a significant impact on the heritage character of the area and its appreciation because many commuters would be removed from the historic context of the Inner North by the tunnel.
	Effect on urban settings	Major changes to the established setting would occur in the vicinity of the ventilation stacks near Hoddle St and Flemington Road tunnel end exits. The nominated tunnel would have a significant impact on urban settings through the loss of significant features or as a dominant visual intrusion in some places because of the portals, ramps and other infrastructure. It offers some opportunities for improvement to degraded landscapes. The extent of proposed changes from a human scale would need careful management to avoid negative impacts.
Improving access and travel choices for residents, visitors and workers, including disadvantaged groups	Sense of place/neighbourhood	The arterial road network improvements would need careful qualitative assessment of community severance, loss of neighbourhood and sense of place effects and enhancement opportunities. The tunnel experience detracts from these appreciation of these qualities.
Economic: Support growth in economic activity, especially in and around Melbourne's CBD, by:		
Enhancing access for commercial activities including tourism and recreation	Accessibility to recreational, cultural and commercial areas in and around CBD and in the inner north	Qualitative assessment relating to specific sites and precincts would be required.
Catering for increased residential population in the inner north and surrounding areas	Area of existing or potential residential land affected (ha)	The arterial road network improvements and the tunnel would create both positive and negative effects on residential building stock in Heritage Overlays.

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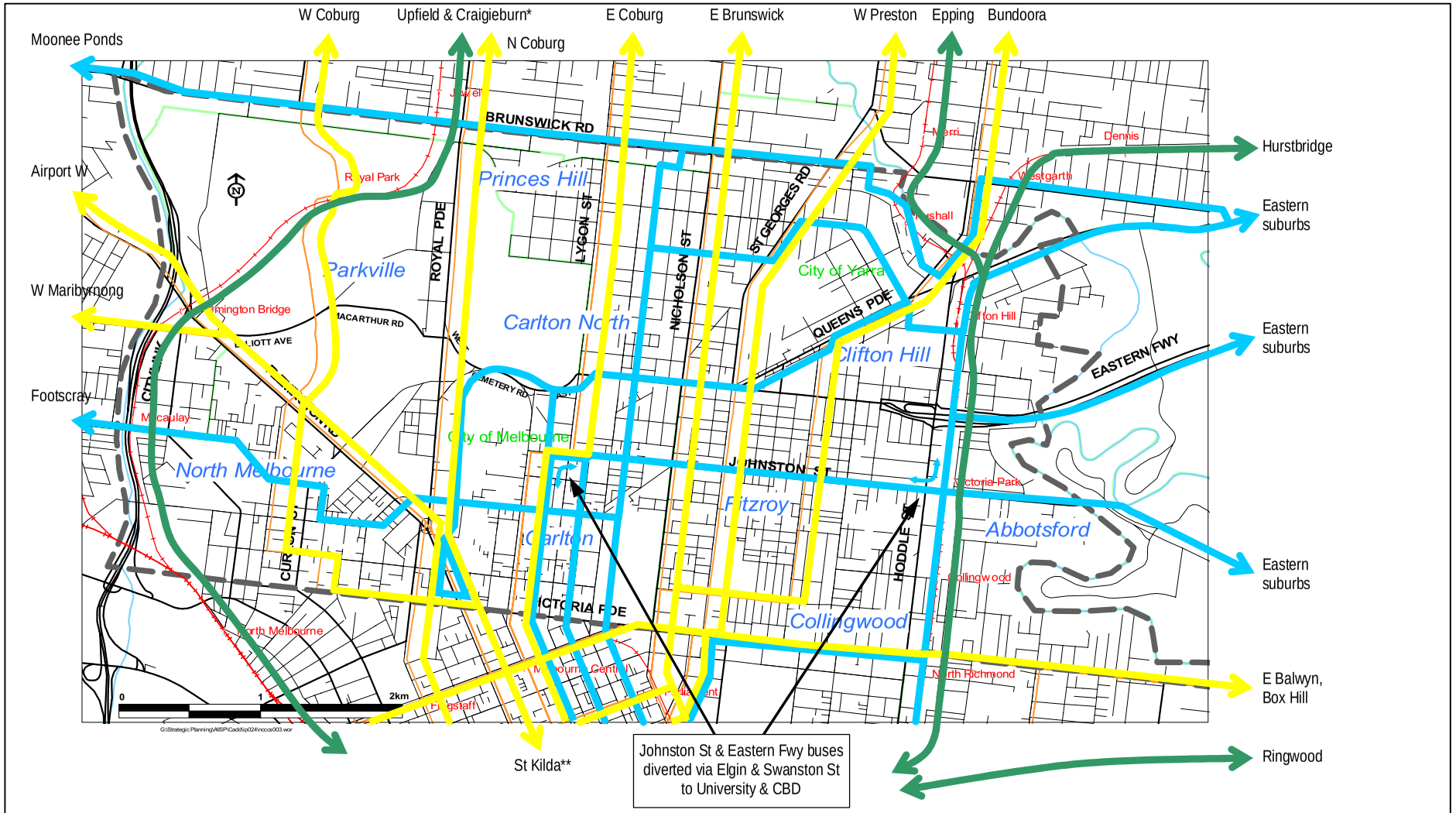
6.0 APPENDICES

6.1	Strategy A	Improvements to public transport
6.2	Strategy B	Strategy A, plus local street management and amenity improvements
6.3	Strategy C	Strategy B, plus cycling and walking initiatives
6.4	Strategy D	Strategy C, plus measures to reduce car use/dependency
6.5	Strategy E	Strategy D, plus land use initiatives
6.6	Strategy F	Strategy E, plus Doncaster area rapid transit (DART) system)
6.7	Strategy G	Strategy F, plus improvements to arterial roads in inner north (east-west tunnel link)
6.8	Extract: 'Works	Undertaken by Local Government', *Guidelines for the Assessment of Heritage Planning Applications*, (draft), Heritage Victoria, August 2000, pp 37-42.

Appendix 6.1:
Strategy A – Improvements to public transport



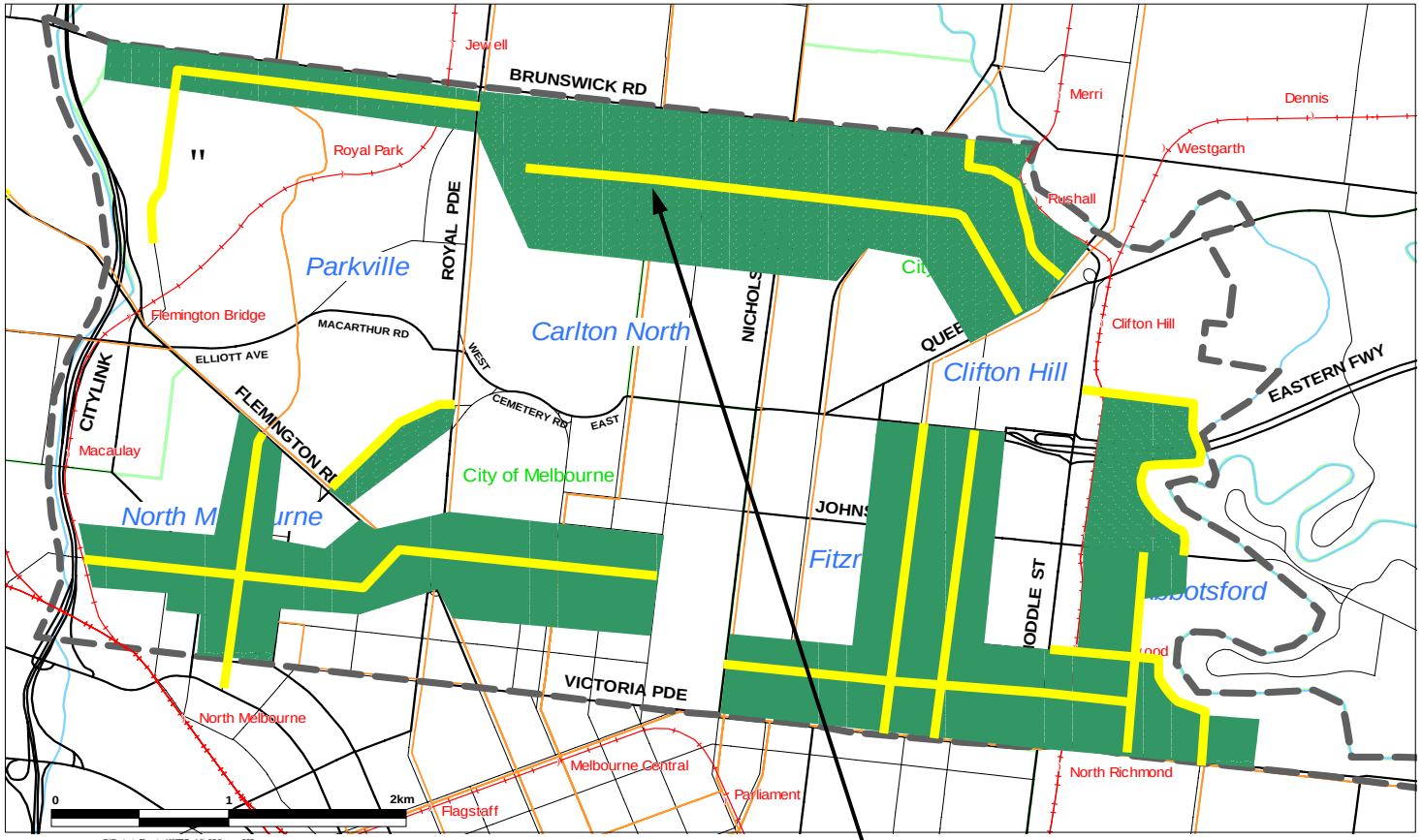
Rail – increased frequency, improved bus/tram access to stations, improved park and ride, *Craigieburn services via Upfield line

Tram – increased frequency, faster travel times, improved reliability and vehicle quality, **Elizabeth St services extended to St Kilda

Bus – increased frequency, improved route coverage, faster journey times, extended evening services, Smartbus-style improvements

NOTE: Improvements apply throughout the entire lengths of relevant services

Appendix 6.2:
Strategy B – Strategy A plus local street management and amenity improvements

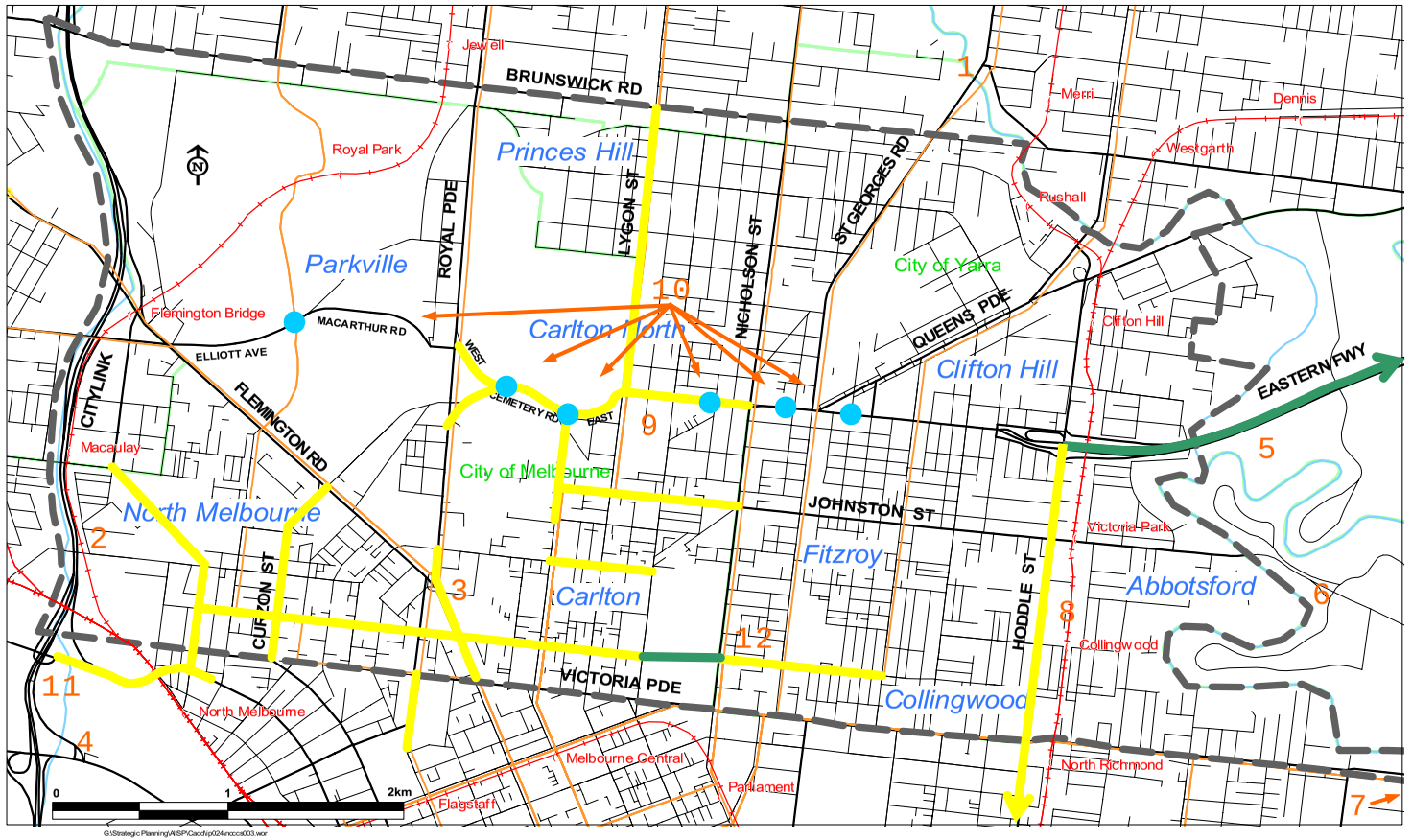


Possible median closure on Lygon Street to prevent through movement between Pigdon and Scotchmer Streets

Local streets – where measures to remove through traffic and reduce traffic speeds (except buses) could be applied

Adjacent areas – where amenity improvement and further traffic management would be required in association with identified local streets

Appendix 6.3:
Strategy C – Strategy B plus cycling and walking initiatives



New bicycle routes
- On-road
- Off-road
- Cycle-friendly crossings

Bicycle priority projects*

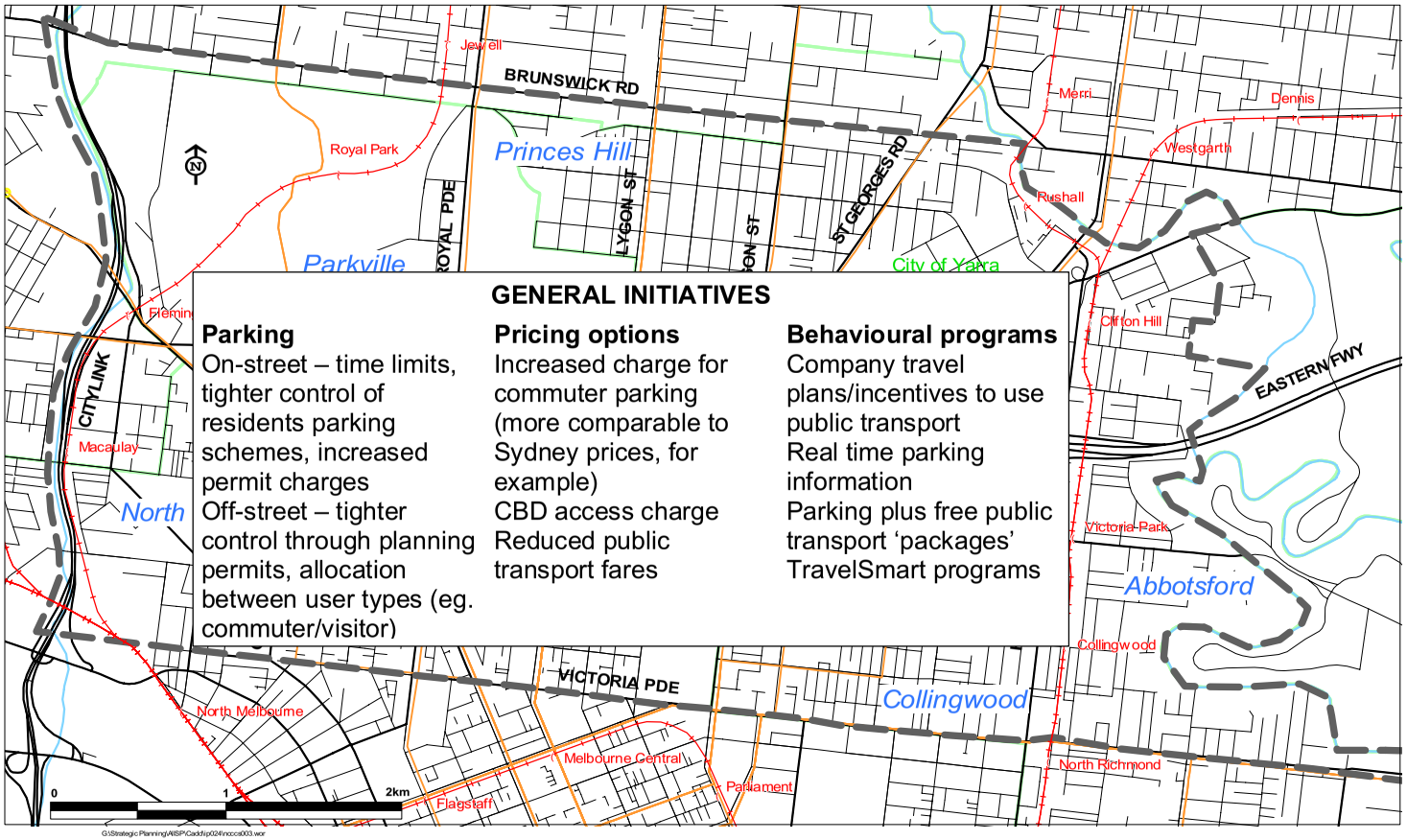
1 St Georges Rd roundabout
2 Cycleway on Arden St footbridge
3 Cycling facilities at Haymarket roundabout
4 Moonee Ponds Creek path under Footscray Rd & off ramp
5 Shared path along Eastern Fwy Kew-Hoddle St
6 Reroute main Yarra Trail to east bank in Abbotsford
7 Barkers Rd cutting path
8 Hoddle St corridor
9 Lanes and path Royal Pde to Nicholson St
10 Cycle friendly crossings of east-west route
11 Shared path on Dynon Rd bridge
12 Path on Gertrude St & Exhibition Buildings land

* Based on Bicycle Victoria's submission to NCCCS

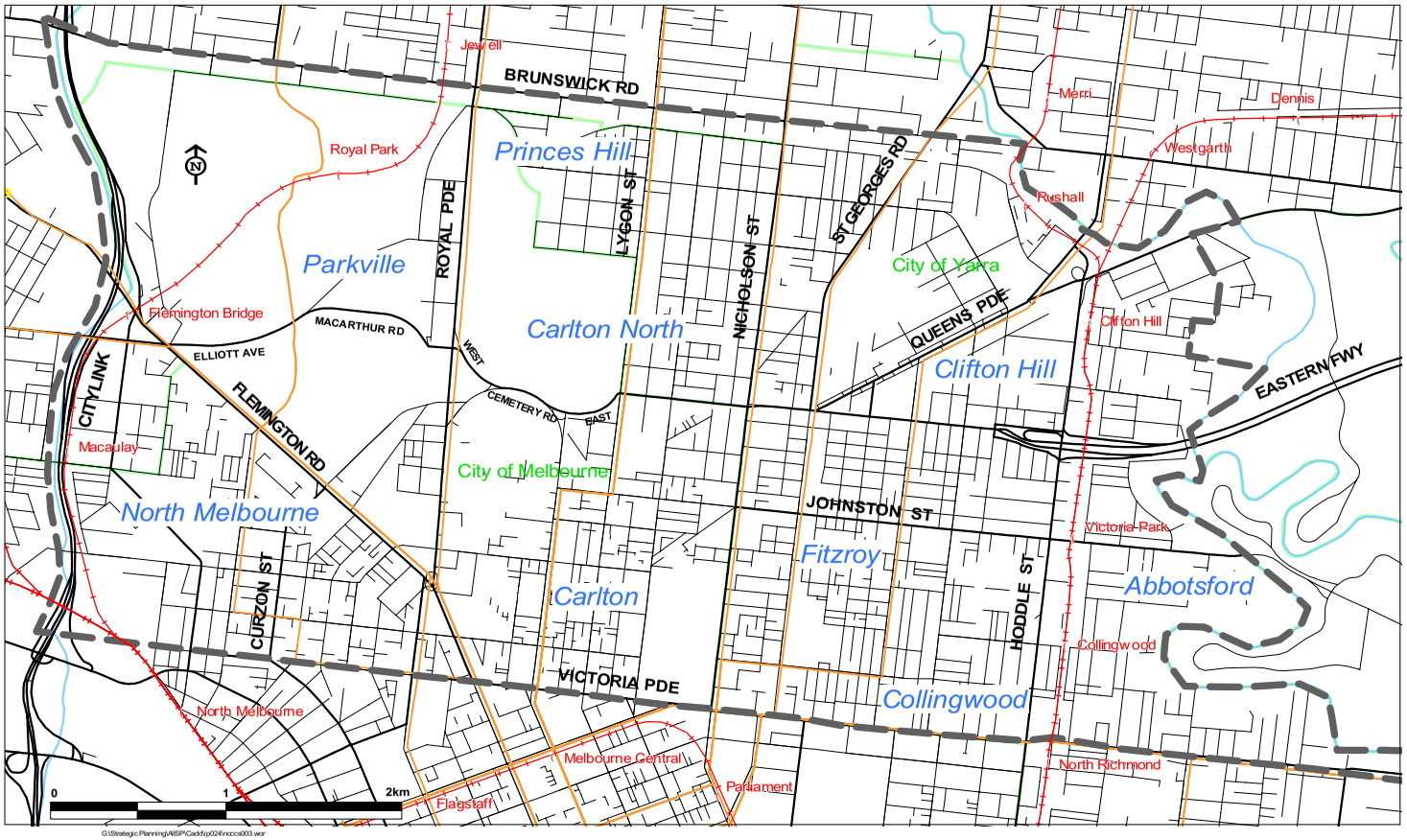
Area-wide initiatives

Programs to encourage walking and cycling
Management and regulation initiatives
Legalise riding on paths and in MCC gardens
Push button pedestrian signals every 200m on arterial roads
Improved pedestrian priority at signal intersections
Footpath repair and replacement
Continuous verandahs along shopping streets
Improved lighting along walking routes
Sitting and propping places along walking routes
Arterial road bike lane markings
Local streets marked for cycling
Road resurfacing for bikes
Bicycle route signage
Improved bike parking at work, school, shops
Shower/change facilities at workplaces

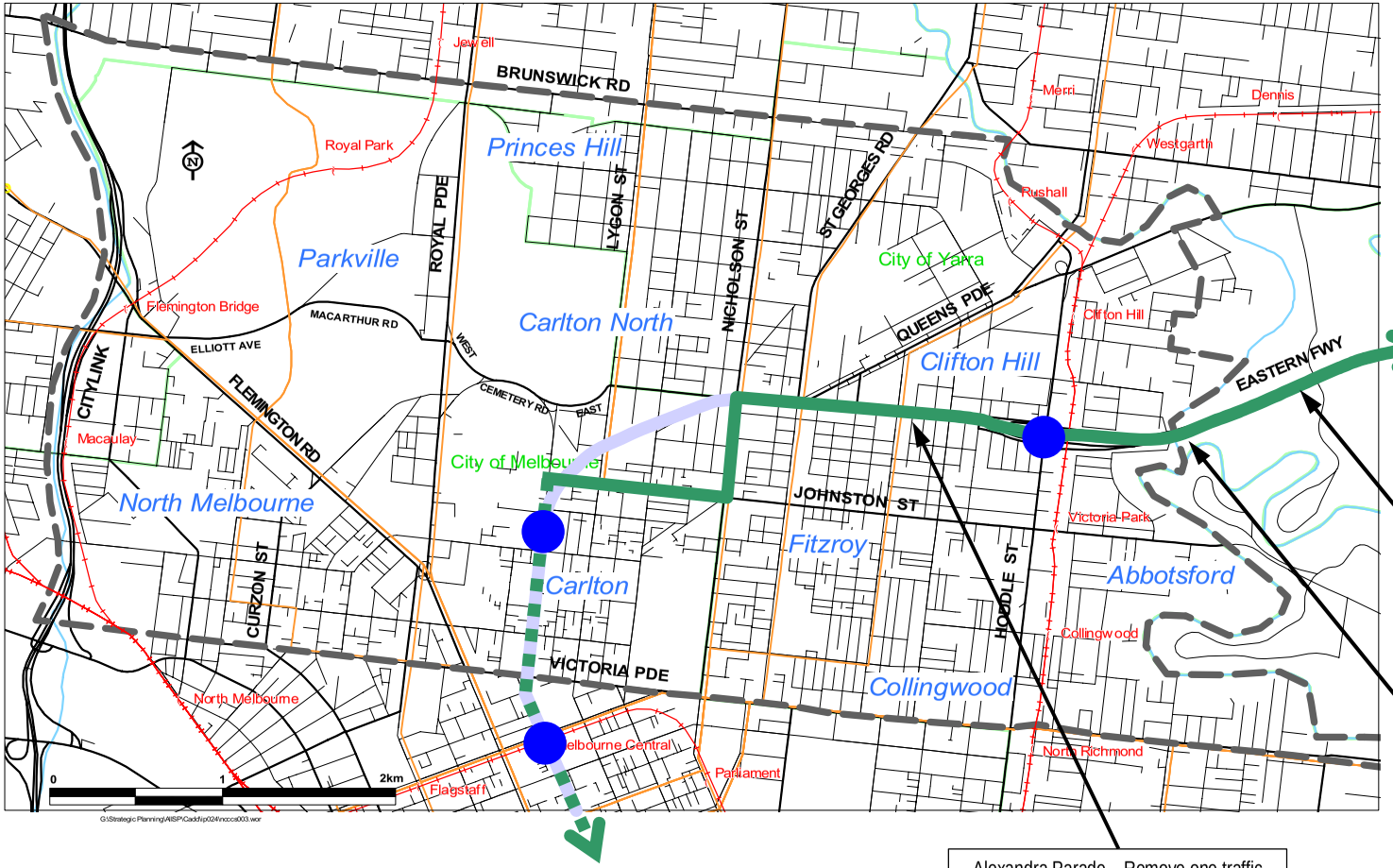
Appendix 6.4:
Strategy D – C plus measures to reduce car use/dependency



Appendix 6.5:
Strategy E – Strategy D plus land use initiatives (awaiting input from land use specialist)



Appendix 6.6:
Strategy F – Strategy E plus Doncaster area rapid transit (DART) system



Dedicated bus or light rail system to Doncaster Shoppingtown via Doncaster Road, interchanges (bus feeder and park & ride) at Doncaster Shoppingtown, Doncaster Road, Bulleen Road and Chandler Highway.
Peak period bus lanes on Freeway from Doncaster Road to Blackburn Road (connection for buses to/from The Pines).

Eastern Freeway – no road space taken west of Bulleen Road (rapid transit facility in median)

Sensitivity test – congestion charging on Eastern Freeway traffic to raise funds for rapid transit system development

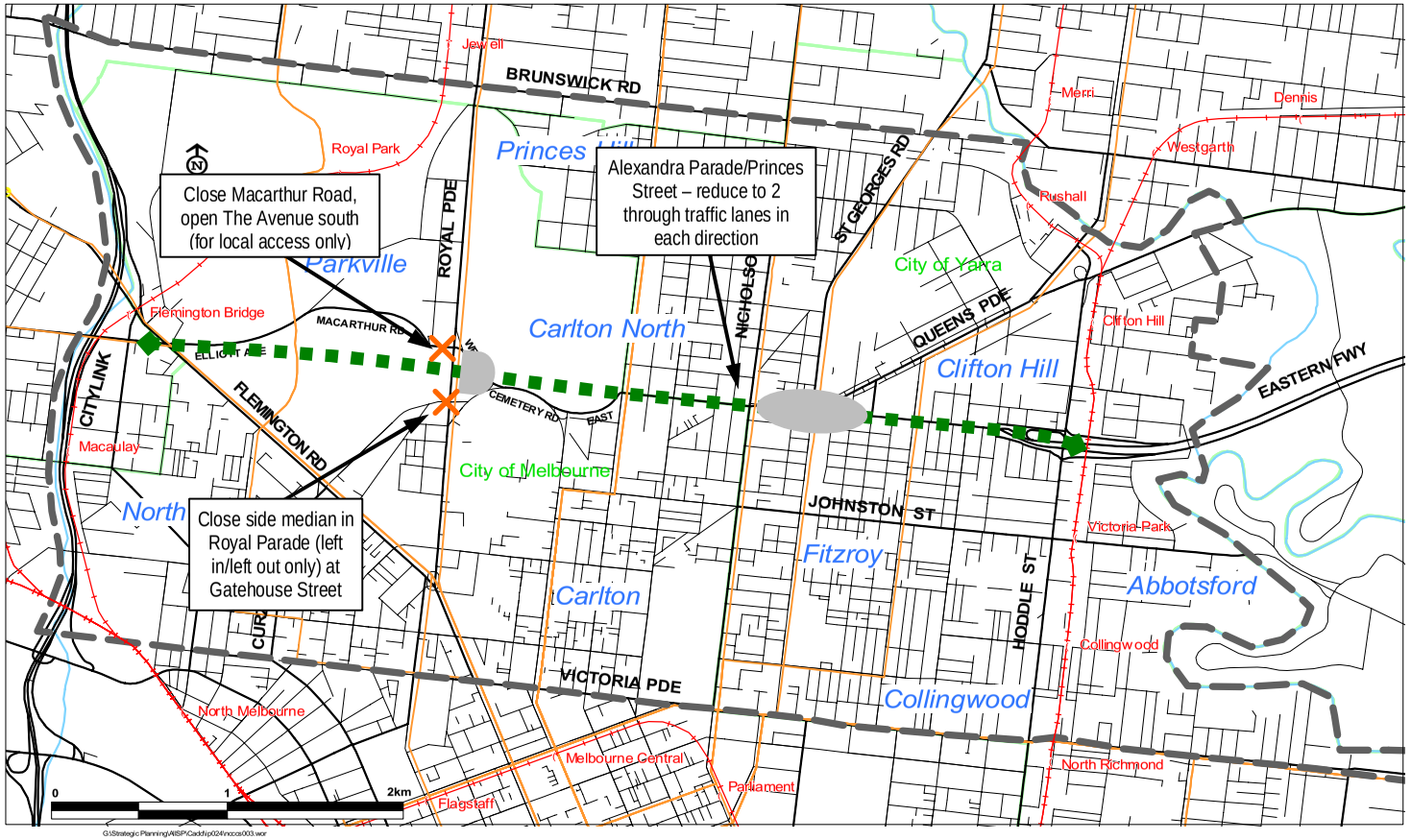
Alexandra Parade – Remove one traffic lane in each direction for rapid transit facility

Initial (road-based dedicated bus or light rail system)

Ultimate (possible longer-term underground light rail system)

Interchange areas (Hoddle Street, University, Melbourne Central)

Appendix 6.7:
Strategy G –Strategy F plus improvements to arterial roads in inner north (east-west tunnel link)



Four-lane tunnel

Interchange areas with surface arterial roads

Appendix 6.8:

Extract : ‘Works undertaken by Local Government’, Guidelines for the Assessment of Heritage Planning Applications, (draft), Heritage Victoria, August 2000, pp 37 – 42.

DRAFT Guidelines for the Assessment of Heritage Planning Applications

The 'Guidelines for the Assessment of Heritage Planning Applications' documentation was designed to provide assistance to decision makers in the assessment of planning and development applications for heritage places.

The guidelines could also assist owners of heritage places to determine what may be acceptable in the development of their heritage place.

The documentation is being released as a draft document. These guidelines should not supersede or overwrite any local heritage guidelines as produced by the relevant Responsible Authority.

Heritage Victoria is interested in your feedback regarding the documentation over the next twelve months. Please email your feedback, or send any comments to:

Heritage Victoria
GPO Box 2797Y
Melbourne 3001

Works Undertaken By Local Government

Guideline Basis

Local government should make every effort to provide a good example to the rest of the community by setting a consistently high standard in the retention and maintenance of the heritage places that they manage.

In some instances, works may be exempt under the General Provisions of the Victorian Planning Provisions from the need for planning permission despite the Heritage Overlay control. This would include works such as installing traffic signals, fire hydrants or parking meters or building or works associated minor utility installation. Even if planning permission is not required, the opportunity should be taken to ensure an approach that is sensitive to the significance of the place. This is particularly important given the role of local government in setting a good example to the community.

In addition, it would be appropriate in some circumstances for local government to consult particular community interest groups when proposing works that affect public land.

The public may expect action to redress problems of traffic management, noise, car parking and amenity over time. However, in proposing any change the impact of the works on the cultural significance of the place should have first consideration.

No permit is required for routine repairs or maintenance that do not change the appearance of a heritage place. The repairs must be undertaken to the same details, specifications and materials.

If the place is listed on the Victorian Heritage Register a permit will be required from Heritage Victoria.

Roads

Where the resurfacing of a road uses different materials or treatments, a permit will normally be required.

In some areas, roads may adopt a low key design approach and this may be part of their significance. Examples are the simple unpaved or grassy verges that informally characterise roads in some rural areas and townships. The adoption of standard engineering designs can fundamentally change the character and nature of these roads.

In some instances, especially in rural areas, unpaved roads are essential to the character and appearance of the place (eg Bickleigh Vale Village, Mooroolbark).

Road Widening

Road widening can result in the demolition or removal of historic buildings and structures, loss of open space or informal roadside verges and drains and the removal

of significant trees, all of which may fundamentally change the historic values of an area.

Speed Humps, Roundabouts and Traffic Islands

Because speed humps, roundabouts and traffic islands represent fundamental changes to the traditional appearance of the street, their introduction should only be considered where traffic management and safety reasons are paramount and where other less interventionist traffic solutions are impractical. Such features usually involve a number of other physical changes to the street such as line markings and warning signs. The cumulative impact of both the traffic management devices, signage and line markings may be substantial.

Drains, kerbing and channelling

Drains, kerbs and channels often constitute important elements within heritage areas. They often display unusual treatments, materials or high standards of construction. Apart from being an important element in many historic areas, they may be of intrinsic significance in their own right.

Replacement of stone kerbs, channelling and carriageways with new materials has destroyed much of the original urban fabric and has had a negative impact on the character of many heritage areas. In such cases it would be preferable to undertake repairs to the fabric rather than to fundamentally change their appearance by adopting new materials and treatments.

Often remnants of original structural elements are discovered during drainage works, such as verandah posts. Care should be made during the works to record the fabric found and to avoid damage to these structures.

Median Strips

Care should be undertaken when introducing median strips into heritage areas particularly where these are not part of the traditional character of the area. While such initiatives may be intended to enhance the appearance of the area, there is an inherent conflict where median strips are not part of the traditional appearance of the street.

In some cases the inappropriate planting of a new medium strip may be the main problem. For example, some straight broad streets may provide distant views and vistas to buildings, landmarks or distant features. Tree plantings in such situations may disrupt these distant views.

Pedestrian Malls and Urban Design and Townscape Treatments

The creation of pedestrian malls can have an impact on the life of the street and the character of a commercial or tourist area. Historically part of the nature of a shopping area is its relationship to the street and the passing traffic, both vehicular and pedestrian, and the separation of this relationship can have a negative affect on heritage values.

In addition, some beautification and urban design projects in commercial and tourist areas can be incompatible with the traditional character of a heritage area. The overall design, selection of materials, furniture and features is critical if a negative impact is to be avoided. The introduction of pseudo-historical elements can be just as negative as inappropriate new ones. A good design which utilises the traditional materials and colours to be found in the locality and responds to essential elements of the area would be more likely to produce a better result in which the heritage values are at least maintained and are preferably enhanced.

External Lighting

Heritage areas will often contain original lamp standards and other light fittings. These should be retained. Additional new fittings could also be introduced to meet safety regulations.

Street Furniture and Features

Heritage areas will often contain surviving original street furniture and features. These might include bollards, horse troughs, seating, hitching posts etc. Such fabric is essential to the significance of heritage areas and their retention should be a matter of course.

Works in the Parks and Gardens

Often public parks are owned and/or managed by local government. The layout of parks and gardens, including pathways, built structures, the patterns of tree plantings and the types of trees planted, are often a significant feature of the garden and can be enjoyed by those who visit it. Some works that occur in parks and gardens are incompatible with the significance of the area. A management plan, prepared by Council, is often a good method to tease out the heritage implications of proposed works.

A Conservation Management Plan, or master plan, is a sound approach to management and good conservation practice. A Conservation Management Plan should outline what development and works are proposed for the next few years – a 3 year masterplan is generally acceptable. Following approval and endorsement by the local Council of this masterplan it could be included in the Heritage Overlay as an Incorporated Plan. Any works done in accordance with an Incorporated Plan would then not require a planning permit.

OBJECTIVES

- To conserve, enhance and retain significant elements in the public realm.
- To enhance the understanding and appearance of public heritage places through appropriate works.

GUIDELINES

Roads

- Original, traditional or significant road treatments and details should be retained and conserved.

- New road treatments should be undertaken with care. The traditional materials and colours of the area should be adopted.

- New treatments which introduce materials, patterns, details and colours that are foreign to the traditional character of the area should be avoided.

Road Widening

- Where possible significant buildings, structures and plantings should be retained in any road widening proposals.

Speed Humps, Roundabouts and Traffic Islands

- In assessing new works such as roundabouts, traffic islands or speed humps the impact on the significance, character and appearance of the area should be the main consideration.

- In assessing the compatibility of such features it is essential to also have regard to the particular purpose of such structures and their particular physical requirements. Standard designs are often recommended for road safety devices. Occasionally, modifications to the standard designs may be appropriate to satisfy heritage considerations.

- New works should be recessive in terms of scale and materials. It should not be visually intrusive when viewed within the overall context of the street. While it may be visible in the background it should not attract particular attention.

- Speed humps, roundabouts and traffic islands are particularly intrusive and so must be designed with consideration of their impact on the heritage significance of the place.

- Original, traditional or significant road treatments and details should be retained and conserved. New treatments which introduce materials, patterns, details and colours that are foreign to the traditional character of the area should be avoided.

Road Closures

- Prior to the decision to proceed with a road closure, the impact on the heritage significance of the heritage place should be assessed. Road closures should only be undertaken where they will not have a significant impact on the heritage significance of the place.

- Road closures that are implemented should be designed to leave indications of the original street pattern and detail. For example, the line of the original kerb might be retained as part of the road closure design.

- Maintenance of the materials and planting to maintain the area's amenity should be considered. (This issue may related to maintaining the character as opposed to the historic significance of an area and should be treated accordingly).

Drains, Kerbing and Channelling

- Original, traditional or significant drains, kerbs and channels should be retained and conserved.

- New drains, kerb and channel treatments should be undertaken with care, using the traditional materials and colours of the area.

- New treatments which introduce materials, patterns, details and colours that are foreign to the traditional character of the area should be avoided.

Median Strips

- Median strips should be avoided in situations where they impact negatively on the significance of the heritage place.

- Consideration should be given to the planting of suitable trees or use of plants of traditional character of the area along medium strips if they are installed.

- Consideration should be given to tree plantings or medians for their potential impact on views and vistas.

Footpaths and Pavements

- Attention should be paid to the retention of existing pavement materials, detailing and construction associated with heritage places. For example, some areas may still retain original flagstones. Occasionally the original paving materials may be buried beneath a later layer of asphalt, concrete or other material.

- Care should be taken before the introduction of new paving materials or treatments to first assess their impact upon the character, significance and appearance of the heritage place.

- The tendency to introduce urban design treatments which are foreign to the established character of the heritage place should be avoided (eg introducing red brick or feature paving into an area where this is not a traditional material).

Pedestrian Malls and Urban Design and Townscape Treatments

- The impact from the introduction of pedestrian malls and townscape treatments on the heritage significance of the heritage place should be thoroughly analysed prior to the decision to undertake such works.

- As a primary consideration, townscape treatments should aim to enhance the heritage values of the area, through promoting the repair, conservation and interpretation of the contributory heritage buildings and features.

- New treatments should be sympathetic, low key and adopt the traditional colours and materials of the area. They should not introduce urban design treatments that are foreign to the established character of the area.

- The introduction of new, so-called "heritage" elements, such as seating, gas-lamps, fountains, plantings, fences is inappropriate.

- The authentic and accurate reconstruction of missing elements, such as seating, gas-lamps, fountains, plantings, fences and kerb and channelling may be appropriate where these can be based upon good evidence of the original feature.

Posts, Poles, Parking Meters, Traffic Signals and Signs

- In areas that were previously uncluttered, unnecessary and visually intrusive clutter caused by the proliferation of posts, poles, parking meters, traffic signals and signs should be avoided. Where signs can be grouped on the one support this should be attempted.

External Lighting, Street Furniture and other features

- Surviving early lighting fittings should be retained and conserved.

- Original or early street furniture or fixtures should be retained and conserved.

- New lighting, furniture and features should be of a sympathetic, low key design compatible with the significance and character of the area.

- The introduction of reproduction heritage lighting, gas-lamps, or street furniture is inappropriate unless based upon evidence of the original design. The authentic and accurate reconstruction of missing elements may be acceptable where this is based upon good evidence of the original.

Works in Parks and Gardens

- The heritage of significant parks and gardens should be protected, nurtured and strengthened. Major works to parks or gardens of particular cultural significance should be based on an understanding of cultural significance.

- New buildings and works in parks and gardens of cultural significance should relate to the surrounding places and be suitably designed to avoid negative impacts on the significance of the park or garden setting.

- Any reconstruction of elements should only occur if they are based on thorough and detailed documentary or physical evidence. This applies to both buildings (such as gazebos, greenhouses, fountains etc) and to pathways and plantings. It may be possible through the interpretation of old plans and photographs to reinstate the original landscape, plantings, path systems and other garden features.

- Any new buildings or works should be contemporary interpretations and whilst sympathetic in design to their surrounds should not mimic a historic design.

- The preparation of long term conservation management plans for parks and gardens should be encouraged.