



# **Amcor Site Design and Development Principles**



August 2009 (Revised)

## A Vision for the Amcor Site

The Amcor site will become a sustainable, predominantly residential community which will:

- Be a showcase of ecologically sustainable design and a leading example of best practice environmental management;
- Interface unobtrusively with the Yarra River corridor, which will remain a refuge from the built environment and an indigenous vegetation and wildlife corridor;
- Incorporate convenience retailing services and community facilities within walking distance of homes, plus some employment opportunities in offices and showrooms along the Heidelberg Road frontage;
- Restrict space paved over for roads and parking to maximise land available for more productive uses, and ensure cars never dominate, but travel slowly and carefully, creating a haven from traffic and a safe play environment for children;
- Make walking and cycling to/from and around the site in all directions an easy and pleasant experience, and facilitate links with local public transport;
- Keep building heights under 5-6 storeys along major roads, stepping down to 2 storeys on the eastern and southern sides of the site where it meets the river and in keeping with the remainder of low-rise Alphington;
- Retain links to the site's industrial past and encourage the adaptive reuse of existing significant heritage buildings for shared community and/or cultural uses;
- Provide homes for a diversity of households including some affordable housing;
- Respect existing neighbourhood character and create a cohesive community across south Alphington and south Fairfield.

## Section 1: Design and Development Principles

The Amcor Site Design and Development Principles have been developed following consultation with community members and stakeholders and are intended to provide a guide for future owners and developers of the site as to an acceptable outcome for future use and development of the site.

Also included in Section 2 “Planning Requirements” is an outline of the documentation and strategic justification required to accompany any request for the development and/or rezoning of the land to facilitate future use and development. These are minimum requirements and it is expected that the future use and development of the land will involve a collaborative process, led by Yarra Council and involving the community and all major stakeholders.

Diagram 1 below shows the land use opportunities for the site, pedestrian links and access opportunities.



**Diagram 1: Land Use and Access Opportunities**

## 1. Land Use

There are opportunities for any new development of the site to incorporate a range of residential, retail and commercial uses, illustrated on Diagram 1 and within the following guidelines –

### Residential

- The majority of the site should be developed for residential purposes.
- High quality, medium density housing that is consistent with local neighbourhood character should be provided.
- Residential development should incorporate a variety of dwelling types, and provide for a variety of household groups and tenures.
- Affordable housing must be incorporated into any residential development.
- Opportunities should be considered for aged care accommodation to be provided on the site.

### Retail and Commercial Uses

- Opportunities should be considered for local convenience retail and services for future residents of the site and existing local residents. Any such uses should be located in the north east corner of the site to best integrate with the existing Heidelberg Road commercial area and to provide the most direct link between the site and Alphington Station and residential areas to the north.
- The focus of any retail land uses should be walkable convenience shopping, possibly with a small supermarket, fresh food outlets, retail services and other small businesses.
- Showrooms and/or offices could be considered at ground level along Heidelberg Road to expand the existing commercial precinct and take advantage of the prominent main road location.
- Upper level offices or apartments are encouraged in this location along Heidelberg Road.

## 2. The Yarra River

- The natural landscape and native vegetation must be maintained and enhanced along the river edge.
- Public open space incorporating indigenous vegetation must be provided along the Yarra River edge up to the top of the river escarpment (identified as the first 30 metres of land from the Yarra River measured from the edge of the river band) to allow the continuation of linear parkland and existing walking and cycle trails, and to protect the wildlife and habitat of the river corridor.
- The area along the top of the Yarra River bank between the 19 and 20 metre height contours is recognised as a very sensitive area. In this area, suitable uses may include recreation, open space, public access through to the river, works associated with water sensitive urban design, and other environmental or ecological treatments.
- Public access along the river bank must be maintained and enhanced by the provision of additional connecting pedestrian and bicycle linkages through the site and connecting with the existing street network.
- Vegetation throughout the site should reflect and extend the landscape and habitat provided by the Yarra River corridor.

### 3. Social and Community Facilities

- There are opportunities to provide community facilities in the north east of the site, opposite the Alphington Bowls Club and Alphington Park. This location would be adjacent to any convenience retail service precinct and integrate with the existing facilities on the adjacent parkland.
- There are opportunities in the adaptive re-use of heritage buildings to provide for cultural and/or artistic uses.
- The existing schools and early childhood facilities servicing the local area, particularly Alphington Primary School, are presently at capacity. Further increases in population over time and due to any new residential development of the Amcor site, would place increased pressure on existing community infrastructure.
- The Amcor site provides the State Government, through the Department of Education and Early Childhood Development (EECD), with an excellent opportunity to plan for the future needs of residents by purchasing or reserving land for future health, care and educational needs, which appear to be mainly for pre-school and primary school children.
- If it is determined that future development of the site warrants additional social and community infrastructure, the developer of the site will be required to contribute to any new or enhanced facilities.
- A community hub which includes the co-location of community, social and educational facilities, may be considered for the site.
- The streets of the site should be considered key social and recreational facilities, and be designed to create opportunities for people to walk, cycle, jog, skate, meet neighbours, play games etc.

### 4. Access – Vehicles

- The development should be capable of attracting residents who prefer or need to live car-free lives, and should maximize opportunities for residents to use sustainable transport modes.
- The needs of pedestrians and cyclists must be prioritised in any design for movement and access associated with development of the site.
- Upgrades to intersections abutting the site must be designed to consider pedestrian safety and amenity.
- An interconnected street network is required that distributes vehicular traffic within the site, and incorporates treatments designed to slow traffic. Street design should stop traffic from travelling between Heidelberg Road and Chandler Highway through the site.
- Parking for residents should be grouped and slightly separated from housing, to create homes in car-free garden settings.
- The development should consider opportunities for airspace above parking stations to be used for additional housing, and providing space in parking stations for car sharing schemes.
- Options for improved and safer traffic flows into and out of the site from Heidelberg Road, should consider the signalisation of Heidelberg Road and Latrobe Avenue and provision of a new connector road linking Parkview Road with Latrobe Avenue.
- Parkview Road traffic should be restricted to left-in/left-out at Heidelberg Road to facilitate better traffic flows and improve safety.
- When considering options to improve vehicular access into the site, and minimise the traffic impacts at the Chandler Highway/Heidelberg Road intersection, through signalised access, for example, the effects of other road network treatments and upgrading shall be assessed. (eg whether there have been improvements to the

Chandler Highway Bridge, intersection improvements at Heidelberg Road and beyond.)

- All car parking generated by future uses on the former Amcor site shall be provided on the site.

## 5. Access – Public Transport

- To minimise car-dependency and maximise site land available for housing instead of roads and parking, opportunities should be investigated for providing better public transport services and facilities, including potential for the use of the reservation of the former rail line, and for improved Heidelberg Road bicycle and pedestrian crossings.

## 6. Access – Pedestrian and Bicycles

- The site redevelopment creates the opportunity for separated bicycle lanes along Heidelberg Road and Chandler Highway, and thus improved safety for cyclists.
- Improved pedestrian amenity is to be achieved in existing and new streets through the provision of broad footpaths, tree planting and appropriately scaled building frontages.
- Key entry points into the site must be pedestrian and bicycle friendly.
- Pedestrian and cycling permeability of the site is to be maximised by providing routes –
  - east west through the site
  - from Heidelberg Road through the site to the Yarra River
  - into the site as close as practicable to the intersection of Heidelberg Road and Chandler Highway
  - into the site in the south western corner from Chandler Highway.
- Pedestrian and bicycle routes are to be designed to create visual links to the open space to the east and the river corridor to the south.
- An off-road shared pedestrian and cycle path shall be provided along the eastern side of the Chandler Highway, connecting up with cycle lanes south of the Yarra River and linking with other strategic bicycle routes and opportunities, such as along the disused railway reservation to Fairfield Railway Station.
- There are opportunities to incorporate the historic remnant Outer Circle railway line infrastructure still found on the northwest corner of the site into a walking/cycling bridge leading to a walking/cycling path along the reservation for the disused railway line to Fairfield railway station and shops.
- A footpath is to be provided along the west side of Parkview Avenue linking with the Yarra River path.
- Buildings and spaces along the perimeter of the site on Heidelberg Road and Chandler Highway must be designed to encourage improved pedestrian amenity and safety.
- Pathways along the Yarra River must be upgraded to accommodate increased pedestrian traffic and improve safety.

## 7. Heritage

- The history of the site shall be interpreted in the public realm/landscape design, and opportunities explored to retain links to the site's industrial past through the incorporation of machinery or other elements in public art.

- Any future development must protect and enhance views to heritage buildings (e.g. the Boiler House) and use them to create new vistas on the site and to enhance legibility, or ease of way-finding.
- The adaptive re-use of existing significant heritage buildings shall be considered, integrating them with new buildings on the site to create an assembly of compatible and complementary buildings.

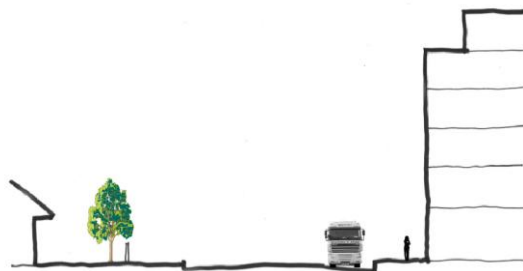
## 8. Built Form

The principles relating to the built form of future development on the Amcor site are designed to provide general direction on the overall massing of the buildings, the heights at the interfaces of the site and permeability through the site.

- Development should not extend above the tree line when viewed from the path in Willsmere-Chandler Park.
- Building rooflines should be designed to create an interesting skyline when viewed from afar, and consideration should be given to opportunities to incorporate green roofs.
- Built form and articulation should avoid long and continuous façades.
- The articulation of built form at the main access points along Heidelberg Road and Chandler Highway shall emphasise the entrances to the site.
- Significant trees along existing road reserves and within the site, such as remnant garden trees on former residential properties, and within the public realm or front setbacks, must be retained.

Along Heidelberg Road, development should:

- Be no higher than the existing buildings (5-6 storeys) except at the corner with Chandler Highway where a landmark element could be incorporated, provided it is of high quality design.
- Be generally built to the footpath although offices may have a small setback to allow for landscaping.
- Address the road with active frontages at ground level and windows at upper levels.



**Diagram 2: Heidelberg Road cross-section looking east**

Along Chandler Highway, development should:

- Not exceed 5 storeys in height, with a maximum of 3 storeys fronting the road and upper storeys set back.
- Ensure development presents an attractive and well-landscaped frontage to Chandler Highway and respects the shared pedestrian and cycle path.



**Diagram 3: Chandler Highway cross-section looking north**

Along Parkview Road, development should:

- Not exceed 4 storeys in height, with a maximum of 2 storeys fronting the road and upper storeys set back.
- Not cast a shadow over Alphington Park playing field before 4.30pm at the winter solstice.
- Be set back at least 3 metres from the street boundary.
- Incorporate landscaping and no car parking within the front setback.
- Address the road through the use of front doors and windows.
- Avoid the use of front fences and other physical barriers to social interaction between homes and the street.
- Respect and respond to the existing dwelling at 28 Parkview Road in accordance with Clause 55 of the Yarra Planning Scheme.



**Diagram 4: Parkview Road cross-section looking north**

At the southern edge of the site nearest the Yarra River, development should:

- Avoid visually dominant buildings through the use of discontinuous forms, well articulated facades, and natural or recessive materials.
- Not exceed 2 storeys in height to minimise the impact on this sensitive interface.
- Maintain the integrity of the river corridor, ensuring set back of buildings so that they are not visible from the walking track along the river.



## 9. Environmental Sustainability

- Development is to be of the highest environmental standards incorporating Ecological Sustainable Development (ESD) principles in the design and construction stages.
- Any development must be energy efficient, maximise solar access for future buildings, and include onsite power generation and co-generation.
- Water Sensitive Urban Design principles, including water conservation measures, must be incorporated into every stage of development of the site.
- Any contamination of the site must be removed to the highest environmental standards in accordance with a certificate or statement of environmental audit.
- Vegetation planting should where possible be indigenous, allowing the creation of habitat for local wildlife.
- Opportunities should be considered for the creation of shared/community gardening and composting facilities.
- The Yarra Environment Strategy 2008-2020 provides targets to reduce environmental impacts and should be considered in any future development of the site.

## 10. State Government Opportunities

There are a number of opportunities for the State Government to assist in increasing residential density on the site. Through land reservation and acquisition, the State Government may secure land now for future public facilities and infrastructure projects, particularly related to education facilities, and improving public transport services. Better public access to the Yarra River can also be achieved as part of this development.

With regard to the Amcor site, there are opportunities for the State Government to—

- Secure locations for early childhood services and a school campus, which will ensure that the site remains walkable for children.
- Provide public affordable housing, mixed with private housing.
- Improve bicycle and pedestrian paths and traffic intersections.
- Improve safety along Chandler Highway from the bridge to Grange Road to the north – reservation of land on the Amcor site would assist in the achievement of this.
- Make land available within the road reserve or reserve land from the site along the Heidelberg Road frontage to provide separate on-road bicycle lanes.
- Ensure that access to and along the Yarra River is maintained for public use – with opportunities to connect to other pedestrian trails and open space areas.
- Improve existing services on the Hurstbridge railway line.
- Improve bus frequency, reliability, operating hours and connections to the site and surrounds, and improve walking, cycling and bus connections to local train stations and shopping strips.

## Section 2: Planning Requirements

The developer will be required to undertake the preparation of a comprehensive Master Plan for the site prior to Council's consideration of any amendment to the Yarra Planning Scheme.

The Master Plan must have regard to the *Amcor Site Design and Development Principles, January 2009* and be supported by thorough, independent reports and analyses as listed in the table below.

<b>1. Site and Context Analysis (background research)</b>	
<b>1.1 Built Form Analysis</b>	<p>A Built Form Analysis is required to:</p> <ul style="list-style-type: none"> <li>▪ document the scale, setbacks, subdivision patterns, neighbourhood character and heritage character of the surrounding area;</li> <li>▪ recommend ways in which the development should protect the positive elements of the surrounding built form and how the development should be integrated with the surrounding area. These recommendations should identify appropriate built form scale (including heights), setbacks and subdivision pattern for the development, and</li> <li>▪ Identify important views to be protected and enhanced including views of the site and views from the site, having regard to the site's heritage significance.</li> </ul>
<b>1.2 Landscape Character Analysis</b>	<p>A Landscape Character Analysis is required to:</p> <ul style="list-style-type: none"> <li>▪ document the landscape character of the surrounding area including topography and the environs of the Yarra River; and</li> <li>▪ recommend ways in which the development should protect the positive elements of the landscape character and how the development should be integrated with the surrounding area.</li> </ul>
<b>1.3 Economic Assessment</b>	<p>An Economic Assessment is required to:</p> <ul style="list-style-type: none"> <li>▪ identify viable employment generating uses for the site e.g. aged accommodation, home offices, offices, neighbourhood level retail, cafe, gymnasium, childcare, etc), and the design requirements of such uses; and</li> <li>▪ assess the value to the local economy of proposed uses (including residential uses).</li> </ul>
<b>1.4 Community Facilities Analysis</b>	<p>A Community Facilities Analysis is required to:</p> <ul style="list-style-type: none"> <li>▪ audit the current and planned provision of community facilities in the local area;</li> <li>▪ determine whether the proposed development will have any impact on the need for additional and/or enhanced facilities in the local area (e.g. education facilities and community hub, public meeting rooms, gymnasium, childcare, netball courts, neighbourhood house);</li> <li>▪ recommend the best location for any new facilities, if required (this may include the provision of new facilities on the site as part of the development or the identification of alternative locations in the local area); and</li> <li>▪ determine the contribution (e.g. monetary or building) the developer should make to any new or enhanced facilities.</li> </ul>
<b>1.5 Heritage Strategy and</b>	<p>A Heritage Strategy and Management Plan is required to:</p> <ul style="list-style-type: none"> <li>▪ recommend the best ways in which the site's heritage</li> </ul>

<b>Management Plan</b>	<p>significance should be incorporated in the site's redevelopment;</p> <ul style="list-style-type: none"> <li>▪ recommend how the site's heritage interpretation is best managed in the long term</li> </ul>
<b>1.6 Aboriginal Heritage Strategy and Management Plan</b>	<p>An Aboriginal Heritage Strategy and Management Plan is required to:</p> <ul style="list-style-type: none"> <li>▪ identify any site of Aboriginal heritage significance and recommend how this should be incorporated in the overall site's redevelopment; and</li> <li>▪ recommend how the site's Aboriginal heritage interpretation should be best managed in the long term.</li> </ul>
<b>1.7 Buffer Assessment</b>	<p>A Buffer Assessment is required for the precinct to identify all existing threshold distances outlined in clause 52.10 of the Yarra Planning Scheme.</p>
<b>1.8 Service Infrastructure Audit</b>	<p>A Service Infrastructure Audit is required, including mapping of all on site service infrastructure, including on site drains, utilities and connections (including off site connections).</p>
<b>1.9 Statement of Environmental Audit</b>	<p>A Certificate or Statement of Environmental Audit is required, prepared by a suitably qualified environmental auditor, to confirm the suitability of the site for intended uses, in accordance with the requirements of Ministerial Direction No 1 - Potentially Contaminated Land (1989) and the General Practice Note – Potentially Contaminated Land (DSE, June 2005).</p>
<p><b>2. Master Plan / Urban Design Framework</b> A Master Plan for the site must address Council's objectives as outlined in the <i>Amcor Site Design and Development Principles, January 2009</i>.</p>	
<b>2.1 Master Plan</b>	<p>The Master Plan must present a comprehensive plan for the future development of the site, including a vision for its future, and an assessment of the issues, opportunities and constraints of the site. It must address the built form, height, scale and setbacks of proposed buildings and should be clearly derived from the Site and Context Analysis.</p> <p>Specifically the Plan must include:</p> <ul style="list-style-type: none"> <li>• Height and built form parameters;</li> <li>• Acceptable land uses and their location on the site;</li> <li>• Movement networks through the site and connections with surrounding streets and pathways;</li> <li>• Acceptable interfaces and setbacks from the Yarra River;</li> <li>• Acceptable interfaces with adjacent sites and streets;</li> <li>• Community facilities and infrastructure- schools, preschools, child care, sporting, recreational, meeting and other facilities to meet the needs of existing and projected population;</li> <li>• Acknowledgement and treatment of heritage assets;</li> <li>• Proposed Planning Scheme changes; and</li> <li>• Staging and timelines for the project.</li> </ul> <p>The Master Plan must also include more detailed plans as outlined in 2.2 – 2.7.</p>

<p><b>2.2 Landscape Plan</b></p>	<p>A comprehensive Landscape Plan must address the following:</p> <ul style="list-style-type: none"> <li>▪ an appropriate interface with the Yarra River that enhances the bushland character of the river corridor, addresses significant stands of remnant vegetation present in various locations abutting the site and integrates with planting along the Yarra River wetlands;</li> <li>▪ enhancement of the habitat value, shade and amenity of the location;</li> <li>▪ retention of mature trees that remain on the site following remediation works;</li> <li>▪ a suitable and consistent landscape theme that integrates appropriately with the site's existing vegetation and with the river corridor;</li> <li>▪ a suitable and consistent landscape theme that enhances the neighbourhood character created by the development, including consistent and abundant street tree planting. New street tree planting adjoining already established local streets should incorporate, complement and enhance existing planting themes</li> <li>▪ water sensitive urban design (WSUD) to help minimise stormwater runoff impacts and improve the quality of stormwater entering the river;</li> <li>▪ the use of sustainable materials and techniques in the construction of roads, footpaths and street furniture (e.g. public lighting), and</li> <li>▪ creation of landscapes that are easy to maintain.</li> </ul> <p>The Landscape Plan must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>
<p><b>2.3 Transport, Traffic and Access Management Plan</b></p>	<p>A Transport, Traffic and Access Management Plan should include appropriate measures to address the transport, traffic, pedestrian and bicycle access needs of the new development.</p> <p>The Plan should address the impacts of traffic generated by the development on the surrounding road network including:</p> <ul style="list-style-type: none"> <li>▪ any required road upgrades or modifications to existing roads;</li> <li>▪ an appropriate analysis of car parking and bicycle parking requirements;</li> <li>▪ the need for parking restrictions on existing roads; and</li> <li>▪ the need for any proposed traffic and pedestrian signals on Heidelberg Road and Chandler Highway to be undertaken in consultation with VicRoads.</li> </ul> <p>The Plan should :</p> <ul style="list-style-type: none"> <li>▪ recognise the primacy of pedestrian and bicycle access as the most desirable and sustainable form of access for the site;</li> <li>▪ identify an appropriate network of pedestrian and bicycle access ways through the site and connecting with the surrounding area; and</li> <li>▪ address safety issues particularly at points of conflict with vehicular traffic and the surrounding street network.</li> </ul> <p>The Plan should identify opportunities for public transport improvements related to the proposed development of the site, investigating any opportunities for such with the relevant public transport providers.</p> <p>The developer will be responsible for funding any road upgrades or</p>

	<p>modifications to existing roads identified by this Plan as required as a result of the development.</p>
<p><b>2.4 Community Safety Analysis/Audit</b></p>	<p>Any development must be designed in accordance with the relevant elements of the Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment 2005).</p>
<p><b>2.5 Environmentally Sustainable Development (ESD) Management Plan</b></p>	<p>A comprehensive ESD Management Plan will be required to accompany any development proposal. This is required at all development application stages.</p> <p>The Plan must address the ways in which it is intended the development will reduce the following: greenhouse emissions from operating energy, peak energy use, mains (drinking) water use, stormwater quality impacts and building materials impacts.</p> <p>The ESD Management Plan must also address the provision of bicycle parking and waste recycling services.</p>
<p><b>2.6 Stormwater Management Plan incorporating WSUD</b></p>	<p>A Stormwater Management Plan is required to address the ways in which the development will incorporate on site retention, treatment and/or reuse of stormwater to reduce run off from the site and improve the quality of stormwater entering the stormwater drainage system. This includes management of both the stormwater runoff in road reservations as well as within individual property lots.</p> <p>The Stormwater Management Plan must include Water Sensitive Urban Design (WSUD) principles and must protect the environmental values of the Yarra River.</p>
<p><b>2.7 Construction and Site Management Plan</b></p>	<p>The developer must submit a Construction and Site Management Plan that addresses construction impacts, includes relevant sustainability principles and protects the environmental values of the Yarra River.</p> <p>The developer will be encouraged to consider the opportunities for Sustainable Distributed Generation (SDG). SDG is the generation of energy from renewable resources or low greenhouse, located within or near the development. The key applications of SDG are the provision of electricity, space heating/cooling and hot water.</p>