Development Plan

421 Upper Heidelberg Road Ivanhoe

March 2024

DEVELOPMENT VICTORIA

ACKNOWLEDGEMENT OF COUNTRY

In the spirit of reconciliation, Development Victoria respectfully acknowledges the Traditional Custodians of Country throughout Victoria. We recognise their continuing cultural heritage and connection to land, and pay our respects to their Elders, past and present.

Yinga Blik Birranga-ga (Sing land and Country) Steve Ulula Parker

Quality Assurance

Development Plan

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Glossary of Terms

Active Frontage	Building frontage which contains uses that promote activity and interaction with the public realm.
Active Transport	Transport requiring physical activity, typically walking and cycling.
Adaptability	Design of buildings to serve different uses over time in response to changing demands for space.
Affordable Housing	The Planning and Environment Act 1987 (the Act) includes an objective 'to facilitate the provision of affordable housing in Victoria.' Affordable housing is housing, including social housing, that is appropriate for the needs of very low-, low- and moderate-income households. A Governor in Council Order forms part of the definition of affordable housing under the Act. The Order specifies the income ranges for very low, low and moderate-income households for affordable housing that is not social housing. A Ministerial Notice specifies matters relevant to determining whether affordable housing is appropriate.
Amenity	The pleasant or satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. May include access to services and well-designed public spaces.
Apartment	A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.
Development Plan	A Development Plan sets out the vision and land use strategy for the development of a site. It will take into account the attributes, character and context of the site and its relationship with the surrounding land.
Infill Development	Development of unused or underutilised land in existing urban areas. It involves increasing the capacity of existing urban areas to support growth.
Major Activity Centres	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments. Plan Melbourne identifies 121 major activity centres.
Mixed Use Development	Devleopments that comprise a mixture of land uses, or more than just a single use.
National Employment and Innovation Clusters (NEICs)	There are seven NEICs identified in Plan Melbourne which will be a focus for jobs growth and strategic infrastructure investment to help expand employment opportunities. NEICs have a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy.
Native Vegetation	Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.
Planning and Environment Act 1987 (P&E Act)	The Planning and Environment Act 1987 establishes the legal framework for the planning system in Victoria. It includes planning objectives and the processes for changing a Planning Scheme and deciding on a planning permit application.
Urban Renewal	Land redevelopment that creates opportunities in under-utilised areas.
Responsible Authority	A responsible authority is the body responsible for the administration or enforcement of a planning scheme or a provision of a scheme. A responsible authority is responsible for considering and determining planning permit applications and for ensuring compliance with the planning scheme, permit conditions and agreements.

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1 Introduction

1.1 Overview

1.1.1 Introduction

This Development Plan applies to land at 421 Upper Heidelberg Road, Ivanhoe. The Development Plan has been prepared on behalf of Development Victoria to provide a framework for the residential and mixed use development of the Site which complements the surrounding area.

The Development Plan has been prepared in accordance with Schedule 7 to the Development Plan Overlay and other relevant policies and provisions of the Banyule Planning Scheme.

Specifically, this Development Plan seeks to:

- Facilitate the redevelopment of underutilised land to provide additional housing close to existing services and infrastructure.
- Provide a framework for the built form to ensure appropriate interface treatments with the adjacent public open space and surrounding context.
- Encourage an environmentally sustainable and efficient use of the Site with a mix of dwelling sizes, good residential amenity, accessibility and safety.
- Encourage landscaping and public realm improvements that respond to the surrounding neighbourhood character and improve the pedestrian experience.

1.1.2 Development Victoria

Development Victoria is the Victorian Government's development arm and creates vibrant places across the state, through diverse and strategic property development and urban renewal projects. Development Victoria builds great homes and communities where people and business can thrive, catering for different budgets, lifestyles and people.

1.1.3 Project Team

The following consultants are involved in the preparation of the Development Plan:

- Architectus - Architect
- Tract – Planner
- Site Office – Landscape Architect
- AECOM – Multidisciplinary Engineer
- Tetra Tech Coffey – Geotechnical Engineer
- Treelogic - Arborist
- Veris – Surveyor
- Struber – Engagement Specialist

1.2 Vision

To transform the former water tank site into an inclusive residential community which complements the current neighbourhood and provides affordable, sustainable living opportunities close to healthcare, employment, retail and community spaces.

1.2.1 The Vision

The Development Plan will seek to deliver:

- Approximately 275 apartments
- Minimum of 10 per cent Affordable Housing
- Flexible spaces at ground level, capable of accommodating commercial uses
- Underground basement car parking for residents
- Sustainable transport methods through facilitating cycling and car-share programs
- A comprehensive suite of sustainable development features

Alongside the Development Plan will be the design and delivery of the proposed Council Park; a separate process in collaboration with the City of Banyule. This area is outside the area affected by the DPO7 however has clear synergies in design and delivery

1.3 Development Plan Structure

1.3.1 Development Plan Content

The Development Plan comprises two volumes, being:

- Volume 1 - Development Plan framework response
- Volume 2 - Specialist reports

The specialist reports contained within Volume 2 have informed the preparation of Volume 1 and have been prepared to respond to the requirements of Section 4 of DPO7. The reports are to be read in conjunction with Volume 1.

1.3.2 Development Plan Structure

The Development Plan implements the proposed objectives and requirements of Schedule 7 to the Development Plan Overlay and is structured as follows;

- Planning Framework – Section 2
- Site and Urban Context Analysis – Section 3
- Design Response – Section 4
- Tree Management Plan – Section 5
- Landscape and Open Space – Section 6
- Environmentally Sustainable Development – Section 7
- Housing Diversity and Adaptability – Section 8
- Transport and Traffic Management – Section 9
- Environmental Site Assessment – Section 10
- Conclusion – Section 11

1.4 Implementation

1.4.1 Overview

Subject to the consent of the Responsible Authority, in implementing the Development Plan, changes to the specific siting and size of proposed land uses and buildings may be made, provided the changes do not result in a substantial divergence from the aspired outcome for use and development outlined in this Development Plan, or where the changes are required due to:

- Changes to the regulatory requirements relating to any land use.
- The availability of more detailed and relevant information informing the planning process.
- The requirements of a servicing authority or service provider.

2 Planning Framework

2.1 Key Planning Policy

The Development Plan has been prepared in accordance with the various policy provisions outlined in the Banyule Planning Scheme, including Plan Melbourne and the Planning Policy Framework.

Refer to the Planning Report for a summary of the relevant provisions of the Banyule Planning Scheme and an assessment against relevant planning policy.

2.2 Residential Growth Zone

The Site is located within the Residential Growth Zone (RGZ) – Schedule 4 (RGZ4) 'North-West Corner of Upper Heidelberg Road and Forster Street, Ivanhoe'.

The purpose of the RGZ is:

- *"To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations".*

The provisions of the RGZ that are most relevant to the Development Plan include:

- Clause 32.07-2 (Table of uses): This Clause specifies that a permit is not required to use land for a 'Dwelling (other than Bed and breakfast)'. This Clause specifies that a permit is required for; Food and drink premises, Leasure and recreation, Office, Retail premises and Shop, amongst others.
- Clause 32.07-3 (Subdivision): This Clause specifies that a permit is required to subdivide land.
- Clause 32.07-5 (Construction or extension of a residential building): This Clause specifies that a permit is required to construct or extend a residential building.
- Clause 32.07-8 (Section 2 Use): This Clause specifies that a permit is required to construct a building or carry out works for a use in Section 2.
- Clause 32.07-9 (Maximum building height requirement for a residential building): This section specifies that a building must not be constructed for use as a dwelling or a residential building that exceeds the maximum building height of 12 storeys or 40 metres. A building may exceed the maximum building height by up to 1 metre if the slope of the natural ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.
- Clause 32.07-10 (Buildings on lots that abut another residential zone): This Clause requires any buildings or works constructed on a lot that abuts land which is in a General Residential Zone, meet the requirements of Clauses 55.03-5, 55.04-1, 55.04-2, 55.04-3, 55.04-5 and 55.04-6 along that boundary.

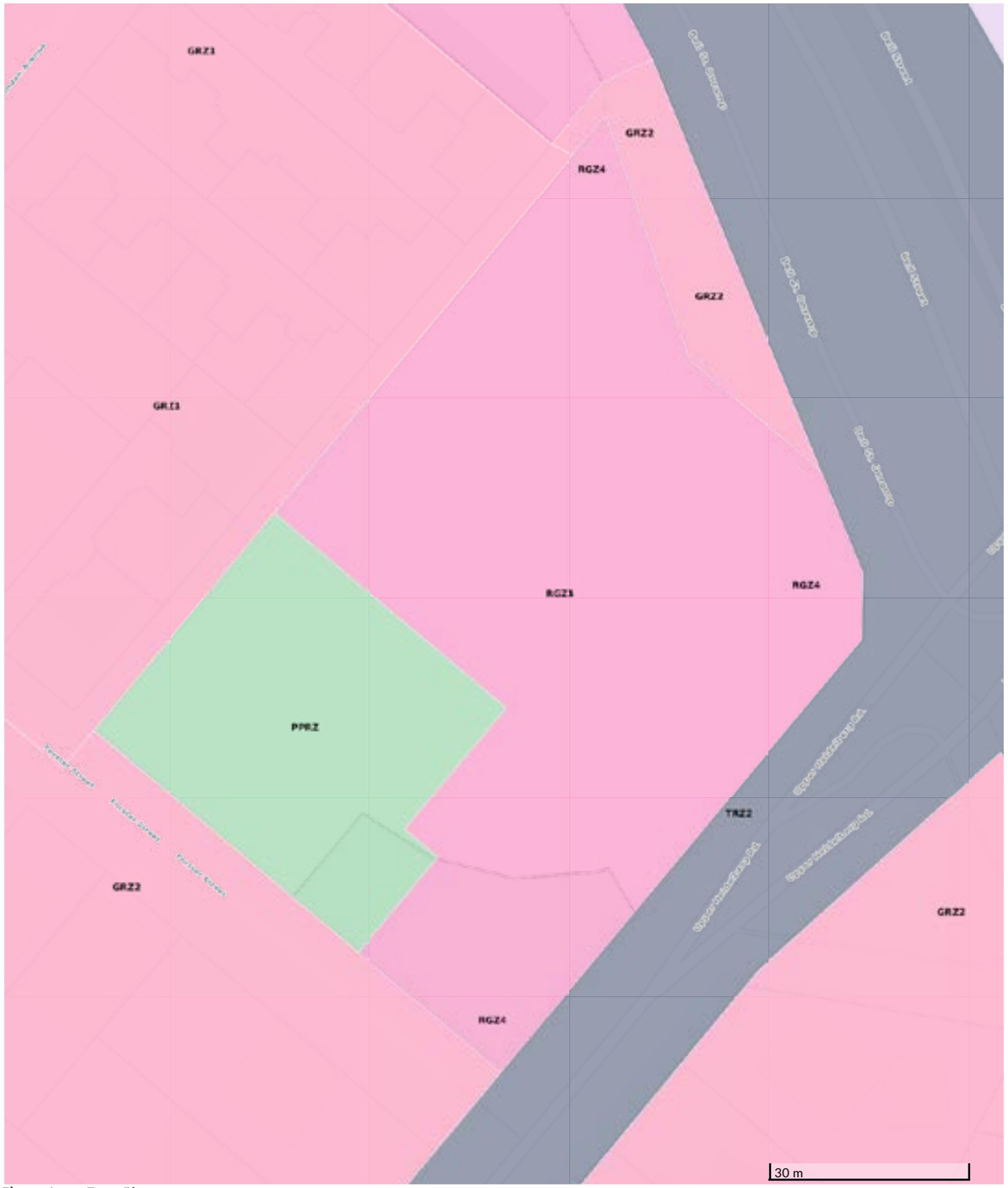


Figure 1. Zone Plan

2.3 Development Plan Overlay

The purpose of the DPO is:

- *"To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority."*

Schedule 7 applies to the North-West Corner of Upper Heidelberg Road and Forster Street, Ivanhoe.

Pursuant to Section 1.0 of DPO7 in preparing a development plan, the following objectives should be achieved:

- *"Provide a treed canopy and natural vegetated appearance, that responds to the surrounding neighbourhood character.*
- *Create a positive interface with the adjacent public open space giving appropriate consideration to issues of safety and surveillance.*
- *Graduate buildings across the balance of the site with reference to analysis of shadow, visual amenity impacts and the character of the area.*
- *Provide an environmentally sustainable and efficient use of the site with a mix of dwelling sizes and types, good residential amenity, accessibility and safety.*
- *Improve local permeability through provision of new pedestrian/cycle pathways or new local street networks where appropriate that link to the existing networks."*

A Development Plan must include the requirements summarised in Table 1 and be generally in accordance with the concept plan in Figure 3.

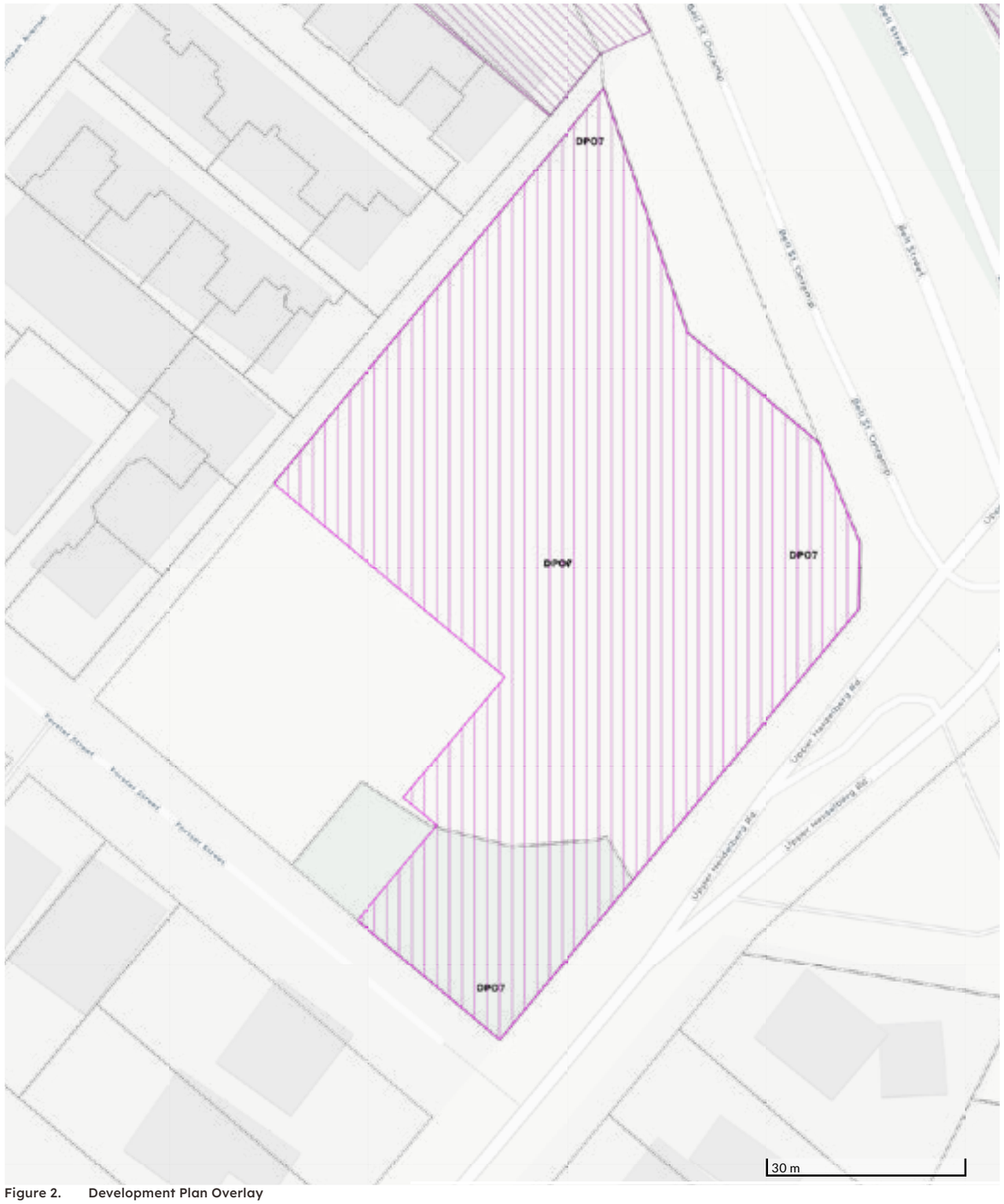


Figure 2. Development Plan Overlay

DPO Component	Volume 1 of DP	Volume 2 of DP
Subdivision and Staging of Development	Section 4	Not applicable
Built Form	Section 4	Not applicable
Existing Conditions Plan	Section 3	Not applicable
Planning Report	Section 2	Planning Report
Tree Management Plan	Section 5	Tree Management Plan
Landscape and Open Space	Section 6	Not applicable
Environmentally Sustainable Development	Section 7	Environmentally Sustainable Development Strategy
Housing Diversity and Adaptability Report	Section 8	Housing Diversity and Adaptability Report
Transport and Traffic Management	Section 9	Transport and Traffic Management Plan
Environmental Site Assessment	Section 10	Environmental Site Assessment

Table 1. DPO Requirements

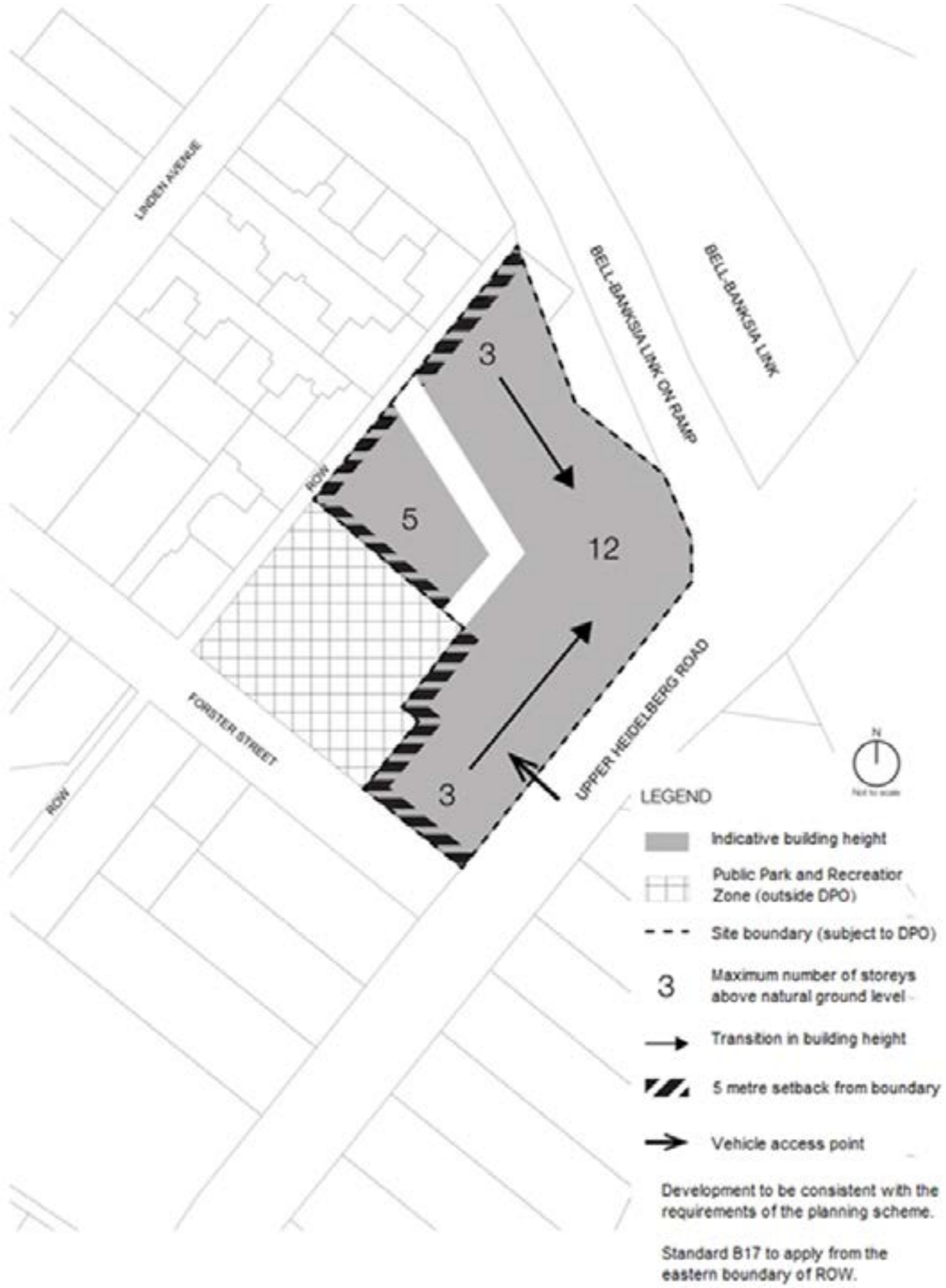


Figure 3. DPO7 Concept Plan (Banyule Planning Scheme)

2.4 Development Contribution Plan

The purpose of the Development Contributions Plan Overlay is:

- *"To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence."*

The Banyule Development Contributions Plan 2016-17 applies to all new development affected by the DCPO1.

The Site is included within Charge Area 18 - Heidelberg Structure Plan Area of the DCPO1.

The development contributions will be managed as part of a future planning permit application.

2.5 Parking Overlay

The purpose of the Parking Overlay is:

- *"To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To facilitate an appropriate provision of car parking spaces in an area.*
- *To identify areas and uses where local car parking rates apply.*
- *To identify areas where financial contributions are to be made for the provision of shared car parking.."*

The Parking objectives to be achieved are:

- *"To appropriately manage the provision of car parking within the Heidelberg Precinct Core Area (shown on the planning scheme map as PO2).*
- *To improve both public car parking provision and sustainable transport infrastructure within the centre.*
- *To provide for the collection of financial contributions in lieu of parking waivers to contribute to the construction of publicly-accessible off-street parking facilities within the Heidelberg Precinct Core Area and other initiatives outlined in the Heidelberg Central and Bell Street Mall Parking Plan".*

The provisions of the Parking Overlay that are most relevant to the Development Plan include:

- Clause 2.0 to 32.07-2 (Permit Requirement): This Clause specifies the following:
  - A permit may be granted to vary the car parking requirements of PO2.
  - A permit cannot be granted to reduce or waive the car parking requirements for uses specified in Clause 3 unless car parking credits exist for the Site.
  - A permit cannot be granted to:
    - Reduce the minimum residential parking rates per bedroom based on availability of car parking in the locality; or sharing of car parking spaces in mixed use developments.
    - Reduce the visitor car parking for dwellings based on availability of car parking in the locality.
    - Reduce the supermarket, shop and office off–street car parking based on the availability of car parking in the locality.
- Clause 3.0 to 32.07-2 (Number of car parking spaces required): This Clause specifies the following car and motor-cycle parking rates:
  - Dwelling
    - 0.8 car space to each 1 or 2 bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom), plus
    - 1 car space for visitors to every 10 dwellings or part for developments of 10 or more
  - Motor-cycle parking rates
    - For all development requiring more than 20 car parking spaces, motor-cycle parking must be provided at a rate of 1 space for every 20 car spaces (prior to any dispensation of the car parking rate), unless the responsible authority is satisfied that a lesser number is sufficient.

The provision of car parking will be confirmed as part of a future planning permit application.

3 Site & Urban Context Analysis

This section of the Development Plan addresses the following requirement of the DPO7:

> Existing conditions plan, showing surrounding land uses and development, adjoining roads, pedestrian links, public transport routes, topography, existing canopy trees, vegetation, sensitive interfaces areas and development and social infrastructure.

3.1 Locality Plan

The Site is located at 421 Upper Heidelberg Road, Ivanhoe and is formally identified as Lot 1 on Plan of Subdivision 822300.

The Site is approximately 10 kilometres north-east of Melbourne's Central Business District, within the City of Banyule.

Figure 4. Locality Plan

3.2 Site Analysis

3.2.1 Site History and Analysis

The Site is irregular in shape and is bound by 1 Bell Street, Ivanhoe and State (Bell/Springvale) Highway to the north/northeast, Forster Street and a proposed Council park to the south/southwest, a 5-metre unnamed road to the northwest and Upper Heidelberg Road to the southeast.

The Site was subdivided as part of a land swap process with Banyule City Council to facilitate a shift in the park location and an increase in size of the park. The park was relocated from the south-eastern corner to the south-western corner, and increased in size from 978 square metres to 2,081 square metres.

The Site comprises one parcel of land which occupies approximately 6,220 square metres.

The Site is currently occupied by a decommissioned Yarra Valley Water tank which has not been in use since 2004, and includes a water pumping station and the adjacent small playground and basketball court to the southeast.

The remnant water tank infrastructure will be demolished, and the site remediated to the extent required.

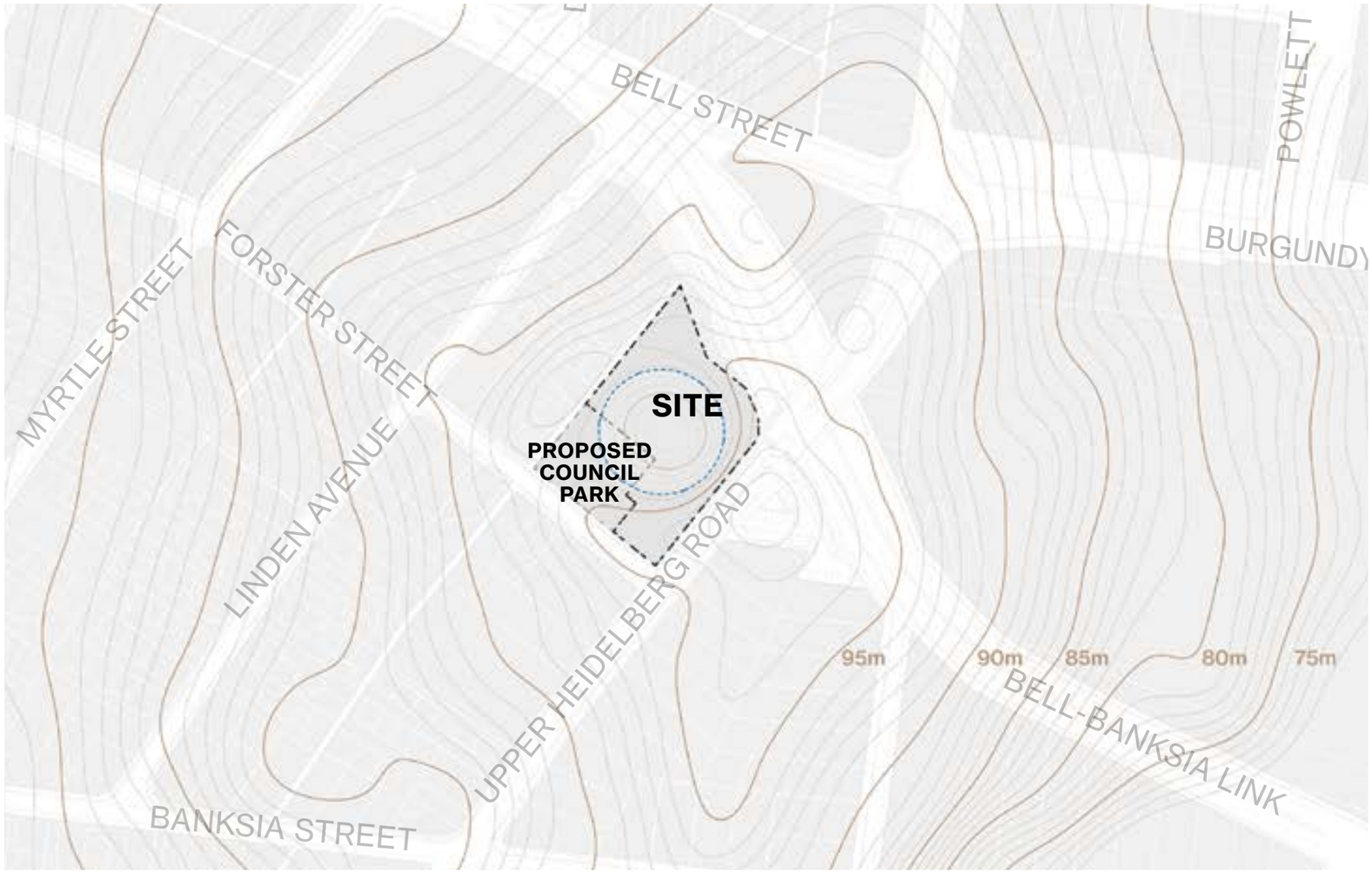
The Site slightly slopes down from the west to the east with an average slope of 5.03%.

The Site is affected by two easements, as follows:

- E-1 Drainage and Sewerage in favour of MMBW (Melbourne and Metropolitan Board of Works, superseded by Melbourne Water)
- E-4 Carriageway Easement in favour of City of Banyule

Vehicle access is currently provided via four crossovers, two to Upper Heidelberg Road along the eastern boundary and two to Forster Street along the southern boundary (associated with the existing park).

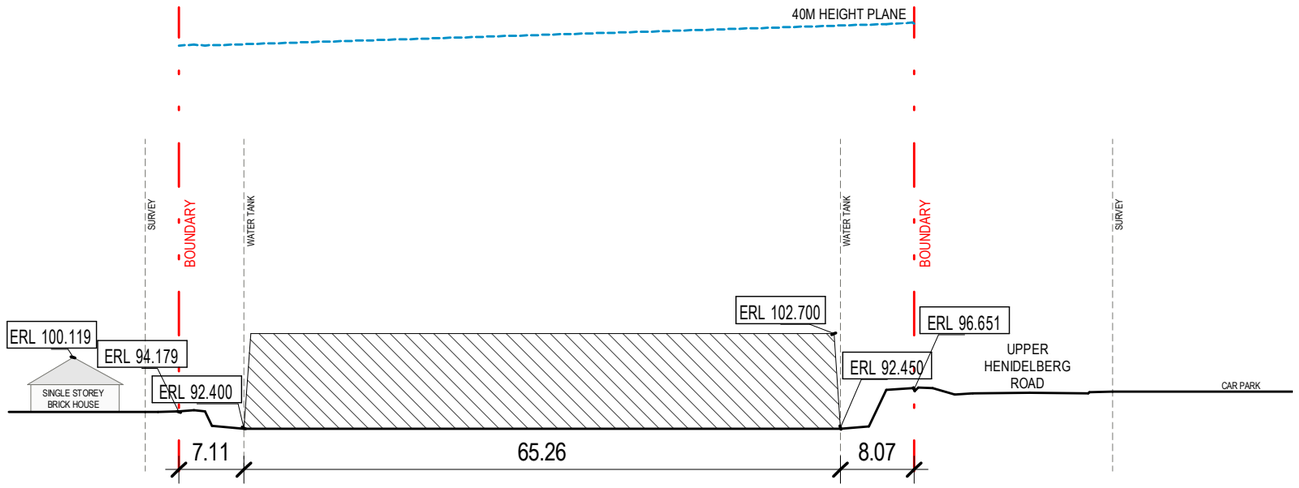
Figure 6 provides two cross-sections of the Site, to illustrate existing toprographical and structural features.



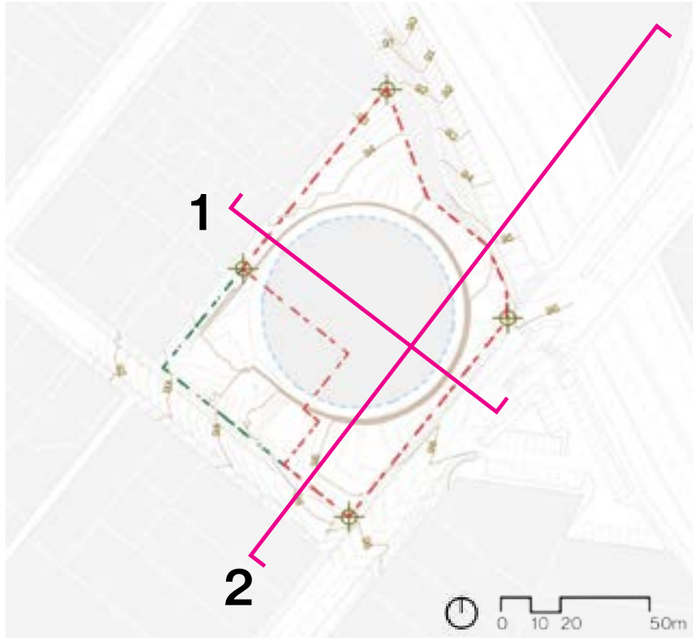
5m Contour
1m Contour
Existing Water Tank

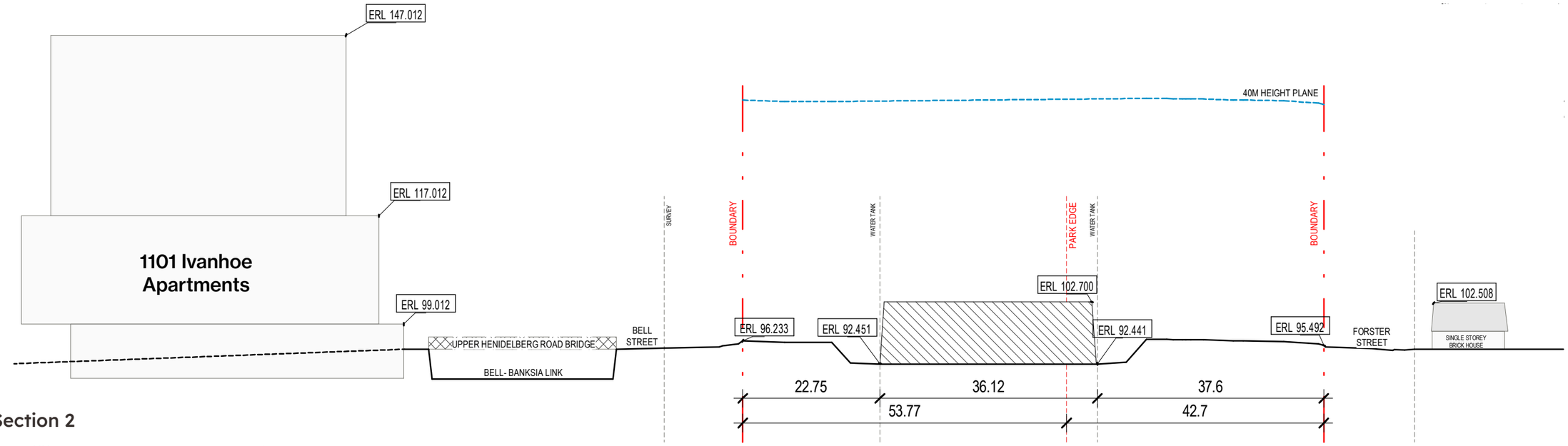
0 20 40 100m

Figure 5. Topography Plan



Section 1





Section 2

Figure 6. Existing Conditions and Constraints

3.2.2 Vegetation

An Arboricultural Assessment was conducted by Tree Logic, which identified 86 individually assessed trees including nine (9) street trees, 11 trees in the northern road reserve and seven (7) park trees, as well as three (3) tree groups comprising 59 trees.

The vegetation on-site is a combination of Victorian and Australian native species as well as exotics, all of which were identified as planted specimens associated with screening.

All trees were attributed an arboricultural rating that reflects each trees retention value. Of the 43 trees in the development site, eight (8) trees were rated Moderate B and one (1) tree was rated Moderate A, being early-mature to maturing specimens in poor to good condition.

Most other trees were generally of lower arboricultural value being either smaller screening trees, recognised weed species, or in declining condition.

Any native vegetation at the Site will likely be exempt from a planning permit under Clause 52.17 given the Site's history as a water asset.

Refer to the Arboricultural Assessment prepared by Tree Logic for further information.

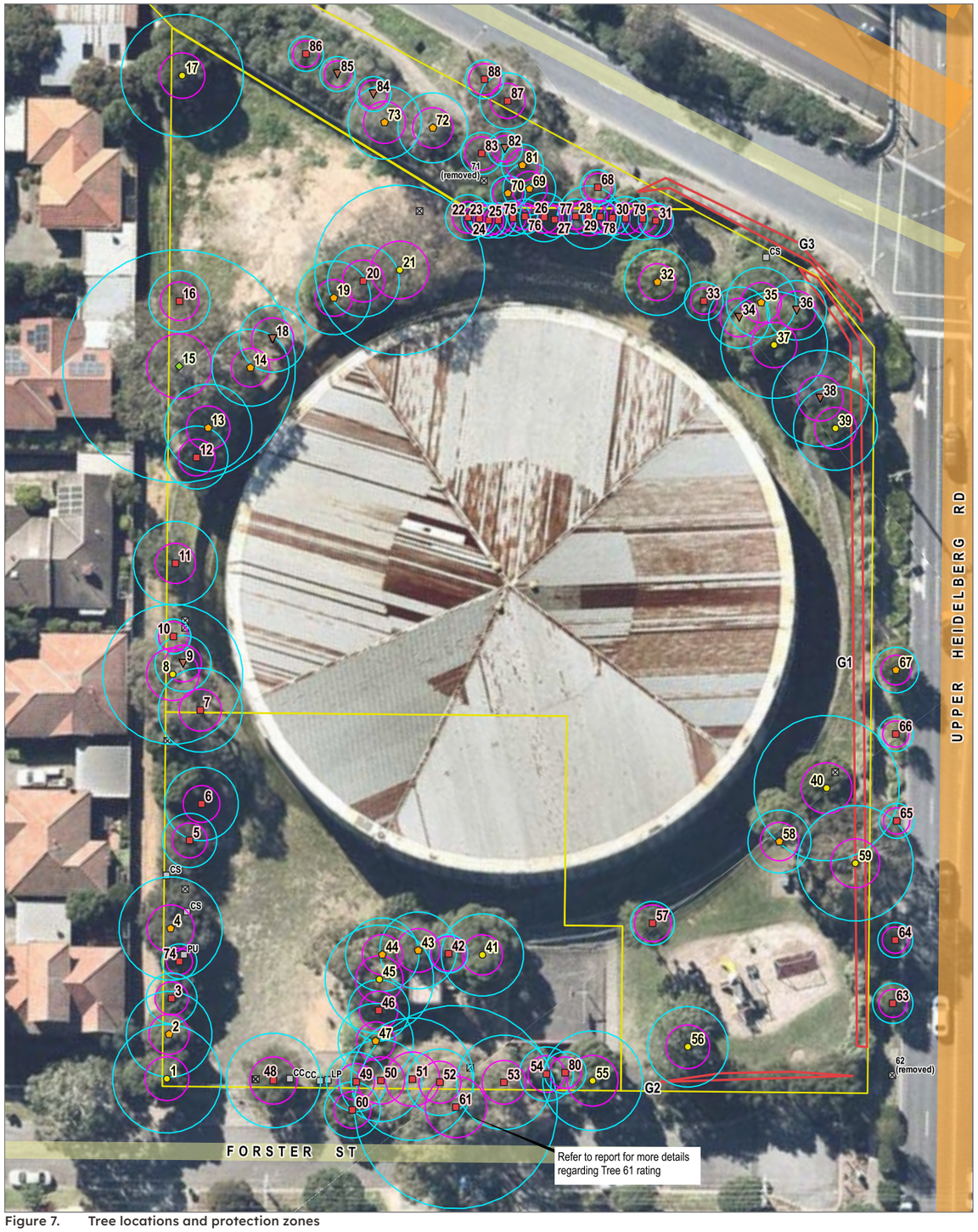


Figure 7. Tree locations and protection zones

LEGEND

Arb. Rating
- Mod-A
- Mod-B
- Mod-C
- Low
- Very Low

Protection Zones
- TPZ
- SRZ

- Tree Groups
- Small trees
- Removed
- Cadastre (2023)

3.3 Existing Context

3.3.1 Immediate Context

The Site's immediate surrounds are summarised as follows.

North

Immediately to the north-east is 1 Bell Street, Ivanhoe and State (Bell/Springvale) Highway.

1 Bell Street is an irregular shaped allotment currently utilised as an extension to the Bell Street On-Ramp road reservation. The allotment includes a pedestrian pathway and vegetation.

State (Bell/Springvale) Highway is a 50-metre road reservation within the Transport Zone 2 (TRZ2) 'Principal Road Network'. Immediately to the north of the Site is the Bell Street On-Ramp, connecting Upper Heidelberg Road to State (Bell/Springvale) Highway.

Further north-east is land characterised by a mix of uses including residential, commercial and medical services within the Heidelberg Medical Services Precinct.

South / Southeast

The Site borders Forster Street and a proposed Council park to the south-west.

Forster Street is a 16-metre local road reservation with two-way traffic, on-street car parking, pedestrian pathways and street trees on either side. The road terminates adjacent to the Site with no vehicular access to Upper Heidelberg Road.

The proposed Council park at 419 Upper Heidelberg Road is currently in the design phase, however is expected to contain a playground and informal open space areas.

The Site borders the Upper Heidelberg Road reservation to the southeast. The road reservation is located within the TRZ2 and is approximately 20 metres wide and widens to 28 metres at the intersection with Bell Street.

Further southeast is land zoned for residential and characterised by residential development of various scales.

West

The Site borders a 5-metre wide unnamed road to the northwest. This is currently an unsealed road which connects to Forster Street to the south and terminates prior to the Bell Street On-Ramp. Dwellings along Liden Avenue have rear access to this road.

Immediately adjacent are a number of residential dwellings with a variety of medium and finer grain allotments, typologies and architectural styles within the General Residential Zone – Schedule 1 (GRZ1). The area features a substantial stock of medium density development including townhouses and multi-unit dwellings. The dwelling at No. 44 Linden Avenue is the only single dwelling with a direct interface to the Site.

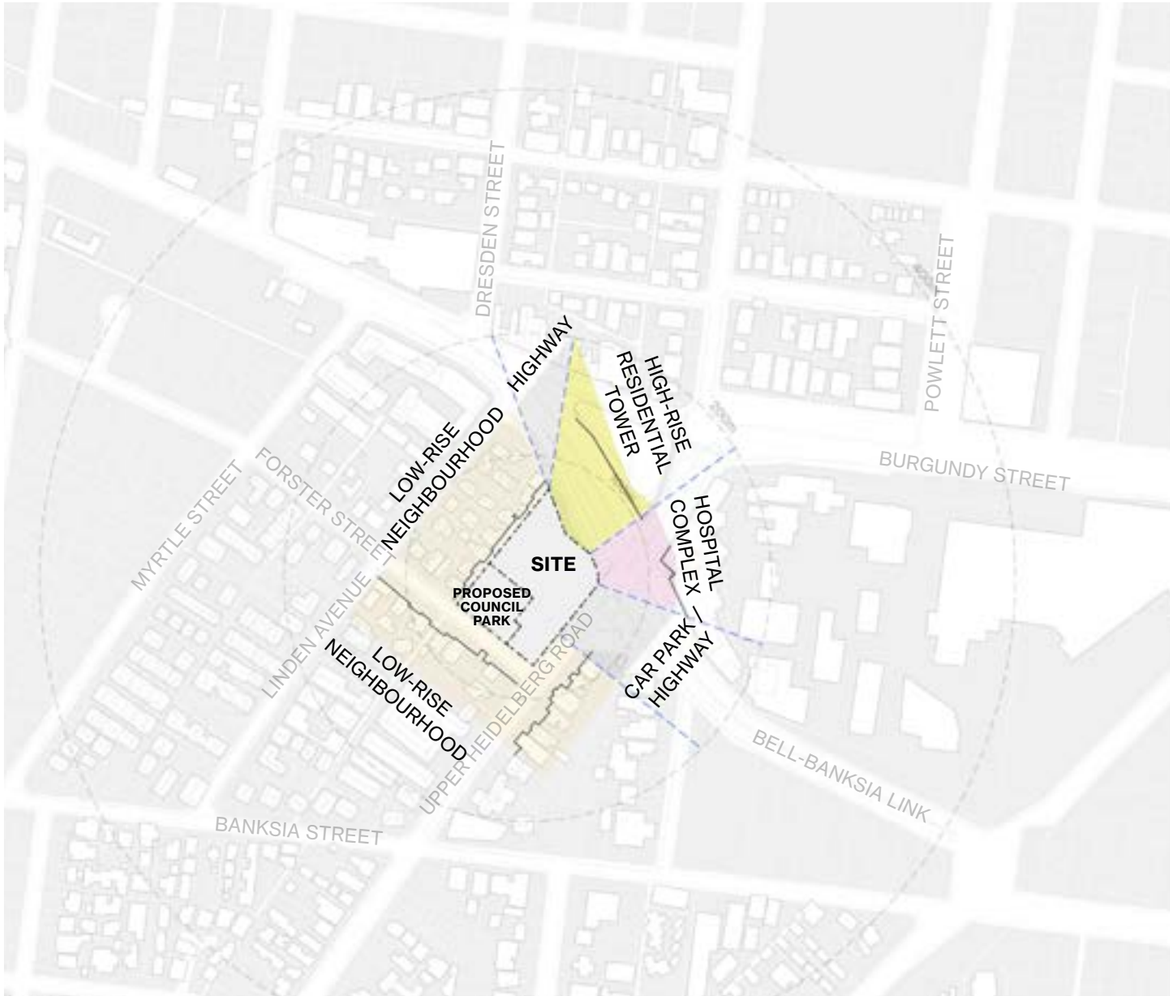


Figure 8. Interface Conditions Plan

3.3.2 Local Context

The Site is located within the suburb of Ivanhoe which is situated in the southern portion of the Banyule municipality. It is located within the northern Metropolitan Melbourne region and is within the Urban Growth Boundary.

The Site is located within the Heidelberg Major Activity Centre (MAC).

The Heidelberg MAC is currently undergoing a period of significant intensification and development, with the approval and construction of various residential and mixed use developments. Of note, these include:

- Samma Place - Under Construction (87-131 Bell Street Ivanhoe), 551 apartments across 18 levels.
- Ivanhoe Gardens - Stage 2 Under Construction (37 - 63 Bell Street & 45 Linden Avenue, Ivanhoe), circa 500 apartments across 16 levels.
- 1101 Ivanhoe Apartments - Existing (443 Upper Heidelberg Road, Heidelberg Heights), circa 500 apartments across 16 levels.
- Huntingfield Place - Approved (Edwin Street & Forster Street Ivanhoe), 44 townhouses.

Refer to Figure 9.

3.3.3 Existing Community Infrastructure

The Site is proximate to a number of existing open space amenities, community facilities, retail centres and transport facilities.

Key sites and land uses in the region proximate to the Site include the following:

Open Space:

- Proposed Council park
- Remembrance Park
- Fred Lasslett Reserve
- Reserve along Burgundy and Powlett Streets
- Service Reserve
- Warringal Cemetery
- Warringal Parklands and Yarra River corridor

Community Spaces, Libraries and Learning Centres:

- Austin Child Care Centre
- Heidelberg Preschool
- St Hellier Street Child Day Care
- Discovery Bay Bellfield
- Audrey Brooks Preschool
- Ivanhoe Uniting Kindergarten
- Livingstone Community Centre
- Rosanna Fire Station Community House
- Olympic Adult Education
- Ivanhoe Library and Cultural Hub

Health Services:

- Austin Hospital
- Heidelberg Repatriation Hospital
- Warringal Private Hospital
- Ivanhoe Maternal and Child Health Centre
- North East Community Mental Health Services
- West Heidelberg Medical Centre

Figure 9. Neighbourhood Context Plan

Community

1. Heidelberg Repatriation Hospital
2. Austin Hospital
3. Warringal Private Hospital
4. Austin School
5. Melbourne Pathology Heidelberg

Open Space

1. Remembrance Park
2. Fred Lasslett Reserve
3. Reserve along Burgundy & Powlett Streets
4. Service Reserve
5. Warringal Cemetery

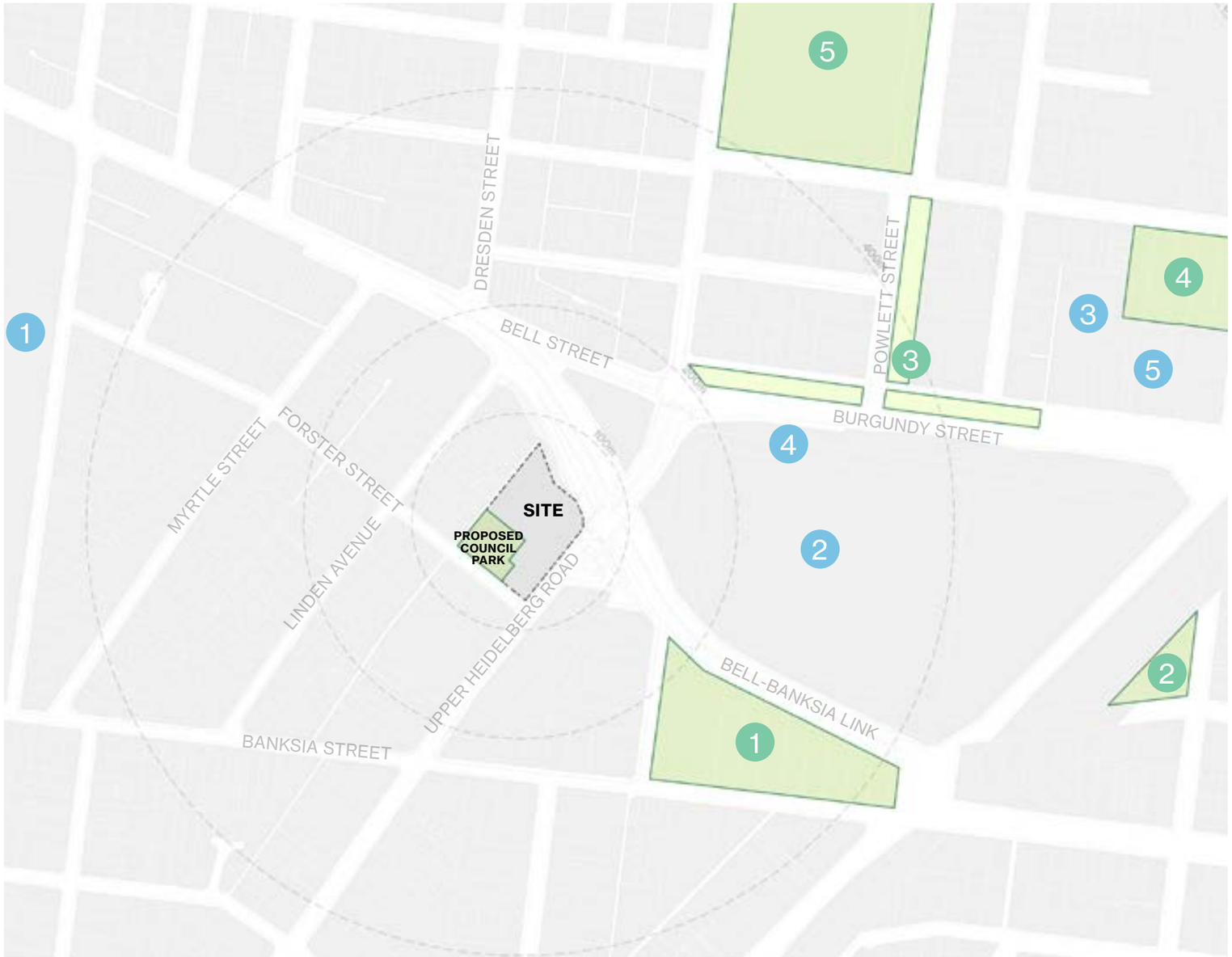


Figure 10. Existing Community Infrastructure Plan

3.4 Future Context

3.4.1 Heidelberg Structure Plan

The surrounding area is currently undergoing a significant period of change, with development in the future to be guided by the updated Heidelberg Structure Plan (the 'Structure Plan') approved in April 2023.

The Structure Plan builds on the vision of the previous 2010 version. The Structure Plan establishes a simple strategic framework to guide the evolution of Heidelberg as a State Significant health precinct and major activity centre.

Particularly, the Structure Plan is:

- A simplified long term strategic planning framework to guide growth in the Activity Centre over the next twenty years.
- A strategic basis for changes to the Banyule Planning Scheme including for the application of the Activity Centre Zone that will inform and guide planning permit applications and their assessment.
- A Place-based framework that will guide future work and investment in the centre.

The Heidelberg MAC is already a State Significant health precinct and cluster that is home to major public and private health institutions and other allied services. The Structure Plan seeks to support continued economic growth and more local jobs in Heidelberg, with housing playing an important role in enabling more people to live and work locally and to provide retail vibrancy and activity across the centre throughout the day and night. Specifically, future development of the centre will focus on encouraging greater levels of housing diversity, through a range of dwelling typologies to meet the needs of the community. This is envisioned to include higher density apartments and flats and dwellings suitable for older members of the community.

The key strategies and objectives relevant to the Development Plan include:

Activity and Land Use

- To encourage greater housing diversity through different residential precincts that provide for a variety of housing typologies and densities.

Built Form and Character

- To ensure well designed and locally responsive built form outcomes through appropriate building heights, tower separation and setbacks.
- To enhance good design principles, that positively contribute to the character and identity of each precinct.

Access and Connection

- To reduce the overall impacts of vehicle traffic within and to/from the Heidelberg MAC, by prioritising alternative modes of transport.
- To encourage greater levels of active transport across the Heidelberg MAC to establish walking and cycling as preferred modes of travel.
- To optimise access, environmental amenity and local economic outcomes, in the design of all carparking.

Places for People: Public Realm and Open Space

- To enhance key streetscapes within the Heidelberg MAC through the use of appropriate and consistent materials and street treatments, as well as street furniture, public art and wayfinding.
- To improve the pedestrian experience along major walking routes, ensuring that streets and laneways provide safe and interesting opportunities for walking, sitting and other casual recreation, and is supported by vibrant retail activity.
- To maximise tree canopy cover and provide appropriate street tree planting in the design of streetscapes
- To establish Heidelberg as a green centre that provides high quality, sustainable, accessible and well maintained open space to residents and visitors of all ages and abilities.
- To protect and conserve the natural environment while promoting sustainability within the public realm.

Precinct 6 – Residential

The Structure Plan also includes further detailed actions for the precincts of the Heidelberg MAC. The Site is located in Precinct 6 'Residential', Sub-precinct 6A 'Residential High Density' and Sub-precinct 6B '

Precinct 6 is identified to offer more housing choice in locations with good access to local services and facilities, which will support a diverse population and expanded job opportunities in the LaTrobe National Employment and Innovation Cluster.

New development is expected to be of a high architectural standard and design quality to positively contribute to the public realm and streetscapes by complementing existing building styles of surrounding areas while protecting and enhancing neighbourhood character values and amenity.

Consultation on the draft Structure Plan was undertaken between September 2021 and October 2021, and subsequently approved by Council. The Structure Plan is proposed to be formalised in the Banyule Planning Scheme through Amendment C172.

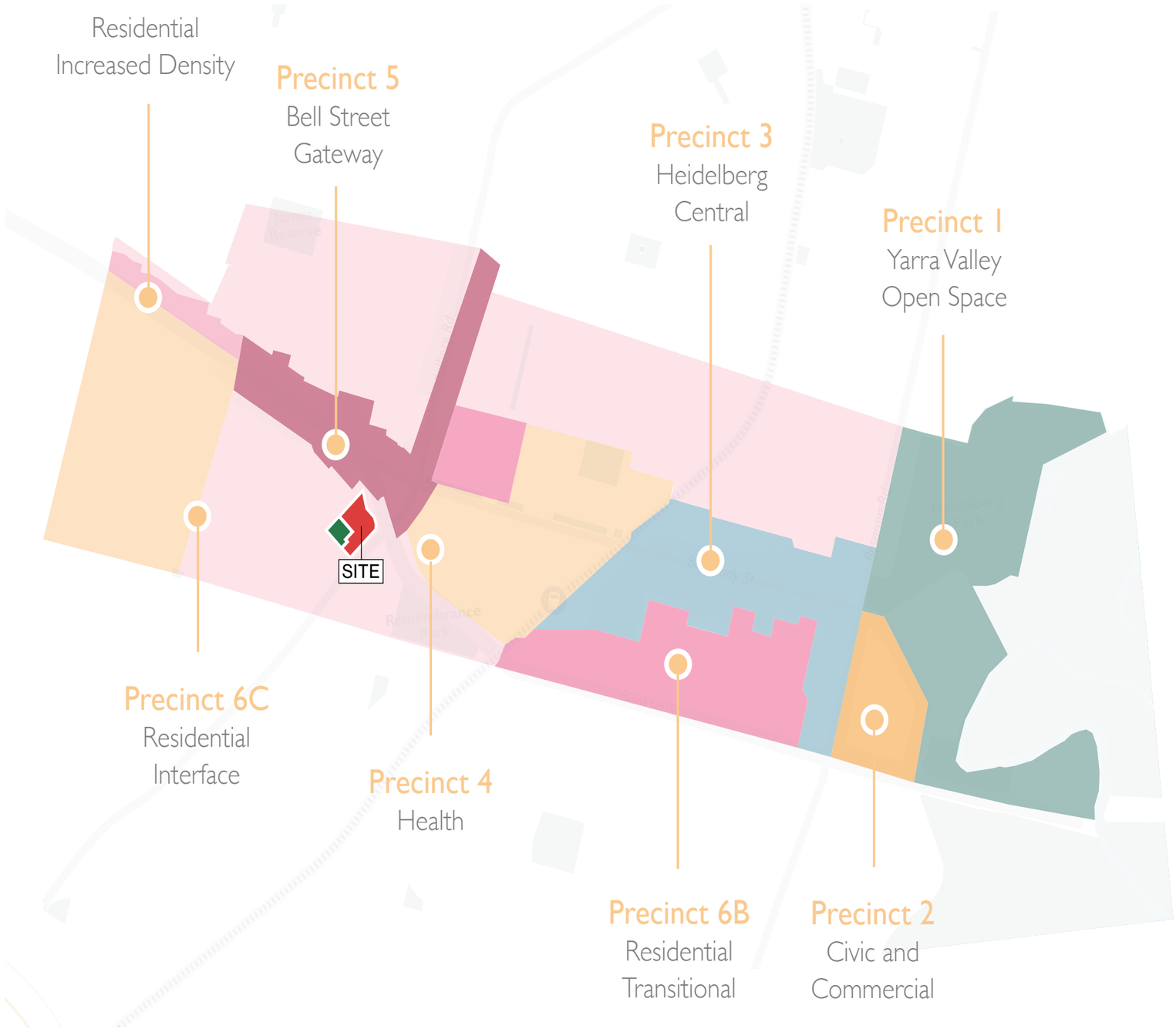


Figure 11. Heidelberg Structure Plan Precincts (Heidelberg Structure Plan, City of Banyule December 2021)

Figure 12. Heidelberg Structure Plan Building Heights (Heidelberg Structure Plan, City of Banyule December 2021)

3.4.2 Future Building Height Context

The Bell Street corridor is undergoing significant changes in respect to building height.

Specifically, recent approvals and construction of residential buildings including Ivanhoe Gardens and 1101 Ivanhoe Apartments are changing the built form context.

The Structure Plan also sets out preferred building heights, including 29 metres to the properties north-west of the Site.

The Bell Street corridor is expected to continue to evolve with recent approvals being constructed in accordance with these increased heights.

Refer to Figure 13.

① Samma Place
② Ivanhoe Gardens
③ 1101 Ivanhoe Apartments
④ Huntingfield Place
⑤ Townhouse Development at 16 Forster St.

Figure 13. Emerging Context Building Height

3.4.3 National Employment and Innovation Clusters

Plan Melbourne 2017-2050 is the Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050 ('the Strategy').

The Strategy is structured with nine principles which underpin a long-term vision, seven (7) outcomes, 32 directions and 90 policies.

In achieving the vision 'Melbourne will continue to be a global city of opportunity and choice', the Strategy has regard for Melbourne's past, present and future to inform policy settings.

The vision identifies the 'National employment and innovation clusters' (NEIC) as places of State Significance that will be the focus for future investment and growth.

In particular, the Policy supports the development of clusters, due to their location along high-capacity transport networks to provide greater access to high-productivity jobs. Further, highlighting the importance of high levels of amenity to attract businesses and workers, including public transport, walking and cycling.

La Trobe National Employment and Innovation Cluster

The Site is identified within the La Trobe National Employment and Innovation Cluster (NEIC). NEIC's are a concentration of linked nationally significant knowledge-based businesses and institutions that contribute to the national economy. The La Trobe cluster has strengths in education, research, health and retail.

The La Trobe cluster has approximately 28,700 jobs and has significant employment activities, including La Trobe University and its industrial surrounds, the Northland Shopping Centre and the Austin Biomedical Alliance Precinct, as well as other services and activities in and around the Heidelberg MAC.

The Heidelberg precinct has a significant presence of health services, training, and research institutions such as the Melbourne Brain Centre, Austin Health, the Olivia Newton-John Wellness and Cancer Centre and the Mercy Hospital for Women. Furthermore, land around the Northland Shopping Centre also has significant capacity to accommodate new jobs and housing.

Figure 1
Metropolitan Context Plan

Figure 14. La Trobe National Employment and Innovation Cluster (La Trobe NEIC Framework Plan, Victorian Planning Authority, November 2021)

3.5 Public and Active Transport

3.5.1 Pedestrian Network

The external pedestrian network surrounding the Site includes footpaths on either side of Upper Heidelberg Road and Forster Street, a footpath on the southern side of the Bell Street On-Ramp and the unnamed road to the west of the Site (which terminates before Bell Street).

The broader pedestrian network consists of footpaths along the surrounding local street and road network within the vicinity of the Site.

Refer to Figure 15.

3.5.2 Bicycle Network

There is currently limited formalised bicycle infrastructure proximate to the Site.

The Banyule Bicycle Strategy aims to provide a suite of recommendations to assist Banyule City Council to improve the quality of the bicycle network within the municipal boundary, increase connectivity to the surrounding network, and encourage cycling participation.

Various roads proximate to the Site are identified for future inclusion within the Strategic Cycling Corridor / Principal Bicycle Network including Upper Heidelberg Road, Banksia Street, Yarra Street and Studley Road.

Refer to Figure 16.

3.5.3 Public Transport

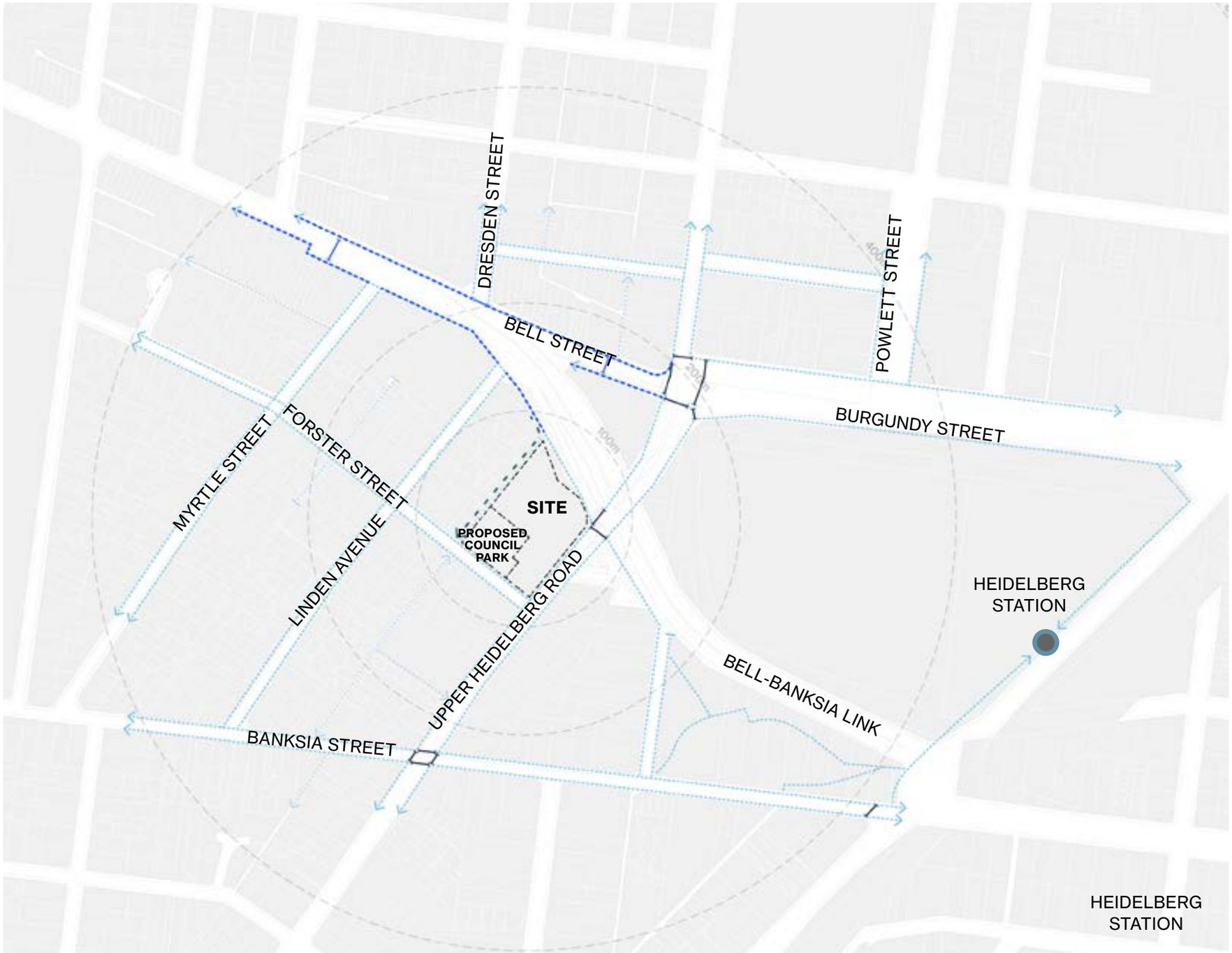
The Site is accessible via bus services that run along Bell Street, Upper Heidelberg Road and Burgundy Street as well as via train services from Heidelberg Station.

Heidelberg Station is on the Hurstbridge Line, connecting the Site to the CBD to the southwest and Hurstbridge to the northeast.

The following bus routes are proximate to the Site:

- Route 513 Eltham to Glenroy
- Route 514 Eltham to Gleroy
- Route 551 Heidelberg to La Trobe University
- Route 903 Mordialloc to Altona

Refer to Figure 17.



Current Road Crossing
Future Road Crossing Upgrade
Footpath
Laneway
Potential Future Footpath Upgrade
Potential Future R.O.W. Access

0 20 40 100m

Figure 15. Pedestrian Network Plan

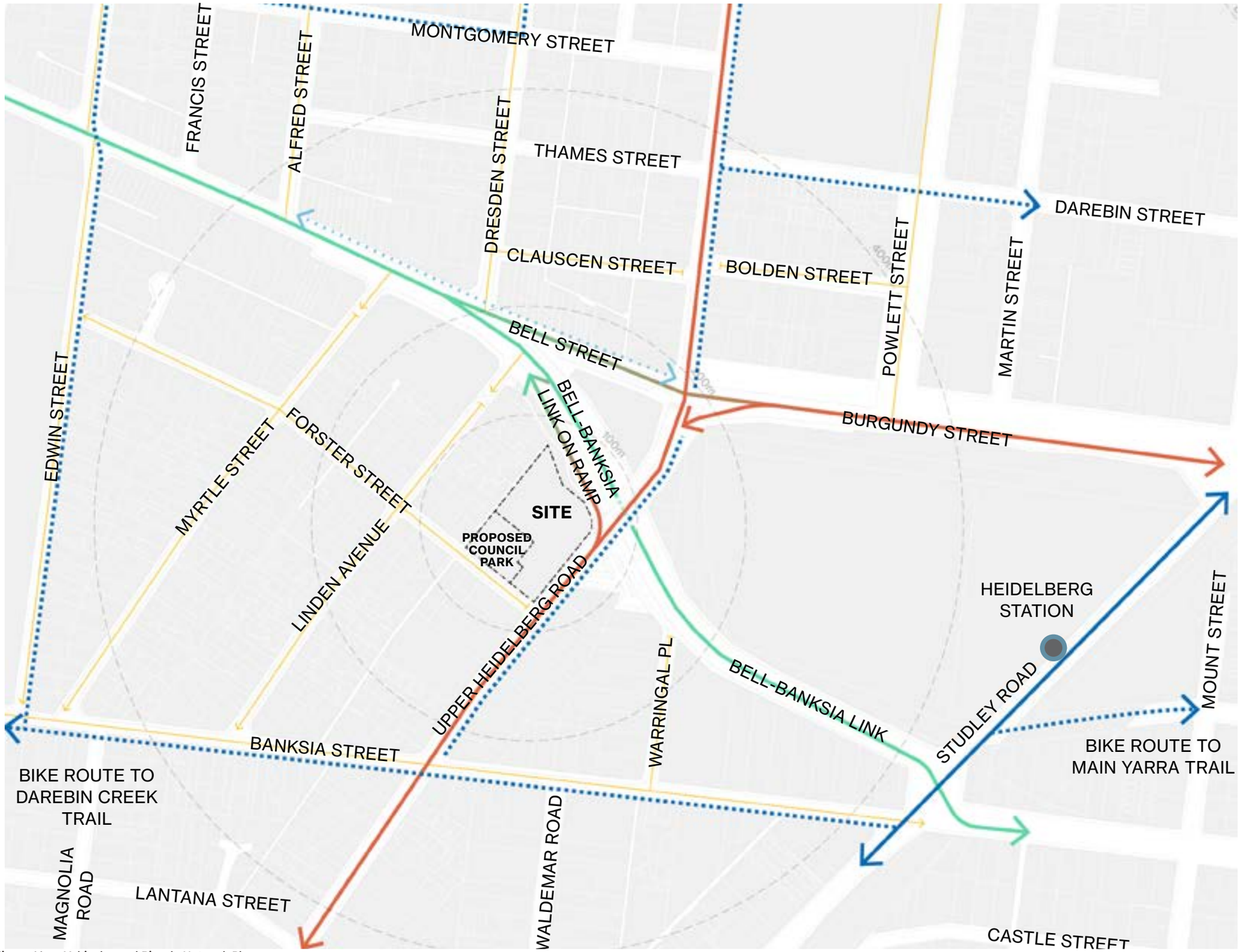
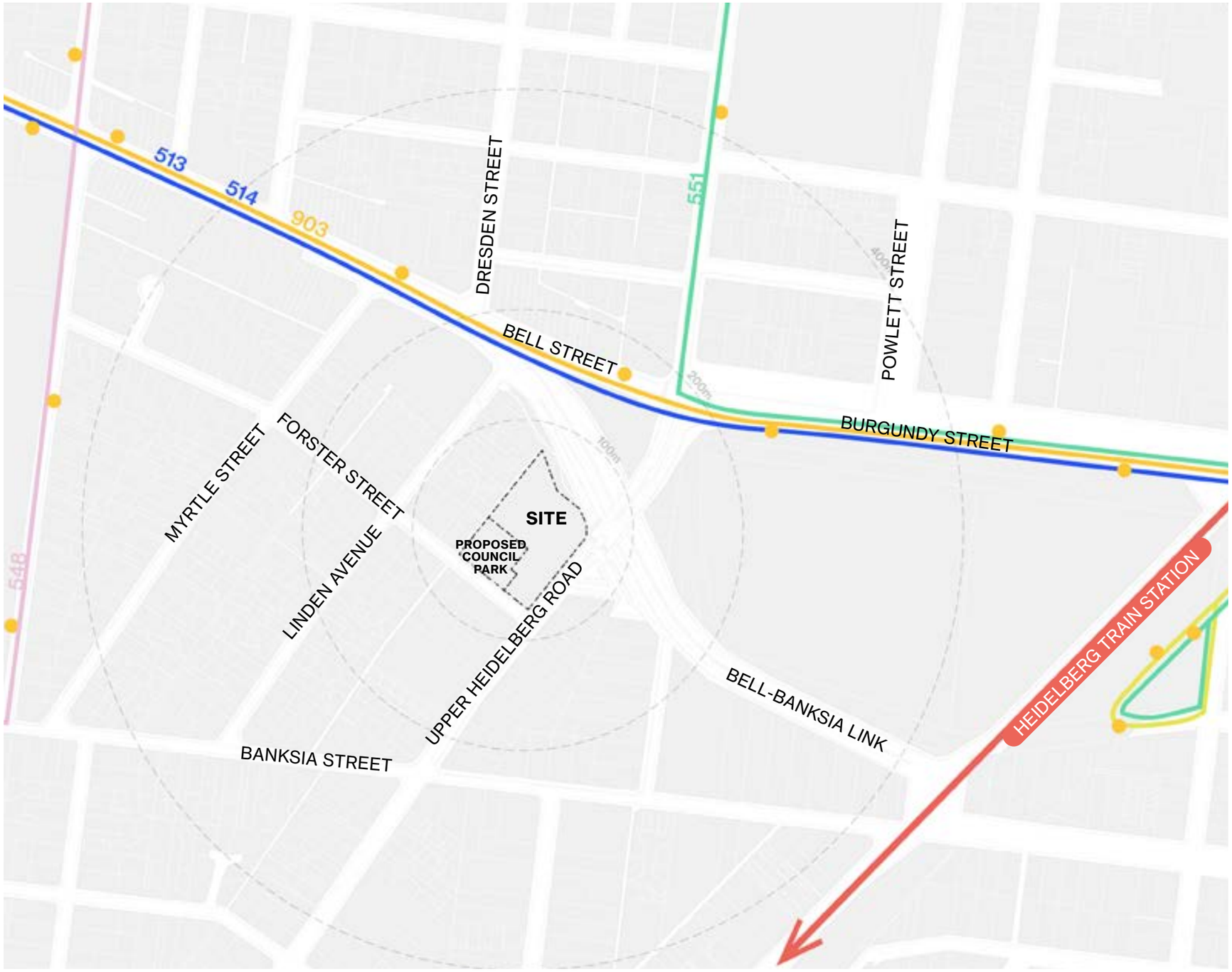


Figure 16. Vehicular and Bicycle Network Plan



Hurstbridge Train Line

Bus Routes

Bus Stops

0 20 40 100m

Figure 17. Public Transport Network Plan

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4 Design Response

This section of the Development Plan addresses the following requirement of the DPO7:

Built form, Subdivision and Staging of Development

4.1 Opportunities and Considerations

The following opportunities and considerations will guide the development of the Site:

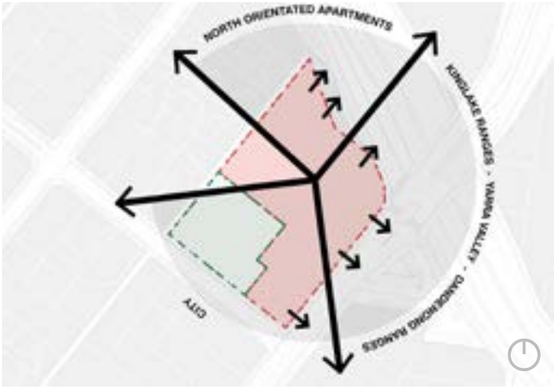
Respond to Local Character and History

The neighbourhood has a distinctive and unique character, formed through a combination of topography, elevation, architectural vernacular and landscape typologies.

Through interrogating local streetscape rhythms and understanding the surrounding suburban streets, the analysis has informed the architectural response to the context at a granular level.

The Site histories and influences will be further explored in conjunction with a Traditional Owners Engagement Consultant to ensure the project is reflective of its local character of the past, present and emerging.

Enable and Enhance Views and Vistas



The Site is separated from the surroundings by various physical and visual barriers including the Bell-Banksia Link underpass and arterial roads.

The design response should be a considered and responsive built form approach based on site structure and massing arrangement.

Views should be 'designed in' to allow for visual permeability into the site from its surrounding streetscapes. The design should strengthen the overall ambiance and connection to the new public open space by crafting views and protecting vistas.

Visual break-up within the built form should provide opportunities of intuitive wayfinding cues to optimise the passive surveilliance and enhance permeability through the site.

Views and vistas should be strategically planned with quality architecture and landscape features to provide a sense of place throughout the Site and beyond.

Respond to Interface with Low-Rise Neighbourhood

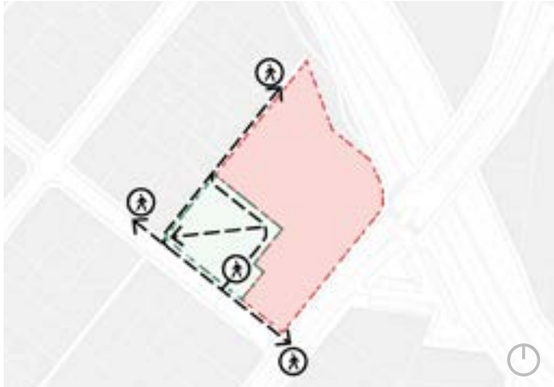
The DPO7 establishes the maximum number of storeys along the interfaces to the low-rise neighbourhood to the south and west.

Consideration of overlooking and landscape treatments within setbacks, and use of materials which complements the local vernacular, are the key design focuses to ensure appropriate and successful interface transition.

The design response should seek to respect the scale of the neighbourhood character to the south and west whilst transitioning in height to the north and east.

Incorporation of high quality landscape treatments within the proposed Council park and podium communal open space should facilitate the mitigation of impacts associated with height and mass of new built forms.

Integrate Access and Movement



The DPO7 establishes a preferred location for vehicle access to the Site based on traffic assessment and the objective to keep vehicles off more sensitive local streets.

Ground plane should be designed to facilitate pedestrian and cycle access into and around the development to mitigate the limitation of vehicle access points.

Careful consideration of context and topography should be given to ensure appropriate access arrangements in the design response, with the aim to reduce the impact of vehicles and loading movements of the Site.

There is a future potential to integrate and connect existing ROW (subject to further development and Council consultation) along the western boundary to improve permeability through the Site and complete the connection between the proposed Council park and surrounding key destinations to the north.

Existing and New Tree Opportunities

There are a number of trees on the Site and proposed Council park around the existing water tank structure.

Retaining trees where possible, and maximising opportunities for future tree planting should be a key guiding pillar of the development.

Establish Street Address and Identity

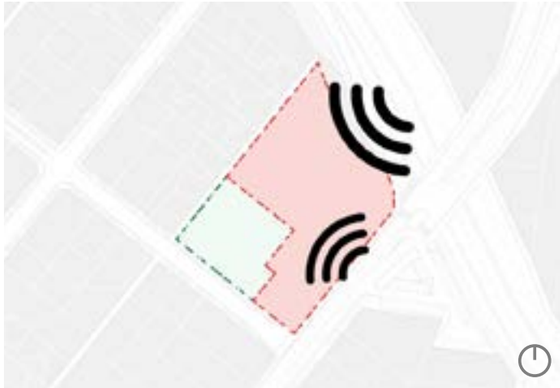
Upper Heidelberg Road is a busy arterial road and lacks activation and sense of streetscape urban identity.

There is potential to have multiple individual 'buildings' of separate identities, with addresses to Upper Heidelberg Road.

This approach should inform the siting of built form and enhance the public realm experience with activated frontages along the arterial road frontage.

Opportunities to engage with the proposed Council park through active use on adjoining frontages to complement the open space should be explored.

Respond to Noise Pollution

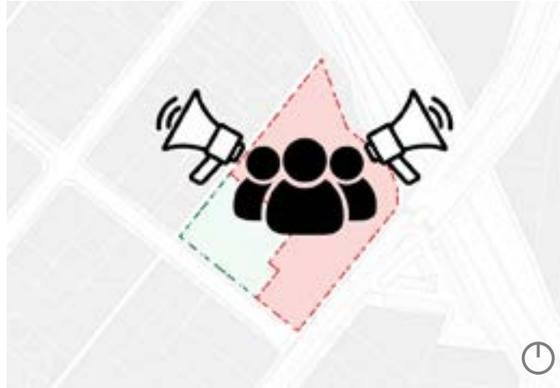


The Site interfaces two busy arterial roads and requires control and management of potential acoustic impacts associated with road noise. There is also potential noise sources from rooftop plant/services at the Austin Hospital to the east.

Appropriate mitigation strategies should be employed to ensure positive experience and amenities for the future dwellings and public spaces, including:

- Site planning - to utlise the building mass as a physical barrier to shield the proposed Council park from major noise sources.
- Apartment amenities - to be addressed through consideration of materiality, glazing performance, setbacks and orientations.
- Balcony design - to create protected and quiet zones shielded from noise sources.

Inform by Consultation



The development should adopt a co-creation approach with client, Council and stakeholders.

Engagement with First Nations People should be a key pillar of the development to ensure that Victoria's new Treaty arrangements are properly considered and implemented. The site sits atop one of the highest points in the surrounding area. Applicable First Nations' narratives should be further explored in conjunction with the client and Traditional Owners throughout various design phases.

4.2 Development Plan

4.2.1 Overview

The proposed Development Plan structure seeks to guide and facilitate a future planning permit application/s.

The development will consist of a multi-storey residential development incorporating circa 275 apartments, associated amenities, facilities and services.

The development will incorporate:

- Apartments
- Communal open space
- Access points
- Public realm landscaping

The location and extent of each of these are indicatively shown within the Development Plan, however will be further refined at the planning permit application stage.

4.2.2 Land Use

The development will largely consist of the use of 'Dwelling'.

Other uses permitted under the Zone, including commercial and retail uses, are encouraged at the ground level to facilitate activation and integration with the surrounding neighbourhood, subject to demand and feasibility.

4.2.3 Lot layout and Staging

The proposal will be developed as a single lot and will be constructed in one stage.

4.2.4 Built Form

The proposed built form and height across the Site will respond to:

- The Banyule Planning Scheme
- The existing and future surrounding residential, open space, commercial and health context.

The provisions under the RGZ4 allow for a maximum height of 12 storeys (40 metres). A building may exceed the maximum building height by up to one (1) metre if the slope of the natural ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.

The concept plan within the DPO7 specifies building height transitions within the Site, with three (3) storeys on the western and southern interfaces, and 12 storeys at the corner of Upper Heidelberg Road and Bell-Banksia Street On-Ramp.

The DPO7 concept plan also specifies setbacks (five (5) metres to the proposed Council park and ROW) and ResCode Standard B17 setback line from the eastern side of the ROW.

Figure 18 provides the proposed building heights and setbacks across the Site. The Indicative Development Plan Concept Plan is generally in accordance with the DPO7 Concept Plan and seeks to provide further guidance for building height and transitions within the Site, as well as vehicular access. Any future planning permit application should be generally in accordance with the built form specifications included within Figure 18.

4.2.5 Indicative Building Envelope

The future building will sit within the building envelope as shown within Figure 18 Indicative Building Envelope Plan.

The final form of the building will be resolved through a detailed design process and be subject to a future planning permit. The arrangement and fine-grained articulation of the podium and tower elements may evolve in response to more detailed site analysis and outcomes sought on the site.

4.2.6 Basement Car Park

The future building will accommodate basement car parking that will be accessed via a ramp from the southern crossover.

LEGEND

- 3 NUMBER OF STOREYS ABOVE NATURAL GROUND LEVEL
- SITE BOUNDARY
- 5 M SETBACK FROM BOUNDARY
- VEHICLE ACCESS POINT

Figure 18. Indicative Development Plan Concept Plan

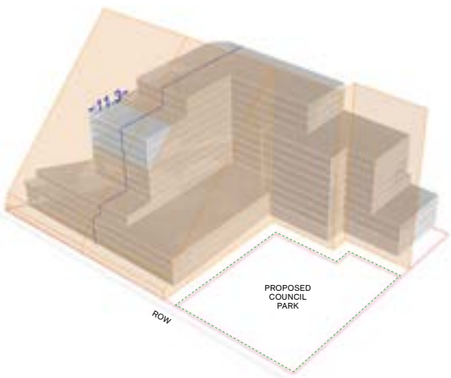
4.2.7 Siting and Orientation

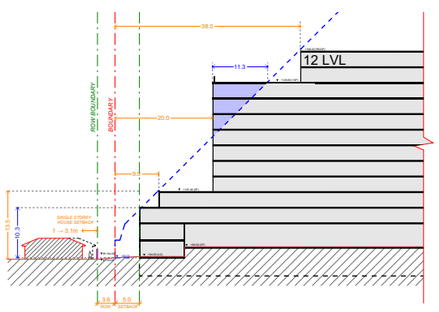
The proposed development's siting and orientation strategically addresses the Site's various interfaces.

In accordance with the DPO7 Concept Plan, the taller portion of the building is oriented towards less sensitive interfaces, specifically the arterial roads to the north and east. The building gradually decreases in height towards the west and south, to respectfully respond to the existing lower scale character of the surrounding neighbourhood.

This approach enhances passive surveillance to the public realm including the proposed Council park and also maximises sunlight access through a tiered architectural design.

Refer to Figure 19 and Figure 20.





Refer to Planning Report for Standard B17 Compliance Study

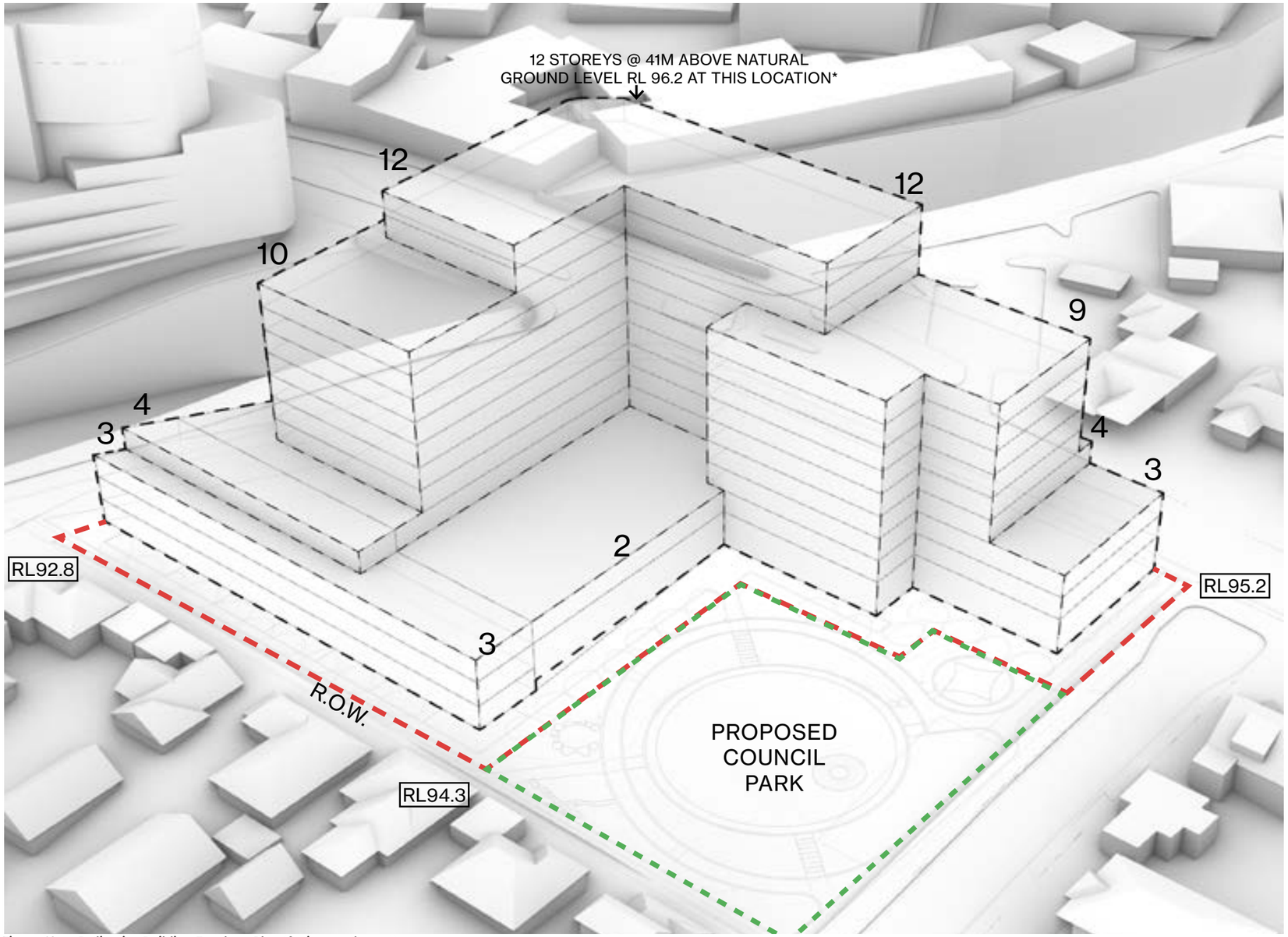


Figure 19. Indicative Building Envelope Plan (facing north-east)

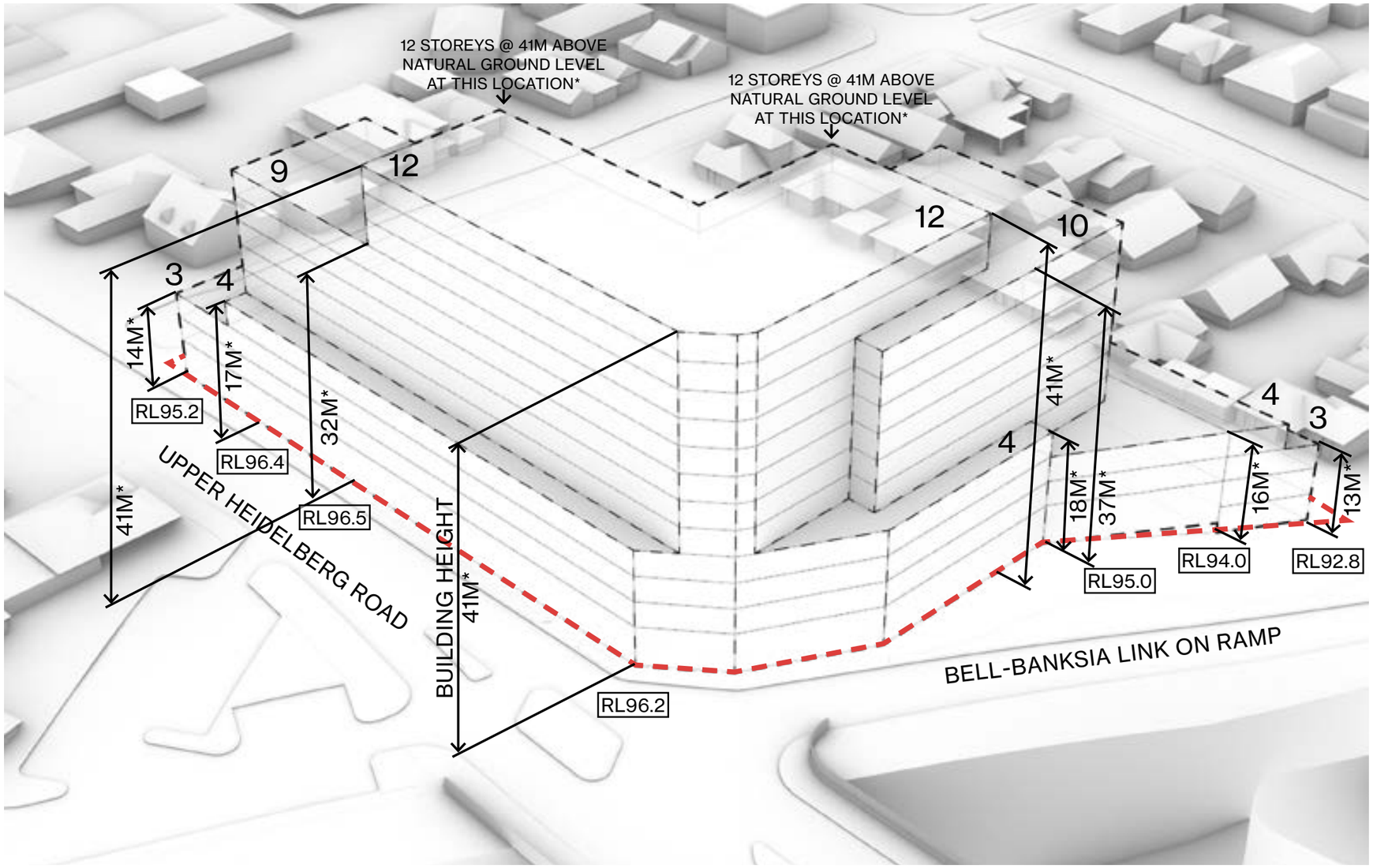


Figure 20. Indicative Building Envelope Plan (facing south-west)

4.2.8 Ground Plane

The proposed design response will prioritise the activation of the various interfaces, noting each interface requires a tailored approach to the interaction between the building form and function, and adjoining area. Refer to Figure 21 Indicative Ground Plane Plan.

The design will feature an activated ground plane with lobbies, amenities, and commercial space facing the highest order areas, specifically the proposed Council park and Upper Heidelberg Road. The flexible spaces can potentially include ancillary dwelling amenities and circulation areas (i.e. apartment lobby), as well as various uses permissible under the RGZ4, including but not limited to leisure and recreation facilities, food and drink premises, office, retail premises and shop. Indicative floor space areas are included within Figure 21.

Residential uses are nominated at the interface with the ROW and the Bell-Banksia Link On-ramp (in part) with appropriate green buffer and transition to the existing surrounding context. These interfaces will be carefully managed to balance interaction with the public realm and a suitable level of privacy for future residents. The corner treatment of Upper Heidelberg Road and Bell-Banksia Link On-Ramp will also be considered to ensure a human-scale and other measures appropriate to soften the interface.

Figure 23 and 24 provide four typical cross-sections to respond to the varying site interfaces. As part of a planning permit application, resolution of the ground plane, specifically the proposed functionalities and uses along each interface should be generally in accordance with Figure 21 and the relevant cross section within Figure 23 and 24, however modified as required as a result of further design resolution and prioritisation of interfaces.

Figure 23 provides an indicative sketch to demonstrate how the interface to the ROW is envisioned to be delivered. The indicative sketch is an artist impression only and will be subject to change.

	GFA (sqm.)		
	Residential and Associated Uses	Flexible Space	**Total**
Ground	2,765	2,400	5,165
Level 1	3,765	1,400	5,165
Level 2	3,300	630	3,930

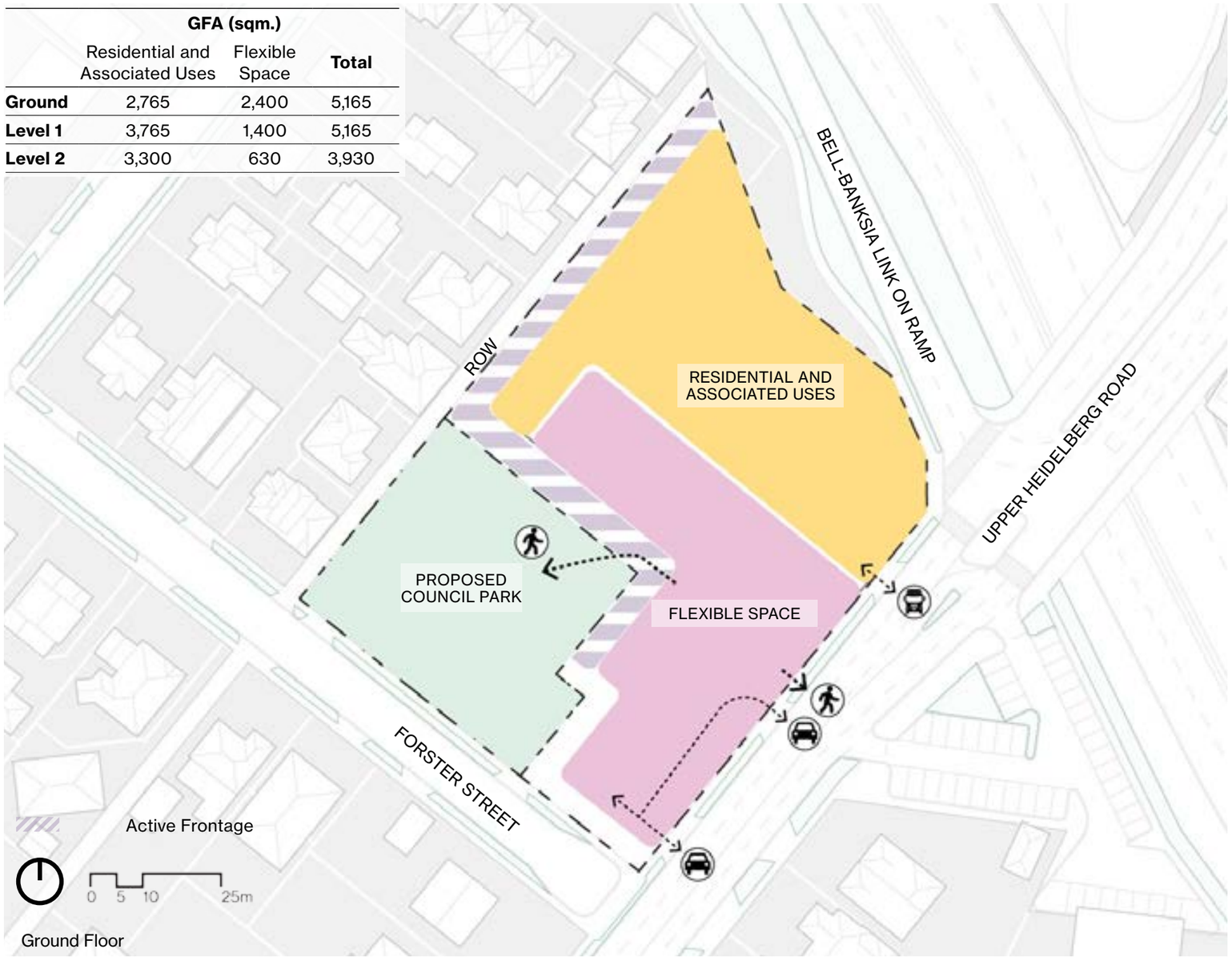
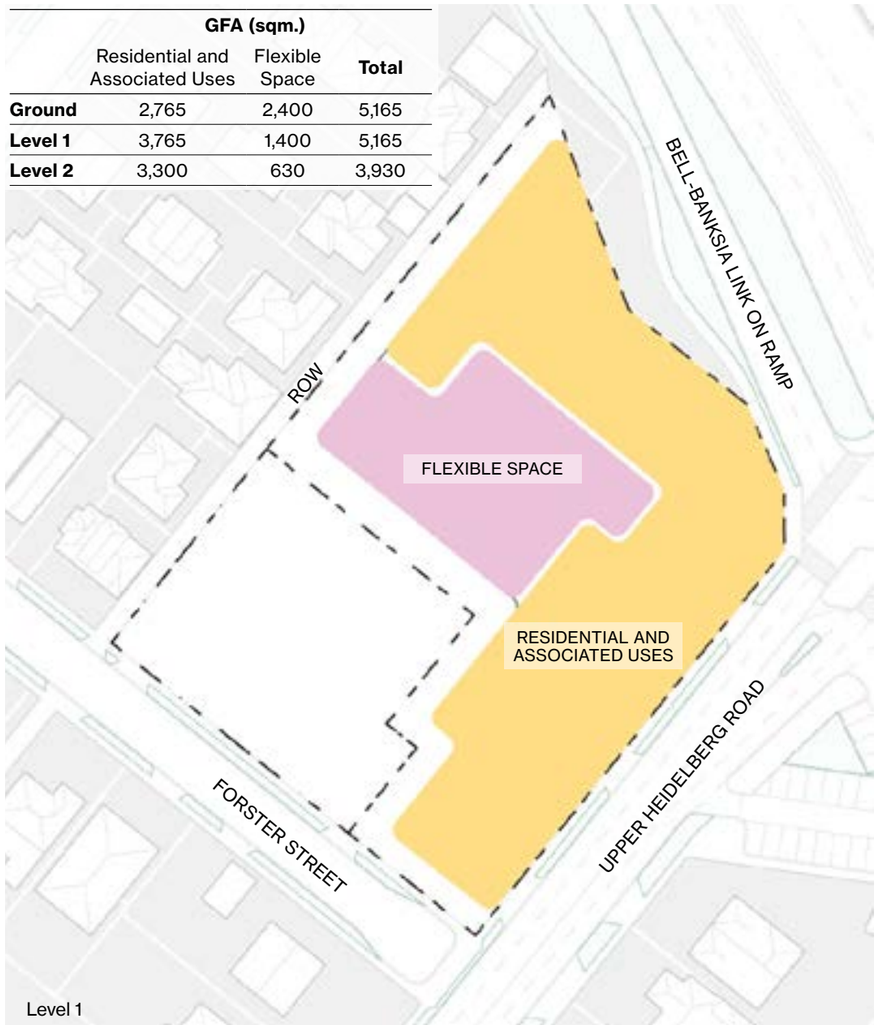


Figure 21. Indicative Ground Plane Plan

4.2.9 Podium Levels

Flexible spaces are proposed for the first and second level of the development within the building podium. These areas will likely consist of ancillary dwelling amenities such as resident gyms, co-working spaces, cinemas, communal areas, and any other use permissible under the RGZ4.

	GFA (sqm.)		
	Residential and Associated Uses	Flexible Space	**Total**
Ground	2,765	2,400	5,165
Level 1	3,765	1,400	5,165
Level 2	3,300	630	3,930



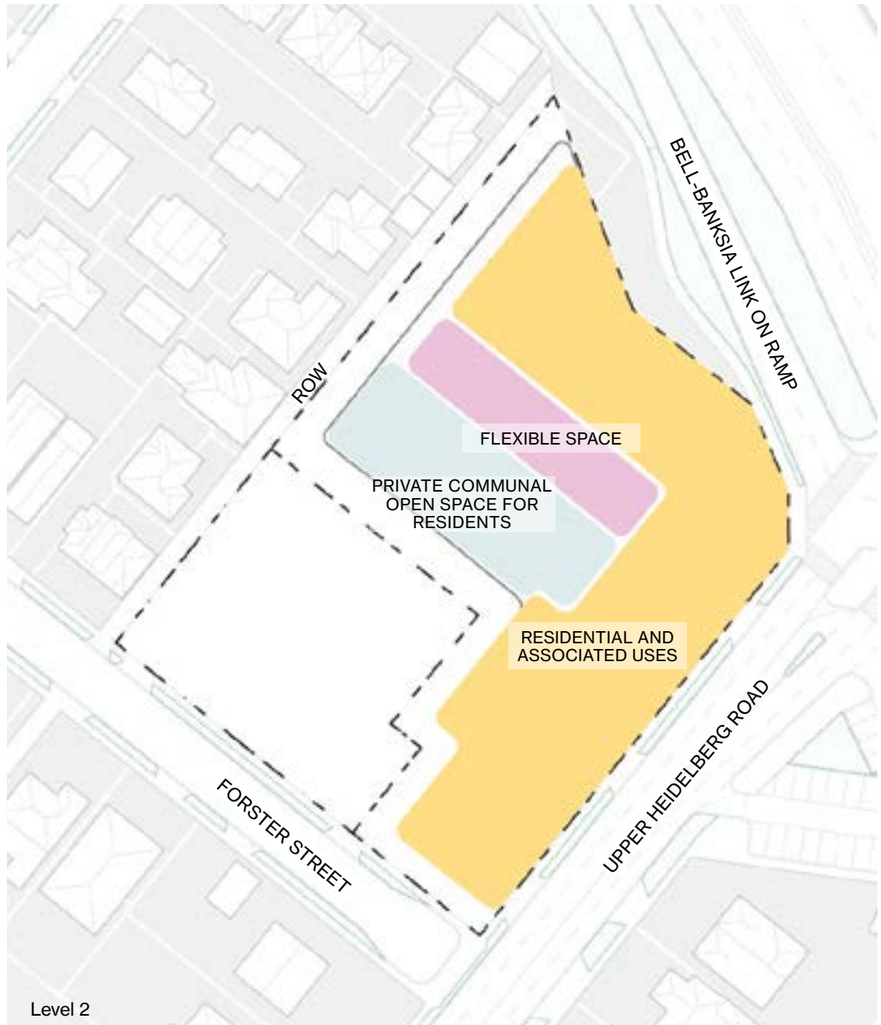
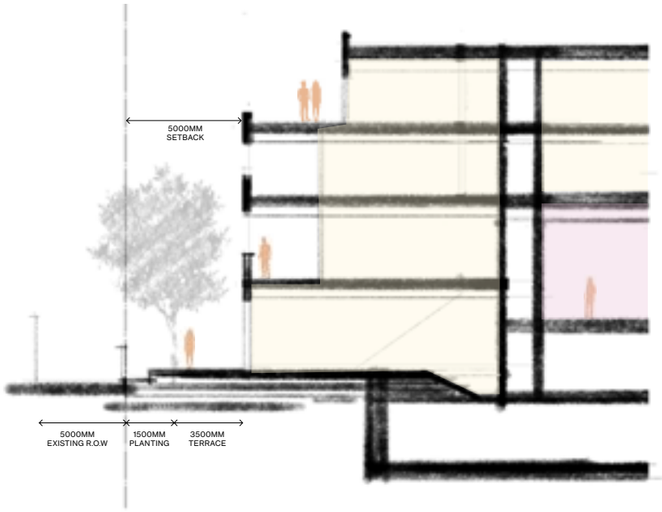
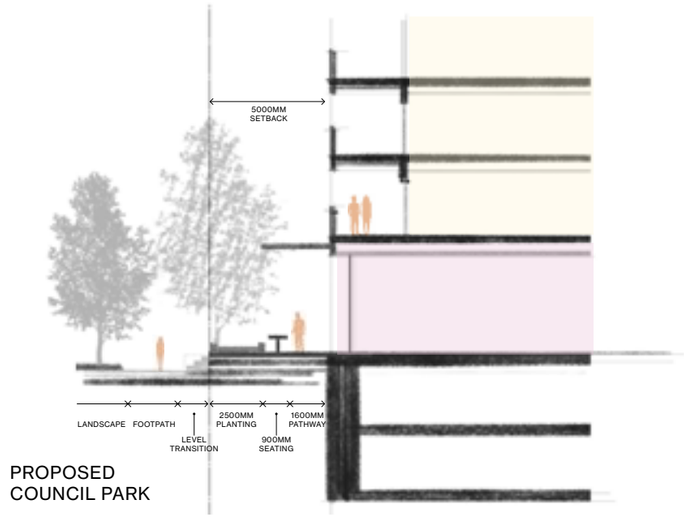


Figure 22. Indicative First and Second Level Plans

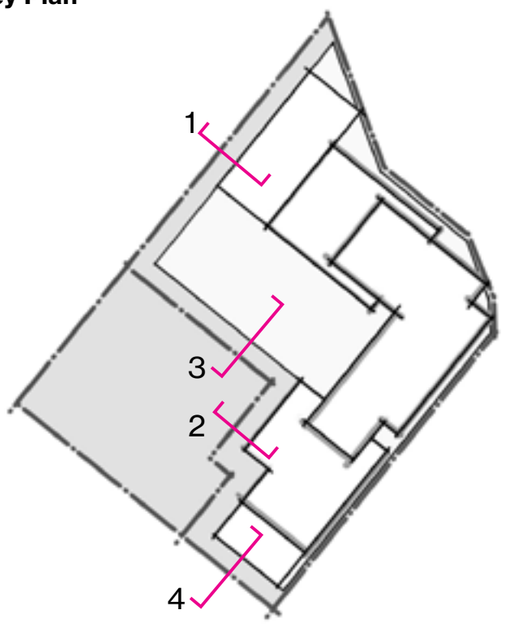


1 | ROW Interface | North-west



2 | Park Interface | West

Key Plan



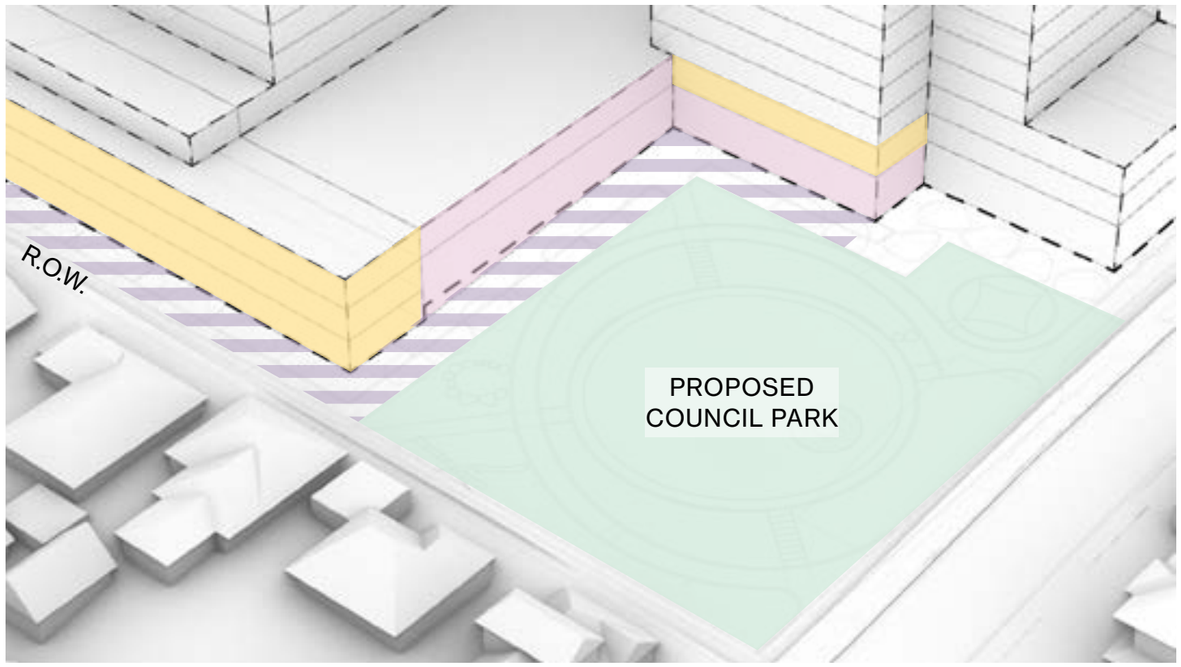
Residential and Associated Uses

Flexible Space

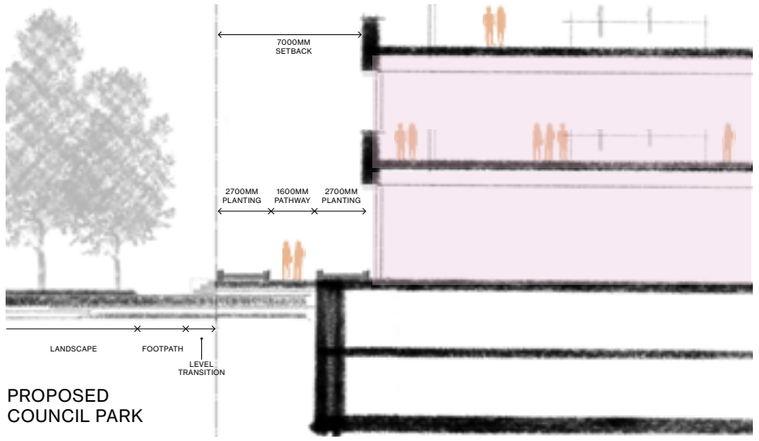
Active Frontage

Proposed Council Park

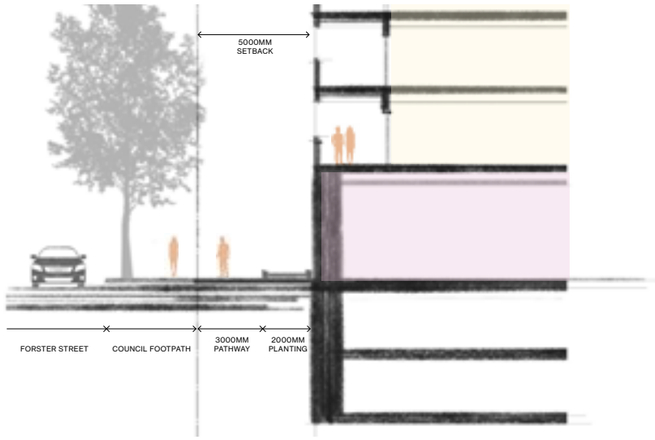
Figure 23. Indicative Interface Treatments



Potential Park Interface and Building Frontage



3 | Park Interface | South



4 | Forster Street Interface | South

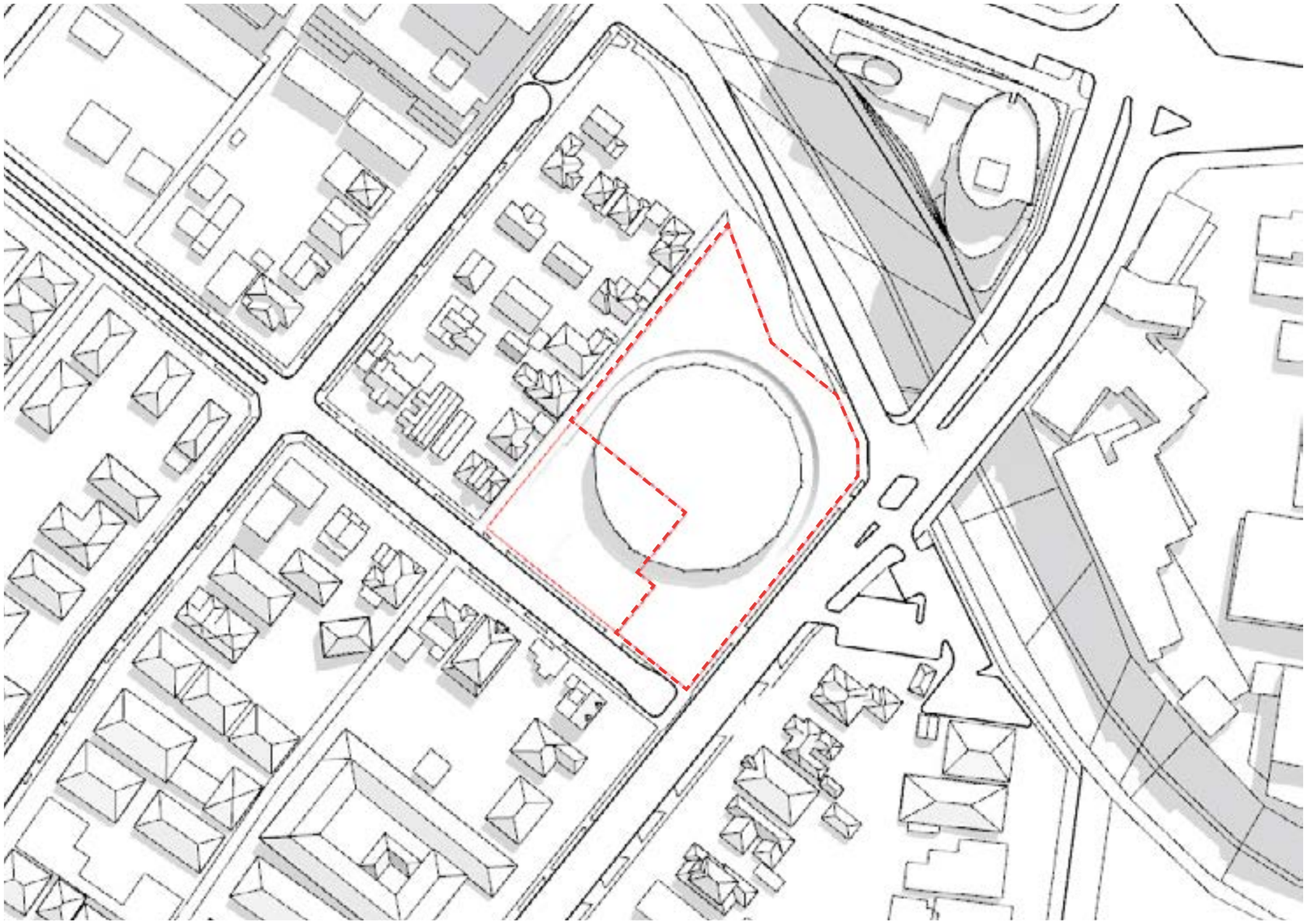
Figure 24. Indicative Interface Treatments

Figure 25. Indicative sketch of the ROW Interface (artist impression only)

4.2.10 Shadow Diagrams

The built form envelope has been designed to limit overshadowing and meet the requirements of the DPO7 of no significant overshadowing to the proposed Council park between 11am and 2pm on 22 September.

Existing



11am 22 September

Figure 26. Existing Shadow Diagrams (22 September)

Existing

12pm 22 September

Figure 27. Existing Shadow Diagrams (22 September)

Existing

1pm 22 September

Figure 28. Existing Shadow Diagrams (22 September)

Existing

2pm 22 September

Figure 29. Existing Shadow Diagrams (22 September)

Proposed

11am 22 September

Figure 30. Proposed Shadow Diagrams (22 September)

Proposed

12pm 22 September

Figure 31. Proposed Shadow Diagrams (22 September)

Proposed

1pm 22 September

Figure 32. Proposed Shadow Diagrams (22 September)

Proposed

2pm 22 September

Figure 33. Proposed Shadow Diagrams (22 September)

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5 Tree Management

This section of the Development Plan addresses the following requirement of the DPO7:

> **A tree management plan identifying the existing trees to be retained and the methodology for protecting the identified trees.**

5.1 Tree Retention

5.2.1 Overview

The Arboricultural Assessment prepared by Tree Logic (dated 6 September 2023), demonstrates the indicative trees proposed to be retained on the Site.

40 of the 43 trees within the Site are not suitable for retention due to being directly within or extremely close to the building footprint. The retention of Trees 7, 8 and 17 will be considered in future design refinement.

Trees within the road reservations and proposed Council park are subject to further landscaping details.

Trees identified for retention can be removed at the planning permit application stage should there arboricultural and / or site construction circumstances that necessitates the response. In these circumstances a replacement tree must be provided to the satisfaction of the Responsible Authority.

5.2.2 Tree Protection

As part of any future planning permit application, methodology for trees marked for retention should be to the satisfaction of the Responsible Authority.

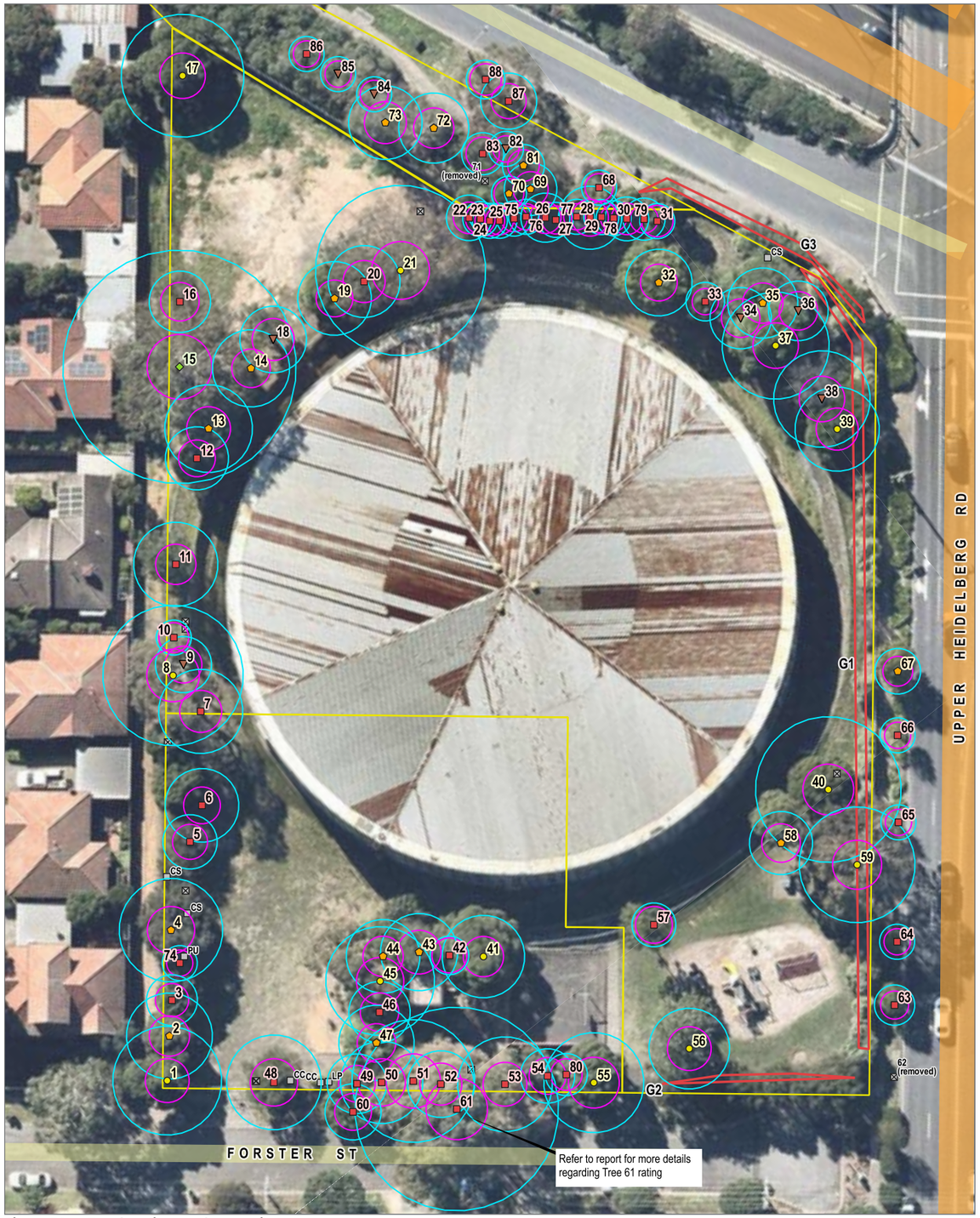


Figure 34. Tree locations and protection zones

6 Landscape & Open Space

This section of the Development Plan addresses the following requirement of the DPO7:

> A landscape masterplan, showing species selection throughout road reserves, along the land's key internal and external interfaces and within open spaces, delineation of public, communal and private open spaces, and the treatment of these interfaces, and typical street cross sections.

6.1 Design Principles

6.1.1 Overview

The landscape and open space strategy forms a key guiding pillar of the Development Plan. Section 6 of the Development Plan has been prepared in conjunction with Site Office Landscape Architects.

The concept has been designed to maximise opportunities for tree planting along sensitive interfaces and to ensure the development meets to objectives of the DPO7.

The key landscape and open space design principles for the development include:

- Creating seamless integration with the surrounding neighbourhood to foster and enhance community connection.
- Providing high-amenity communal open space of exceptional quality to meet resident's recreational needs and social interaction.
- Ensuring the communal spaces offer park vistas, complete with integrated seating, shelter, barbecues and gardens.
- Incorporating pathways, gardens and trees to facilitate and promote movement between the development, park and surrounding neighbourhood.

These principles seek to establish an engaging, accessible and vibrant environment.

6.1.2 Existing Landscape Character

The Site contains a number of mature canopy trees, located primarily on the perimeter of the Tank infrastructure as well as along the site boundaries. These largely function as screening for the tank infrastructure.

The surrounding neighbourhood is generally characterised by a continuous green canopy of dominant trees and a natural, vegetative appearance.

6.2 Implementation

6.2.1 Planning Permit Application Stage

Any future application, as appropriate, must be generally in accordance with the landscape framework outlined within Section 6 of the Development Plan Volume 1 to the satisfaction of the Responsible Authority.

A concept landscape plan should be prepared to accompany the application.

6.3 Masterplan

6.3.1 Landscape Masterplan

Figures 35 and 36 set out the Indicative Landscape Masterplan for the Site.

The proposed landscape concept seeks to create a vibrant and high amenity community that is closely integrated with the fabric of the surrounding neighbourhoods and streets.

It supports the vision of the Heidelberg Major Activity Centre (MAC) as "a vibrant, prosperous and attractive place, where people can live, work, learn and play in a connected and inclusive community"

The proposed landscaping will provide an important interface with the proposed Council park and the surrounding neighbourhood, and will provide pathways, garden beds and tree planting that allow easy access and circulation between the development, the park and the surrounding neighbourhood.

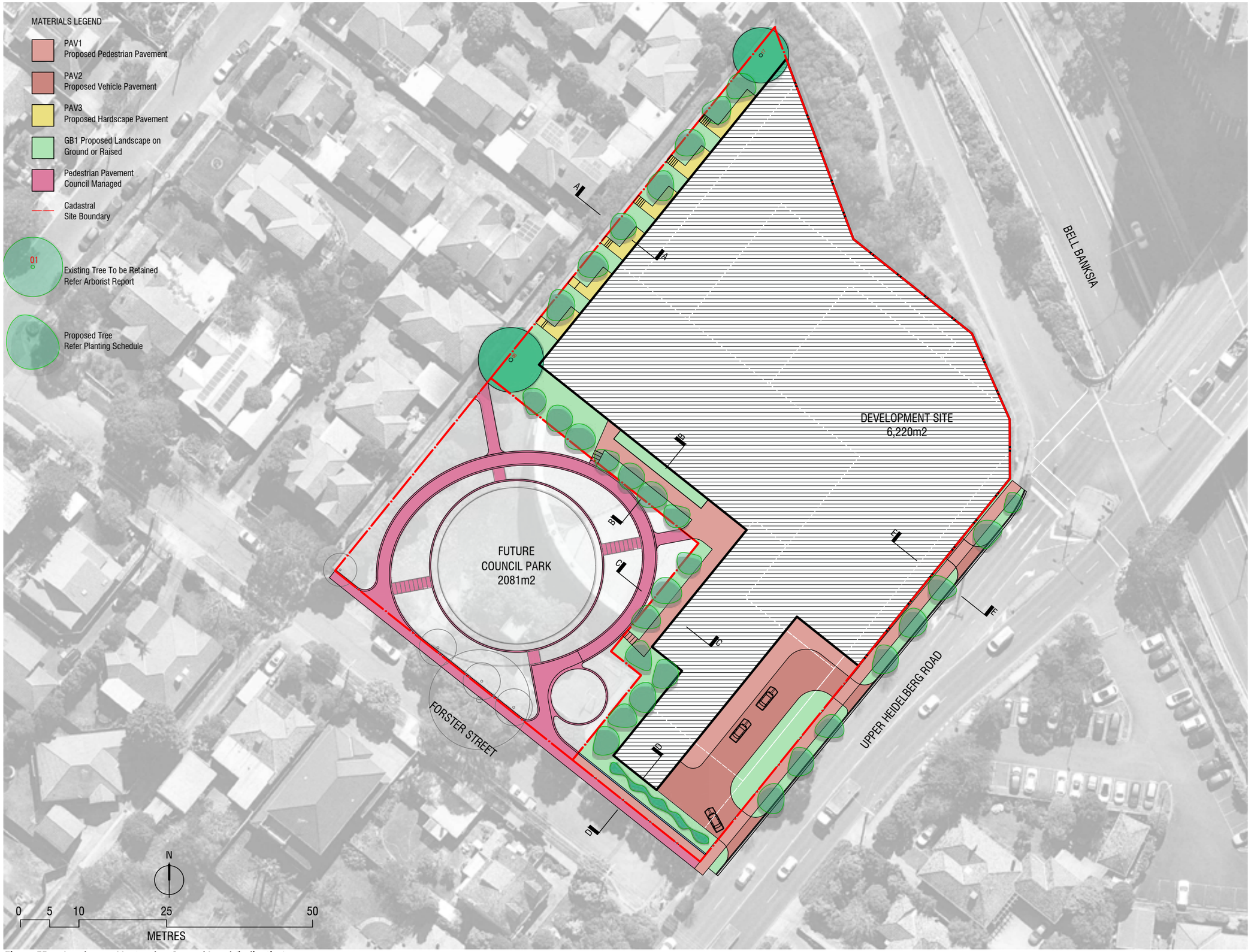


Figure 35. Landscape Masterplan Ground Level (indicative)

Figure 36. Landscape Masterplan Podium Level (indicative)

Figure 37. Publicly Accessible, Communal & Private Space (indicative)

6.4 Publicly Accessible, Communal & Private Space

6.3.4 Overview

Figure 37 sets out the indicative users and uses for open space within the Site.

Open space within the development will be separated into three access categories; publicly accessible, communal and private.

On the ground plane, the interface with the proposed Council park and Upper Heidelberg Road will be publicly accessible. These areas will be included within common property and maintained by the owners corporation. This area will not have restricted access and will look to integrate with the abutting interfaces. This designation also applies to the undercover porte-cochere which will principally provide an access role for pedestrians and vehicles.

The area abutting the unnamed road to the north (ROW) will include at-grade private terraces. The terraces will be separated from the road by a fence. Careful consideration will be given to balance the privacy of the private open space of the dwellings with the passive surveillance opportunities over the road. This area may consist of soft and hardscape landscaping.

Communal spaces will be included within the development above ground level. These areas will be restricted to residents of the development only.

The location, extent and access of all of the open space areas will be further resolved at the planning permit application stage.

6.3.5 Privately Owned Publicly Accessible Open Space

Figure 37 sets out areas within the site that will continue to be privately owned, however will be accessible to the general public. These are areas which will not be separated from public land (i.e. future park or adjoining footpaths) via fences or barriers and may be utilised by residents and the general public.

The connection from Upper Heidelberg Road to the future park is anticipated to be heavily used by the broader catchment. The other areas are anticipated to be utilised more consistently by residents of the development (i.e. porte cochere entrance and adjoining the flexible spaces on the ground level).

Figure 38. Communal Spaces Precedent Images

6.4.1 Communal Spaces

The communal spaces within the development will include podium gardens that provide passive surveillance opportunities over the proposed Council park, that also provide visual softening benefits to the development when viewed from the public realm.

These spaces will meet the recreational and amenity needs of the developments' residents. The communal open space will meet the provisions of the Banyule Planning Scheme, and offer an external landscaped area for residents to gather and socialise. They will include areas of shelter, seating, social gathering spaces and landscaping, and may include features such as barbecues and other recreational outdoor amenities. The podium landscaping will also provide softening benefits to the built form, when viewed from the Council park.

The design of the communal spaces will be resolved at the planning permit application stage. Figure 36 and 39 provides an indicative concept plan and Figure 38 provides precedent images for the design intent of the communal spaces within the development.

Key design elements to include:

- Raised Planters - Large raised planters with substantial areas of lawn and planting. Planters should have a minimum of one (1) metre soil depth to allow the planting of larger trees. Planting opportunities along the edge of the podium should be explored to maximise vegetation which can be seen from the Council park.
- Seating - Seating to allow people to gather in larger and in smaller groups.
- Gathering spaces - Spaces to allow people to bather, including a communal barbecue, tables and seating.

Figure 39. Podium Landscape Plan (indicative)

6.5 Species Selection

6.5.1 Summary

The Site is located within the Gippsland Plain bioregion of Victoria, an area which was historically covered by Ecological Vegetation Class (EVC) 175: Grassy Woodland.

Grassy Woodland is an endangered habitat characterised by its open eucalypt woodland or sheoak woodland which can reach up to 15 meters and 14 metres in height, respectively. The ground layer of is enriched with a diverse array of grasses and herbs, while the shrub component is usually sparsely distributed. It occurs on sites with moderate fertility, gently sloping or undulating hills, and a range of geological characteristics.

Given the endangered conservation status of this habitat within the bioregion, It is crucial to ensure its preservation and restoration during the development process.

To achieve this, the proposed strategy is to incorporate suitable indigenous plants throughout the Site by using indigenous vegetation to enhance the natural ecosystem, providing a habitat that supports local biodiversity and ecological balance.

Further resolution of the planting palette will be resolved at the planning permit application stage.

TYPE	BOTANICAL NAME	COMMON NAME	SIZE (PLANTING)	SPACING
TREES				
	Allocasuarina littoralis	Black Sheoak	200 Litre	As Shown
	Acacia mearnsii	Black Wattle	200 Litre	As Shown
	Acacia paradoxa	Hedge Wattle	200 Litre	As Shown
	Allocasuarina verticillata	Drooping Sheoak	200 L Ht 3 m approx.	As Shown
	Exocarpos cupressiformis	Cherry Ballart	200 Litre	As Shown
	Eucalyptus polyanthemos	Red Box	200 Litre	As Shown
	Eucalyptus radiata s.l	Narrow-leaf Peppermint	200 L Ht 4.2m approx.	As Shown
GROUNDCOVERS				
	Arthropodium strictum	Chocolate Lily	140mm	6 plants per m2
	Brachyscome diversifolia	Tall Daisy	140mm	6 plants per m2
	Chrysocephalum appiculatum	Common Everlasting	140mm	6 plants per m2
	Dianella amoena	Matted Flax-lily	140mm	6 plants per m2
	Dianella amoena	Matted Flax-lily	140mm	6 plants per m2
	Dichanthium sericeum ssp. sericeum	Silky Blue-grass	140mm	6 plants per m2
	Gahnia radula	Thatch Saw-sedge	140mm	6 plants per m2
	Indigofera australis	Austral Indigo	140mm	6 plants per m2
	Kennedia prostrata	Running Postman	140mm	6 plants per m2
	Lomandra filiformis	Wattle Mat-rush	140mm	6 plants per m2
	Lomandra longifolia	Spiny-headed Mat-rush	140mm	6 plants per m2
	Lepidosperma laterale	Variable Sword-sedge	140mm	6 plants per m2
	Microlaena stipoides var. stipoides	Weeping Grass	140mm	6 plants per m2
	Pelargonium australe	Austral Storks Bill	140mm	6 plants per m2
	Poa sieberiana	Grey Tussock-grass	140mm	6 plants per m2
	Podolepsis jaceodies	Showy Podolepis	140mm	6 plants per m2
	Pteridium esculentum	Austral Bracken	140mm	6 plants per m2
	Patersonia occidentalis	long Purple flag	140mm	6 plants per m2
	Stipa flavescens	Coast Spear Grass	140mm	6 plants per m2
	Stylidium graminifolium	Grass-leaved Triggerplant	140mm	6 plants per m2
	Themeda triandra	Kangaroo Grass	140mm	6 plants per m2

Figure 40. Proposed Plant Species (indicative)

6.6 Interface Treatments

6.5.2 Interface Cross Sections

The proposal comprises four varying interfaces, with four typical cross-sections as follows (including slight variations):

Refer Figure 35 for the relevant section locations and Figure 41 and 42 for the cross sections.

ROW North West

The interface to the ROW will incorporate private terraces with a fence and landscaping, creating a sense of separation and privacy for future occupants while balancing passive surveillance importunities. This area will also accommodate greenery. Crime prevention through environmental design (CPTED) principles will be considered at the planning permit application stage.

Proposed Council Park

The development's connection to the proposed Council park plays an important role in the overall design.

The interface has been designed to prioritise and maintain optimal access to sunlight through a setback to the building immediately north of the park. The setback provides opportunities for further landscaping and pedestrian pathways. The setback areas will manage level changes between the Council park and the development, as well as act as the transition area between public and private.

Along Interface CC - Future Council Park West, shading should be provided, in part, in the form of an awning / portico projecting from the building. This is to provide weather protection and an appropriate transition between the built form and the park.

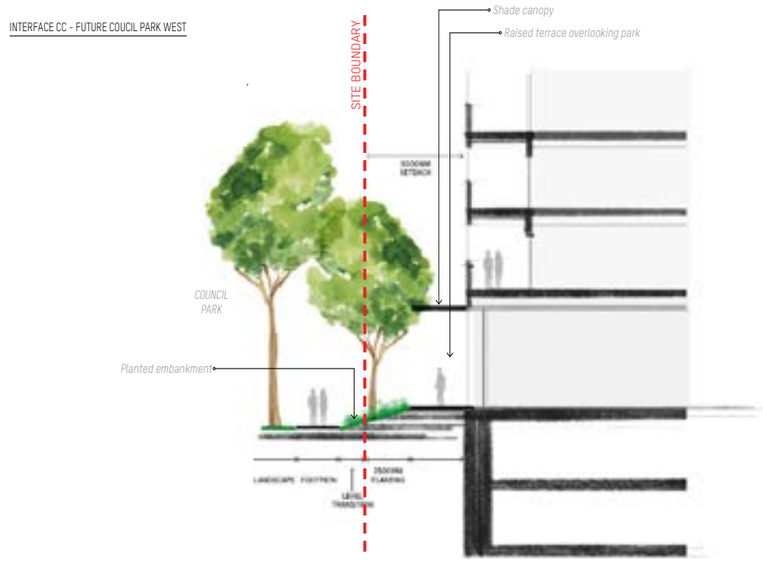
Forster Street

The design of the Forster Street interface will necessitate consideration of both the existing Yarra Valley Water infrastructure and the 3m wide pedestrian pathway, with further investigation required to finalise the design.

Upper Heidelberg Road

The limited space between the Upper Heidelberg Road carriageway and the development site boundary requires thoughtful design solutions to enhance pedestrian comfort.

The interface will be landscaped to create a buffer zone between the road and the pedestrian pathway.



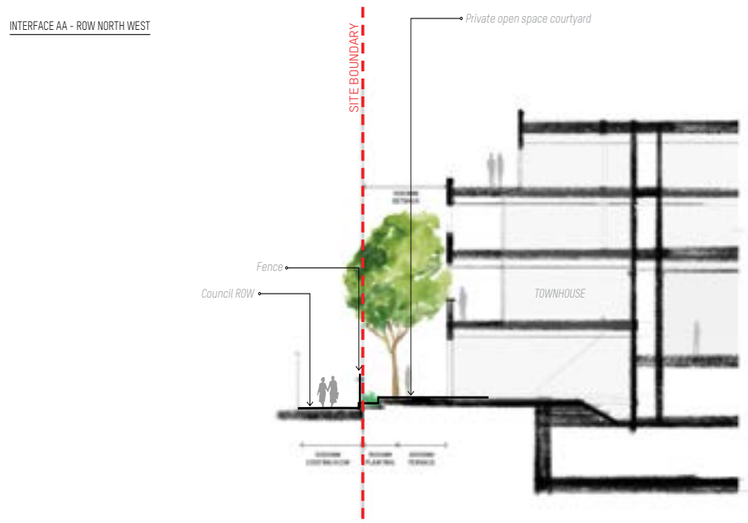
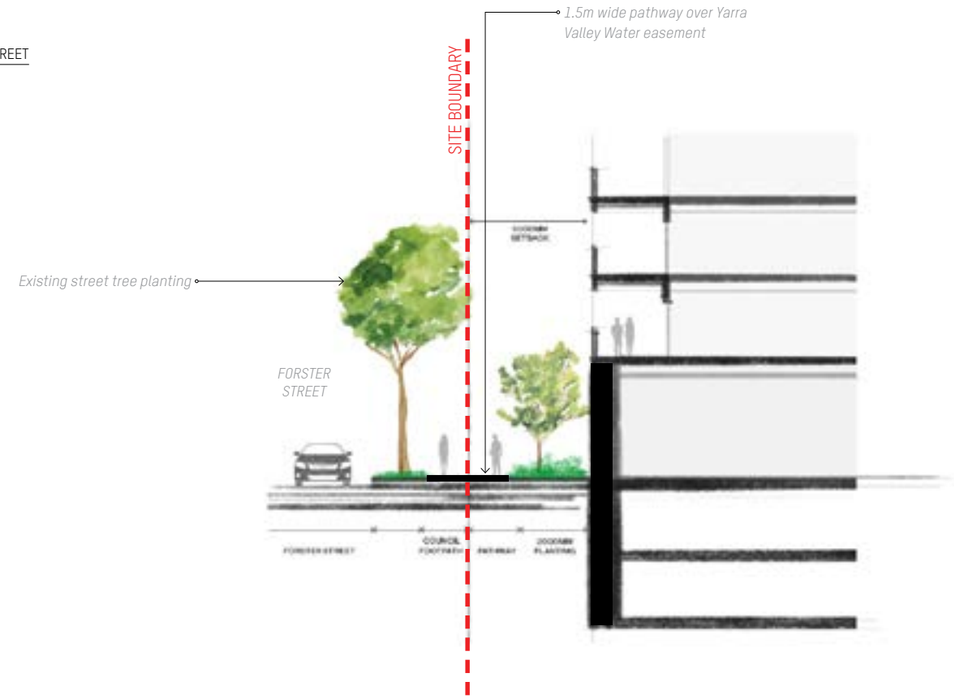


Figure 41. Landscape Interface Treatments (indicative)

INTERFACE DD - FORSTER STREET



INTERFACE EE - UPPER HEIDELBERG ROAD

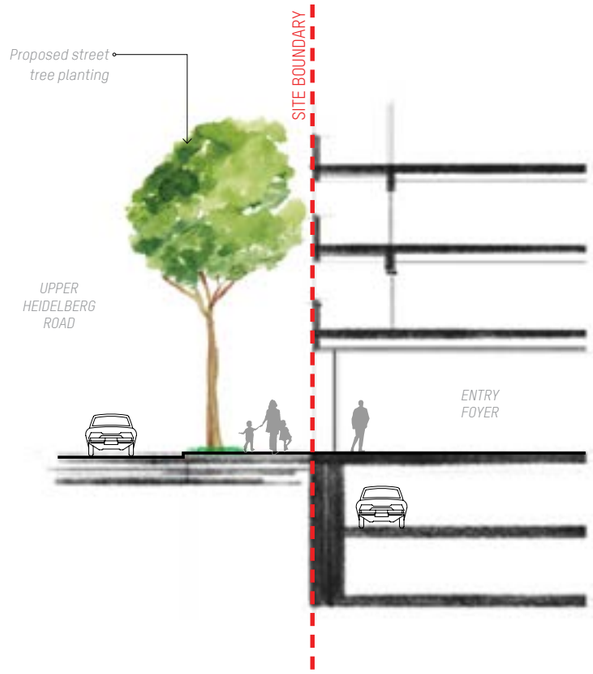


Figure 42. Landscape Interface Treatments (indicative)

Figure 43. Proposed Council Park Concept (artistic impression only)

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7 Environmentally Sustainable Development

This section of the Development Plan addresses the following requirement of the DPO7:

> An environmentally sustainable development report, identifying environmentally sustainable design principles including integrated water management, energy efficiency, climate responsive design, waste minimisation and improvements to urban ecology.

7.1 ESD Principles

7.6.1 Overview

An Environmentally Sustainable Development (ESD) Report has been prepared by Hip V. Hype which sets out the proposed ESD strategies for the Site.

7.6.2 ESD Summary

The ESD design response for the development aims to effectively integrate sustainability and to provide occupant-focused spaces, reduce life-cycle carbon emissions, improve resource efficiency, and enhance natural systems in line with climate resilient principles.

To achieve its sustainability objectives, the development will aim to target the following key benchmarks:

- Green Star Buildings 5-star certification target.
- 7.5-star average NatHERS rating.
- 6.5-star minimum NatHERS rating for each apartment.
- All-electric building.
- 20% reduction in upfront carbon.
- Targeting carbon neutral in operations.
- Implement a circular approach to materials and waste.
- Potable water reduction and water reuse targets.
- Increased social, health and well-being outcomes for the future community.
- Promotion of active transport and reduced emissions transport options.
- Reduce Urban Heat Island (UHI) impacts.
- Community and climate resilience targets.

7.6.3 Key Design Principles

The ESD strategy proposed for the development includes several key design principles, including:

- Incorporating sustainability practices into the design through a considered management approach.
- Implementing water and energy conservation strategies with passive design principles and efficient systems.
- Prioritising indoor environment quality through the use of low VOC and formaldehyde materials, daylight optimisation, and condensation management.
- Implementing on-site waste management strategies to divert 90% of demolition and construction waste from landfill.
- Providing sustainable transport options, such as bicycle parking, EV charging facilities, public transport access, and car-sharing schemes.
- Enhancing the ecological value of the Site through significant landscaping and measures to minimise Urban Heat Island (UHI) impacts.

7.2 ESD Response

7.1.1 Overview

The key sustainability principles and strategies that will guide the design of the development focuses on integrated water management, energy efficiency, climate responsive design, waste minimisation and improvements to urban ecology.

Each of these principles and strategies should be considered at the planning permit application stage, and are subject to further design consideration.

7.1.2 Integrated Water Management

The development aims to reduce water demand, maximise on-site rainwater collection and reuse, and manage the impacts of stormwater flows from the site.

The key water management strategies include:

- The specification of water-efficient fittings and fixtures with high WELS ratings to reduce water consumption.
- The prioritisation of drought-tolerant plant species in all landscaped areas.
- The utilisation of sub-surface drip irrigation with moisture sensors in combination with appropriate mulching.
- The installation of appropriately sized rainwater tank(s) to capture rainwater from suitable surfaces for toilet flushing and irrigation.
- The consideration of permeable pavement in selected suitable areas to enhance site permeability.
- The incorporation of appropriate stormwater treatment systems to reduce run-off pollutants.
- The management of stormwater quality during all demolition and construction stages.

7.1.3 Energy Efficiency

The development aims to maximise the thermal performance of the building envelope, ensuring comfort conditions are maintained with minimal energy consumption.

The key energy efficiency strategies include:

- The optimisation of the building's thermal envelope performance through careful layout and building form design, along with appropriate levels of insulation, glazing performance and shading strategies.
- A targeted minimum average NatHERS rating of 7.5 stars, with all apartments achieving a minimum rating of 6.5 stars.
- An all-electric building, with no natural gas connection on-site.
- The specification of high energy-efficient heating and cooling systems and provision of high-efficiency heat pumps for the domestic hot water systems.
- The potential for an embedded network to provide 100% renewable energy to the development.
- The installation of a solar photovoltaic system on the rooftop, sized to maximize yield based on available space.

7.1.4 Indoor Environmental Quality

The development aims to prioritise the design of comfortable and healthy indoor environments that maximise daylight access and fresh air, and minimise exposure to harmful pollutants and toxins

The key indoor environmental strategies include:

- The careful design of all apartments to maintain stable indoor temperatures and reduce the risks of overheating through the implementation of passive design principles.
- The maximisation of appropriate daylight access to all regularly occupied spaces to achieve both high quality indoor amenities and thermal comfort.
- All apartments will be acoustically separated from adjacent apartments, commercial tenancies, and external spaces.
- The incorporation of high quality double glazed and thermally enhanced windows to all apartments contributing to high acoustic performance.
- The provision of a significant level of internal amenity for use by occupants.

7.1.5 Building Materials

The development aims to minimise the embodied carbon and maximise the use of suitable sustainable materials

The key responsible materials strategies include:

- The selection of materials will focus on durability with the aim of extending replacement times, with sustainable options being used whenever possible.
- The utilisation of locally manufactured products, where possible.
- The prioritisation of low embodied carbon materials.
- The incorporation of recycled materials, where possible.

7.1.6 Waste Minimisation

The development will focus on appropriate resource management by following a reduce, reuse, recycle strategy.

The key waste minimisation strategies include:

- The diversion of at least 90% by mass of all construction and demolition waste from landfill.
- The inclusion of separated waste streams built into kitchen joinery to make it easy for residents to divert as much waste from landfill as possible.
- The separation and collection of at least general waste, recycling, glass, FOGO and e-waste.
- The incorporation of appropriately sized waste storage,

7.1.7 Sustainable Transport

The development aims to deliver a suitable and accessible mix of sustainable transport modes that can be enjoyed by all occupants.

The key sustainable transport strategies include:

- The provision of secure bike parks for both residents and visitors, including spatial allowance for cargo and e-bikes
- The provision of at least one vehicle sharing scheme (either from a third party or offered by the Operator).
- The inclusion of EV charging opportunities within the basement, as appropriate.

7.1.8 Urban Ecology

The development aims to incorporate landscaping with a focus on biodiversity and urban habitat development for local flora and fauna

The key urban ecology strategies include:

- The maximisation of vegetation and materials with a minimum Solar Reflectance Index (SRI) of 34, or other measures that reduce the UHI effect.
- The introduction of vegetation and landscaped areas to improve the ecological value of the Site by increasing biodiversity of the local flora and fauna.
- The incorporation of appropriate and responsible external lighting design to minimise light pollution.

7.3 Implementation

Any future application, as appropriate, must be generally in accordance with the Environmentally Sustainable Development Report prepared by Hip V.Hype, to the satisfaction of the Responsible Authority. A sustainability management plan should be prepared to accompany the application.

At the planning permit application stage, relevant ESD strategies will be assessed by the Responsible Authority to their satisfaction.

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8 Housing Diversity and Adaptability

This section of the Development Plan addresses the following requirement of the DPO7:

> A housing diversity and adaptability report, providing a demographic analysis of the types of people and households anticipated to live within the development and for a range of dwelling types to cater for a variety of housing needs including the provision of up to 10 per cent of dwellings as affordable housing (as defined at Section 3AA of the P&E Act).

8.1 Demographic Analysis Summary

8.3.1 Overview

A Housing Diversity and Adaptability Report has been prepared by Development Victoria that provides detailed research and analysis to understand the existing demographics of the Banyule area and expected future population of the development, as well as how Development Victoria could deliver a mix of typologies at the Site and affordable housing.

8.3.2 Demographic Analysis Summary

The report is informed by a demographic analysis of the City of Banyule which found the following:

- A **high share of lone person households.** The largest share of lone person households is older lone persons (aged over 65).
- A **shift towards smaller households**, with the trend expected to continue. Total households without children grew by 2.3% as a proportion of households from the 2016 to 2021 census.
- A **diverse age profile that is forecast to continue**, with growth across all age groups forecast to 2041 (Refer to Figure 44).
- **More family households living in medium and high-density housing,** with the number of medium and high density dwellings increasing their overall share of dwelling types by 5.9% between 2011 and 2021.
- **Private rentals playing an increasingly significant role** in the overall housing supply in Banyule but are **becoming less affordable.**
- **Rental stress is a significant issue**, with the 2021 Census showing that around one-third of renters in Banyule paying more than 30% of their income on rent.
- Data indicates that there is a **lack of properties that can be purchased affordably in the suburb of Ivanhoe**, and that only approximately 3% of rentals in Banyule are affordable to low-income households as of March 2023 (Refer to Figure 45).

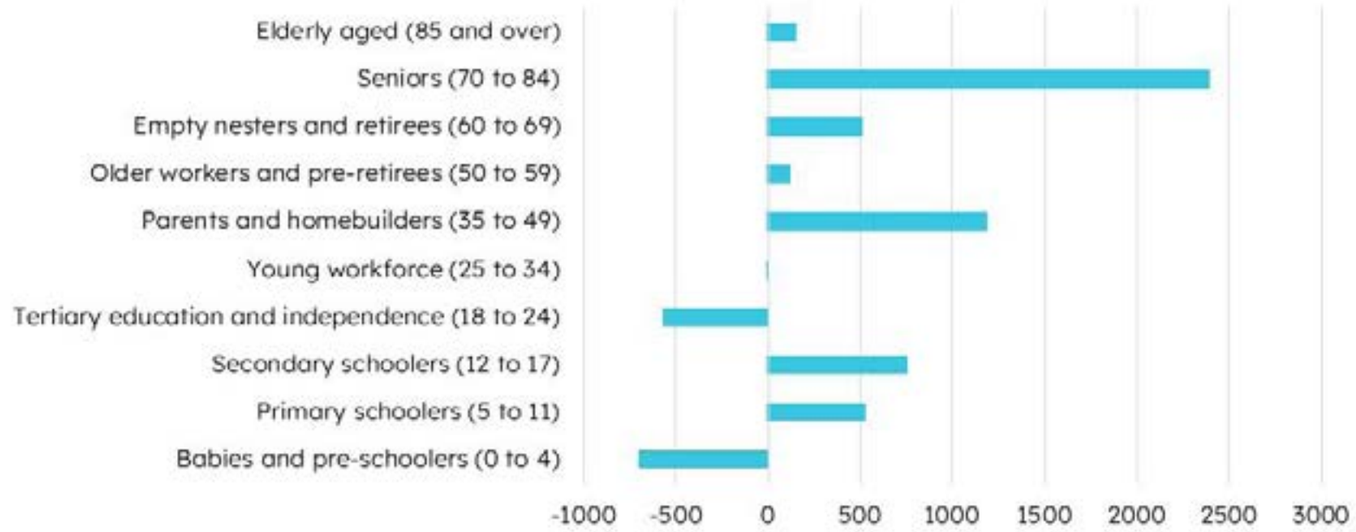

Figure 44. Change in Banyule Age Structure from 2016 to 2021 (ABS Census, 2021)

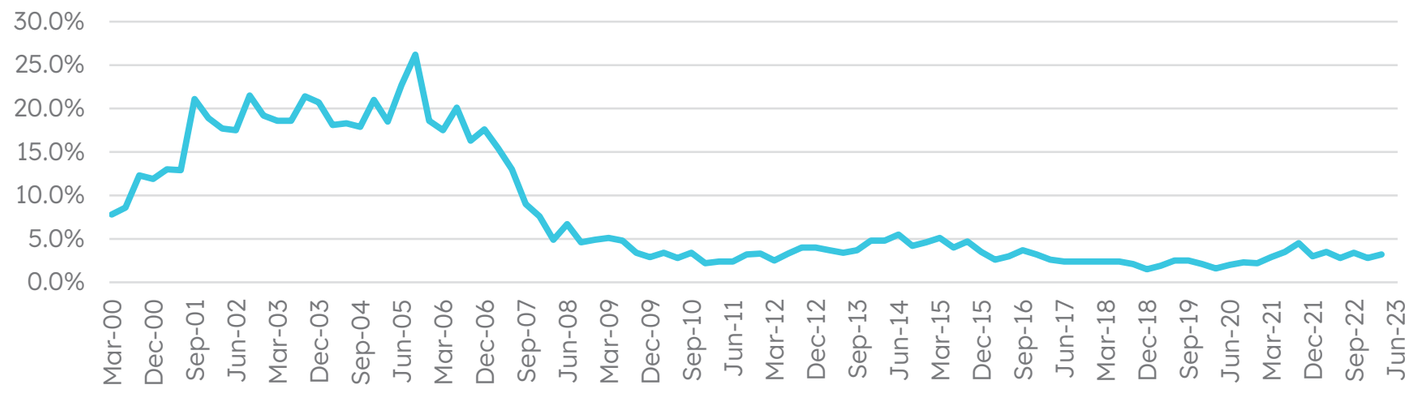

Figure 45. Affordable Rentals for Lower Income Households in Banyule (Homes Victoria, March 2023)

8.2 Development Response - Housing Diversity

8.2.1 Summary

Development Victoria is dedicated to providing a range of dwelling typologies and affordable and sustainable property developments that enhance the community wellbeing.

The needs of the residents in the suburb and municipality have been assessed to inform the development of the Site and its ability to offer diverse and affordable housing that meets the needs of the community.

Based on the demographic and housing demand analysis, there is likely a strong demand in the vicinity of the development for:

- Studio, one and two bedroom dwellings for households across the 'lower income' spectrum.
- Housing with two or more bedrooms these could be suitable as group homes.
- Affordable rentals with security of tenure.

8.2.2 Development Response

The following outlines the approach to diverse and affordable housing at the Site, including:

Diverse Housing Options

The following mix of housing is recommended to respond to the forecast demand and contribute to a diverse and resilient community:

Bedroom number and dwelling type	Indicative Dwelling %
1-Bedroom & Studio Apartments	Up to 60% (dependent on number of 2-Bedroom apartments provided)
2-Bedroom Apartment	Up to 60% (dependent on number of 1-bedroom apartments provided)
3-Bedroom Apartment	Up to 15%

This suggested mix may be reviewed as required to cater for potential changes to market conditions, shifting trends in demographics, migration patterns, population age structure, and overall product preference.

8.3 Affordable Housing Options

Development Victoria has assessed the ability of very-low, low and moderate income earners, as defined in the P&E Act, to affordably purchase or rent property. These capacities are used to inform considerations of the delivery options for affordable housing stock.

8.2.3 Naturally Affordable Purchase

House and unit prices are higher in Ivanhoe than the Metropolitan Melbourne average.

Lower income households, including very low, low, and moderate income earners, are unlikely to afford typical properties in Ivanhoe (refer to Figure 45).

8.2.4 Affordable Purchase with Shared Equity

Shared equity schemes can lower the threshold for affordable purchase by having an entity contribute a proportion of the purchase price in exchange for an equivalent share in the property.

Given the large gap between affordable purchase capacities and market price points in the area, the level of shared equity required will likely prove prohibitive for the development (refer to Figure 47).

8.2.5 Naturally Affordable Rental

While rents in Ivanhoe are more affordable than house prices, they are still generally higher than in Metropolitan Melbourne (refer to Figure 48).

Obtaining rental accommodation in the suburb is increasingly challenging with smaller households, immigration, international students, and workers returning to the city post COVID lockdowns.

Moderate income singles will likely struggle to afford to rent one-bedroom apartments in Ivanhoe, with their affordable rental capacity falling under the median rent for that product type.

Very low- and low-income households of all types (singles, couples, and families) are unlikely to be able to afford to rent most homes in the private-rental market in Ivanhoe, apart from low income families towards the top of the band in 2 bedroom units or houses.

Rental product is likely feasible as a means of providing affordable housing, at current market rental rates, to moderate income earning families, couples, and singles. This could be achieved via a Build-to-Rent (BTR) scheme.

8.2.6 Priority Access

Priority Access is an initiative used by Development Victoria to offer eligible buyers exclusive access to affordable homes for a period of time (e.g. 7 days) during which they can make a purchase, before homes are made available to the general public.

A similar arrangement could also be utilised in a rental scheme, whereby rental dwellings could be set aside or otherwise prioritised for those on moderate-to-low incomes, keyworkers or other target cohorts.

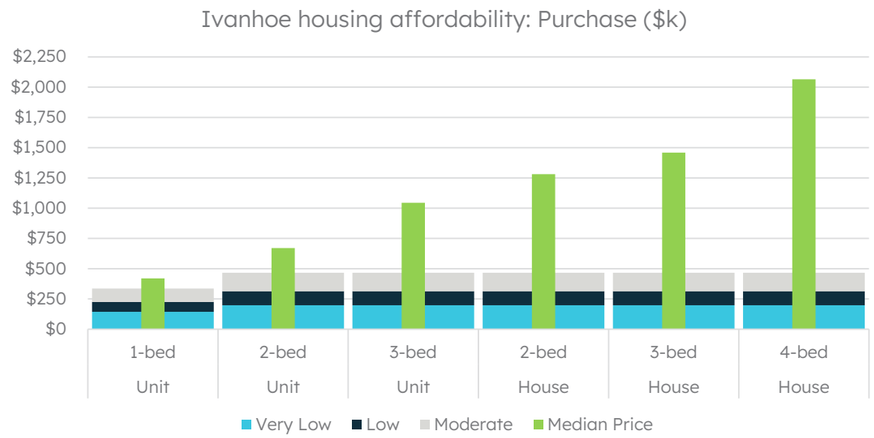

Figure 46. Ivanhoe Housing Affordability for Purchase

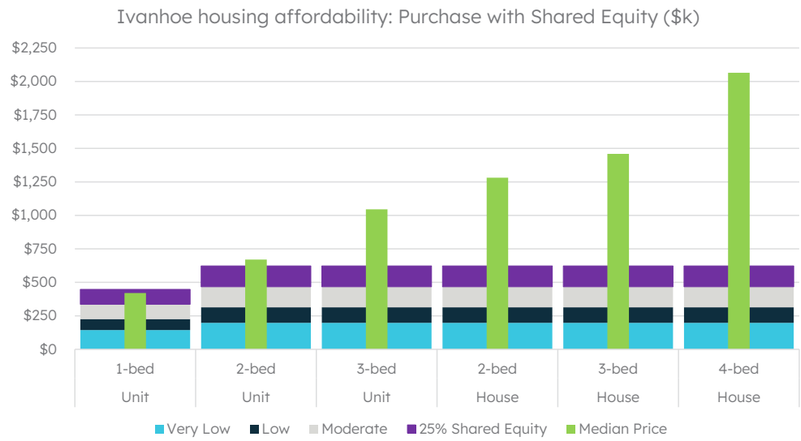

Figure 47. Ivanhoe Housing Affordability for Purchase with Shared Equity

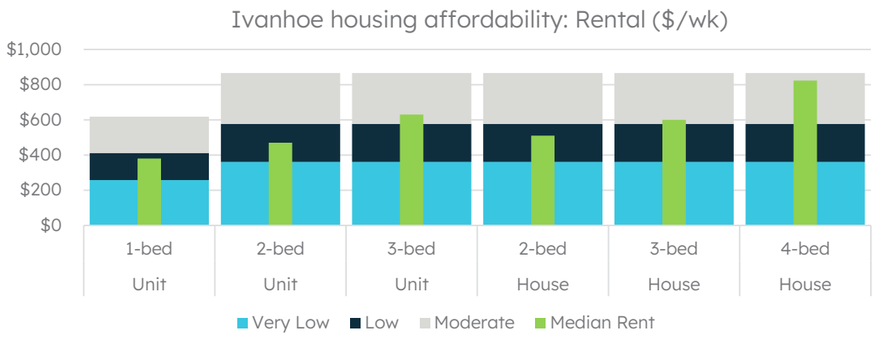

Figure 48. Ivanhoe Housing Affordability for Rental

8.4 Development Response - Housing Affordability

Deliver 10% Affordable Housing

Development Victoria proposes to provide a minimum of 10% of the development as affordable housing, catering to very low income, low income and moderate income households as defined under the P&E Act.

Affordable Rental Housing

Institutional Build-to-Rent models are expected to be the primary means of delivering Affordable Housing for lower-income earners.

This may include both at-market and potentially subsidised affordable rental housing, including social housing, depending on available funding.

Priority Access

The development could target key workers, family households, people with disabilities, Indigenous Australians or Torres Strait Islanders, and women over 55.

Members of these priority cohorts could have priority access to the initial application process, allowing them to lease or purchase apartments ahead of the broader market.

Aging in Place

The development could offer housing options that can adapt to evolving lifestyles and support aging in place.

This will empower residents to transition to more fitting accommodation within the development as their circumstances change.

Tenure Blind

It is intended that the development will be tenure blind, ensuring that both market and affordable housing will have the same appearance, quality, and access to amenities.

Furthermore, it is the intention that the affordable housing product will not only be limited to smaller types but will be allocated throughout the various typologies.

Affordable Housing for Moderate Income Households

At present, it is unlikely that the development of the Site could provide for a large quantity of affordable housing for purchase by moderate income households due to the current industry-wide development challenges.

However, this is subject to market conditions that will need to be monitored closely to assess whether affordable 'for purchase' product becomes more viable as time progresses.

At the planning permit application stage, relevant affordable housing provision will be assessed by the Responsible Authority.

9 Transport & Traffic Management

This section of the Development Plan addresses the following requirement of the DPO7:

> An integrated transport and traffic management plan, identifying roads, pedestrian, cyclist and vehicle access locations, the likely impacts of the proposed development on the arterial and local roads, opportunities for access to, and use of, public and active transport modes, pedestrian and cycling linkages to key destinations outside the land, and traffic and car parking management measures.

9.2 Existing Conditions

9.1.1 Overview

A Traffic Management Report has been prepared by AECOM, which sets out the anticipated traffic and transport implications of the anticipated development.

9.1.2 Road Network

The Site is bound by Bell-Banksia Link to the north, an unnamed, unsealed road (ROW) to the west, Forster Street to the south and Upper Heidelberg Road to the east.

Upper Heidelberg Road

Upper Heidelberg Road is zoned Transport Zone 2 (TRZ2) 'Principal Road Network' and is a declared arterial road managed by the Department of Transport and Planning (DTP).

The portion of Upper Heidelberg Road adjacent to the Site comprises of an undivided carriageway providing two (2) lanes of traffic in each direction and footpaths on both sides of the road.

To the northern end of the Site, the first lane allows for a combined movement left turn and through, and the second lane second lane is through only with a short right turn lane for vehicles turning into the commercial carpark to the east of the road reserve.

Forster Road

Forster Street is a local road managed by the Council and comprises a single carriageway providing a single traffic lane for both sides of the road. The road terminates before Upper Heidelberg Road, with no vehicular connection to this road.

Bell-Banksia Link

Bell-Banksia Link is zoned TRZ2 'Principal Road Network' and is a declared arterial road managed by the DTP.

The portion of Bell-Banksia Link adjacent to the Site comprises a divided cross-section that provides two (2) lanes in the eastbound direction and three (3) lanes that merge to two (2) lanes in the westbound direction.

The intersection with Upper Heidelberg Road is grade separated, with a westbound on-ramp located adjacent to the Site's northern boundary.

ROW

The ROW is approximately 3 metres wide and extends along the western boundary of the Site to a dead-end adjacent to Bell-Banksia Link.

The ROW is currently unconstructed with a crossover at Forster Street.

9.1.3 Vehicle Access

Vehicle access to the Site is currently provided as follows:

- Forster Street:
  - a crossover in proximity to the western boundary provides access to an entry gate.
  - a crossover in proximity to the eastern boundary provides access for playground maintenance.
- Upper Heidelberg Road:
  - a crossover in proximity to the northern boundary provides access to an entry gate.
  - a redundant crossover located in proximity to the southern boundary.

Vehicle access is not provided from the Site to Bell-Banksia Link.

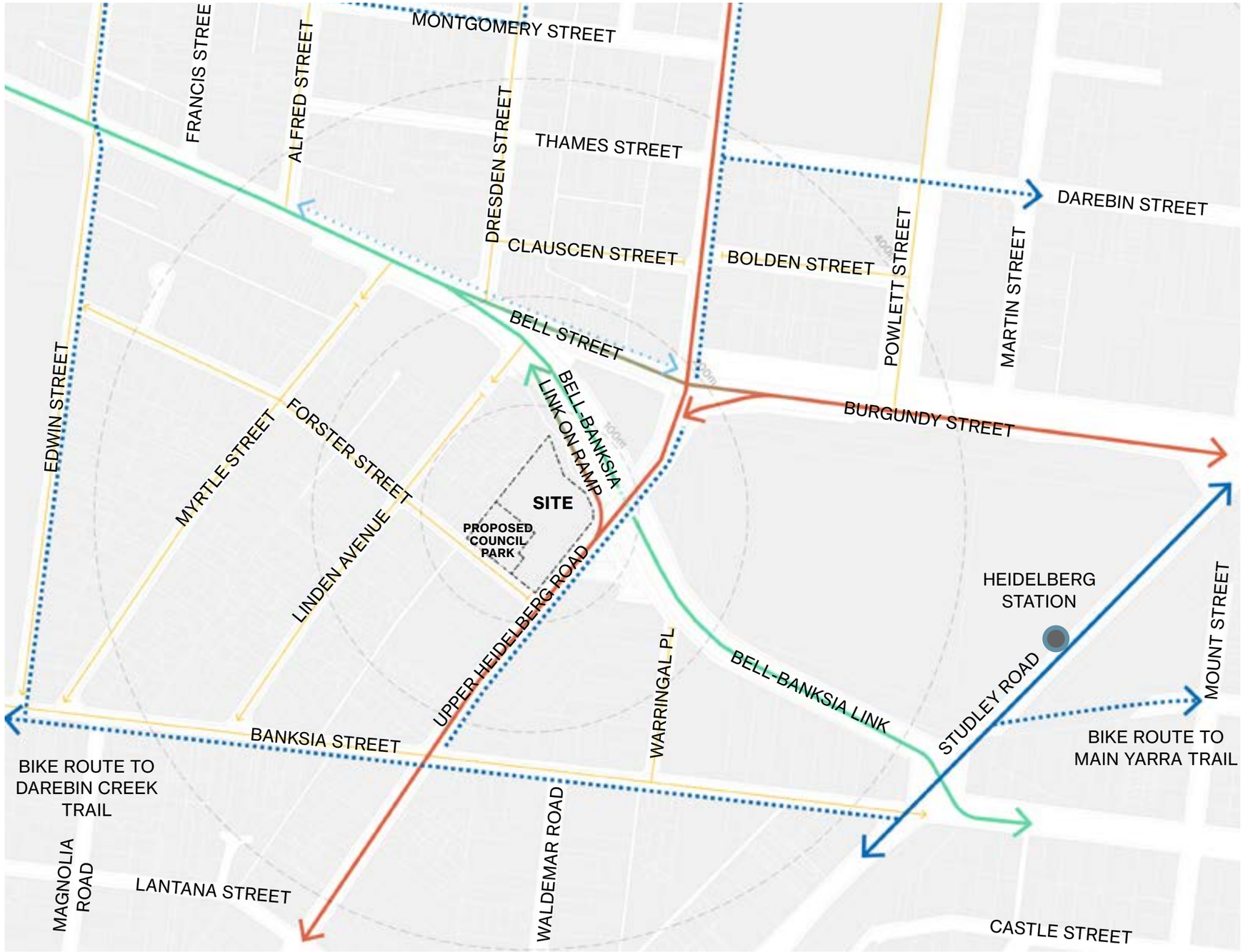

Figure 49. Road and Bicycle Network

9.3 Proposed Development

9.2.1 Traffic Generation

Traffic generated by the proposed development is low and is expected to be readily accommodated on the surrounding road network, and the proposed access arrangements are considered acceptable without the need for any traffic management or mitigation measures.

9.2.2 Vehicle Access

Vehicle access to the Site is proposed via three (3) crossovers to Upper Heidelberg Road along the eastern boundary of the site as follows:

- Southern crossover: the southern crossover will provide two-way traffic movements for the basement car park ramp as well as an ingress for the porte cochere to allow convenient pick-up/drop-off movements, close to the building entrance.
- Middle crossover: the middle crossover will function as an egress only for the Porte Cochere.
- Northern crossover: the northern crossover will provide two-way traffic movements to the loading and waste collection area.

To facilitate convenient access and egress for residents and to avoid cars relying upon the local road network to undertake U-turns or other reorientation movements, appropriate suitable changes to Upper Heidelberg Road are to be considered to facilitate traffic movements in all directions. This will be subject to the approval from the responsible authority and relevant road authority.

Vehicle access is not proposed to Forster Street along the southern boundary or the ROW along the western boundary of the Site.

9.2.3 Car Parking

Car parking will be accommodated at basement level that will be accessed via a ramp from the southern crossover.

Car parking will be provided in accordance with the requirements of the Banyule Planning Scheme.

Additional short-term visitor parking will be provided in a Porte Cochere that is positioned parallel to Upper Heidelberg Road. It will function in a one-way (south to north) arrangement with vehicles entering via the southern crossover and exiting via the middle crossover.

9.2.4 Pedestrian and Cyclist Access

The main pedestrian and cyclist access to the Site is located approximately mid-way along the site's Upper Heidelberg Road frontage.

Secondary access for pedestrians/cyclists is provided to Forster Street via the proposed Council park.

Consideration is to be given to the movement of resident cyclists to connect into the surrounding shared path network and key cycle routes.

9.2.5 Bicycle Parking

Bicycle parking for residents is proposed in a secure storage area in the basement.

Additional bicycle parking for visitors will be provided within the basement and or carpark areas near the building entrances.

9.2.6 Loading & Waste Collection

A loading and waste collection bay is proposed in the north-east corner of the site and will be accessed via the northern crossover.

It is noted that the median island associated with the signalised intersection to the north will restrict access to be left-in / left-out.

9.2.7 Service & Emergency Vehicles

The Porte Cochere can accommodate emergency vehicle parking in the event of an emergency.

The fire services including booster cabinets will be designed to be accessible to fire trucks.

Figure 50. Vehicle and Pedestrian Access

9.4 Implementation

Any future application, as appropriate, must be generally in accordance with the Traffic Management Report prepared by AECOM, to the satisfaction of the Responsible Authority.

At the planning permit application stage, relevant planning permit triggers such as car parking and bicycle car parking provision reduction and vehicle access will be assessed by the Responsible Authority to their satisfaction.

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10 Environmental Site Assessment

This section of the Development Plan addresses the following requirement of the DPO7:

> An environmental site assessment report, including a description of previous land uses and activities on the land, an assessment of the level, nature and distribution of any contamination within, or in close proximity to, the land and details of any provisions, recommendations and requirements required to effectively address and manage any contamination within the land.

10.1 Overview

The Site was operating for water storage since the early 1900's. Potential for contamination was generally considered likely to be restricted to potential historical importation of contaminated fill, ancillary storage and use of fuels/chemicals in the maintenance/workshop areas and historical demolition of pre-1990s structures on-site.

The proposed development of the Site will require the demolition of the existing decommissioned water tank.

An Environmental Site Assessment (ESA) prepared by Tetra Tech Coffey was undertaken to better understand ground conditions, reduce the uncertainty associated with the potential for contamination and inform environmental requirements for the proposed redevelopment.

10.2 Key Findings

10.1.1 Requirement for Environmental Audit

The ESA determined that the reported soil and groundwater impacts are unlikely to pose an unacceptable risk to current or future users, construction workers or surrounding ecosystems. Therefore, the Site is not classified as 'Contaminated Land' in accordance with the Environment Protection Act (EP Act) (2017).

As such, Development Victoria is responsible for adhering to the General Environmental Duty (GED) in accordance with the EP Act when undertaking any redevelopment works to minimise potential risks to health and the environment.

A Preliminary Risk Screen Assessment (PRSA) or environmental audit would not be required for the site redevelopment for a sensitive residential use. Therefore, a planning permit application would be limited to the Responsible Authority documenting consideration of the potential for contamination to impact the proposal (under Section 60 of the P&E Act).

10.1.2 Recommendations

The following recommendations for the assessment and proposed redevelopment include:

- A Construction Management Plan (CMP) which should consider the potential for unexpected contamination during the site redevelopment and include measures to address it, if encountered and any site workers must be aware of the potential contamination.
- Any soils required to be disposed of off-site should be classified for off-site disposal and managed following EPA Victoria Guidelines.
- An intrusive (Division 6) asbestos and hazardous materials audit prior to the demolition of any existing structures, should be conducted in accordance with the Victorian Occupational Health & Safety Regulations (2017), if asbestos is present.

10.3 Implementation

Any future application, as appropriate, must be generally in accordance with the Environmental Site Assessment prepared by Tetra Tech Coffey, to the satisfaction of the Responsible Authority.

At the planning permit application stage, relevant planning application requirements under the EAO will be assessed by the Responsible Authority to their satisfaction.

11 Conclusion

11.3.1 Conclusion

The Development Plan for 421 Upper Heidelberg Road, Ivanhoe is consistent with the planning policy framework which supports infill residential redevelopment, urban consolidation and in particular, provides for affordable living opportunities.

The development will accommodate high-amenity apartments in a range of typologies, flexible spaces at ground level, sustainable development features and sited to interact with the proposed Council park.

The development represents a site responsive design solution that has appropriate regard to both its planning and physical context, providing an attractive and well-setback interface to the ROW and sensitive response to the existing low-scale residential character to the south and east.

The sustainability strategy for this project offers a meaningful opportunity to provide high quality, healthy and resilient living for all residents with lower energy demands and a lower carbon footprint.

The development will result in no unreasonable amenity impacts having regard to overshadowing and visual bulk or as a result of car parking, traffic, waste management or contamination.

Development in accordance with this Development Plan ensures that the potential of the Site is realised in a manner which respects the existing character of the area.

For more information

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