

ELEMENT 2 EQUITABLE ACCESS

Why is this important?

Melbourne 2030 emphasises equitable access to facilities and services as a primary objective for more livable communities.

This involves providing access for the whole community to important facilities via a range of transport modes. It also seeks to encourage patterns of development that facilitate ease of access by reinforcing the clustering of key activities close to public transport infrastructure and major routes.

The detailed design of restricted retail premises should encourage convenient, safe and comfortable access for sustainable transport modes including walking, cycling and public transport, to reduce the reliance on the motor car. Pedestrians, bicycles and cars all contribute to a lively public environment and should be encouraged to co-exist.



PUBLIC TRANSPORT AND PEDESTRIAN ACCESS

Objective 2.1: To provide safe, attractive and direct pedestrian connections and crossings to the closest public transport stop

- DS 2.1.1: Provide clear, continuous, direct and attractive pedestrian paths between developments and public transport stops.
- DS 2.1.2: Ensure safe and convenient access is provided for people with special mobility requirements such as the disabled or those with prams or shopping trolleys. Provide appropriate pedestrian guidance devices including tactile indicators, adequate lighting, and properly graded pedestrian/pram crossings.

Objective 2.2: To provide a high quality and contiguous pedestrian network around developments and through car parks

- DS 2.2.1: Provide safe, well marked and sheltered walkways along building edges, and through carparks. The provision of shelter for pedestrians is an important consideration given the large scale of these types of development and their associated walking distances. Ensure that the footpaths are wide enough for people pushing trolleys or carrying goods to pass comfortably.
- DS 2.2.2: Ensure a high level of visibility and natural surveillance along access routes.



Bus stops should be linked to retail areas by safe pedestrian routes, and should be provided with shade, shelter, seating and opportunities for passive surveillance from the street.



Locating parking on the roof or basement of retail development saves space and enables better integration of buildings to the streetscape at ground level.

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CYCLIST ACCESS

Objective 2.3: To provide access for cyclists

DS 2.3.1: Provide cycle parking and associated facilities in accordance with Clause 52.34 of the planning scheme.

VEHICLE ACCESS AND PARKING

Objective 2.4: To provide safe and convenient circulation for motor vehicles

DS 2.4.1: Ensure access and egress for vehicles from roads outside the site meets or exceeds the relevant Australian Standards in relation to surfaces, grading, crossovers and car parking, and does not put pedestrians or cyclists at risk.

Objective 2.5: To provide adequate car parking

DS 2.5.1: Provide car parking at the rates specified in the planning scheme or parking precinct plan. Provision of car parking may be waived or reduced for locations in activity centres where existing parking may be more intensively used.

STREET LAYOUT

Objective 2.6: To integrate developments with the surrounding street network

DS 2.6.1: Integrate the development with surrounding neighbourhoods by providing clear, safe and direct links, particularly for pedestrians and cyclists.



Locate pedestrian access points in prominent and convenient locations.

Breaking up the floorspace in large retail developments adds variety and interest, and builds in flexibility to accommodate future uses of differing scales. Public amenity is enhanced by windows looking onto open space, providing for passive surveillance of the space.

ELEMENT 3 PUBLIC AMENITY

Why is this important?

The quality of the public environment has a significant impact on the social, cultural and economic life of a community. Retail areas are major generators of activity so the quality of the public environment is important, particularly as shopping has become an increasingly popular lifestyle and leisure pursuit.

To ensure that public spaces contribute to the “sense of place” a consistent and detailed approach is needed to their design and maintenance. A key to developing vibrant and active centres is providing a strong visual identity that builds upon existing local character and patterns.

SHOPFRONT ENVIRONMENT

Objective 3.1: To provide a visually attractive and active public interface and shopfront environment

DS 3.1.1: Provide active, transparent and articulated building edges and avoid long expanses of blank walls fronting public areas.

Organise activity within buildings to foster natural surveillance of the public environment for as long as possible each day. Providing non-reflective windows to all public fronts of a building allows the public to engage with activity within the buildings and provides opportunity for display of goods.

DS 3.1.2: Incorporate design treatments to the form, colour or texture of buildings to add variety, moderate their large scale and to provide visual interest from a range of distances.

Since buildings can often be viewed from a distance, interest can be added through roof forms as well as facades, and parapets can conceal service equipment

DS 3.1.3: Conceal the visual bulk of large developments by ‘wrapping’ their public edges with smaller scale uses that have active frontages.

DS 3.1.4: Reinforce the character of surrounding building frontages, particularly in areas with a valued built character.

Objective 3.2: To enhance the pedestrian environment

DS 3.2.1: Ideally, buildings should be built to the street boundary. Where this is not possible, to maintain visual connection with the street they should, in part, be set back no more than 22 metres from the street boundary.

A 22-metre setback is able to contain two facing rows of right-angle parking off a single access way, with landscaping separating the parking area and a pedestrian path on each side of the access way. Taller buildings can help frame wide spaces. Consider using taller buildings, with appropriate articulation, to visually contain broad areas of parking adjacent to main roads.

DS 3.2.2: In areas where existing building frontages about the street, design buildings to be consistent with this character. Incorporate verandahs over public footpaths to provide shelter for pedestrians. Maintain the continuity and alignment of the building edge to the street to physically define the street space.

DS 3.2.3: To assist wayfinding and circulation ensure entrances to buildings are conveniently and prominently located.



A wide and sheltered pedestrian zone creates an inviting and safe area for pedestrians.



Non-reflective windows allow the public to see and be seen.



Night lighting should be focussed on pedestrian accessways as well as parking areas.

To maintain visual connection with the street buildings, should not be set back more than 22 metres.



Public amenity is improved with clear and uncluttered signage, active street frontages, and safe pedestrian and cycling movement.

Consider the incorporation of food retail to extend levels of activity and surveillance.



ELEMENT 3 PUBLIC AMENITY

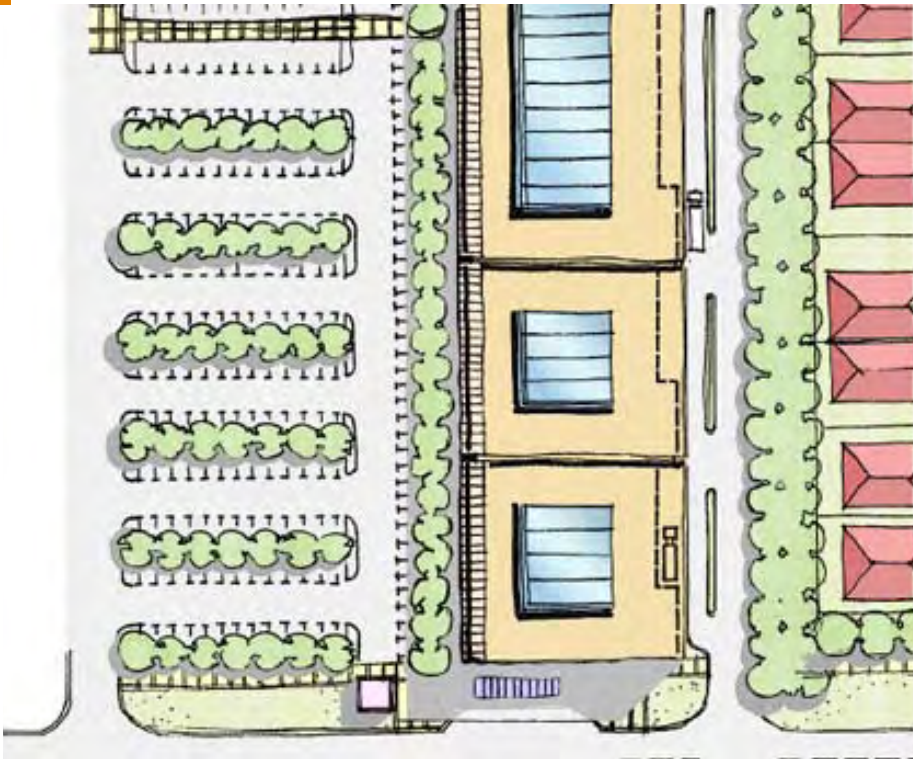
PEDESTRIAN AMENITY

Objective 3.3: To provide a safe and accessible pedestrian environment, particularly at night

- DS 3.3.1: Provide a safe, well-illuminated street and car park environment. When planning the site avoid creating areas for concealment such as alcoves, blind corners or thick shrub planting.
- DS 3.3.2: Provide appropriately scaled, attractive and comfortable outdoor spaces to allow people to rest or linger. Locate these to overlook activity such as main pedestrian routes and entries to buildings. Design these spaces to maximise solar orientation in cooler times of the year, to provide shade in summer and to minimise wind effects.
- DS 3.3.3: Particularly in areas with high visitation, consider the incorporation of elements such as convenience food to extend levels of activity.

Objective 3.4: To provide an excellent walking and cycling environment

- DS 3.4.1: Manage traffic behaviour through appropriate traffic calming devices, corner and intersection design and other measures.
- DS 3.4.2: Separate loading areas from main pedestrian movement areas or routes.



- Legend
- Residential Building
 - Retail Building
 - Bus Shelter
 - Signage Stand
 - Covered Walkway
 - Pedestrian Link



Provide sheltered pedestrian routes between public transport stops and retail outlets. Parking is provided at side or rear, away from street frontages and separated from pedestrian accessways by landscaping. On a corner site fronting two main roads, as in the second illustration, parking is provided on the second frontage, but is separated from the street by landscaping.

ELEMENT 3 PUBLIC AMENITY

PUBLIC CONVENIENCE AND COMFORT

Objective 3.5: To provide landscaping that contributes to quality public space, particularly within at-grade car parks

- DS 3.5.1: Provide landscape and other public elements that engage the senses and build upon local identity.
- DS 3.5.2: Maintain and incorporate tree planting to provide shade and shelter and improve the environment. Choose trees that are appropriate to the context with regard to landscape heritage, size at maturity, microclimate and soil conditions.
- DS 3.5.3: Use landscape treatments to define the edges of streetscapes and to break up large areas of car parking.
- DS 3.5.4: Use unobtrusive barriers around landscaping to protect vegetation from pedestrians and vehicles. If necessary, apply ongoing and appropriate management regimes to ensure effective maintenance of the landscape.

Objective 3.6: To provide conveniences for public comfort

- DS 3.6.1: Provide conveniently located, well maintained, accessible and safe public toilets. The requirements in the Building Code of Australia (2006) for sanitary facilities in building classes 2 to 9 (including commercial and retail facilities) are contained in Section F2 of the Code.
- DS 3.6.2: Provide maps and signs in public spaces showing connections and destinations and location of public facilities.



Provide landscaping that engages the senses and builds upon local identity.

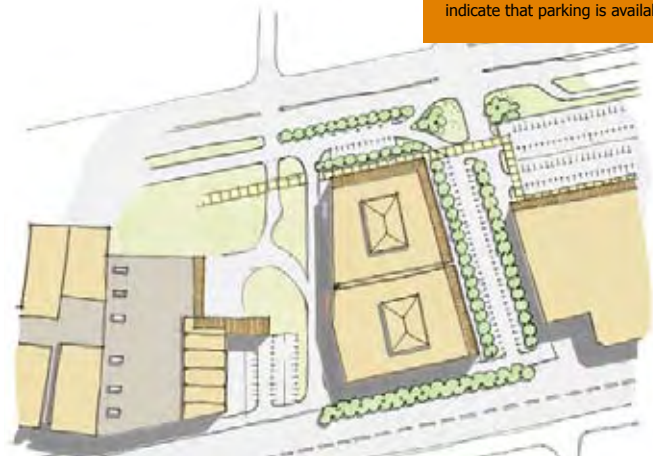




A landscaped frontage can reduce the bulk and improve the visual amenity of restricted retail stores and the streetscape.



Most parking is at side, with a few spaces at front to indicate that parking is available.



On-site parking should be placed at the side or rear of buildings rather than dominating the streetscape.



Signage should not only attract customers to the site but should also be consistent with its surrounding environment and not create visual clutter.





Signage is appropriate to the size of the cluster of buildings and integrated into the building.

ELEMENT 3 PUBLIC AMENITY

PARKING

Other than the building, parking is one of the most dominant aspects of Large Format Retail Premises. The design, therefore, requires special consideration to minimise unwanted impacts on the surrounding streetscape, neighbourhood and the site.

Objective 3.7: To ensure a high quality and safe parking environment

- DS 3.7.1: Limit the visual impact of car parks from the street by placing them to the side or rear of buildings. Break up large areas of parking with buildings or landscaping to reduce their visual prominence. Provide adequate directions for drivers to access these areas. Provide at least one 'active frontage' containing a high proportion of clear glazing to building edges along side or rear car parks.
- DS 3.7.2: Provide at-grade car parks with high quality landscaping including shade trees, without creating places of concealment.
- DS 3.7.3: Ensure car parks are adequately lit at night. Avoid light spill from these areas to adjacent residential areas.
- DS 3.7.4: To reduce the amount of space required, where appropriate, share car parks between adjoining facilities.
- DS 3.7.5: Maximise opportunities for on-street parking within the area to reduce the amount of on-site parking required. However, avoid unwanted spill-over of parking onto adjoining residential streets.

- DS 3.7.6: Provide connections between the various areas of parking associated with the one premises or cluster of premises so that drivers do not have to enter and exit main roads to move between parking areas.
- DS 3.7.7: Where possible provide multiple entry and exit points from roads to off-street parking, to reduce congestion.
- DS 3.7.8: Use layout, vegetation and signage to make large areas of car parking legible to drivers. Techniques to improve legibility of parking areas including avoiding dead ends and making exits and entrances clearly visible from a distance.

SIGNAGE

Objective 3.8: To provide appropriately scaled signs and advertising

- DS 3.8.1: Ensure that corporate and advertising signage is consistent with the surrounding urban context in terms of scale, format, materials, colours, illumination, legibility and that it is designed to minimise visual clutter through integrating into the overall building form of the development.
- DS 3.8.2: Avoid painting buildings to form large, visually intrusive corporate signs.
- DS 3.8.3: Where development will comprise multiple tenancies, consolidate signage into a single sign. There should be no more than one such consolidated sign for each vehicle entrance to a site.

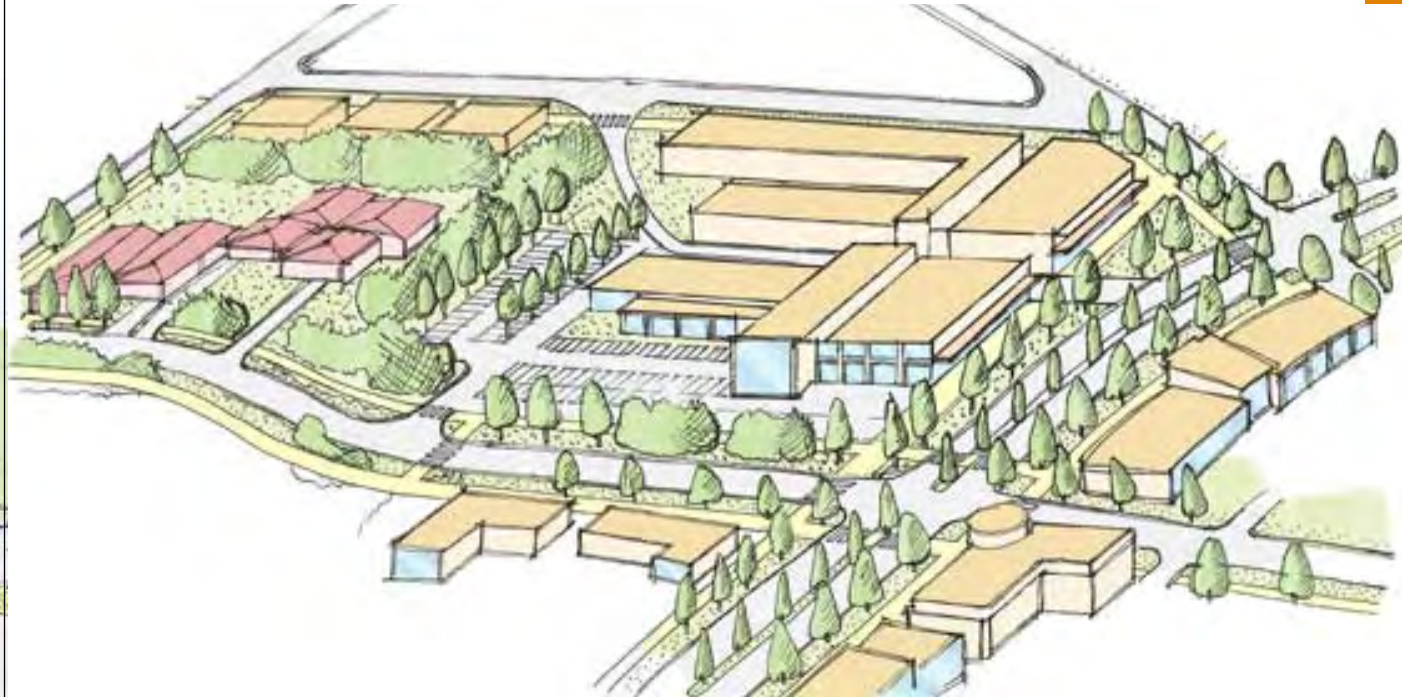


On-site parking at the rear of the facility retains an active street frontage, increases the profile of the store and provides visual continuity along the street.

Pathways for pedestrians are separated from parking areas by low planting.



Awnings protect pedestrians from weather and provide visual continuity.



Provide continuous pedestrian links between residential and retail areas.
Address and manage potential overflow parking into residential areas.



Solar panels and passive ventilation alternatives to airconditioning can be design features of buildings.

ELEMENT 4 ENVIRONMENTAL SUSTAINABILITY

Why is this important?

The principle of environmental sustainability aims to minimise the impacts that buildings have on the environment.

Initiatives designed to achieve this include locating close to public transport, making efficient use of land, re-use of existing buildings and materials, and recycling of waste materials and water. Building design contributes through initiatives such as maximising energy efficiency and making more intensive use of space, reducing the need for more urban land or long trips.

Objective 4.1: To minimise the environmental impacts of restricted retail developments

Site Planning

- DS 4.1.1: Where possible, adapt and re-use existing buildings.
- DS 4.1.2: Optimise the efficient use of land through multi-level development, including below ground and roof top parking areas.
- DS 4.1.3: Incorporate initiatives designed to reduce environmental impact including recycling of waste material and water, efficient use of energy and water, mixed uses and higher densities that encourage efficient use of land.

For more information, case studies and links to other sites on sustainable design of commercial buildings, go to the website of Sustainability Victoria - www.sustainability.vic.gov.au, select "Our Programs" and "Buildings".

Building Design and Landscaping

- DS 4.2.1: Use sustainable building materials with a low embodied energy, or materials that can be readily recycled.
- DS 4.2.2: Optimise the thermal performance of buildings by using efficient methods of heating and cooling such as insulation and passive solar access.
- DS 4.2.3: Design and orient buildings to make maximum use of daylight and solar energy for illumination and heating.
- DS 4.2.4: Design buildings to minimise energy impacts such as over-shadowing on adjoining developments or operations.
- DS 4.2.5: Design landscapes with indigenous vegetation where this conforms to desired planting patterns for the area.
- DS 4.2.6: Use appropriate tree planting to provide shading of public areas and buildings.

Water

- DS 4.3.1: Collect and re-use stormwater for landscape irrigation, toilet flushing and cleaning.
- DS 4.3.2: Ameliorate peak flows and improve water quality before discharging stormwater to the local drainage system or waterways.
- DS 4.3.3: Incorporate systems that enable the re-use or recycling of waste materials generated by the operation.
- DS 4.3.4: Design landscapes that make the most of water infiltration and retain water to assist plant maintenance.



Maximise natural daylighting in building designs.



Design landscapes using indigenous plants where appropriate to reduce water demand.



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