

Belgrave Town Centre Study

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Executive Summary

The Belgrave Town Centre Study is an opportunity to review the Belgrave Urban Design Framework 2002 and to provide a refreshed vision for the Township.

Whilst a number of projects have been implemented out of the recommendations of the UDF, it was agreed that it was timely to refocus the future work to provide a greater balance between a reliance on the Shire's funding sources and the work that could be implemented with the development of a number of key privately owned sites. The redevelopment of these sites would then assist in urban regeneration for Belgrave and be a catalyst for further work.

This study has narrowed the focus of the report to cover less project outcomes in greater detail and to highlight projects that are more likely to be implemented in the short to medium term. However, it should be noted that some of the sites will rely heavily on the economic cycle.

Towards the end of the study, a further scope of work was introduced to examine the feasibility of a Community Hub for Belgrave (and Yarra Glen) The work associated with the Belgrave site has been included in this report in summary form. The Community Hub is in line with Belgrave's role as a service centre.

The current study went through a simple methodology -

- > Review of existing study and outcomes
- > Planning and Context Analysis
- > Opportunities and Constraints
- > Key Sites
- > Key Projects
- > Recommendations

Project Governance included regular meetings with a Reference Group and Community Consultation was conducted at a street based information exchange point.

Project Funding has come jointly through Yarra Council and the Department of Planning and Community Development's Creating Better Places Program.

The Consultant team for the report consisted of Urban designers, Architects, Planners and Traffic Engineers. Of key importance to the work of the Traffic Consultant was a review of the two round-a-bouts at the eastern end of the town and a review of the status of the Bypass with a recommendation that it would not assist the town's traffic in view of the costs to implement.

The focus on key sites, identified the Safeway and Belgrave Motors as having great potential for development and that through the development of these sites, a number of other benefits could be gained.

It could be said that the focus on these two prime sites is opportunistic given the effects of the Global Financial Crisis (2008), however, these sites have the greatest capacity to make the types of changes that Belgrave needs and to be developed as mixed use. The mix of uses could include medium density housing and tourism focused development including a hotel. The tourism opportunity could extend to weekend cyclists and walkers by providing accommodation to suit their needs and ensuring that the wider advantages of Belgrave are promoted.

Both of these sites can capitalise on their proximity to the Belgrave Station with the Belgrave Motors site seen as a prime opportunity to bring the township and Puffing Billy closer together physically and economically.

There are other important sites within the Township that will have an important role in the future to knit together the overall township. The Hayes Carpark is Shire Council owned but with the right development model, could fill a missing tooth in the town.

Executive Summary

Another important project that comes out of the re-visioning of the Safeway Site is the interface with Alexanders Carpark. There is room to create a widened footpath along the southern edge of the carpark without losing carpark spaces. This gesture, coupled with tree planting and paving is aimed at encouraging retailers / cafes to 'double face' their properties, to take advantage of a pleasant, north facing, activated and pedestrianised edge.

Overall, there is gap in opportunity to link the Puffing Billy experience with the Township experience.

This cannot be done with urban design strategies alone and further avenues should be explored through relationships with Tourism Victoria and enhancing the relationship between Puffing Billy and the Local Traders association. There has also been the suggestion arising out of the consultation process, to hold a market in Blacksmiths Lane. These types of ideas and programs are of equal importance to the weightier notions of redevelopment of key sites.

Parking remains a problem but it is yet to be proved that there is an overall lack of spaces rather than an education program about use of spaces particularly in non-peak times.

The By-pass has been re-examined and assessed as not necessary to existing and future traffic movements for Belgrave and the surrounding road network

Belgrave remains a service centre for Belgrave Heights and Tecoma and one of the important gateways to the Dandenong Ranges, in particular the Sherbrooke Forest. It has great food and entertainment infrastructure, public transport via the rail link and access to an extensive network of walking and cycling paths.

This study seeks to provide a vision for key sites and a wider vision for the town that promotes the idea that a range of players with a common vision will provide the best outcomes for the town in the short to medium term.



01

Background

Vision

“ The Shire of Yarra Ranges will be a vibrant and dynamic Shire based on strong local communities living in a place of great natural beauty.

Our world class Shire will be sustained by a strong local economy and a rich social fabric that is consistent with and support its environmental values.”

Introduction

The Belgrave Town Centre Enhancement Project is an opportunity to review the work of the previous Belgrave Urban Design Framework June 2002. A number of projects resulted from this study. Appendix B compiles a list of these projects, including incomplete works.

Belgrave is located 40km east of Melbourne, has a compact centre bisected by the Burwood Highway and is restrained by topography and the railway line. The key tourist destination is the historic Puffing Billy, but Belgrave is also a gateway to the Sherbrook Forest and the many delights of the Dandenong Ranges National Park.

Belgrave is in the south western region of the shire and accessed from Melbourne via Ferntree Gully. The township has a population of just over 4,000 people increasing to 7500 if South Belgrave and Belgrave Heights are included. It is easily accessible from Melbourne and the eastern suburbs by commuter train or car.

There is a strong community feeling within the town and there are many venues for live music as well as the well known Cameo Cinema. There are more than 30

Café's and Restaurants as well as a Safeway supermarket.

Early in the 20th century, Belgrave was host to a colony of artists and writers and the township continues to attract people pursuing their interests in artistic endeavours.

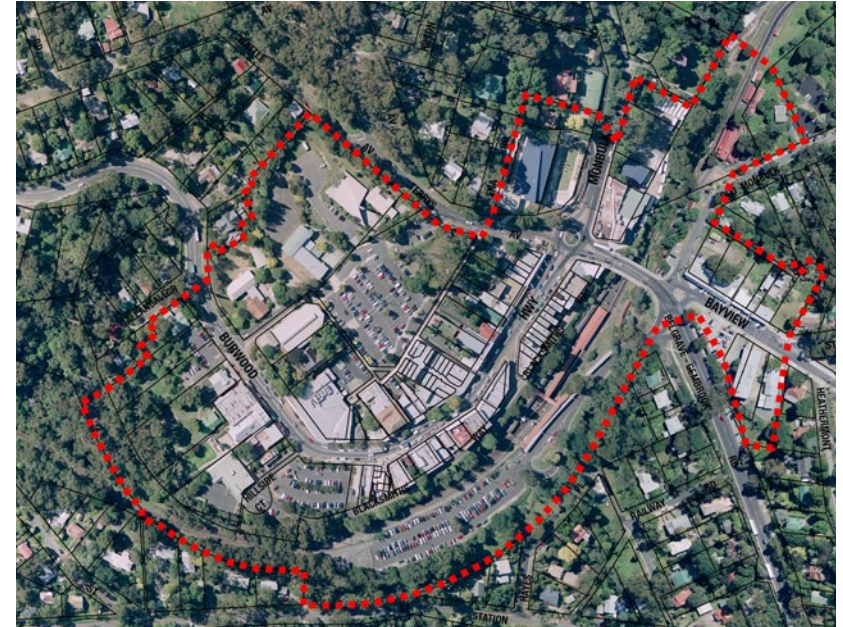
Part way through the study, the scope of the project was increased to take in a focus on a Community Hub. This work has been referred to in this study but is the subject of a separate report.

Project Funding

Project Funding has come jointly through Yarra Council and the Department of Planning and Community Development's Creating Better Places Program..

Purpose of the Study

The Purpose of the Study is to review the work of the previous UDF (2002) and to establish a clear direction and vision for development potential for the next 10 years. As there has been a reasonable level of investment by the Shire into streetscape works and public amenities, the focus of this study shifts towards identifying key development sites and the opportunities that may come from these sites for re-generating parts of the town



and acting as a catalyst for other projects.

The township study seeks to build on the work of the previous study and to review priorities in terms of projects and development opportunities.

Study Area

The study area is confined to the central business zone flanking both sides of the Burwood Highway and the land around Alexander's Carpark.

It is important to note that the existing residential zone around the township (R1Z) does not form part of the study. It is the Shire's intent to protect the character of these existing neighbourhoods for the horizon of this study.

How to use the Study

The Belgrave Township Enhancement project sets out a number of opportunities around the key development sites that have been identified as part of the analysis of the assets, opportunities and constraints. Whilst some of the work is 'opportunistic' it was felt that it was important to identify the potential opportunities that could be catalysts for the further development of the township. It is understood that many of the sites identified are under private ownership. The intention is not to dictate outcomes but rather to discuss and encourage preferred directions and outcomes.

There is an emphasis on sustainable outcomes on a triple bottom line basis - economic, social, environmental.

Governance

The study has been overseen by a Reference group appointed by the Shire. This group consisted of:

- Shire Ward Councillor
- Community Representatives
- Belgrave Traders Association

- Puffing Billy
- Vic Roads
- Representatives of the Shire's Social and Economic Development Department
- Community Representatives

Consultation

Community Consultation was held on two separate occasions in the main street of Belgrave. May 7 11am-1pm and May 16 10am-12noon. Posters illustrating the study area and key opportunities and constraints were displayed and the community invited to offer verbal and written feedback.

Present to receive community feedback were the Ward Councillor, Shire Officers and staff from Woods Bagot. A total of seventy-one responses were recorded.

The overall tone of the community feedback was supportive of the ideas proposed and appreciative of the opportunity to have input into the process. A community feel to the town was highly valued.

Common themes arising from the community responses on township improvement included the need for increased bike trails and paths, improvements to parking, streetscaping, pedestrian access and safety.

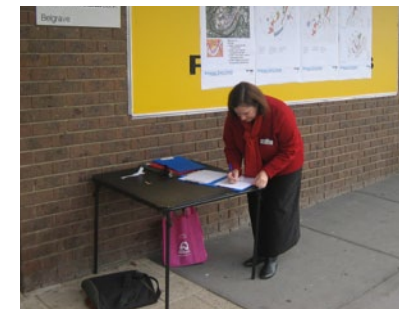
Discussions were also held with the owners representative of the Safeway Site and informally with the owner, the owners of the Belgrave Motors site.

Telephone conversations were conducted with Telstra and Australia Post to gain an understanding of future plans for particular sites.

The Consultation was conducted around four main questions to prompt and order responses.

- > What do you value about the town centre?
- > What is missing?
- > What needs fixing?
- > What are your responses to the material presented?

(refer to Appendix D - Community Consultation for a summary of the community feedback)



Community Consultation conversation post



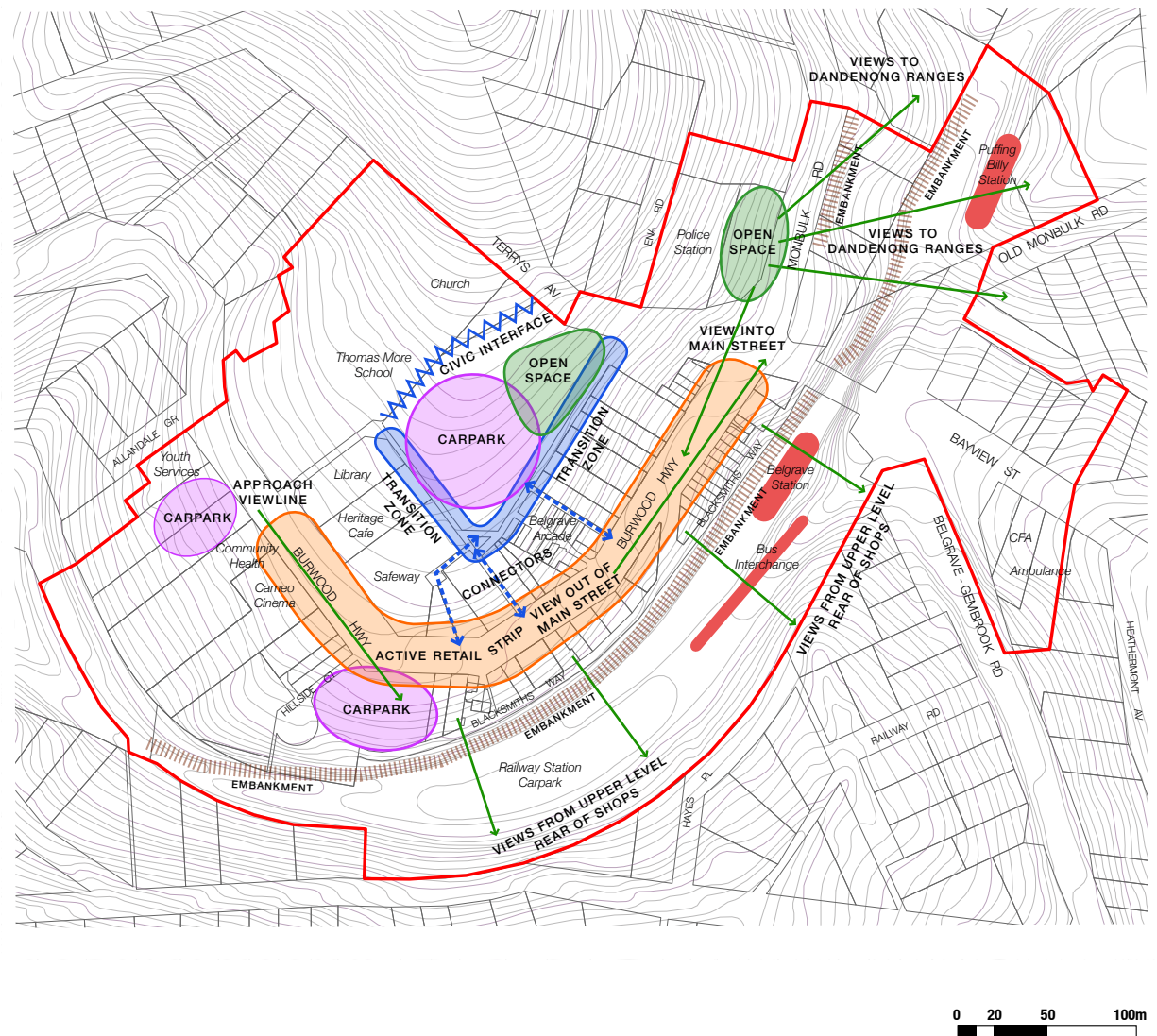
Display Posters

2.1 Site Analysis

The Main Street moves through a restricted corridor - the Burwood Highway. The general topography of the township is challenging with many steep slopes vulnerable to erosion. There is limited public open space although the new Town Park is an asset.

There is a disconnection between public transport, car parking and key township assets and attractions which need to be linked to each other through a cohesive footpath network. This disconnect is most noticeable between the township and the key tourism attraction of Puffing Billy.

There are key views to the Dandenongs and surrounds from the Town Park and the rear of the retail strip adjacent Blacksmith's Way.



2.2 Planning Context

Land Use Zones

Business 1 Zone

The Burwood Highway/Main Street in Belgrave is zoned Business 1. The purpose of this zone is to encourage the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.

Under the provisions of the Business 1 Zone, use of land for a cinema, office, restaurant and shop does not require a permit. A Dwelling also does not require a permit, subject to any frontage at ground level must not exceed 2 metres.

Section 2 uses (permit required) include accommodation (other than dwelling, corrective institution), hotel, industry, leisure and recreation centre, place of assembly, warehouse, retail premises (subject to conditions).

A planning permit is required to subdivide land and to construct and building or carry out works, with listed exemptions (clause 34.01-4).

Business 2 Zone

Land north of Bayview Street, west of Monbulk Road, is included in the Business 2 Zone (B2Z). This zone includes the existing town park.

The purpose of this zone is to encourage the development of offices and associated commercial uses.

Business 3 Zone

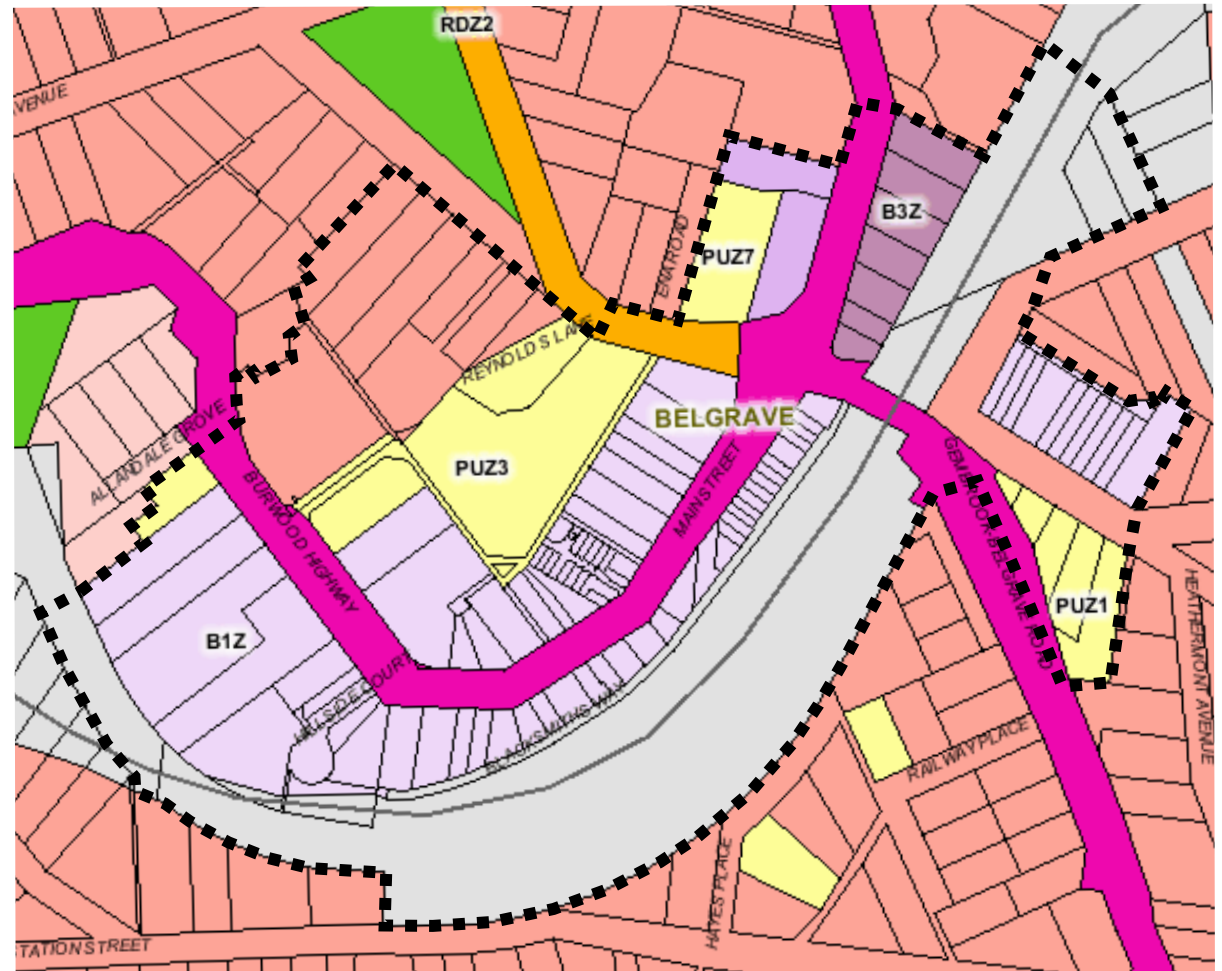
The Belgrave Motors site is zoned Business 3. This zone aims to encourage the integrated development of offices and manufacturing industries and associated commercial and industrial uses.

Public Use Zones

The existing Alexander car park at the rear of the existing retail strip north of the Main Street and the library are zoned Public Use Zone 3 (PUZ3) – Health and Community

The existing police station at the northern end of the town is included in the Public use Zone 7 (PUZ7) – Other Public Use.

The existing CFA on the corner of Bayview Street and Belgrave-Gembrook Road lies in the Public Use Zone 1 – Service and Utility (PUZ1).



Overlays

Heritage Overlays

HO107 applies to the Burwood Highway for the purposes of providing protection to the Cherry Trees. Controls apply for alteration and removal of these trees.

HO31 provides applies to Dr Jorgensen's former House and Studio along the Burwood Highway and HO94 applies to the Cameo Cinema.

Schedule 21 to the Significant Landscape Overlay (Puffing Billy Scenic Corridor)

SLO21 applies to properties at the northern end of the study area which form part of the Puffing Billy Corridor. The Belgrave Motors and Bayview Street Shops are key sites covered by this Overlay.

The purpose of this Overlay ensure the the cultural and scenic significance of the Corridor and viewlines from the railway are protected by ensuring that future use and development along the Corridor is appropriately sited and integrated with the landscape.

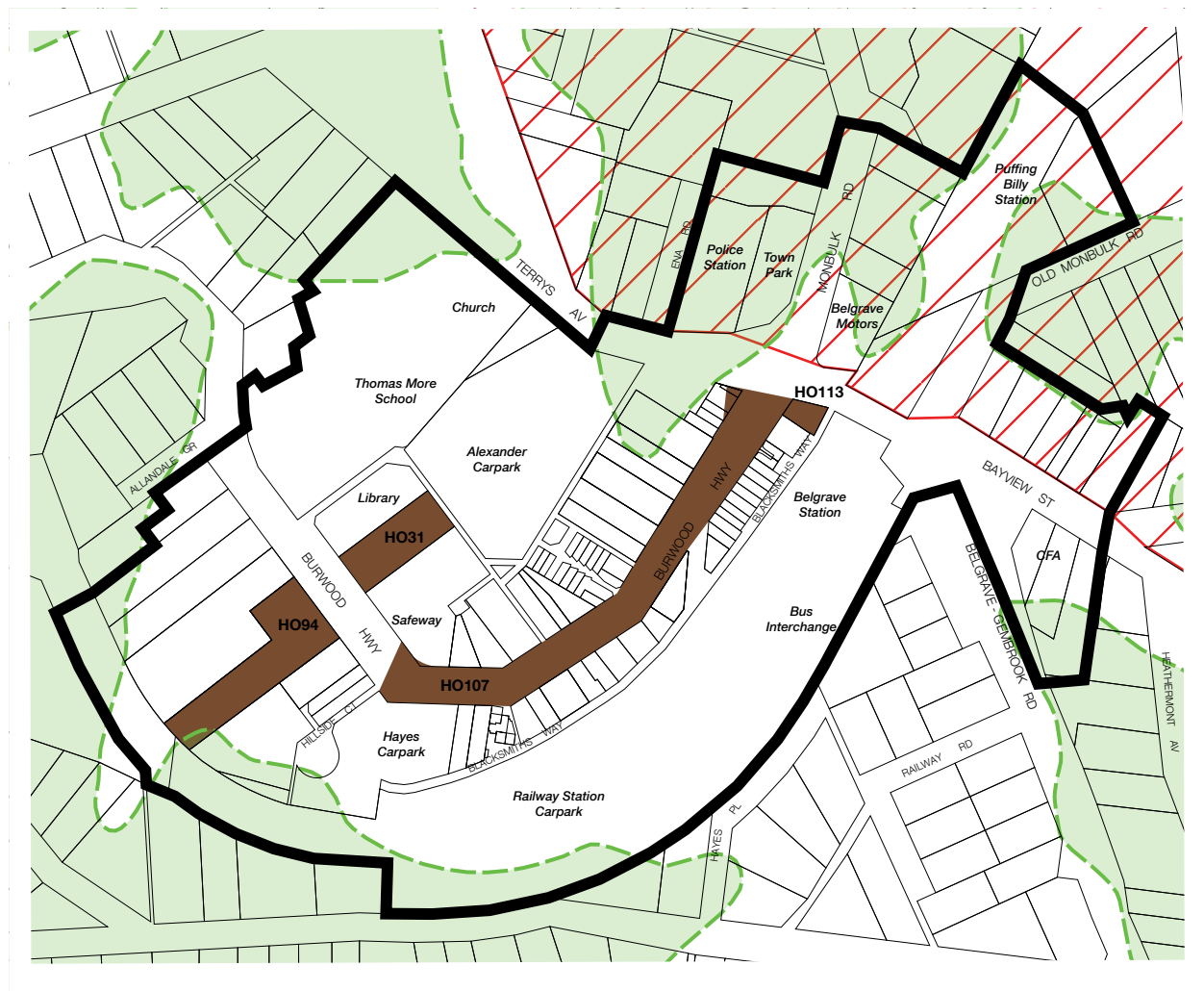
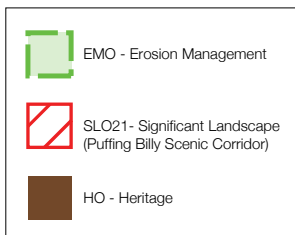
The Overlay also aims to recognise the significant contribution that remnant vegetation in the Corridor plays in defining the character of the Corridor.

A permit is required to construct or carry out works and remove vegetation. Some exemptions apply.

Erosion Management Overlay

This overlay applies to steeply sloping land at the periphery of the Study area. The purpose of the Overlay is to provide protection from landslip.

A permit is required to construct or carry out works with a number of exemptions.



0 20 50 100m



Belgrave Motors

2.3 Rezoning and Overlay Recommendations

Belgrave Motors Site

The subject site lies at the northern end of the Belgrave Township and has been identified as Key Redevelopment Site.

Opportunities

- Opportunity to create a land mark or gateway project at northern entry to Belgrave Township.
- Encourage redevelopment of the site.
- Improve links to Puffing Billy Station and the Town Centre.
- High profile prominent corner site.
- Need to protect existing views from Public Open space to west towards Dandenong Ranges and maintain a backdrop of the vegetated surrounding hills.

Existing Zone

The redevelopment of the site is being hampered by its current zoning.

The site is currently zoned Business 3 Zone, which restricts its future use and development as a key gateway site to the Belgrave

Township. The purpose of the Business 3 Zone is as follows:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To encourage the integrated development of offices and manufacturing industries and associated commercial and industrial uses.

The existing zoning has a strong industrial focus, with specific reference to manufacturing industries.

The existing zoning is considered a major constraint for the site and severely limits its redevelopment potential and the opportunity to develop the site as a focal point for the activity centre. Under the existing Business 3 Zone, shop, other than a convenience shop and restricted retail premises, and residential uses/accommodation are prohibited land uses. As such, the current zoning could restrict appropriate tourist type facilities e.g. backpackers accommodation from being developed on the site,

Industry, warehouse and office are Permit not required uses, subject to conditions and Place of

assembly is a Permit required use in the zone.

Rezoning Recommendations

Mixed Use Zone

Inclusion of the site in a Mixed Use Zone would form a logical extension to the current zoning of the Belgrave town centre.

The Mixed Use Zone would enable the site to be effectively redeveloped and integrated into the Belgrave business centre. The zone offers a wide range of appropriate uses for the site such as dwelling, shop, restaurant, food and drink premises and office. The application of a Mixed Use Zone to the site will recognise its suitability for commercial, residential and other complementary uses, at a scale appropriate for a local activity centre.

Design and Development Overlay (DDO)

Belgrave Motors is located on a prominent site in the Belgrave activity centre and the site also forms the end of an important view line along Main Street, through the activity centre.

For these reasons, it is recommended that the future built form on the site be appropriately managed through the application of a Design and Development Overlay (DDO) under the Planning Scheme. The application of a DDO with specific building height and design parameters will ensure that an appropriate built form outcome, in keeping with the rest of the centre, will be achieved on the site, and that future development on the site does not compromise the existing view lines currently experienced from the adjacent public open space in Monbulk Road.

A height limit under a DDO would also work toward protecting the view towards the site, maintaining the backdrop of the vegetated surrounding hills, as viewed from Main Street in the activity centre.

The application of a DDO will require the preparation of a schedule which must contain a statement of design objectives to be achieved on the site.



Safeway

The schedule can indicate the preferred built form outcome for the site, and address such development matters as specifying building envelope provisions for the site, including maximum building heights, building setbacks to roadway, specifying where active frontages to the site are to be provided and the landscaping requirements for the site.

It can also set building design and architectural objectives for the site, in order to facilitate a landmark building to act as a gateway to the Dandenong Ranges.

In addition, the application of a DDO on the subject site could facilitate the provision of an effective pedestrian link through the subject site to the adjoining Puffing Billy Station. This will strengthen the township's identity with the Puffing Billy Station and also provide a pedestrian link to the Main Street from the station site. Future redevelopment of the Belgrave Motors site, forming an anchor at the north eastern end of the town centre, should facilitate/ encourage the integration of the Puffing Billy Station with the town.

The application of a site specific schedule under a DDO for the site would also provide the opportunity to consider and protect the significant landscaping along the northern section of the site, which plays an important role at the northern entry to the Township.

The application of a DDO with prescribed built form and design parameters for any future development of the site will also provide certainty on the future development direction that will be supported by Council for the site, giving certainty to both a future developer and the local community.

Safeway Supermarket Site

The Safeway supermarket has also been identified as a key redevelopment site in the retail centre. The existing building is a large scale 'blocky' building, which is considered to be out of character and scale with the dominant pattern of single and double fronted shops along the Main Street streetscape in the town centre. The supermarket building provides no windows to the Main Street and fails to have any relationship with passing pedestrians.

The site presents with a blank facade to Main Street and a sunken car park to the rear.

It is recommended that the supermarket site remain in the Business 1 Zone, along with the commercial properties fronting Main Street in the township. The Business 1 Zone is the appropriate zone to apply to activity centres in the metropolitan area of Melbourne.

The purpose of the Business 1 Zone includes:

To encourage the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.

Under the Business 1 Zone, dwelling is as of right, subject to any frontage at ground level not exceeding 2 metres. If this condition is not met, dwelling becomes a permit required land use in the zone. The retention of the Business 1 zoning for the site permits a range of commercial uses to locate on the site, and provides the opportunity to provide housing and accommodation above the shops/supermarket.

In the Business 1 Zone, office use, restaurant and shop are also as of right uses, subject to conditions.

Accommodation is a permit required use, as are Place of Assembly, Retail Premises and Tavern.

Development and Development Overlay (DDO)

As the Safeway site is a prominent site in the Belgrave activity centre, it is recommended that the future design and development of the site be managed under the application of a DDO. The design objectives and built form provisions in the DDO schedule can be determined to facilitate its appropriate redevelopment as a key site in the centre and to consolidate its role as an "anchor" to the western end of the retail strip.

The schedule to the overlay can include a vision for the redevelopment of the site, in accordance with the adopted Urban Design Framework for the centre.

The Overlay can specify the preferred design and development parameters for any future redevelopment of the site.



Hayes Carpark

The schedule can specify the building envelopes, including preferred building massing and maximum building heights on the site, including any required building setbacks from road or pedestrian frontages.

The DDO can also specify the requirement for the provision of a new pedestrian link through the site, to connect the rear car park and the front of the site, and where active frontages are to be provided, in accordance with the recommendations of the urban design principles adopted for the town centre. A new pedestrian laneway along the eastern side of the site, from Main Street to the car park, would improve pedestrian connectivity through the site and throughout the overall centre.

A schedule to the DDO for the site can specify that all land uses on the site that front on to Main Street and to Andersons car park must provide active frontages and interfaces with the Alexander car park.

A schedule to the DDO can also specify the preferred location for access points for on-site car parking, preferred external materials and finishes for all buildings and can include the

requirement for a landscape concept plan to be prepared for the site.

The application of a Design and Development Overlay will facilitate the integrated redevelopment of the site and its effective integration with adjoining uses and the overall activity centre. The adopted Overlay provisions will provide some certainty for the community and Council on the future redevelopment of a key development site in the centre.

Hayes Car Park

This is an existing Council owned car park in the Belgrave activity centre, on the railway side of the centre. Due to its location at the southern gateway to the township, it is also considered a key redevelopment site in the centre.

Zoning

It is recommended that the existing Business 1 zoning be retained as the site is located within the core retail section of the Belgrave activity centre. The Business 1 Zone will provide adequate flexibility for its future development and will facilitate its future use as part of the Belgrave business and retail centre. The

Business 1 Zone also provides the opportunity to use and develop part of the site (upper levels) for the purpose of dwelling, subject to a planning permit, in accordance with the policy directions of Melbourne 2030.

The retention of the Business 1 Zone can facilitate activating the site at the interface with Blacksmith's Lane, as supported in the revised UDF.

Design and Development Overlay(DDO)

It is recommended that a Design and Development Overlay (DDO) be considered for the subject site to ensure the built form resulting from any future development meets specified design requirements, such as provides an active frontage at street level, at a scale complementing the adjoining shops and to effect a continuity of built form fronting Main Street, thus extending the existing retail strip to link with the nearby Cameo Theatre.

The DDO can set design objectives and built form requirements for an appropriate infill development on this major site.

Consideration can be given to including building height and setback requirements for the site, as appropriate. Existing car spaces provided on the site can be re-located in the centre, or incorporated into a future redevelopment of the site.

Design and Development Overlay (DDO) for the Belgrave Activity Centre

It is recommended that Council give consideration to the preparation and adoption of a Design and Development Overlay that can apply to all the retail and business properties fronting Main Street included in the Business 1 Zone to achieve appropriate planning and design outcomes throughout the centre, with appropriate controls over new and in-fill development in the activity centre.

It is not recommended that there be prescribed maximum building heights throughout the centre however design and development provisions be adopted that address the following matters are recommended:



Town Park

The proposed design guidelines have been based on the document “Vision 2020 by Design” a Built Form Framework prepared by Planisphere which includes an assessment of design issues for the Shire’s town centres - (refer Council web site).

- Encourage well designed but varied contemporary architecture that responds to the site, is environmentally sustainable and responds to the hill town heritage of Belgrave.
- New commercial buildings should complement the predominant building form in the area and be of high architectural quality.
- New buildings are to reinforce the form, scale and height of existing buildings in the immediate area (predominantly low rise in pattern of one and double fronted shops) to retain and enhance the character and amenity of the Belgrave commercial centre and strengthen the unity of the streetscape.
- New development shall be generally low rise and respect the existing roof form and parapet height of adjoining commercial premises, where this is a consistent feature in the streetscape
- In the Business 1 Zone, the ground floor of all properties shall provide a zero setback from the street frontage to Main Street.
- New buildings shall be designed in order to reduce the apparent bulk and add visual interest to the appearance of the building.
- Articulated building facades, fenestration, parapet treatments and other detailing and material are encouraged in the upper levels of new developments, particularly large scale building on wide allotments.
- New buildings shall use detail treatments, changes in material and other architectural devices to create a varied and interesting façade.
- Fine grain built form is encouraged along the Main Street activity centre, with articulated building facades, avoiding large expanses of blank walls, particularly at street level.
- All corner buildings should be buildings of high architectural quality and are to actively address both street frontages.

- Buildings should utilise glazing and roofing material of low reflectivity.
- In the Business 1 Zone, building setbacks from the side boundaries of properties shall be similar to those of nearby buildings.
- Buildings shall be designed to minimise the overshadowing of the public realm.
- Encourage new north south pedestrian links between the Main Street retail and business premises and the rear Laneway and railway precinct and the Civic precinct/ Alexander’s car park.
- All new development shall provide disabled access.
- Verandahs are encouraged on the façade of retail and commercial premises in the Business 1 Zone in the Belgrave activity centre to provide shade and weather protection for pedestrians. Verandahs should be provided for the full width of properties and the height of verandahs should be consistent with adjoining properties.

Council Town Park Rezoning

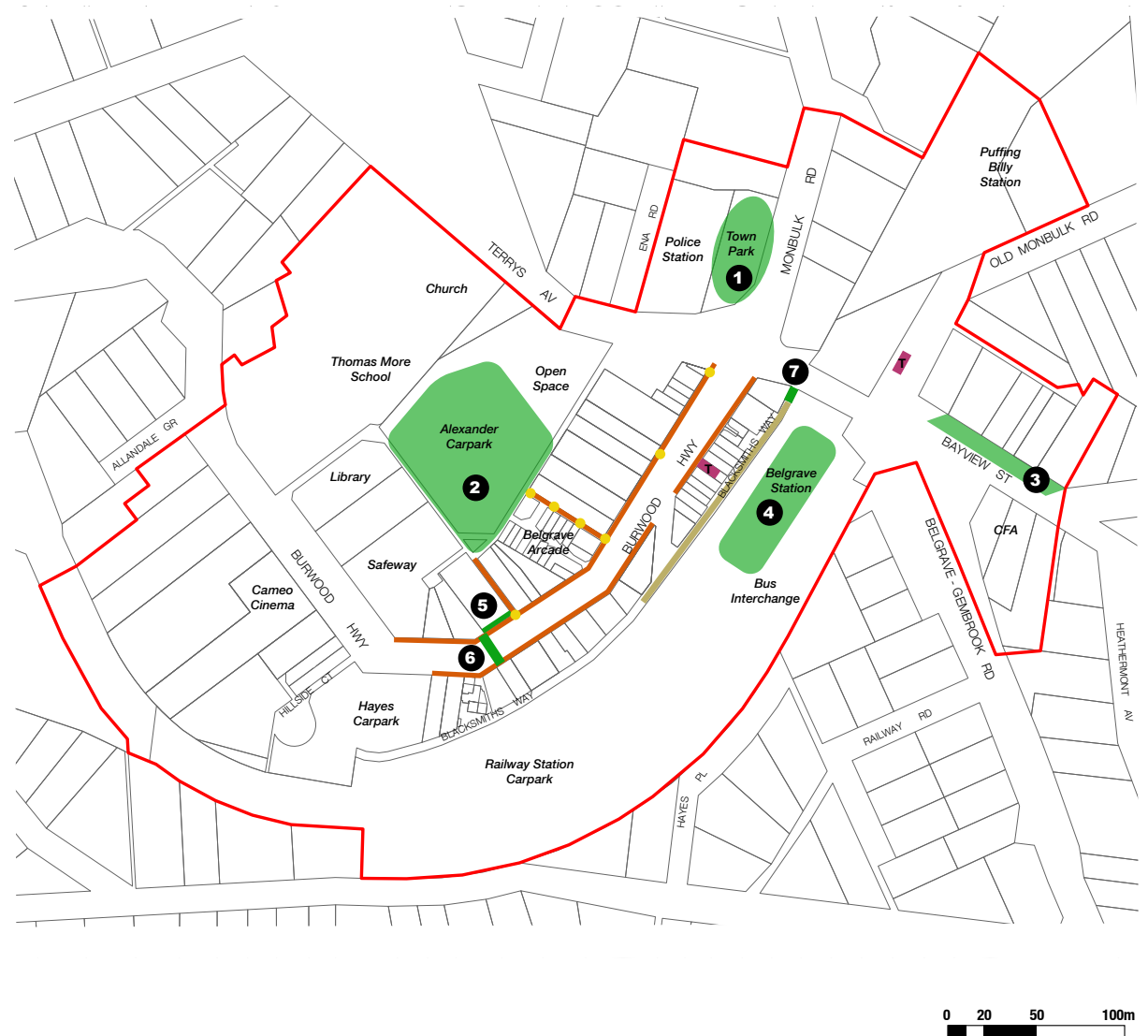
It is recommended that the town park at the northern end of the Belgrave centre be rezoned from Business 2 Zone to a Public Park and Recreation Zone (PPRZ) to ensure it is retained as a community reserve.

2.4 Belgrave Civic Precinct UDF - June 2002

This document outlines a number of projects for the Belgrave Town Centre specifically relating to streetscape and open space works. Although this document hasn't been formally endorsed by Council, a significant number of projects have been implemented on the ground.

The map opposite provides a geographic overview of the implemented projects. A more detailed analysis of the implementation progress is provided in Appendix A.

- 1 Town park Stage 1
- 2 Alexander Carpark upgrade
- 3 Mater Christi upgrade plan
- 4 Station upgrade - Connex and DOI
- 5 Upgraded facade
- 6 New pedestrian crossing
- 7 New staircase and balustrade
- Main Street upgrades
- Blacksmiths Way upgrades
- New feature lights
- Public toilets marked for upgrade

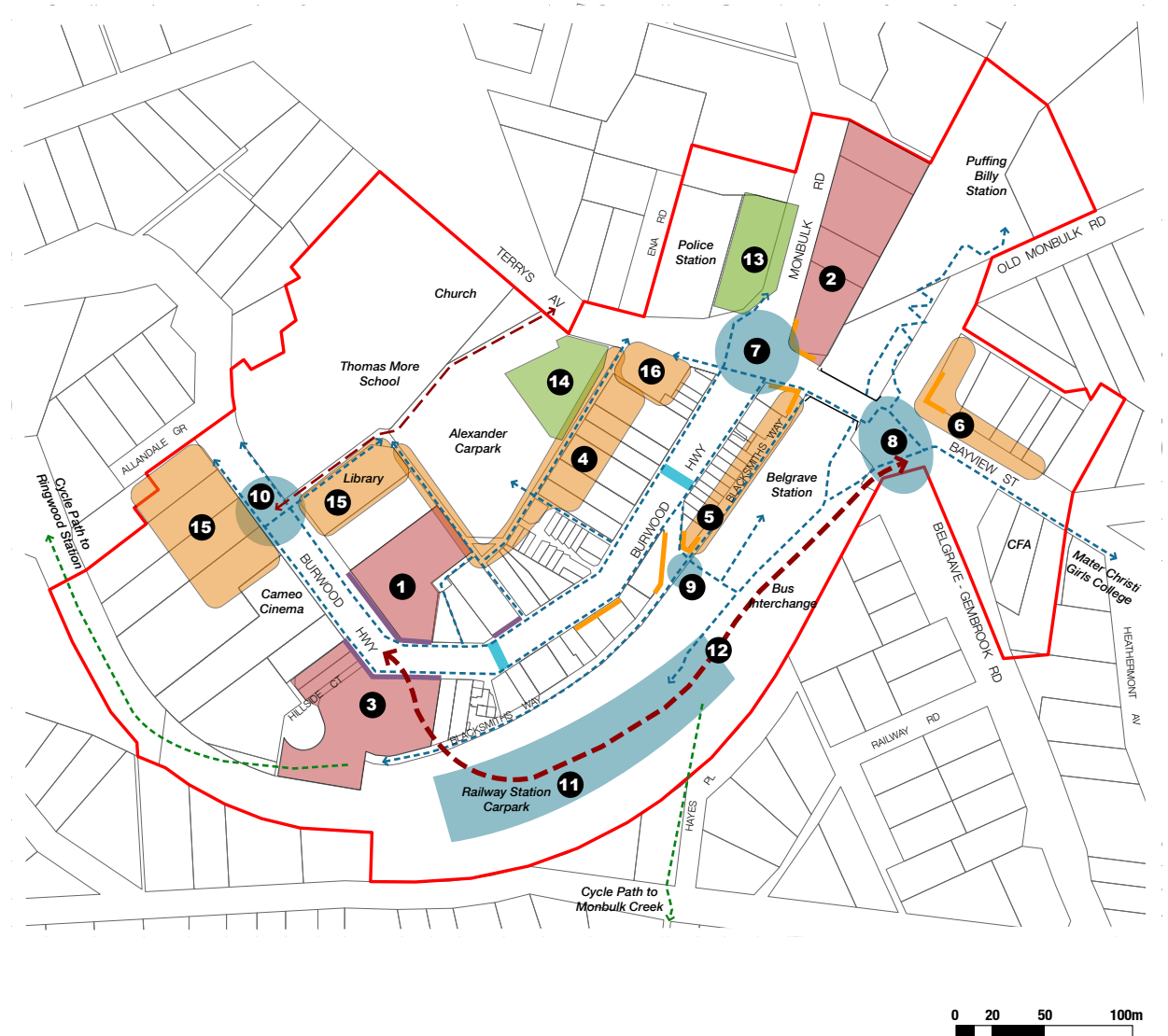
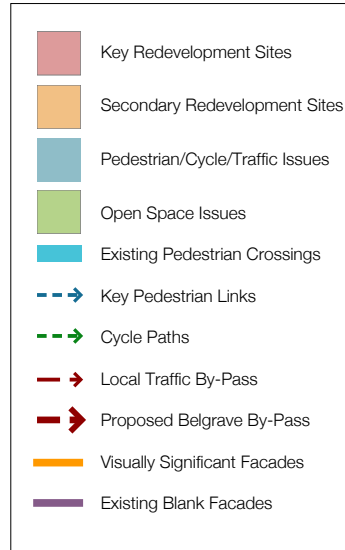


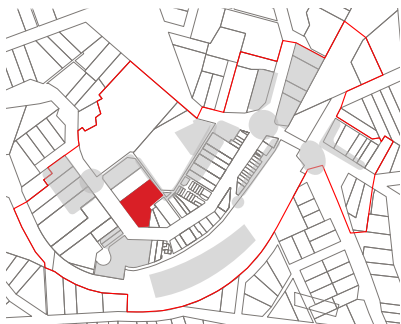
02

Analysis and Review

2.5 Opportunities & Constraints

1. Safeway Supermarket
2. Belgrave Motors
3. Hayes Carpark
4. Alexander Carpark Interface
5. Blacksmiths Way
6. Bayview Road Shops
7. Belgrave Gembrook Road / Burwood Highway Intersection
8. Belgrave Gembrook Road / Bayview Steet Intersection
9. Belgrave Station / Town Center Link
10. Alexander Carpark Entrance
11. Commuter Parking
12. Proposed Belgrave By-pass
13. Town Park
14. Alexanders Carpark Open Space
15. Community Hub
16. Potential Multi-Unit Development





3.1 Safeway Supermarket

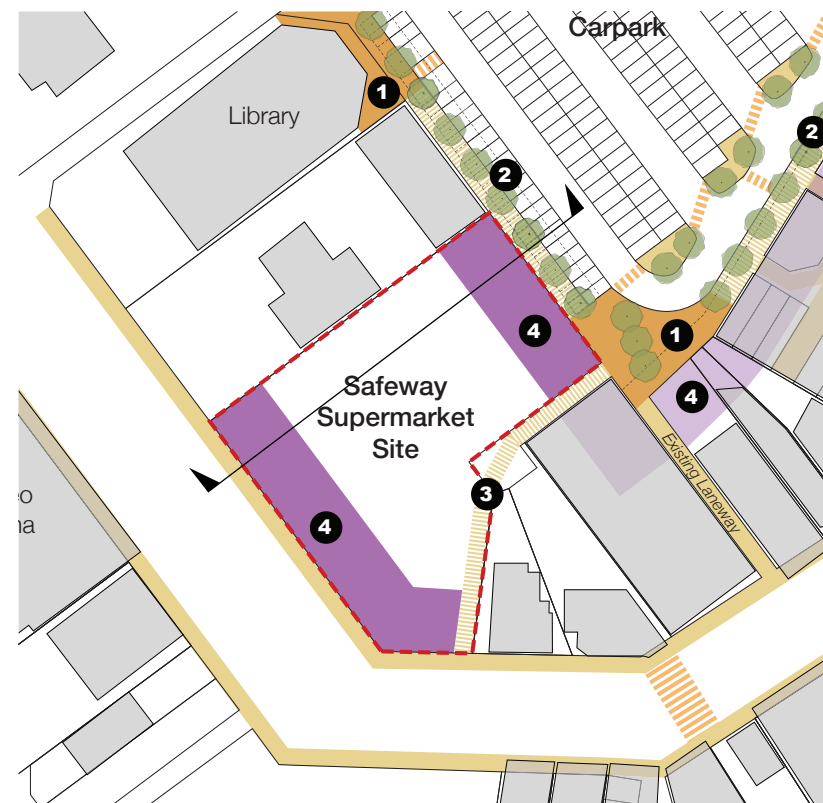
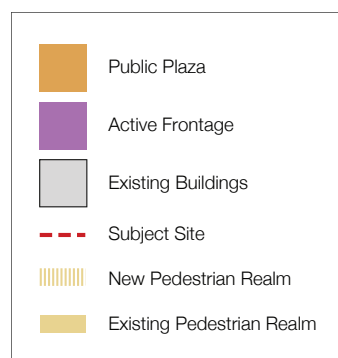
Safeway Supermarket is an important asset in the town centre which currently serves as an 'anchor' to the western end of the retail strip. The site presents with a blank facade to Main Street and a sunken car park at the rear.

There are opportunities to expand Safeway to the north into the existing car park however loading areas will need to be considered. The expansion could potentially include shops located above at the natural ground level of Alexanders car park.

Other options could involve a complete redevelopment of the site. In doing this it will be important to create active frontages to Main Street and Alexander car park and improve the pedestrian link between the areas.

Housing and accommodation opportunities above the shops could also be provided as an alternative to the existing stock.

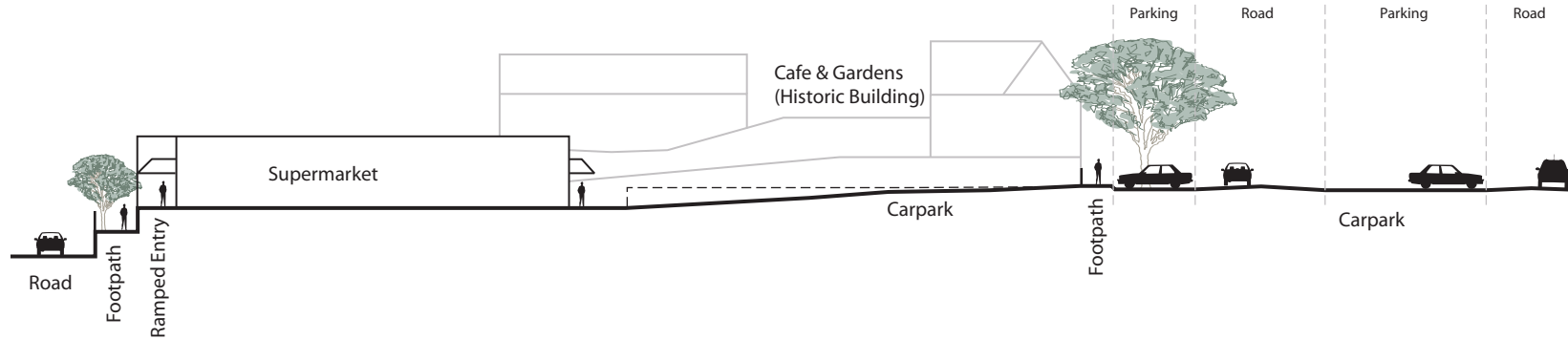
1. New Public Plaza
2. Widened Pedestrian Path
3. New Pedestrian Laneway
4. Reactivated Frontage



03

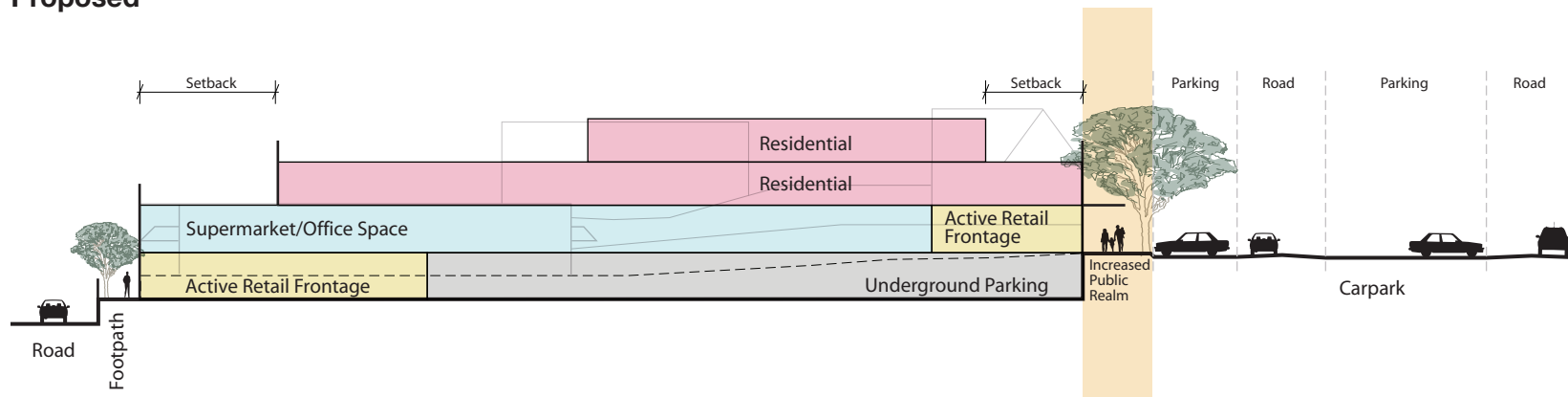
Key Project Sites

Existing



The Safeway Car park provides space for potential expansion of the supermarket with the option of shops above

Proposed



Improving the frontage of Safeway to Burwood Highway will be an important element of any redevelopment of the site.



3.2 Belgrave Motors

Belgrave Motors site is located at the north eastern edge of the town centre in a highly prominent position. The site includes the motor mechanics as well as vacant land to the north, which is set substantially below the street level of Monbulk Road. The entire site has an area of 4,800sqm.

This site could potentially become a second 'anchor', serving the eastern end of the town centre and drawing shoppers along the retail strip. Its visibility from Puffing Billy will aid in attracting visitors into the town centre. A tourist type mixed use development would be most appropriate, extending the Main Street and engaging with Puffing Billy. The development could potentially have a tourism focus and include hotel/backpacker accommodation, information centre, specialty shops and viewing terraces.

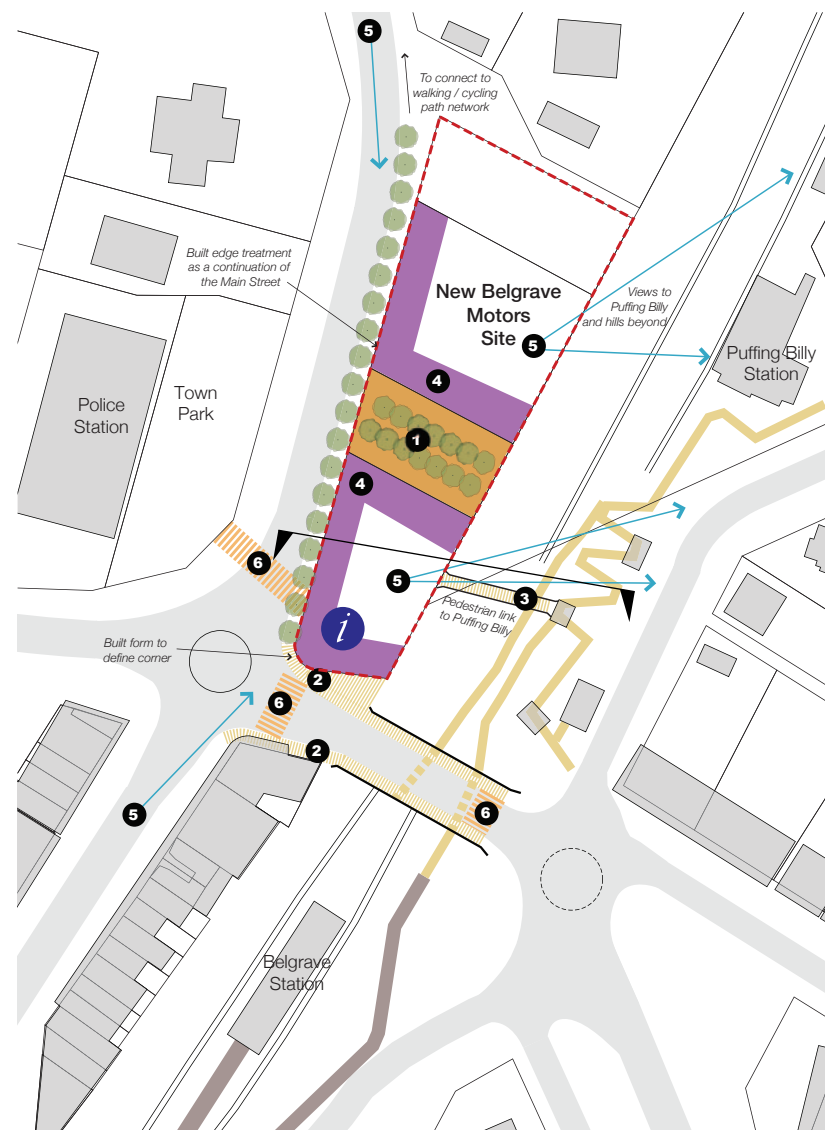
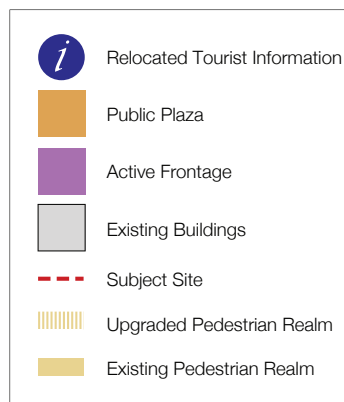
The built form response to this site is critical as it is located on a prominent corner and at the end of an important view line along Burwood Highway.

The heavily treed area to the north plays an important role in marking the entry into Belgrave. The built form should not pierce the line of

the hillscape when viewed from strategic locations along the main street.

It is understood that the site is currently for sale and may be likely to change uses under a new owner. The site is currently zoned Business 3. Council may be able to negotiate outcomes for the site during the rezoning process.

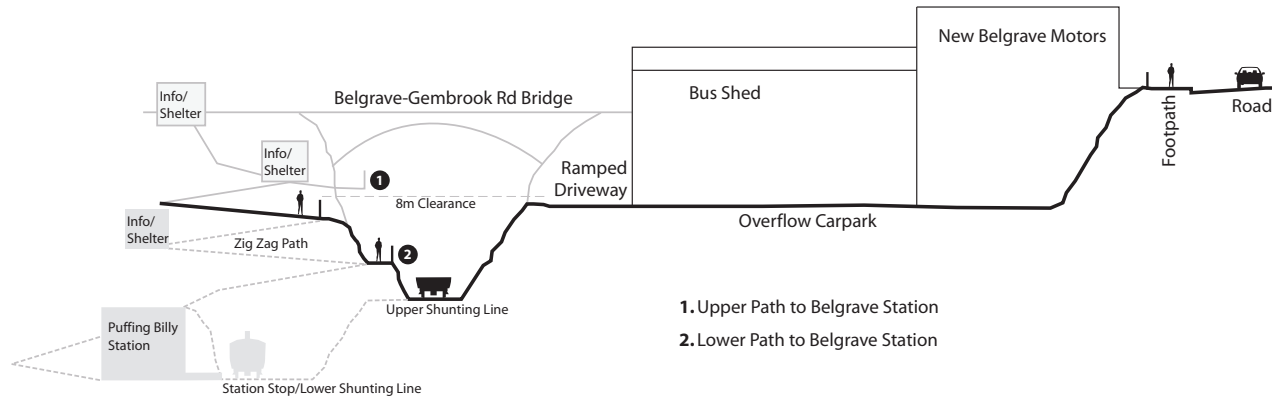
1. New Public Plaza
2. New Paving to Match Township
3. New Pedestrian Bridge to link to Puffing Billy
4. Reactivated Frontage
5. Key Views
6. New Pedestrian Crossing



03

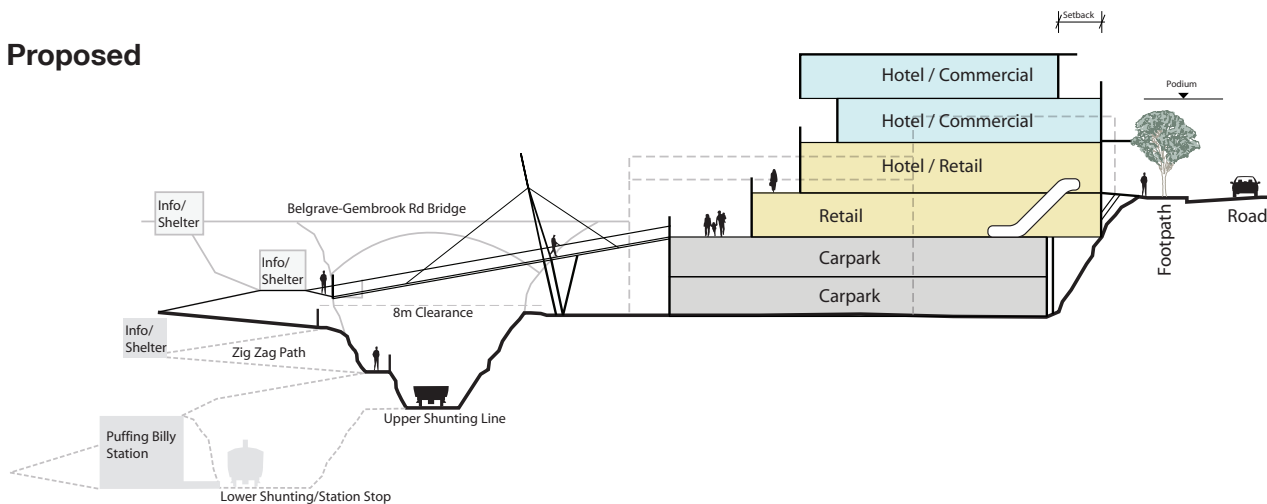
Key Project Sites

Existing



Belgrave Motors building is located on a prominent site with a strong backdrop of trees. The built form on this site will need to respond to its important

Proposed



The northern section of the site (left of picture) is heavily treed and helps to frame the entry to the town. Development along this section of the site will re-define the edge of the town centre.



3.3 Alexander Carpark Interface

Alexander Car park provides 217 spaces and is currently framed by a primary school, church and open space to the north and a range of retail conditions to south and east. The interface of the carpark with these retail conditions is key to promoting relationships between the civic and retail uses.

The link between St. Thomas More's Primary School and the Burwood Highway retail strip could be greatly improved by widening the existing footpath and providing active uses along the link. The existing footpath could be resurfaced and widened by encroaching slightly into the car park which has a wider than standard aisle width at the south western edge. Trees and new paving treatment will enhance the overall character.

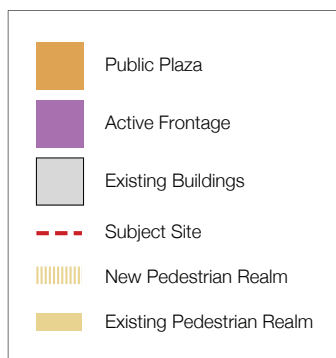
The proposal for the Safeway Supermarket site development encourages an active frontage to the supermarket at footpath level.

The eastern edge of the car park present housing opportunities that would provide an interface with the existing open space. These properties have substantial vacant land at the rear which falls down

to the street. The slope could allow for housing at street level with car parking located beneath the building.

Existing retail premises should be encouraged to develop their businesses to interact with and activate this upgraded edge.

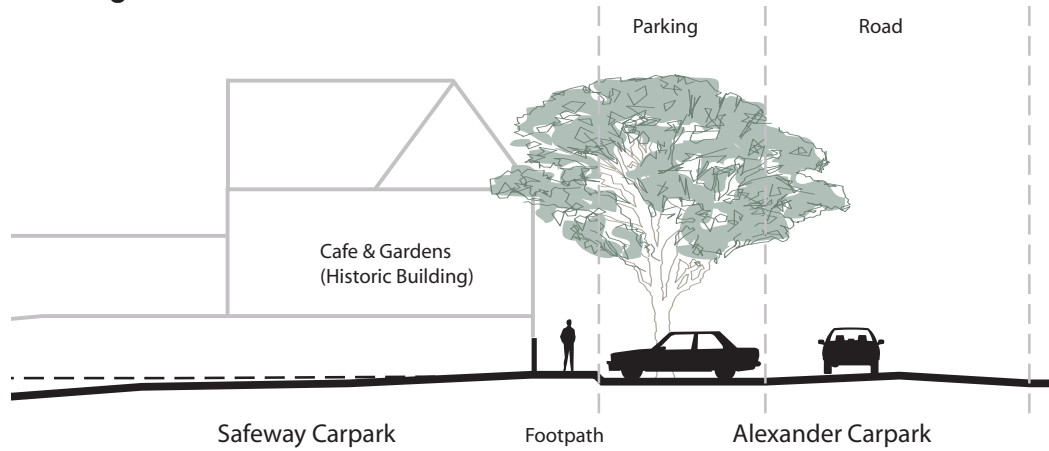
1. New Public Plaza
2. Widened Pedestrian Path
3. New Pedestrian Laneway
4. Reactivated Frontage
5. Upgraded Open Space



03

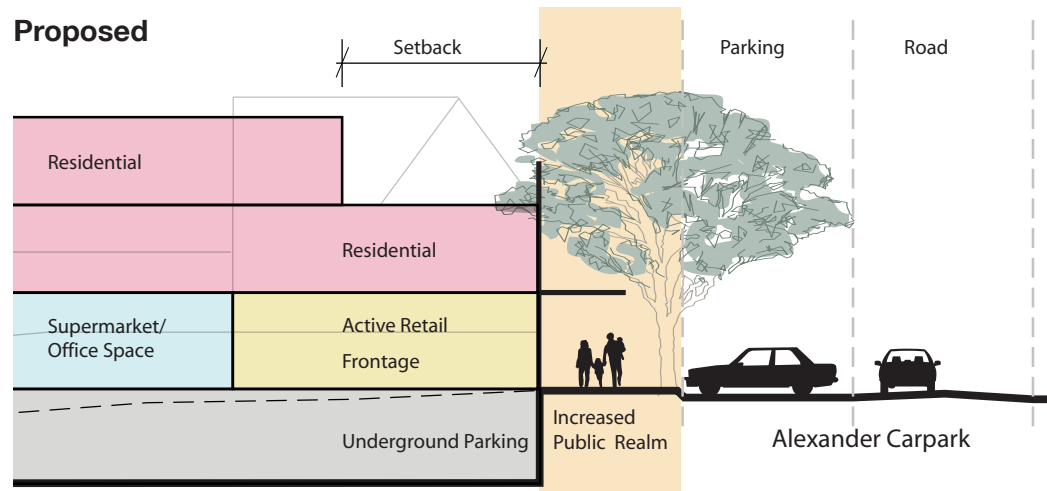
Key Project Sites

Existing

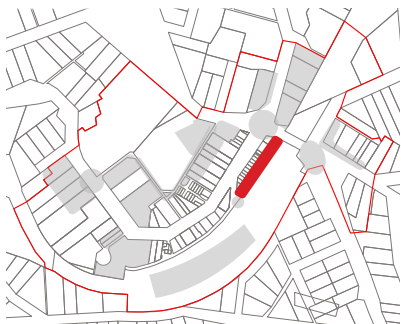


The footpath from St Thomas More's Primary School to the through-way connecting to the Burwood Highway retail strip.

Proposed



A typical interface with the rear of a Main Street retail dwelling.



3.4 Blacksmiths Way

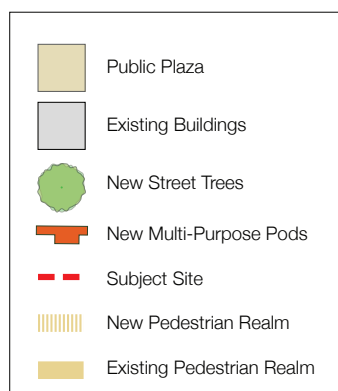
The northern end of Blacksmiths Way sits between a connection from Belgrave Station to Main Street and a staircase at Belgrave-Gembrook Road. The proximity of this section to the station and shops creates potential for revitalisation.

Currently the rear of the existing shops presents poorly. Potential revitalisation could include:

- Shopowners to be encouraged to activate the rear of their premises by opening up dining areas and extending decks where feasible to the rear resulting in improved passive surveillance and access to views.
- A series of pods as shown in the section diagrams that could be developed to contain rubbish / recycling bins and to become pieces of street furniture including lights and seats.
- Upgraded paving in selected areas.
- A regular market held along the laneway to provide momentum for this area, under the sponsorship of Council and local traders.

These projects will act as a catalyst for progressive change.

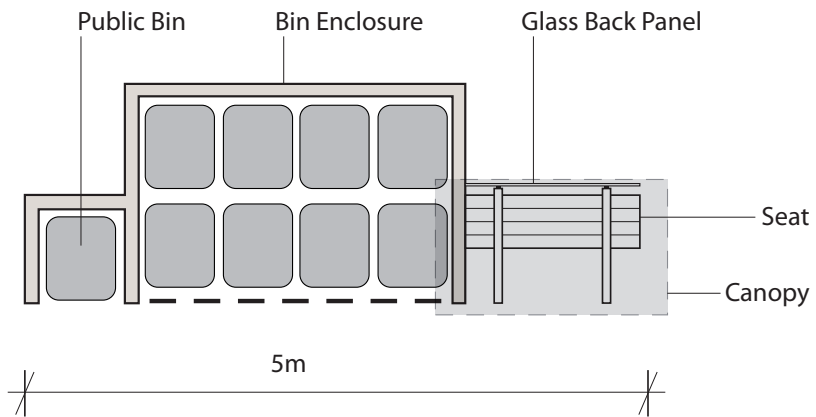
1. Upgraded Laneway Surface
2. Widened Pedestrian Path
3. Reconfigured Parking Bays
4. Reactivated Frontage
5. New Pedestrian Crossing



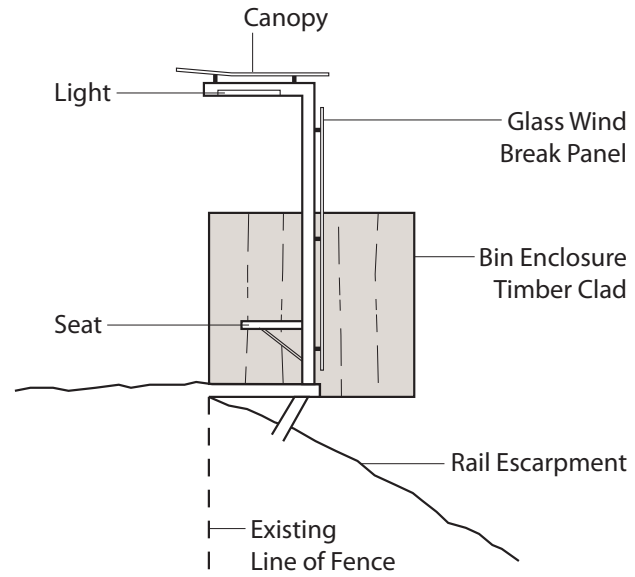
03

Key Project Sites

Plan



Section



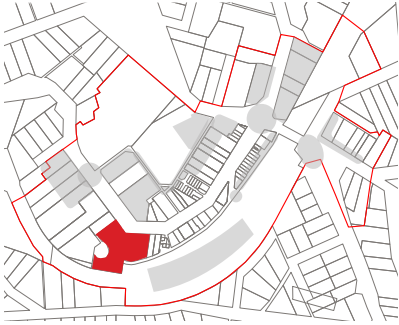
Blacksmiths Way



Shop Owners Bins



Northern Stair Access



3.5 Hayes Carpark

This car park is in Council ownership providing 111 spaces along the lower side of the Burwood Highway. It is located at the end of an important view line when approaching the town centre from the west. The site is a gap in the retail strip along the southern side of the street, and has the potential to be developed in a way that provides continuity to the streetscape.

The topography of this site lends itself to a redevelopment where car parking is able to be accommodated below street level with minimal excavation. Shops or a public space could be 'decked' over the car parking to fill in the present retail gap.

Because the site is in council ownership there are redevelopment opportunities that could emerge with a suitable development partner.



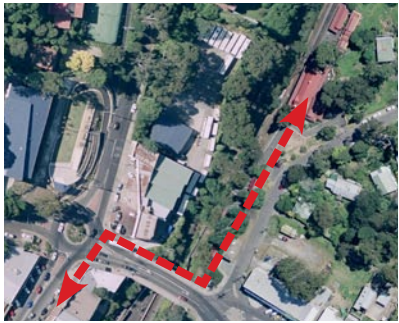
The car park is located at the end of an important view line at the entry to Belgrave. Any development on the site would need to be carefully designed to enhance the entry to the town centre.



The fall of the Hayes Car Park could allow for development to be 'decked' over the existing parking spaces

03

Key Project Sites



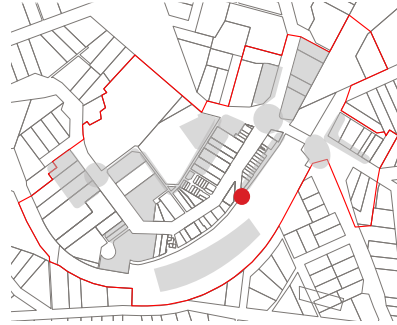
3.6 Puffing Billy / Town Centre Link

Improving the link from Puffing Billy into the town centre is considered important in drawing additional trade into the local shops.

The key to improving this link is:

- Continuation of township paving across the bridge.
- Creation of a civic / public plaza within any proposed re-development of the Belgrave Motors Site, including a pedestrian bridge link (refer to pg 14 for further details).
- Improvements to roundabouts to prioritise the safe movement of pedestrians.

Note: A previous scheme has been proposed to provide a suspended pedestrian link bridge under the road to Blac development of the Belgrave Motors Site to achieve a more cohesive link between the Town and Puffing Billy.



3.7 Belgrave Station / Town Centre Link

This area is a key pedestrian and cycle node between Belgrave Station, the Town Centre and Blacksmiths Way which continues east into a cycle path, extending as far as Ringwood Station.

Improvements to Blacksmiths Way (refer pg 14) and clearer signage will provide better amenity for pedestrians and cyclists.



The steep fall down to Puffy Billy Station



Belgrave-Gembrook Road with no pedestrian crossing or visual attractors to draw tourists to the town centre.



Belgrave Station / Town Centre Link



3.8 Main Street

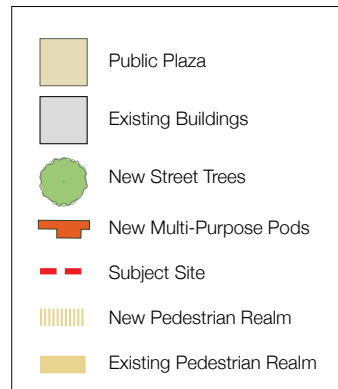
Improvements along Main Street have helped to unify the streetscape, providing new street furnishings, upgrades to paving and the north wall and improve to crossings.

Specialty shops and murals define the towns cultural character.

Further improvements could include the introduction of street tree planting bays into the parallel parks and a continued encouragement for business to improve their retail facades and awnings.

Continued upgrades in the town will attract further shift to high quality retail which improves the towns overall economy.

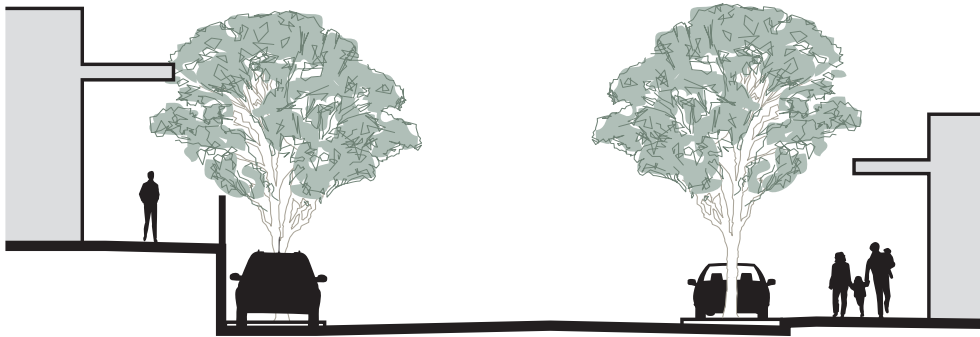
1. Upgraded Laneway Surface
2. Widened Pedestrian Path
3. Reconfigured Parking Bays
4. Reactivated Frontage
5. New Pedestrian Crossing



03

Key Project Sites

Proposed New Street Trees



The heritage protected cherry trees sit in the raised North Wall. This wider area provides space for seating areas.



The Main Street contains an eclectic mix of retail uses, community art, street furniture and signage.

Key Project Sites



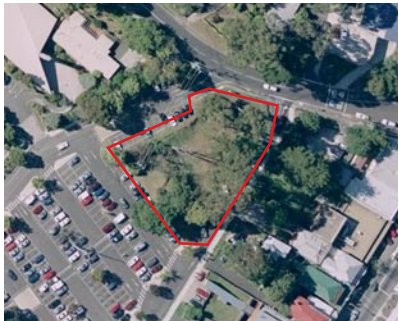
3.9 Alexander Carpark Open Space

This site is located within the Alexander Carpark. It is a key open space asset containing a number of mature trees. It is currently under utilised due to severe slopes and undulation.

Minimal upgrades of benching, retaining and fill could create a more usable, passive open space that complements the town park and users of the surrounding school, church and retail facilities.

Facilities should include seating, lighting, pavillion/shelter with picnic table and water point. There is potential for a BBQ in this park although this should be considered in conjunction with facilities in the town park.

The park has the potential as a starting off point for cyclists and trail walkers with excellent carpark access.



Alexanders Carpark Open Space.

3.10 Bicycle Facilities in the Town Centre

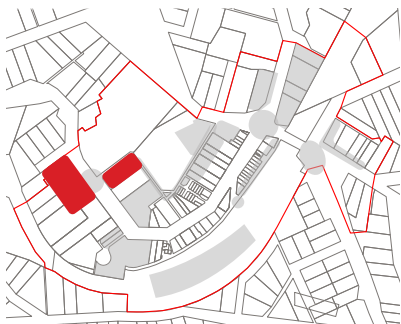
Belgrave is an ideal Trail head or Starting out point for cyclists. From the township a number of points of interest are easily accessible by bicycle and or walking tracks. Cyclists can access the town via the commuter rail or by car but require facilities to encourage these uses.

The Hike and Bike study contains the following recommendations which affect the study area.

- An off road connection along Monbulk Road linking Belgrave Station to tracks within the Dandenong Ranges National Park.
- A trail head at Belgrave Station including carparks, toilets, bike racks, picnic and shelter facilities and information on surrounding trails.
- A trail from Belgrave Station to Lysterfield Lake Park.
- A feasibility study investigating a shared trail from Belgrave to Gembrook along the Puffing Billy railway easement.

One of the recommendations of this study is for a tourist hotel at the Belgrave Motors site that could be developed to include facilities for cyclists. Bicycle rack locations have been nominated on the developed plans. The park in Alexander carpark is proposed to have longer term parking bays for cyclists, water tap and BBQ facilities.





3.11 Community Hub

The Community Hub Precinct has developed out of the desire to co-locate a range of services focussed on Community Health.

One of the options explored places a new building along the front of the existing carpark and adds a Community Plaza that effectively provides continuity to the streetscape.

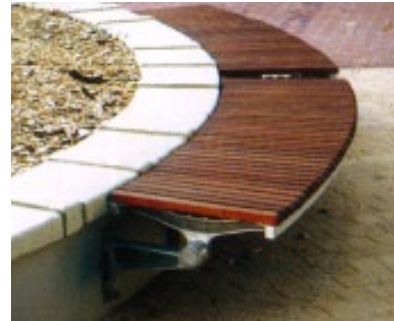
The Library and Tin Shed are seen as part of the Hub but with an emphasis on Education.

Safe crossing for pedestrians at this point needs to be reviewed within the total traffic management strategy.



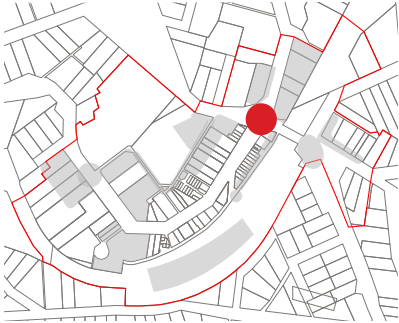
03

Key Project Sites



04

Traffic Movement



4.1 Belgrave Gembrook Road / Burwood Highway Intersection

This intersection plays an important role in linking pedestrians between Puffing Billy and the Town Centre, and providing access to the town park. Its importance could be even greater if the Belgrave Motors site is redeveloped for an active use.

Options to increase pedestrian priority at this roundabout should continue to be investigated (refer to pages 31 and 32 for suggested improvements to traffic flow and pedestrian facilities).



4.2 Belgrave Gembrook Road / Bayview Steet Intersection

This intersection prioritises traffic flow along the Belgrave-Gembrook Road, effectively creating a barrier for pedestrians north of the road wishing to access the town centre and services to the south.

It is currently scheduled for upgrade. Pedestrian priority should be incorporated in this upgrade to improve links from the Bayview Road shops and the Mater Christi Girls College to Belgrave Station, the Bus interchange and the town centre.

The new design should also consider the impact upon the Bayview Road shops to avoid further disconnection from the town centre.





Belgrave Gembrook Road / Bayview Street Intersection



Bayview Road Shops



Belgrave Gembrook Road / Burwood Highway Intersection

4.3 Township Traffic Issues

The concept of a 'Belgrave Bypass' has been mooted for decades, but has failed to receive the required government support. The roads at the centre of the proposal, namely Burwood Highway and Belgrave-Gembrook Road, are each major Arterial Roads under the control and management of VicRoads. Any Bypass proposal would therefore require VicRoads approval, in addition to community and broader government support.

Some investigations of the road network have previously been undertaken, and these have demonstrated that traffic congestion and delays are acceptable at this time.

The most recent study in 2008¹ was commissioned by the Shire of Yarra Ranges and assessed the proposed new roundabout on Belgrave-Gembrook Road. The assessment concluded that:

- The existing Main Street roundabout is operating under very good conditions at the present time.
- The new roundabout would significantly reduce delays to Railway Access traffic (i.e. buses exiting to Belgrave-Gembrook Road).

- The new roundabout would create additional delays and travel times to Belgrave-Gembrook Road traffic due to the introduction of opposed flows as compared to the current priority arrangement.
- The installation of a roundabout at Bayview Road would have minimal impacts on network performance under current traffic conditions, or for forecast 2012 conditions.
- By 2027, the new roundabout would significantly improve travel times to Main Street traffic in the PM peak period through the creation of gaps at the existing roundabout.

Previously VicRoads had commissioned a review of a Belgrave Bypass option in 2001². The review concluded that:

- The Main Street roundabout was operating satisfactorily under normal daily traffic flows, but was thought to be approaching capacity.
- The Main Street roundabout was forecast to be operating beyond capacity by 2010.
- The proposed Bypass option would result in satisfactory operating conditions at the Main Street roundabout and other key intersections at the 2010 design horizon.

From information presented in each of the aforementioned studies, we observe that:

- AM and PM peak hour traffic at the Main Street roundabout has remained relatively stable over recent years.
- AM and PM peak queues extend back along Belgrave-Gembrook Road and along Main Street but delays are not significant.

In summary, the Main Street roundabout continues to operate under very good conditions with long queues but few delays. Moreover, the new roundabout is forecast improve traffic conditions along Main Street. Traffic is generally moving well, and in our view a Town Bypass is not warranted at this time.

An Evaluation Matrix of factors that would ultimately inform the final decision on the Bypass proposal is in Appendix B.

¹ Belgrave-Gembrook Road, Belgrave, Q-Paramics Assessment, GTA Consultants (16 June 2008)

² Burwood Highway, Review of Highway Deviation Option at Belgrave, John Piper Traffic (August 2001)



The Burwood Highway Deviation proposal of 2001.

The Belgrave by-pass has been re-assessed and is found to be unnecessary due to the adequate functioning of the existing roundabout and improvements forecast with the implementation of a new roundabouts.

4.4 Parking and Traffic Flow

Improving Traffic Flow

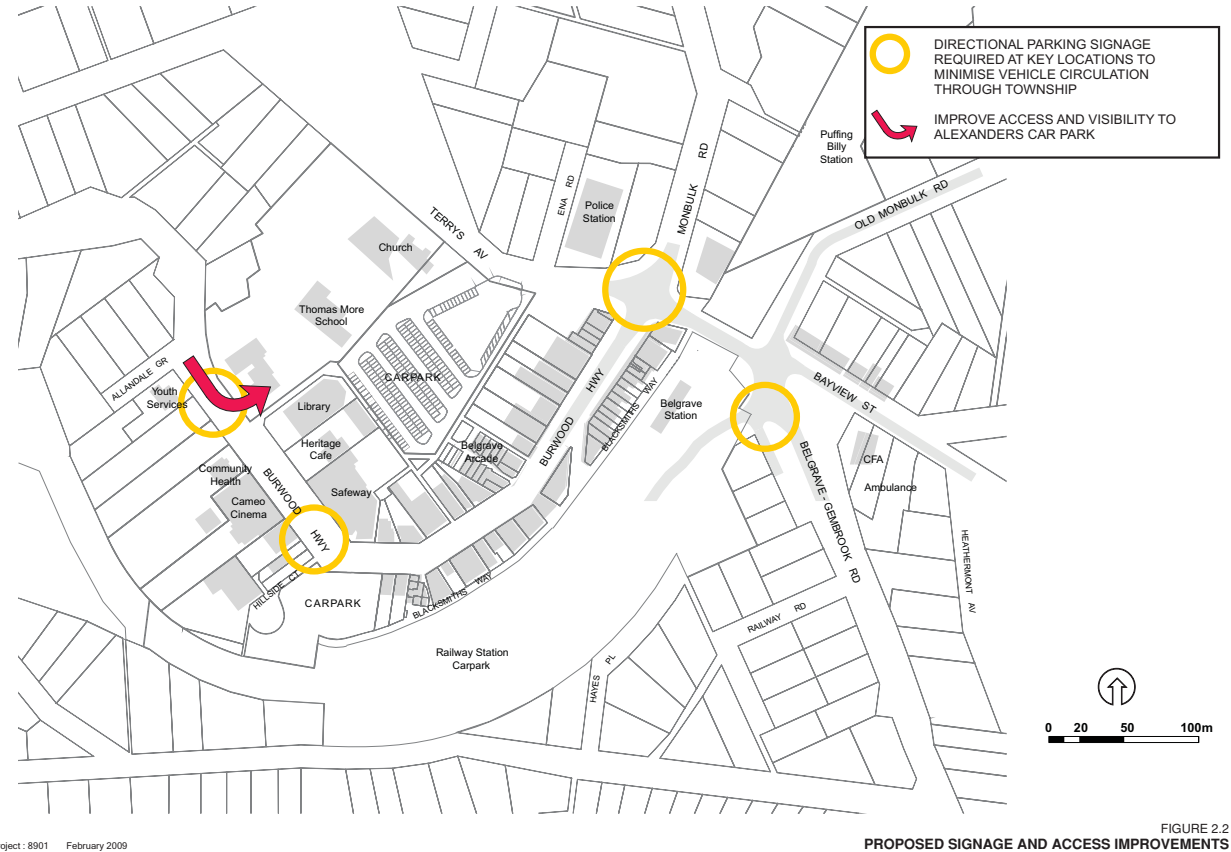
To maintain traffic conditions at acceptable levels, the following Non-Bypass options are presented for consideration:

- Monitor the effects of the new roundabout on Main Street traffic to determine whether conditions there improve or deteriorate.
- Based on these findings, consider whether options to improve operating conditions through Belgrave are warranted. Options could include:
 - Geometric modifications to the existing roundabout (lanes, linemarking, etc)
 - Installation of metering at the existing roundabout to allocate priority to legs experiencing unacceptably high delays
 - Traffic management measures along Main Street (e.g. co-ordinated pedestrian signals)

- On a more regional level, consider broader network improvements aimed at improving traffic flow through Belgrave (e.g. improvements to alternative traffic routes such as Wellington Road and Glenfern Road)
- Seek to reduce traffic circulation along the Main Street through the introduction of a Directional Parking Signage Scheme.
- Further to this, investigate opportunities to improve access and promote the use of the Alexander Car Park via Reynolds Lane.

Commuter Parking

The Belgrave Station Carpark is anecdotally over capacity. Commuter parking is sometimes overwhelmed by tourist parking and vice versa. Commuter parking is the responsibility of Vic Track.



Project: 8901 February 2009

Ratio Consultants Pty Ltd

FIGURE 2.2
PROPOSED SIGNAGE AND ACCESS IMPROVEMENTS

4.5 Improving Pedestrian Facilities

The topography of Belgrave creates a challenging environment for pedestrians. The barrier created by the Railway Line and the secluded location of key land marks such as the Railway Station and Puffing Billy add to the problem.

Pedestrian permeability through the township would be greatly improved by linking the Main Street precinct with the Puffing Billy / Bayview Road precinct. The current situation creates some difficulties because:

- The Belgrave-Gembrook Road leg of the Main Street roundabout has two stand-up lanes, which creates a wide crossing distance for pedestrians (only one narrow lane per direction is the preferred arrangement). Also the leg is steep on its approach to the roundabout so visibility to pedestrians is reduced and speeds increase as vehicles accelerate to enter the roundabout.

- The Belgrave Motors entrance driveway on Belgrave-Gembrook Road is very wide and sight lines between pedestrians and exiting vehicles is poor.
- The new roundabout will better control traffic through the Belgrave-Gembrook Road / Old Bayview Road / Old Monbulk Road intersection, but there has been no provision for pedestrian priority crossings⁴.
- Maintaining adequate traffic flow along Belgrave-Gembrook Road remains a priority if queues and delays through Belgrave are to be maintained at acceptable levels.

Despite the challenges, there is ample opportunity to create a safe and friendly environment for pedestrians in Belgrave if a balanced approach to the road network is taken. In particular, the design of the new roundabout should not only consider the functional classification of the roadway corridor, but all other types of road users, and accommodate them in a safe and logical manner.

The conventional notion that roundabouts are bad for pedestrians should not prevent good design from achieving a range of objectives.

Some advantages of roundabouts over other intersections are:

- Vehicle speeds are reduced
- Pedestrians have fewer conflict points
- Splitter islands and resulting pedestrian refuges allow pedestrians to focus on one direction of traffic at a time
- Crossing movements can be accomplished with less wait time than at conventional intersections with many protected phases

Some design elements to consider include:

- Modified designs to slow vehicles
- Where capacity permits provide single lanes only
- Zebra crossings
- Signal controlled crossings
- Raised crossings, especially on exit lanes
- Departure lane crossings set back from the yield line to allow some vehicle storage clear of the roundabout

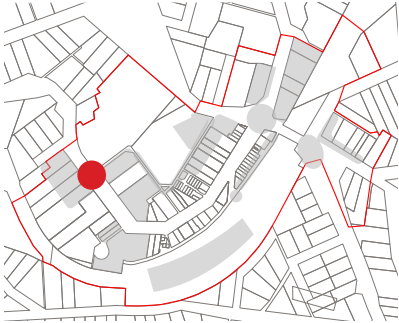
- Offset entry and exit crossings to create staged crossings
- Well defined walkway edges for wayfinding
- Perpendicular crossings
- High contrast pavements
- Tactile markings
- DDA compliant ramps
- Bollards or architectural features to indicate crossing location
- Pedestrian lighting

With these concepts in mind, options to improve pedestrian safety and amenity in Belgrave include the following:

- Investigate options to create a formal pedestrian crossing along Belgrave-Gembrook Road in the vicinity of the new roundabout to create a safe and convenient travel path between Belgrave's two key precincts.
- Further to this, investigate options to improve pedestrian safety and priority at the existing Main Street intersection, and include high standard pedestrian design in any redevelopment of the Belgrave Motors site.

- Investigate further narrowing the roadway at the existing pedestrian signals along Main Street by extending the kerbs. This would further reduce the travel path for pedestrians along the roadway and assist in keeping vehicle speeds low along the Main Street.
- Any future redevelopment of the Belgrave Motors site to relocate vehicular access from Belgrave-Gembrook Road to Monbulk Road.
- If adequate pedestrian facilities cannot be achieved at the existing Main Street roundabout, consider the introduction of traffic signals to accompany the Belgrave Motors site redevelopment.

⁴ Council informs us that formal pedestrian crossings are being considered for the side road legs (pending funding) but not for the main Belgrave-Gembrook Road legs.



4.6 Burwood Highway / Reynolds Lane Intersection

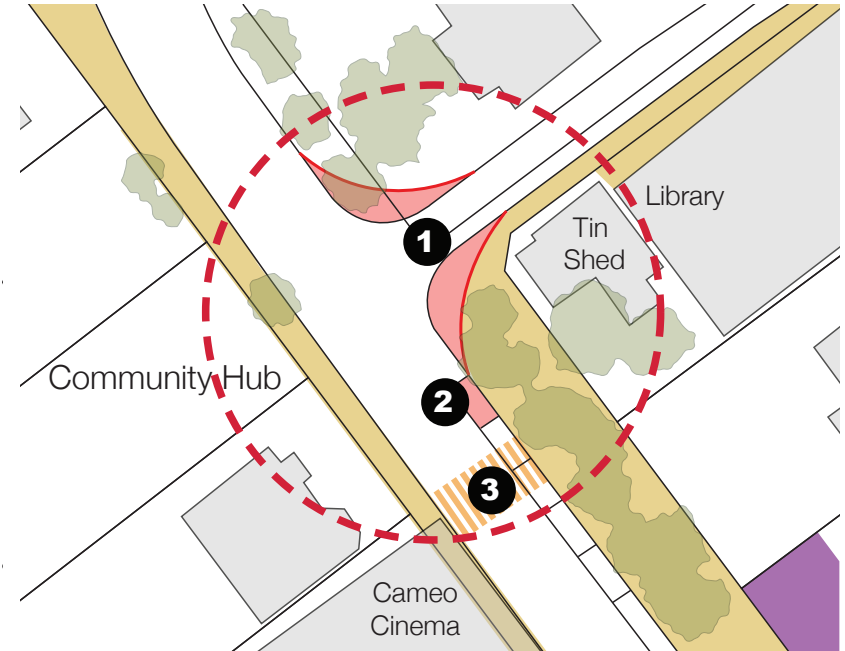
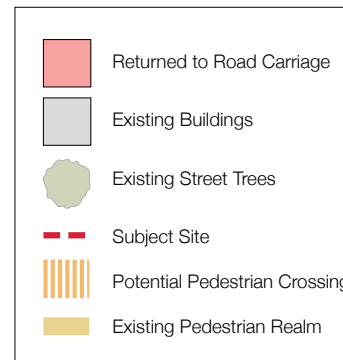
The turnoff from the Burwood Highway to Alexander Carpark is sudden and ascending with limited view lines along the busy highway from either approach. Pedestrians desiring to cross are potentially at risk.

The introduction of traffic controls at this intersection would slow traffic and mark the corner as the beginning of the retail strip. The carpark turnoff could be promoted as a local bypass, direct to the car park, reducing the traffic load on the main street.

Further work should be undertaken to examine the feasibility of opening up the throat of the intersection between Reynolds Road and the Burwood Highway. The North/East corner is land occupied by the Shire and the North/West corner is land occupied by the Catholic Church. This land and outcome would need to be worked through technically and negotiated.



1. Widening of Road Entry
2. Car Space to be Removed
3. Potential New Pedestrian Crossing



Alexander Carpark Entrance.

Appendix A - Future Funding of Projects

Appendix B - UDF Implementation Matrix

Appendix C - Begrave By-pass Evaluation Matrix

Appendix D - Community Consutlation Summary

Appendix A

Funding in Belgrave

Since the UDF was developed in 2002, a substantial amount of improvements have been undertaken in the Belgrave town centre. It is estimated that approximately \$2 million has been spent on the centre since the UDF. A further \$700,000 will be spent within the short term to implement further works.

Appendix B

SHORT TERM PROJECTS 1-2 Yrs	IMPLEMENTATION			COMMENTS
	None	Partial	Complete	
GENERAL ACTIONS				
Implement the planning and land use outcomes from the Urban Design Framework Plan into the Shire of Yarra Ranges Planning Scheme.				
Provide regular information in the local newspaper to inform what is happening in Belgrave.				
Develop calendar of events relating to local community, festivals, exhibitions, youth events. Liaise with relative council officers, retail traders, community representatives.				
Establish a reference group from council and community to select and implement public arts projects.				Council currently has a draft Arts Culture and Heritage strategy that is looking to develop a Shire wide community based arts network - which is more sustainable in terms of council resources.
Introduce a calendar of summer night events, ie. Night markets, music evenings.				
Provide further public convenience facilities within the main retail area.				Plans for toilet upgrade
Develop a lighting strategy for the Belgrave Civic Precinct and ensure that pedestrian areas are well lit at night.				New street lights, some still to be installed
Develop a clear, simple directional signage strategy for tourism, local facilities, parking etc.				
Include in strategy signage rationalisation and removal of existing signs, particularly at entrance point and key view lines.				
Act to minimise the environmental impact of new developments from planning process to construction.				
Underground all new powerlines and encourage undergrounding existing where possible.				This is a problem across the Shire and is financially out of reach.
Repair and upgrade footpaths where necessary.				Upgrades undertaken in some areas
Provide street tree planting to all civic precinct streets. Medium sized species, one species per street.				Very limited opportunity available because of overhead powerlines, shop awnings and underground services.
MAIN STREET				
Undertake the staged instillation of new paving.				Upgrades undertaken in some areas
Introduce new tree planting to streets, in conjunction with paving upgrade.				Problematic lack of space - potential for street trees to be located in parking bays
Introduce new street furniture.				New street furniture included in streetscape works. Did not include bike racks.
Encourage property owners to upgrade buildings, particularly façades, verandas.				
Encourage property owners to review long term objective for properties, emphasising future development of the Laneway and Alexanders Carpark.				
Upgrade the existing public toilet facilities.				Plans in place

Appendix B

SHORT TERM PROJECTS 1-2 Yrs	IMPLEMENTATION			COMMENTS
	None	Partial	Complete	
THE LANEWAY (Blacksmith's Way)				
Commission design and documentation of the staircase and balustrade from the Belgrave Bridge to the Laneway.				Already deteriorating- rusted tactiles, considerable graffiti
Construction of the staircase and balustrade from the Belgrave Bridge to the Laneway.				
Install pole mounted contemporary lighting to the staircase.				
New paving surface treatment.				It was resurfaced in asphalt at the time
Replace curbing.				
Rationalise and resurface the tenant carparking.				
Provide incentives for landlords to upgrade or redevelop their properties in accordance with the masterplan.				
Review existing design of the Belgrave Station and its connection to the Laneway and Main Street.				
TOWN PARK				
Implement the design development and documentation of the town park.				
Undertake stage 1 of the construction of the new town park.				
The development of the town park may need to be undertaken over a number of stages based on funding. First stage complete earthworks, retaining walls, paths and provide for all services.				Only one stage of works has been undertaken.
TRAFFIC AND PARKING				
Undertake a traffic and parking study for the Belgrave Civic Precinct, with recommendations provided for, but not limited to:				Completed 2007.
An additional pedestrian crossing to Main Street;				2nd crossing installed 1997
Pedestrian crossing/traffic calming to Belgrave Gembrook Rd, Bayview Rd, particularly at the bridge crossing;				Vic Roads owned - problematic
Reynolds Rd as a 'Shopper Access Rd' and issues associated with traffic lights and access to Alexanders Carpark;				
Traffic along Main St and feeder roads leading into Belgrave;				
Requirements for additional carparking, including provision for tourist coaches;				Since US Bus Lines moved to Monbulk, tourist buses use the Belgrave Gembrooke Rd.
Signage strategy for parking and directional traffic.				
Apply for Vic Roads funding to implement traffic calming and pedestrian measures at Belgrave Gembrook Rd and Belgrave Stn entry.				New roundabout planned, no pedestrian measures
Commission the documentation of these traffic calming measures.				Currently being designed.

Appendix B

SHORT TERM PROJECTS 1-2 Yrs	IMPLEMENTATION			COMMENTS
	None	Partial	Complete	
ALEXANDERS CAR PARK				
Upgrade the carpark, introducing tree planting to perimeter pedestrian paths and within bays.				Some new tree planting. Carpark upgrade completed in 2002.
Formalise pedestrian path network around the carpark perimeter.				Pedestrian crossings, refuges at the end of bays and tactiles installed in 2002.
Upgrade the Shopper Access Rd route, accounting for parking requirements, the school, church and crossings.				
Submit a proposal to the Woolworths Property Management Body for the upgrade and extension of the Safeway Supermarket. Provide an outline of the urban design intent of the Framework Plan and the Shire's objectives for establishing a Town Centre.				Limited opportunities to extend Safeway because of carpark availability.
PUFFING BILLY SCENIC RAILWAY				
Encourage P.B.S.R. Group to upgrade the pedestrian entrance forecourt to Puffing Billy on Gembrook Rd, including removal and relocation of the toilet block.				New plans for refurbished toilet block
Undertake a feasibility study for the proposed additional aerial walkway linking Puffing Billy to the northern side of Belgrave railway line and Laneway.				Partially designed but funding applications have been unsuccessful.
BAYVIEW ROAD SHOPS				
Resurface the carpark bounded by Belgrave Gembrook Rd and Bayview Rd and introduce tree planting.				Maintained on a regular basis - VicRoads owned land.
Formalise the Bayview Rd 'triangle' carpark and provide parking bays for bus coaches.				Too expensive for minimal benefit.
Introduce street tree planting to the angle parking bays along the Bayview Rd shops fronts.				Problems retaining new trees
Encourage the traders to take further advantage of their proximity to the Puffing Billy Scenic Railway in terms of services, opening hours, promotion of Belgrave.				Stores not very compatible to rail use - one café
COMMUNITY / CULTURAL FACILITY				
Submit a report to Council and the relevant government and arts bodies requesting funding to undertake a feasibility study for the Performing Arts Centre.				Burrinja Art Centre is being developed in Upwey.
The feasibility study would also need to address traffic and parking associated with the facility, access, a retail and economic assessment, tourism and marketing and utilisation by the broader community.				

Appendix B

MEDIUM TERM PROJECTS 3-5 Yrs	IMPLEMENTATION			COMMENTS
	None	Partial	Complete	
MAIN STREET				
Provide incentives to landlords for the upgrade or redevelopment of properties in accordance with the master plan.				Generally pleasant fronts, high occupancy levels
Review options for the redevelopment of the former Post Office Building				New façade completed, no access or new use to street front
Undertake a feasibility analysis for the redevelopment of the Belgrave Arcade site in response to the recommendations in the framework plan.				
Provide new public toilet facilities.				Plans in place
Upgrade the northern stone wall and introduce uplighting				Some upgrades completed
THE LANEWAY				
Undertake a feasibility analysis for the raising of the laneway, in accordance with the framework plan. This would need to be done in conjunction with the Main Street property owners.				Too expensive.
Provide incentives for landlords to upgrade or redevelop their properties in accordance with the masterplan.				
TOWN PARK				
Undertake the final stages of the construction phase of the park.				Plans for BBQ and play ground cut - address future inclusion to provide destination use
TRAFFIC AND PARKING				
Implement the design and construction of the Reynolds Rd 'Shoppers Access Rd' and associated traffic controls.				
Installation of additional pedestrian crossings to Main St.				
Introduce directional signage to car parks and facilities.				
Undertake a feasibility study for the redevelopment of the bus terminal into a new multideck carpark to service tourists, buses and the local community				Car parking option seems very limited use.
Review options to remove a section of the parallel parking along the northern side of Main Street and widen the northern pedestrian promenade.				Some parking now adjacent narrow path to improve safety
ALEXANDER CAR PARK				
Facilitate incentives for retail/commercial development to front onto the carpark				Only Arcade shops and pub face carpark
Continual upgrade and increased usage of the carpark for community events such as festivals.				Occurs on an irregular basis.
Upgrade of the carpark, in line with future development options for the community/cultural facility, options for the Belgrave Arcade and proposed Safeway Supermarket extension				New trees and pedestrian measures.
Upgrade the existing open space/park adjacent to Terrys Avenue				
SAFEWAY SUPERMARKET				
Encourage the redevelopment and extension of the Safeway supermarket façade and entrances to Main Street and extension to the edge of Alexanders carpark.				Limited options for extension of carpark in current form.
As part of this redevelopment, the Woolworths Property Management body would need to undertake a parking and traffic analysis.				

Appendix B

BAYVIEW ROAD SHOPS				
Upgrade the pedestrian links from the shopping centre to the Mater Christi School, improving pedestrian paths, introducing new street trees and improving the safety of pedestrian crossings.				Completed as part of Mater Christi upgrade plan.
BELGRAVE STATION				
Feasibility analysis for the upgrade of the Belgrave Station platform buildings and walkways.				Work completed by Connex and DOI about 4 -5 years ago.
New northern station entrance canopy, inline with the canopies designed for the southern entrance to the station.				Work completed by Connex and DOI about 4 -5 years ago.
COMMUNITY/CULTURAL FACILITY				
Following the feasibility analysis and preliminary design, undertake design development options for the facility, pending funding and investment.				
This option may extend into the long term programme of the projects				

LONG TERM PROJECTS 5-15 Yrs	IMPLEMENTATION			COMMENTS
	None	Partial	Complete	
MAIN STREET				
Provide incentives to landlords for the upgrade or redevelopment of properties in accordance with the masterplan. Ongoing project.				
Extend and widen the Northern pedestrian wall out to Main Street with removal of nominated parallel parking spaces.				Some wider areas with seating provided work well
Commence development options for the new Town centre, including the redevelopment of the Belgrave Arcade and the provision of a new pedestrian path through to Alexander Carpark.				
Redevelop the pedestrian entrance to the Belgrave Station				
THE LANEWAY				
Staged removal and redevelopment of Main Street buildings, including additional pedestrian access to the Laneway.				Beyond council's
Removal of the Shire of Yarra Ranges toilet facility on Main Street and development of additional pedestrian access to the Laneway.				Difference in levels would make this link very hard to achieve.
Raise and widen the level of the Laneway.				
Relocate the vehicles.				
Designate areas for outdoor activities and dining.				
Redevelop the Belgrave Station northern entrance.				
Install pole mounted contemporary lighting to the Laneway.				There are pedestrian scale lighting poles there.
New paving surface treatment.				
Replace kerbing.				
New tree planting.				Tree planting could enclose the laneway and increase the sense of isolation.

Appendix B

ALEXANDER CAR PARK				
Facilitate incentives for retail/commercial development to front onto the carpark				
Design and development of a new park adjacent to the Performing Arts Centre.				Performing Arts Center no longer appropriate with Burrinja center development in Upwey.
BELGRAVE LIBRARY				
Implementation of Stage 2 of the library extension, including the relocation of the Youth Services.				
SAFEWAY SUPERMARKET				
Redevelopment and extension of the Safeway supermarket façade and entrances. This includes the Main Street entrance and façade and providing a new major entrance at the edge of Alexanders carpark.				
Redevelopment of the supermarket is to incorporate the relevant planning applications and traffic and parking study.				
BAYVIEW ROAD SHOPPING CENTRE				
Implement new pedestrian paving to the Bayview Road Shops, extending to the Mater Christi College.				Completed as part of Mater Christi upgrade plan.
Installation of traffic calming, pedestrian crossing measures at the Belgrave Gembrook Road and Belgrave Station entry.				Completed as part of Mater Christi upgrade plan.
BELGRAVE STATION				
Redevelopment of the Belgrave Station and northern station entrance canopy. This includes substantial improvements to northern and southern access to Main Street, carparks, Puffing Billy and signage.				Canopy & some carpark works completed by Connex and DOI about 4 5 years ago.
COMMUNITY/CULTURAL FACILITY				
Following the feasibility analysis and preliminary design, undertake design development options for the facility, pending funding and investment.				
Commission a design team to develop the concept plans for the Community/Cultural facility.				
Design development and documentation of the centre				
Construction of the Community/Cultural facility.				
Construction of the facility to incorporate amendments to the parking layout and full traffic/parking study.				

Appendix C

ISSUES PAPER, TRAFFIC COMMENTS

BELGRAVE BYPASS EVALUATION MATRIX

OPTION	IMPACTS AND ISSUES						
	Traffic				Parking	Environment	Costs
	Commuters	Tourists (vehicular and pedestrian)	Trucks	Buses			
Do Nothing.	<ul style="list-style-type: none"> ■ AM Peak – Queues observed on the Belgrave-Gembrook Road approach to the Main Street roundabout. ■ PM Peak - Rolling queues observed on the Main Street approach to the roundabout, but not significant delays. 	<ul style="list-style-type: none"> ■ Complicated intersection at the Railway Station access point (e.g. for Puffing Billy tourists). ■ Lack of safe and efficient pedestrian paths linking key precincts. 	<ul style="list-style-type: none"> ■ Relatively low truck volumes observed. 	<ul style="list-style-type: none"> ■ Reported delays to buses exiting the Railway Station. 	<ul style="list-style-type: none"> ■ On-Street parking provided along Main Street. 	-	-
Construction of a Roundabout at Bayview Road.	<ul style="list-style-type: none"> ■ AM Peak – Forecast to marginally increase travel times for Belgrave-Gembrook Road traffic. ■ PM Peak - Forecast to significantly decrease travel times for Main Street traffic. 	<ul style="list-style-type: none"> ■ Improved operation and safety for first time vehicles. ■ Creates some safety issues for pedestrians. 	-	<ul style="list-style-type: none"> ■ Forecast to significantly decrease travel times for buses exiting the Railway Station. 	-	<ul style="list-style-type: none"> ■ Minimal impacts. 	Medium.
Improvements to the Main Street Roundabout.	<ul style="list-style-type: none"> ■ Potential to create additional stand up lanes to improve traffic flow. ■ Any proposals likely to be considered post construction of the Bayview Road roundabout. ■ Option to install conventional traffic signals. 	<ul style="list-style-type: none"> ■ Additional traffic lanes create safety issues for pedestrians. 	-	-	<ul style="list-style-type: none"> ■ Additional lanes on the Main Street approach would remove some on-street parking. 	<ul style="list-style-type: none"> ■ Minimal impacts. 	Low-Medium.
Traffic Calming and Directional Signage Improvements.	<ul style="list-style-type: none"> ■ Not likely to create significant additional delays above those already imposed by the topography and road layout. 	<ul style="list-style-type: none"> ■ Potential to create improved conditions for vehicular and pedestrian traffic. 	<ul style="list-style-type: none"> ■ As for commuters. 	<ul style="list-style-type: none"> ■ As for commuters. 	<ul style="list-style-type: none"> ■ Dependant on specific treatments. 	<ul style="list-style-type: none"> ■ Minimal impacts. 	Low-Medium.
Full Bypass.	<ul style="list-style-type: none"> ■ Insufficient level of congestion or travel time delays to warrant bypass. 	<ul style="list-style-type: none"> ■ Estimated to result in vastly improved conditions for vehicular and pedestrian traffic. 	<ul style="list-style-type: none"> ■ Insufficient benefits to trucks to warrant bypass. 	<ul style="list-style-type: none"> ■ As for commuters. 	<ul style="list-style-type: none"> ■ Allows full retention of on-street parking along Main Street, but may result in some loss of parking in the Railway Car park. 	<ul style="list-style-type: none"> ■ Major impacts. 	Very High.

Appendix D

Introduction

Consultation held on
Thursday May 7th 2009
Belgrave Saturday May 16th
Number of individual consultations
May 7th: 27
May 16th: 44
Total 71

Methodology:

4 large posters were displayed in a prominent central location in the shopping strip in Main St. These were supported by the presence of Cr Dunn, 2 Shire Officers and the lead consultant from Woods Bagot, Rob Deutscher. Questionnaires designed by Woods Bagot were available for residents to complete, however in practice, most people preferred to relay their thoughts to Council staff who recorded the responses. When this occurred the responses were recorded in two styles, third person reporting and direct recording of quotes.

The questionnaires contained four questions:

- What do you value about the town centre?
- What is missing?
- What needs fixing?
- What are your responses to the material presented?

Participant responses to each question are summarized below. Several respondents were pleased to have the opportunity to raise issues related to Belgrave in general. These have been included under a heading of General Comments.

Participant Responses

The following material has been reproduced as a faithful copy of the original material.

While every attempt has been made to record the comments authentically, it has occasionally been necessary to add qualifying information which will be found in brackets.

What do you value about the town centre?

- Like the village atmosphere, except for the traffic.
- Has more shops that where I come from (Upwey)
- I like it. I love Belgrave. Love the open strip.
- The cafes
- Good community feel
- Likes hub and wants the town to remain exactly as it is.
- Sherbrooke Forest
- Gateway to the Dandenongs.
- Good mix of businesses
- Community aspect of town not city feel.
- The community.
- You know everyone and it is a close community.
- Good sense of local character/identity
- No Mac Donald's or homogenous look.
- Country town feel.
- Mixed architectural feel.
- More vibrant and lively than it used to be.
- Good character

- Community aspect of town- not city feel.
- (visitor to town) likes the village atmosphere, except for the traffic.
- Likes hills and wants town to remain exactly as it is.
- Sherbrooke Forest.
- Gateway to the Dandenongs.
- Good mix of business.

Saturday

- "It's a community space which provides services e.g.: library. Also recreation space. Retail space"
- The library, the range of business focussing on organics, recycled products, fair trade, the cinema etc.
- I think it's great the town is progressing but we need to remember people with disabilities. Great to have the chance to contribute to the process.
- Close to home, saves going to Fountain Gate/Knox.
- Public Art.
- Small town community friendly feel.
- Know most of the shop keepers.
- Cameo.
- Community spirit.

- Rally like traffic management at Reynolds's Lane.
- Public transport- Train station.
- More coffee shops and good entertainment precinct.
- Puffing Billy Footpaths good.
- The people
- Not having to go to Knox shops.
- Good place to chat.
- The best car park view in Australia!
- Good coffee.
- Beginnings of a community feeling- not all there yet.
- Nightlife- good choices and diverse.
- Meeting point for local residents.
- I recognize faces as I walk around town.
- The views.
- Good community feel and cafes.

What is missing?

- Don't know. Bus services could be a lot better. More direct and connected services. Would be safer for the kids(teenagers)
- "What you need is somewhere for visitors. Nearest one is in Wilson's Park. Nobody uses the Belgrave town Park. if you put a couple of electric BBQs there people could go.. Could put more facilities like BBQs in [space 5](#)."
- Shops like a hardware.
- Too many bars
- Market at Blacksmith Lane? Saturday
- Pedestrian access: Bike facilities both within the town but also to Sherbrooke forest; there is huge potential for lake bound tourism if township were connected by the paths- bike path along Puffing Billy too.' Backpackers – bring more into town, could come on train and enjoy hills; they spend heaps of cash.
- Pedestrian access – improves access from car park at rear. Cover the walkways so people don't get soaked when it rains. Bike track along Puffing Billy track. Bike facilities, bike paths. Community gardens to attract locals and provide some of community spirit.

- BACKPACKERS!!! They spend more in the local economy than other tourists . Perfect for Belgrave. They can get here on PT spend up in the café's shops , pubs cinemas etc.
- We want the shelter back. Accessing the PB end of own is so formidable you don't even bother.
- More indigenous planting.
- Tourist linkups from PB to town(trail walkers) and picnic opportunities.
- Pride in township
- Moe character of the Hills rather than suburban town.
- Empty shops – be good to be filled.
- Good toilets at the cinema.
- A shoe shop.
- Good quality urban design – finishing all different and takes too long ot complete.
- Tourist accom.
- TOURIST INFORMATION Centre or Kiosk.
- A good Thai restaurant.
- A community hub/shop/ environment centre.
- Bike lanes

- Coles or Kmart in the town.
- Focus on heritage- movie people would use the town and bring international visitors.
- Back packers hotel
- Car parks.

What needs fixing?

- Getting busier and Busier- specially at night time.
- Glenfern RD; THE ONE WAY IS A NIGHTMARE.
- Infrastructure needs looking at.
- Traffic
- Blacksmith lane could be improved.
- Strip not linking to the main street
- There's divided parts of the town...end of town is left out.
- The park is not accessible and using doesn't like car parking at the back of Safeway
- Not a practical location for parking.
- Morson Court building. Parking;
- We need regular tourist buses coming to town. My wife won't shop here because there is no parking.
- Coming out of the Belgrave train station, you shouldn't be able to turn right. Less dangerous that way.
- Access out of town in a crisis like the Bushfires seriously limited. Town needs to be prepared.
- Too many bars.
- Puffing Billy doesn't contribute to the town. Need to encourage better links.
- Park doesn't work useless.
- Nothing interesting here to keep them (tourists) here. Have to move off the mountain for variety stores to access clothes, shoes; Kmart style shops. Lost our hardware now I go to Bunning's. Used to have a deli. Used to be a Fruit & Veg. either go to Monbulk or to Maxi's in FT Gully.
- NO 6. Pedestrian crossing from Queen of Tarts to Bayview Motors & from Belgrave Motors to Police Station. What's there now does not meet the disability Act requirements. Trying to negotiate this with a wheel chair or with a severely intellectually disabled child is absolutely horrible, not to mention mothers with prams and the elderly who can't bolt for their lives as they cross the road.
- The BBQs at Belgrave Lake Park
- More Indigenous Plantings
- Get rid of the concrete.
- Managing stormwater between (frog boys/ sediment loops?).
- Blacksmith Lane could be improved.
- Strip not linking into Main Street.

- Three divided parts of town- end of town aspects left out.
- The park is not accessible.
- Don't like car parking at the back of Safeway. Not a practical; location for parking.
- Station: one in, one out access is problematic.

Saturday

- Safe pedestrian access is VITAL – park is isolated, town split into two - Bayview cut off. There is a school stop (?) and Puffing Billy, all cut off for pedestrians.
- Need traffic lights not roundabouts. The purpose of round about the station should be traffic lights instead. Pedestrian access needs to be direct route not via bridges and underpasses. More signage to rear car park and covered walkways.
- More public seating, change the railing on high side of the street to its more attractive; more public transport;
- More pedestrian crossings particularly Bayview Rd. Work with Real Estate agents to impress upon them that we need a better retail mix, it works to their advantage , they can get better rental returns in a vibrant strip.
- Stage 2 Blacksmiths Way. Beginning to be too many cafes. Have to use your car to get to things.
- A shoe shop
- Specialty shops e.g.: shoe shops , men's' wear, women's wear
- Diversify local economy.
- Weeds/streetscape around rear of the shops.
- Walks revitalized (between township)/pedestrian link ups- been neglected and overrun by weeds.
- Make open space, more park like ion Alexanders Park.
- Need tourist information.
- Turn park into community garden
- "Discount shops" don't fit aesthetics of the town.
- Roundabout very chaotic
- Care parking
- Difficult to park on Main Street.
- No consistency in shop fronts –too bitty. Too many different facades.
- No consistency in streetscape.
- Cleaning the footpaths more regularly.

- The problem with Safeway is that it's a key area and it's bland. Often cigarettes, beer bottles outside. At night time – it doesn't feel safe.

- Traffic (perhaps a bypass) through town – Burwood Highway and Monbulk Road.

- Get rid of Subway- real cafes are far more pleasant, better for you and owned by families rather than corporations.

- Nothing.

- Park (Belgrave Town Park) is a waste of space; should have play equipment; pedestrian access no good.

- Too much alcohol/licensed venues.

- Not enough local support of businesses.

- Rates too high.

- Try to discourage discount shops- cheapens township.

- Safe pedestrian crossing

- Monbulk Rd and Belgrave Gembrook Rd.(res lives in Leslie St.)

- The park is a waste of space – no one goes there.

- Not enough tourist information in Belgrave/Tecoma about the walks – hardly anyone goes there. The number of people who stop me and ask direction shows me they don't know where to go .

- To get the "hills" feel you have to turn off the road and go down the side street.

- Needs much better signage.

- Needs to be an invitation to be a green "pedestrian".

- Puffin Billy is so disconnected.

- More disabled car parking in the street.

- More cleaning , particularly around the back of Safeway.

- Access to the Belgrave Town Park – too difficult.

- More disabled car parking in the street.

- Get rid of offices, just rebuild.

- Convert understorey to retail (Telstra building)

- Empty shops.

- Graffiti.

- Too much traffic.

- Parking in general.

- Disabled parking

- Belgrave Town Park is a waste – too hard to park, and get to, the Park.

- Access out of town.

What are your responses to the material presented?

- Safeway here isn't big enough. Parking is shocking.

- Safeway car park is tiny.

- Would be happy to do my big shop here if it was big enough (range)

- Visual effect would be nicer if the shell motors goes, but and it's a big but...I use that service station. They are flat out all the time. It's the only one around here

- Interested in the hub

- Like hub idea.

- Interested in what happens for car parking.

- Agree with the plan to have shops facing the station, really good mix of shops.

- Retention of community feel is important.

- Supports the need to address pedestrian access.

- Interested in linking section 6 to further development.

- Could put more facilities like BBQs in space 5.

- Any changes with Hays needs to make sure that there is still car parking on an accessible level.

- Supports links to Puffing Billy; building on top of Supermarket; the hub involving emergency relief. Agrees with the intent of the plan.

Saturday

- It all sounds good.

- Community Hub – good idea but could integrate community space e.g.: community garden site near community centre (next to cinema) or p...s disused Thomas More House near cinema. (Community garden could link to arts community like v....out in St Kilda.

- The old Belgrave Motors site – if developed should include some public space e.g.: tourist information; information that celebrated local environment, arts community. Also care should be taken to preserve the view/vista of hills behind the site.

- Ps the Bypass is terrible idea. Never build it.

- NO BYPASS- spend the money on PT and pedestrian access and bicycle access instead. Put a Backpackers on a roundabout corner such as the ECO- YHA in the Grampians & Apollo Bay.

- PB is detached from Belgrave. You don't know about it.....

- The Belgrave town Park has to have a playground for kids and BBQ for picnics. S it is (what is still working?) doesn't' have much functionality.

- Pretty good, good to have people onsite to interact on the street.

- Confusing – need stick of dynamite , too dysfunctional.

- Change town park into a community garden.

- I'd like to see more discussion.

- Concern about putting more shops as to whether they will survive and place pressure on existing shops.

- Great opportunity to have a say thanks.

- I would raise a question about installing traffic lights instead of roundabout.

- "Increasing safety for pedestrian- fantastic"

- "Tourism hotel- fantastic".

- There is a lack of backpacker/ overnight accommodation.

- It all sounds good.

General Comments

Pity the Bypass isn't happening.

Relieve some of the

Any changes with the Hays car park needs to make sure that there is still car park on an accessible level.

Through access like in the bushfire is seriously limited. Town needs to be prepared with this in mind.

Station Car park: one way in and out access is problematic.

Riding and walking track to Emerald would mean kids can ride safely and not be on main road.

Number of opportunistic sites.- Telstra Post office.

- "The Old Telephone Exchange. Local developer and I are ready to put departments on that property."

"Looks good"

'The Manse' – what's happening with that. There is a desperate need for accommodation but the local priest says no to using it.

Pity the bypass isn't happening.

Saturday

It's good you're doing this.

I like the idea of connecting Belgrave. From Bayview Ave, Monbulk Rd etc., needs to flow. At the moment it is disjointed and lacks a flow of energy. Belgrave could also benefit from Community events eg: Markets!, sustainable living expo. Cooking demonstration.....

Hotel/Youth accom a good idea.

Bypass is a terrible idea – a stinker!

It's good you're doing this.