

Laneways Strategy for Shopping Centres



bringing our laneways to life

Adopted by Council on 16 November 2015

Prepared for

The City of Boroondara

Prepared by

Environment and Sustainable Living Department
City of Boroondara

Responsible Directorate

Environment and Infrastructure

In collaboration with other Council departments:

- Asset Management
- Communications and Engagement
- Community Planning and Development
- Economic Development
- Family, Youth and Recreation
- Finance and Corporate Planning
- Infrastructure Services
- Library, Arts and Cultural Services
- Projects and Strategy
- Statutory Planning
- Strategic Planning
- Traffic and Transport

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Contents

1 Executive summary	6
2 Introduction	8
2.1 Why laneways are important	8
2.2 The vision	8
2.3 Why have a Laneways Strategy	9
2.4 Laneway definition	9
2.5 Study areas	10
3 Background	12
3.1 Historic context	12
3.2 Corporate framework	12
3.3 Strategic and policy context	13
3.4 How the Laneways Strategy has been developed	14
3.5 What people have said so far	15
3.6 Key issues and opportunities	16
4 Principles	18
4.1 Principle 1 – Place creation	19
4.2 Principle 2 – Economics	23
4.3 Principle 3 – Community	25
4.4 Principle 4 – Access and function	27
4.5 Principle 5 – Built form and site planning	29

5	Process for categorising laneway types	30
5.1	Valuable attributes	30
5.2	Laneway types	30
6	Objectives and strategies	32
6.1	Strategies to achieve objectives	32
6.2	Laneway Design Guidelines for Shopping Centres	32
7	Strategy implementation and monitoring	33
7.1	Implementation and monitoring	33
7.2	Accountabilities	33
8	Definitions	34
9	References	36
	Appendix 1: Study Area Maps	37
	Camberwell Junction Shopping Centre	38
	Glenferrie Shopping Centre	40
	Kew Junction Shopping Centre	42
	Balwyn Shopping Centre	44
	Appendix 2: Laneway Design Guidelines for Shopping Centres	46

1 Executive summary

The aim of this Strategy is to set the strategic direction and implementation approach for protecting and improving laneways within Boroondara's shopping centres.

Boroondara's major shopping centres have an extensive network of laneways which have great potential to enhance the character and amenity of these places. Successfully revitalised laneways within Boroondara and other cities have demonstrated how laneways may be transformed into unique destinations that provide interest, respite, activity and human scale experiences. They also allow for improved pedestrian accessibility and provide much needed public open space for people to stop, rest, interact and socialise.

The Laneways Strategy for Shopping Centres (Laneways Strategy) provides guidance for Council, the community, and future development to contribute to the vision of '*bringing our laneways to life*'. It provides a strategic approach to conserve, manage and revitalise laneways within the municipality and in particular, for the city's four major shopping centres (Balwyn, Camberwell Junction, Glenferrie and Kew Junction).



Figure 1.1 Instagram photograph from consultation on the Camberwell Laneways Discussion Paper in 2014

'*Bringing our laneways to life*' requires an ongoing, collaborative approach between Council and the community. The Laneways Strategy is based on the following five principles which provide a holistic approach to achieving laneway revitalisation:

Principle 1 - Place creation

Enhance 'sense of place' by improving amenity, creating identity, encouraging creativity and reflecting the areas character or history.

Principle 2 – Economics

Promote economic vitality by supporting local businesses and considering resource opportunities.

Principle 3 – Community

Connect the community by encouraging laneway activities, providing socialising opportunities and creating partnerships.

Principle 4 - Access and function

Improve access and function by linking destinations, prioritising uses, ensuring safety and increasing maintenance.

Principle 5 - Built form and site planning

Enrich future laneway use by promoting active edges and built form outcomes that contribute positively to laneways.

Laneway Design Guidelines for Shopping Centres (refer appendices) have also been developed to provide guidance when undertaking laneway improvement works and/or when new or modified development is proposed along a laneway within a shopping centre.

The Strategy identifies **three overarching objectives** with associated **priority strategies**.

Objectives	Priority Strategies
Influence private development outcomes	Promote new and retrofit developments and privately owned laneways that respond to the principles of the Laneways Strategy and its associated guidelines through provision of timely guidance during planning and design stages, and where relevant and appropriate, apply planning permit conditions.
Encourage activities, programming and events within laneways	Promote and partner with the community to enable community participation to activate laneways via programming, art and place making initiatives.
Improve public owned laneways	<p>Make physical improvements to selected laneways within the major shopping centres (Camberwell Junction, Glenferrie, Kew Junction and Balwyn) commencing with a pilot project at Camberwell Junction Shopping Centre; and seek opportunities in other public realm projects as they arise.</p> <p>Reinforce the identity of individual laneways and aid wayfinding through naming and signage where appropriate.</p>



Figure 1.2 Railway Arcade within the Glenferrie Shopping Centre

2 Introduction

2.1 Why laneways are important

Laneways contribute to the character and function of Boroondara's shopping centres and are important community assets that provide pedestrian access, amenity, social interaction and unique public spaces.

Laneways will become more important as our city becomes more densely populated. This will have impacts on our urban form, such as more activity within our shopping centres, higher transportation use, and increased pressure on our public realm and open spaces.

Throughout the municipality, laneways have long provided service, drainage and vehicle access functions; yet many have become forgotten, underutilised spaces. Successfully revitalised laneways within Boroondara and other cities have demonstrated how laneways may be transformed into unique destinations that provide interest, respite, and human scale experiences. They also have great potential to improve pedestrian accessibility and provide much needed public open space for people to stop, rest, interact and socialise.

2.2 The vision

*bringing our
laneways to life*



Figure 2.1 Example of a revitalised laneway in Peel Street, Adelaide
Source: www.wednesdaylegs.wordpress.com

2.3 Why have a Laneways Strategy

With an extensive network of laneways within Boroondara's shopping centres, there is an opportunity to protect and enhance laneways to become important places for people.

The Strategy provides a strategic approach to conserve, manage and revitalise laneways within Boroondara's shopping centres.

The **purpose** of this Strategy is to:

- recognise and promote the role of laneways in contributing to the centres' amenity and public realm
- protect the character and function of the laneway systems and distinguish them from larger streets
- set objectives and priority strategies to unlock the potential of Boroondara's laneways.

2.4 Laneway definition

For the purpose of this Strategy, a laneway has been defined as:

- located within the business, mixed use and core retail areas
- a road or path which generally provides secondary access to the rear or side of properties
- narrow - typically under six metres in width
- contains a property title described as a road, path, service lane, alleyway, carriageway or right of way easement
- primarily open to the sky (no internal spaces)
- generally enclosed by buildings or fences on both sides for the majority of their length; however some may have a car park to one edge
- publicly accessible (ownership may be public, private, or a combination of both via public easements).



Figure 2.2 Birdsong and bird cages installation in Angel Place - part of Sydney's By George! Hidden Networks.
Source: www.socialgrowth.com.au/aspect

2.5 Study areas

This Strategy is applicable to laneways within shopping centres across the municipality. However, the study areas focus on laneways within Boroondara's four major centres (refer Figure 2.3):

- **Balwyn Shopping Centre** - which has approximately 15 laneways
- **Camberwell Junction Shopping Centre** - which has approximately 60 laneways
- **Glenferrie Shopping Centre** - which has approximately 50 laneways
- **Kew Junction Shopping Centre** - which has approximately 30 laneways

The study areas are generally in line with the associated Structure Plan boundaries for each of the centers.

Refer to Appendices for plans of study areas.



Figure 2.3 Laneway no. 4 within Balwyn Shopping Centre

Whilst this strategy is focused on the four major shopping centres, it does not preclude laneway improvements from occurring in other Boroondara centres. The principles outlined in Section 4 of the Strategy can help inform other Council or community projects related to laneways throughout the municipality.

Spaces and laneways which have been excluded from the study areas include:

- laneways outside of major shopping centre boundaries (as defined in Structure Plans)
- laneways bordered by Residential or Public Use Zone (PUZ) properties along both edges*
- roads or streets (typically wider than six metres) with delineated pedestrian footpaths
- privatised arcades**
- plazas or squares.

* Some laneways within the study area boundaries are bordered by Residential or Public Use Zone (PUZ) properties along one or more edges. Their primary function is for vehicle and/or pedestrian access and may have limited opportunity for future activation or change in function. Whilst included in this Strategy, these laneways may be prioritised differently when considering future improvements. However, given they provide important pedestrian access and connections, these laneways should be protected and retained long-term.

** Privatised arcades have been excluded as laneways, as they are generally privately owned, not open to the sky, and have restricted hours for public access. However, these spaces often provide important pedestrian access and activated edges and therefore require protection. Existing and new arcades should be encouraged to remain open for public access at all hours.

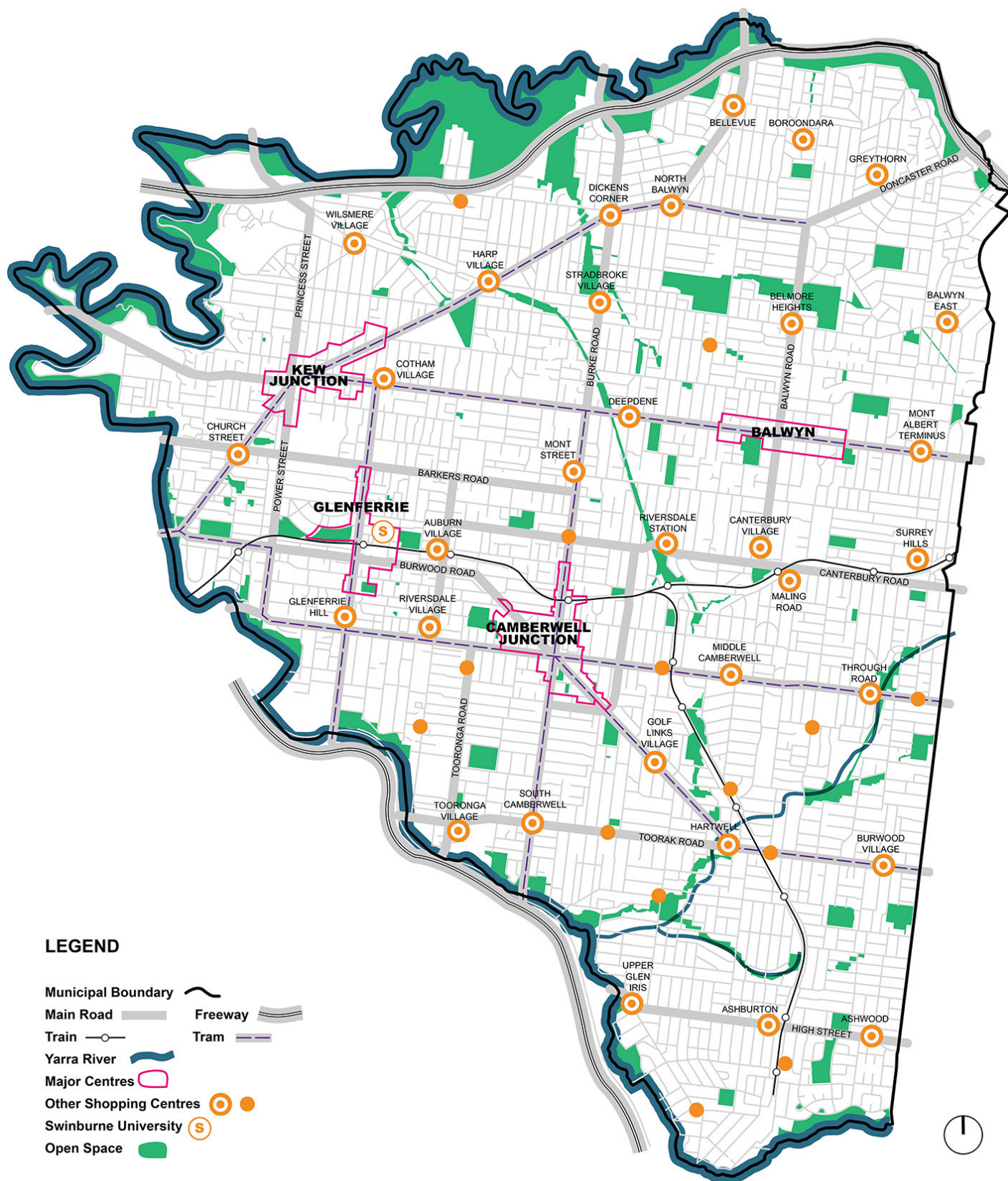


Figure 2.3 Study areas and shopping centres location plan

3 Background

3.1 Historic context

Laneways had an important role in Melbourne's history, originally being dirt roads for horse and cart. As settlements increased, dwellings were built closer together and laneways were paved and used to carry away excess water. Essentially acting as open stormwater drains they diverted waste water towards local waterways and were used as such until a formal sewerage system was established around 1897. The laneway network was also important for the nightsoil system (waste removal) in operation from 1866 until the 1940s. Later milkmen used the laneways to access the rear of properties (source: Heritage kerbs, channels and laneways, City of Port Philip).

Bluestone laneways and kerbs are quintessential in Melbourne and are generally constructed with gradient and a central channel for drainage. Victorian Bluestone mined from the basalt plains provided a tough, long-lasting surface for roads and laneways. The City of Boroondara has several examples of these bluestone lanes, such as Risson Lane (Figure 3.1) which is one of the best preserved examples in Camberwell Junction.

As their historic functional requirements progressively diminished, many laneways became forgotten, underutilised spaces. Increasingly dominated by motor vehicles, many laneways lost their intimate, human scale and began to function as service roads with limited pedestrian appeal. Many became places for rubbish dumping, graffiti and undesirable behavior.

As the population grew, housing densities increased, property prices rose and astute property developers and designers began to see new opportunities in these 'left over' spaces. Today, the City of Melbourne's labyrinth of laneways provides a vibrant network of interconnected spaces that are both destinations in themselves and pedestrian thoroughfares linking businesses and attractions.

When successfully revitalised, laneways can make a significant contribution to the social, economic and environmental fabric of our cities. There are isolated examples within the municipality where this has occurred, yet there is still great opportunity to realise the potential of laneways within Boroondara.

3.2 Corporate framework

This Strategy aligns with the Council Plan 2013-17 vision of 'a vibrant and inclusive community with an outstanding quality of life.' Relevant strategic objectives identified in the Council Plan include engaged communities, sustainable environment, enhanced amenity, and quality facilities and assets.

The Strategy also addresses strategic objectives outlined in the Municipal Public Health and Wellbeing Plan 2013-2017 including increasing social connections, providing equitable access for all, and improving overall safety, health and wellbeing.

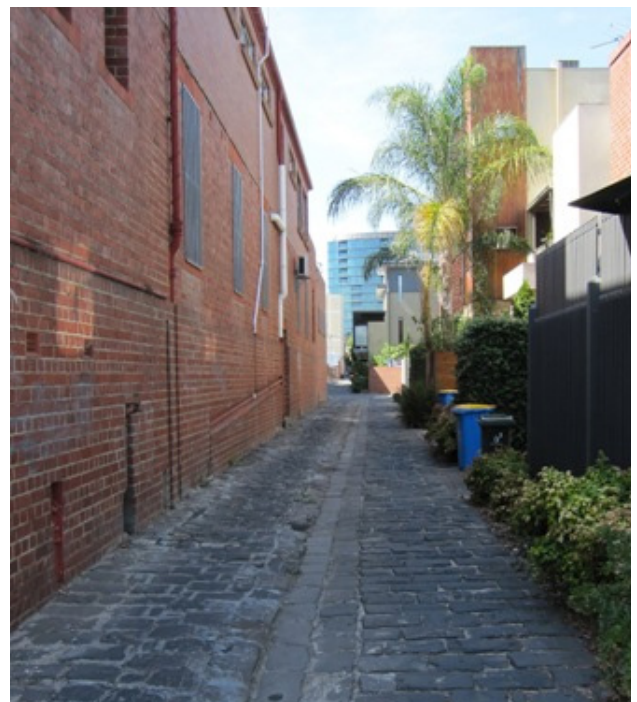


Figure 3.1 Risson Lane, Camberwell

3.3 Strategic and policy context

A number of existing Council policy documents provide guidance to the way we use and manage our laneways. Some of these documents focus on protecting the (mostly) dominant vehicle access function of our lanes. Others more specifically address the potential open space benefits of these spaces and provide some (limited) guidance on how to achieve this. This Strategy will connect these existing strategic documents and provide a more holistic approach to future laneway improvements.

A brief summary of key statements and recommendations from strategic documents relevant to the major shopping centres are outlined following.

Balwyn Structure Plan 2009, updated December 2011

- Require development proposals in the (retail core) area to provide active building frontages to streets and public pedestrian walkways, including rear laneways and the public car park areas.

Balwyn Access Plan 2013

- Improve movement and choice of direction through improvements to the pedestrian network linking the laneways and car parking, which are located either side of the retail core along Whitehorse Road.

Camberwell Junction Structure Plan 2008, updated December 2011

- Create more pedestrian friendly street environments which are less car-dominated.
- Maintain and improve existing laneway linkages by restricting vehicle access where possible, by providing active frontages and by creating new linkages.
- Provide names for unnamed laneways based on local identities.

Camberwell Junction Access Plan 2013

- Outlines proposals for improved transport to the Junction for various modes of transport including walking, cycling, driving, and public transport
- Notable laneways identified for improvements include Commerce Lane and the environment surrounding Burke Avenue and the Well. The pedestrian link through the Butler Street car park also attracts significant pedestrian volumes.

Camberwell Shopping Centre Streetscape Development Strategy, 1997

- Recommended improvements to the level of amenity of alleys, arcades and laneways.

Glenferrie: Heart of Hawthorn Structure Plan 2010, updated December 2011

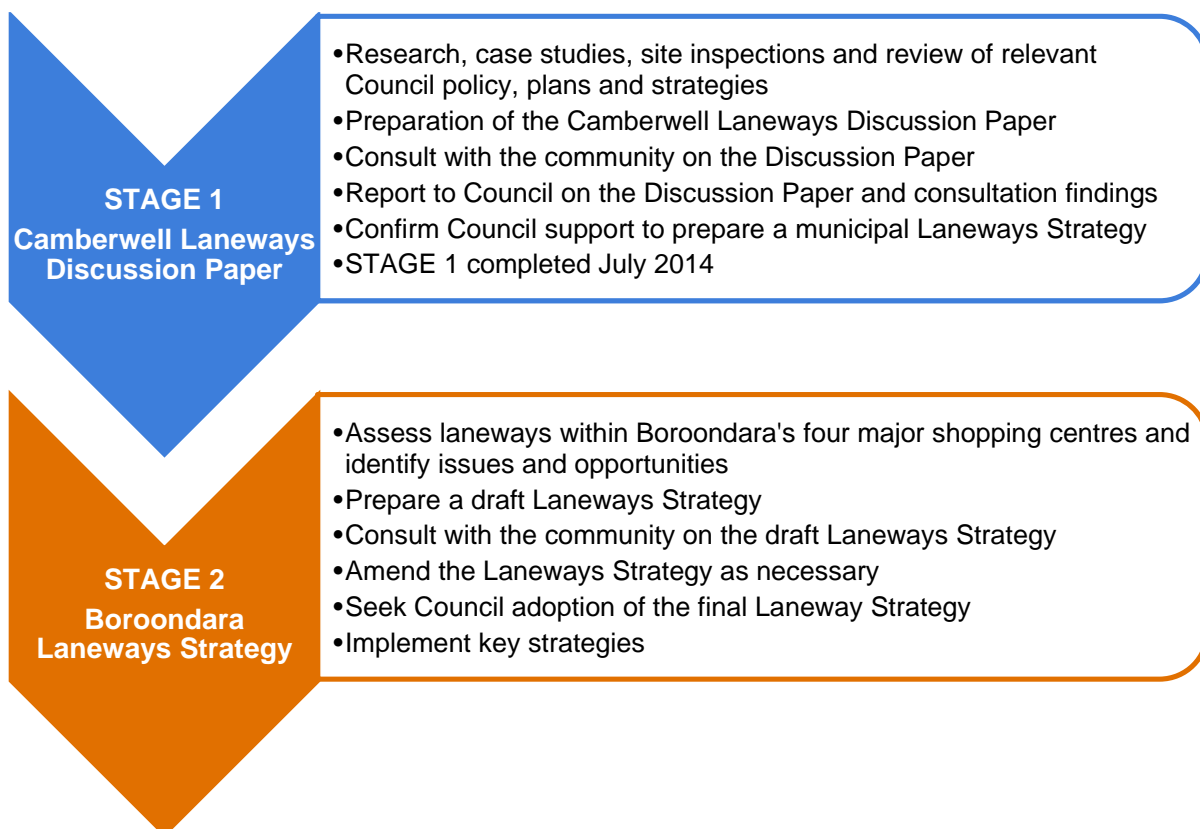
- Provide active frontages to arcades and improve all laneways including those that lead to the railway station.

Kew Junction Structure Plan 2009, updated December 2011

- Encourage the upgrade of laneways and alleyways that provide rear access to retail premises to further augment the options for pedestrian movement throughout the centre whilst recognising the need for traders to use these lanes to access their businesses.
- Develop land at the rear of shops to make better use of these spaces, improve the appearance, create active frontages where appropriate and improve the night time safety of laneway spaces with lighting and activity.

3.4 How the Laneways Strategy has been developed

Development of this Strategy includes the following steps.



3.5 What people have said

Prior to development of this strategy, the **Camberwell Junction Discussion Paper ‘bringing our laneways to life’** was prepared in early 2014 to assess stakeholder and community interest in laneways within the Camberwell Junction. Community feedback confirmed there is strong interest and support for laneway revitalisation, and to extend laneway improvements to shopping centres beyond Camberwell.

The **draft Laneways Strategy** underwent community consultation in mid-2015. Feedback received confirmed support for the draft strategy and/or laneway revitalisation.

At the major shopping centres the highest number of requests for laneway improvements were for:

- improved amenities (i.e. new paving, more seating, better lighting)
- greening and planting
- improved maintenance and safety
- art.

Some of the common themes of the consultation:

1. ideas and/or support for the activation of the laneways e.g. coffee carts, small lease spaces, pop-up shops, businesses opening rear in order to trade onto laneways etc.
2. improve the walkability of the laneways e.g. remove clutter and obstructions, flat paths, improve directional signage etc.
3. make the laneways safer and/or improve lighting
4. existing laneways currently appearing uncared for and unsightly e.g. trader bins, dirty, litter, poorly maintained
5. increase laneway greening such as more planting, trees, flowers etc.



Figures 3.2 and 3.3 Camberwell Junction Laneways Discussion Paper community consultation session

3.6 Key issues and opportunities

Within the major shopping centres there is a network of laneways which typically perform a service function only. Many of these laneways have been largely forgotten and some have become gritty, unwelcome places for undesirable activities to occur. Treated differently, these spaces represent a great opportunity to provide a significant contribution to the shopping centres.

Issues and opportunities identified during analysis of the four major shopping centres, consultation and development of the Strategy include:

Development impacts - some new developments have resulted in blocked laneway linkages, poor amenity, low activation of building edges, loss of bluestone paving, and/or conversion of public access ways into private spaces.

Low support - whilst there is some policy support for revitalisation of our laneways, there is opportunity for mechanisms to give weight to this support to ensure opportunities for laneway improvements are not missed.

Lack of awareness - there is a lack of identity and awareness of existing laneways, including many unnamed laneways and minimal signage which makes it difficult for visitors to find their way around the centres.

Minimal 'sense of place' - there are opportunities within the laneways for art, events or activities to better reflect the community's interests or local heritage and character.

Low appeal or interest - the visual appearance and elements within most of the laneways offer little interest, attraction or amenity.

Limited public space - there is low availability of usable public open space in the centres for people to stop, rest and socialise.

Underutilised assets - laneways are underutilised public assets with potential to provide community and economic benefits.

Conflicting access and function - pedestrian access and human scale experiences are often lost to the functional requirements of the laneways (i.e. loading, parking, vehicle movement and services).

Parking requirements - parking can be a barrier to allowing businesses to develop active edges along laneways due to planning scheme requirement for properties to provide parking on site. This is particularly relevant in the case of narrow high street properties where the need for a single parking bay would preclude laneway activation.

Safety and maintenance - several existing laneways are a target for an increasing amount of rubbish storage, vandalism, and tagging/graffiti which requires frequent removal. There is also limited lighting and a lack of appeal at night.

Minimal activation or surveillance - many existing laneways contain long blank walls with no openings, or primarily serve as access to rear of shops with storage, waste collection and parking. These conditions offer minimal natural surveillance, safety or activation. Opportunities exist for properties adjacent laneways to provide active edges (via windows, doors, shops, etc.).



Figure 3.4 dead-end laneway no. 44 within Glenferrie Shopping Centre

Case study

Camberwell - Laneway 53

The existing laneway in the Junction between 827 and 829 Burke Road is pedestrian-only access (no vehicle access). Council completed improvements to the laneway in 2007 using materials that are consistent with the Junction streetscape such as Council seating and asphalt with bluestone paving. Other amenity and safety improvements include lighting, planting, seat wall, permeable paving and retention of existing Jacaranda shade trees.

Not having a formal name, it is often referred to as 'the laneway next to Chocolate' in reference to the existing café on the western end. Council supported an application for 'alfresco' dining within the laneway from the business owner and the café now provides natural surveillance, visual interest and activity to attract people into the laneway. It is also a busy pedestrian access route providing a link between the Harold Street car park and Burke Road.



Before - site photo April 2005



After - site photo December 2013

4 Principles

The following five principles outline important elements that contribute to *bringing our laneways to life*. These best practice principles go beyond physical interventions and include community, economic and place creation opportunities. They provide a holistic approach to laneway revitalisation, in order to better protect, enhance and manage Boroondara's laneways. These principles should be considered for laneways within shopping centres when undertaking future improvement work and/or when development is proposed along a laneway.

Principle 1 - Place creation

Enhance 'sense of place' by improving amenity, creating identity, encouraging creativity and reflecting the areas character or history.

Principle 2 – Economics

Promote economic vitality by supporting local businesses and considering resource opportunities.

Principle 3 – Community

Connect the community by encouraging laneway activities, providing socialising opportunities and creating partnerships.

Principle 4 - Access and function

Improve access and function by linking destinations, prioritising uses, ensuring safety and increasing maintenance.

Principle 5 - Built form and site planning

Enrich future laneway use by promoting active edges and built form outcomes that contribute positively to laneways.

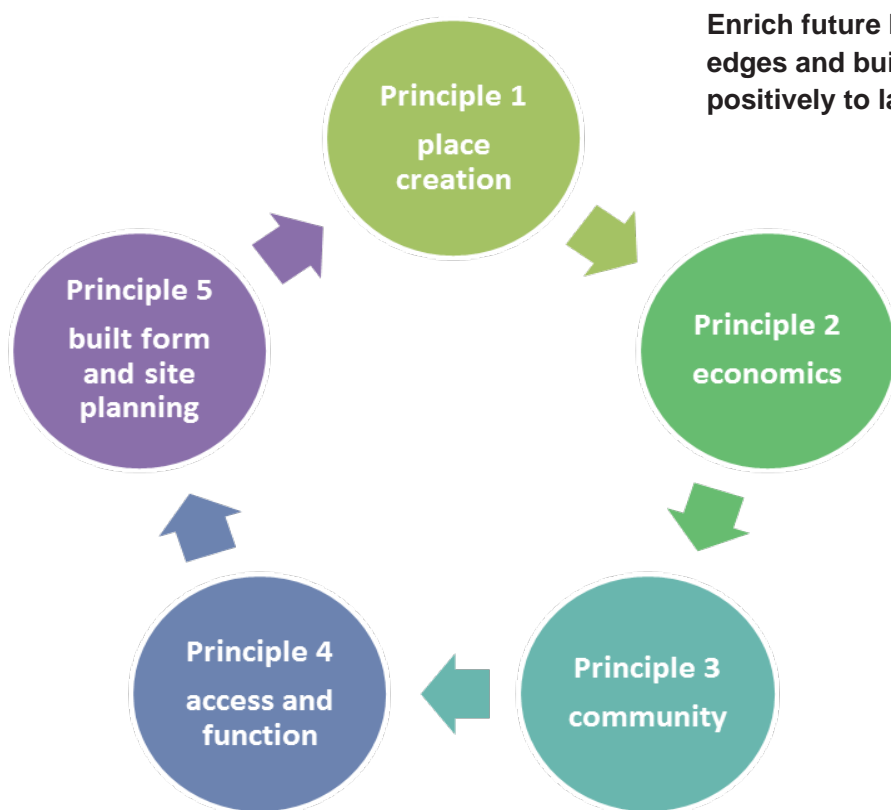


Figure 4.1 Five principles for successful laneways

4.1 Principle 1 – Place creation

Reflecting character

History and context - respect and retain elements or qualities of the laneways that represent heritage or site character. Promote the history or cultural significance through laneway naming, art, installations, story-telling, events, etc. Consider how the community relates to each laneway's history or context.

Human scale - laneways are unique in that they offer the opportunity for a diverse range of human scale experiences. The interest of the laneways is often in the hidden secrets, activities and unique qualities.

Precincts and themes - allow laneways to reflect different precincts and/or themes within the centre.

Materials and elements - unlike main streetscapes (which have consistent furniture, topiary trees and paving), there may not need to be the same formality to laneways. However, there is opportunity for some materials (e.g. bluestone paving) to be consistent with the main streetscape for a unified look throughout the centre. Materials and elements should be selected based on ecologically sustainable development (ESD) principles.

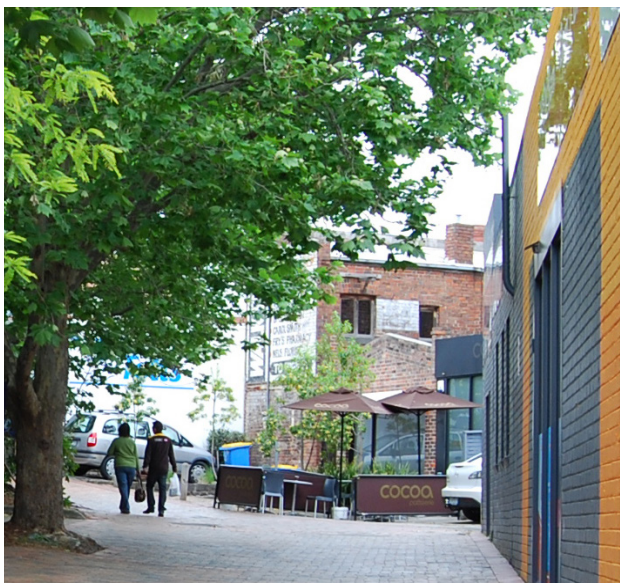


Figure 4.2 Opportunity to reflect the history of Athenaeum Place in Kew which was named after the former Athenaeum Hall (old Town Hall) that adjoined the laneway

Improving public space

Clean, comfortable and attractive - provide quality public space for improved liveability and wellbeing outcomes such as walkability, planting, socialising, events and entertainment. Well maintained public spaces encourage community use and increased physical activity and longevity. In turn, community use improves both perceived and actual personal safety.

Cues to care - generally spaces which appear attractive, invested in and maintained give the impression that the asset is 'owned,' cared for and valued, which may reduce vandalism or unwanted behaviours (also refer to 'Safety and Maintenance' under Principle 4).

Vegetation and environment - consider planting within suitable laneways to provide greening, micro-climate cooling and other benefits.

"please don't over manage them - or they will lose what makes them laneways and become ordinary streets " comment from community consultation, July 2015



Figure 4.3 Example of vegetation planted within Gibbon's Rent Lane, London UK
Source: www.thecreativebehindthedesign.com

Creating identity

Naming of laneways - naming unnamed laneways allows for improved recognition and identity. Names could commemorate an event, person or place and would be determined via the process outlined in the Naming of Council Properties Policy.

Wayfinding - named laneways and signage improves the ability to give directions and find the way to key destinations. There is potential to create 'walk-about maps' (or similar) related to laneways which promotes experiences and attracts visitors to the centres.

Community input - seeking input from the community on the laneways naming process provides greater community connection to a place and may uncover special stories or features.



Figure 4.4 Example of laneway naming
Source: www.aroundtheregion.com/tag/melbourne

Art and creativity

Role of art - art enables a new way of thinking about a place and works that engage people to interact with the art can activate the laneways. Opportunity exists to support local artists, community and youth to add their art to the laneways.

Types of art - explore various forms of art within laneways such as paintings, murals, street art, installations, sculpture, digital art/projections, dance, fashion, outdoor museums/galleries, etc. Establish a way of protecting commissioned and/or significant art pieces.

Street art - enhance laneways via street art, which is typically commissioned or has the property owner's consent (whereas graffiti is often unsolicited and considered vandalism). It is noted that Council's current position is 'zero tolerance' to graffiti.

Permanent vs. temporary - consider public art programs which promote temporary art installations that periodically change, to continually attract interest and enliven the laneways.

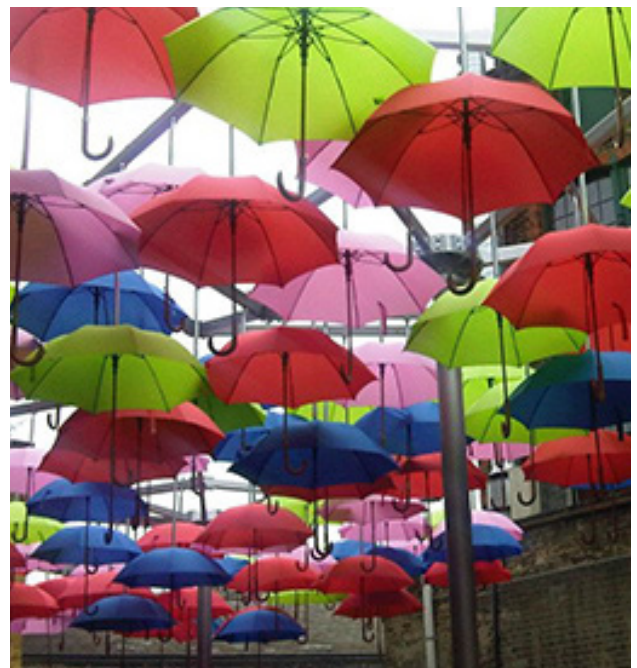


Figure 4.5 Art installation near Borough Market, London
Source: www.londonadorned.com/2012/10

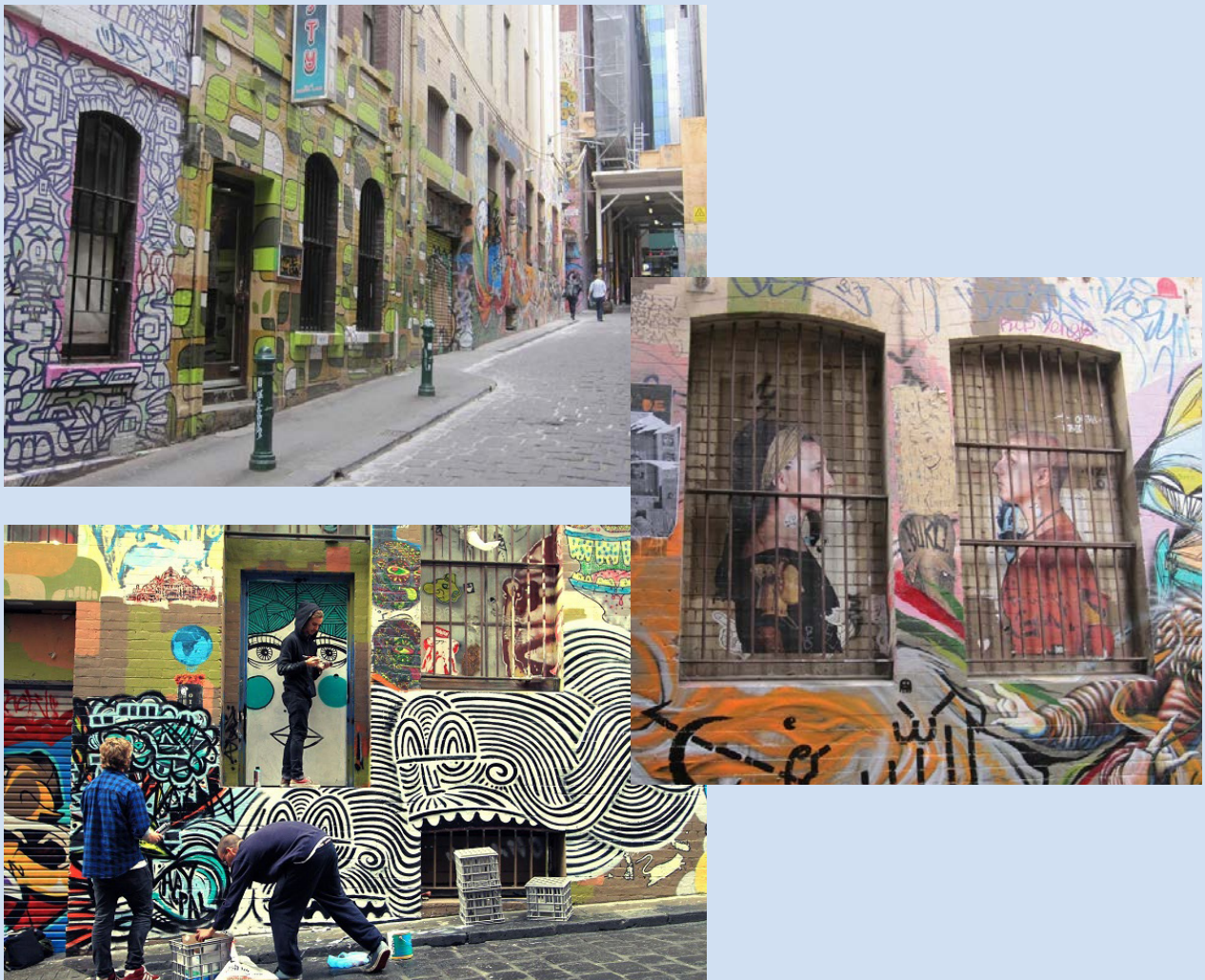
Case study

City of Melbourne - Hosier Lane

As part of the City of Melbourne's Public Art Program, the *Laneway Commissions* provides opportunities for artists to explore creativity in urban spaces and transforms the laneways into public art galleries. The result is increased visitation, making the city and pedestrian network more lively, interesting and safe.

Melbourne is known as one of the world's great street art capitals for its unique expressions of art on approved outdoor locations. Street art includes stencils, paste-ups and murals and does not include graffiti or tagging which is illegal. Legal street art contributes to a vibrant urban environment and can change continually on a day to day to basis.

As part of the *Public Art Commissions* the City of Melbourne approves permits for street art with building owners permission. Building owners/occupiers can also propose potential sites for artists' consideration, which may include: a side wall, shop front, accessible rear lane or nearby open space.



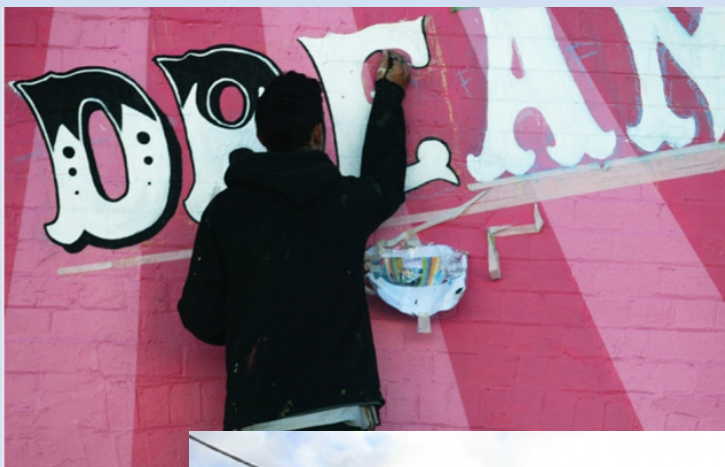
Sources: www.melbourne.vic.gov.au/AboutMelbourne/ArtsandEvents/PublicArt
www.thatsmelbourne.com.au/Placestogo/PublicArt

Case study

Hawthorn - mural

Successful street art should showcase the quality, diversity and innovation of arts practice in the local community while increasing community participation in cultural life. Street art style murals can also help to deter illegal practices like graffiti and tagging.

This example from Boroondara shows a mural in Hawthorn called 'The Dream' which was a collaboration between the Bank of Melbourne, local artists 'Blender Creatives' and helpers from 'Very Special Kids' (a non-profit organisation which supports families and children).



Sources: www.blender-creatives.com and www.theweeklyreviewboroondara.com.au

4.2 Principle 2 – Economics

Supporting local businesses

Pedestrian experience - statistics indicate that improving urban spaces and walkability of retail areas increase local business activity and retain business of local residents. For example, Camberwell Junction's total annual spending indicates that pedestrians spend more than car drivers or passengers (based on intercept surveys for the Camberwell Access Plan).

Attracting customers - vibrant and interesting laneways have a potential role in attracting people to the shopping centres and encouraging them to stay longer. They could also broaden the appeal visitors/tourists audience by virtue of becoming a destination.

Attracting businesses - create opportunities and initiatives (e.g. Wifi hotspots, alfresco areas or pop-up kiosks) which attract and retain good operators and businesses along laneways identified for potential activation.

Uses and times - attract a wider range of users across different times of the day and week in order to activate the laneways, where appropriate.

Trading zones and furniture - encourage initiatives to increase appeal of laneways, where appropriate (e.g. trading zones, street furniture, signage and/or special events). These initiatives should be in accordance with Council's Commercial Street Furniture Guidelines.

Did you know?

A study of Liveable City partner cities has shown benefits of improving the amenity of retail environments include: increased footfall, longer duration of stay and more expenditure.

Source: Loveday, M., 2006.

The Economic Benefits of Walking

Resource opportunities

Funding sources - investigate funding opportunities for laneway improvements from sources such as grants for small businesses, sustainability, heritage, community and/or arts.

Community contribution - consider ways in which community organisations, individuals, developers and traders can contribute to laneway improvements.



Figure 4.6 Attracting businesses and varying times of use. Vulcan Lane, Auckland.

Source: photo by Kieran Scott

Case study

City of Melbourne - Degrares Street

The City of Melbourne commissioned two public life and public space studies by Gehl Architects, in 1994 and 2004. The 1994 study recommended that missing links in the pedestrian network be repaired, and that the usable length of Melbourne's arcades and laneways be increased to offer good quality pedestrian access and high amenity. The key findings of the 'Places for People' 2004 report saw that the systematic integration of laneways into the walking pattern has had a very positive impact on the pedestrian network and the level of activity in the city centre. Jan Gehl himself notes that as a result of these improvements 'many more people are walking the streets: on weekdays some 40 percent more, and in the evenings twice as many as in 1993.'

Since 2002 the City of Melbourne has seen an 86 percent increase in the number of retail and hospitality businesses located in laneways. The city's laneways have particularly benefited with exceptional growth across retail employment (200 per cent), establishments (139 per cent) and floor space (245 per cent).

Degrares Street is a good example of how laneway improvements promoted increased pedestrian foot traffic which was followed by increased business activation, resulting in improved economic vitality.



Source: www.melbourne.vic.gov.au/enterprisemelbourne

4.3 Principle 3 – Community

Activities and socialising

Destinations - there is the potential for some laneways to become a destination with reason to be there (e.g. adjacent shop/food venue, art, children's play, historic reference, seating, socialising or interacting with others).

Events and programming - include programming and place-making events within laneways (e.g. events, festivals, buskers, art installations, music, dance, fashion), where feasible.

Temporary initiatives - activate laneways via temporary installations, incubator businesses, kiosks or pop-up shops, where feasible. These initiatives require less time to activate, are generally more cost effective, and are a way to trial uses before becoming permanent.

*"Activity creates activity...
decay creates decay."*

Marcus Westbury, ReNew Australia



Figure 4.7 Temporary film pop-up event
Source: Peel Street, Adelaide

Partnerships

Active partnerships - ensure strong and active partnerships - between Council, traders, local businesses, property owners, developers, artists and community organisations (e.g. arts groups, schools and universities).

Creativity - value and support entrepreneurs, innovation and creativity from the community and private sector. Consider initiatives that support and assist the community and existing traders or owners to contribute to the laneways.

Involved users - consider ways in which all groups, ages and demographics can be involved to increase community pride, ownership, inclusiveness.

Input from regulars - involve the adjacent residents and traders to encourage respect, appreciation and surveillance of the laneways. Those who use the space most regularly are often the best source of ideas for what will work best.



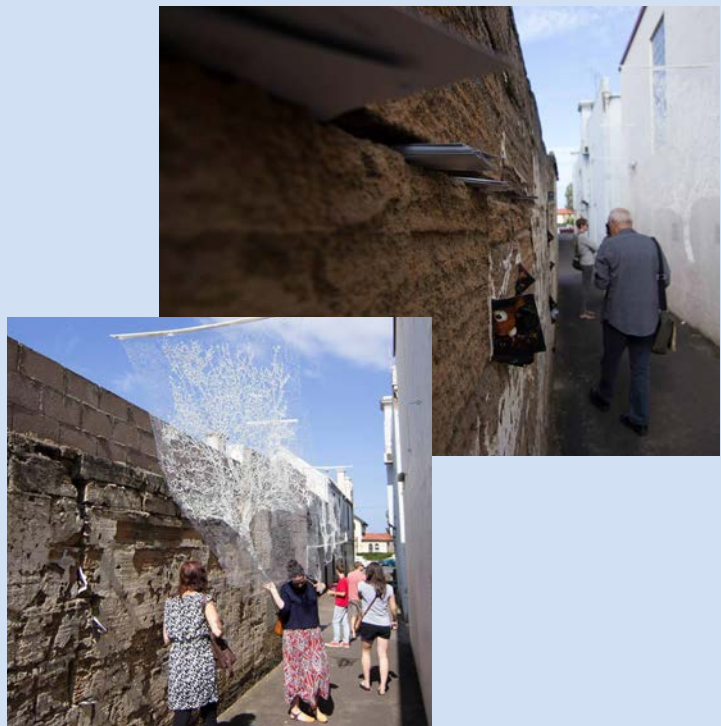
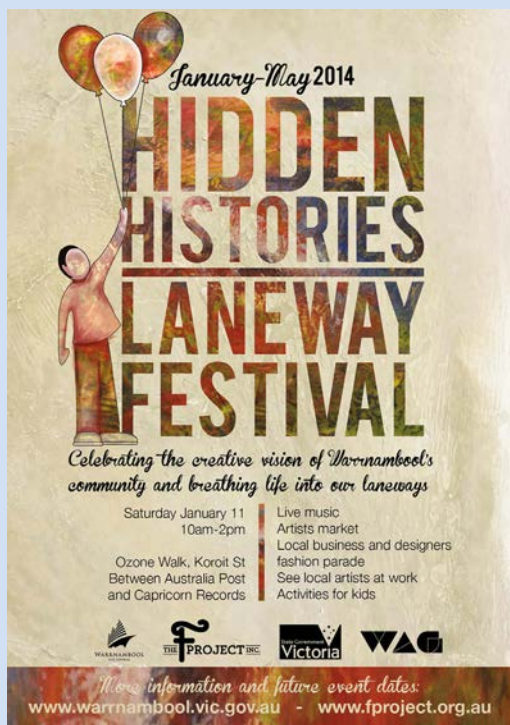
Figure 4.8 Public exhibition 'Light Locker Art Space' displays young artist's works in Grand Lane, Perth
Source: www.foodchainperth.com/lightlockers

Case study

Warrnambool City Council - Hidden Histories Project

A great example of collaboration between government, businesses and the community is the Warrnambool laneways *Hidden Histories* project. The project includes the *Hidden Histories Laneway Festival*, historical laneway research with RMIT, and the permanent upgrade of one CBD laneway. Funded with a grant from the State Government and a partnership between Warrnambool City Council, Warrnambool Art Gallery, The F-Project, Warrnambool and District Historical Society, Deakin University, South West TAFE, RMIT and Commerce Warrnambool.

The first festival in 2014 was a success, largely due the work of the team from the F-Project, which is a local artist run initiative that encourages engagement with the community through arts projects. The festival demonstrated how laneways can be suitable for hosting events, while the physical upgrade of one laneway will be a permanent reflection of the creative and historical character of Warrnambool.



Source: www.wonderfulwarrnambool.com.au/hidden-histories-laneway-festival

Photos by: Tim Umney, Warrnambool City Council

4.4 Principle 4 – Access and function

Access

Pedestrian network - allow laneways to contribute to the broader pedestrian network and create more pedestrian friendly environments which are less car dominated and permit walking, talking and resting.

Connectivity - ensure access is maintained and improved for laneways which provide links to key destinations and public transport.

All abilities - design with children and the elderly in mind to create spaces that are accessible and inclusive for all. Ensure standards are met for all-abilities-access, such as appropriate width, gradient and surface material.

Safety and maintenance

Safety and risk - reduce risk and maintain safety via Crime Prevention Through Environmental Design (CPTED), such as lighting, natural surveillance, regular maintenance, controlled access and eliminating obstacles or hazards.

Dead-ends - where possible, investigate opening access at dead-ends to improve the pedestrian network, and/or apply CPTED measures to improve safety.

Maintenance - consider maintenance requirements (such as responsibility, funding, and frequency) when undertaking laneway improvements, as an increase in pedestrian use may result in increased expectations regarding laneway appearance.

Did you know?

Approximately 15,000 pedestrians enter and exit the Camberwell Junction daily. Of all the modes used by visitors, pedestrians visit the most often and spend the most annually.

Source: Camberwell Junction Access Plan 2014

Function

Prioritised types - prioritise laneways for future improvement works based on location, access priority, activation potential, links to key destinations, and functional requirements (e.g. loading, clear ways, access to car parking, services, etc.).

Conflict - reduce conflict between traffic and pedestrians where feasible. Consider 'shared zones' which gives priority to pedestrians and have reduced traffic speed limits. Alternatively, consider limiting vehicle access and parking to some laneways (permanently or at set hours) in order to create safer pedestrian-only access.

Public access - approximately 90 percent of existing laneways are managed by Council, some of which are freehold land or private property. Work with private owners of strategically located laneways to encourage public access or use where appropriate. Consider opportunities and incentives for laneways to become safe and inviting places.



Figure 4.9 Lighting in Dandenong laneway.
Source: Vessels of Light project, Sinatra Murphy

Case study

City of Perth - Prince Lane

As part of Perth's 'Forgotten Spaces – Revitalising Perth's Laneways' strategy, revitalised laneways have included Wolf, Howard, Grand Lanes and recently Prince Lane. Some improvements have been new lighting, gutters, paving, kerbs, free WiFi, lightbox exhibition spaces and commissioned art works. The laneways are designed to attract investment to what will be a key pedestrian route between the CBD and Northbridge as the Perth City Link nears completion.

In Prince Lane, the overall function of the lane was not drastically changed, but formalising of existing loading zones helped to reduce conflict with parked vehicles and access to adjacent properties. In addition, artworks also address areas which were previously popular targets for graffiti. Instead of tagging, locals have noticed the community adding their own art interventions to the laneway's makeover, including a miniature photo exhibition.



Sources: www.oneperth.com.au/2013 and www.perth.wa.gov.au

4.5 Principle 5 – Built form and site planning

Development

Future laneways - protect existing laneways to ensure future developments do not build over them or restrict through-access. In addition to existing laneways, identify opportunities to establish new laneways along pedestrian desire lines and new through-block links as part of the redevelopment of major strategic sites. Emphasis should be placed on the continuation of existing laneways with dead-ends, especially where their extension would significantly enhance connectivity, walkability and permeability within the centre.

Future development - properties adjoining laneways have a significant impact on amenity and function; therefore future development should contribute positively to laneways in accordance with these principles.

Parking - balance the servicing and parking requirements for properties adjoining laneways with the quality, amenity and accessibility of the laneway. For high pedestrian use laneways, vehicle parking and loading zones should be minimised to appropriate areas and times, or excluded where feasible.

Built form

Building alignment and setbacks - encourage future developments to build to the laneway alignment and/or continue the predominant building alignment along both sides of the laneway to achieve visual consistency and continuity for the entire length of the laneway. Where appropriate and supported by traffic analysis, encourage laneway widening to accommodate active uses such as outdoor seating and retail.

Active building edges - where appropriate, encourage new developments to incorporate active edges (doors, windows, shops, etc.) and upper floors that overlook the laneways which provides social interaction, casual surveillance and improved safety. Blank walls with no doors or windows or visual interest should be discouraged along laneways.

Building height and human scale - ensure new developments maintain a sense of human scale, openness and a pleasant laneway environment via appropriate setbacks above ground level or podium height.



Figure 4.10 Example of activation within Little Jane Street and Finders Keepers Markets
Source: www.digella.blogspot.com.au



Figure 4.11 Poplar Lane, New Zealand - example of active edge with doors and windows along laneway
Source: www.beforeafter.co.nz

5 Process for categorising laneway types

Analysis across the four major shopping centres (Camberwell Junction, Glenferrie, Kew Junction and Balwyn) has highlighted that each laneway is unique in terms of its function, location, existing condition and future opportunities for improvement.

A process has been developed to categorise individual laneways into 'types' to:

- record their existing attributes
- identify important laneways that have opportunities to achieve the Strategy's vision.

The process for categorising each **laneway type** is based on how many of the four **valuable attributes** an existing laneway displays. This establishes what attributes a particular laneway excels in (or is lacking) and therefore what improvement opportunities exist.

5.1 Valuable attributes

Based on the **five principles** and reinforced within laneway documents from other cities, the following elements are considered valuable attributes that contribute to a successful laneway:

Amenity and character

Provides aesthetic and spatial interest, and/or unique character. Overall appearance and amenity indicate the space is cared for and in good condition. Has well-maintained, durable assets that accommodate a variety of uses.

Connectivity

Provides a physical connection to key destinations, is an important short cut from A to B and/or the laneway is a destination in itself.

Pedestrian focus

The function of the laneway has a pedestrian focus rather than operating as a vehicle dominated space.

Activated edges

Adjacent building edges and associated activities provide interaction with the laneway at ground level (i.e. doors, windows, cafe seating, etc). Adjacent uses attract people, offer a reason to use the laneway, and provide natural surveillance so people feel safe and are able to be seen by others.

5.2 Laneway types

Individual laneways can be categorised into 'types' based on the extent of valuable attributes that they display (as described in Section 5.1). The higher the type (e.g. Type A) the more valuable the laneway is to the shopping centre in terms of amenity, character, connections, pedestrian use and activity.

The laneway types are defined as:

Type A – laneways that rank high in all four valuable attributes and are a destination in themselves which people travel to or socialise within. They provide significant benefit to the centre and are ideally pedestrian only or a shared-zone at a minimum.

Type B – laneways that rank high in three of the four valuable attributes and offer elements of interest or functionality to the centre. They are not a destination, but have some level of activation and a pedestrian use focus (over vehicle use).

Type C – laneways that rank high in one or two of the four valuable attributes and mainly serve as a through connection for pedestrians. They generally have a low level of activation, but provide important pedestrian access which should be retained and improved.

Type D – laneways that rank low in all four valuable attributes and mainly have a service or vehicle access priority. They provide some pedestrian access which should be retained and improved where feasible. Note: a pedestrian-only lane (no vehicle access) would not be considered a Type D laneway.

Arcades - privatised arcades are not considered laneways for this Strategy. However, these spaces often provide important pedestrian access and activated edges. They should be encouraged to remain open for public access at all hours.

The four major shopping centres have been inspected, assessed and categorised into existing laneway types based on their current attributes (refer to ‘**Existing Laneway Types**’ map in **Appendix 1**).

The laneways have also been assessed to determine their ability to achieve the vision of the Strategy and how important each laneway is to the function and vitality of the centre. The level of importance of each laneway is shown on the ‘**Laneway Hierarchy**’ maps for each major centre (refer **Appendix 1**). Future development proposals along laneways identified as Type A or Type B should provide positive laneway outcomes in accordance with the Laneway Design Guidelines (refer **Appendix 2**).

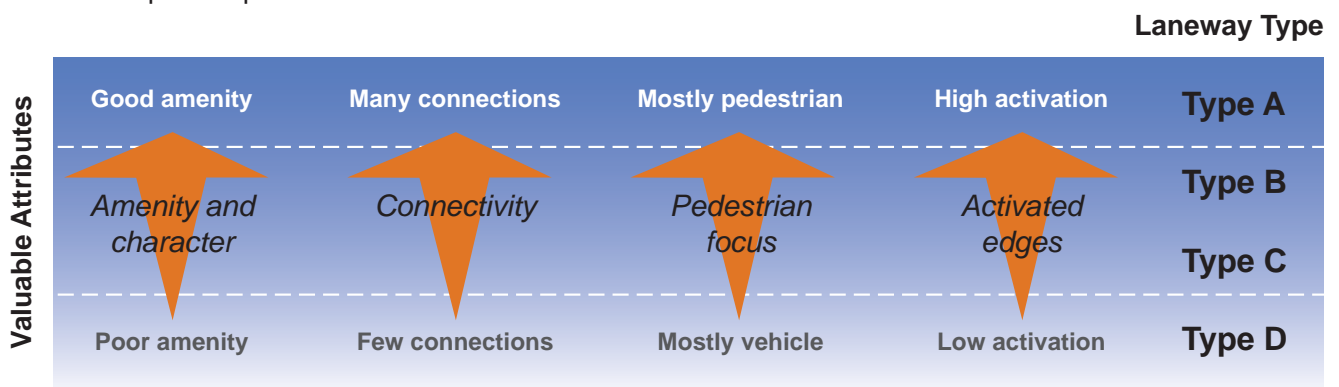


Figure 5.1 Categorising laneways into ‘types’

6 Objectives and strategies

6.1 Strategies to achieve objectives

To progress this Strategy's vision, three overarching objectives have been identified (as outlined in Figure 6.1). Priority strategies propose how each of these objectives will be realised. It is noted that achieving these objectives will require a timeframe that extends beyond the life of this Strategy.

6.2 Laneway Design Guidelines for Shopping Centres

Laneway Design Guidelines for Shopping Centres have been developed to provide guidance when undertaking laneway improvement works, incorporating art in laneways, and/or when new development is proposed along a laneway within shopping centres (refer **Appendix 2**).

OBJECTIVE 1: Influence private development outcomes	
Strategy 1.1	Promote new and retrofit developments and privately owned laneways that respond to the principles of the Laneways Strategy and its associated guidelines through provision of timely guidance during planning and design stages, and where relevant and appropriate, apply planning permit conditions.
OBJECTIVE 2: Encourage activities, programming and events within laneways	
Strategy 2.1	Promote and partner with the community to enable community participation to activate laneways via programming, art and place making initiatives.
OBJECTIVE 3: Improve public owned laneways	
Strategy 3.1	Make physical improvements to selected laneways within the major shopping centres (Camberwell Junction, Glenferrie, Kew Junction and Balwyn) commencing with a pilot project at Camberwell Junction Shopping Centre; and seek opportunities in other public realm projects as they arise.
Strategy 3.2	Reinforce the identity of individual laneways and aid wayfinding through naming and signage where appropriate.

Figure 6.1 Objectives and priority strategies

7 Strategy implementation and monitoring

7.1 Implementation and monitoring

The objectives and priority strategies will be outlined in an implementation plan that will be rolled out over the life of the Strategy. The implementation plan will be entered into Council's reporting system and reported on annually to monitor progress.

Delivery of the laneway objectives will be subject to annual budget allocations and Council will also proactively seek co-funding and partnership opportunities wherever possible. Some strategies will also be progressed within Council's existing operational resources and existing project budgets.

It is anticipated that Council funded improvements for prioritised laneways at the major shopping centres will be tested at Camberwell Junction Shopping Centre (with a pilot project), before commencing improvement works at the other three centres.

It is acknowledged that the revitalisation of the city's laneways is a long term vision that will extend beyond the five year life of this Strategy. The success of this Strategy will be reviewed in 2020 to assess the progress of *bringing our laneways to life*.

7.2 Accountabilities

For queries regarding this Strategy please contact the following Council department:

Environment and Sustainable Living
(03) 9278 4011

environment.mailbox@boroondara.vic.gov.au



Figure 7.1 Railway Arcade within Glenferrie Shopping Centre

8 Definitions

Activation

To cause something to start. Encouraging more activities to occur in a space; including but not limited to visiting, passing through, socialising in or otherwise occupying the space.

Active edge/frontage

A building façade that engages with an adjoining outdoor space by sharing some of its internal activity with that space. This may include a physical connection from the building interior to the space such as a door or other opening (vehicle entries are typically excluded). It may also include a view into the building interior, such as a window or otherwise partially transparent edge treatment.

Crime Prevention Through Environmental Design (CPTED)

Design principles for the built environment to discourage crime, reduce fear of crime, and to encourage community use of a place. Principles include: access control, natural surveillance, maintenance and definition of ownership.

Connectivity

Provision of links internally and beyond the boundaries of a site, which can be achieved by visual and/or physical links.

Council

Indicates reference to the City of Boroondara as a geographical area and also refers to the entity which has the authority to make decisions on behalf of the Boroondara community.

Facade

Exterior face of a building.

Guidelines

Guidelines are operational documents and detail a preferred approach to implementation and direct actions within a plan or strategy respectively.

Human scale

Humans interact with their environments based on their physical dimensions, capabilities and limits. Buildings and places scaled to human physical capabilities have steps, doorways, railings, work surfaces, seating, shelves, fixtures, walking distances, and other features that fit well to the average person.

Laneway

A narrow road typically less than six metres in width, which is secondary to main routes or streets and usually providing rear or side access to properties. The property title may describe the lane as a road, path, service lane, alleyway, carriageway or right of way easement.

Liveability

Livability is the sum of the factors that add up to a community's quality of life - including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.

Natural surveillance

Involves placing facilities, streets, people and views in such a way that the perception that people can be seen is increased.

Principle Pedestrian Network (PPN)

Utilising methodology developed by the Department of Transport, Planning and Local Infrastructure (DTPLI), the PPN is an identified strategic walking route to key destinations. The methodology for determining the PPN includes count and questionnaire surveys, site observations and geographic information system (GIS) modelling.

Public realm

Areas of the built or natural environment which are available for use by everyone on an unrestricted basis regardless of ownership.

Public open space

Land that is set aside for public recreation or public resort; or as parklands; or for similar purposes (including parks, gardens reserves, waterways, civic forecourts and plazas).

Revitalise

To give something new vitality or vigor.

Sense of place

The feelings or perceptions people have for a place, often in relation to the characteristics that make a place special or unique.

Setback

The minimum distance from any allotment boundary to a building.

Shared zone

Where pedestrians, cyclists and vehicular traffic have equal rights to access.

Strategy

Strategies address issues which have a broad and deep focus and as such, they can be supported by policies, plans, frameworks or guidelines to achieve its long-term goals.

Streetscape

The visible components in a street between the facing buildings. Including the form of the buildings, garages, setbacks, fencing, landscaping, driveway and street trees, surfaces, utility services and street furniture such as lighting, signs, barriers and bus shelters.

Unmade lane

A strip of land set aside for a road on title with no man made material added to form a sealed surface or that has not been constructed to a standard acceptable to Council (refer Unmade Lanes Policy).

Walkability

A measure of how friendly an area is for walking, which includes such factors as: safety, quality of walking surface, presence of trees/vegetation, available natural surveillance, buffers to traffic, connections to transport/destinations, places to sit/rest, air quality, etc.

Wayfinding

User experience of orientation and choosing a path within the built environment and the set of architectural and/or design elements that aid orientation.

9 References

Council policies and strategies

- Access and Inclusion Plan 2013-2017
- Access Plans
 - Balwyn Access Plan and Parking Precinct Plan 2013
 - Camberwell Junction Access Plan and Parking Study 2014
 - Glenferrie Road Precinct Walkability Study 2008
 - Kew Junction Walkability Strategy 2007
- Arts and Cultural Strategy 2008-2013
- Boroondara - Council Plan 2013-17
- Boroondara Graffiti Program 2001
- Boroondara Planning Scheme
- Boroondara Thematic Environmental History
- Bluestone Policy - Kerbs, Channels and Laneways 2010
- Camberwell Shopping Centre Streetscape Development Strategy 1997
- Commercial Street Furniture Guidelines
- Community Engagement Policy and Guidelines
- Community Festivals and Events Policy 2010-2014
- Community Strengthening Grants Program 2014-15 (and Annual Grant Guidelines)
- Creating an Age Friendly Boroondara 2009-2014
- Guidelines for Public Events Conducted on Council Land in the City of Boroondara
- Heritage Action Plan 2012
- Integrated Transport Strategy 2006
- Municipal Public Health and Wellbeing Plan 2013-2017

- Naming of Council Properties Policy 2011
- Our Boroondara – Our City Our Future 2008
- Public Art Strategy 2010-2015
- Road Management Plan 2013
- Road Safety Strategy 2007-2012
- Structure Plans
 - Camberwell Junction Structure Plan updated 2011
 - Glenferrie Structure Plan updated 2011
 - Kew Junction Structure Plan updated 2011
- Unmade Lanes Policy 2013
- Young People's Strategy 2009-2014

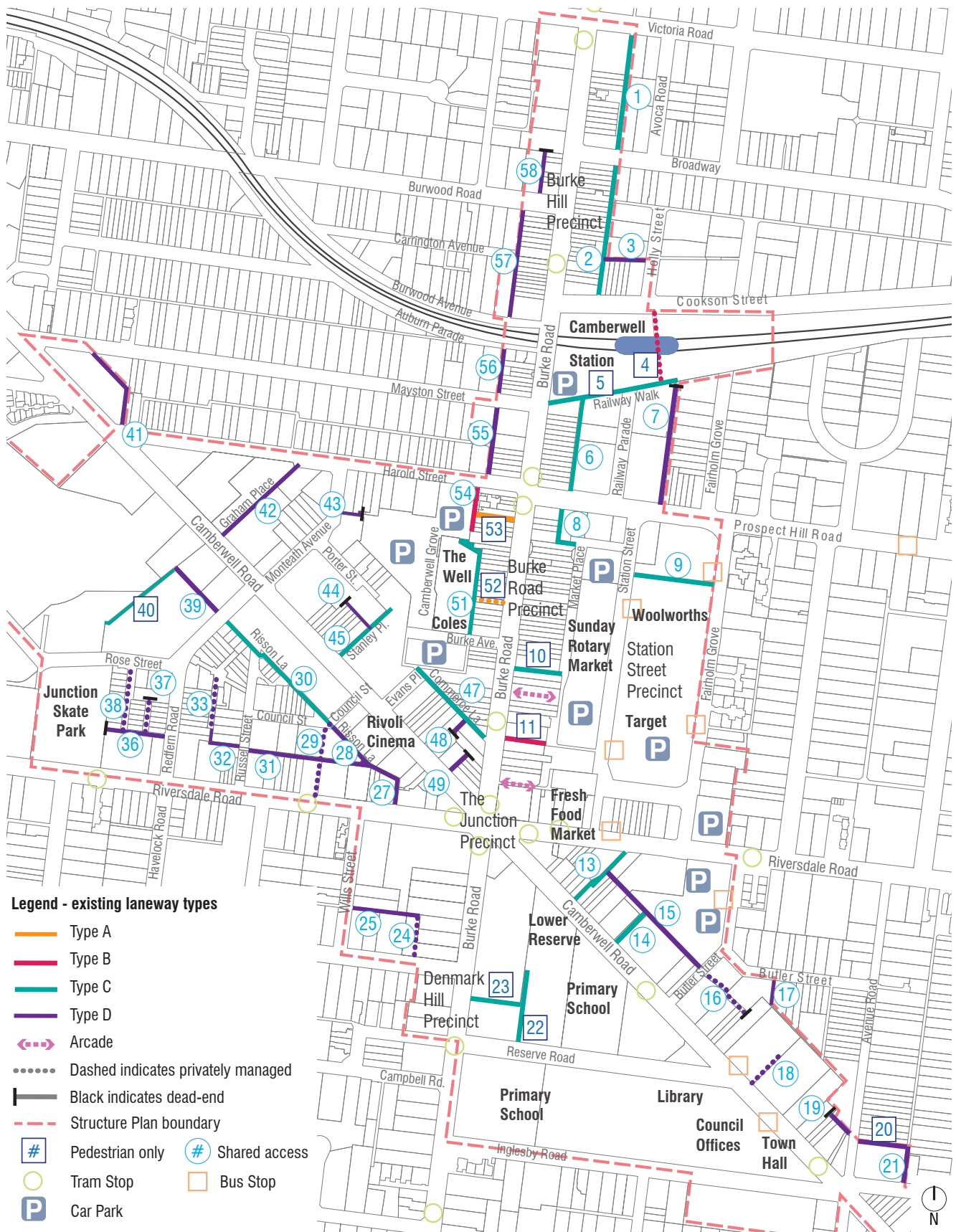
Other reference documents

- Christchurch City Council (New Zealand) Central City Lanes Report and Lanes Design Guide
- City of Perth - Forgotten Spaces Revitalising Perth's Laneways
- City of Port Phillip - Activating Laneways Strategy and Heritage Kerbs, Channels and Laneways
- City of Sydney - Chinatown Public Domain Plan and Parramatta Civic Improvement Plan
- Geographic Place Names Act 1998 and Guidelines for Geographic Names 2010 Version 2
- Melbourne City Council
 - Laneway Commissions and Places for People 2004
 - Greening Laneways
 - Public Art Framework 2012–2014
 - Love Your Laneway program
 - Melbourne Planning Scheme
 - Graffiti Management Plan 2014-2018
- New Castle - ReNew Australia project
- Parramatta City Centre Lanes Strategy 2010

Appendix 1: Study Area Maps

Camberwell Junction Shopping Centre Existing Laneway Types

Camberwell laneways have been inspected, assessed and categorised into existing 'laneway types' to record their existing conditions and to identify opportunities for future improvements.



Refer Section 5.2 of the Laneways Strategy for a definition of laneway types.

Camberwell Junction Shopping Centre

Laneway Hierarchy for improved private development

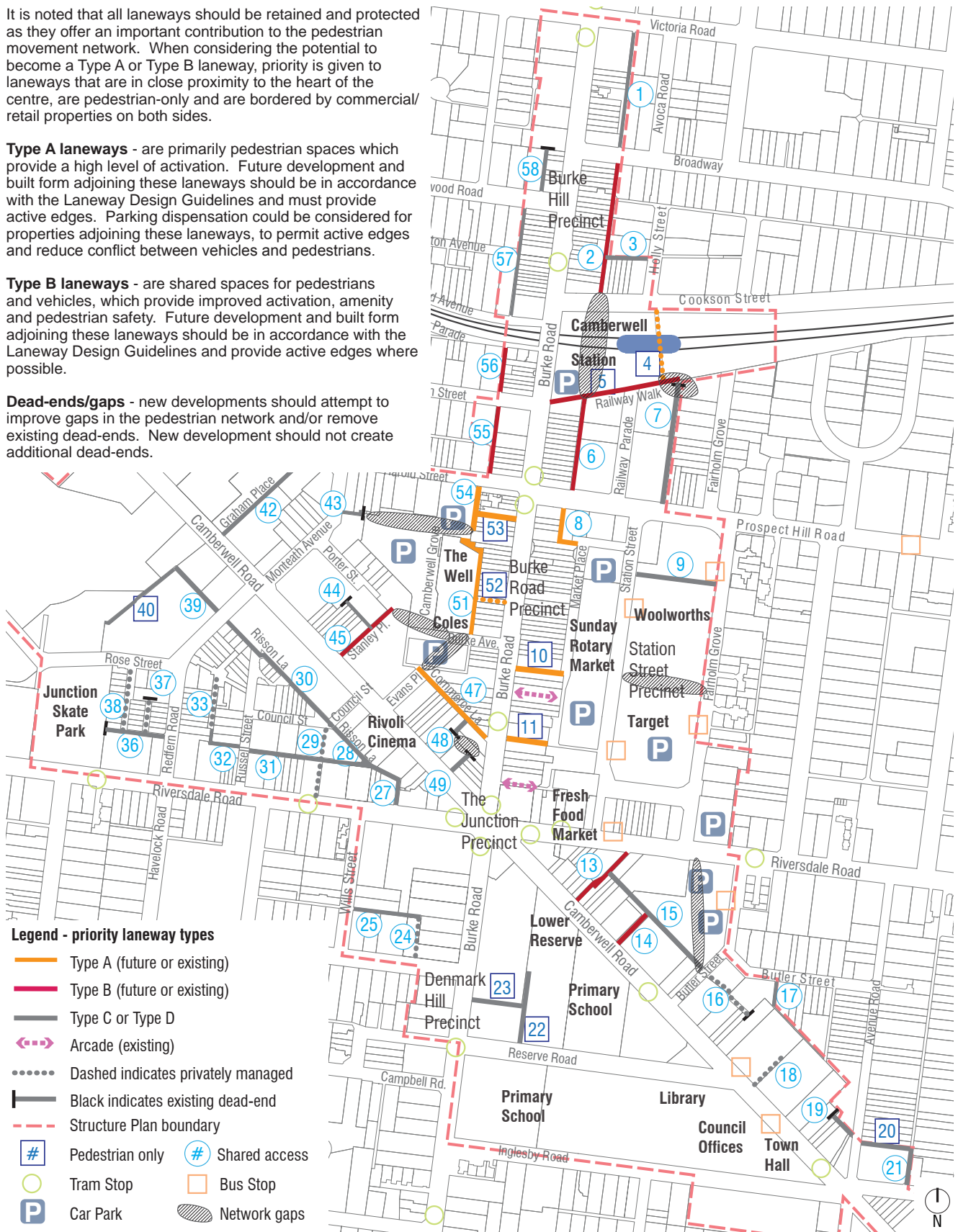
This map ranks the importance of the laneways in achieving the vision of the Strategy. It also identifies significant laneways (Type A or Type B) where adjoining private development proposals can have a positive impact. This map does not identify laneways requiring physical improvement in the public realm (via capital funding).

It is noted that all laneways should be retained and protected as they offer an important contribution to the pedestrian movement network. When considering the potential to become a Type A or Type B laneway, priority is given to laneways that are in close proximity to the heart of the centre, are pedestrian-only and are bordered by commercial/retail properties on both sides.

Type A laneways - are primarily pedestrian spaces which provide a high level of activation. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and must provide active edges. Parking dispensation could be considered for properties adjoining these laneways, to permit active edges and reduce conflict between vehicles and pedestrians.

Type B laneways - are shared spaces for pedestrians and vehicles, which provide improved activation, amenity and pedestrian safety. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and provide active edges where possible.

Dead-ends/gaps - new developments should attempt to improve gaps in the pedestrian network and/or remove existing dead-ends. New development should not create additional dead-ends.

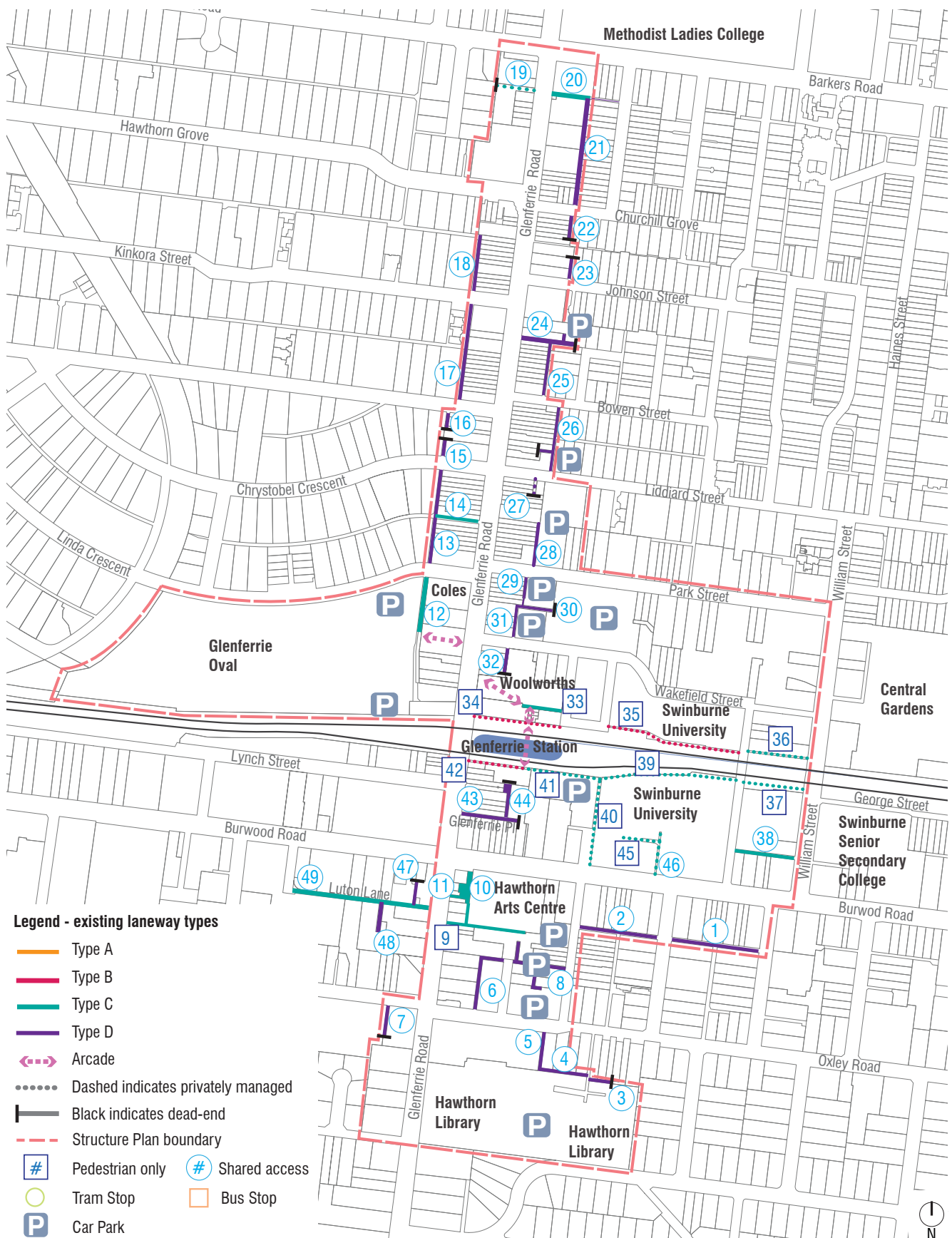


Refer Section 5.2 of the Laneways Strategy for a definition of laneway types.

Glenferrie Shopping Centre

Existing Laneway Types

Glenferrie laneways have been inspected, assessed and categorised into existing 'laneway types' to record their existing conditions and to identify opportunities for future improvements.



Refer Section 5.2 of the Laneways Strategy for a definition of laneway types.

Glenferrie Shopping Centre

Laneway Hierarchy for improved private development

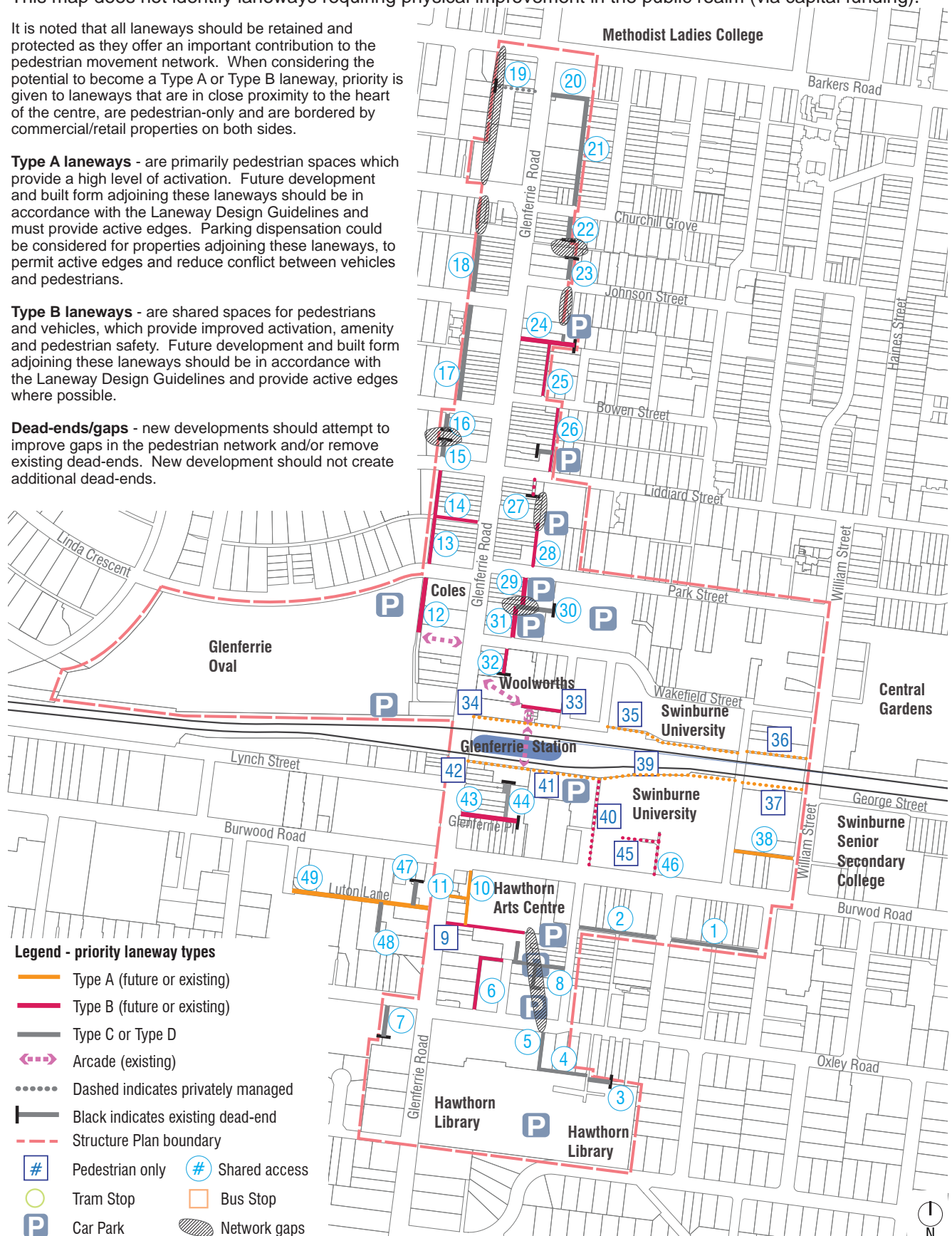
This map ranks the importance of the laneways in achieving the vision of the Strategy. It also identifies significant laneways (Type A or Type B) where adjoining private development proposals can have a positive impact. This map does not identify laneways requiring physical improvement in the public realm (via capital funding).

It is noted that all laneways should be retained and protected as they offer an important contribution to the pedestrian movement network. When considering the potential to become a Type A or Type B laneway, priority is given to laneways that are in close proximity to the heart of the centre, are pedestrian-only and are bordered by commercial/retail properties on both sides.

Type A laneways - are primarily pedestrian spaces which provide a high level of activation. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and must provide active edges. Parking dispensation could be considered for properties adjoining these laneways, to permit active edges and reduce conflict between vehicles and pedestrians.

Type B laneways - are shared spaces for pedestrians and vehicles, which provide improved activation, amenity and pedestrian safety. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and provide active edges where possible.

Dead-ends/gaps - new developments should attempt to improve gaps in the pedestrian network and/or remove existing dead-ends. New development should not create additional dead-ends.



Refer Section 5.2 of the Laneways Strategy for a definition of laneway types.

Existing Laneway Types

Legend - existing laneway types

- Type A
- Type B
- Type C
- Type D
- Arcade
- Dashed indicates privately managed
- Black indicates dead-end
- Structure Plan boundary
- Pedestrian only
- Tram Stop
- Bus Stop
- Car Park

Map Labels: Kew Cemetery, Kew Recreation Centre, Andale School, Kew Primary School, Church, Woolworths, Leo's, Kew Junction, Trinity Grammar School, Petrie Square, Kew Library, Alexandra Gardens, Trinity Grammar School, Xavier College, Kew Cemetery, High Street, Ridgeway Avenue, Mary Street, Highbury Grove, Charles Street, Union Street, Derick Street, Coltham Road, Wellington Street, Queen Street, Fenton Way, Denmark Street, Stevenson Street, Merton Place, Studley Park Road, Fernhurst Grove, Princess Street, Brougham St, Walpole Street, Peel Street, Pakington Street, Cobden Street, Derby Street, High Street.

Numbered Lanes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28.

Facilities: Kew Cemetery, Kew Recreation Centre, Andale School, Kew Primary School, Church, Woolworths, Leo's, Kew Junction, Trinity Grammar School, Petrie Square, Kew Library, Alexandra Gardens, Trinity Grammar School, Xavier College.

Other Features: North arrow, Structure Plan boundary, Pedestrian only, Tram Stop, Bus Stop, Car Park.

Kew Junction Shopping Centre

This map ranks the importance of the laneways in achieving the vision of the Strategy. It also identifies significant laneways (Type A or Type B) where adjoining private development proposals can have a positive impact. This map does not identify laneways requiring physical improvement in the public realm (via capital funding).

Laneway Hierarchy

for improved private development

It is noted that all laneways should be retained and protected as they offer an important contribution to the pedestrian movement network. When considering the potential to become a Type A or Type B laneway, priority is given to laneways that are in close proximity to the heart of the centre, are pedestrian-only and are bordered by commercial/retail properties on both sides.

Type A laneways - are primarily pedestrian spaces which provide a high level of activation. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and must provide active edges. Parking dispensation could be considered for properties adjoining these laneways, to permit active edges and reduce conflict between vehicles and pedestrians.

Type B laneways - are shared spaces for pedestrians and vehicles, which provide improved activation, amenity and pedestrian safety. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and provide active edges where possible.

Dead-ends/gaps - new developments should attempt to improve gaps in the pedestrian network and/or remove existing dead-ends. New development should not create additional dead-ends.

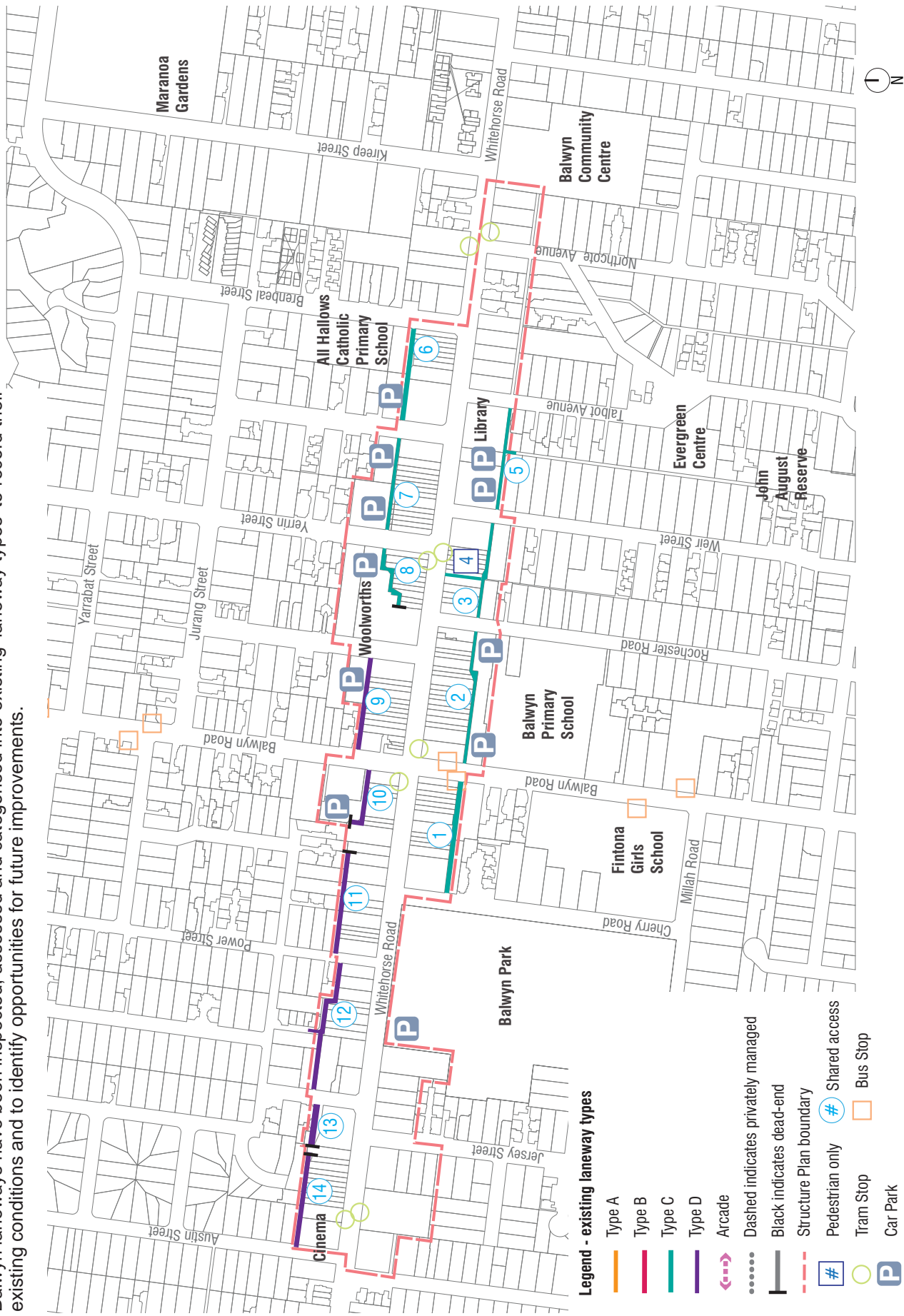


Refer Section 5.2 of the Laneways Strategy for a definition of laneway types.

Balwyn Shopping Centre

Existing Laneway Types

Balwyn laneways have been inspected, assessed and categorised into existing 'laneway types' to record their existing conditions and to identify opportunities for future improvements.



Balwyn Shopping Centre

This map ranks the importance of the laneways in achieving the vision of the Strategy. It also identifies significant laneways (Type A or Type B) where adjoining private development proposals can have a positive impact. This map does not identify laneways requiring physical improvement in the public realm (via capital funding).

Laneway Hierarchy

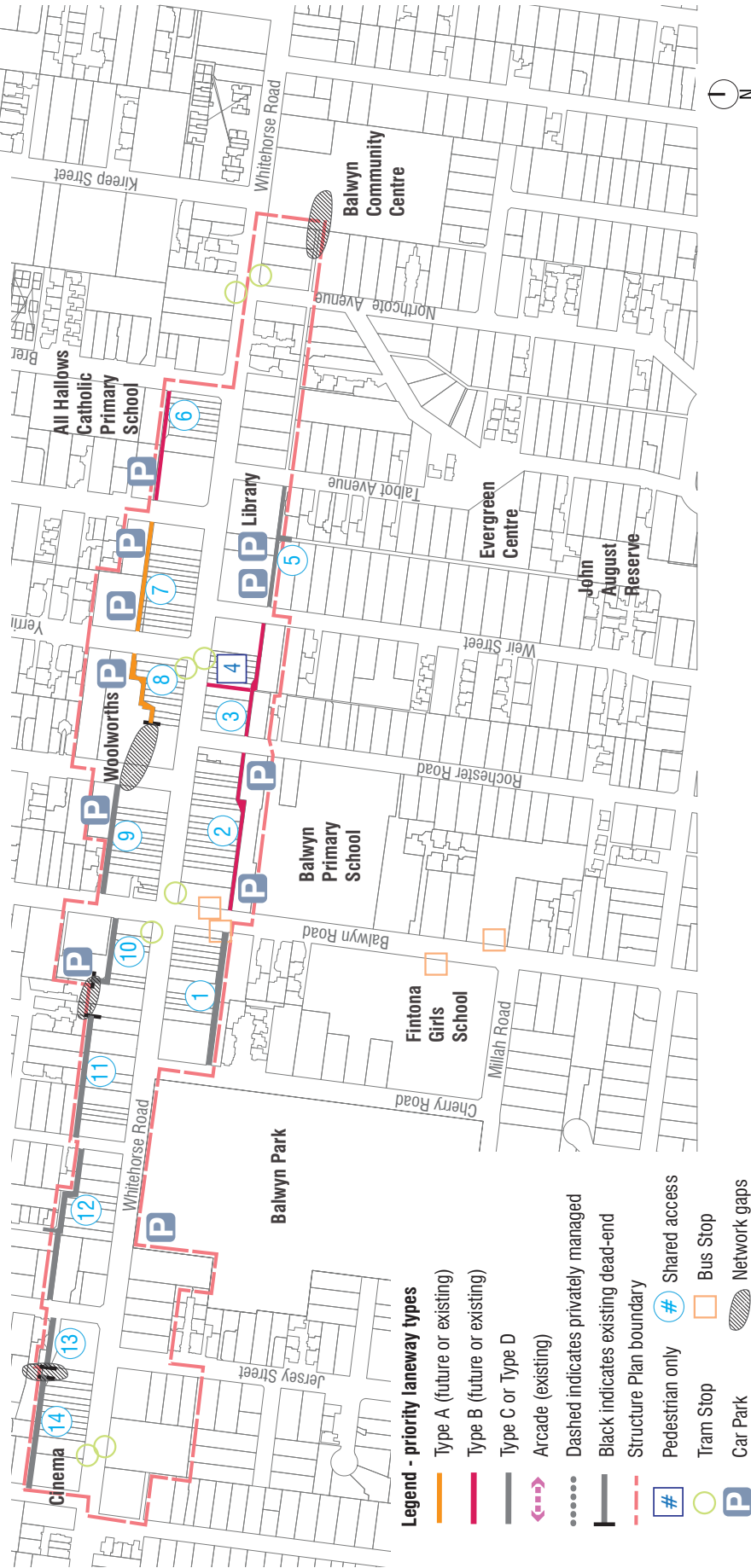
for improved private development

It is noted that all laneways should be retained and protected as they offer an important contribution to the pedestrian movement network. When considering the potential to become a Type A or Type B laneway, priority is given to laneways that are in close proximity to the heart of the centre, are pedestrian-only and are bordered by commercial/retail properties on both sides.

Type A laneways - are primarily pedestrian spaces which provide a high level of activation. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and must provide active edges. Parking dispensation could be considered for properties adjoining these laneways, to permit active edges and reduce conflict between vehicles and pedestrians.

Type B laneways - are shared spaces for pedestrians and vehicles, which provide improved activation, amenity and pedestrian safety. Future development and built form adjoining these laneways should be in accordance with the Laneway Design Guidelines and provide active edges where possible.

Dead-ends/gaps - new developments should attempt to improve gaps in the pedestrian network and/or remove existing dead-ends. New development should not create additional dead-ends.



Refer Section 5.2 of the Laneways Strategy for a definition of laneway types.

Appendix 2: Laneway Design Guidelines for Shopping Centres

Introduction

The Boroondara **Laneway Design Guidelines for Shopping Centres** (guidelines) have been developed to support the **Laneways Strategy for Shopping Centres** (Laneways Strategy) and to provide guidance to Council staff, developers and the community in 'bringing our laneways to life' in shopping centres throughout the municipality (refer Laneways Strategy Figure 2.3 - shopping centres location plan). These guidelines should be read in conjunction with the Laneways Strategy and other relevant Council documents as required.

The document provides design guidance for laneways within shopping centres, including:

- laneway improvement works within the public realm
- new or modified development proposals located along laneways to ensure adjacent uses contribute positively to the laneways
- the creation of new laneways (should the opportunity arise) with the intent to enhance the existing laneway network.

Whilst these guidelines provide useful advice, each laneway is unique and should be designed on a case-by-case basis. Furthermore, the success of an individual laneway depends on a range of considerations, not just permanent physical (capital works) improvements. Therefore, the Five Principles for successful laneways should be referred to in conjunction with this guideline when implementing works.

The **five principles** for successful laneways are:

- **Principle 1 - Place creation**
Enhance 'sense of place' by improving amenity, creating identity, encouraging creativity and reflecting the areas character or history.
- **Principle 2 – Economics**
Promote economic vitality by supporting local businesses and considering resource opportunities.
- **Principle 3 – Community**
Connect the community by encouraging laneway activities, providing socialising opportunities and creating partnerships.
- **Principle 4 - Access and function**
Improve access and function by linking destinations, prioritising uses, ensuring safety and increasing maintenance.
- **Principle 5 - Built form and site planning**
Enrich future laneway use by promoting active edges and built form outcomes that contribute positively to laneways.

Public realm laneway improvements

The following items should be considered when undertaking design and improvement works to existing or new laneways within shopping centres across the municipality.

Access and safety

- **Connectivity** - consider how the laneway contributes to the broader pedestrian network and ensure access is maintained and/or improved in order to provide links to key destinations and public transport.
- **Movement corridor** - maintain a width of 1.8 metres minimum for the length of a narrow or pedestrian-only laneway to allow for unobstructed pedestrian access (i.e. clear of furniture, planting, services, parked vehicles, etc.).
- **All-abilities-access** - design with children and the elderly in mind and ensure relevant standards are met (i.e. DDA compliance, mobility difficulties, width, gradient, surface material, tactile indicators, etc.).
- **Reduce conflict** - avoid conflict between vehicles and pedestrians, consider 'shared zones' (to give priority to pedestrians), reduced traffic speed limits, and/or limited vehicle access at set times (i.e. lunch time) to create safer, pedestrian-only access in highly utilised laneways.
- **Safety and risk** - reduce risk and maintain safety via Crime Prevention Through Environmental Design (CPTED) principles, such as appropriate lighting, natural surveillance, regular maintenance, controlled access and eliminating obstacles, hazards or any ambiguous undefined spaces that may attract anti-social behaviour.
- **Entrances and gateways** - ensure the threshold between the laneway and adjoining street are clear of obstructions and clutter (signs, poles, etc.) and maintain good sightlines for vehicles and pedestrians. Note: the entrance does not need to be widened or overstated, as the discovery of a laneway is intrinsic to its appeal. Yet, where appropriate, entrances and gateways to laneways can be defined and reinforced through distinct architectural features incorporated into the design of adjoining buildings.
- **Enable wayfinding** - consider signage or visual clues (e.g. art or feature element) to improve the ability to give directions and find the way to key destinations. Consider naming highly utilised laneways where feasible. Explore opportunities for private development to contribute to creating a sense of place and ease of wayfinding through architectural expression and design detailing.
- **Minimise clutter** - maintain clear access and sightlines by reducing clutter in the laneway (i.e. uncoordinated signs, advertising boards, poles, furniture, etc.). Use dual-purpose furniture where feasible (i.e. moveable planter to define spaces as opposed to bollards).
- **Trading zones** - ensure trading zones contribute to the amenity of the laneways and do not obstruct access (refer Commercial Street Furniture Guidelines for trading zone requirements). Avoid using obstacles such as chains or ropes to delineate trading areas, and consider instead using subtle design measures, such as feature pavement or markers within paving, which would not intrude visually and physically into the laneway or detract from its quality.

Materials and elements

- **Heritage significance** - if the laneway or adjacent building has heritage significance listing, ensure new development or works in laneways use sympathetic materials and interpretive design with visual references to the unique cultural heritage of the place. Also consider retention of buildings of contributory character or laneway features other than those that are heritage listed.
- **Interpretation** - promote site history, culture or character where possible via interpretive signage, art or other suitable elements in the laneway and/or adjoining buildings.
- **Paving material** - ensure surface material is consistent with the adjoining area and/or centre (e.g. bluestone paving bands) for a unified look, unless feature paving is proposed. Ensure standards are met for safety, accessibility and maintenance requirements (e.g. slip-resistance, visually impaired, durable materials, etc.).
- **Bluestone paving** - encourage retention of existing bluestone paving, kerbs and guttering in laneways for their historical and cultural significance or interest. Where reconstruction, replacement or repairs of bluestone laneways are proposed, it is policy that bluestone laneways are replaced like for like (as per Council's Bluestone Policy). When addressing DDA accessibility requirements, consider use of materials and finishes that are sympathetic to the original paving material (e.g. dressed bluestone).
- **Ecologically sustainable development (ESD)** - specify materials that are sustainable, locally sourced, durable, recycled, water or energy efficient, and readily available for replacement or repairs, where feasible. Consider paving, vegetation and other design elements that contribute to reducing urban heat island effect and provide micro-climate benefits. Incorporate Water Sensitive Urban Design (WSUD) techniques where appropriate. Consider bike parking where appropriate to encourage sustainable modes of travel to and from the shopping centres.
- **Furniture** - ensure elements (i.e. seats, bollards and planters) do not restrict accessibility. Consider elements with dual functionality (e.g. planter boxes or artwork that can work as seats to minimise clutter within the laneway). Bollards can provide controlled vehicle access, but should be used sparingly to minimise clutter. Privately owned moveable elements should have adequate internal building storage (out of sight) that allows for maintenance or access requirements. All private furniture should be in accordance with the Commercial Street Furniture Guidelines and submitted to Council for permit approval.
- **Lighting and power** - provide lighting that is attractive and comfortable for pedestrians and appropriate to the scale and intensity of development along the laneway. At a minimum lighting should meet Australian Standards for energy efficiency and pedestrian safety. Encourage external lighting of adjoining buildings which contributes to the safety and character of the laneway. Consider provision of power outlets that allow for events without imposing costs to adjoining building owners or occupants.

- **Rubbish bins** - locate public (Council) bins in easily accessible locations for collection vehicles and hidden/discrete where feasible (for private bins refer section following).
- **Overhead canopies** - consider vehicle access clearance height requirements and limit overhead canopies or awnings to only 1/3 the width of the laneway. This will ensure an open, outdoor feeling to the laneway and prevent rainwater runoff being directed to the centre of the laneway walking area.
- **Vegetation** - consider planting within laneways to provide greening and cooling within the centre. Ensure vegetation or planters do not obstruct movement or view lines, or provide hiding spots. Planter boxes should not be less than 0.5 metres in soil depth or width, to ensure plant success. It is noted that planter boxes require a high level of maintenance and can be misused as ashtrays or bins. However, where exemption proposals have been reviewed and approved by Council, all ongoing water, maintenance, fertilizer and replacement responsibilities or resources must be agreed between all parties, as poorly maintained planting will adversely affect laneway amenity.
- **Art in laneways** - integrate public art into laneway upgrades or adjoining development early in the design process to ensure it is appropriate to context, budget, site conditions, etc. Where possible, design art to be engaging or interactive to invite people to stop and stay in a laneway. Consider requirements for maintenance, protection (i.e. anti-graffiti coating), the lifespan of the works, and any agreements between involved parties (i.e. artists, private property owners, Council, etc.).

Development and built form along laneways

The success of a laneway relies heavily on its adjacent built form, mix of activities and impact from adjoining use or functional requirements. Therefore, the following items should be considered when new or modified development is proposed along a laneway within shopping centres. These guidelines should be read in conjunction with Council's Planning Scheme and other relevant development policies.

Development

- **Positive impact** - ensure new development along laneways positively enhances the amenity and function of the laneway, integrates with the public realm and improves pedestrian access and experience.
- **Avoid privatisation** - discourage features that privatise laneways, restrict through-access, or limit hours of use (i.e. arcades, gates, sliding doors). Laneways should be available for 24-hour public access. Ensure that new laneway paving (including extensions and setbacks for laneway widening) is selected to visually read as part of the full laneway.
- **No laneway loss** - ensure future developments do not build over existing laneways or restrict through-access (i.e. dead-ends should be avoided) as required for the pedestrian network and/or for vehicular access.
- **Dead-ends or dog-legs** - discourage the creation of new dead-end or dog-leg laneways and encourage opening access at existing dead-ends to improve safety and accessibility. Identify opportunities for future through-block links that can help connect major destinations, fill in network gaps and enhance connectivity within the centre.
- **New laneways or extensions to existing laneways** - identify opportunities to establish new laneways or new through block links that contribute to the existing pedestrian network as part of the redevelopment of major strategic sites. Emphasis should be placed on the continuation of existing laneways with dead-ends, especially where they are part of a well-connected network and their extension would enhance connectivity, walkability and permeability within the centre.

- **Solar aspect** - consider shade and sun access when locating outdoor daytime activities.
- **Mixed-use and hours** - encourage vertically mixed-use developments (e.g. retail below and residential living above) where appropriate. This will ensure the laneways are well utilised for increased hours of the day and night, as well as provide more constant passive-surveillance. Where appropriate and where permission is required, investigate extended trading hours to activate laneways for longer hours.
- **Loading and access** - carefully consider the design and management of vehicle access and location of loading areas to ensure safe pedestrian access within all laneways. Discourage developments from locating primary vehicle access and loading areas on *Type A laneways, where practical.
- **Waste and services** - ensure functional areas such as waste, storage, services and parking are concealed where feasible. Where possible, services (fire hydrants, boosters, etc.) should open onto driveways or paths within the private domain, not onto laneways. Private bins should be stored within adjacent buildings or screened from view within enclosures designed as an integral part of the building, and when put out for collection should not be located within the movement corridor. In high pedestrian use laneways (*Type A and *Type B), rubbish should be collected outside of business hours, preferably in morning between 6-9am.
- **Parking in laneways** - minimise or exclude vehicle parking within laneways where possible, especially laneways with high pedestrian use and activity.
 - **Parking within private property** - for parking required within private properties along laneways, consolidate in a multi-storey or underground car park where feasible. If ground level parking is the only option, entrances should be minimised and parking set back and screened, to improve amenity, consistency and opportunity for active edges. Avoid building setbacks for parking unless absolutely necessary. In such cases, ensure that the hard street edge and building alignment is continued and reinforced through façade design and detailing.
 - **Parking dispensation** could be considered for properties adjoining *Type A laneways, in order to permit active edges and limit conflict between vehicles and pedestrians.

* refer Section 5.2 of the Laneways Strategy for a definition of laneway types and Appendix 1 for locations of laneway types in each major centre

Built form

- **Open to the sky** - maintain clear views of the sky from within laneways to allow visual connection with the external environment. Avoid arcades, enclosed spaces, building overhangs or fully covered laneways (via awnings, canopies or other).
 - **Level changes** - where laneways are narrow or access is restricted, changes in level from the laneway to building ground floor should be limited to steps and ramps within the building to ensure unrestricted pedestrian access through the laneway.
 - **Active edges** - encourage new developments to incorporate active edges along laneways, (e.g. doors, balconies and/or windows) which connect the laneway to habitable spaces within the building. This allows for social interaction, casual surveillance and improved safety within the laneway. Active edges are particularly encouraged along *Type A laneways and should be considered along *Type B laneways.
 - **Discourage blank walls** - minimise the extent of blank walls to reduce opportunities for graffiti and/or to provide active edges along laneways.
 - **Façade articulation** – encourage new development along laneways to provide well detailed facades with a fine grain pattern, articulation, high quality finishes and visual interest at a pedestrian level, which contributes to the laneway character, especially where activity is lacking.
 - **Ground level setbacks** - encourage developments to maintain a hard street edge alignment (zero setbacks) along all laneways and/or continue the existing predominant alignment to achieve visual consistency for the entire laneway length. Avoid small recesses along laneway edges (i.e. doors or utility areas) which could create unsafe concealed corners and hiding spaces.
 - **Laneway widening** - where appropriate and supported by traffic analysis, encourage laneway widening within private developments along *Type A and *Type B laneways, to accommodate active uses such as outdoor seating and retail. Where applied, laneway widening through built form setbacks should be provided by all adjoining properties to create a consistent new width and alignment for the entire laneway length. Laneway surface materials are to be consistent along the length of the laneway.
 - **Upper level setbacks** - ensure upper level setbacks of built form along laneways are consistent and provide equitable access to daylight and are designed to prevent creation of wind tunnels or other adverse microclimate effects. Also, maintain a sense of human scale within the laneway through proper façade detailing and appropriate setbacks above the street wall/podium height.
 - **Height to width ratio** - where a street wall/podium height is not mandated in the Boroondara Planning Scheme, ensure that the ratio of street wall/podium height to laneway width does not exceed 3:1. Appropriate setbacks ranging from 1.5-3 metres should be provided above the podium to maintain a sense of openness and ensure a pleasant environment within the laneway. Factors influencing setbacks include: overall building height, laneway width and orientation (east-west or north-south) and uses involved (i.e. commercial or residential and habitable or non-habitable spaces).
- * refer Section 5.2 of the Laneways Strategy for a definition of laneway types and Appendix 1 for locations of laneway types in each major centre