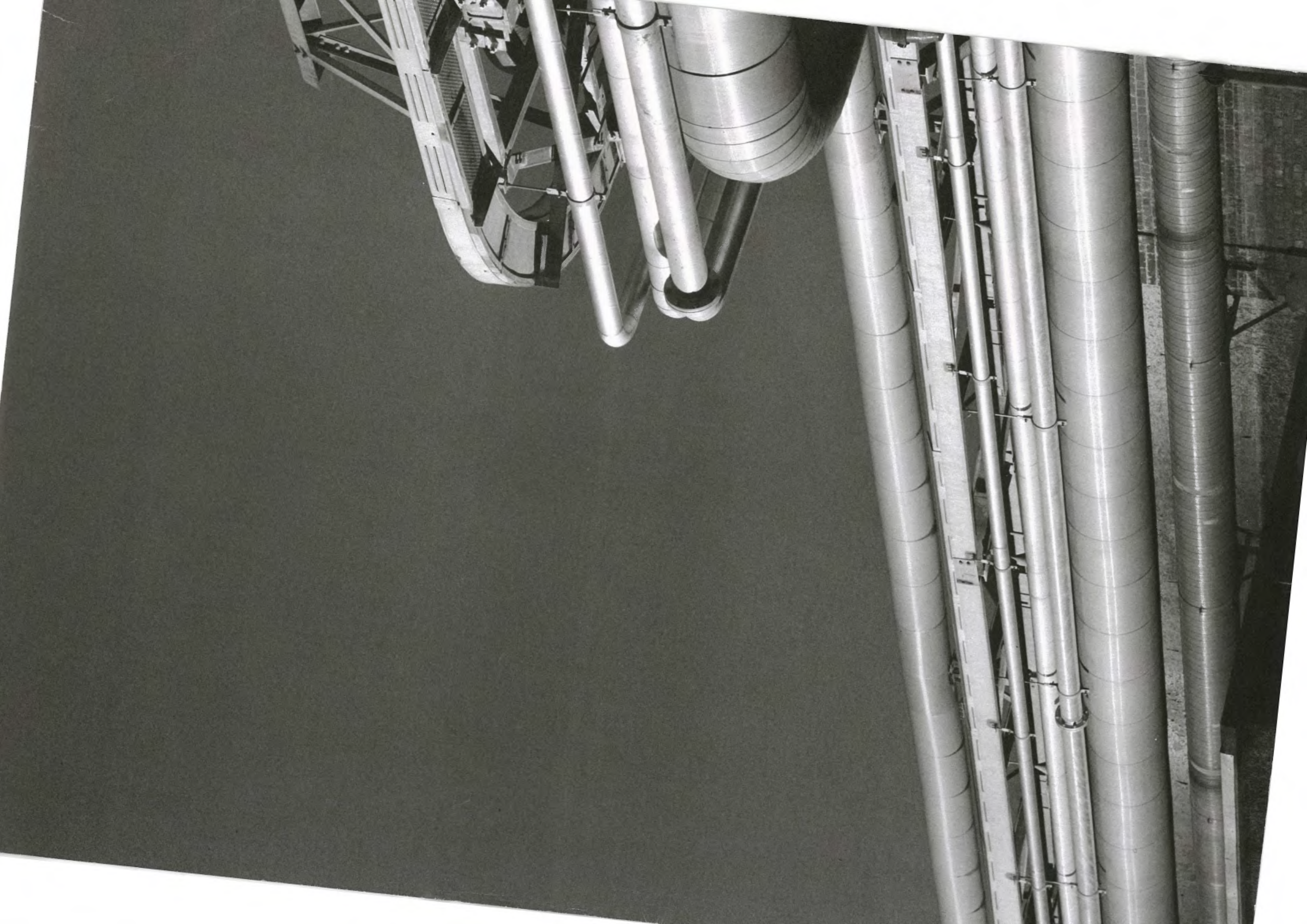
Alphington Paper Mill

Development Plan

01 The Plan

GLENVILL

ALPHA PARTNERS

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ALPHINGTON PAPER MILL DEVELOPMENT PLAN

Version: Issued for Endorsement including Council amendments
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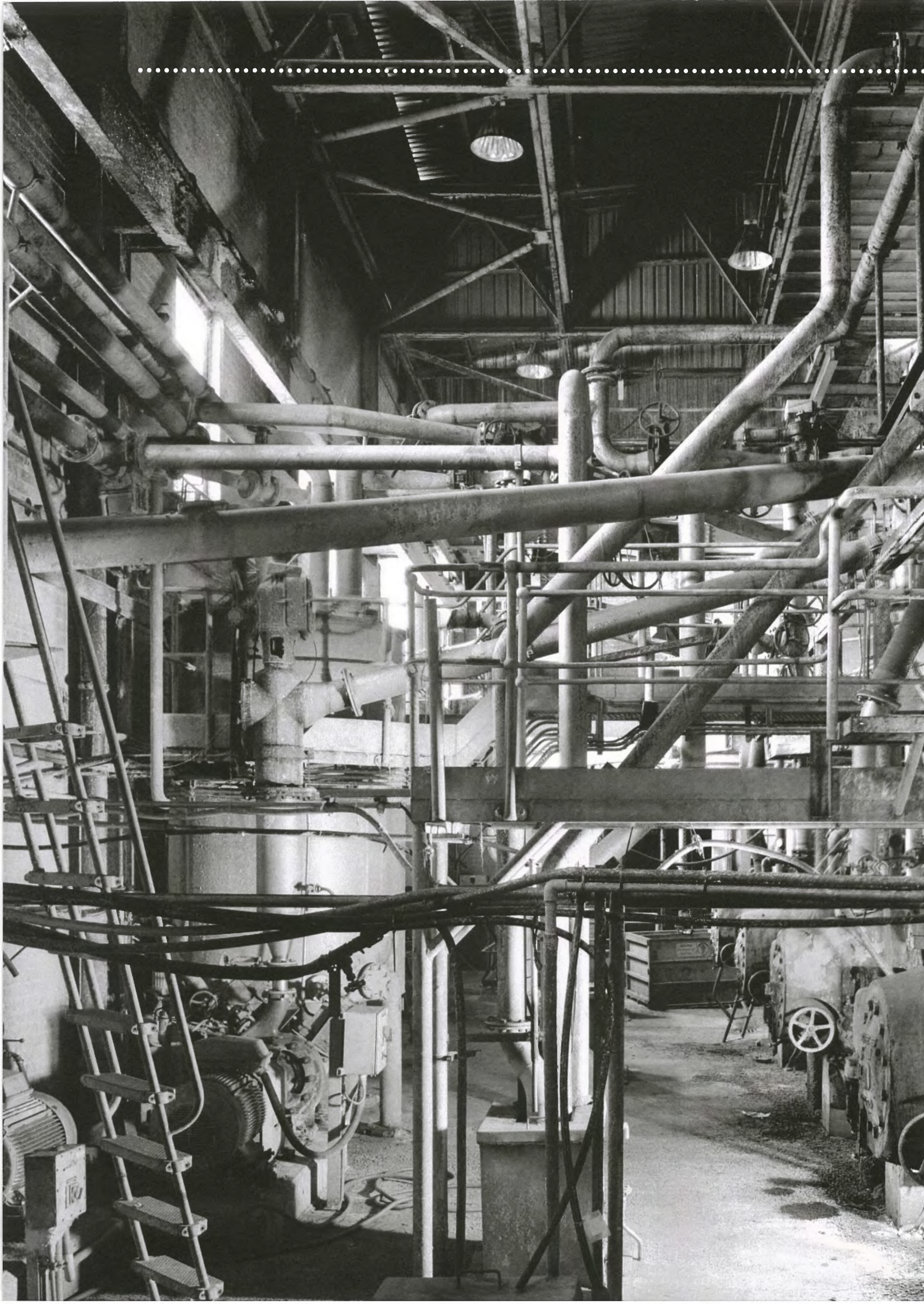
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with
clause 43.04-D.P011
of the Yarra Planning Scheme
.....
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 2 of 162
This is NOT a Building Permit



ALPHINGTON PAPER MILL DEVELOPMENT PLAN

VOL 01 THE PLAN

CREATIVE PRECINCTS WITH INDIVIDUAL CHARACTER

PURPOSE

THIS SUBMISSION FULFILS THE REQUIREMENTS OF SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY, TO PROVIDE A DEVELOPMENT PLAN CONSISTENT WITH THE VISION AND PRINCIPLES OUTLINED IN THE SCHEDULE.

THIS DEVELOPMENT PLAN WILL GENERALLY GUIDE ALL FUTURE DEVELOPMENT APPLICATIONS FOR THE SUBJECT SITE.

USER GUIDE

THIS

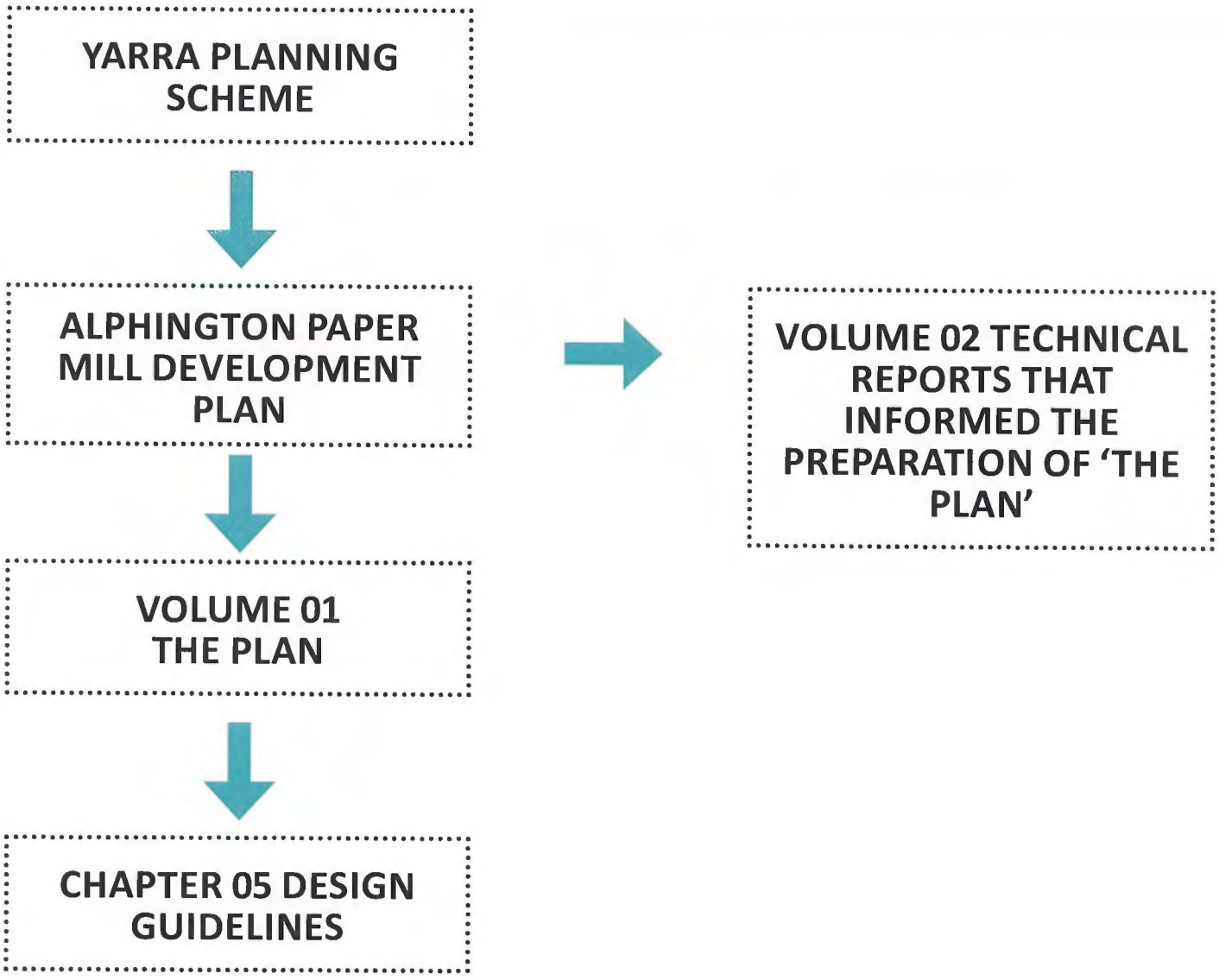
Vol.1
THE PLAN

		CHAPTER DESCRIPTION
01	VISION	Establishes the process of commissioning and developing the Masterplan, details the underpinning structure of the Masterplan documentation and highlights the core objectives of the Masterplan.
02	PLANNING REPORT	Details the historical and physical context of the site and outlines the relevant local planning policies and development overlays.
03	SITE MASTER PLAN	Outlines the site's key design and identity themes and defines the overall Masterplan principles and ambitions.
04	LANDSCAPE CONCEPT PLAN	Establishes the site's landscape design approach, design philosophy and concepts for all open spaces within the development and the interfaces with the local neighbourhood.
05	DESIGN GUIDELINES	Provides detailed guidance on the preferred character and built form outcomes at a site wide and precinct level.
06	DEVELOPMENT STAGING	Outlines the sequence of development for each sub-precinct within the Masterplan.

Vol.2
TECHNICAL REPORTS

01. HERITAGE CONSERVATION MANAGEMENT AND INTERPRETATION
02. ECONOMIC ASSESSMENT REPORT
03. HOUSING DIVERSITY REPORT
04. COMMUNITY INFRASTRUCTURE REPORT
05. ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD) STRATEGY
06. SITE REMEDIATION STRATEGY
07. TRAFFIC MANAGEMENT PLAN
08. INTEGRATED TRANSPORT PLAN
09. ACOUSTIC REPORT
010. SERVICES AND ENGINEERING INFRASTRUCTURE REPORT
011. COMMUNITY ENGAGEMENT STRATEGY
012. ARBORIST REPORT

PLANNING PERMIT APPLICATION ASSESSMENT - HIERARCHY OF DOCUMENTS

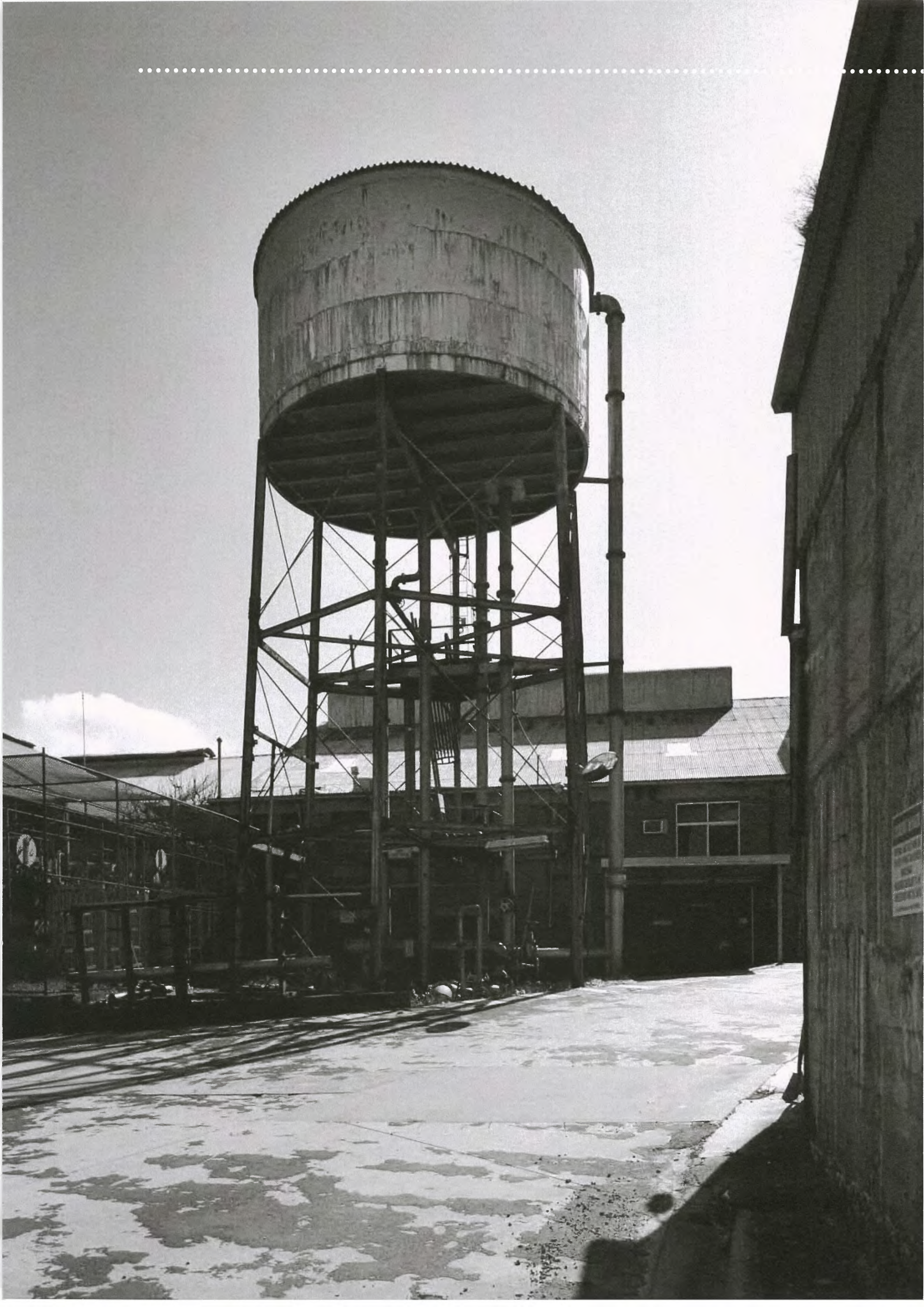


PLANNING PERMIT APPLICATION ASSESSMENT

USE AND DEVELOPMENT

Where an application seeks to facilitate the use and/or development of the land, the following documents should be referenced, as appropriate:

- Zone Provisions
- Overlay Provisions
- Particular and General Provisions
- Alphington Paper Mill Development Plan
- Site Masterplan – refer to Volume 1-03
- Design Guidelines – refer to Volume 1-05
- If there are heritage considerations – refer to Volume 2-01
- If the site is in a commercial precinct – refer to Volume 2-02
- If the proposal incorporates affordable housing – review the requirements of the s173 agreement
- If the proposal is in the community precinct – review the provisions of the s173 agreement and Volume 2-04
- Confirm ESD commitments are met – refer to Volume 2-05
- If there are any remediation requirements for the site – refer to Volume 2-06
- If the car parking provisions at Clause 52.06 are not met – refer to Volume 2-07 and 2-08
- If the site fronts Chandler Highway or Heidelberg Road – refer to the minimum acoustic treatments required at Volume 2-09
- If the site includes existing trees – confirm their assessment at Volume 2-12
- If the proposal includes publically accessible space – review the Landscape Concept Plan at Volume 1-04



STAGE 1 - DEVELOPMENT PLAN (DP)

Development Plan Components

- Planning Report
- Design Guidelines
- Heritage Assessment Report
- Conservation Management Plan
- Housing Diversity Report
- Site Remediation Strategy
- Site Master Plan
- Landscape Concept Plan
- Economic Assessment Report
- Community Infrastructure Report
- Traffic Management Plan
- Acoustic Report
- Integrated Transport Plan
- Services And Infrastructure Engineering Report
- Community Engagement Strategy
- Staging Plan
- ESD Strategy

HIGHER LEVEL DOCUMENTS CONSISTENT WITH THE REQUIREMENTS OF SCHEDULE 11 TO THE DPO.

THESE DOCUMENTS ARE NOT INTENDED TO CONTAIN THE LEVEL OF DETAIL EXPECTED AS PART OF AN APPLICATION FOR PLANNING PERMIT.

STAGE 1A - PLANNING PERMITS BEFORE APPROVED DP

Prior to the approval of the Development Plan Council can grant specific planning permits relating to:

- Consolidation or subdivision of land.
- Removal or creation of easements or restrictions.
- Earthworks and site preparation works.
- Removal or demolition of any building.
- Minor buildings and works.

Note: any permit issued must not prejudice the future use and development of the land in an integrated manner.

Development Plan Submitted

Referral of Development Plan

- Public Transport Victoria
- VicRoads
- Parks Victoria
- Melbourne Water
- City of Banyule
- City of Boroondara
- City of Darebin
- Any written comments received following public notice

Council Decision on Development Plan

Approved Development Plan

The Development Plan may be prepared in stages.

The Development Plan must be generally consistent with the other planning controls that apply to the site.

STAGE 2 - PLANNING PERMIT APPLICATIONS

Individual Planning Permit applications in accordance with approved Development Plan

All development on the land will require planning permission subsequent to the approval of the Development Plan.

Documentation associated with these applications will provide specific detail of each proposal in accordance with the requirements of the planning controls that apply to the site.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
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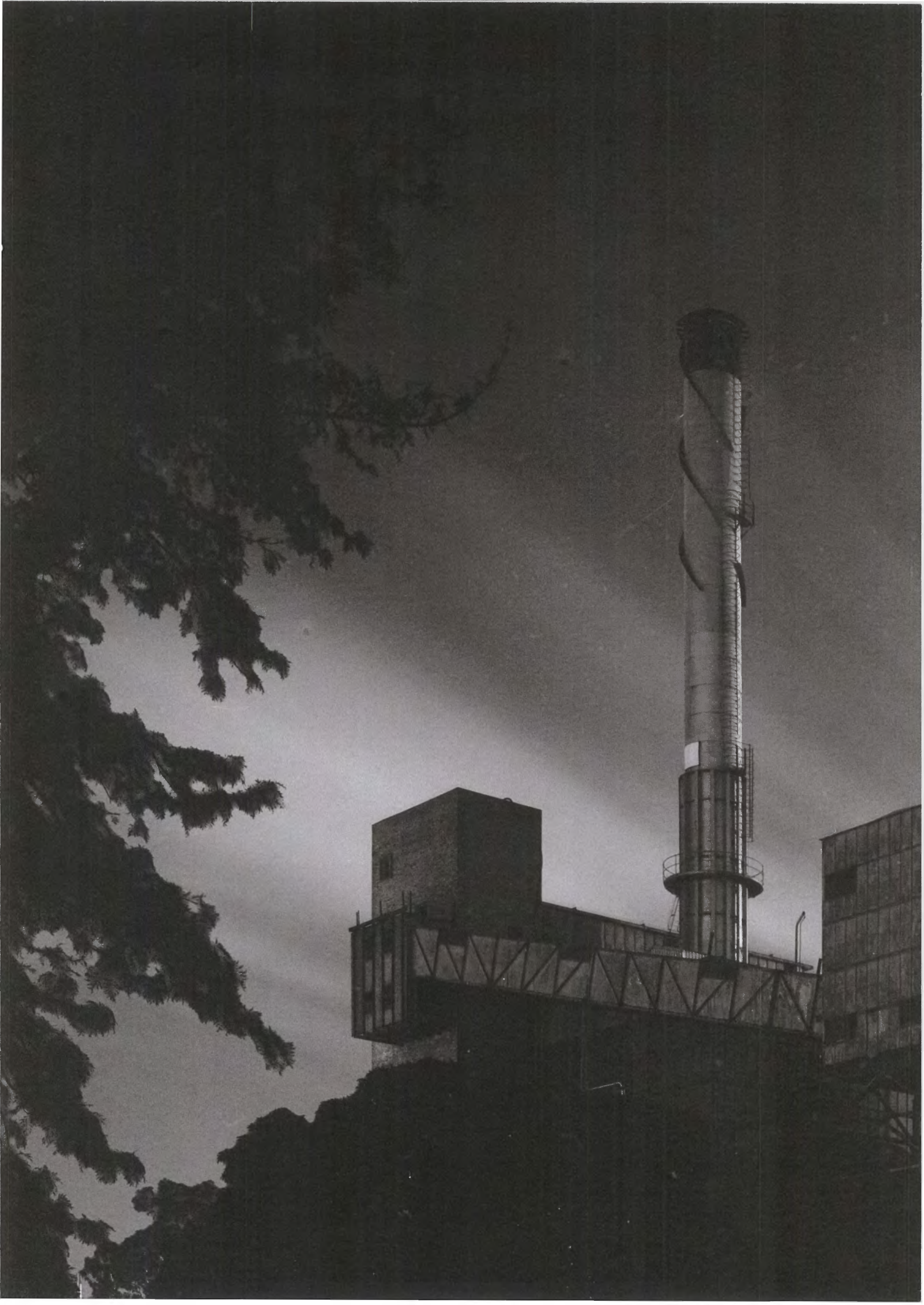
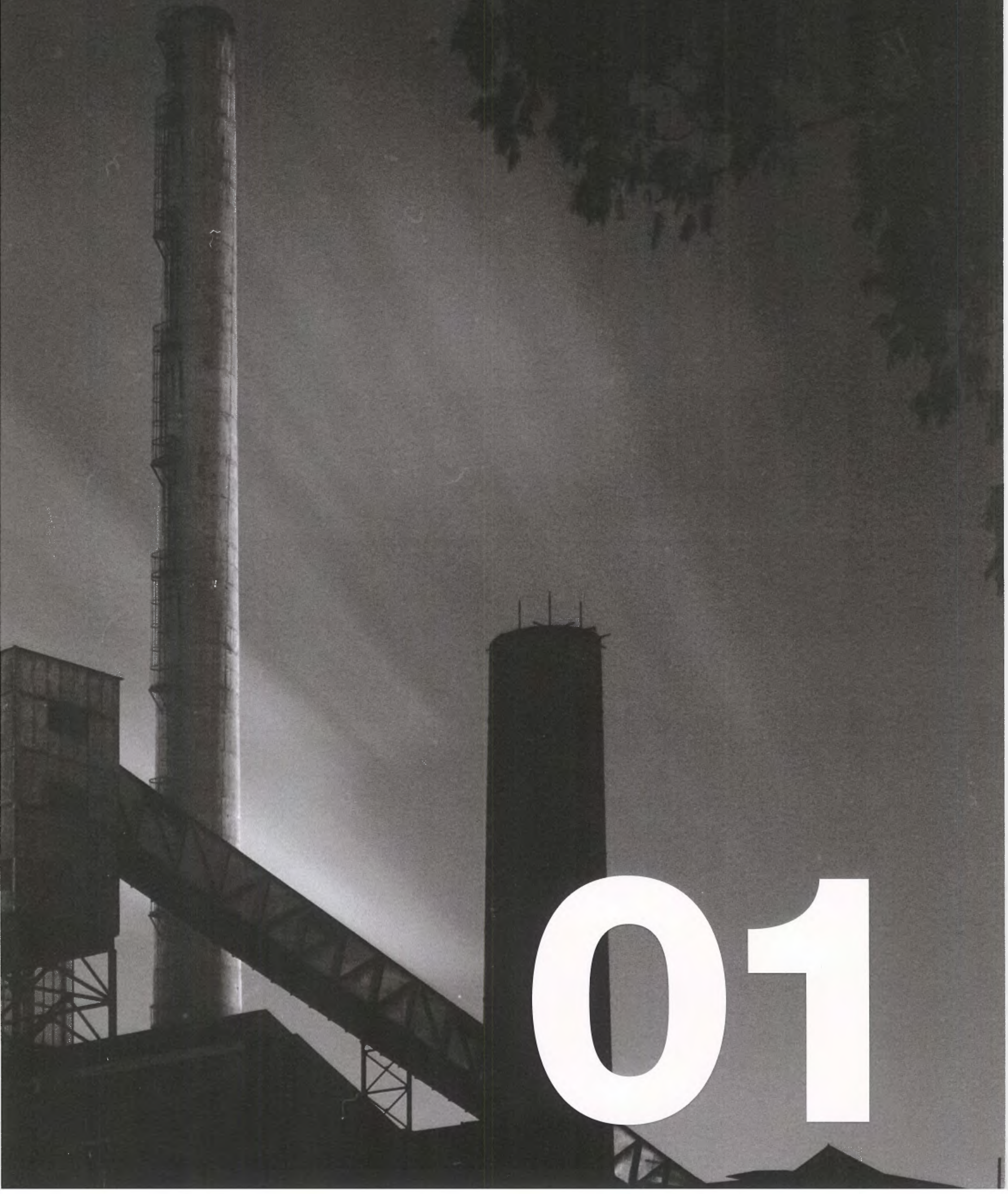


Vision



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2 Alphington Paper Mill Development Plan | Alpha Partners and Glenvill | 2016

1.0 VISION

ALPHA PARTNERS AND GLENVILL ARE COMMITTED TO CREATING A VIBRANT, WELCOMING AND SUSTAINABLE PRECINCT THAT EMBRACES THE SITE'S RICH HERITAGE, PROVIDING AN EXCITING PLACE FOR DIVERSE COMMUNITIES.

The former Alphington Paper Mill is located 8 kilometres northeast of the Melbourne CBD, on the northern bank of the Yarra River adjoining the corner of Heidelberg Road and Chandler Highway. Though settled as a residential area with grand homesteads in the 19th Century, for most of the 20th Century the 16 hectare site has been a working paper mill and integrated residential area until its closure in 2012. The site is now being masterplanned for reuse as a mixed-use residential community.

Historically, the site has always been organised in two parts, east and west of Latrobe Avenue. The most recognisable industrial portion is on the western side adjoining the Outer Circle railway stretching from the Yarra River to Heidelberg Road. It is less well known that on the eastern side of the site, adjoining Alphington Park, was a residential subdivision with individual houses on lots. The land was acquired gradually by the APM company and all the houses (except one parcel) were demolished, with the land kept in reserve as an expansion area for the mill. This relationship between industrial and park residential character will remain significant for the organisation of the development plan.

The continuous development of the Alphington Paper Mill has created a wide range of industrial buildings and installations with various levels of heritage interest. An important aspect of this brownfield redevelopment is the meaningful adaptation of the most significant buildings and site elements as a continuous link with the site's past. The reuse of significant buildings and response to context will significantly influence the character of the individual neighbourhoods.

Also significant is the site's proximity to the major corridor of public open space along the Yarra River. This provides opportunities for integrating the landscape response and ensuring active cycling and walking links with the surrounding area.

FIG. 01: DEVELOPMENT PLAN THEMATIC DESIGN FRAMEWORK

1.1 OVERVIEW

The Alphington Paper Mill site presents the opportunity to create a new sustainable and predominantly residential community within Alphington. The site has been identified as a strategic redevelopment site capable of accommodating predicted demand for more diverse dwelling types within the local area.

The Development Plan has been informed by the following objectives:

- A vibrant community that retains links to the former Alphington Paper Mill and industrial structures of heritage significance. These structures will be adapted and / or interpreted where practical to maintain a visual link to the site's industrial history.
- Thriving mixed use precincts, including a well-connected town centre, a village piazza and a community and learning hub. Provide increased live / work opportunities, education and community uses, affordable housing, higher density housing, retail and hospitality.
- An increased range of dwelling types that contribute to increased diversity within the local area and respond to changing household sizes, includes 5 per cent of the total dwellings as affordable housing.
- A traditional street pattern that efficiently utilises the existing street network, provides a street frontage to the heritage structures to be retained and responds to the topography of the site.
- A landscape character relative to the scale of development proposed, which brings the leafy character of Alphington Park and streets into the site before transitioning to the main street landscape envisioned for the northwest corner of the site. North / south corridors link to an industrial heritage landscape and the Yarra River as well as the 'Paper Trail' linear park. These distinctive landscapes contribute to the identification of a series of neighbourhoods with diverse identities and character.

The enduring legacy and rich history of the Alphington Paper Mill site is proposed to be combined with its unique riverside setting to deliver a new neighbourhood to Alphington. The evolution of the development plan has occurred through multidisciplinary collaboration to understand the unique history and attributes of the site and its location within the natural, economic, social and settlement history of Melbourne.

This has lead to a design framework imbued by interweaving the site's distinctive industrial history with broader regional stories. From this, a platform of design themes has arisen that can be summarized as follows:-

Transportation: celebrating the site's previous links to the Outer Circle line and the spur line alignment from which it was serviced.

Power Generation: energy supply for the Alphington Paper Mill is expressed through the ongoing landmark presence of the 1920s Boiler House.

Water Supply: its essential role and later subsequent waste water treatment in paper making, with the remnant pump house, 19th century water tower and assorted ground level holding tanks speaking of the relationship between the Yarra River and the onsite use and treatment processes and their interdependence.

Papermaking and the cumulative assemblage of smaller expansions of simple industrial built forms in its early development and later heroic Heidelberg Road forms in the 1960s has also informed the design response.

Site Operations: the importance of administrative and workplace hubs in order to understand the history of the site and the full range of activities that occurred within the site.

The Local Story: the site is invested with a story of industry, geology and landscape that predates and postdates settlement and a river story that should inform the site development plan. At a social level there is a rich cultural history of the creative arts, landscape and architectural design that is linked to the broader Alphington story, and a history of river-edge activity and urban streetscape morphology that makes Alphington distinctive and is worthy of referencing in the urban fabric and programming of the site. Finally, there is a very strong community that has over time built a series of fine community assets and services including the Alphington Primary School, Alphington Park and its associated clubs. The aim has been to complement these with a new series of places and spaces invested with similar purpose and ambition.

In its final form this precinct seeks to provide a diverse mix of housing, convenience retail and community facilities. Heritage buildings long associated with the Alphington Paper Mill will be adapted and reused and will organise the site and its relationship with new and existing streets and the Yarra River. Existing buildings and streets will be complemented by new streets, laneways and development that integrates the site with surrounding neighbourhoods and economies. The new development will be underpinned by ambitious targets for environmental performance, affordable housing and quality places and spaces. Key amongst these will be new community facilities and spaces to complement existing neighbourhood assets, a new riverfront park and a series of open spaces throughout the site.

1.2 LAND USE

The Amcor site will be primarily redeveloped to provide housing for a new residential community of approximately 2500 households. A key aim is to ensure the development is inclusive in its programming and housing provision, and hence it is intended that the development plan provides for housing ranging from large detached homes to townhouses, live/work homes, low rise apartments, industrial conversions for loft apartments, more conventional apartments and affordable secure rental accommodation for lower income households.

Underpinning this new neighbourhood will be a new mixed use Village Precinct and a series of destinations for passive & active recreation and social interaction. It is intended that each of these will be accessible for all visitors as well as occupiers of the precinct. The Mixed Use Village will incorporate supermarkets and convenience retail, hospitality as well as showroom opportunities to its ground level Heidelberg Road and Chandler Highway interfaces. Urban development will be most intense in the Village Precinct and the adjoining Gateway and Artisan Precincts, both flanking major roads. No retail or hospitality activity is intended to be provided in the immediate interface with the Yarra River or Alphington Park.

Community Uses: The proponent has a vision for an innovative integrated Community Hub facility, to be located in the Village Precinct. Discussions with State and Local Government have been undertaken with a view to realising the shared facility. The vision considers a range of uses including:

- Junior School Campus for Alphington Primary School.
- Early Learning Centre.
- Swim School.
- Community Activity Rooms.
- Alphington Art School Workshops.
- Rooftop Play and Play Entry.

This specific opportunity is dependent on achieving the necessary support from multiple government agencies and other stakeholders. Further discussions will be actively pursued through the development implementation process.

Mixed Use Precincts: The Village Precinct and adjoining Artisan Precinct will collectively provide a diverse neighbourhood activity hub comprising a range of everyday retail from large supermarket to smaller cafe uses. Alphington will have a new local meeting place with the capacity for larger events. Other complementary uses may include:

- Medical Services.
- Gymnasium.
- Office.
- Small Showroom Spaces.
- Hospitality.
- Performance Space.
- Aged Care.

Residential precincts: Distinctive residential precincts will be provided across the site with higher density generally provided at the north-west corner of the site, close to Heidelberg Road to the north and Chandler Highway to the west. Dwelling densities generally decrease towards the Yarra River to the south and to Parkview Road to the east.

1.3 BUILT FORM

The unique characteristics of the site have demanded a particular site response that enables effective interaction with the river, Alphington Park, adjoining residential neighbourhoods and the surrounding main roads. Amenity within the public realm has informed the placement and scale of buildings with the aim of ensuring that streets and spaces enjoy access to sunlight, buffering from noisy perimeter roads, a sense of safety and security through good engagement between buildings and streets and appropriate environmental conditions for their intended purpose.

The outcome has seen a low rise, primarily two storey edge to Alphington Park and the riverfront with much of the hinterland development area being characterised by a typically three level scale. The tallest development is located at the gateway intersection of Chandler Highway with Heidelberg Road scaling down to lower buildings to the east and down along the Chandler Highway connection towards the river. It is intended that new development would be generally consistent with the established heights within the DPO schedule 11 of 14 levels at its maximum height and lower 8 and 5 level heights to the remaining frontages. Where preferred heights are indicated additional height may be considered at planning application stage where it is consistent with the principles set out in the design guidelines.

Carparking has been fully embedded in the development in the case of mixed use and apartment style development to ensure that the podium areas are invested with residential, commercial or community activity that ensures the street experience is one that is visually engaging and diverse.

Historic buildings have, where practicable, been adaptively reused. Where this may not be possible due to known contamination or other issues, a strategy to ensure they are appropriately recorded and sensitively reinterpreted has been put in place so that their contribution to the character and visual memory of the precinct is not lost.

The master plan facilitates new connections through the currently impermeable site. In doing this it creates opportunities for diverse precincts that provide a transition in scale from Heidelberg Road and Chandler Highway down to the Yarra River to the south and Parkview Road to the east.

Specifically, the following design objectives have been implemented:

- Opportunities for the creative reuse of heritage building fabric as an authentic feature of the neighbourhood.
- Interpretation of the former turbine hall as a new residential development.
- A high quality, car free, urban park known as the Paper Trail incorporating interpretation of the former Outer Circle rail sidings. The buildings adjoining the Paper Trail recall the industrial built form of the former factories.
- Diverse material language.
- Retaining industrial artefacts as wayfinding devices.
- Brick ends to appropriate townhouse dwellings as an urban marker and historical memory.

The ESD Strategy within this Development Plan and the Design Guidelines within Chapter 5 will ensure that high quality architecture is provided throughout the site. Future built form will incorporate opportunities for best practice in environmental management while also providing a high standard of internal amenity for future occupants.

The proposed development seeks to re-integrate the site back into the south Alphington and south Fairfield community by providing new connections and active interfaces throughout the site as well as providing opportunities for new community services that will add to the range of facilities available within the local area. The Community Infrastructure Report provides further information in relation to the need to provide community facilities on the site.

The Conservation Management Plan that forms part of this Development Plan sets out the framework for retaining and reusing existing buildings that will retain important links to the site's industrial past.

1.4 ARCHITECTURE

A key issue in achieving a successful delivery of this development plan will be the establishment of a governance process and curatorship that ensures design excellence underpins both the public realm and architecture of the project. In its inception and visioning, the development consortium has brought together four award winning design firms with complementary urban design, residential, community, educational and mixed-use design skills. These have been combined with leading expertise in the delivery of heritage adaptation, memorable restoration, public realm and landscape places.

To provide confidence to the community and government stakeholders, considerable investment has been made in the development of the proposed core deliverables for public realm areas, streets and spaces, heritage buildings and elements that are to be adaptively reused and reinterpreted. Additionally, the team has sought to underpin the project with an ambitious set of environmental and housing diversity targets and to provide for a suite of community facilities and public spaces that complement the range of other facilities and spaces already on offer in the neighbourhood.

To provide for further certainty a set of Design Guidelines within Chapter 5 have been established, that is intended to establish further and heightened expectations of how development should engage with surrounding places and neighbouring properties, as well as minimum quality of materials, environmental performance and finishes that go well beyond baseline expectations in the planning scheme.

1.5 YARRA RIVER ENVIRONS

A key outcome of the project will be the opening of the Yarra River corridor to the broader community. Whilst the DPO requires the development of a bike and pedestrian path in the river corridor, the proposed development plan seeks to provide a greater level of public amenity in this area. The goal is to comprehensively renew this section of the river bank to ensure it is invested with a high quality landscape solution underpinned by a curated interpretation of the site's history of settlement and the ambitions for Council and the Department of Environment and Primary Industries for biodiversity, ecological rehabilitation and system interconnectivity. Additionally, a key aim is to ensure this section of the riverbank is welcoming to all and seamlessly interconnected with nearby public streets, trails and pathways including the adjacent Alphington Park, the existing pump house and the APM boiler house areas within the site.

The proposed development seeks to revegetate and enhance the Yarra River corridor. The Landscape Concept Plan within this Development Plan will provide the framework for these works and will indicate appropriate treatment of the interface with the Yarra River.

1.6 COMMUNITY

Establishing a new community that integrates well with surrounding areas has required organising the site in a way that interconnects well with surrounding areas so as to be inclusive and welcoming to all. The development plan positions new community facilities and destinations in convenient and complementary locations and provides the necessary permeability through the site via a system of demonstrably public and direct streets and spaces. The Community Infrastructure Report prepared for the site has sought to build on the grouping of community facilities at the north with a series of new facilities. The location of the facilities in a single hub seeks to optimise the potential of the new assets to service patrons irrespective of age and mode of access. The site identified for the community facilities is located in the Village Precinct proximate to public transport and immediately adjacent proposed bike routes.

To complement the larger Alphington Park and River Park open spaces a series of smaller squares and public meeting spaces have also been provided. These are distributed within the site to provide a network of open space in proximity to all new residences.

1.7 HERITAGE

The development plan is underpinned by a detailed Conservation Management Plan. In turn, the findings from the heritage study has informed the development plan response and the key themes that have structured the design response. These principles include the retention and adaptive reuse of key heritage assets and the interpretation of other elements of the site history that might enrich the experience and specificity of this neighbourhood and its character in the future.

Street networks are configured to reference and retain key elements of the street and open space networks that have underpinned the site's settlement history and use. Additionally, the manner in which new development engages with these spaces is intended to acknowledge important attributes of how parts of the precinct evolved and engaged with the broader neighbourhood over time.

New east-west streets reference the landscape language of the nearby memorable Alphington residential streets in their planting and material palette. Overlaying this is a language of built form that moves from houses embedded in landscape on the eastern side of the site through to the face brick simple gable and sawtooth facade ends referencing the early to mid 20th Century paper making buildings. The proposed residential areas bordering the Paper Trail reference the earlier scale and attributes of the Edwardian facades that once characterised these parts of the site, as well as larger factory buildings along Chandler Highway.

Similarly, the landscape treatments of the public realm within each precinct will respond to the historical function of the area. For example, the western half of the site will typically employ a design language and material palette that responds to the existing industrial hard-paved surface treatments.

In contrast, east of Latrobe Avenue and in the interface with the river the intention is to invest the development with a greater presence of soft landscaping and buildings within a tree-lined urban setting in response to the characteristic Alphington Paper Mill and Yarra River patterns of urban settlement.

In all, the purpose is to invest the precinct with a distinctive and particular character drawn from its distinctive genius loci.

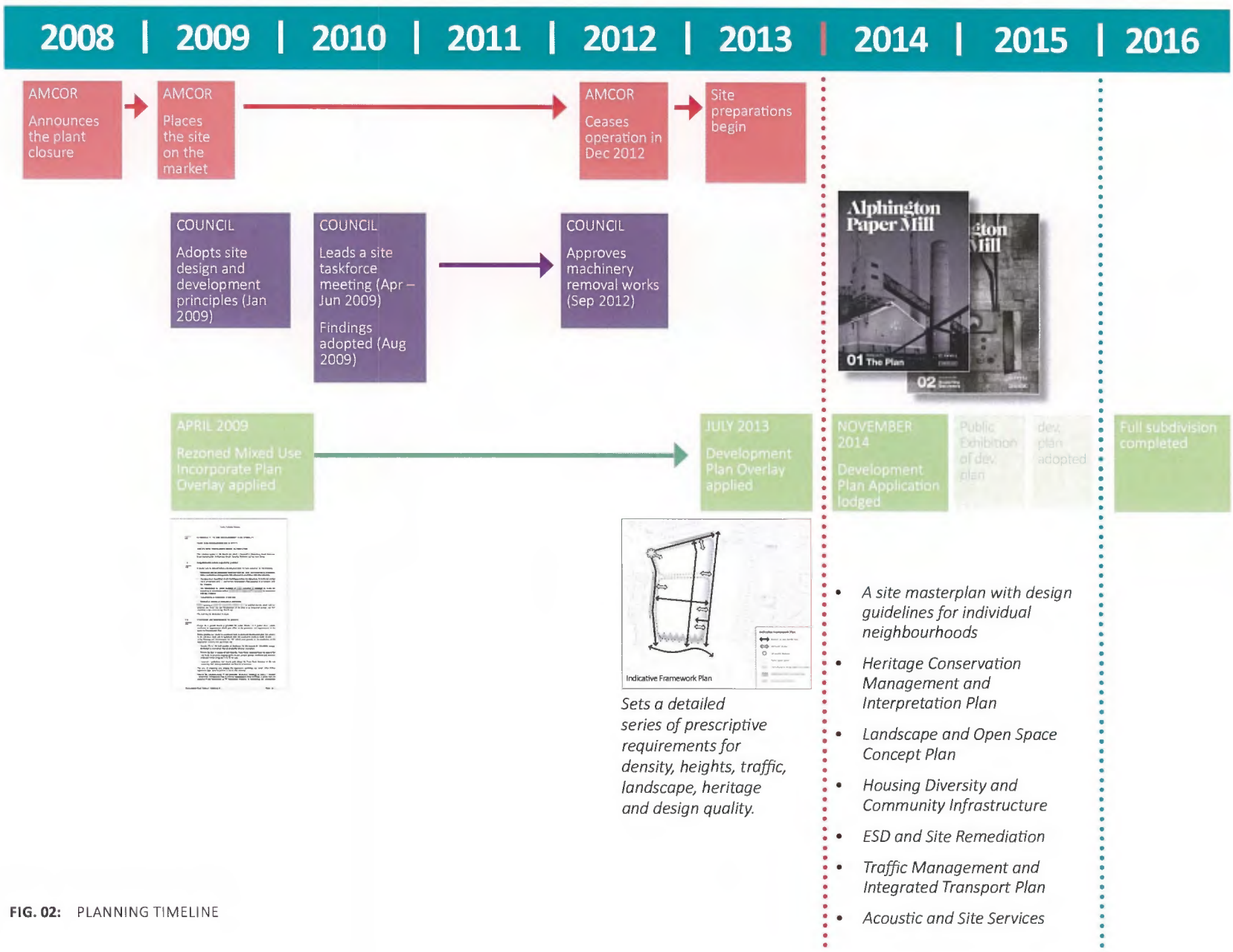


FIG. 02: PLANNING TIMELINE

HOW HAS THE SITE PLANNING VISION DEVELOPED OVER TIME AND WHAT COMMUNITY INVOLVEMENT HAS THERE BEEN IN THE PROCESS?

The transformation of the former Alphington Paper Mill site from a working plant to the development plan vision in this document has been one developed in partnership with the City of Yarra, the local community and key State Government agencies and stakeholders over 5 years.

In 2009 after Amcor announced the closure of the plant, the City of Yarra and the local community put in place a process to establish a vision for the site in a post-industrial future. Council in close consultation with its community developed first design and development guidelines in 2009 and subsequent taskforce meetings that facilitated first a rezoning for mixed-use development and an incorporated plan overlay in 2009. Later a Development Plan Overlay (DPO) was developed with the Department of Planning and Community Development that was applied in June 2013.

Through this process a series of goals and aspirations were embedded in the process arising from stakeholder inputs along with a very detailed series of checks and balances typically through the expectation that expert reports would be provided in conjunction with the development plan. These reports covering matters as diverse as traffic and transport, parking, infrastructure, heritage, landscape, community and social planning, housing diversity and economic impacts have sought to provide the necessary underlying evidence base to inform the development planning process and assure assessing officers that the expectations of the DPO have been met.

Additionally the design team has sought to engage with State and Local Government stakeholders and the community through the evolution of the development plan themes and design. Three design reviews have been formally conducted with the State Government Victorian Design Review Panel. Council representatives attended all three and key suggestions coming from this review process have been considered and where practical adopted. Additionally, an extensive community engagement has been undertaken along with briefings of council officers to ensure these important stakeholders are able to contribute to the development plan and so that where possible we can ensure that expectations for clarity of intent and its alignment with the DPO objectives have been met.

The development plan is part of a much longer process. Each stage of development, including the adaptive re-use of existing buildings, will be subject to assessment through a planning permit application process. All planning permits must be assessed as being generally in accordance with the approved development plan.

Meeting DPO requirements	Exceeding DPO requirements	Further Opportunities
TRANSPORT		
✓ A grid based street network which is clear, concise and delivers a high level of walkability and connectivity with the existing surrounding street network.	✓ Provide numerous bus stop opportunities along Chandler Highway and Heidelberg Road in an effort to encourage sustainable transport practises.	👍 Support a revised Smartroads policy which extends the existing pedestrian priority route along Heidelberg Road westward to Chandler Highway.
✓ A legible, safe and convenient bicycle and pedestrian network.	✓ Provide a Main Street design which could accommodate bus services within the site.	👍 Provision (by others) of a pedestrian link along the former railway spur connecting the site to Fairfield Railway Station.
✓ A managed traffic environment which discourages high speeds and reduces the potential for non-local traffic movement through the site.	✓ Provide marked bicycle lanes on Chandler Highway through the Chandler Highway / Heidelberg Road / Grange Road intersection.	👍 Delivery (by others) of a bicycle path structure on the Yarra River Bridge in support of southbound traffic movement.
✓ An allocated area in support of a car share scheme.	✓ Provide access and a shared path facility along the Yarra River corridor adjacent to the site.	
✓ Enhanced pedestrian linkages across Heidelberg Road and Chandler Highway connecting commercial uses and Alphington Park with the broader precinct.	✓ Provide improved access to Alphington Station through the creation of increased permeability through the site and a new pedestrian crossing over Heidelberg Road.	
LANDSCAPE		
✓ Provides the 30 metres of land from the Yarra River with improved public access and amenity, protects maintains and enhances the riparian vegetation (bushland) and maintains landscape values.	✓ Provides a landscape overlay to the Yarra River that embraces the formally recognised soothing beneficial and positive psychological effects of greener open spaces to the human psyche by creating a comprehensive "River Park" including a variety of places to stop, linger, socialise picnic or "sit and contemplate" as well as a place to simply walk / cycle through.	👍 Investigate optimum solutions as part of the River Park design to enable access for all to physically engage with water, in terms of fishing, model boats, canoeing / kayaking rowboats, or simply "safely dipping a toe in the water".
✓ The development incorporates a logical framework of fully accessible 24/7 open spaces and connections for the convenience and amenity of all that live, work and play at Alphington Paper Mill.	✓ The development provides comprehensive links to the sites industrial past through a logical interpretation of the fundamental processes of paper manufacturing in the design of all public open spaces, including piazzas, streets, plazas and linkages, other than simple interpretation signs.	👍 Investigate opportunities of recycling physical remnants of the working mill into the fabric of the development.
✓ The development retains links to the past through sensitive and recognisable treatments to the open spaces and key interface areas and interpretation of those areas as relevant to the industrial past.	✓ The open spaces will use materials harvested from site including bricks for paving steel tracks for historic references and crushed bricks / concrete / stone for road and path base, mulch and drainage medium.	👍 Investigate advanced soil technology and the latest horticultural trends particularly to optimise the growth of trees in paved areas, including structural soils, relevant cultivars and rootbarrier technology and permeable paving.
✓ The development considers view lines and vistas out of the development, as well as vistas into the development particularly from Willsmere Park on the other side of the Yarra River.	✓ Integrated streetscape solutions incorporating WSUD, urban design and landscape design as a single solution.	
✓ The landscape delivers innovative ESD features including world's best practice in a holistic "riparian" link through the site including indigenous vegetation, rain gardens and bioswales.	✓ Water harvesting below ground storage in existing infrastructure and reuse in irrigation.	
✓ The development considers the interfaces between the site and adjacent areas and streets.		
✓ The development carefully considers higher levels of pedestrian amenity by reducing the primacy of cars and design treatments to public spaces that always consider the highest quality of people spaces.		
✓ The landscape overlay is the glue providing a coherent and identifiable precinct.		
WATER MANAGEMENT		
✓ The stormwater management strategy for the site protects and enhances the Yarra River environs through the reduction in stormwater flow and treatment of stormwater to reduce pollution levels.	✓ The retention of stormwater flows on-site will exceed requirements of the DPO and best practice management.	👍 The Proponent has a real aspiration to reduce average annual stormwater flows from the site to predevelopment (greenfield site) levels. The current stormwater strategy will already achieve significant reductions in stormwater flows and options to reduce this further to the predevelopment target will continue to be investigated.
✓ The development incorporates leading technology (WELS rated water efficient fixtures and fittings and rainwater harvesting and reuse) to aid in the reduction of water consumption.	✓ The treatment of stormwater will exceed the targets set by best practice requirements (particularly with regard to nutrients). This is possible through the high level of reuse being practiced onsite (toilet flushing, residential laundry and irrigation).	👍 The Proponent also has an aspiration to exceed best management practice for stormwater treatment by achieving the equivalent of pollution reduction targets listed in column B Table Emi-5.1 of the Green Star Emi-5 Stormwater Category. The current IWCM strategy will already exceed best management practice but options to achieve these higher levels of treatment will be investigated as detailed design continues.
✓ The development provides water for irrigation via rainwater and stormwater harvesting to allow the provision of sustainable irrigation practices.	✓ Stormwater is being celebrated in this development allowing a broader palette of planting to maintain the character of Alphington streets through the provision of irrigation water supply (particularly important for non-native species).	
✓ The development includes water sensitive urban design elements such as green roofs, raingardens, biofilters and treepits and for rainwater and stormwater reuse to ensure the reduction of stormwater impacts on the river, the bays and catchments.		
✓ The requirement for on-site drainage retention facilities has been identified.		
ACOUSTICS		
✓ Compliance with SEPP N-1 can be achieved onsite and surrounds.	✓ Preparation of a Noise Management Plan to control commercial noise associated with the northern end of the site, that includes the development of on-site commercial noise limits.	👍 Optimising glazing requirements to the north and west street frontages.
✓ Preliminary investigation into traffic noise to potential residential areas.		


pes

ESD Design Response

ESD SAVING BENEFITS

Energy

USAGE STATISTICS

ENERGY – RESIDENTIAL, %AGE AND PER SQM/UNIT

14% reduction

> A 0.5 Star improvement above BCA requirements (6 Star) for dwelling HER ratings (as committed to at AP) represents a **14% reduction in heating and cooling energy use** (per sqm)[1], compared to current energy efficient homes legislation.

Less energy

86% of Victorian homes were built prior to Section J, and have an average rating of 1.8 stars.[2] **AP homes will use less than a quarter of the energy (and money) to heat and cool them (compared to pre-2005 homes),** boosting affordability, as well as environmental performance.

Solar

> Alphington Paper Mill commits to placing a PV (electricity generation) or SHW (solar hot water) system on every house or townhouse roof meaning:

Where Solar PV is used:

20% cut

> With the average Australian home using 6,500kWh[3] of electricity per year and a 1kW PV system producing an annual average output (in Melbourne) of 1,314kWh, **the average electricity bill will be cut by ~20% on properties with a 1kW system (larger PV systems may not be appropriate as PV output is highest during the day when many properties are empty).**

> **The development is industry leading, as less than 10% of Victorian homes have a solar panel.**[4]

34% savings

> **Combined with a 0.5 Star improvement in the HER, the total energy cost saving could be 34%, or $952.**[5]

OR where solar hot water is used:

12% cut

> The average Australian home uses 25% of its energy on water heating.[6] **A Solar Hot Water system of standard specification should cut this by 75%, and cut the household energy bill by 12%.**[7]

17% total

> **Combined with a 0.5 Star improvement in the HER, the total energy cost saving could be 17%, or $476.**

ENERGY - OFFICE, %AGE AND PER SQM/UNIT

> For non-residential buildings, AP commits to a 10% improvement on BCA requirements via the more complex and demanding JV3 compliance path (not "Deemed-to-satisfy).

10% reduction

This means every building will be energy modelled, and non-residential building will have to achieve **10% operational carbon reduction** on this measure.[8] This is based on current legislation, which is already dictates buildings which are much more efficient than the Australian average.

> Alphington Paper Mill has **committed to a 4.5 Star NABERS** rating for non-strata title offices. 2.5 Star represents national average performance in Australia. 4.5 Star represents a **37% reduction in carbon emissions relative to an Australian average 2.5 Star rating.** This is a "real commitment" that measures actual operational performance, not a design commitment.

4.5 star

Only 28 offices in all of Victoria achieved 5 Stars or higher i.e. the AP target of 4.5 is surpassed by only 10% of reporting offices,[9] which are predominantly major CBD, Southbank and Docklands office towers.

ENERGY – RESIDENTIAL, TOTAL

Less CO2

> Taking the average Victorian household emissions as 12 tonnes of carbon dioxide[10] (and noting such figures are notoriously unreliable and volatile), the impact of **installing 1kW of PV per residence would be a carbon dioxide reduction of 6,500 tonnes, equivalent to taking 1,625 cars off the road per year.**[11]

Water

USAGE STATISTICS

WATER USAGE – ALL BUILDINGS

43% cut

> Based on average new home roof area,[12] an AP house (not unit) with adequate size water tank **can capture more than twice the amount of water required to service all toilet, irrigation and laundry needs** (based on average usage figures[13] and average climate data[14]). All AP houses and townhouses will have a water tank.

This would **cut water use by an average of 43%, or 170L per day, per home.**

36 megalitres

Total **annual water saving on this basis (houses only) = 36ML, or 14.4 Olympic swimming pools.**

If this was replicated across apartments, the savings would be 168ML or 67.2 Olympic swimming pools per year.

NB: separate statistics for apartments and houses are not available in reliable, usable form, but would vary considerably, eg. in garden irrigation usage.

> AP homes will use less water than "average" homes due to high efficiency fittings throughout (see "ESD Strategy").

> On average, **less than 30% of Melbourne homes have a water tank.**[15] Those connected to toilets or laundry are so rare no statistics cover this option.

Landfill

WASTE DIVERSION

80% recycled

> 94.5% of site clearance waste recycled.[16] Green Star's highest benchmark is 80%[17], and City of Yarra's "Best Practice" benchmark is 70%.[18]

> In August, 27,000 tonnes of waste was diverted from landfill, the equivalent mass of over 1000 Melbourne D1-class[19] trams.

Volume

> Converting the tonnage of recycled waste to volume (assuming a standard density for concrete in the waste stream,[20] and that 100% of waste is concrete), the amount of waste diverted from landfill is 29,891m3, or ~12 Olympic swimming pools.

Urban

DEVELOPMENT INSTITUTE OF AUSTRALIA – ENVIRODEVELOPMENT

KEY STATISTICS AND FACTS

> Founded in 2007 and administered by UDIA.

> All projects assessed and QA'd by UDIA as an independent third party, and not the project teams – self assessment and "equivalent" ratings are not recognised.

Six out of Six

> A total of 6 elements can be achieved covering ecosystems, community, energy, water, materials and waste.

> Alphington Paper Mill commits to achieving all six of these elements through implementing the development plan.

Ninety

> 90 certifications nationally, and 13 in Victoria.

Projects

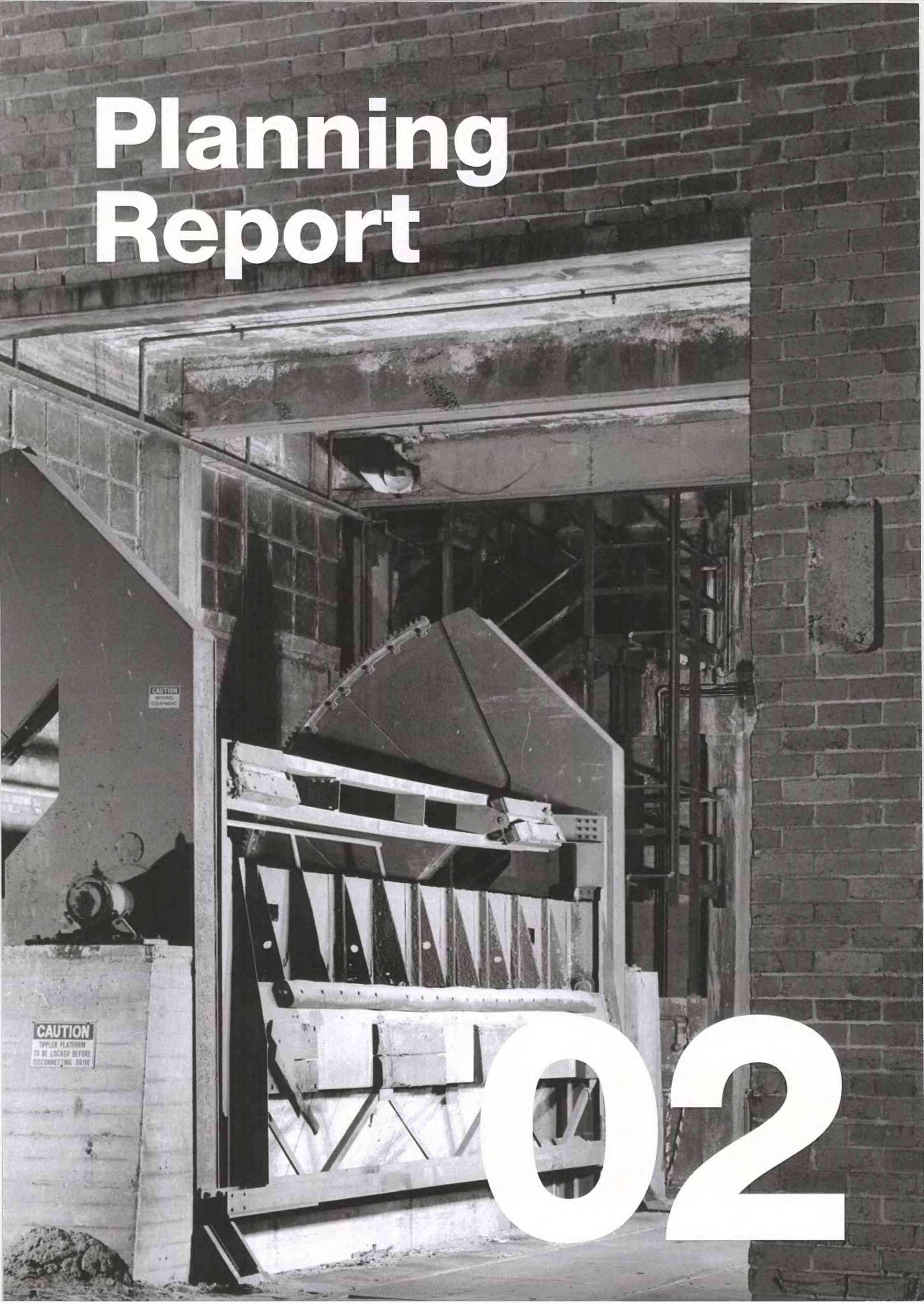
> Victorian projects include:

- Armstrong – Mt Duneed (Villawood Properties)
- Mullum Creek (Mullum Pty Ltd)
- Wyndham Harbour (Lyons Capital)
- Warralily (Armstrong Creek Development Corporation)
- Saltwater Coast (FKP)
- Murchison Village (Burbank)
- Cardinia Lakes (Peet Limited)
- Aston (Peet Limited)
- Somerfield Estate (Intrapac)
- Evergreen Waters (Simonds Developments)
- Quarters (Peet)
- The Point
- Marriott Waters

> In Victoria, the most common "score" is 4 elements, followed by 3. A total of 3 projects have achieved 6 elements in Victoria.

1 From NatHERS Starband data, www.nathers.gov.au
2 Victorian Households Energy Report, Sustainability Victoria, March 2014
3 Clean Energy Council, 2010
4 Ibid
5 Ibid
6 Department of the Water, Environment, Heritage and the Art's (DEWHA) Residential Energy Use Baseline Study for 2008
7 Victorian Households Energy Report, Sustainability Victoria, March 2014
8 From NCC BCA Volume 1, Class 2-10, Section J
9 http://www.nabers.gov.au/AnnualReport/201314-program-statistics.html
10 Victoria's Carbon Footprint, EPA Victoria
11 http://www.racv.com.au/wps/wcm/connect/racv/Internet/Primary/my+car/advice+_+information/motoring+_+the+environment/impact+of+cars+on+the+environment
12 Victorian Building Commissioner Report, Home sizes 2008-09
13 Melbourne Residential Water Use Studies, Smart Water Fund, June 2013
14 Bureau of Meteorology, www.bom.gov.au
15 Melbourne Residential Water Use Studies, Smart Water Fund, June 2013
16 Delta Group Recycling Report August 2014
17 Green Building Council of Australia, Green Star Multi-Unit Residential, v1.
18 Sustainable Design Assessment in the Planning Process, City of Yarra.
19 http://en.wikipedia.org/wiki/D-class_Melbourne_tram
20 Concrete waste at average 900kg/m3 – Building Research Association of New Zealand, http://www.branz.co.nz/cms_display.php?st=1&sn=200&pg=11589

Planning Report



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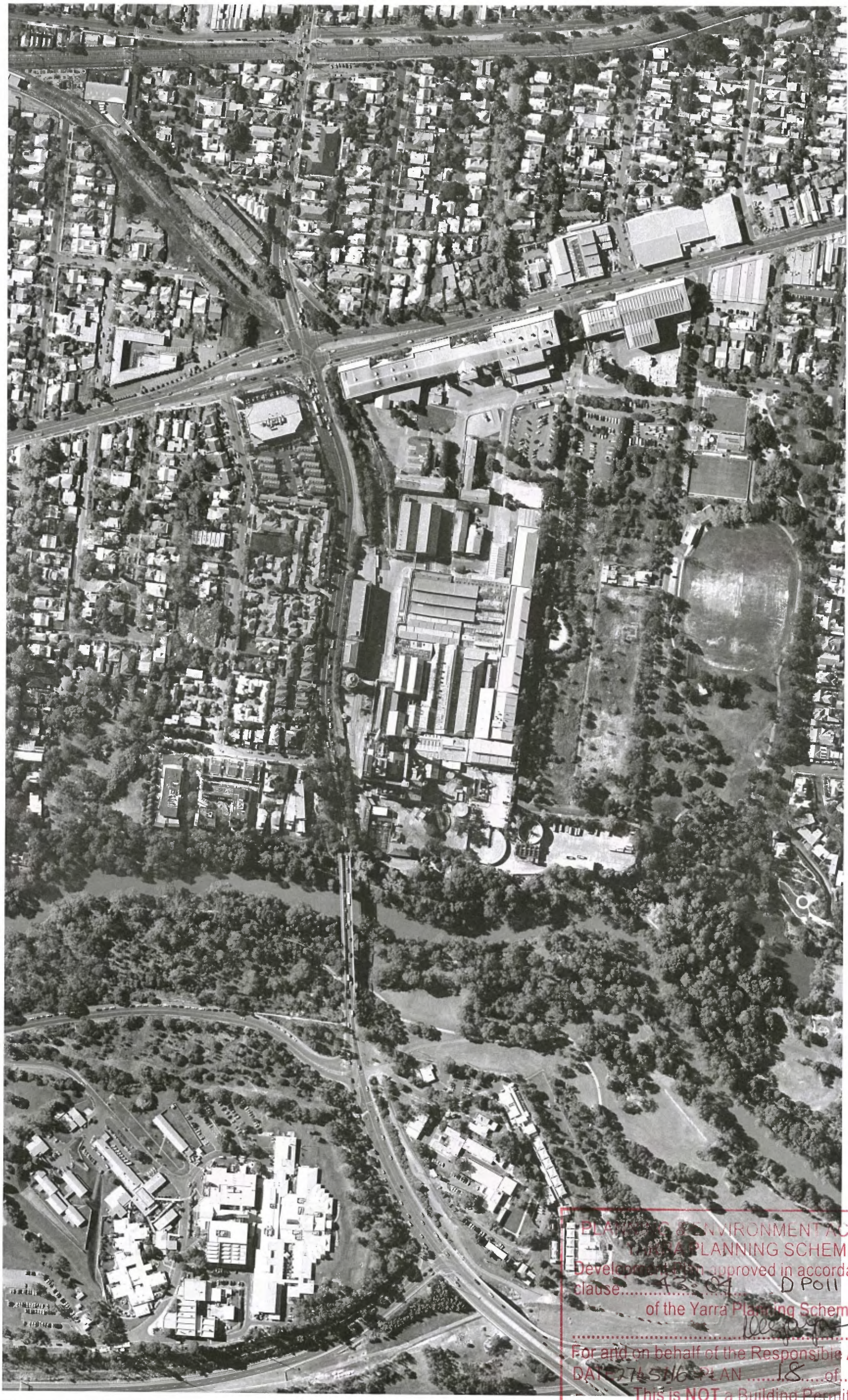

FIG. 03: AERIAL PHOTO OF THE ALPHINGTON PAPER MILL AND SURROUNDING CONTEXT (SEPTEMBER 2013)

2.0 PLANNING REPORT

2.1 CONTEXT

The former Alphington Paper Mill, also known as the AMCOR site, is located approximately 8 kilometres from the Melbourne CBD. The site comprises an area of approximately 16 hectares and includes frontage to Heidelberg Road to the north, Alphington Park to the east, the Yarra River to the south and the Chandler Highway to the west.

SUBJECT SITE

The site is currently divided into two distinct precincts known as the Main Fairfield Mill Precinct and the generally vacant land to the east bounded by Parkview Road, Lugton Street and Latrobe Avenue known as the Parkview Road precinct.

The site incorporates a fall of approximately 14 metres from north to south, with a further steeper fall of approximately 11 metres down the escarpment from the crest of the river bank to the rivers edge.

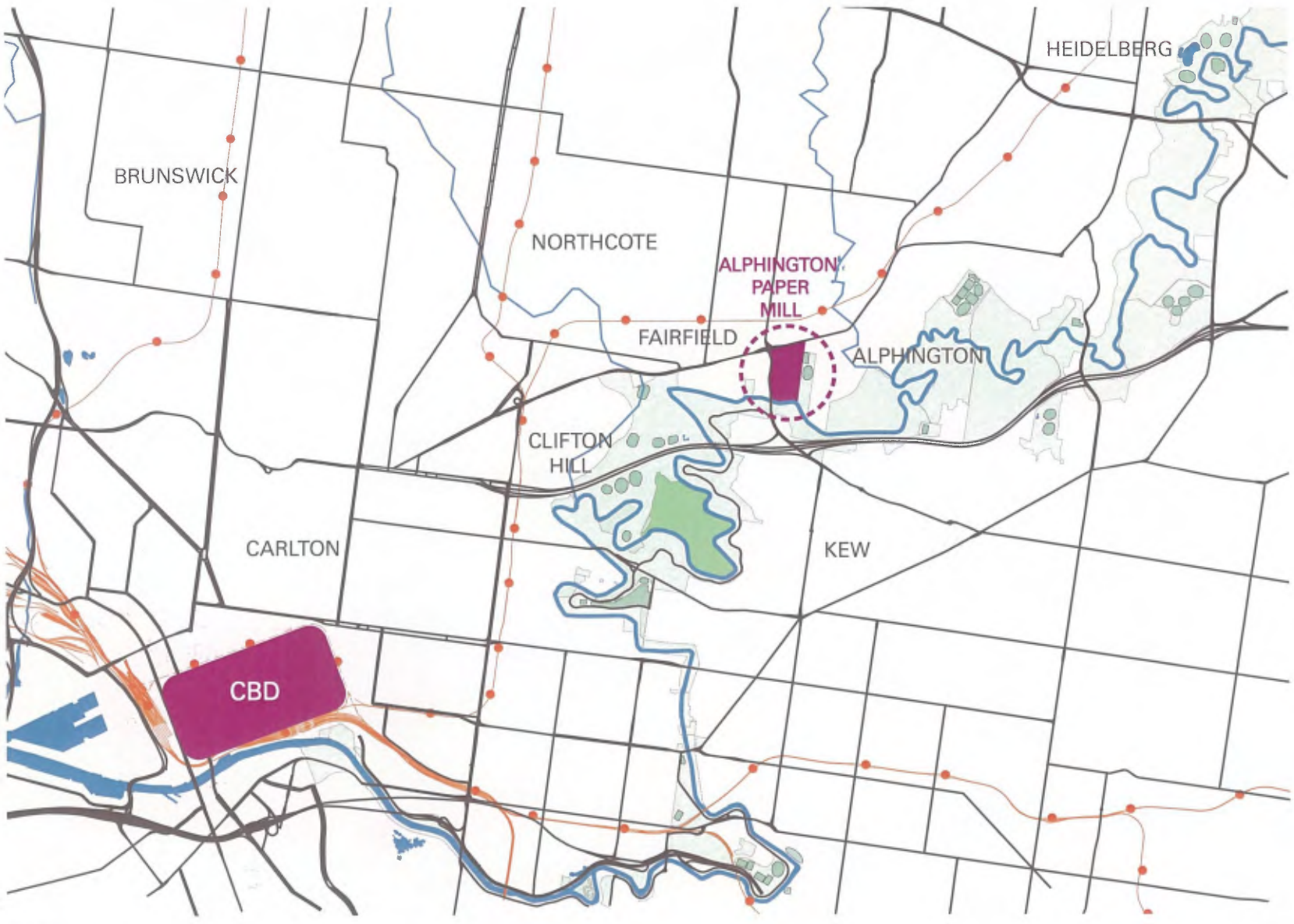

FIG. 04: LOCATION MAP OF THE ALPHINGTON PAPER MILL

2.1 CONTEXT (CONT.)

NEIGHBOURHOOD CENTRES

1. To the north-west, the Fairfield Village is identified within the Darebin Planning Scheme as a Neighbourhood Activity Centre and also as the "Station Street shops" on the Framework Plan. The Fairfield Village performs a predominantly local retail role and is located approximately 730 metres from the north-west corner of the site and to the north of the Fairfield Railway Station.

2. To the north-east is the Alphington Village and the "Darebin Enterprise Centre". The Alphington Village comprises a range of small commercial properties centred around the Alphington Railway Station. The Darebin Enterprise Centre is located to the east of Alphington Village and to the north of the Alphington Railway Station and railway line. The Darebin Planning Scheme identifies this area as a "Secondary Industrial / Employment Precinct" within the municipality.

3. To the south, the Boroondara Planning Scheme identifies Willsmere Village (approximately 1.2km to the south-east) as a Neighbourhood Activity Centre – Level 3 and Kew Junction (approximately 2.3km to the south) as a Major Activity Centre.

COMMUNITY INFRASTRUCTURE

Existing education centres within proximity to the site include:

4. Alphington Primary School to the east.
5. Alphington Grammar School to the north-east.
6. Fairfield Primary School to the north-west.
7. St Anthony's School to the north-west.
8. NMIT Fairfield Campus.

Nearby community infrastucture to the south of the Yarra River includes:

9. Guide Dogs Victoria facility.
10. Royal Talbot Rehabilitation Centre.

OPEN SPACE

The site is located within close proximity to existing public open spaces.

These include:

11. Alphington Park, including the Alphington Bowling Club, to the east across Parkview Road.
12. Latrobe Golf Club to the east.
13. Willsmere Chandler Park across the Yarra River to the south.
14. Yarra Bend Park across the Yarra River to the south-west.
15. Coate Park to the east across the Chandler Highway and accessed via Rex Avenue and Coate Avenue.
16. Darebin Parklands to the north-east.

The site is also located in close proximity to

17. Fairfield Boat House and Cafe 1.1km to the west.

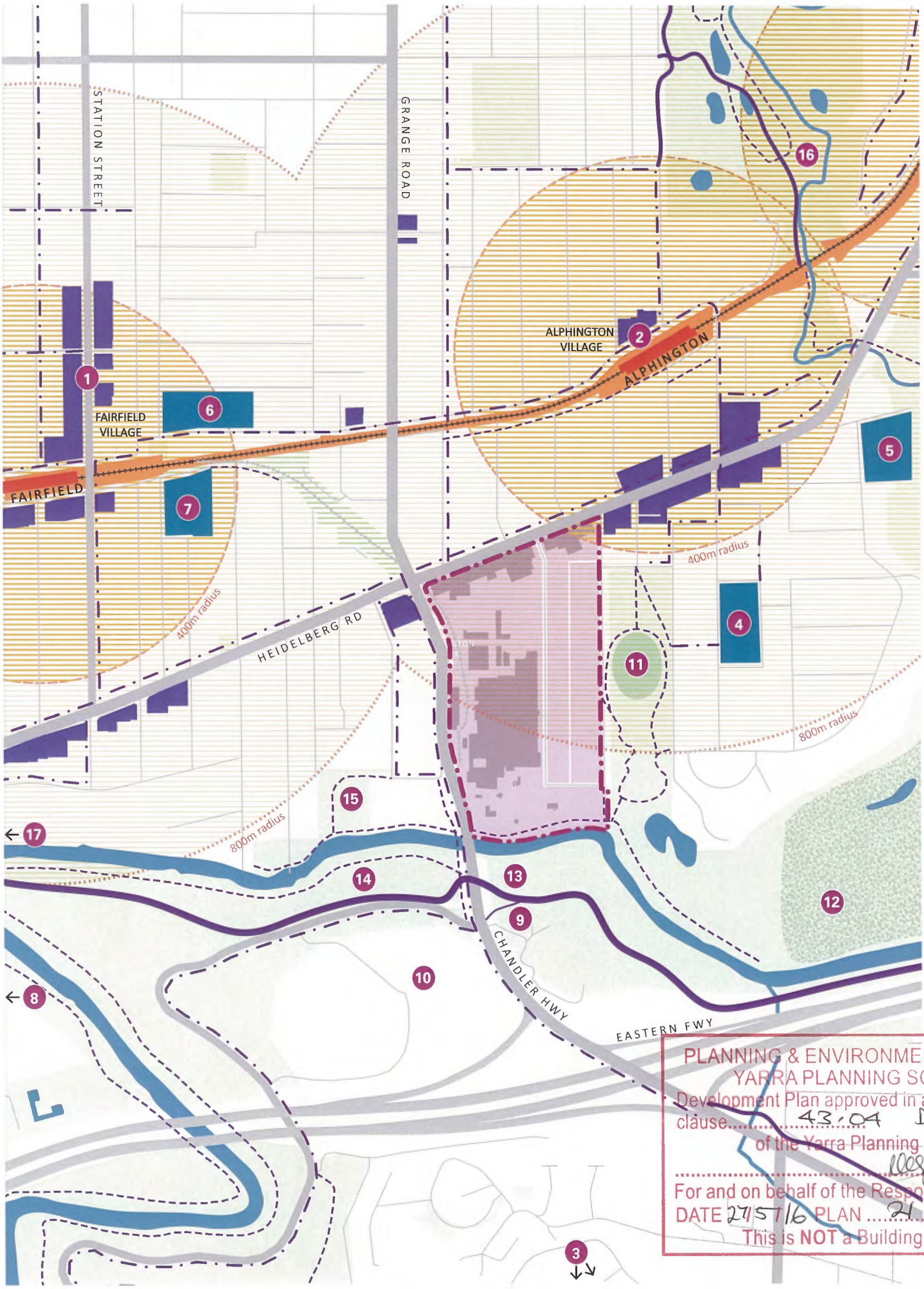

FIG. 05: SURROUNDING NEIGHBOURHOOD

- 'Alphington Park' Subject Site
- School
- Commercial or Retail Use
- Open Space Corridor
- Golf Course
- Water Course
- Main Yarra Trail
- On-Road Bike Route
- Shared Walking & Cycle Track
- Freeway
- Arterial Road
- Local Traffic Street
- Train Station and Rail Line
- Train Corridor
- 400m Radius from Station
- 800m Radius from Station
- Outer Circle Line (Disused)
- Potential Pedestrian Connection (by others)

2.1 CONTEXT (CONT.)

EXISTING SITE PRECINCTS

The existing site is composed of two general precincts.

MAIN FAIRFIELD MILL PRECINCT

The site currently contains buildings and plant that comprise the former paper mill and recycling facility. Key existing buildings include the tank and pump house structures close to the Yarra River banks (1), the 1954 boiler station (2), and the F6 paper machine building (3) and waste paper facility (4) along Heidelberg Road. Other existing building include the boiler stations, stack and clarifiers, the paper machine buildings (5) F1, F2 and F3, post war buildings along Latrobe Avenue and the remnant railway sidings (6).

PARKVIEW ROAD PRECINCT

The land to the east is bounded by an access road to the north, Parkview Road to the east, Lugton Street to the south and Latrobe Avenue to the west. A paved carparking area (7) is located to the north of the vacant area and to the south of the east-west access between Latrobe Avenue and Parkview Road. The majority of this land is enclosed by mesh fencing that does not necessarily align with the title boundaries.

The precinct excludes the City of Yarra road reserves and proposed to close a "night cart" lane that runs parallel to and between Parkview Road and Latrobe Avenue.

EXISTING TITLES

The site comprises 62 individual parcels of land with frontages to Heidelberg Road, Parkview Road, Lugton Street, Latrobe Avenue, Chandler Highway and the Yarra River. Easements encumber four titles within the Main Fairfield Mill precinct and one title within the Parkview Road precinct for the purposes of drainage and sewerage in favour of the Melbourne Metropolitan Board of Works.

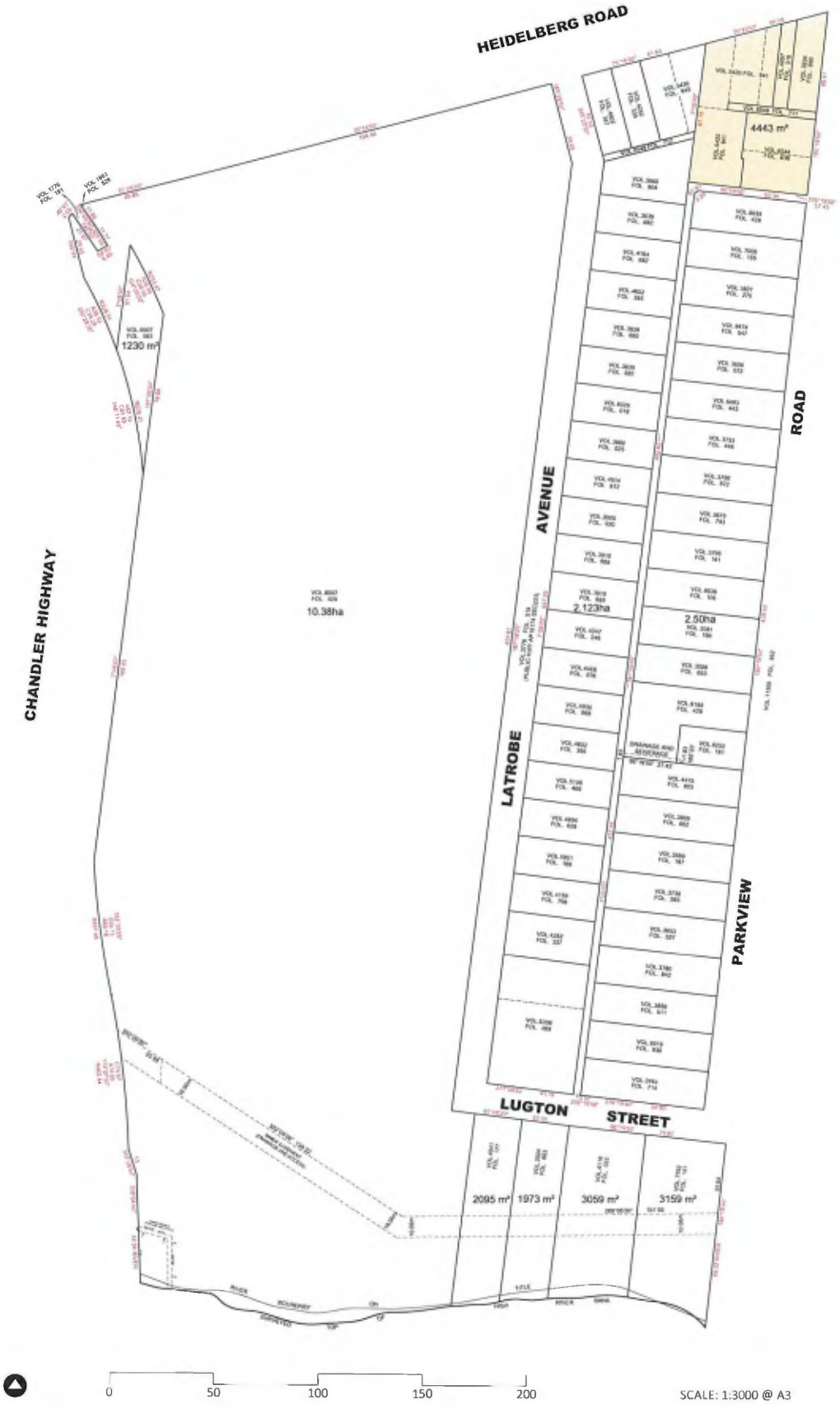

FIG. 06: TITLE PLAN

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04. DPO11 of the Yarra Planning Scheme
.....
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 22 of 162
This is NOT a Building Permit

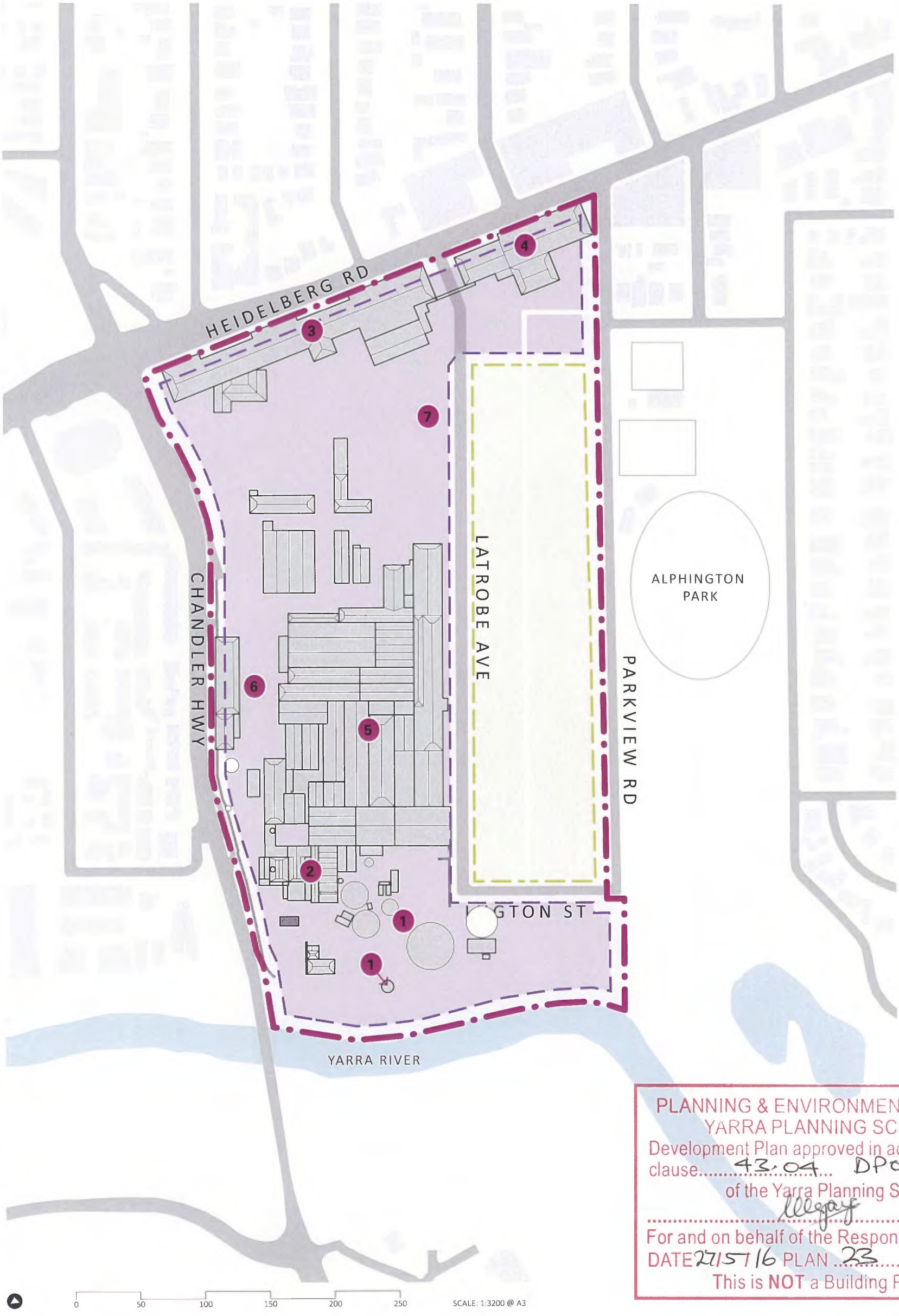

FIG. 07: SITE BOUNDARY AND PRECINCTS

- Title Boundary
- Main Fairfield Mill Precinct
- Parkview Road Precinct
- Existing Buildings

EXISTING BUILDINGS

1	TANK AND PUMPHOUSE STRUCTURES	5	PAPER MACHINE BUILDINGS
2	1954 BOILER STATION	6	RAILWAY SIDINGS
3	F6 MACHINE BUILDING	7	CAR PARKING AREA
4	F6 WASTER PAPER PLANT		

2.1 CONTEXT (CONT.)

HISTORICAL USE

The existing buildings and industrial elements across the site are comprised into the following categories, which describe their historical thematic use:

1. **'Site Administration'** buildings to the north of the site which include the canteen, Medical Centre, Administration Offices and Workshop Buildings.

2. **'Paper Manufacture'** buildings, which include Machine Rooms and Waste Paper Plants and comprise the majority of buildings on site. Through a process of accretion over several decades of development, a tight cluster of buildings formed at the centre of the site, radiating outwards from the original Boiler House. A number of taller and more recent building additions flank the edges of the site on Chandler Highway, Heidelberg Road and Latrobe Avenue.

3. **'Transportation'** elements which include the remnant rail sidings from the outer circle train line, vehicle parking areas, road systems, gatehouse and weighbridges.

4. **'Power Generation'** buildings to the south of the site which house a number of boilers and turbines which once generated and distributed power to the rest of the paper mill. These historically significant buildings include the original Boiler House built in 1919, the Australian Paper Mills Boiler House built in 1954 and the 'Coal tippler' building.

5. **'Water Supply'** buildings and elements to the south of the site which house vast water systems and infrastructure required for the paper manufacturing process. This includes the River Pump House built into the Yarra River escarpment, the Mill Pump House and a water processing plant comprising several industrial water tanks.

Note that further details of heritage significance for various structures within the site are discussed in the Conservation Management Plan in Volume 2 of this report.

EXISTING CONTAMINATION

An environmental auditor has been appointed by the proponent and a detailed methodology for dealing with site contaminants and their removal has been approved by the environmental auditor and submitted as part of this Development Plan. For further details please refer to the *Former Amcor Paper Mill Alphington Site Remediation Strategy* dated May 2014 and the *Addendum* dated 24 October 2014 and August 2015 prepared by GHD. Details of any known contamination are identified within these documents.

1

2

3

4a

4b

5

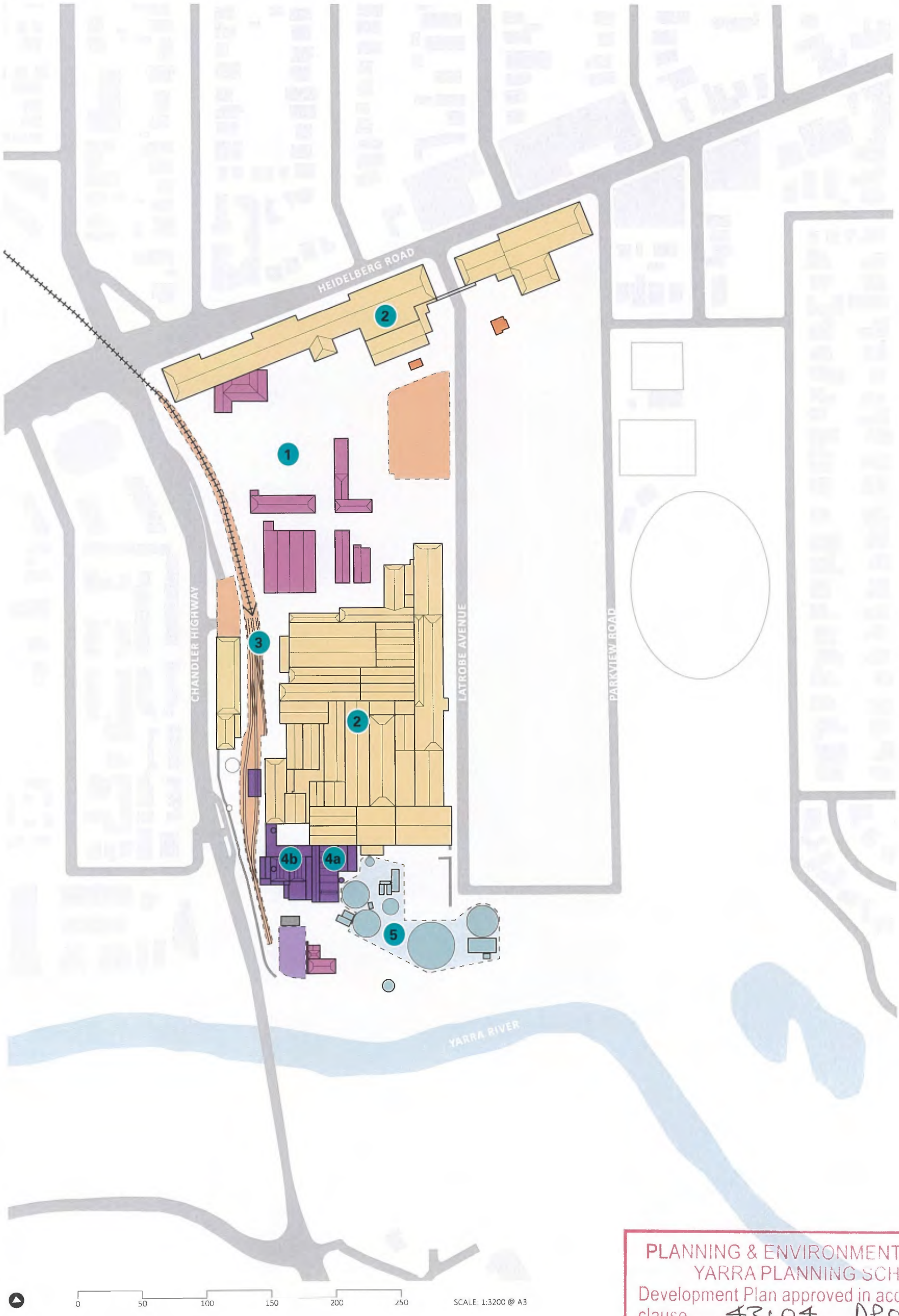

FIG. 08: HISTORICAL THEMATIC USE

- Paper Manufacture
- Transportation
- Site Operations
- Power Generation
- Water Supply

2.1 CONTEXT (CONT.)

BUILDING HEIGHTS

The existing buildings on site vary in height from 1 to 14 storeys.

The buildings that line the edge of Chandler Highway to the west, Heidelberg Road to the north, and Latrobe Avenue to the east range in height from 4 to 6 storeys and are significantly taller than the majority of buildings on the site.

The tallest building on site is the 1954 Boiler House located to the south of the site.

Buildings of significant height:

1. River Pump House
2. Waste Paper Slushing Plant
3. F5 Machine Room
4. F6 Machine Room
5. 1954 Boiler House

1

2

3

4

5

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DPO11
of the Yarra Planning Scheme
.....
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 26 of 162
This is NOT a Building Permit

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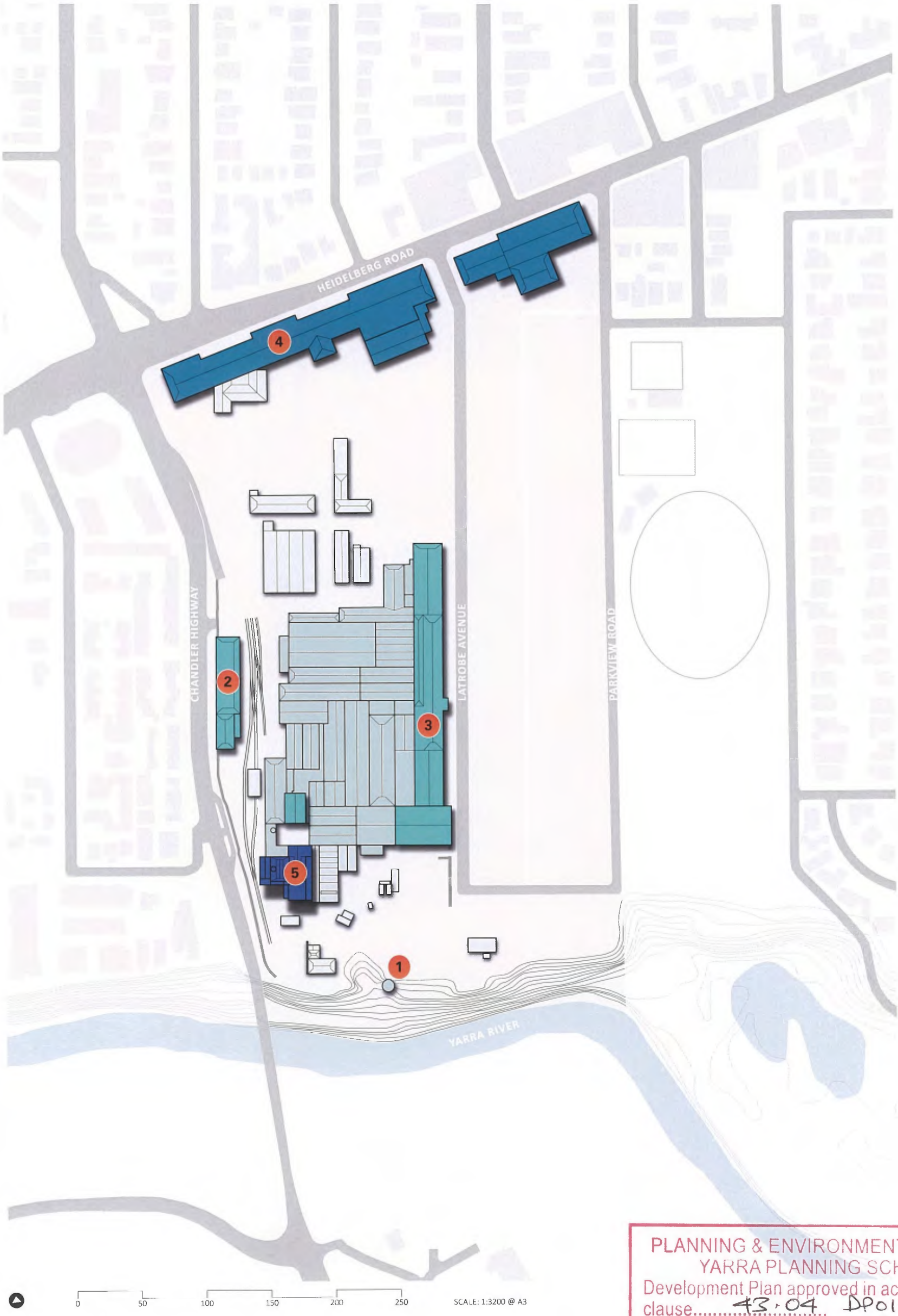

FIG. 09: EXISTING BUILDING HEIGHTS

2.1 CONTEXT (CONT.)

EXISTING VEGETATION

The existing vegetation on site has been assessed by Tree Logic Pty Ltd who have prepared a report dated 28 August 2013. The report identifies key or significant trees on the site and their associated tree protection requirements during demolition works.

Forty-four (44) trees were identified as being of medium or higher arboricultural value. Of those 44 trees, five were assessed as being remnant indigenous species that must be protected during demolition and considered for retention during design development. These five trees, which are included in the higher significance category, are highlighted on the map opposite.

Not all of these trees will be suitable for long term retention due to their condition or their location near to existing structures that will be removed. Further discussion is provided within the technical report.

Refer to Chapter 4 Landscape Concept Plan for a summary of the Arborists report and a full list of significant trees.

Tree No.	Species	Arbocultural Rating
1	*Lophostemon Confertus* (QLD Brush Box)	High
2	*Lophostemon Confertus* (QLD Brush Box)	High
3	*Corymbia maculata* (Spotted Gum)	Moderate
4	*Corymbia maculata* (Spotted Gum)	Moderate
5	*Corymbia maculata* (Spotted Gum)	Moderate
6	*Eucalyptus cladocalyx* (Sugar Gum)	Moderate
7	*Corymbia maculata* (Spotted Gum)	Moderate
8	*Corymbia maculata* (Spotted Gum)	High
9	*Corymbia maculata* (Spotted Gum)	High
10	*Corymbia maculata* (Spotted Gum)	Moderate
11	*Melia azedarach* (White Cedar)	Moderate
12	*Eucalyptus cladocalyx* (Sugar Gum)	High
13	*Corymbia maculata* (Spotted Gum)	High
14	*Corymbia maculata* (Spotted Gum)	High
15	*Corymbia maculata* (Spotted Gum)	Moderate
16	*Phoenix caneriensis* (Canary Island Date Palm)	Moderate
17	*Corymbia maculata* (Spotted Gum)	Moderate
18	*Corymbia maculata* (Spotted Gum)	Moderate
19	*Corymbia maculata* (Spotted Gum)	Moderate
20	*Corymbia maculata* (Spotted Gum)	Moderate
21	*Corymbia maculata* (Spotted Gum)	Moderate
22	*Corymbia maculata* (Spotted Gum)	Moderate
23	*Eucalyptus robusta* (Swamp Mahogany)	Moderate
24	*Corymbia maculata* (Spotted Gum)	Moderate
25	*Eucalyptus botryoides* (Southern Mahogany)	Moderate
26	*Eucalyptus camaldulensis* (River Red Gum)	Moderate
27	*Corymbia maculata* (Spotted Gum)	Moderate
28	*Grevillea robusta* (Silky Oak)	Moderate
29	*Corymbia maculata* (Spotted Gum)	Moderate
30	*Corymbia maculata* (Spotted Gum)	Moderate
31	*Corymbia maculata* (Spotted Gum)	Moderate
32	*Corymbia maculata* (Spotted Gum)	Moderate
33	*Corymbia maculata* (Spotted Gum)	Moderate
34	*Corymbia maculata* (Spotted Gum)	Moderate
35	*Corymbia maculata* (Spotted Gum)	Moderate
36	*Corymbia maculata* (Spotted Gum)	Moderate
37	*Eucalyptus camaldulensis* (River Red Gum)	Moderate
38	*Eucalyptus microcorys* (Tallow Wood)	Moderate
39	*Eucalyptus camaldulensis* (River Red Gum)	High
40	*Eucalyptus camaldulensis* (River Red Gum)	High
41	*Eucalyptus botryoides* (Southern Mahogany)	Moderate
42	*Eucalyptus biocostata* (Victorian Blue Gum)	Moderate
43	*Phoenix caneriensis* (Canary Island Date Palm)	Moderate
44	*Phoenix caneriensis* (Canary Island Date Palm)	Moderate

FIG. 10: TREE LOGIC ARBORICULTURAL RATING OF EXISTING TREES

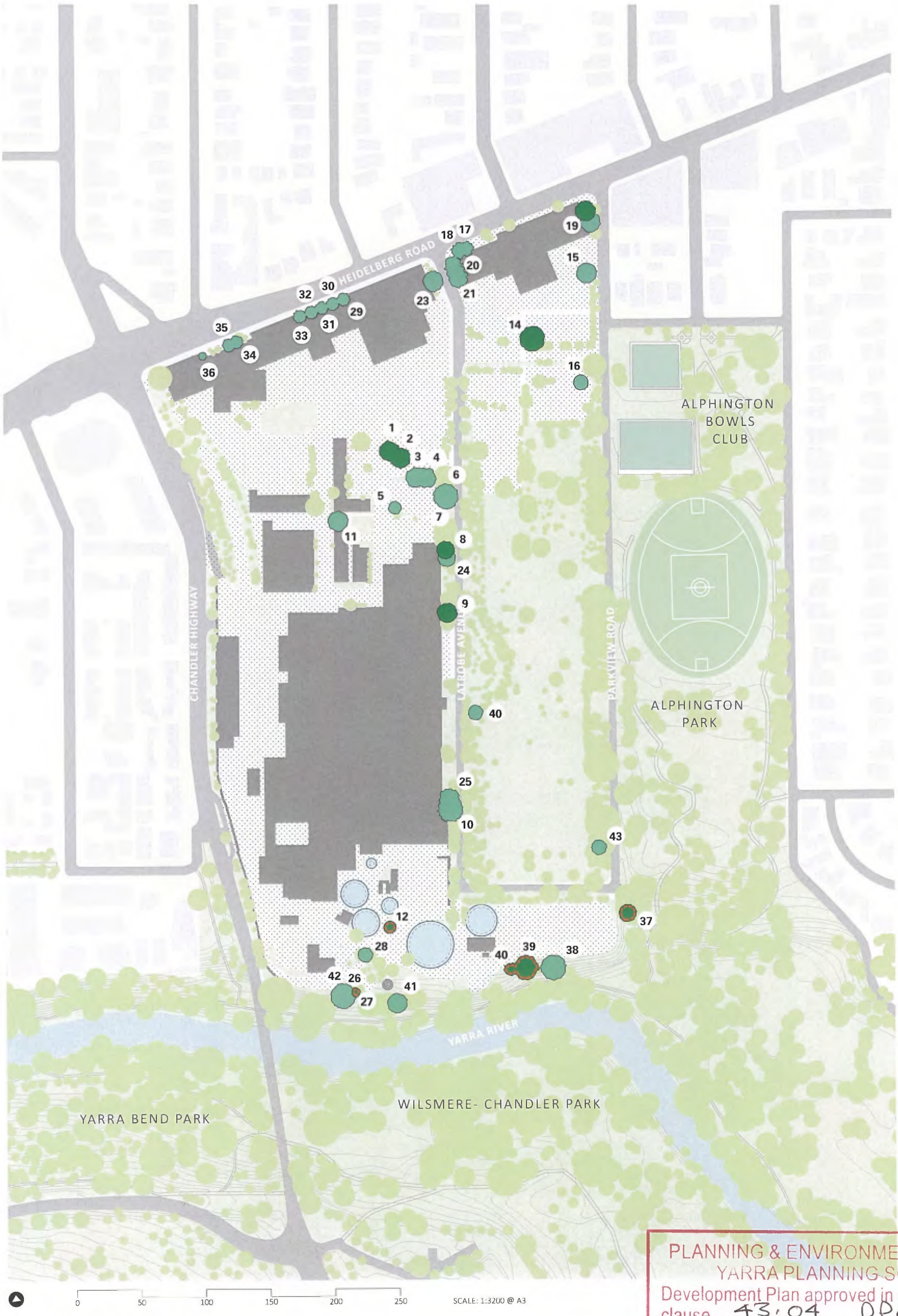

FIG. 11: SIGNIFICANT LANDSCAPE

Existing Vegetation
Hard Landscaping on Site
Water Tank
Existing Tree - High Significance
Existing Tree - Medium Significance
Remnant Indigenous Species

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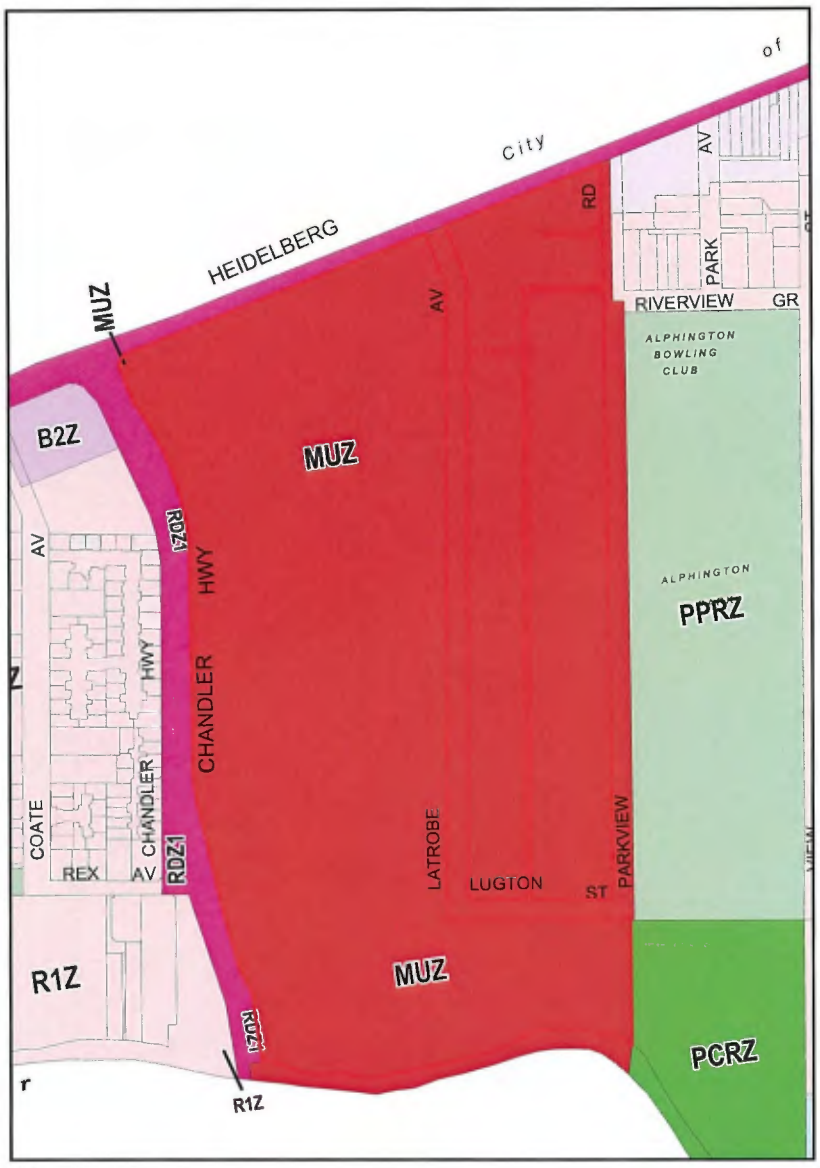


FIG. 12: PLANNING ZONES

2.2 PLANNING

The site is located within the City of Yarra and within close proximity to three other municipalities. These are:

- City of Darebin to the north of Heidelberg Road;
- City of Banyule to the east across the Darebin Creek; and
- City of Boroondara to the south across the Yarra River.

YARRA PLANNING SCHEME PROVISIONS

The Yarra Planning Scheme sets out the planning controls that apply to the site.

STATE PLANNING POLICY FRAMEWORK

Plan Melbourne is the new Metropolitan Planning Strategy that replaced Melbourne 2030 in 2014. Plan Melbourne articulates the Victorian State Government's vision for the City to 2050 and seeks to deliver five subregional housing strategies. Each subregional strategy will guide the Council's to deliver density in defined locations. Nearby Activity Centres are Ivanhoe, located within the Northern Subregion and Kew Junction located within the Eastern Subregion.

The subject site is located within the "Central Subregion" which includes the Municipalities of Melbourne, Stonnington, Maribyrnong, Port Phillip and Yarra. The subject site is identified as an "Urban Renewal Area" where high levels of residential growth are anticipated. Urban renewal activities are envisaged to create opportunities for increased housing diversity, employment and community services. This is also reflected throughout the State Planning Policy Framework.

The Strategy seeks to make "better use of existing assets". This will include the redevelopment of under-utilised and well located urban areas. The creation of "20 minute neighbourhoods" will be encouraged to provide access to local shops, schools, parks, jobs and a range of community services within 20 minutes of home. Housing choice and affordability is also sought to be improved by providing increased housing supply. More sustainable development within the metropolitan area will assist in accommodating the level of growth sought.

LOCAL PLANNING POLICY FRAMEWORK

The Municipal Strategic Statement identifies opportunities for redevelopment of under-utilised sites within the Municipality. Clause 21.08-6 identifies the site as a strategic site where redevelopment is encouraged that *". . . contributes positively to the urban fabric and public domain of Yarra, and where subject to the Heritage Overlay, protects the heritage of the site and of the area"*.

In terms of Council's Local Planning Polices, Clause 22.02 sets out Development Guidelines for Sites Subject to the Heritage Overlay. The Built Form and Design Policy at Clause 22.01 relates to those parts of the land not covered by the Heritage Overlay. Public open space contributions are addressed at Clause 22.12.

ZONE AND OVERLAYS

The site is included within the Mixed Use Zone and is affected by the following overlays:

- Development Plan Overlay – Schedule 11 (AMCOR Site, Heidelberg Road, Alphington).
- Design and Development Overlay – Schedule 1 (part) (Yarra River Corridor – Inclusive of Merri and Darebin Creeks).
- Environmental Audit Overlay (part).
- Environmental Significance Overlay – Schedule 1 (part).
- Land Subject to Inundation Overlay (part).
- Heritage Overlay.

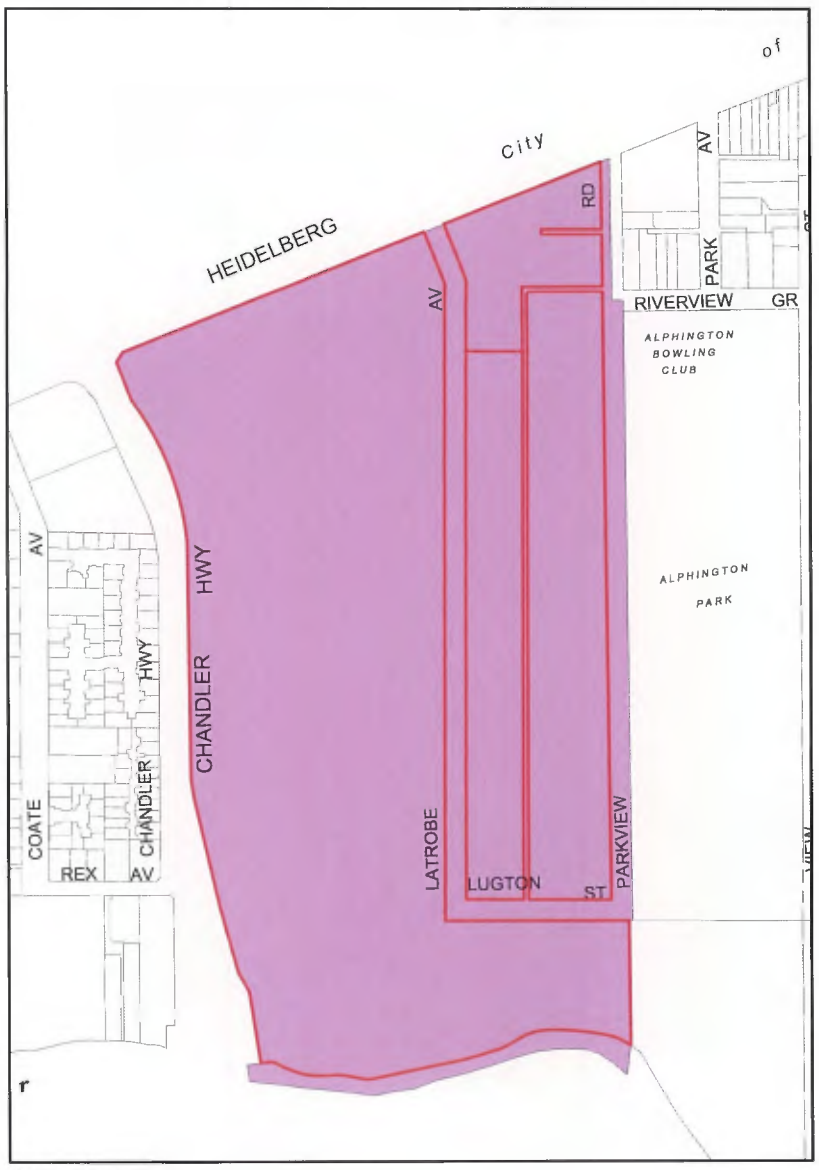


FIG. 13: DEVELOPMENT PLAN OVERLAY

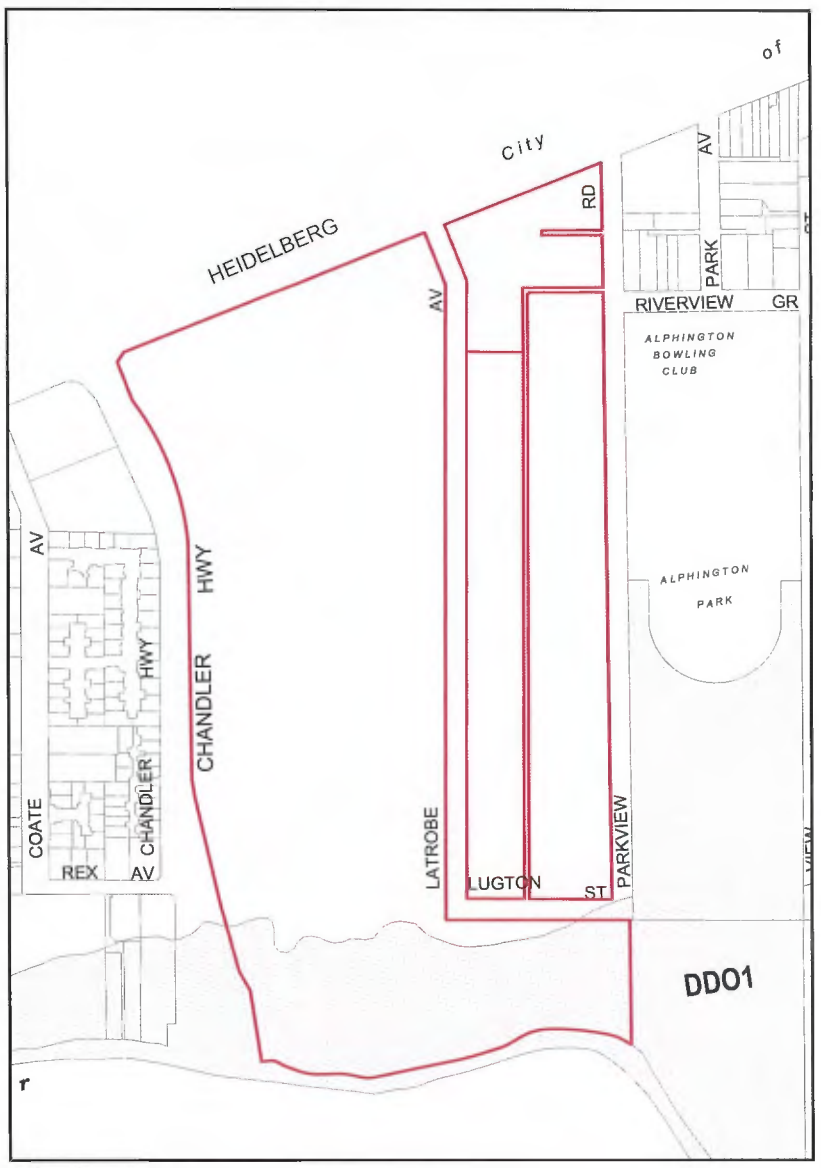


FIG. 14: DESIGN AND DEVELOPMENT OVERLAY

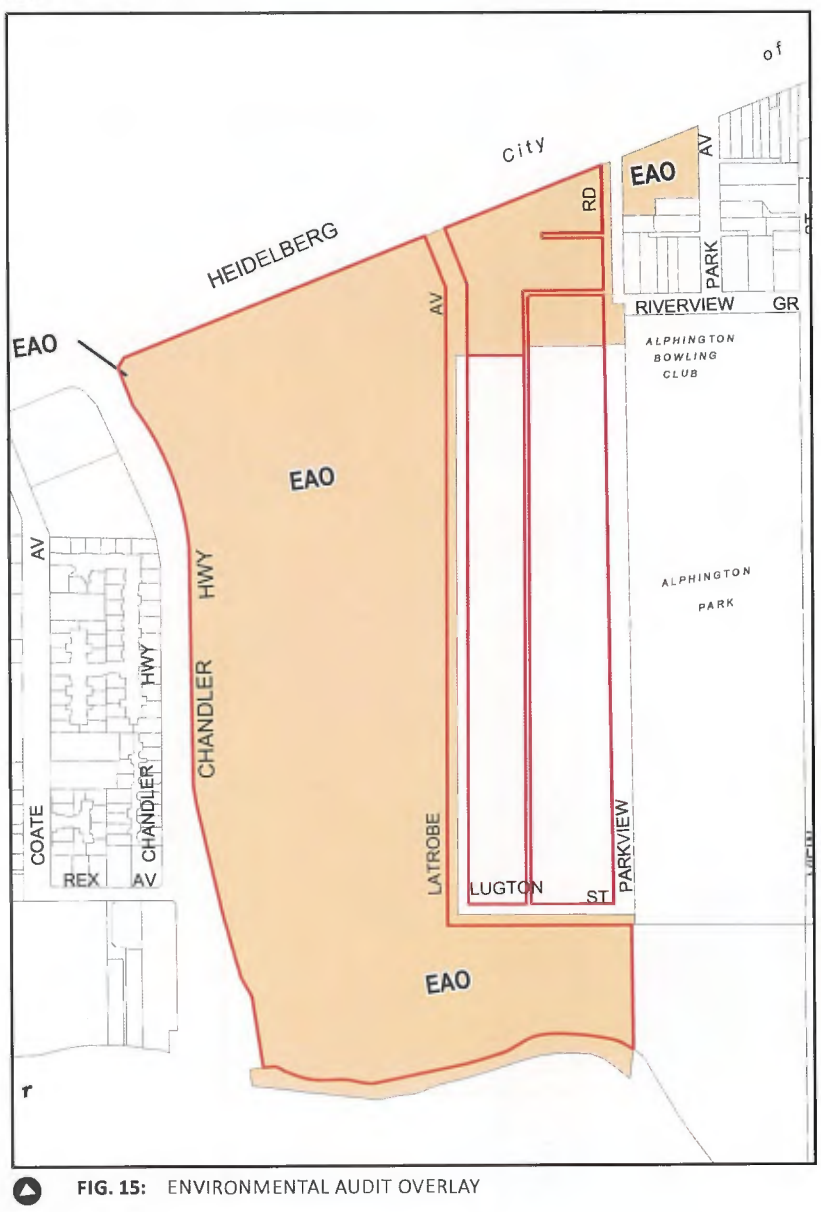


FIG. 15: ENVIRONMENTAL AUDIT OVERLAY

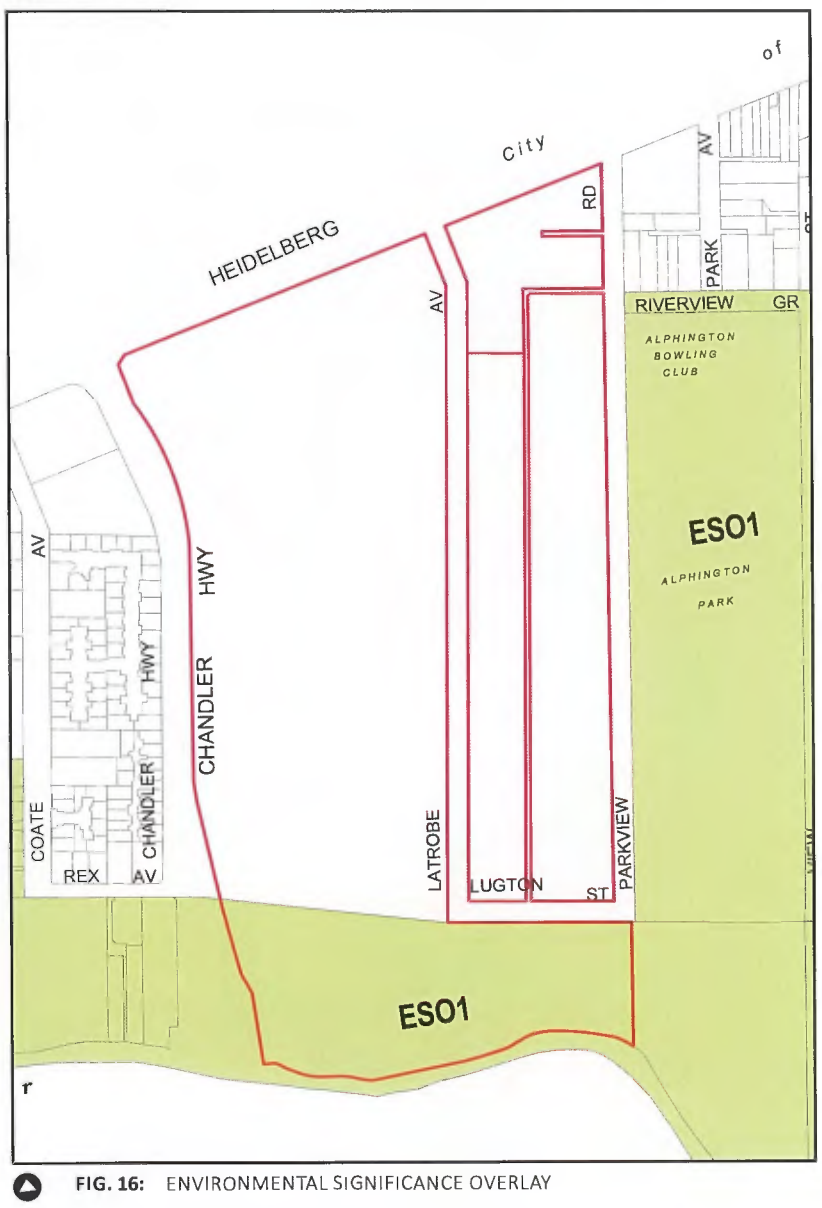


FIG. 16: ENVIRONMENTAL SIGNIFICANCE OVERLAY

2.2 PLANNING CONTEXT (CONT.)

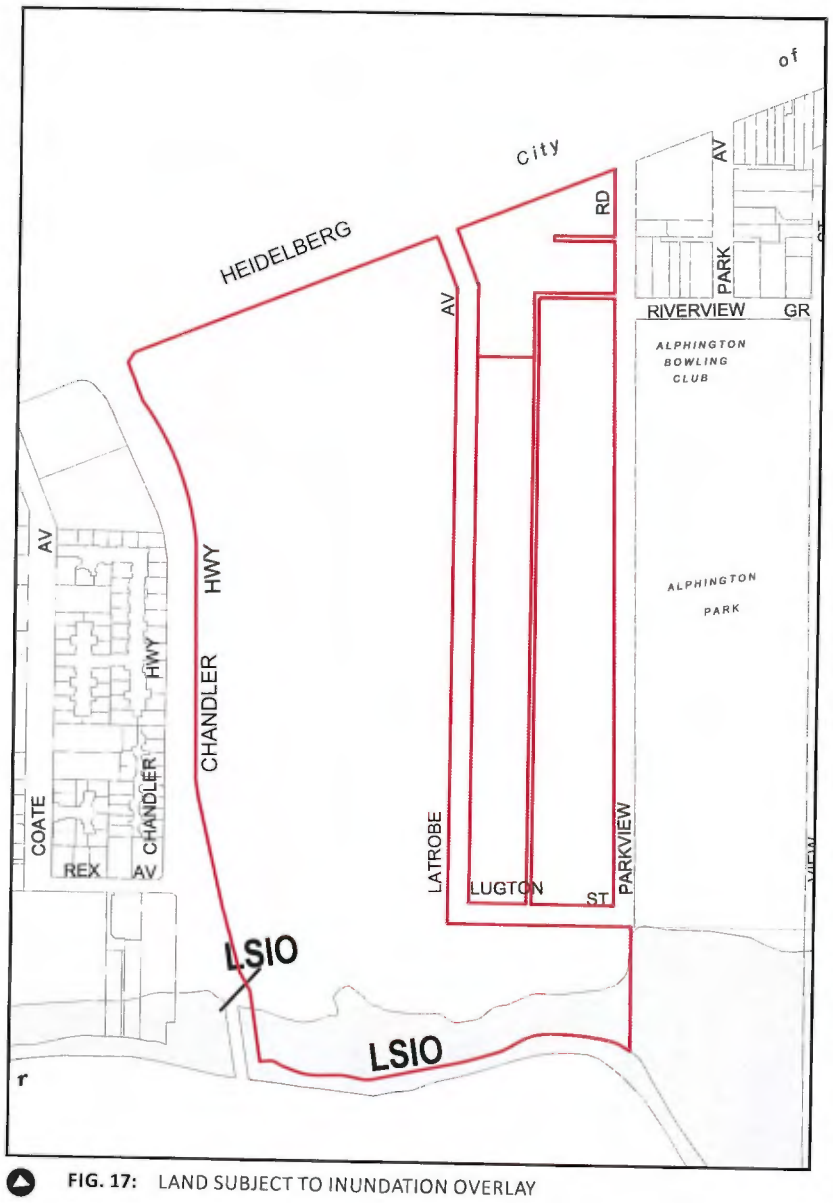


FIG. 17: LAND SUBJECT TO INUNDATION OVERLAY

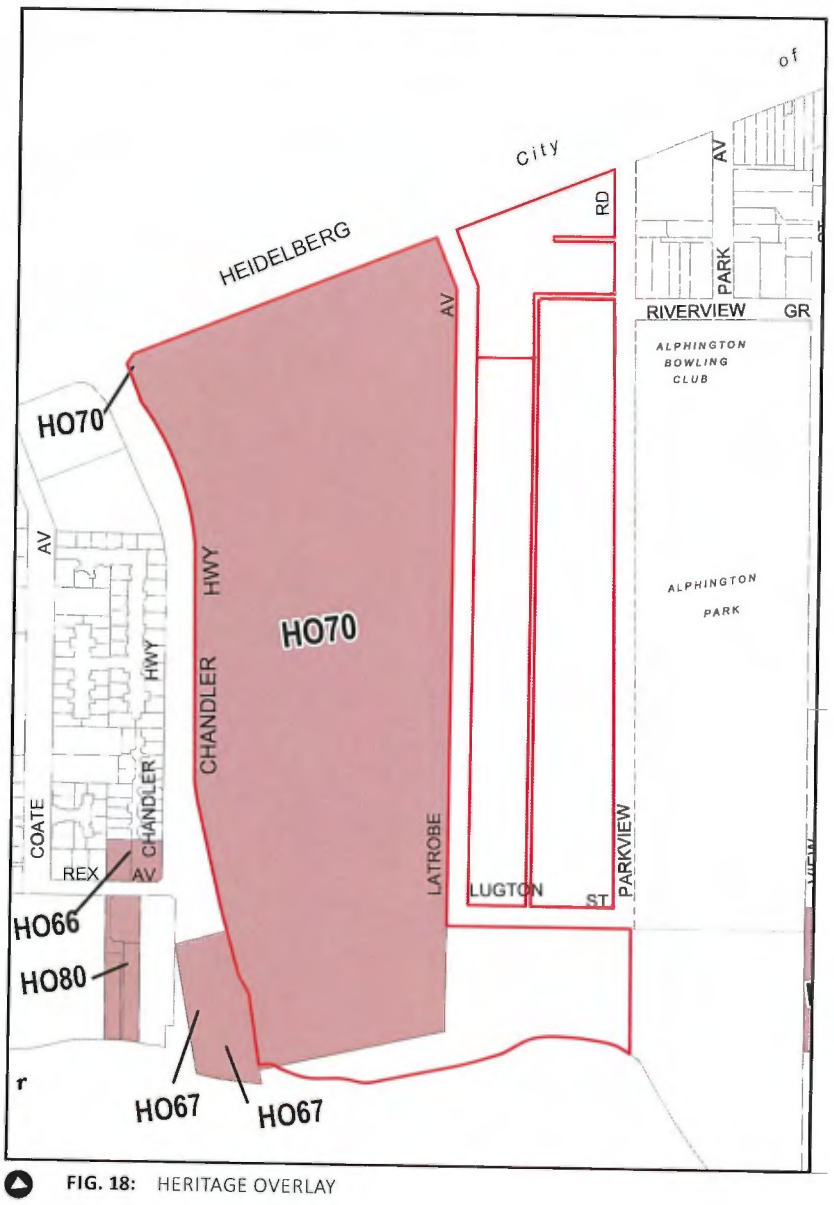


FIG. 18: HERITAGE OVERLAY

FIG. 19: EXISTING USES ON ADJOINING LAND

ADJOINING LAND USE

The site's immediate surroundings are primarily comprised of residential allotments with a commercial corridor running along portions of Heidelberg Road, including office, retail and hospitality uses.

Alphington Park to the east of the site accommodates community use buildings such as the Alphington Bowls Club and the Alphington Park Pavilion.

TRANSPORT AND MOVEMENT

LOCAL PUBLIC TRANSPORT

The site is well serviced by several public transport options, situated in close proximity to two train stations and with several bus routes running along its bounding roads.

1 Three bus routes currently provide access to the site. The Route 546 bus from the Queen Victoria Market to Heidelberg travels along Heidelberg Road to the north. The Route 340 travels from La Trobe University to the city and the Route 609 travels from Hawthorn to Fairfield via Kew, with both services travelling along Chandler Highway to the west.

2 The Alphington Railway Station on the Hurstbridge line is located approximately 300 metres to the north-east of the site and is within 420 metres walking distance from the north eastern corner of the site. The majority of the site is located within a 10 minute walk of the Alphington Station.

3 The Fairfield Railway Station is within 850 metres walking distance from the north-west corner of the site. Given its greater distance, it is less likely to be used as the main rail link for the development. A potential pedestrian link (provided by others) along the disused Outer Circle train line may strengthen a new pedestrian axis from the site through to Fairfield Station and Fairfield Village shopping precinct.

WALKING AND CYCLING CONNECTIONS

The site is situated on the banks of the Yarra River, and adjacent to Alphington Park with several walking and cycling routes traversing the site and its surrounding landscape.

4 The Main Yarra Trail is a major cycling and walking route which runs along the southern bank of the Yarra River and passes through Yarra Bend Park to the south-west and Willsmere Chandler Park to the south. The 35km trail connects Southbank to the Mullum Mullum creek in Templestowe.

5 A shared bicycle and walking path runs along the northern bank of the Yarra within the Alphington site boundaries and connects through to Rex Avenue and Coate Park to the west and Alphington Park and Latrobe Golf Club to the east.

6 A number of paths cross through Alphington Park, linking the site with the eastern portion of Alphington.

7 An access laneway east of Alphington Park, allows a direct linkage from Alphington Paper Mill through to Alphington Primary School to the east.

8 There is an on-road bicycle lane on the west side of Chandler Highway which continues up along Yarra Boulevard to the south west. There are on-road bicycle lanes that run along both sides of Heidelberg Road.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DP011
of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 34 of 162
This is NOT a Building Permit

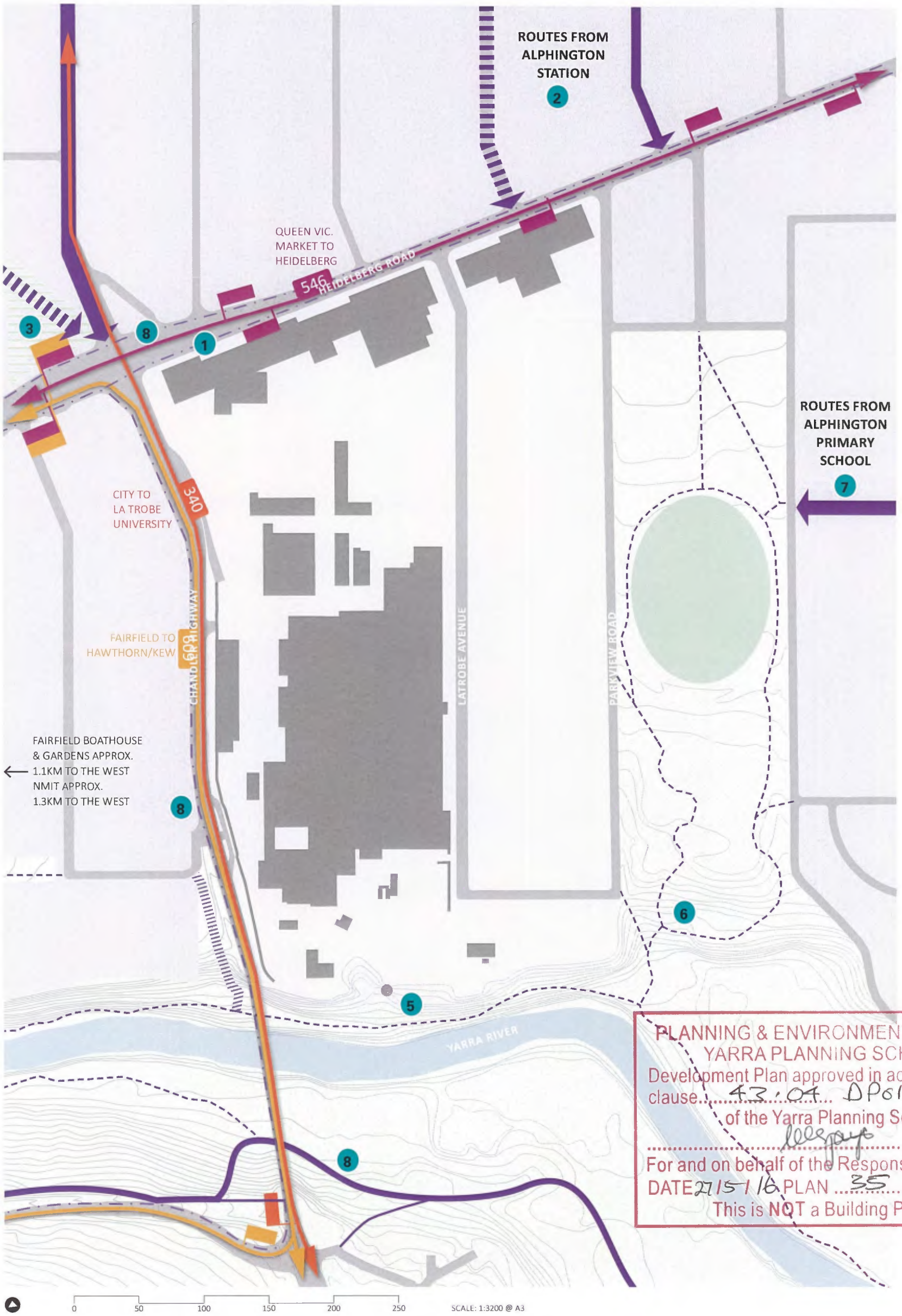


FIG. 20: TRANSPORT AND MOVEMENT

340 Bus Route
Existing Bus Stop
On-Road Bike Route
Shared Walking/Bike Track
Main Yarra Bike Trail
Steps
Potential Future Pedestrian Route (by others)
Existing Pedestrian Route
Green Corridor
Outer Circle Line (Disused)

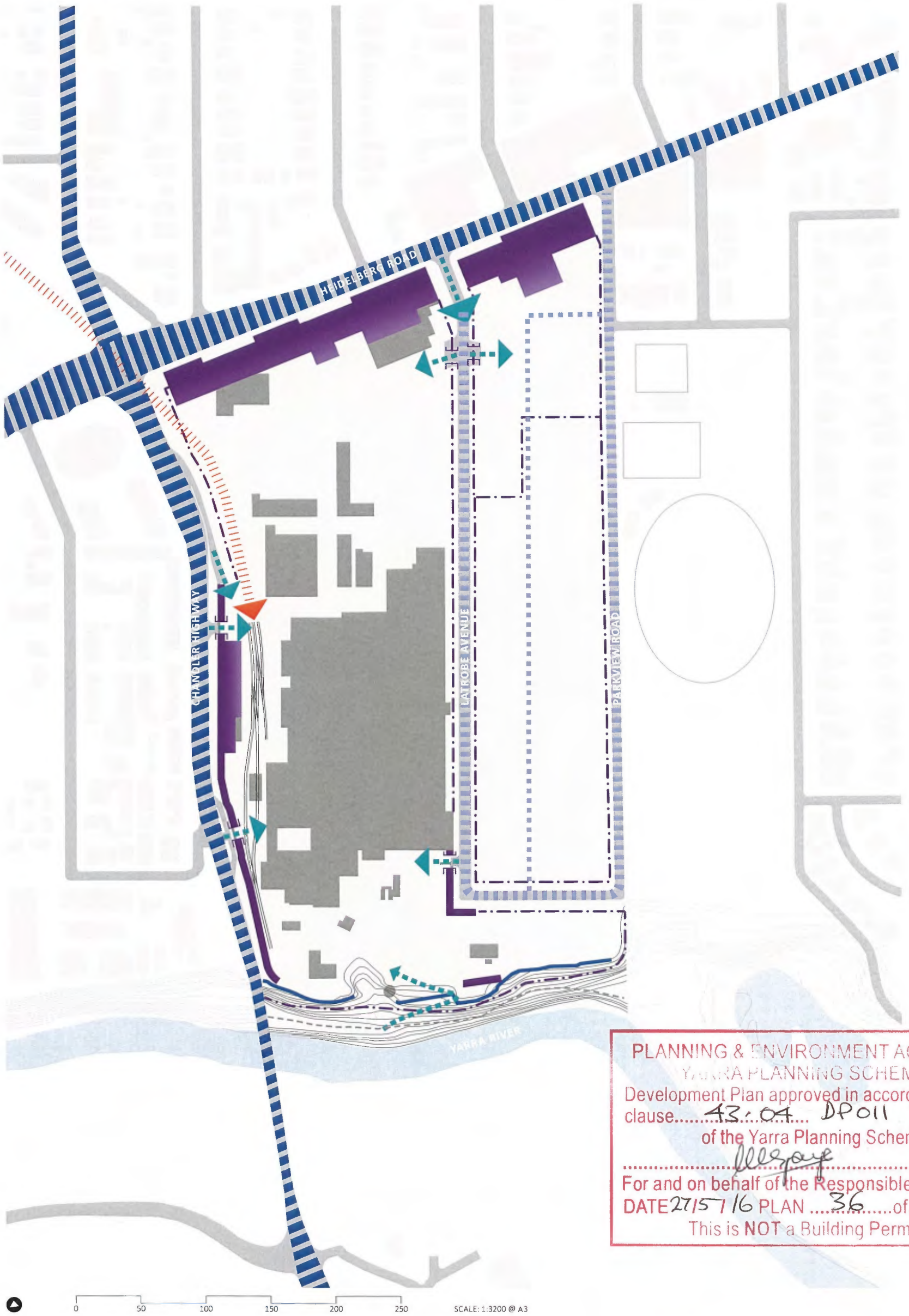


FIG. 21: EXISTING SITE ACCESS

The boundaries of the site are generally identified on the ground by perimeter building walls, high brick fencing, galvanised iron fencing or chain mesh fencing. The walls and fences do not necessarily align with the title boundaries. The boundary walls vary in height from 9 to 18.5 metres, and the brick fence that runs along the majority of Chandler Highway varies in height from 3 to 4.3 metres.

The site is accessed by vehicles from 3 entry points along Chandler Highway and from Heidelberg Road via Latrobe Avenue.

An excavated pathway through the Yarra River escarpment provides private vehicle access from the southern edge of the site.

- Primary Arterial Road
- Existing Council Street / Reserve
- Vehicle Access
- Existing Boundary Building
- Outer Circle Spur Line (Disused)
- River Escarpment Crest
- Solid Boundary Wall
- Gate
- Chain Link Fence

FIG. 22: NOISE

The major source of noise in the site's vicinity is generated by vehicles travelling along the major arterial roads to the north and west of the site. The perimeter building to the north of the site along Heidelberg Road acts as a significant sound barrier.

To the west along Chandler Highway, the perimeter building and a high brick fence, covering approximately two thirds of the site's boundary, act as significant sound barriers.

2.2 PLANNING CONTEXT (CONT.)

SIGNIFICANT VIEWS TO AND FROM THE SITE

The former Alphington Paper Mill buildings command a strong presence in the Alphington neighbourhood particularly when viewed from Heidelberg Road, Chandler Highway and surrounding suburban streets. A number of views that depict the site's rich historical past have been identified as important views to be protected and enhanced.

1 The F6 Machine building viewed from the intersection of Heidelberg Road and Chandler Highway.

2 The F6 Machine building viewed from suburban streets to the north of Heidelberg Road.

3 The F6 Machine building viewed from the east looking along Heidelberg Road.

4 The 1954 Boiler House viewed from Rex Avenue.

5 The 1954 Boiler House viewed from Chandler Highway bridge.

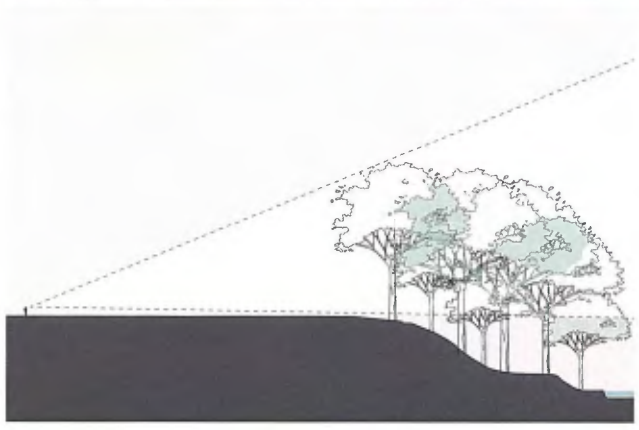
6 The 1954 Boiler House viewed from Willsmere-Chandler Park.

7 The 1954 Boiler House viewed from Yarra Boulevard.

8 View looking west down Riverview Grove.

9 The 1954 Boiler House viewed across Alphington Park.

10 View looking west down Lugton Street.



11 View of tree canopy along the Yarra River viewed from the southern end of Latrobe Avenue and Parkview Road. Note that the river itself is not visible from the site but the canopy denotes the river corridor.

12 Distant views of the city from elevated locations (for example, the F6 Machine building).

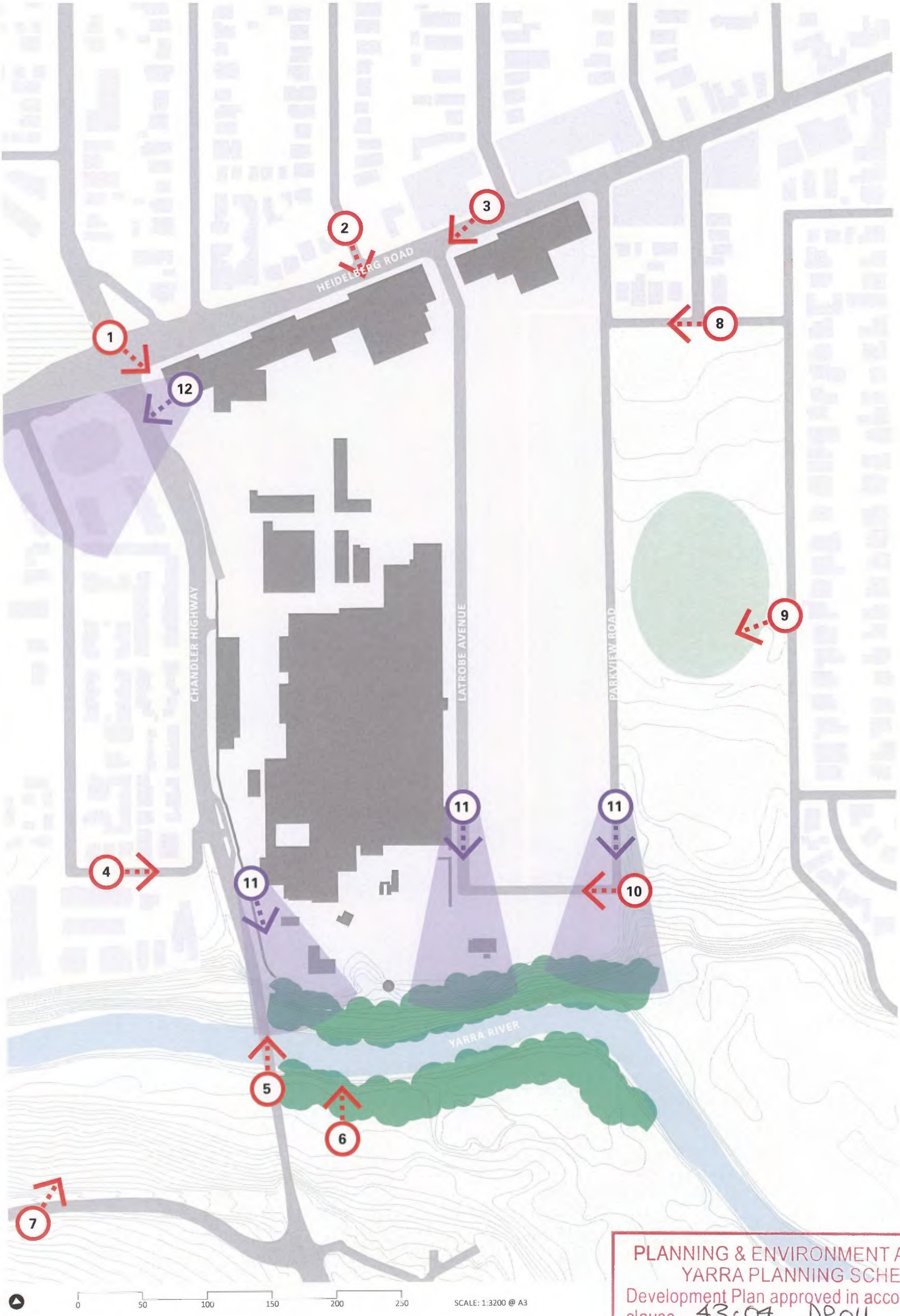


FIG. 23: SIGNIFICANT VIEWS

1 → Views to the site (numbered)

11 → Views from the site (numbered)

ASSESSMENT OF ANY AIR EMISSIONS AND ODOUR BUFFER REQUIREMENTS AFFECTING THE SITE

The subject site is not located within close proximity to any existing uses with air emissions or odour buffer requirements affecting the site. Conversely, future uses on the site are not likely to generate any air emission or odour buffer requirements.

On that basis, an assessment of buffer requirements is not required.

TECHNICAL REPORT INTEGRATION

The proposed development of the land and preparation of the Development Plan has been informed by the findings of the following documents:

Conservation Management Plan

The Former Amcor Mill 626 Heidelberg Road, Fairfield Conservation Management Plan dated August 2015 and prepared by Lovell Chen identifies the significant values of the site and sets out the policies for the conservation and management of significant fabric.

The Development Plan seeks to implement the policies within the Conservation Management Plan and these are referenced in the Development Plan, within the relevant sections of the Design Guidelines.

Housing Diversity Report

The Housing Diversity Report prepared by MacroPlan Dimasi and dated August 2015 identifies that the median house price in Alphington is relatively high and that there is a lack of diversity by virtue of the relatively high proportion of detached and semi-detached dwellings.

The Development Plan will implement the findings of the Housing Diversity Report by entering into a Section 173 Agreement for the provision of 5% of affordable housing.

Community Infrastructure Report

The Community Infrastructure Assessment prepared by ASR Research dated August 2015 provides an assessment of the anticipated dwelling and population outcomes of the development, the current community infrastructure issues within Alphington and Fairfield and the community infrastructure priorities for the site.

The Development Plan seeks to address the community infrastructure priorities for the site by ensuring the plan allows for and encourages the establishment of a new early years Government Primary School campus within the site and the establishment of a new multipurpose community centre within the site. Additionally, the proponent has proposed to fund the construction of two offsite outdoor hard paved courts (netball) within an existing open space within the local area.

More particularly, the Design Guidelines make reference to the potential for the multipurpose facilities to be accommodated within Precinct 2 and the hard paved courts to be provided offsite in a location decided by City of Yarra.

ESD Strategy

The proponent commits to achieving the recommendations of the ESD Strategy at both a site-wide level and within individual sites that will be subject to future applications for planning permit. The strategies to achieve the nominated targets are detailed within the Alphington Park ESD Strategy prepared by Cundall dated August 2015. Matters specific to individual planning permit applications are reflected in the Development Plan at Section 5.4 of the Plan.

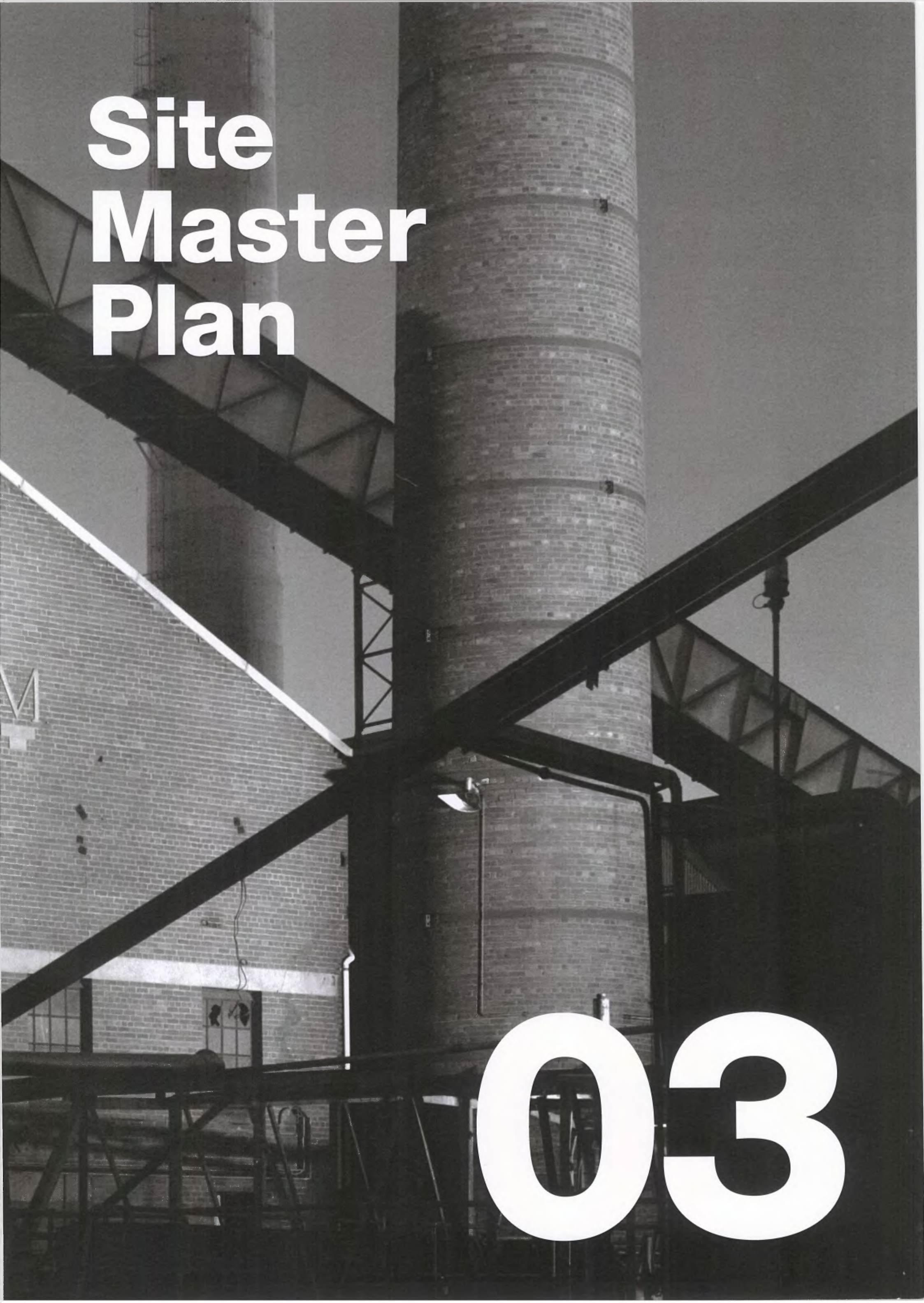
Site Remediation Strategy

The land uses and form of development envisaged by the Development Plan can be accommodated on the subject land, subject to appropriate remediation.

Specifically, the Former Amcor Paper Mill Alphington Site Remediation Strategy dated May 2014 and the Addendum dated 24 October 2014 and August 2015 prepared by GHD detail the method for determining the level of contamination across the site. The Land Use Plans nominate the form of future development across the site and confirm that the site can be made suitable for the land uses proposed subject to standard industry practice remediation techniques in accordance with the relevant guidelines.


AP

Site Master Plan



03

3.0 SITE MASTER PLAN

3.1 OVERALL MASTERPLAN PRINCIPLES

The masterplan is underpinned by a series of key design and urban identity themes. These link the site's rich industrial past with its equally rich social, ecological, cultural and landscape history, also recognising the particularities of the interfaces with the surrounding context. The themes are further enriched through a series of ambitions for the site, developed initially by Council and the wider community as a framework informing the adopted DPO schedule and then further developed through research and investigation during the masterplanning process. These investigations have sought to develop a program for the site that provides for a diversified land-use mix and wide range of housing choices, underpinned by high quality community facilities, retail services and open space. In turn these are supported by an urban design strategy aligned to heritage, ESD and active transport approaches that will deliver high standards of livability, inclusiveness, accessibility and ambition for the site's future identity and contribution to Alphington's future.

The design themes have been aligned with the statutory framework outlined in the DPO schedule. The design approach strongly draws on the logic and spirit of the Indicative Framework Plan within the DPO to ensure a seamless integration of masterplanning concepts with the necessary planning assessment protocols established in the DPO provisions.

THE SITE MASTERPLAN WILL BE DRIVEN BY THE FOLLOWING PRIORITIES FOR THE DESIGN FRAMEWORK:

CONFLUENCE

The Alphington site sits at the confluence of different histories, landscapes, land uses, built form characters and environmental factors. The design will respond to this coming together by bridging the differences and stitching a new series of layers into the context.

EVOLUTION OF IDENTITY

The masterplan design will continue the progression of change on the site. It will respond to and incorporate multiple periods of the site's history, from the pre-settlement landscape to the post-settlement housing and later industrial use. It will derive an authentic identity linked to history and open to future change.

CONNECTED AND INCLUSIVE

The site masterplan will prioritise connections to the surrounding communities, completing the suburb equal to its neighbours. Partially, this will be about physical connections and movement opportunities that pierce the citadel wall. It will also require design moves that encourage the surrounding community to enter and use the site through sensitive curation of the site interfaces.

DIVERSITY

It will be highly important to encourage diversity, both in social and economic terms and also in formal design response. Each precinct will have an individual character and support a different range of uses and communities. The site design will be strengthened considerably by having apartments and detached dwellings, affordable and affluent housing, residential and commercial uses, new and old buildings, large and small open spaces.

SUSTAINABILITY

The site masterplan will approach sustainability on multiple levels. In addition to technical assessments of ESD performance it will be important to consider the kind of community the masterplan will support. A project that provides a nurturing environment where the landscaped spaces encourage a more active lifestyle will inherently be more sustainable, as will one that provides opportunities for the emergence of more flexible combinations of work and living.

Note: the drawings shown in this chapter are intended to be read as indicative diagrams that illustrate the strategies described in the text. They should not be interpreted as fixed or final designs for built form or landscape.

For further guidance regarding specific design requirements refer to *Chapter 4: Landscape Concept Plan* and *Chapter 5: Design Guidelines.*

FIG. 24: INDICATIVE SITE MASTER PLAN

LEGEND

- **MULTI-LEVEL HIGHER DENSITY DEVELOPMENT** (MIXED USE)*
- **EXISTING HERITAGE BUILDING TO BE RETAINED**
- **HERITAGE BUILDING TO BE DEMOLISHED**
- **PARK RESIDENTIAL DEVELOPMENT** (LOW RISE APARTMENT + TOWNHOUSE + DETACHED HOUSES)
- **URBAN STREET / INDUSTRIAL CHARACTER DEVELOPMENT** (LOW RISE APARTMENT + TOWNHOUSE)
- **RIVERFRONT PRECINCT - REFER SPECIFIC GUIDELINES**
- **PUBLICLY ACCESSIBLE OPEN SPACE OPPORTUNITY**
- **PUBLIC OPEN SPACE**
- **LANDSCAPE STREET CHARACTER**
- **PEDESTRIAN CROSSING**
- **SECONDARY PEDESTRIAN CONNECTION**
- **ACTIVITY CENTRE LOCATION**
- **POTENTIAL SCHOOL SITE**
- **LOCATION OF COMMUNITY FACILITIES**

*NOTE: LAND BETWEEN MAIN STREET & 1954 BOILER HOUSE EXCLUDES MIXED USE

3.2 PLACEMAKING

The logic of the overall site arrangement seeks to create a richly interconnected series of places accessible to both occupants of the development and visitors from the wider community. The masterplan is structured to retain and adapt elements of the existing character of the site while introducing a new layer of uses and places. The masterplan deliberately seeks to avoid a *tabula rasa* approach that would remove the distinctive and valuable aspects of the site in favour of an approach that engages with layers of previous uses and connects with the surrounding context.

The site design response also seeks to reinterpret the themes identified in the Conservation Management Plan and previous heritage studies for the site. These six themes, specifically paper manufacture, transportation, power generation, water supply, site operations and outside influences, will be incorporated in multiple ways throughout the masterplan design to create legible links with previous uses. The masterplan provides a co-ordinated overall design framework for the site while retaining sufficient flexibility to encourage a diverse range of individual design responses.

URBAN STRUCTURE

The site response is structured by a number of key design moves:

- Retain and interpret the scale and materiality of selected heritage buildings that are key to defining the existing character of the site and the significance of prior uses. Allow for their sensitive reinterpretation (in line with the Conservation Management Plan) to introduce new uses within the envelope of the existing built form.
- Create a River Park at the southern end of the site as the main public open space provision for the whole community. This specifically designed public space will link the existing Alphington Park with the Yarra River landscape corridor while providing a range of opportunities for public activities.
- Introduce a Main Street linking Chandler Highway and Heidelberg Road as a major connector within the site. The existing arterial roads at the interfaces to the site carry too much traffic to support pedestrian-focussed frontages needed for a local centre. A new link allows for a better designed, controlled vehicular entrance and a higher amenity pedestrian entry for the site. The locations where Main Street meets Heidelberg Road and Chandler Highway will become the major vehicular gateways for the site.
- Provide significant community gathering points within the site:
  - A series of parks reinforce the landscaped identity of the site, providing focal points for the different precincts.
  - At the northern end of the site, Alphington Square will provide a focus for the Village Precinct, activated by a wide range of nonresidential uses such as retail and hospitality fronting onto the space.
  - The Artisan Park provides a central open space for the site, activated by outdoor dining, shade trees and flexible lawn space.
  - The Workshop Park will be characterised by the heritage of the Workshops Precinct, and will provide BBQ areas, seating and sculpted lawn spaces.
  - An industrial heritage piazza in the Riverfront Precinct will provide a significant public open space at the southern end of the site. The space will contain industrial heritage elements and interpretive elements that will help explain the heritage context and the site's integrated water cycle strategy.
  - The Paper Trail provides a designed landscape opportunity along portions of the western side of the site, broadly responding to the preexisting spur line of the outer circle railway. This open space allows for heritage interpretation and provides higher amenity for local residents.

FIG. 25: DEVELOPMENT PLAN THEMATIC FRAMEWORK

- The major links running north-south between Alphington Square and the Industrial Heritage precincts provide significant opportunities for heritage interpretation in the public realm. These routes could contain signage, remnant industrial artefacts or other treatments that help to explain the previous uses on the site and the thematic framework that has been used to guide the development.
- Provide significant east west landscape streets to provide direct links across the site to Alphington Park and to extend the leafy landscape from the park into the site. These streets will provide an extension of the existing street character from other established parts of Alphington within the new development.
- Clearly defined site gateways will help distinguish the site but also provide design opportunities to encourage entry into the site. Both pedestrian and combined vehicular / pedestrian gateways have been identified, though each will take on its own character as more detailed design investigations are completed. The built form surrounding each gateway should respond to its context through distinctive design responses that mark out the gateway area.

SITE PLANNING APPROACH

The site is composed of a number of superlot neighbourhoods stitched together by open space opportunities and movement links. As required by the DPO, the basic massing of the site locates higher built form towards Heidelberg Road and Chandler Highway (where it is more accessible from major transport routes and the rail transport corridor to the north) and lower heights tapering down towards the river and park interfaces.

The site is composed of four major character areas directly influenced by the interface to the surrounding context. To the north are the Village, Artisan and Gateway Precincts, which offer a more urban main street experience with residential, non-residential and community uses mixed together to encourage public-private engagement. To the east, is a residential neighbourhood (called the Park Precinct in this masterplan) influenced by the pre-existing residential subdivision and the proximity to Alphington Park open space. To the west are two residential neighbourhoods (Workshops and Outer Circle precincts) that respond to the industrial qualities of the previous uses. Finally, to the south is a Riverfront and Heritage residential precinct that responds sensitively to the river environment and allows opportunities to retain and enhance the existing landscape and heritage built form.

The legibility of the urban fabric will be enhanced through a clearly defined grid street layout. This configuration has been carefully considered to encourage pedestrian and cyclist accessibility while limiting opportunities for vehicle shortcuts through the site. This strategy will be further explained over the following pages.

REGIONAL ACTIVITY ANCHORS

The vision for the site common to both the DPO and this masterplan is for a sustainable and predominately residential community, strongly integrated with the surrounding Alphington and South Fairfield communities. The inclusion of significant non-residential activities on the site is vital for achieving this vision, becoming attractors that anchor movement patterns across the whole area.

The northern precincts – comprising the community uses as well as significant retail, supermarkets and other commercial activities – will perform this role within the site. In a regional context the activities offered here, including larger supermarkets and other supporting retail, will be supportive but different to the range of uses offered in the surrounding area:

- The macroeconomic analysis provided in the Economic Assessment Report (in Volume 2) shows that the retail and commercial uses will be complementary and fulfil needs that are not currently serviced in this area.
- Recent experience of development in comparable inner Melbourne suburbs such as Northcote, Brunswick or Brighton all demonstrate busy strip shopping areas successfully co-existing with developments anchored by larger supermarkets. They offer different experiences for residents and increase visitation from a larger catchment area.

In the more immediate context the proposal will strengthen rather than compete with Alphington's relatively underdeveloped retail areas along Heidelberg Road. The location of the non-residential uses at the site interface and the diversity of activities proposed here will attract visitors from outside of the development. The permeability of the site and its proximity to a concentration of other uses along Heidelberg Road and in Alphington Park gives more legibility to Alphington as a regional destination. The development will act as an anchor supporting further retail and commercial renewal in the immediate area.

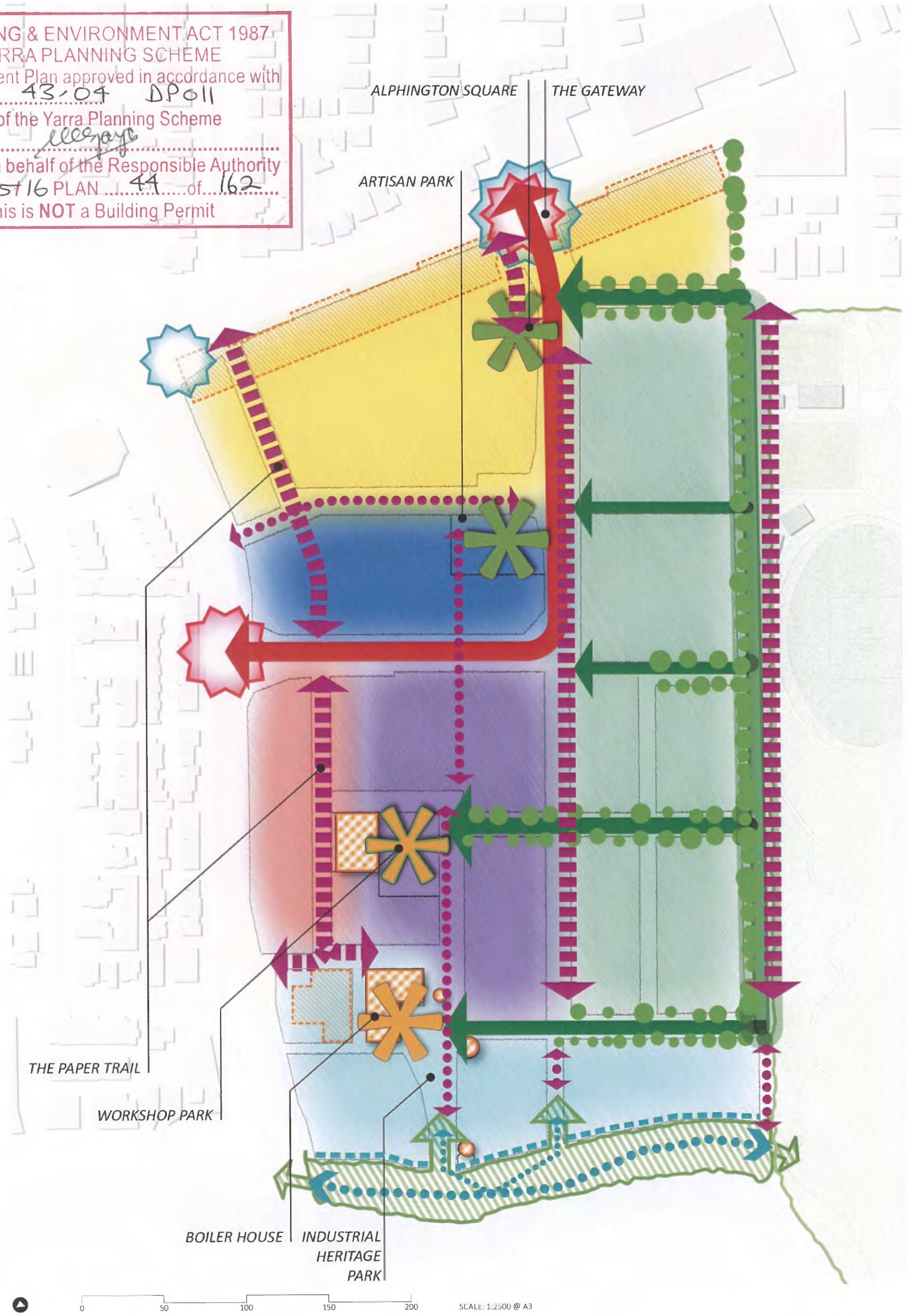


FIG. 26: OVERALL URBAN STRUCTURE AND INDIVIDUAL NEIGHBOURHOOD CHARACTER

- Main Street Route
- Vehicle Gateway
- Major Pedestrian Route
- Secondary Pedestrian Route
- Pedestrian Gateway
- Yarra River Pedestrian Route
- Upper Pedestrian Path - 1.8m wide
- Pedestrian Link
- Existing building to be demolished
- Significant building to be retained
- Leafy Alphington Landscape Character
- River Park
- Landmark Public Open Space - Heritage
- Landmark Public Open Space - Heritage/Park
- Landmark Public Open Space - Park

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3.3 PUBLIC REALM

The public realm strategy for the site seeks to draw together the rich ecological, settlement and industrial histories of the site. The strategy links the site with its surrounding local environs and sets out how the development proposal will stitch together the diverse range of proposed neighbourhoods. When completed, it will greatly enrich the experience for occupiers and visitors to the precinct.

The western part of the precinct has embraced the hard-paved language of the site's history in its new network of street lanes and lineal parks connecting the town centre and Park Precinct towards the River Park interface.

DESIGN INTERPRETATION FOR PUBLIC PLACES

The new spaces created will be invested with narratives drawn from the unique stories and land uses of parts of the site through its industrial history notably those of Transportation, Papermaking, Energy production, Water Use and Site Operations.

RIVER PARK

To the riverfront, the proposal is to not only provide a 30 metre minimum zone with trails and bike path but to also invest this area with a major program of rehabilitation through landscape and biodiversity renewal underpinned by an interpretative approach. The original evidence of settlement with notable riverfront picnic spots and notable exotic trees are recognised and intermixed with a proposition for an indigenous replanting of this important new riverfront park. Key ambitions are to re-establish and extend interconnecting paths from the site to these lineal east-west bike and pedestrian paths and ensure these in turn interconnect with adjoining routes seamlessly. To ensure the transition between the public park and adjoining private development is properly curated, a strategy has been put in place to provide for a consistent low height palisade fence to the interface, demarcating the separation of the larger riverfront homes from the public park area, in appropriate locations.

Landscape guidelines are also proposed for the setback zone from the ridge line to ensure these private areas are visually and ecologically integrated. These guidelines will also prescribe preferred materials and finishes for external decks and other landscape elements.

Materials and finishes for built form in this interface like those elsewhere are proposed in a manner that seeks to be place responsive. A high level of transparency is sought at both ground and first floor levels in conjunction with natural materials and finishes wherever possible. Bright colour palettes and large expanses of blank walls or solid fences are discouraged.

In the area of the riverfront interface higher density housing will seek to reference the rich water infrastructure history associated with the pump house area.

INDUSTRIAL HERITAGE PRECINCT

Heading northwards from the River Park, visitors will encounter the Industrial Heritage Precinct featuring the original 1920s APM building with its associated chimney. Externally, the place will also retain examples of the water treatment tanks and the tall tank stand, the oldest structure on the site.

This ensemble will form the basis of a new public space at the south end of the site, linking the Pump House and River Park at the south, via the Water, Energy Generating and Paper-Making Areas, to the Site Operations areas at the north. This important plaza, will be anchored by the adaptive reuse of the APM building to include a cafe facility and external seating areas for the community.

WORKSHOP PARK

The Workshop Park will provide a local open space opportunity for residents that references the prior industrial uses of the site. The backdrop for the park will include retained red brick buildings that add to the historical character of the space. Heritage elements and recycled materials will further reinforce these thematic connections.

ALPHINGTON SQUARE

The northern portion of the site will be served by a significant opportunity for landscaped publicly accessible open space as part of the integrated Alphington Paper Mill Village development. Alphington Square will provide a focus for the Village Precinct and the site as a whole. Thematically, the design of the square could celebrate the Papermaking and Site Operations character of the site. The design of the square will combine soft and hard landscaping configured to support a range of uses. This will include informal uses and the potential for programmed community events. The design will examine opportunities to incorporate a performance space (such as a small outdoor stage) into the space. Weather protection and shading will also form part of the response.

The design of the piazza will respond to the near proximity to Main Street and the public realm to the south while negotiating significant changes in ground level. Strong pedestrian connections and visual links will encourage free movement to the entry to the Artisan Park and community uses at the site gateway (to the north). The separation of cyclists through the provision of an off road cycle path in the road reserve ensure that the piazza remains free as a recreation and gathering place. A continuously designed landscape experience will further help encourage the connection.

ARTISAN PARK

The Artisan Park will provide a focus for the local community, both from the surrounding higher density residential areas and visitors using the retail, services and employment immediately to the north. It will be bounded by an active interface including hospitality uses which will help animate the space. The character of the space will reference the existing uses through reuse of materials and thematic links to paper making in the design response. The park will be configured to feel like a continuous extension of the public realm and be fully publicly accessible.

PUBLIC ROADS

In order to achieve adequate road service levels it will be necessary to widen existing road reserves in places to provide for additional turning lanes or other expansion. The details of road reservation widths and intersections are detailed in the technical report in Volume 2 of this submission.

The majority of internal roads are ultimately intended to be transferred to public ownership. The extent of streets or lanes controlled by body corporate ownership is intended to be minimised where possible. The details of this division of responsibility will be established through further discussion between the proponent and Council during the subdivision and development approvals process.

SHARED OPEN SPACE OPPORTUNITIES

Additional opportunities exist for shared open spaces within the site. These smaller or more informal spaces will emerge in response to the specific design of individual precincts. For example, where space is provided around heritage buildings or rooftop spaces in podium developments, this could provide communal open space for the residents of the development.

Generally, these open spaces will remain in body corporate control, to be determined on an individual case-by-case basis.

THE PAPER TRAIL

The Outer Circle rail spur that serviced the site has been used as the thematic design generator for the western precinct. The entire space will be a pedestrian only lineal park linking the Village and artisan Precincts at the north to the Industrial Heritage precinct to the south. Its western side will be flanked by a series of medium rise apartments scaling down from tallest development at the Heidelberg Road end to lowest at the south end.

The carparking for these apartments will be fully incorporated under this proposed lineal park ensuring this western end of the precinct is provided with a high quality purposeful public space for residents and visitors alike, suited to a range of passive recreation endeavours.

Landscape and shade are also key attributes of the approach with the inclusion of raised landscaped accessible zones on the axis of intervening east-west streets. These streets will also provide attractive landscaped staircases linking the Paper Trail to the east-west connector street.

The form of development on each side of the Paper Trail (as it is to be known) seek to interpret the rich paper making history of the site in this part of the development as well as its transportation role. The apartment buildings are founded on 2 and 3 level brick podium forms with balconies and entries embedded into the facades to provide for a clearly defined public edge to the Paper Trail's western interface.

Opportunities for ESD including water treatment and reuse of materials is being investigated for the Paper Trail Park. Further details are provided within the Landscape Concept Plan and the ESD technical reports.

PUBLIC OPEN SPACE REQUIREMENT

The public open space areas identified in the Development Plan (including Alphington Square, Artisan Park, Workshop Park and Industrial Heritage Park) and referenced in Figure 27 will be vested with the City of Yarra in satisfaction of the public open space requirements for any future planning permit applications for the land shown in Figure 06, p.16 (Title Plan) under the provisions of the planning scheme and/or the Subdivision Act 1988.

The Development Plan shall provide not less than 7,500m2 (4.5% of the total titled site area) as Public Open Space to the satisfaction of the Responsible Authority. This land shall be unencumbered and vested in Yarra City Council.

The detailed designs of the proposed Public Open Space shall be to the satisfaction of the Responsible Authority and will be determined at the Planning Permit stage. The Proponent shall pay for the detailing and construction of the Public Open Space areas.

All Open Space Vested in Yarra City Council shall be unencumbered by any new structures below ground and be certified as suitable and fit for use as Open Space through the Environmental Audit process.

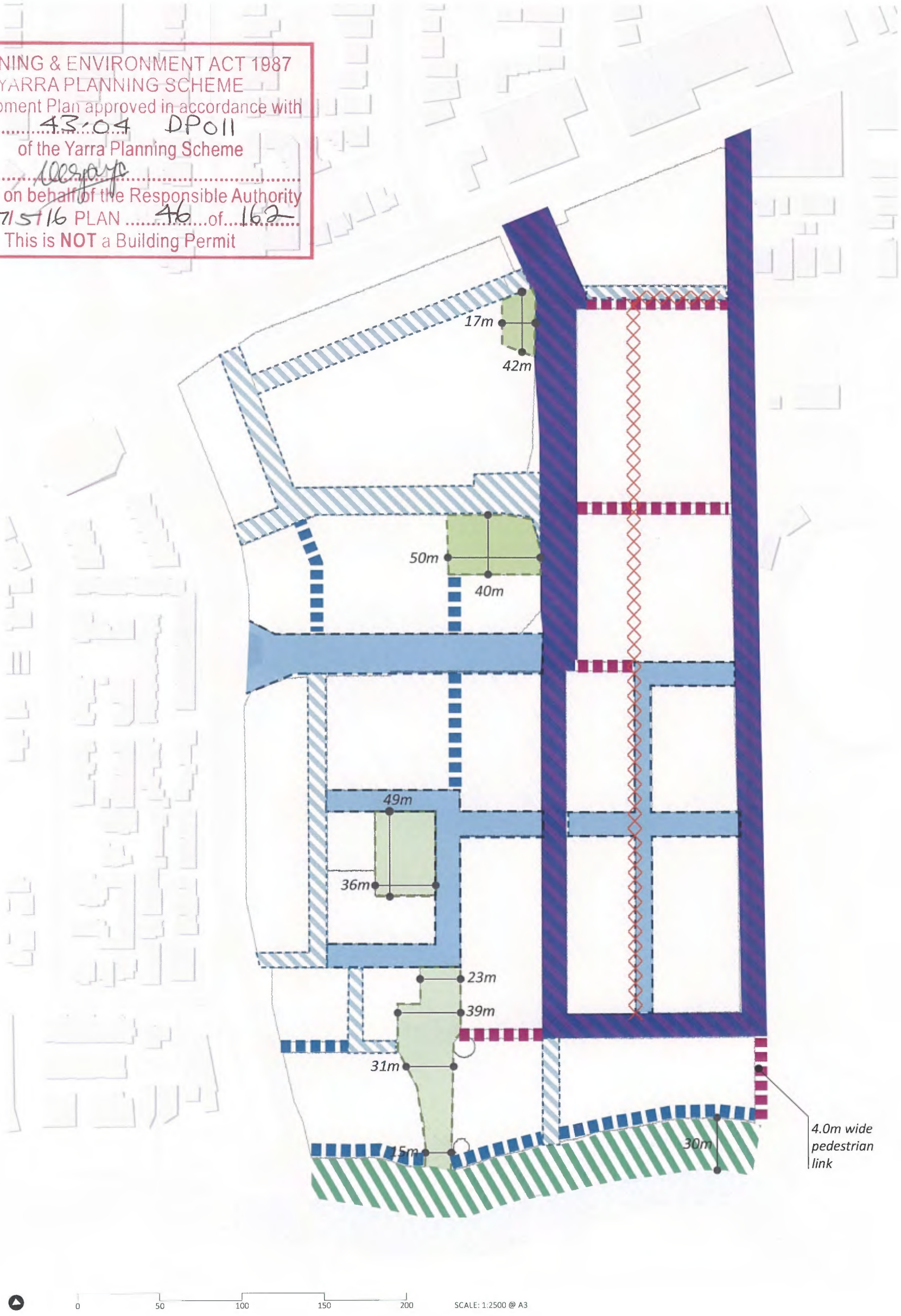

FIG. 27: PUBLIC REALM STRATEGY

- 4.5% Public Open Space (7500m2)
- River Park
- Pedestrian Link
- Publicly Accessible Space
- Existing Council Road - Upgraded
- Right of Way Subject to Formal Closure
- New Council Road
- Secondary Pedestrian Links

NOTE: THE FINAL DIMENSIONS OF BOUNDARIES FOR PUBLIC REALM SPACES ARE SUBJECT TO FURTHER DESIGN ASSESSMENT DURING SUBDIVISION AND PLANING PERMIT APPROVAL PROCESS.

3.4 ACCESS AND MOVEMENT

The access and movement strategy seeks to encourage a wide choice of transport modes by ensuring a highly permeable urban form. The strategy prioritises pedestrian and cyclist movement within the site while also allowing for clear vehicular access (detailed in the Vehicle Movement Strategy). By prioritising non-motorised movement modes the proposal promotes active lifestyles and an integrated community, with consequent health and wellbeing benefits for residents and the wider community.

ACCESS TO AND FROM THE SITE

The site offers close proximity to both the principal public transport network (bus and train) and the principal public bicycle network, so the key response will be linking the site to these transport corridors.

Improved access between the site and Alphington Station will be provided as part of the scope of works at the Developer's expense. There is an opportunity to encourage access to Fairfield Station and the surrounding activity area through the unused Outer Circle rail alignment in the north west quadrant of the Heidelberg Road / Chandler Highway intersection. Access from Alphington Station will initially be facilitated along Miller Street, with the potential for more direct access along Harker Street if the State Government proceeds with the proposed changes to the station forecourt configuration.

Improved access to bus routes will be facilitated by new stops along Chandler Highway and Heidelberg Road linking to the existing routes running north-south and east-west. A review of bus services in the area is currently being undertaken by PTV which may alter these services.

Connections to both rail and bus services will be aided by new or upgraded pedestrian crossings across the arterial roads. These occur at the pedestrian gateways, which will include landscape treatments and built form that provides orientation and aids wayfinding for pedestrians.

A further access gateway to the River Park is located at the south of the site. The River Park will provide for active recreation links (pedestrian and cycling) to the existing pedestrian path to the west and Alphington Park to the east. The gateway adjacent to the river pump house provides a strong connection between the Industrial Heritage Precinct and the River Park, with a secondary pedestrian route through the River Precinct opposite the southern end of Latrobe Avenue.

Access to Alphington Park has been configured to be as permeable as possible.

No single gateway is defined along the eastern edge of the site. Instead, multiple connections are anticipated (one approximately every 150 metres) linking continuously at all levels of the park.

ACCESS WITHIN THE SITE

The open grid of internal streets helps to provide a clear and highly permeable network of internal access routes throughout the proposed development. The hierarchy of major north-south streets (Parkview Road and Latrobe Avenue) will give direct access through the site, with parallel north-south routes (such as the Paper Trail) providing secondary access through the site. The major east-west streets align to existing streets in the wider area to provide continuous visual links across the site as well. The small street grid dimensions (approximately 100 metres x 150 metres between major streets) ensures that the entire site is highly permeable.

Further dividing these larger blocks are smaller laneway connections designed to provide more direct access to individual dwellings and activities within. The specific location and alignment of these laneways will be determined in response to the subdivision pattern but the overall access character will be similar to many other highly permeable residential neighbourhoods in inner Melbourne.

Cycle access will be encouraged along all streets and lanes within the site. However, the routes indicated in the Bicycle Network diagram (below) will provide greater through access across the site. If a bicycle share scheme can be extended to the site then the logical storage points would lie adjacent to these routes.

As part of the staged works and to the satisfaction of Public Transport Victoria;
(a) the Developers are to meet all costs for the relocation of bus stops and any new stops, in accordance with their design standards subject to further consideration; and
(b) the Developers shall provide 3 bicycle Parkiteers, 2 at Alphington Railway Station and 1 at Fairfield Railway Station, including a 10 year maintenance agreement.

The requirements specified in the City of Darebin's 'Requirements to Support Sustainable Transport' shall be included and incorporated into the first stages of works for the development. The costs of the initiatives shall be met by the Developer and be carried out to the satisfaction of the responsible authority.

FIG. 28: PUBLIC TRANSPORT NETWORK

340 Bus Route
Existing Bus Stop
Proposed Bus Stop
Pedestrian Route from Bus Stop
Pedestrian Route from Station
Opportunity for Future Bus Route

FIG. 29: BICYCLE NETWORK

Potential Bicycle Share Scheme TBC
Bicycle Path (Off-Road)
Adjacent On Road Bicyle Path
Off Road Bicycle Trail
Future Shared Path Link
Key Informal Cycling Route

3.5 VEHICULAR MOVEMENT

The vehicular movement strategy provides for the efficient movement of vehicles in a slow speed and controlled local traffic environment. The overall approach seeks to balance the need for convenient vehicle access throughout the site with limiting the likelihood of through traffic traversing the site through shortcut routes. Parking has also been carefully controlled to limit the impact on the public realm while meeting the needs of residents, occupants and visitors to the site.

STREET IDENTITY

The overall urban strategy has provided the site with a street hierarchy, supported by a landscape concept (detailed in Chapter 4) that underpins the design response of streets to both their movement role and their role in supporting the integration and narrative ambitions of the plan. East-west streets have typically adopted the language of memorable Alphington streets in materials and species selection. Laneways have sought to reinforce the industrial character of the former site use, albeit modified, to also ensure pedestrian friendly use and ESD goals are achieved.

The Main Street recalls the language of many of Melbourne's inner ring tree-lined village centres providing for kerbside parking and future bus access when desired. Raised pedestrian friendly zones seek to modify speed and behaviour and give greater priority to pedestrian movement at key desire line interfaces.

Opportunities have been identified via setbacks and street improvements along Parkview Road to visually extend the landscapes of Alphington Park and enhance the landscape and streetscape quality and park visitation role of this street.

STREET HIERARCHY AND PARKING OPPORTUNITIES

The street hierarchy generally provides greater capacity at the northern end of the site where there are a greater concentration of trip generating activities. Vehicular links south of Main Street are deliberately limited to control the opportunities for movement from Heidelberg Road to Chandler Highway. The provision of new signalised intersections reinforces the preferred movement patterns within the network. The logic of this strategy is more fully explained in the Traffic Management Plan report in Volume 2 of this submission.

Three locations have been highlighted in the Vehicular Movement Strategy diagram as either a pedestrian friendly area or landscaped street. These locations will have a specific landscape design response outlined in the Landscape Concept Plan in Chapter 4. The vehicle role of these areas must be balanced with their important role as designed public spaces and in the pedestrian / cycle network.

The carparking for the development is generally intended to be located either in individual on-title garages (for individual dwellings) or in consolidated parking areas for the larger development lots. Most large carparks will be located in either a basement or semi-basement. Where these larger carparks are located above-grade they are intended to be sleeved by active uses to reduce the impact on the public realm. Parking below the Paper Trail will be accessed from a limited number of entry points at the southern end of the parking area.

Visitor parking will generally be accommodated on-street where there is space available. Other opportunities are outlined in the Technical Report in Volume 2 of this submission.

SERVICE AREAS AND LOADING

Service areas and loading for the supermarkets and retail within the Village Precinct will be provided in a dedicated area concealed from view. A left-in / left-out entry will be provided from Heidelberg Road, ensuring that heavy articulated trucks will not interfere with any significant pedestrian areas.

LARGE VEHICLES AND WASTE COLLECTION

Heavier vehicles and larger rigid vehicles are intended to be allowed only on a limited number of streets as shown in the Large Vehicle Access drawing (below).

Large service vehicles will generally only access the Main Street and adjacent loading areas. Waste areas for the larger developments will be located in consolidated waste management zones accessible from the pickup zones indicated.

Street waste pickup locations for individual dwellings will generally be located adjacent to roads accessible by larger rigid vehicles. The specific locations and management approaches will be indicated through a waste management plan prepared during the subdivision and development application process.

DESIGN REQUIREMENTS

The detailed design of the roads and traffic management should be prepared with reference to the following:

- The road profiles, detailed designs of the roads and Council infrastructure shall be designed to the satisfaction of the Responsible Authority and VicRoads.
- The design of the Main Street and northern section of Latrobe Avenue shall be reduced to two approach lanes from the site.
- The proposed left turn slip lane from Main Street into Chandler Highway shall be removed from the road designs.
- The proposed treatment of the intersection of Main Street/Latrobe Avenue/ service road shall be designed to the satisfaction of the Responsible Authority, incorporating contemporary design approaches to the satisfaction of the Responsible Authority.
- Latrobe Avenue/Heidelberg Road signalisation shall be provided prior to the completion of stage one of the project to the satisfaction of the Responsible Authority.

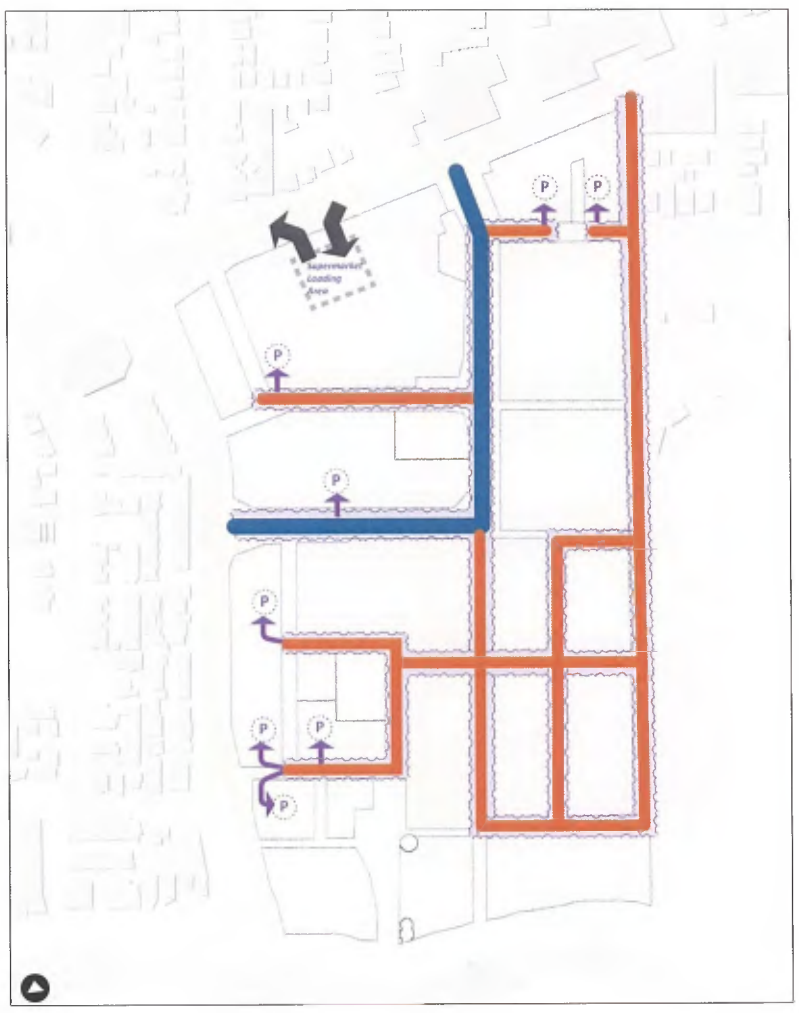

FIG. 31: LARGE VEHICLE ACCESS FOR WASTE COLLECTION

19m Articulated Vehicle Access
12.5m Large Rigid Vehicle Access
8.8m Medium Rigid Vehicle Access
Concealed Commercial Loading Zone
Potential Street Waste Collection
Waste Pickup Zone

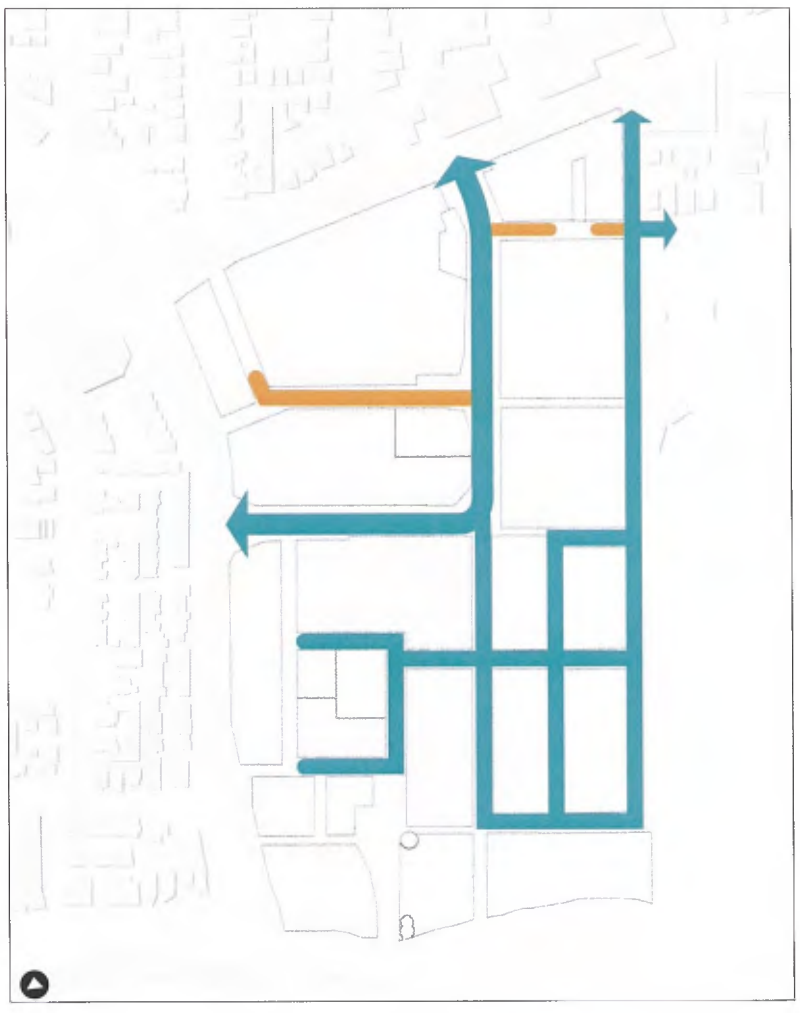

FIG. 32: COUNCIL ROADS VS PRIVATE ROADS

Proposed Council Road
Proposed Private Road

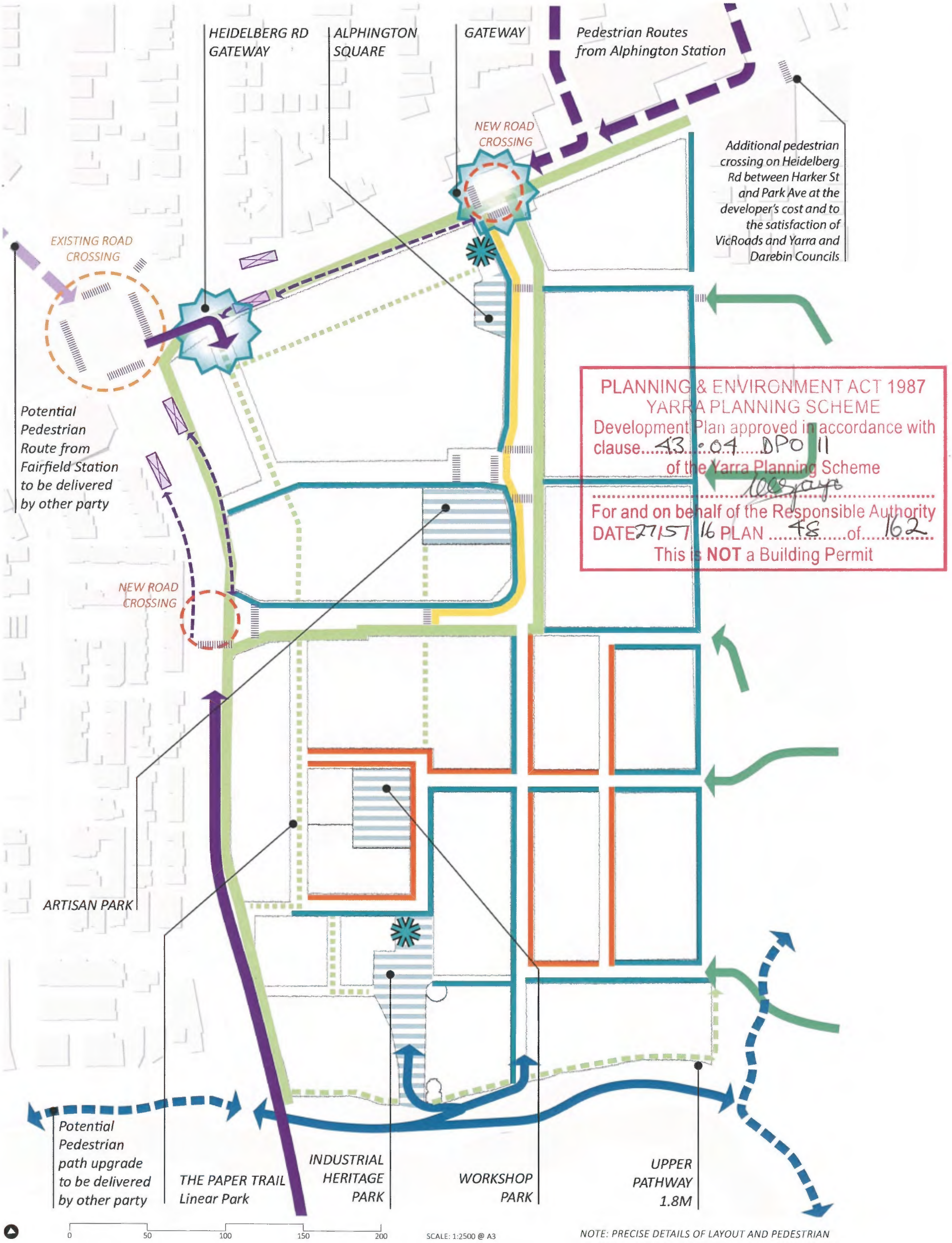

FIG. 30: PEDESTRIAN ACCESS AND MOVEMENT STRATEGY

- Pedestrian Gateway
- Public Open Space
- Major Entry Route
- Public Transport Pedestrian Route
- Existing Informal Pedestrian Route
- Pedestrian Crossing
- Low Key Path in accordance with Melbourne Water provisions
- Alphington Park Entry Route
- 3.0m Shared Path
- Possible Bike Share Facility
- 2.5m Footpath
- 1.5m Footpath
- 3.0m Off-Road Bike Path
- Secondary Pedestrian Route – Location to be resolved during detailed planning. 24/7 access may be limited.

NOTE: PRECISE DETAILS OF LAYOUT AND PEDESTRIAN NETWORKS WILL BE RESOLVED THROUGH ENGINEERING APPROVALS

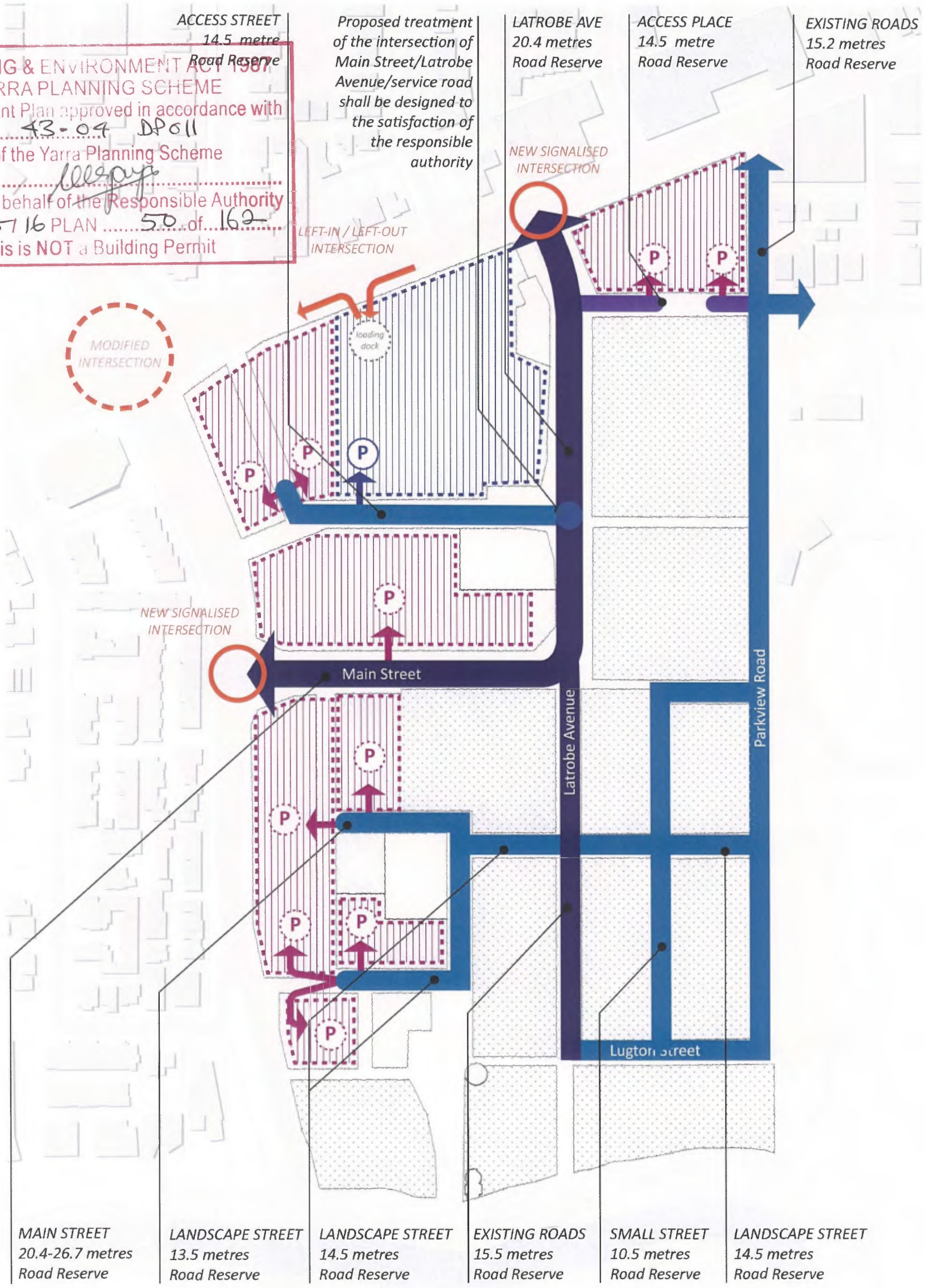

FIG. 33: VEHICULAR MOVEMENT STRATEGY

3.6 LAND USES

The proposed uses of each precinct and estimated floor area for each use.

Precinct	Residential Use	Non-residential Use	GFA Range (m^2) *Excluding Carparking	NLA Range (m^2) (non-residential uses only)
1 GATEWAY PRECINCT	Apartments *Inclusive of affordable housing		24,000m^2 – 27,500m^2	
		Hospitality / Retail		400m^2
2 VILLAGE PRECINCT	Apartments *Inclusive of affordable housing		63,000m^2 – 66,500m^2	
		Commercial		7,650m^2 – 11,500m^2
		Community		1,250m^2 – 6,800m^2
		Retail (inc. supermarkets)		12,750m^2
3 ARTISAN PRECINCT	Apartments		30,000m^2 – 36,000m^2	
		Hospitality / Retail		2,000m^2
4 PARK PRECINCT	Townhouses / Detached Housing		49,000m^2 – 60,000m^2	
5 WORKSHOPS PRECINCT	Townhouses / Apartments		36,000m^2 – 40,000m^2	
6 OUTER CIRCLE PRECINCT	Apartments		20,000m^2 – 22,000m^2	
7 HERITAGE AND RIVERFRONT PRECINCT	Townhouses / Apartments		34,500m^2 – 41,000m^2	
TOTAL			257,000m^2 – 292,500m^2	24,050m^2 – 33,450m^2

FIG. 34: LAND USE TABLE

Note: The maximum amount of retail floor space to be provided in the development is no more than 15,160m2, comprising;

a) no more than two supermarkets with a maximum total floor space of 6,500m2 (between the two supermarkets combined);

b) mini majors of 1,450m2;

c) specialty retailing of 5,050m2

d) non retail floor space of 2,160m2; and

e) the total allocation of office/commercial must not exceed 11,500m2 and shall not be used for retail purposes.

The range of commercial/office uses (as distinct from the non-retail shop front uses) to be defined as follows:

- Non-Retail

These uses are typically located amongst other retail uses and have a shop front into the mall or the street. These tenancies are commonly Banks, post office, travel agency, real estate, Tattslotto, and health funds. Generally these are retail type uses that do not report turnover.

- Commercial

These uses are typically located in traditional office space and more often located above the ground floor. These tenancies are commonly office tenants, medical centre, child care and gymnasium (and associated uses). These are the intended uses under this category in the Alphington development.

These lists are not intended to be exhaustive but merely to give an indication of the types of uses that fit within the respective categories.

3.7 HOUSING DIVERSITY

An indication of the approximate residential yield for the site, comprising a range of residential densities and dwelling types as identified in the Housing Diversity Report and including affordable housing.

Townhouses will be a mix of one, two and three bedroom dwellings. The apartments will be comprised of one and two bedroom dwellings with aspirations for the developer to provide three bedroom apartments to meet market demand for family homes.

The yield provided in the Development Plan is indicative only to provide the upper limit and test the impacts the site may have on external factors such as traffic, community infrastructure, retail demand, etc.

	PRECINCTS							
	1 Gateway Precinct	2 Village Precinct	3 Artisan Precinct	4 Park Precinct	5 Workshops Precinct	6 Outer Circle Precinct	7 Heritage & Riverfront Precinct	Total
Detached Housing				●				5 - 10%
Townhouses				●	●		●	15 - 25%
Apartments								
Low Rise Apartments					●	●		45 - 70%
Medium Rise Apartments	●	●	●		●	●	●	
High Rise Apartments	●	●	●					
Live / Work	●		●	●	●			0 - 10%
Affordable Housing	●	●						5%
Industrial Reuse/Interpretation	●	●			●		●	5 - 15%
						Indicative Yield (dwellings)		**2500 approx.**

FIG. 35: HOUSING DIVERSITY TABLE

Note: Affordable Housing to be provided in accordance with the requirements under DPO Schedule 1 of the Yarra Planning Scheme

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DPO11
of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 52 of 162
This is NOT a Building Permit

3.8 BUILT FORM AND INTERFACES

EXISTING SITE INTERFACES

The overall strategy for the site interfaces is to engage appropriately and sensitively with the surrounding context and pre-existing interface character. This strategy is intended to influence the overall building scale, the street interface character and provide a general guide to the preferred arrangement of land uses near the interface.

The existing site interface character diagram (below) summarises the key external character that will influence the site response:

- *Main Road Commercial:* Heidelberg Road presents as a long but discontinuous strip of commercial, larger showrooms and some smaller retail uses with sections of housing in between. The address to the street is oriented more towards vehicles moving at speed than pedestrians.
- *Arterial Road:* Chandler Highway presents as a major traffic route with very few direct street interfaces on adjoining sites. Most dwellings along this stretch of road are oriented away from the road or screened from the traffic noise.
- *Park Landscape:* Alphington Park presents as a large and well-used public open space edged by individual dwellings. Residential entries on the northern and eastern sides of the park are oriented towards the public space offering passive surveillance and pedestrian-scaled built form.
- *River Landscape:* the Yarra River corridor provides a strong riparian landscape character that requires a sensitive interface response that prioritises the landscape expression and a sense of continuity with the river.

PROPOSED SITE INTERFACE: CHANDLER HIGHWAY AND HEIDELBERG ROAD

In response, each of the proposed site interfaces provides a contextually specific character (illustrated opposite):

- To the north the existing 1960s brick buildings provide a strong existing character that will closely inform the scale and materiality of the Heidelberg Road interface.
- Along Heidelberg Road the shopfront and showroom character of nearby retail and commercial areas will be reflected in the site response at ground level, with large design gestures scaled appropriately for its roadside setting.

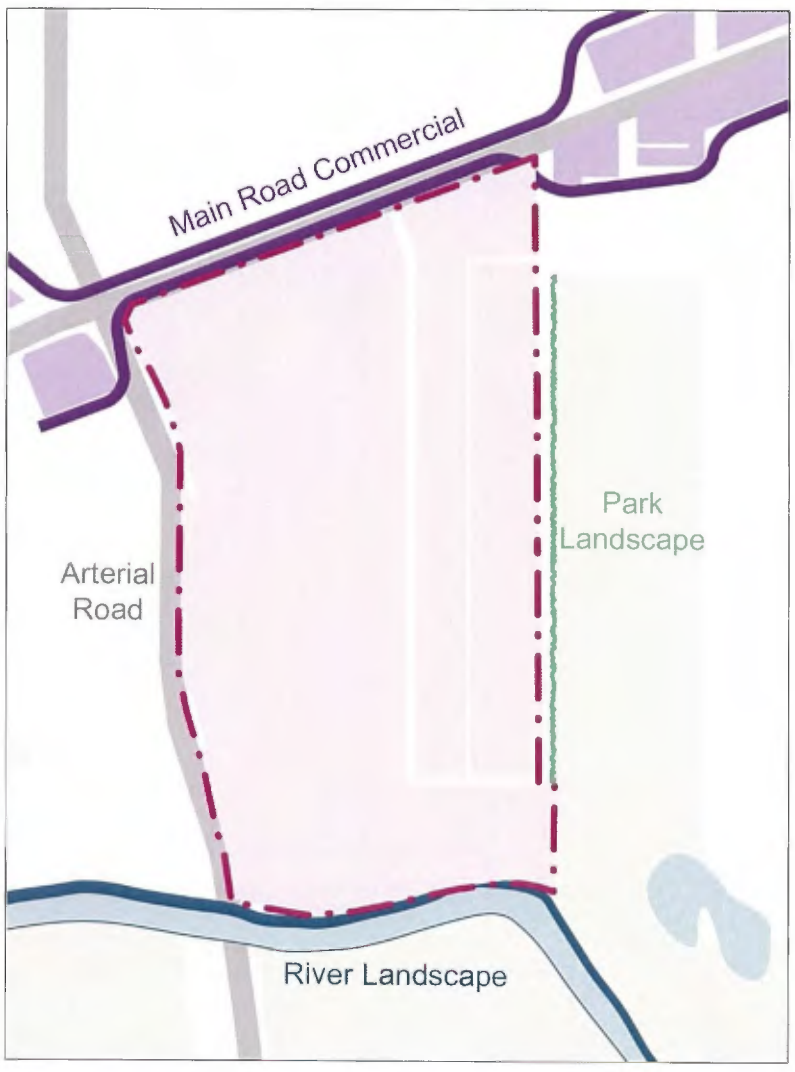

FIG. 36: EXISTING SITE INTERFACE CHARACTER

- The mix of uses proposed along the northern interface including retail and commercial is complementary to the existing retail and commercial offered within the Fairfield activity area.
- To the west the key imperative is to screen the road noise emanating from Chandler Highway. The interface character will mostly retain or reinterpret the existing brick wall and the larger buildings aligned to this edge. The land uses here will generally favour residential dwellings. The entries will be oriented away from the arterial road, similar to the interface on the opposite side of Chandler Highway.

PROPOSED SITE INTERFACE: ALPHINGTON PARK AND THE RIVER CORRIDOR

- To the east, the site character responds to Alphington Park with generally lower-rise housing and an emphasis on front yard landscape opportunities within the street setback to Parkview Road. This arrangement will provide continuity with the landscape within the park while offering fine-grained built form and passive surveillance towards the public realm.
- To the south the existing landscape in the river corridor will remain the dominant aspect of the interface character. In addition to the River Park which provides a 30 metre band of landscape, the interface quality will emphasise the role of landscape within private lots and ensure that the residential built form is sensitively embedded within the landscape.

These interface strategies are intended as only a general guide to the proposed site response. Further specific detail is provided in *Chapter 4: Landscape Concept Plan* and *Chapter 5: Design Guidelines.*

In particular, the design response to the river corridor as a public space and ecological resource, including the interface details for private lots abutting the corridor, are discussed in detail in Section 4.8 of the Landscape Concept Plan.

BUILT FORM AND HEIGHTS

The built form arrangements are generally in accordance with the DPO. With the exception of the adaptive reuse or interpretation of heritage buildings in the River Precinct, the taller built form is oriented towards the Alphington Paper Mill Village and Gateway Precinct and along the main intersecting roads of Chandler Highway and Heidelberg Road as envisaged in the DPO.

A cluster of landmark buildings will be located at the corner of Chandler Highway and Heidelberg Road which will provide a prominent design gesture oriented towards the intersection.

The higher buildings across the site will be visible from a range of locations in the surrounding area. The built form above podium level will be broken into individual buildings to enhance the silhouette of the overall massing and create a distinctive skyline expression.

FIG. 37: BUILT FORM AND INTERFACE STRATEGY

- Boundary Wall to Street Edge
- Existing Retail on Heidelberg Rd
- Provide Strong Edge to Road
- Landscaped edge to Yarra Park
- Residential edge to Parkview Rd including a 3.0m landscape setback
- Landmark Built Form
- 6 — High Built Form (No. of Storeys)
- 2 Storey Interface to River

REFER TO PRECINCT DESIGN GUIDELINES (CHAPTER 5) FOR KEY INTERNAL STREET INTERFACE CHARACTERISTICS

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3.9 HERITAGE AND INTERPRETATION

The heritage and interpretation strategy is intended to celebrate and enhance the most significant heritage aspects of the site while allowing for the ongoing explicit legibility of prior uses on the site. The Conservation Management Plan (contained in Volume 2 of this submission) analyses the issues and sets out general policy responses to heritage concerns in great detail. The strategy outlined here provides a high-level summary of the site-wide response to heritage and interpretation.

The series of themes identified through the Conservation Management Plan analysis have underpinned the design strategy for the site. These themes provide a continuing link with the previous uses and help define a distinctive series of built form and landscape characters across the site. The thematic framework has been incorporated throughout the development plan.

Additionally, the Conservation Management Plan identifies the buildings that should be retained where possible and the approach that should be taken for reuse or reinterpretation for each. It has identified alignments and infrastructure of a contributory value. The masterplan has incorporated these recommendations.

SIGNIFICANT BUILDINGS AND BUILT FABRIC

Heidelberg Road: the F5 machine room and the F6 waste paper plant (otherwise referred to in this document as the 1960s brick buildings) have provided a highly visible public expression of the previous uses on the site. The Council resolution of 2 December 2015 required the demolition of both buildings to enable an improved interface to Heidelberg Road. The Council resolution also requires the demolition of the 1954 Boiler House

Industrial Heritage Precinct: at the southern end of the site the combination of 1920 Boiler House, the 1954 Boiler House and the River Pump House, with the ensemble of surrounding remnant water and power infrastructural elements such as tanks and chimneys, together provide a significant opportunity to provide an in-situ understanding of earlier operations on the site.

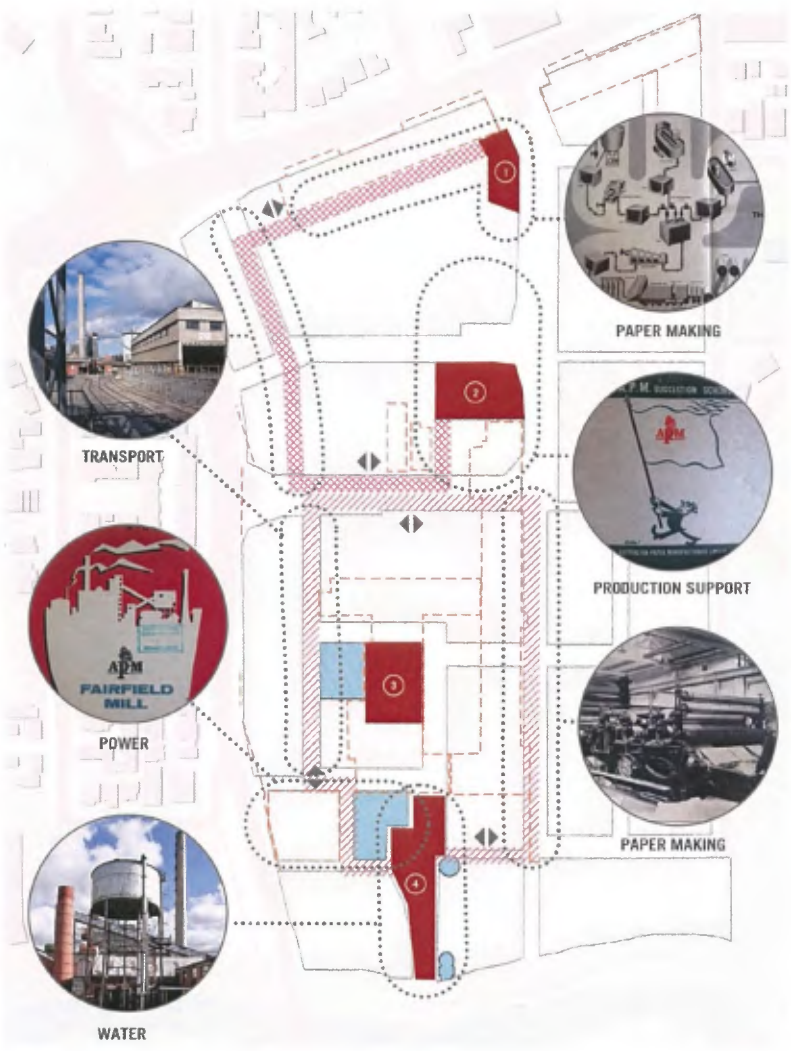


FIG. 38: LINEAR PATH FOR INTERPRETATION OF HERITAGE NARRATIVE

- Significant building or element to be reused or reinterpreted
- Demolished buildings and elements
- Heritage Link
- Paper Trail
- (1) Village Square
- (2) Artisan Park
- (3) Workshop Park
- (4) Heritage Park

In adapting the significant heritage built form it will be necessary to investigate opportunities to either re-use the existing built form or reinterpret its scale, form and materiality, where feasible and appropriate. In re-using the other remnant infrastructure the incorporation of signage and graphics will help with interpreting the previous role of these items.

NON CONTRIBUTORY BUILDINGS AND BUILT FORM

The site Masterplan also identifies a number of additional buildings to be considered for reuse or interpretation. These do not explicitly carry a high heritage significance as defined in the Conservation Management Plan however due to their location, scale or material form offer a design opportunity. If possible and feasible, the reuse or reinterpretation of these buildings will add to the character of the development and help create a distinctive urban neighbourhood.

INTERPRETATION AND PLACEMAKING

The heritage character and thematic framework for the site will be further reinforced through responsive built form and landscape design elements. These elements are not intended to replace specific heritage built form or perform a specific interpretive role as set out in the Conservation Management Plan. Rather, they are intended to add to the character of the precincts and provide a series of contextually meaningful design cues.

- **Brick ends**: while it was in use as a working paper mill, the factory buildings were continually added to over time. The industrial building types used in this portion of the site, used masonry to define significant facades, with lighter structural elements acting as infill in between. The proposed built form reinterprets this typology by using face brickwork at these interfaces to reflect the former industrial character of the site.
- **Interface elements**: the built form at these interfaces will provide a contextually specific response to the industrial heritage of the site. For example, this may include requirements for the use of specific facade materials, roof detailing or including elements salvaged from the site.
- **Heritage link**: site interpretation will help to ensure the former uses remain legible once much of the built form has been replaced. The landscape design provides opportunities to incorporate themes and information about the uses into the public realm.
- **Reuse of materials**: the distinctive character of the site is also influenced by the mix of materials that have been used on the site. The reuse of materials ensures that the future colours and material palette retains a link to the former use. For example, the distinctive red brickwork can be reused as a base for the landscape treatments. Specific elements such as water tanks, pipe work, roof trusses and steel rails could all be used in public realm treatments that reinterpret the materials for new future uses.

HERITAGE CONSERVATION MANAGEMENT AND INTERPRETATION PLAN

Heritage Conservation Management and Interpretation Plan to provide for:

a. the demolition of the buildings known as Machine Room 6 and Paper Recycling Building;

b. the demolition of the 1954 Boiler House and that any new building will conform with the building heights in the DPO schedule for that precinct being 5 storeys;

c. options for using the building design and construction treatments, as part of the heritage interpretation;

d. the residential history of the site incorporated where it is relevant, such as the interpretation of the remnant walls and stone terracing within the River Park;

e. the implementation will be secured through a planning agreement to ensure it is delivered throughout the development program;

f. the preparation of the detailed design and delivery for heritage interpretation as part of the planning application process to the satisfaction of the responsible authority.

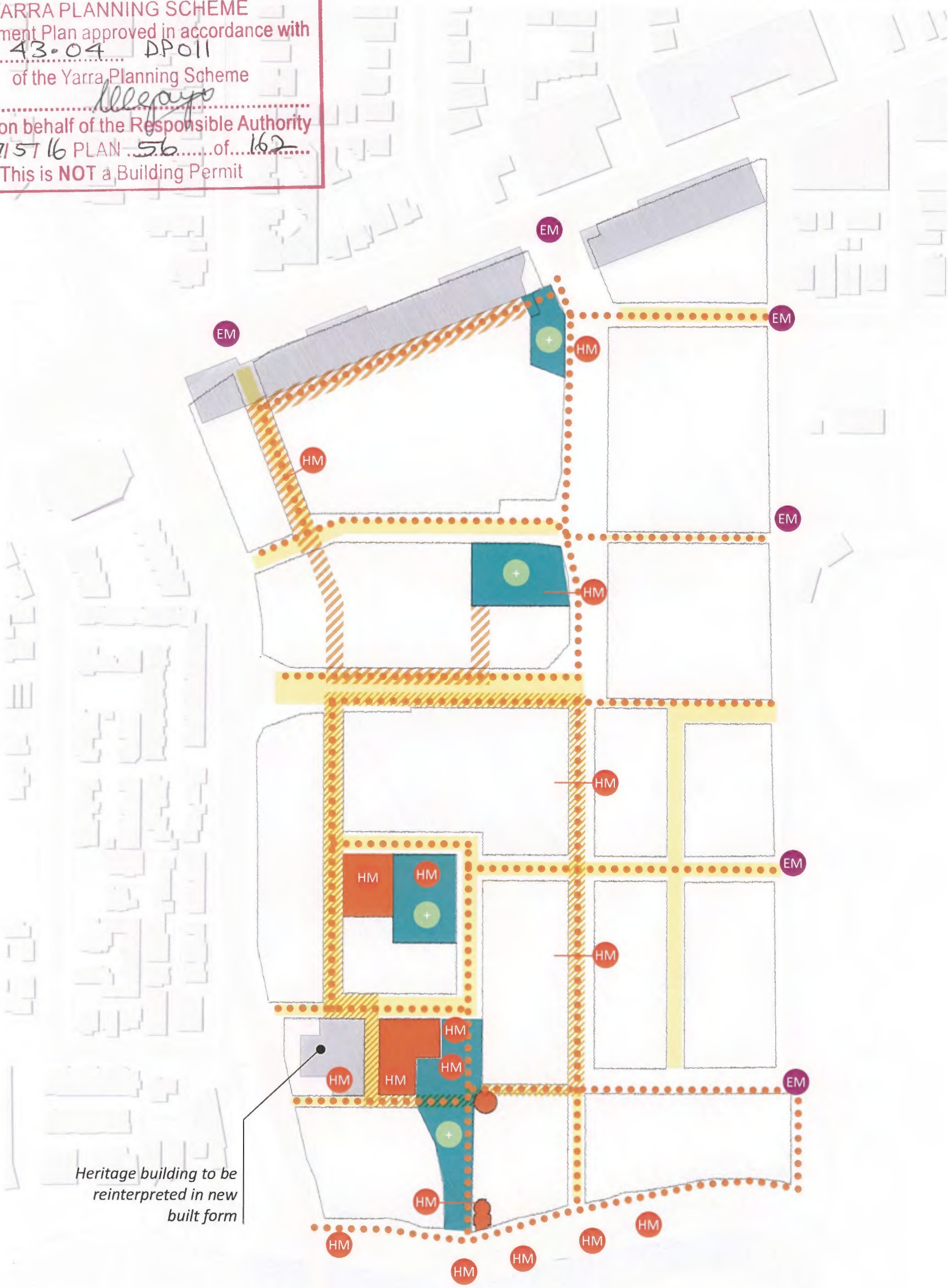


FIG. 39: HERITAGE AND INTERPRETATION STRATEGY

3.10 SUSTAINABILITY

The Ecologically Sustainable Design (ESD) approach for the site has sought to be informed by a number of key considerations:

- Which themes might best align with the unique heritage and industrial story of the site and its location.
- Which methodologies might best align with the proposed land uses identified in the Masterplan and economic study to produce an exemplary outcome.
- What methodology for performance indicators might be set for the development that provides a robust and clear framework for both the design teams and statutory decision makers.

This responds to the clear requirements of the DPO, which sets a vision for a sustainable community with built form and landscape design that implements innovative ESD features and provides opportunities for best practice in environmental management.

To this end an approach has been developed that identifies in the first instance core deliverables that will be achieved that meet the base expectations of the planning scheme, the second is to identify core deliverables over and above base expectations and how they compare to best local and world practice and the third in recognition of the extended time frames of the project is areas for further investigation and testing that might be implemented subject to financial and technical viability. The outcome of this strategy, the core deliverables and their benchmarking is discussed in detail in the ESD Strategy report contained in Volume 2.

There are two main areas where sustainability will be tangibly incorporated into the site masterplan: through precinct ESD initiatives and through an integrated water cycle strategy. The overall performance will be assessed using a third party certification scheme. The details are as follows:

PRECINCT ESD INITIATIVES

The City of Yarra has a well defined framework of ESD requirements set out within the DPO and separately through policy on "10 Key Sustainable Building Categories". In combination, this provides an excellent framework and common language for the ESD Strategy while recognising that the categories do not fit perfectly with a precinct wide development at a masterplan level of resolution. The categories are:

- Indoor Environmental Quality.
- Energy Efficiency.
- Water Resources.
- Stormwater Measurement.
- Materials.
- Transport.
- Waste Management.
- Urban Ecology.
- Innovation / ESD Excellence.
- Ongoing Building and Site Management.

The Masterplan sets targets for each category that form commitments to a minimum level of performance. The assessment of each will be made in detail during the planning application process.

An additional category of commitments is offered – "Community Infrastructure". This includes aspects of social and economic sustainability to ensure a truly holistic sustainability response.

INTEGRATED WATER CYCLE MANAGEMENT

Given the site's proximity to the Yarra River Corridor and its history of having a predominance of impervious hard surfaces, an important aspect of the sustainability strategy for the site is the Integrated Water Cycle Management and Stormwater Strategy. This plan, summarised on the adjacent map, sets strong targets for reduced stormwater runoff and contamination levels. The targets will be met through the use of a range of innovative reuse and management approaches, such as the reuse of existing water infrastructure for storage, 'third pipe' water distribution in larger buildings, green roofs and water retention strategies to support the landscape in the public realm.

Further details are outlined in the Integrated Water Cycle Management Strategy, contained within the Services & Engineering Infrastructure Report in Volume 2.

ENVIRODEVELOPMENT RATING TOOL

As outlined in the ESD Strategy in Volume 2, this development plan provides a pathway towards a Melbourne first for an inner urban development by committing to achieve certification of 6 out of the 6 possible elements of the UDIA EnviroDevelopment rating tool. A national rating system established in 2007 specifically for communities and precincts, EnviroDevelopment offers a rigorous, certified, third party assessed benchmark against which the development will be rated.

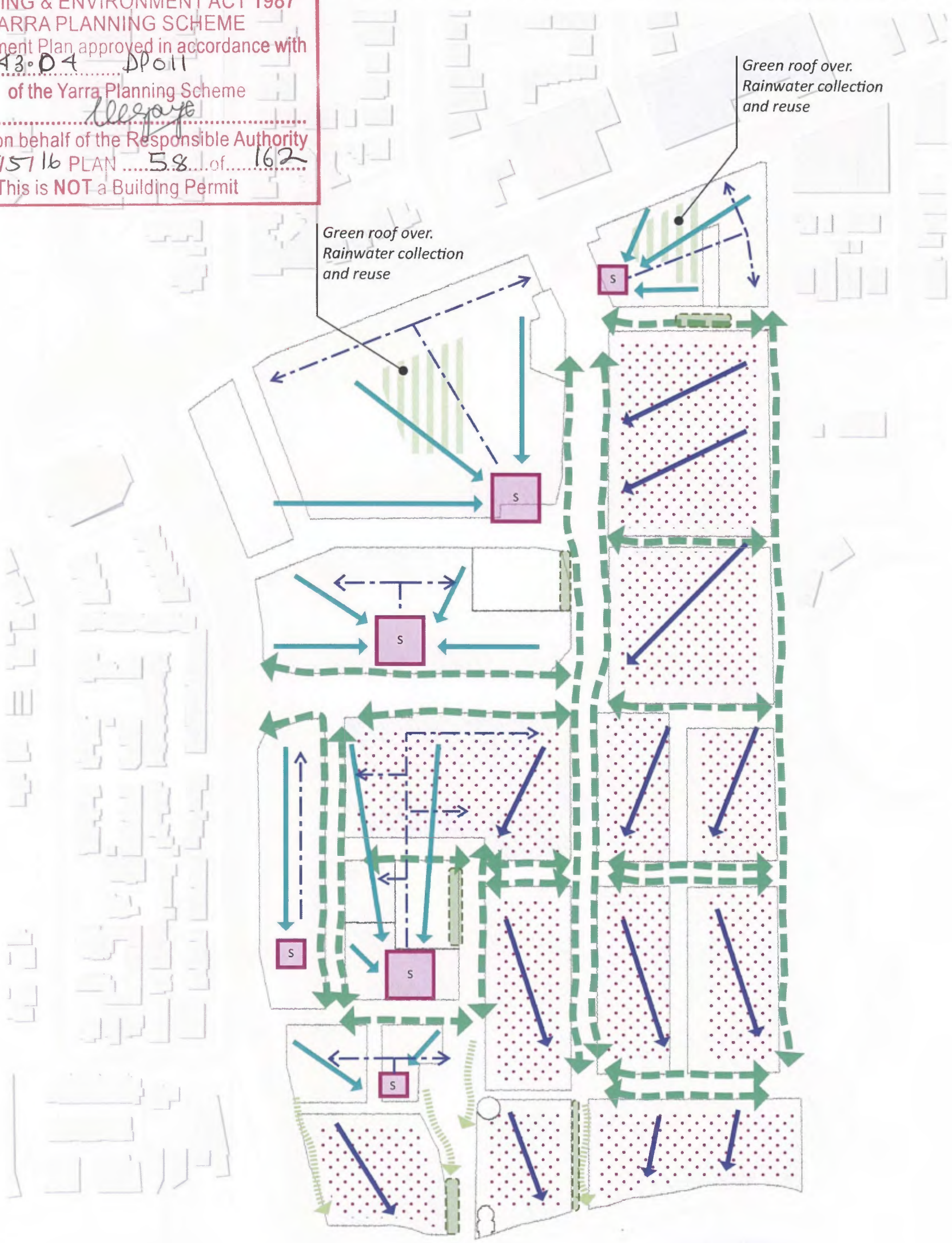


FIG. 40: INTEGRATED WATER CYCLE MANAGEMENT AND STORMWATER CONCEPT

Landscape Concept Plan

04

4.0 LANDSCAPE CONCEPT PLAN

4.0 INTRODUCTION

The purpose of the Landscape Concept Masterplan is to fulfil the requirements of Schedule 11 of the Development Plan Overlay (DPO11) as it relates to 'landscape' issues.

The scope of the Landscape Concept Masterplan includes the landscape design approach from the site and data analysis, the design philosophy and the concepts for all open spaces within the development which includes various neighbourhoods and sub-precincts and the interfaces with the local neighbourhood.

Preparation of this work has involved data research both historical and as applicable from various authorities (local government, Melbourne Water and Parks Victoria) detailed site analysis, design workshops and discussion with the other project consultants including conservation architects, design architects, urban designers, town planning, traffic/civil engineering and ESD consultants.

The landscape focuses on the conceptual design of the public spaces, public managed spaces and private realm related to the overall development. The work specifically addresses the hard and soft landscape finishes to all open spaces and interfaces including;

- Streets, access lanes, pedestrian and bike trails (with the Traffic Engineer)
- Squares, plazas and parks and their pedestrian linkages
- Street planting and paving finishes (new and retained features)
- Street based water sensitive urban design features
- Opportunities for private realm landscaping
- Opportunities for the 30m wide Yarra River interface

FIG. 41: SITE LOCATION

4.1 REGIONAL CONTEXT

SOILS & GEOMORPHOLOGY

The site is within an area classified as heavy clays on younger basalt, part of the flatter western basaltic plains of Victoria. The riverside location places it at the confluence of both the darker loams clays and local sands and the lighter grey loams over clay both of which cover a sedimentary rock subgrade. These extend from the river on the south side of the river eastwood through the undulating foothills toward the Great Dividing Range.

This situation reflects the various pre-settlement landscape typologies in close proximity to the site and provides an interesting narrative as to a "confluence" of different landscape typologies:

Geomorphology can be an influence on the landscape design concepts, particularly in type of subgrade;

- The darker blue-grey basalt stone widely used in Melbourne as building walls, pavings and kerbs, and similarly sandstone in Sydney and porphyry in Brisbane
- The lighter sedimentary rock (Ryolite) is often a common material for paving, walls and stairs in the gardens of houses in the eastern suburbs.

LANDFORM

The geomorphology provides clues as to the landform context. The site is part of the flatter basaltic plains however the riverside location places it at the western extremity of a major natural floodplain/retarding basin of the Yarra River extending upstream to the Banyule Flats and Templestowe beyond.

Interestingly, it is almost adjacent the site where the floodplain terminates and the river negotiates the gorge type landscapes of the Yarra Bend Park.

This unique situation may inform the design process in respect of:

- An interesting narrative as to the symbolic importance of the site at the confluence of these significant landforms,
- The provision of a range of contrasting vistas depending on height ranging from the city, Mt Macedon, the Great Dividing Range the Yarra Valley and bushland of Yarra Bend Park,
- Potential influence on architectural philosophy in the strategic symbolic nature of housing overlooking this situation.

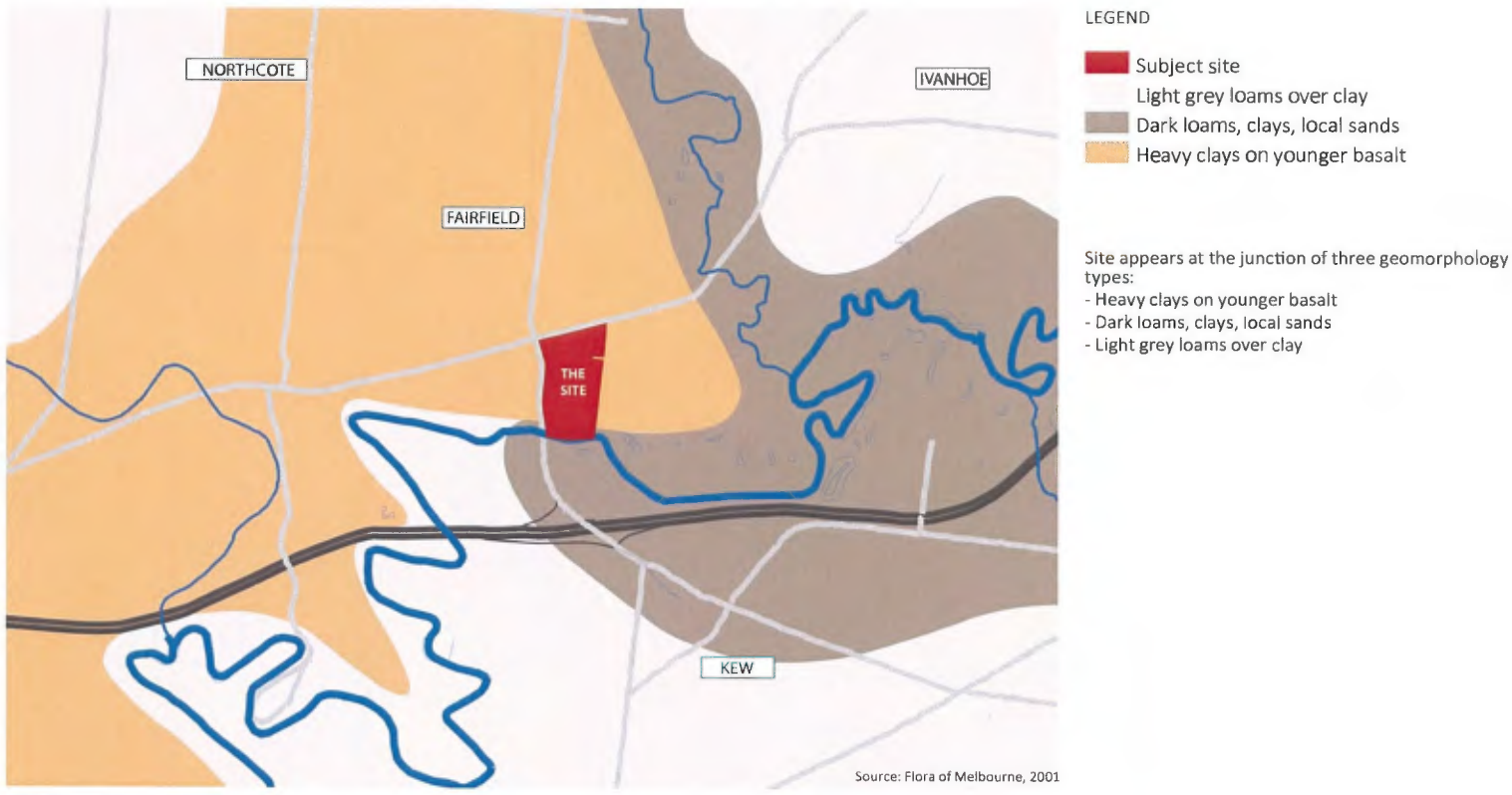


FIG. 42: SOILS AND GEOMORPHOLOGY

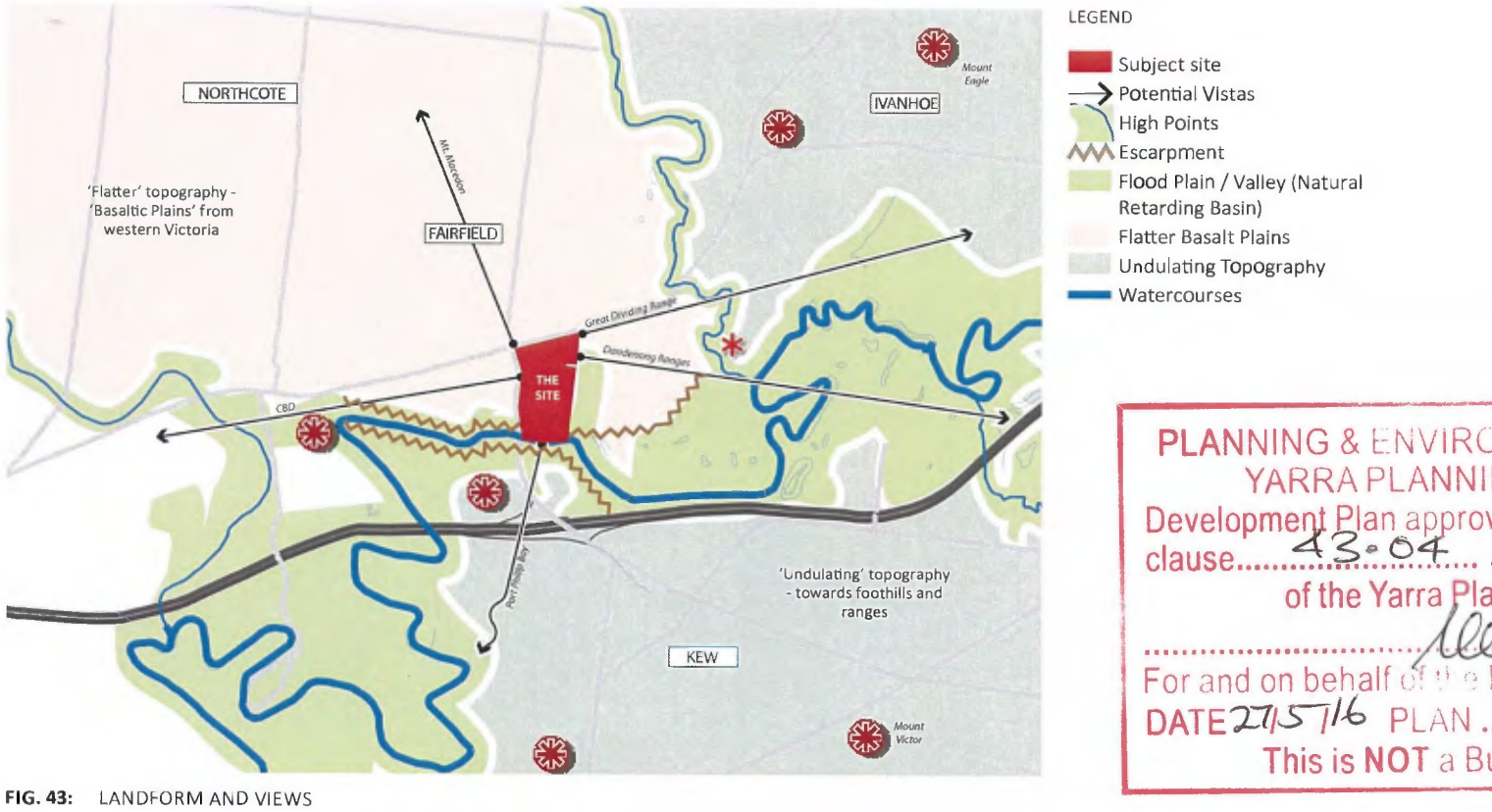


FIG. 43: LANDFORM AND VIEWS

PRE-SETTLEMENT LANDSCAPES

The pre- settlement indigenous vegetation (pre-1750) typologies not surprisingly also vary at the location of the site. The three main environmental classes (EVC) as mapped by the Department of Sustainability and Environment for the Victorian Volcanic Plains bio-region (and as referenced by the "Flora and Fauna Assessment Report" Brett Lane and Associates Pty Ltd July, 2008) are;

- 55 Plains Grassy Woodland (aligned generally with the basaltic plains)
- 56 Floodplain Riparian Woodland, (aligned generally with the Yarra floodplain)
- 895 Escarpment Shrubland (as can be seen on the south escarpment of the river)

Given the modified nature of the site, the Floodplain Riparian Woodland (or remnants of) within the Yarra River interface is the most likely EVC class to exist (in part) on the site.

Other EVC's in close proximity are 175 "Grassy Woodland generally to the south of the site, 641 "Riparian Woodland" adjacent the river, 68 "Creekline Grassy Woodland", 22 Grassy Dry Forest, 851 Streambank Shrubland, 172 Floodplain Wetland Aggregate (typically within billabongs) and 61 Box Ironbark forest on the drier escarpment of the Yarra.

A full and detailed list of species and their distribution are readily available for all of these typologies and is a very useful resource for the appropriate indigenous plantings on the site as well as for planting themes for raingardens, swales and constructed wetlands.

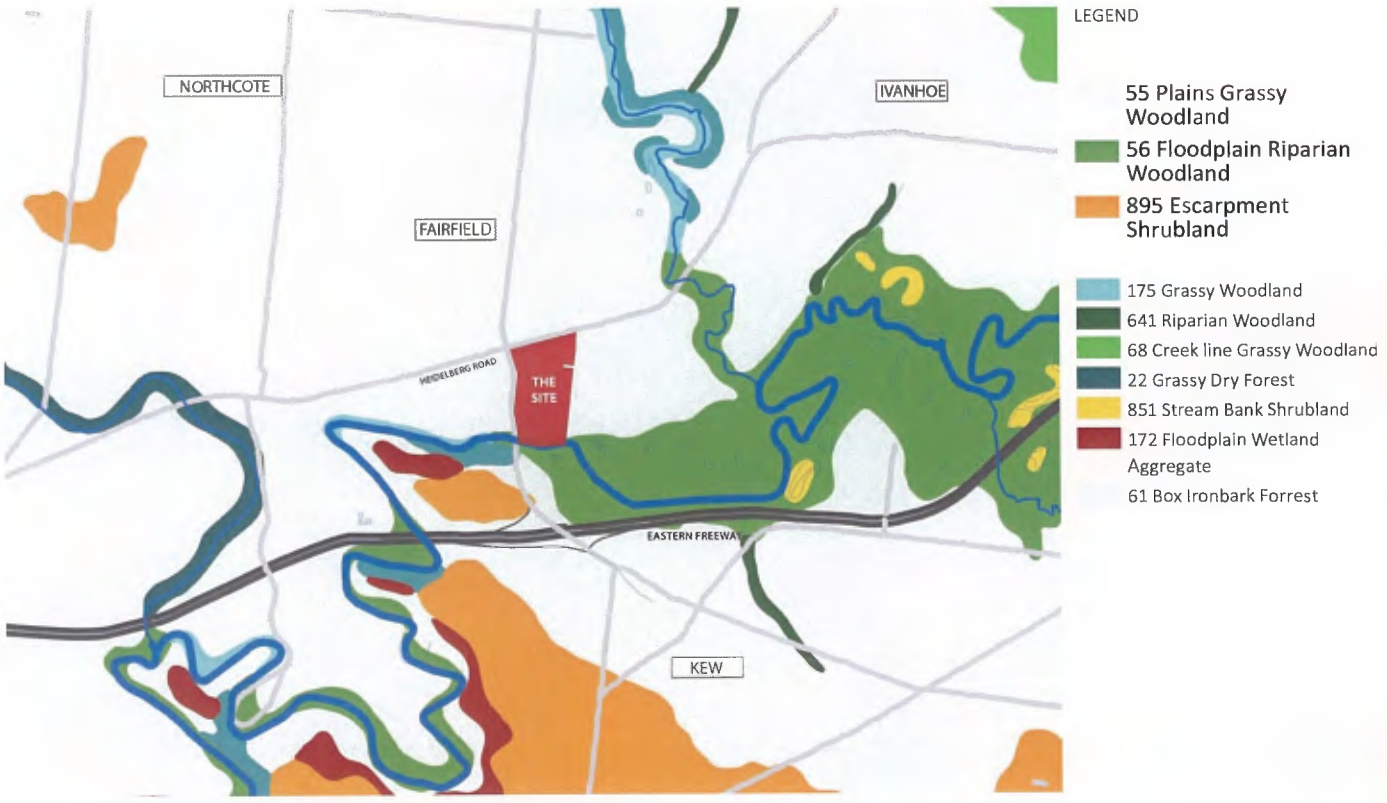


FIG. 44: PRE-SETTLEMENT LANDSCAPES

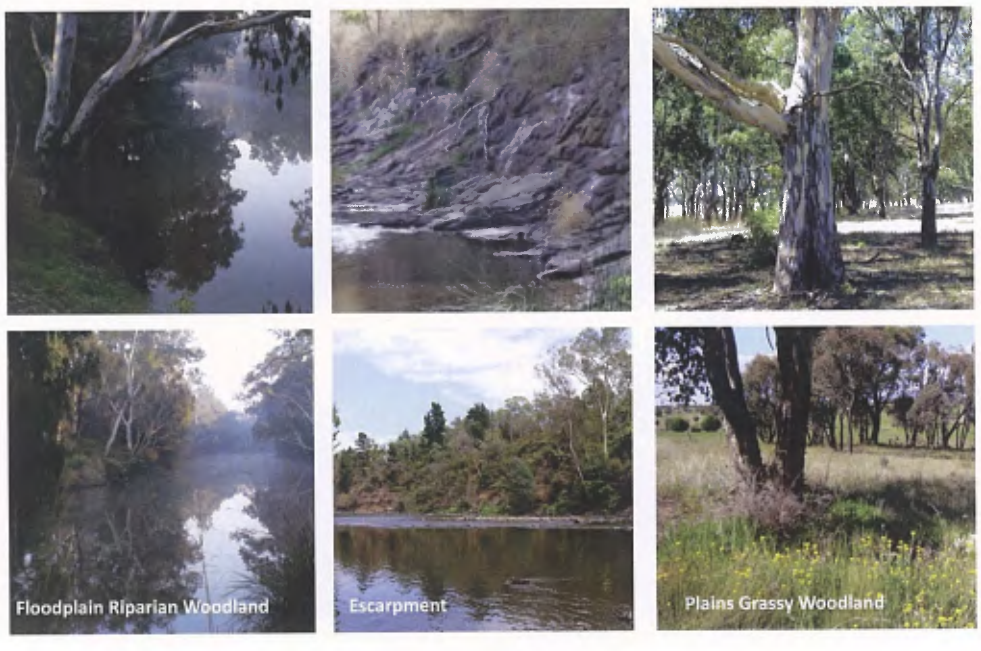


FIG. 45: EVC BIOREGION BENCHMARKS

HISTORICAL LANDSCAPE INFLUENCES

Whilst the Conservation Management Plan prepared by Lovell Chen contains a detailed historical analysis of the site's development, a brief review of the patterns of settlement of the surrounding neighbourhoods and the historical impacts on the landscape may provide some considerations in the landscape design process.

Alphington was initially settled in the 1840's when farms including Lucerne, Fullham Grange and Knockando were established on the rich Yarra River flats. Remnants from this early settlement are minimal except for the names for streets and perhaps the older remnant exotic trees. A large oak near the site and planted by Governor LaTrobe is listed on the register of important trees as recorded by the National Trust .

The railway arrived in 1883 with the Outer Circle line adjacent the site providing access over the river. The north abutment of the Outer Circle Bridge (designed by Sir John Monash) forms part of the site's river interface and a "cutting" to facilitate a siding or spurline exists at the north west corner of the site.

The early 20th century saw a gradual increase in development particularly along Heidelberg Road and around the railway stations both residential and commercial. Some of the original streetscapes featuring formal avenues of larger exotic species exist to this day.

Parks and open space were integral to the subdivisions, many taking advantage of the recreational benefits of the Yarra River, and were designed generally in the "gardenesque" style of landscape comprising mostly exotic species, formal avenues and botanical style configuration of garden beds and lawns. Much of these are relatively intact including:

- Coate Reserve and Rudder Grange
- Alphington Park
- Fairfield Park and boathouse
- Studley Park and Boathouse

Larger homes began appearing along the Yarra with some gardens extending down the escarpment to the river edge. Remnants of such gardens form much of the site interface including the former Runnymeade residence, which included stone walls, oak trees, terraced garden beds and steps to the Yarra.

The exotic, historical landscapes of the area are important as they can recall the history and patterns of settlement of the area as well as the social and recreational benefits of the river the notions may influence concept formulation early in the design process.

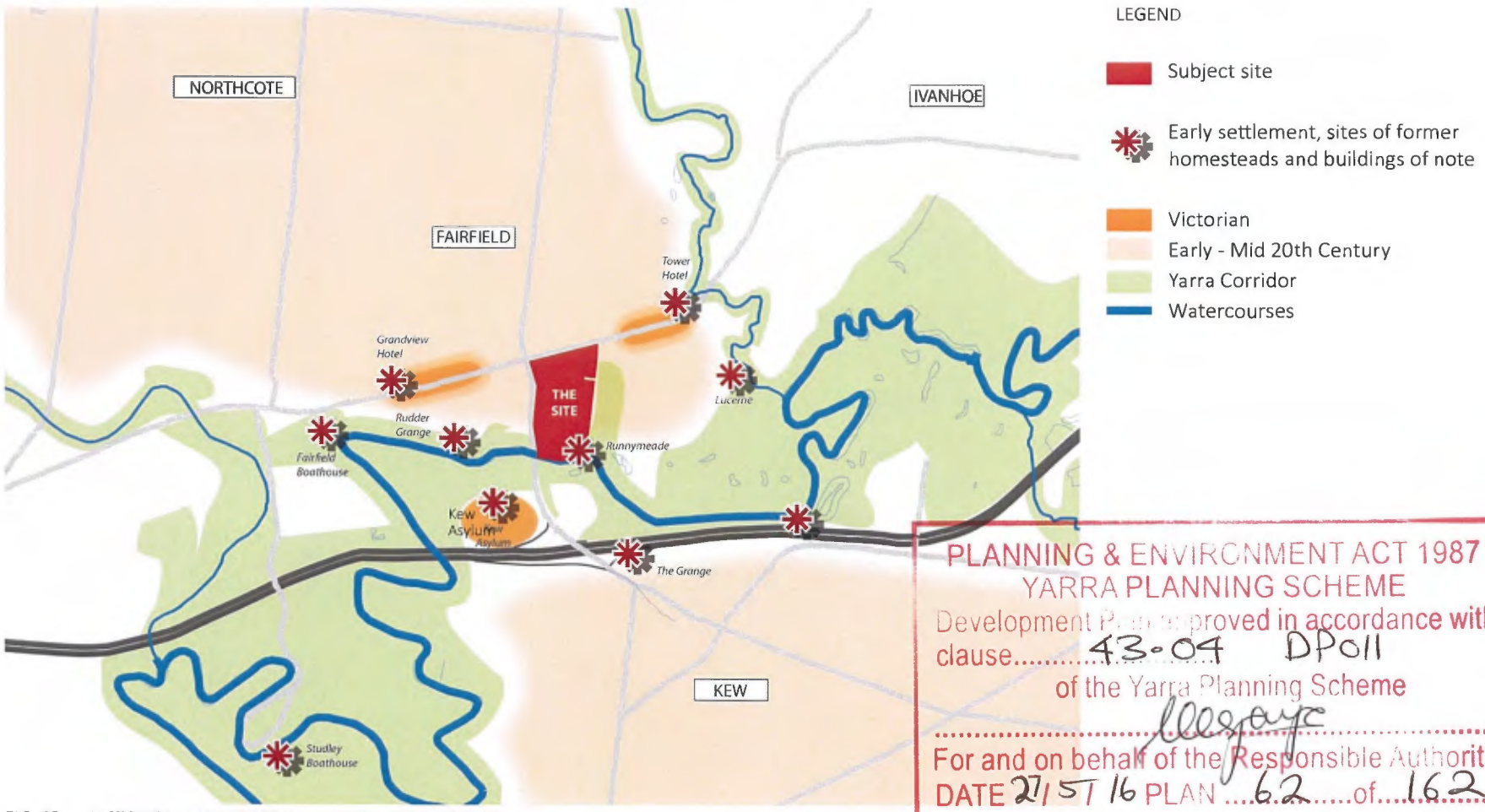


FIG. 46: HISTORICAL LANDSCAPE INFLUENCES- KEY ELEMENTS

CULTURAL LANDSCAPE INFLUENCES

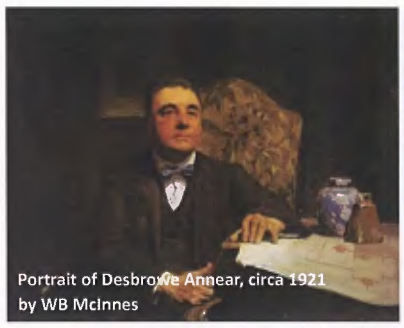
Amongst the earlier residents of Alphington and nearby neighbourhoods were a number of significant artists perhaps drawn by the picturesque riverside setting and the early homesteads, including (but not limited to);

- William Beckwith (WB) McInnes, 6 time archibald prize winner
- William (Jock) Frater, well known painter and stain glass maker
- Napier Waller, muralist, mosaicist and painter famous for his work at the Australian War Memorial in Canberra
- Violet Musgrave, still life painter

A feature of some of these artist's residences were their studios and beautiful gardens featuring floral displays and other exotic species. These may well have been the subject of still life paintings.

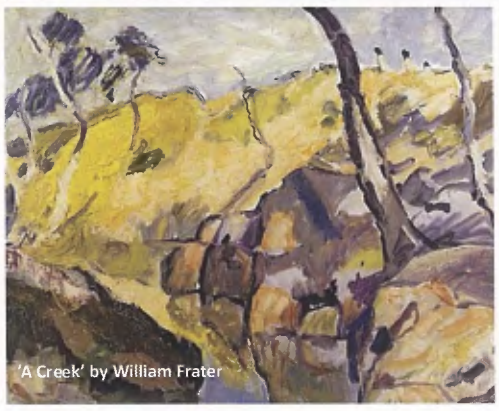
Other design related influence can be drawn from notable designers involved in the area including architect Desbrowe –Annear, (designed WB McInnes residence and studio and was a subject of a portrait by McInnes) and Ellis Stones, considered founder of contemporary landscape architectural profession in Australia. Stones was introduced to landscape by the famous landscape designer Edna Walling, and pioneered native and indigenous plants as part of informal gardens as an accepted landscape design typology.

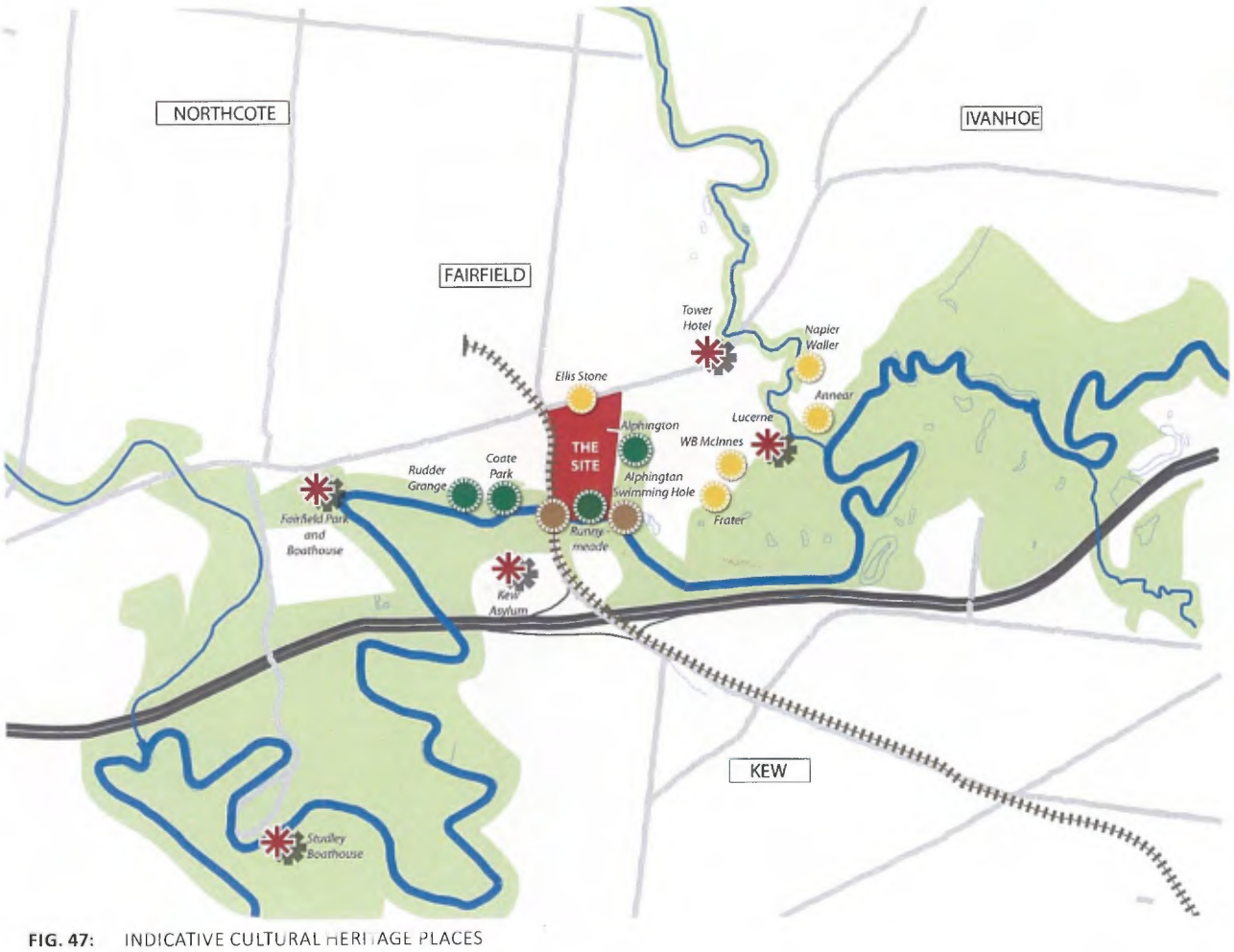
A consideration of the lives and output of the artists/designers and their influences provides inspiration for the landscape design in terms of; colour, (impressionism, floral gardens), materials (mosaics murals, native gardens), approach to landscape design or simply a rich source of interesting historical facts for referencing throughout the site as street or park names.


Portrait of Desbrowe Annear, circa 1921 by WB McInnes


McInnes Studio and gardens


'Milking Time' Lucerne Farm' by WB McInnes


'A Creek' by William Frater



LEGEND

- Subject site
- Outer circle rail line
- Station masters garden, Chandler Highway bridge and embankment
- Early buildings
  Including early - late 19th century gardens
- Early parks
  Gardenesque landscapes / late 19th century style
- Artist residencies / architecture / landscapes
- Heritage Items (bridge and swimming hole)

FIG. 47: INDICATIVE CULTURAL HERITAGE PLACES

OPEN SPACE/RECREATION

The general region features a range of open spaces and trails, most adjacent or within the Yarra River flood plain, including:

- The Main Yarra Trail, the Darebin and Merri Creek trails all connecting to the city or extending out to the upper Yarra including the Capital City Trail, as well as more local trails linking to various parks, and linear open space,
- Parks and open space including the bushland of the Yarra Bend Park and Chelsworth Park, the active sporting grounds of various sporting clubs as part of those reserves, the active and passive pursuits accommodated by Alphington Park with its sporting oval and bowling club, as well as passive parkland of Coate Reserve, Rudder Grange and Fairfield Park.
- Water related open space activities on the Yarra supported by the Fairfield Canoe Club, the Fairfield and Studley Park Boathouses as well as recreational fishing along the river,
- Golf including public courses at Yarra Bend, Ivanhoe and Freeway as well as private clubs Latrobe, Greenacres and Kew.

Consideration of clear and convenient access and linkages from the site to and via the above will be an important non- negotiable part of the initial development of the landscape concepts.


Historic Swimming Pool


Seating on River Trail


Coate Reserve


Yarra Trail


Yarra River


Yarra Bend Golf Course


Fairfield Park and Boat House


Alphington Park

FIG. 48: OPEN SPACE & RECREATION

4.2 NEIGHBOURHOOD CONTEXT

TYPICAL SUBDIVISION PATTERNS

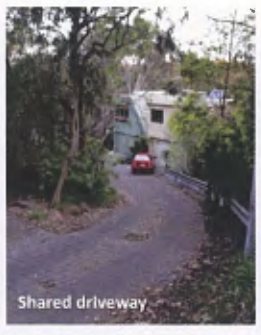
In terms of landscape and visual character, the immediate neighbourhood is characterised, generally as follows:

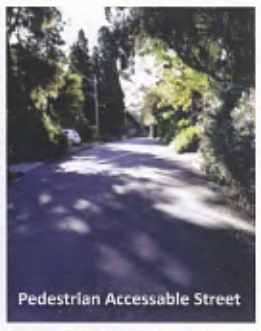
- Original subdivided larger lots of generally 600–1000m2, defined generally by a grid of access streets with a 16- 20m road reservation width. Larger blocks are further divided by rear lane with a 10m ROW width.
- Smaller laneways and access ways of varying widths are becoming common in more recent medium density development to provide service access to the rear and side of residential and commercial properties.
- Road cross sections are typically formally arranged and symmetrical with footpaths and nature strips both sides and parallel kerbside parking,.
- Roads adjacent waterways and linear open space have a more organic configuration and are generally called "Crescents", with lots backing onto these areas,
- Housing is generally detatched, with front and side setbacks supporting gardens of both exotic and native character. The generous front setbacks provide a significant landscape contribution to the streetscape.
- Street tree planting is typically formally arranged in terms of kerb offset, within nature strips but with variable spacing in response to parking arrangements and cross over locations.

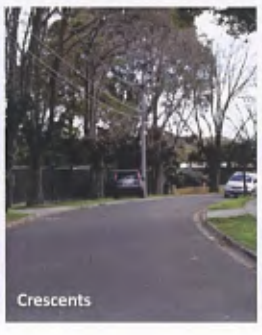
LOCAL STREETSCAPE CHARACTER

- Roads within Alphington/Fairfield were originally defined by bluestone pitcher kerb and channel and asphalt footpaths many of which still exist. More recent upgrades include extruded insitu concrete kerb and channel.
- Roads in steeper terrain feature central grade change with timber balustrade and planted central embankment ,
- Footpaths historically were typically bituminous concrete, however upgrades are generally natural concrete and scribed.
- Street furniture, including seats, lights and bins does not appear to conform to a coordinated theme.
- Street tree planting is typically formally arranged in terms of kerb offset, within nature strips but with variable spacing in response to parking arrangements and cross over locations.

FIG. 49: ALPHINGTON/ FAIRFIELD SUBDIVISION PATTERNS







LOCAL PARKS AND OPEN SPACE

The neighbourhood has ready access to river/creekside open space and local parks containing active sport facilities, passive recreation, parks and gardens, and conservation areas. Several open spaces associated with schools are located around the neighbourhood, however the dominant open space typology is the passive recreation opportunities and trails primarily located within the waterway corridors.

A consideration of the site master plan within the wider open space context reveals that the Alphington Park, Coate Reserve, Rudder Grange, Willsmere Chandler Parkland, Yarra Bend Park and the Yarra River linear trails are generally around 400m, a walkable distance from the site. The easy access to cycling trails however puts many more local and regional parks within easy access.

The Yarra Bend Park opposite the site provides a unique bushland with trails in a wilder native setting.

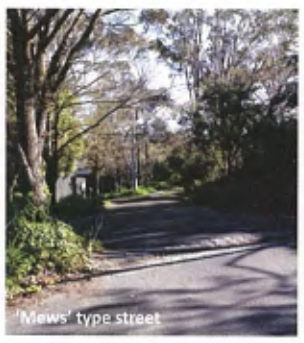

Coate Reserve

NEIGHBOURHOOD LANDSCAPE CHARACTER

- Parks and gardens are generally of the "gardenesque style" of avenue of exotic trees and free flowing garden beds through grassed areas still existing, however upgrades with native and indigenous vegetation are noted in some parks near the site
- Streetscapes vary from mature avenues of larger exotics, the most notable are those with mature Planes, including Perry Street, Bloomfield Ave, Alphington Street and Yarraford Avenue and larger ornamental clean trunked Eucalypts to the smaller flowering ornamental fruit trees (Prunus sp) and natives (White cedar and tea tree.)
- Historically it could be said the Plane Tree is the typical historic street tree however, more exotic plantings of Canary Island Date Palms (Phoenix canariensis) are on Chandler Highway and also in Coate Avenue.
- The Yarra Bend on the opposite riverbank to the west of the site is a unique park of predominate remnant indigenous riverside vegetation.
- The simple, formal arrangement of blocks, varying architectural styles, regular detached building setbacks and gardens, and linear views to the riverside park system and formal arrangements of street trees help to define the visual character of the neighbourhood setting.


Yarra River Trail


Lucerne Crescent


'Mews' type street


Street access to river corridor and trail

PEDESTRIAN & BICYCLE PATH NETWORK

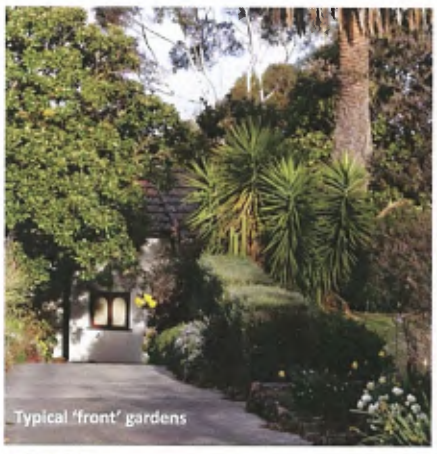
The main neighbourhood street network provides pedestrian connections and on-road bicycle links, from residential and commercial precincts to the surrounding parks and riparian open space trail systems.

The formal pedestrian and bicycle path network is typically linked to the river and creekside park system which serves as both a local and regional path system.

WEATHER

The prevailing North-West Melbourne wind is likely to be a consideration in the Alphington area due to the flatter basaltic plains extending to the North West.

Wind is likely to affect the design and use of public and private landscape spaces.


Typical 'front' gardens

4.3 POLICY CONTEXT

LANDSCAPE CONTROLS

Considerations for the development of open space/landscape concepts can be found within the Planning Scheme and other authority documents including:

- City of Yarra Planning Scheme (DDO1, DPO11, ESO1,HO70 and LSI0)
- City of Yarra Urban Design Strategy (June 2011)
- Water Sensitive Urban Design (WSUD) Guidelines for City of Yarra Works (October 2012)
- Yarra Open Space Strategy (December 2006)
- Guidelines for Higher Density Residential Development, DSE, 2004,
- Residential 30, Guidelines for Diversity in Neighbourhood Development ULDA, 2010,
- Constructed Wetland Systems: Design Guidelines for Developers (2005) Melbourne Water

YARRA PLANNING SCHEME CONTROLS

Landscape concepts for the Amcor site must consider the requirements found within the Yarra Planning Scheme. The site is subject to the provisions of the Mixed Use Zone, Design and Development Plan Overlay (DDO1 & DPO11), Environmental Audit Overlay, Environmental Significance Overlay (Schedule 1), Heritage Overlay (HO70) and Land Subject to Inundation Overlay under the Yarra Planning Scheme.

The following planning requirements are applicable to landscape concepts for the site:

DESIGN AND DEVELOPMENT OVERLAY (SCHEDULE 1 – YARRA RIVER CORRIDOR - INCLUSIVE OF MERRI AND DAREBIN CREEKS)

The southern edge of the site is subject to the provisions of DDO1. The relevant design objectives are:

- Relate the siting, scale, bulk and massing of new development to the distinctive landscape character of each section of the corridor.
- Strengthen the apparent scale of the river and the topography of its banks, and allow vegetation to dominate views from and across the river corridor.

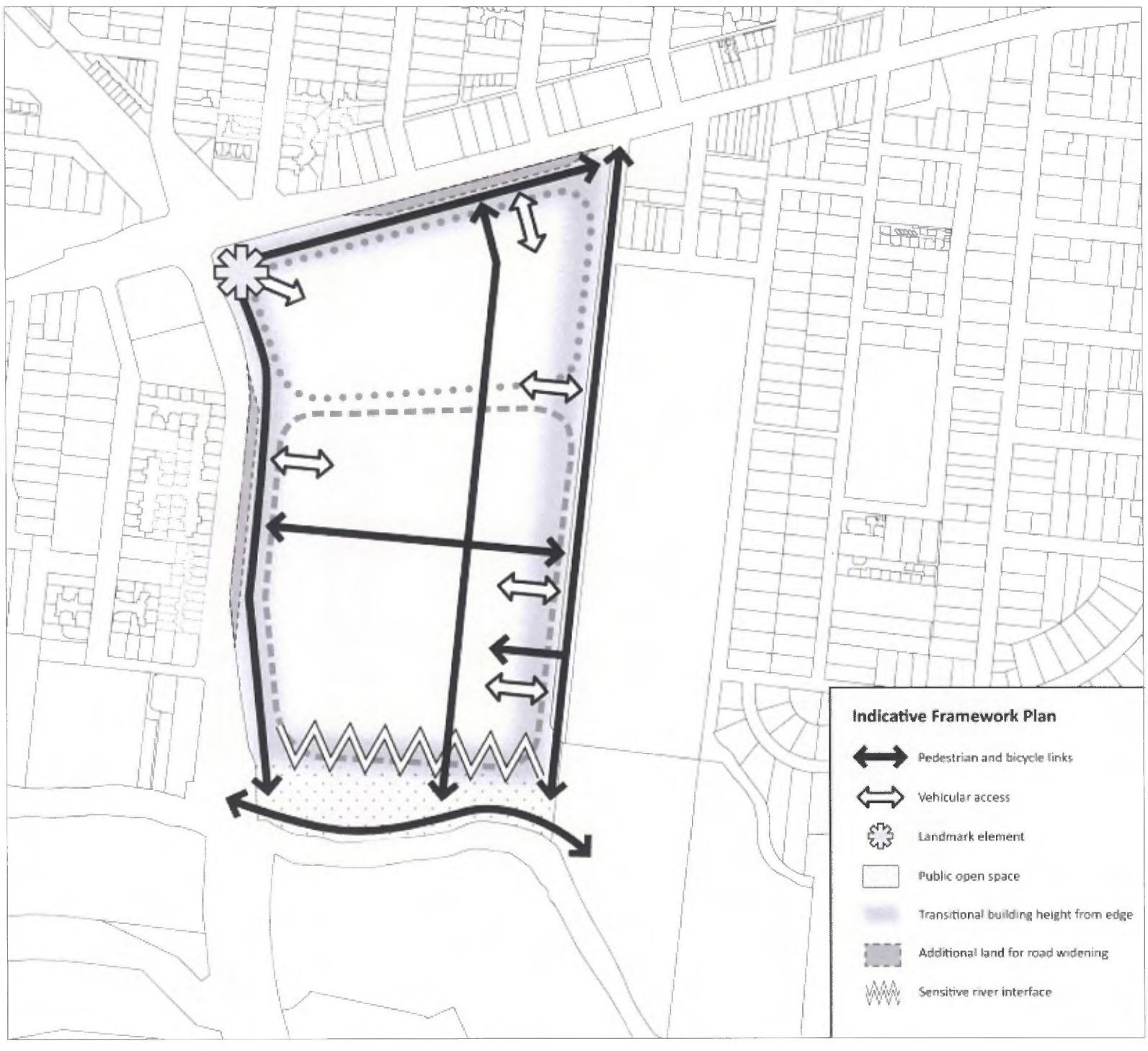


FIG. 50: EXTRACT- YARRA PLANNING SCHEME; SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY

Buildings and works requirements:

- Landscaping should be provided to screen the view of buildings from the Main Yarra Trail and areas of public open space.
- The surfacing of open air car parking areas that are not incorporated into new development should be dark bitumen all weather asphalt with dark coloured matching concrete curb and channel or bluestone curb with a colour matching concrete channel.
- All car parking areas should incorporate a water detention system to limit runoff.
- Where retaining walls are required, they should be softened with adequate screen plantings, preferably aquatic vegetation. Choice of colours and materials of the walls should complement the natural landscape setting. Reflective, off-form white concrete should be avoided. Materials should be bluestone, other basaltic rocks or bitumen coloured concrete.
- Fence design should be visually permeable to provide for natural surveillance and discrete to harmonise with the landscape of the corridor. Fences should be in muted shades in natural colours.
- The design of terracing should be landscaped to complement the existing river environment.
- Materials for terracing should be weathered timber or bluestone.
- Boat landings should be located parallel to the water's edge and constructed of durable heavy timber or concrete in natural weathered colours.
- Lighting incorporated into new development should use a white based light source. Yellow coloured lighting is discouraged. Muted natural colours are encouraged for fittings and bases and should be finished with graffiti proof paint.

DEVELOPMENT PLAN OVERLAY (SCHEDULE 11 – AMCOR SITE, HEIDELBERG ROAD, ALPHINGTON)

The landscape oriented obligations include an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 which must provide, to the satisfaction of the responsible authority that the owners will:

- Provide the first 30 metres of land from the Yarra River, measured from the edge of the river bank, to maintain ongoing public access, protect riparian vegetation and maintain landscape values along the Yarra River; and
- Construct a pedestrian and bicycle path along the Yarra River frontage of the site connecting with existing pedestrian and bicycle accessways.

A Landscape Concept Plan must be prepared for the site that includes:

- An assessment of existing vegetation on the land by a suitably qualified arborist;
- Opportunities to retain mature trees with adequate setbacks to development;
- Appropriate treatment of the interface with the Yarra River;
- Opportunities for revegetation of the river bank and interface with the development;
- Typical street cross-sections;
- An overall landscape master plan for the site that complements the neighbourhood character and is in accordance with the proposed staging plan in the Development Plan;
- The management of landscaped areas, including sustainable irrigation treatments such as water sensitive urban design opportunities; and
- Details of how the Landscape Concept Plan responds to any requirements of the site remediation strategy for the land.

The landscape design for the site will also be influenced by the following reports and plans that are required under Schedule 11 to the Development Plan Overlay: Planning Report; Site Master Plan; Design Guidelines; Heritage Conservation Management and Interpretation; Economic Assessment Report; Housing Diversity Report; Community Infrastructure Report; Ecologically Sustainable Development (ESD) Strategy; Site Remediation Strategy; Traffic Management Plan; Integrated Transport Plan; Acoustic Report; Services and Engineering Infrastructure Report; Development Staging; Community Engagement Strategy.

ENVIRONMENTAL SIGNIFICANCE OVERLAY (SCHEDULE 1 – YARRA RIVER ENVIRONS)

The southern section of the site is subject to the provisions of ESO1. A permit is required to remove, destroy or lop any vegetation, including dead vegetation and dying trees.

A requirement for a permit does not apply to:

- A tree with a single trunk circumference of less than 0.35 meter at 1 meter above the ground and which is less than 6 metres high or has a branch spread of less than 4 metres.
- Pruning a tree to regenerate or shape it to comply with the State Electricity Commission (Clearance of Lines) Act 1983.
- A tree that is dangerous.
- Destroying a tree in accordance with a notice under the Forest Act 1958, Country Fire Authority Act 1958 or Local Government Act 1989.
- Removing an environmental weed.
- Removing a non-indigenous tree that has the capacity to adversely affect the stream flow.
- Maintaining the landscape quality, horticultural health of bank stability of areas that have been restored or revegetated.
- The control or removal of non-indigenous plants in preparation for revegetation works.
- Pruning of plants to maintain access or maintain a plant's horticultural health.

The environmental objectives to be achieved under ESO1 are:

- To protect areas along the watercourse from development that may cause damage to the streamside environment as a conservation, ecological and recreation resource, including the protection and improvement of water quality (inclusive of runoff) in stream and streamside habitats, geological features and indigenous riparian vegetation.
- To coordinate and improve facilities on the river its banks and environs to enable full enjoyment of the area by the public, whilst protecting the quality of the streamside environment.
- To minimise the potential for pest plants and pest animal infestation in the Yarra River Corridor Environs.
- To conserve water quality and watercourse capacity to enable appropriate beneficial land use and water based activities to be undertaken.
- To protect areas of identified local, regional and state habitat value.
- To encourage the retention, restoration and revegetation of a continuous corridor of indigenous vegetation along the waterway to provide for the movement of fauna, to enhance water quality and to contribute to the natural aesthetic of the river.
- To provide for a linear passive open space link along the waterway including the provision of a shared use path.
- To protect areas and features of sensitivity for Aboriginal Heritage.
- To encourage development consistent with any concept plan for the area.

HERITAGE OVERLAY (SCHEDULE 70)

The Heritage Overlay (HO70) relates to 626 Heidelberg Road, Alphington, the Australian Paper Mills site. External paint controls apply to the site; however no tree controls apply, and therefore no permit is required to remove, destroy or lop a tree.

CITY OF YARRA URBAN DESIGN STRATEGY (JUNE 2011)

Yarra City Council adopted its Urban Design Strategy (UDS) in June 2011. The UDS is designed to act as a guide for planners, designers and decision-makers to assist in improving Yarra's urban design. The purpose of the UDS is to promote good design outcomes that contribute to a functional and attractive urban environment that effectively accommodates growth and change. The UDS recognises the importance of achieving better environmental outcomes in Yarra.

Landscape strategies within the UDS that apply to the Amcor site relate to green open space, the river corridor and main roads:

Parks and Significant Open Spaces Guidelines:

- Improve pedestrian and bicycle access.
- Encourage best practice in accessible design of public space.
- Improve wayfinding to and within parks and open spaces.
- Explore opportunities for extending the feel and amenity of the space using pedestrian/green links.
- Incorporate ESD principles, including Water Sensitive Urban Design and rain water harvesting into the design of public spaces where possible.
- Incorporate accessibility design principles into design of public spaces.

Green River and Creek Corridors Guidelines:

- Minimise vegetation removal for environmental, open space, amenity and urban character reasons.
- Reinforce the green corridor effect through street planting, private land landscaped setbacks and vegetating river and creek edges.
- Provide opportunities for additional accessible pedestrian and bicycle links to the corridors.
- Promote active and passive Water Sensitive Urban Design to improve the quality of water entering waterways.

Boulevards and Main Roads Guidelines:

- Seek opportunities for potential extension of boulevards.
- Promote consistent avenue planting for main roads and unrealised boulevards.
- Improve accessibility on main road and boulevards.
- Emphasise providing links to open spaces and river corridors.
- Advocate for consistent treatment across municipal boundaries

WATER SENSITIVE URBAN DESIGN (WSUD) GUIDELINES FOR CITY OF YARRA WORKS (OCTOBER 2012)

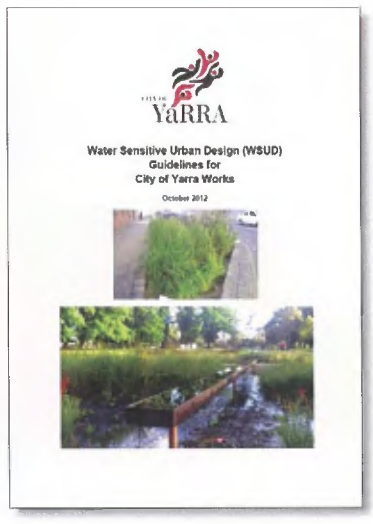
In June 2011 Council adopted a WSUD Policy for Council Infrastructure Assets and supported the proposed implementation strategy to better integrate WSUD across Council asset management. The purpose of the WSUD guidelines is to prompt Council officers to have consideration to water management and for WSUD to be integrated into renewal, upgrade, new and maintenance works where possible.

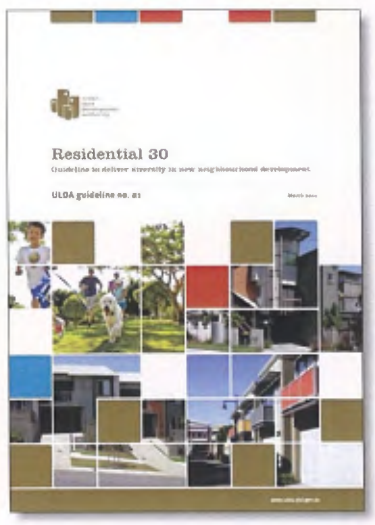
WSUD guidelines apply to buildings and works, road related works and open space or various garden works within the City of Yarra. It is Council policy to:

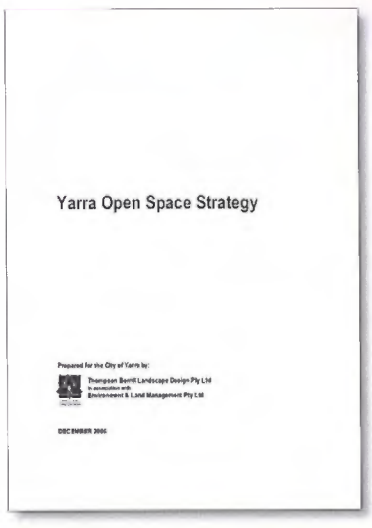
- Ensure that Council's infrastructure asset management works comply with the best practice performance objectives for total suspended solids, total phosphorus and total nitrogen, as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, Victoria Stormwater Committee 1999 as amended.
- Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways.
- Ensure that water efficiency measures are included in new or upgraded infrastructure asset management works.
- Prevent litter being carried off-site in stormwater flows.
- Identify and investigate WSUD opportunities at project inception.

It is also Council's Policy to wherever possible incorporate WSUD into the following:

- Kerb and channel reconstruction where stormwater drainage is present.
- New traffic treatments such as kerb outstands where stormwater drainage is present.
- Street tree planting in streets where stormwater drainage is present.
- Where existing permeable surfaces are replaced with new impermeable surfaces WSUD opportunities will be included where possible to offset this loss of permeable infiltration.
- Where proposed works modify existing drainage patterns.
- Where new garden beds are proposed.
- Where new community garden projects are being considered.
- Where innovations in WSUD can be achieved.
- Where stormwater can be harvested for re-use.
- Where rainwater capture can be included.
- Where a new building is constructed.
- Where an existing building undergoes renewal, upgrade or maintenance.







YARRA OPEN SPACE STRATEGY (DECEMBER 2006)

The Yarra Open Space Strategy provides guidance on the future provision, planning, design and management of public land reserved for recreation and nature conservation purposes, including parks, gardens and other reserves within the City of Yarra. The purpose of the strategy is "to assist Council to deliver over the next 10 years a cohesive, linked and well-managed system of open space to meet a full range of resident needs".

For the Fairfield and Alphington Precinct, Council notes and recommends the following:

- There is a lack of continuous public open space reserve along the Yarra River through Fairfield and Alphington.
- Investigate opportunities to establish continuous walking links along the river corridors.
- Minor improvements are required to pedestrian and cycle links between open space within and outside the precinct boundaries.
- Improvements are required to pedestrian and cycle amenity in streets

4.4 SITE ANALYSIS

THE SITE

The site today can be described as two separate landscape characters;

- The working mill precinct to the west,
- The former residential "block" procured over time and demolished for expansion.

BRIEF HISTORY BACKGROUND

The history contained in the Conservation Management plan prepared by Lovell Chen provides a background as to the layers of post settlement subdivision evident in the landscape leading to the current site and its configuration.

- The origin of the mill site was an 1895 subdivision of farmland to become a 29 acres landholding known as Woodlands, occupied by a family of horse racing enthusiasts.
- The Woodlands land was further subdivided in 1913 with the current Latrobe Avenue (formerly St Elmo Road), Parkview Road, as well as the original Woodland Road and Woodlands Avenue, (all within the current mill site) being created for a new residential development. As part of this process, some land was granted to the community and became Alphington Park.
- A number of grand riverside homes were constructed at what is now the southern end of the site, one with extensive gardens terraces and paths extending to the waters edge.
- The remaining Woodlands property was eventually sold to the APM which incorporated Woodlands Road and Woodlands Avenue as part of the mill complex, which exist to this day.
- The Outer Circle Railway line and bridge built in 19th century provided the opportunity for the APM to construct a siding for rail services to and from the site.
- The APM steadily developed the site up to the late 1960s, as well as accumulating all bar one of the residential properties in the former Woodlands estate to the east of Latrobe Avenue.
- All houses were demolished, however expansion of the mill into this area never eventuated, and the remnant gardens of the houses, the roads, laneways and infrastructure largely remain intact.

WATERSHED & GRADIENT

The site falls from north to south approximately 15 metres to the top of the river bank at a general 3% gradient and then 11 meters steeply to the river at the waterline.

The site contours suggest watershed was by way of a natural (or man made) north south swale generally central to the site facilitating drainage to the river.

SOIL AND GROUNDWATER

Given the site's previous industrial history, Contamination Assessment and Remediation Consultants G.H.D. have been retained by the proponent to provide expert advise and recommendations in respect of the role of landscape in remediation, and advise as follows;

"The site is subject to an Environmental Audit Overlay (EAO) which requires and environmental auditor (appointed pursuant to the Environment Protection Action 1970) to conduct an independent assessment of the condition of the site and form an opinion about its suitability for the proposed use. The assessment of the site will consider all aspects of the development plan design, including landscaping to ensure that the site is remediated to the extent required to satisfy each of the design elements. Typical remediation solutions include the development of site specific remediation values such that they are protective of human health and the environmental for each land use scenario, over excavation and replacement with clean fill, or installation of geofabric barriers to eliminate direct contact by human activity or ecological receptors whilst still meeting the requirement of the environmental audit."

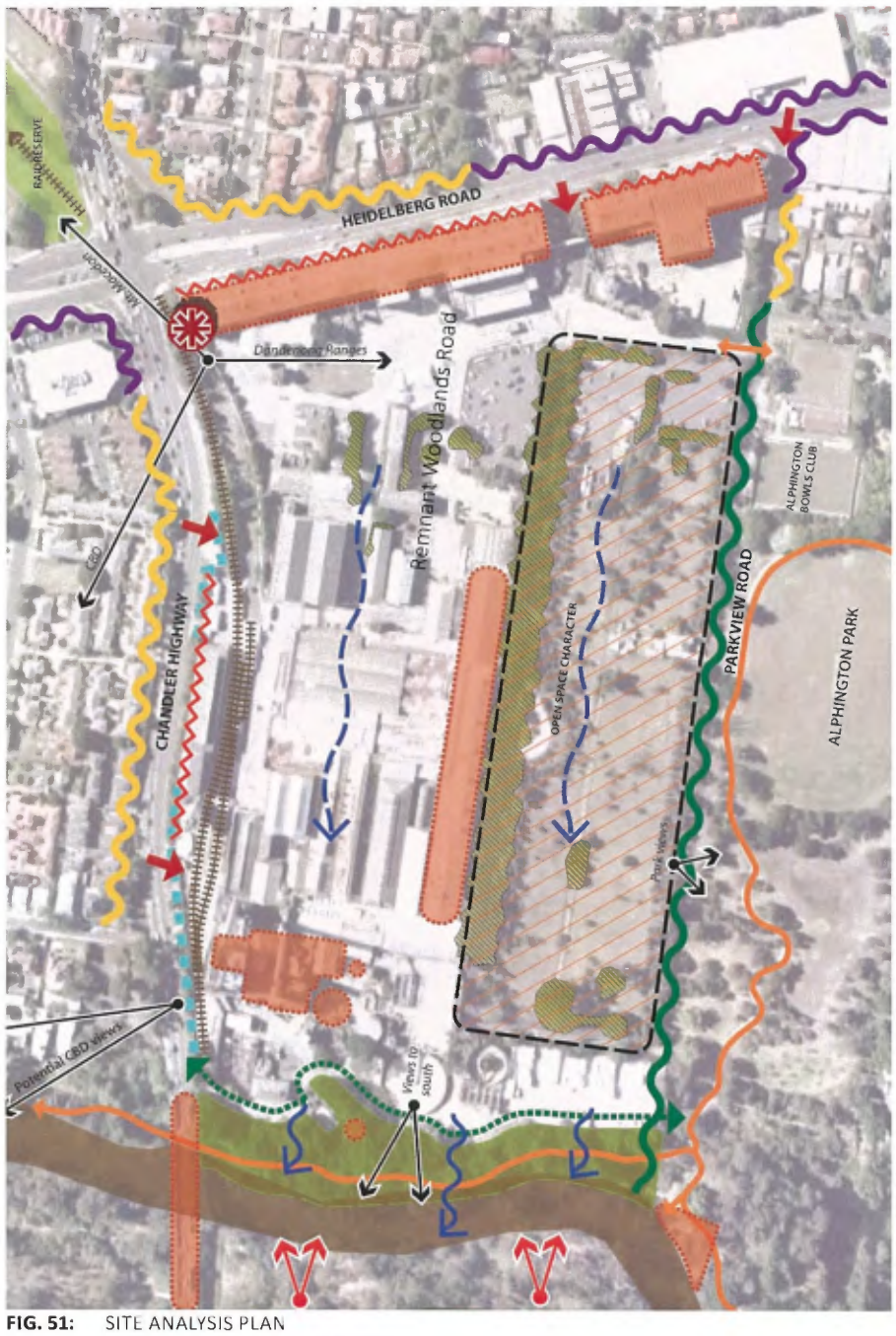


FIG. 51: SITE ANALYSIS PLAN

LEGEND

- Subject site
- Entries
- Traffic noise
- Residential interface
- Commercial interface
- Park interface
- Views into site
- Views out of site
- High point
- Gentle slope
- Steep slope
- Escarpment
- Heritage elements
- Railway line (heritage)
- Walls (heritage)
- Yarra River
- Escarpment vegetation (existing)
- Existing vegetation
- Pedestrian trails / access
- Remnant Neighbourhood Site

THE 'WORKING' MILL PRECINCT LANDSCAPE CHARACTER

The original paper mill commenced with modest buildings on streets of the former Woodland residential estate, and grew over forty years to the current situation comprising a range of buildings and structures on hardstand to meet the needs of the paper manufacturing process including;

- Energy creation; boiler houses at the south end of the site fed by coal from railway siding and water from the river,
- River Water, for manufacturing processes via pump houses, including holding tanks at the south and significant water intake structures and outlet headwalls on the river bank and in the water,
- Transport; originally via rail from siding at the west side for coal and wood pulp and later by road from Chandler Highway and the Latrobe Avenue side
- Manufacture and recycling, through the various buildings on site
- Administration and Staff Amenities generally north of central within the site.

The "phases" of site development resulted typically in series of flat "benches" stepping down from Heidelberg Road to the river. The southernmost benches appear to have responded to both the need for flatter areas as well as creating additional space by pushing fill to the river resulting in a steep escarpment of gradient which appears limited only by the angle of repose. This already highly modified river interface also included vehicular access ramps to the river edge to service water intakes and other industrial infrastructure.

The northern section along Heidelberg Road in the 1960's was the most recent development and included large buildings and minimal setback being built for huge cardboard making machines, up to 170m long.

The use of landscape within the mill site was clearly not a priority, however over time a limited introduction of mainly exotic and some native species appears to have been implemented when and where the opportunity presented itself in no particular style or theme except for perhaps the "whims" of the gardener and or his manager and possibly the gardening trends of the times.

The open spaces are generally existing building hardstands, roads, paving, retaining walls, steps and other finishes and could be described as functional, robust and typically of an industrial character. Asphalt and in-situ concrete predominate with functional non slip surfaces such as grid patterns scribed into the steeper ramps sections

Retaining walls in many areas are of the local basalt "fieldstone" or "floaters" possibly reclaimed in the benching process or brick either fairfaced, rendered and painted or both, and often an extension of the buildings adjacent.

FIG. 52: WORKING MILL PRECINCT

Working Mill Precinct imagery

Landscape within the precinct

REMNANT NEIGHBOURHOOD SITE LANDSCAPE CHARACTER

Around the mid 20th century, the planned Amcor expansion was to the east, and clearly with the goal of acquiring an entire Alphington neighbourhood block bounded by Latrobe Avenue, Lugton Street, Parkview Road and Heidelberg Road. The incremental purchase resulted in all residential properties (bar one) being demolished, however, no further development commenced.

The area exists today as a vacant residential block with all infrastructure including the street's kerbs and gutters of the period. The remnant residential gardens of the various properties combine to provide an overgrown range of mixed natives and exotics.

The Brett Lane ecology report (June 2008) notes two more recent 'hedgerow' plantings of mature trees along the east and west of this area providing some mature habitat.

The streets bounding this area are all remnant neighbourhood residential streets in poor, relatively unmaintained condition and described as follows:

LATROBE AVENUE

Latrobe Avenue is the former east interface of the Amcor site with the new residential neighbourhood and incorporates the more recent vehicular and service entries to the mill. The road has a remnant streetscape character, including;.

- 15m nominal street reserve with designated no parking
- Bluestone pitcher kerb and three pitcher channel and bitumen carriage way,
- Mature overgrown Melaleuca street tree planting at irregular spacings
- 1.5m asphalt footpath on east side with grassed nature strip.
- Bhutan Cypress street tree planting at south end of west side, possibly for screening purposes of buildings to lot boundaries
- Westside setbacks include native tree and understory planting
- Overhead power lines on the east side

PARKVIEW ROAD

This is described in detail elsewhere in the report as the "east site interface" however is summarised as;

- 15m nominal street reserve with some 90 degree angled parking in bays to the park side and the remainder parallel parking
- Bluestone pitcher kerb and two pitcher channel
- Asphalt road surface with gravel verge to gutter
- Melaleuca street tree planting at relatively even spacings to west side
- Remnant concrete footpath and overgrown grassed nature strips to west side

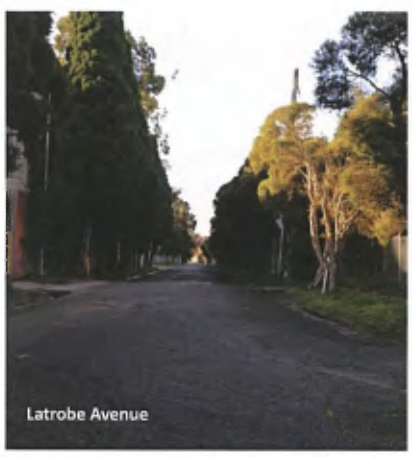
LUGTON STREET

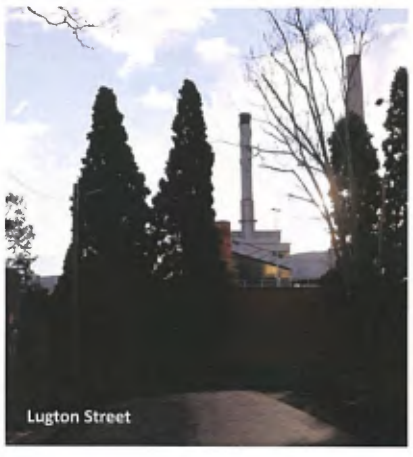
- 15m nominal street reserve with parallel parking both sides.
- Bluestone pitcher kerb and four pitcher channel either side of bitumen carriageway
- London Plane planting at irregular spacing and overhead services on the south side
- No footpaths
- Bhutan Cypress at west end

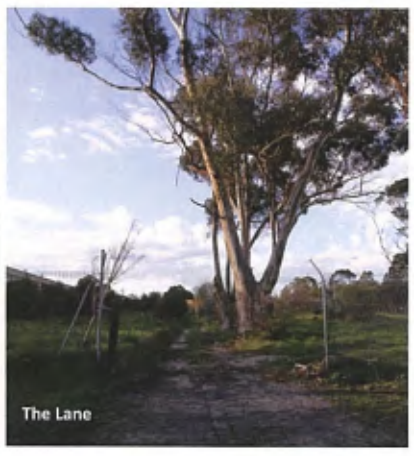
THE LANEWAY

- Extending north south and parallel to both Latrobe Avenue and Parkview Road, a former service lane comprising bluestone pitcher laneway centre drained to a bluestone pitcher spoon drain kerb and single pitcher channel edges.

FIG. 53: REMNANT NEIGHBOURHOOD SITE







EXISTING SITE VEGETATION

PRE 1788 VEGETATION

The Pre 1788 landscapes (as mapped by the DSE) are likely to have been the "Plains Grassy Woodland" for most of the site from Heidelberg Road to the higher flood line of the Yarra river at which point the "Floodplain Riparian Woodland" would dominate. There may have been some "Escarpment Shrubland" depending on the form of the original landscape.

The 'Flora and Fauna Assessment Report', Brett Lane & Associates P/L July 2008 states that "The study area supported remnant indigenous vegetation adjacent to the Yarra River, in the form of floodplain riparian woodland (EVC 56). This area supported well established River Red Gums close to the river, whilst the understorey layer was overgrown with climbers and other weeds. A small part of the land adjacent to the Yarra River has been cleared and revegetated with indigenous species." This area is noted on the plan as HZ 2.

According to the Arboricultural Assessment undertaken by Tree Logic there are five remnant trees on site, all River Red Gums (Eucalyptus camaldulensis).

Flora & Fauna Assessment BLA 2008

Study Area and Native Vegetation

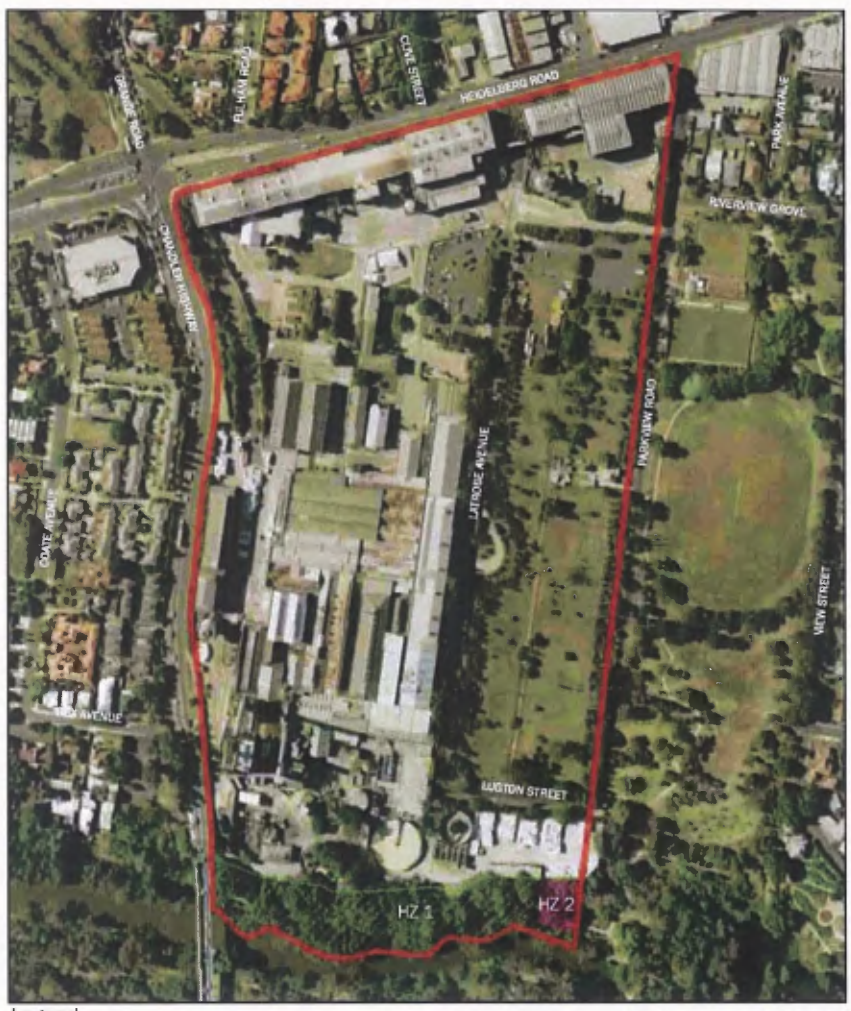
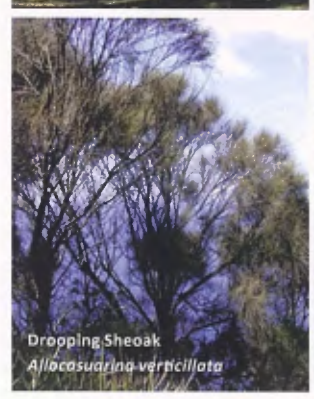
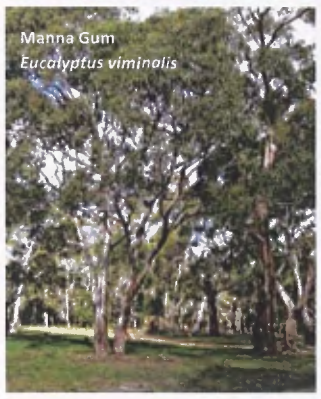


FIG. 54: EXTRACT - FLORA & FAUNA ASSESSMENT BLA 2008

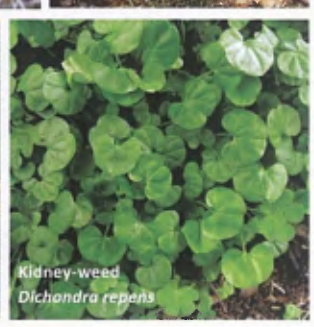
GRASSY WOODLAND



FLOODPLAIN RIPARIAN WOODLAND



ESCARPMENT



SITE ANALYSIS (CONT.)

POST 1788 VEGETATION

Vegetation on the working component of the site could be considered minimal however its establishment and extent appears related to the previous owners well intentioned attempts of greening parts of the site, and particularly,

- The interfaces with the (former) neighbourhood are generally mixed native trees and understory to no apparent theme.
- Softening the huge expanse of brick buildings to Heidelberg Road, appears considered with the use of taller clean trunked Eucalypts in regular building indents, having the effect of modulating this extensive building. An interesting aspect of this planting is the use of ordered reinforced concrete retaining walls in a "modernist "style.
- Enhancing the "front of house" aspect of the manufacturing process, most notably the administration building entry and car park and the staff amenities building with the use of exotic and native trees, shrubs and lawn.
- A softening of the staff amenities buildings generally.

The remnant plantings from gardens and streetscapes of the demolished houses at the east side of the site make up the balance of existing vegetation on site..

Tree Logic, Arborists and have undertaken a detailed study of trees on the site. A summary of their findings is included below:

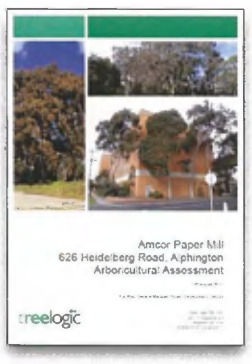
- Within the industrial part of the site between the Chandler Highway and Latrobe Avenue the dominant species were Australian native trees with the Spotted Gum (Corymbia maculata) featuring prominently.
- The eastern part of the site between Latrobe Avenue and Parkview Road comprised mostly young and semi-mature Eucalypts.
- Three Canary Island Date Palms (Phoenix canariensis) could be transplanted as part of future landscape works on site.
- 44 trees were considered to be of high or moderate arboricultural rating and are to be considered for retention. Species include Lophostemon confertus, Corymbia maculata, Melia azedarach, Grevillea robusta and various Eucalpytus species.

FIG. 55: TREE LOGIC ARBORICULTURAL RATING OF EXISTING TREES

LEGEND

- Highly rated tree to be retained
- Moderate rated tree to be retained
- Tree to be transplanted
- Tree to be removed

Tree No.	Species	Arbocultural Rating
1	*Lophosteman Confertus* (QLD Brush Box)	High
2	*Lophosteman Confertus* (QLD Brush Box)	High
3	*Carymbio maculata* (Spotted Gum)	Moderate
4	*Carymbio maculata* (Spotted Gum)	Moderate
5	*Carymbia maculata* (Spotted Gum)	Moderate
6	*Eucalyptus cladocalyx* (Sugar Gum)	Moderate
7	*Carymbia maculata* (Spotted Gum)	Moderate
8	*Carymbia maculata* (Spotted Gum)	High
9	*Corymbia maculata* (Spotted Gum)	High
10	*Corymbia maculata* (Spotted Gum)	Moderate
11	*Mello azedorach* (White Cedar)	Moderate
12	*Eucalyptus cladocalyx* (Sugar Gum)	High
13	*Corymbia maculata* (Spotted Gum)	High
14	*Carymbia maculata* (Spotted Gum)	High
15	*Carymbio maculata* (Spotted Gum)	Moderate
16	*Phoenix coneriensis* (Canary Island Date Palm)	Moderate
17	*Corymbia maculata* (Spotted Gum)	Moderate
18	*Carymbia maculata* (Spotted Gum)	Moderate
19	*Carymbia maculata* (Spotted Gum)	Moderate
20	*Carymbia maculata* (Spotted Gum)	Moderate
21	*Carymbia maculata* (Spotted Gum)	Moderate
22	*Carymbia maculata* (Spotted Gum)	Moderate
23	*Eucalyptus robusta* (Swamp Mahogany)	Moderate
24	*Carymbia maculata* (Spotted Gum)	Moderate
25	*Eucalyptus botryoides* (Southern Mahogany)	Moderate
26	*Eucalyptus camaldulensis* (River Red Gum)	Moderate
27	*Corymbia maculata* (Spotted Gum)	Moderate
28	*Grevillea robusta* (Silky Oak)	Moderate
29	*Carymbia maculata* (Spotted Gum)	Moderate
30	*Carymbia maculata* (Spotted Gum)	Moderate
31	*Corymbia maculata* (Spotted Gum)	Moderate
32	*Corymbia maculata* (Spotted Gum)	Moderate
33	*Carymbia maculata* (Spotted Gum)	Moderate
34	*Carymbia maculata* (Spotted Gum)	Moderate
35	*Carymbia maculata* (Spotted Gum)	Moderate
36	*Carymbia maculata* (Spotted Gum)	Moderate
37	*Eucalyptus camaldulensis* (River Red Gum)	Moderate
38	*Eucalyptus microcarys* (Tallow Wood)	Moderate
39	*Eucalyptus camaldulensis* (River Red Gum)	High
40	*Eucalyptus camaldulensis* (River Red Gum)	High
41	*Eucalyptus botryoides* (Southern Mahogany)	Moderate
42	*Eucalyptus biocastata* (Victorian Blue Gum)	Moderate
43	*Phoenix caneriensis* (Canary Island Date Palm)	Moderate
44	*Phoenix caneriensis* (Canary Island Date Palm)	Moderate



Tree Logic Arborist Report

THE INTERFACES

SOUTH INTERFACE, THE YARRA RIVER CORRIDOR

The Yarra River riparian corridor abuts the site south boundary and this riverside open space character is further reinforced with the Willsmere Chandler parklands on the opposite bank. The north side of the river corridor is generally a steep incline from the southern extremity of the Amcor mill to a linear pedestrian trail at the top of the lower bank with a leafy landscape overlay of mainly mature mixed native trees and some remnant exotic trees and some indigenous river red gums.

The general appearance is consistent with the themes and characters of the much modified lower Yarra corridor, and a range of clues as to the various layers of post settlement occupation adjacent the mill site exist from the water's edge to the crestline of the river corridor as follows:

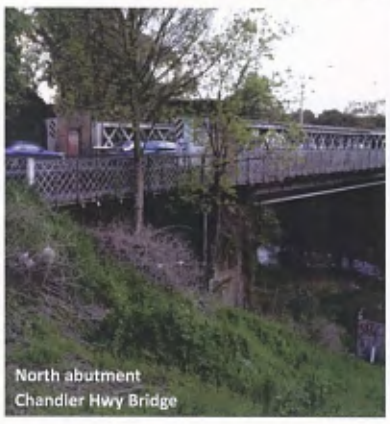
- The earlier grand riverside home(s) removing indigenous vegetation and modifying the bank gradient with excavations for flatter terraces accessed by stairs and garden walls and establishing exotic trees, shrubs and grassed areas to the water's edge.
- The north abutment of the historic Outer Circle rail bridge requiring similar vegetation removal and excavation and filling.
- The APM/Amcor modification of the riverbank since occupying the site to suit the evolving and expanding manufacturing processes including removal of almost all indigenous vegetation , excavation, filling and benching, installation of industrial infrastructure into the river including drainage outfalls and water intakes, and service tracks for pedestrians and vehicles for maintenance and servicing of riverside infrastructure.
- Revegetation appears to reflect the garden design trends of the time with the range of species including exotics (early residents) broad range of generally native flora (by Amcor) and more recent indigenous plantings, at the eastern end (Melbourne Water and the City of Yarra).

Although "highly modified" and as part of a secured industrial site the public have obviously enjoyed access to this very pleasant parklike riverside retreat since the early 1990's, evidenced by well-worn fishing spots linked by a popular walking trail. This modified environment actually extends the strong mixed exotic/native character of the Alphington Park and its former historic swimming hole to the east through to the Coate Reserve/Rudder Grange and Fairfield Park trail links to the west.

The existing situation not only provides valuable open space and recreation opportunity but serves as an important link reminding all of the local culture and history of Alphington and how the residents embraced the active and passive recreational benefits of the Yarra River


Existing trail along Lower bank


Indigenous planting

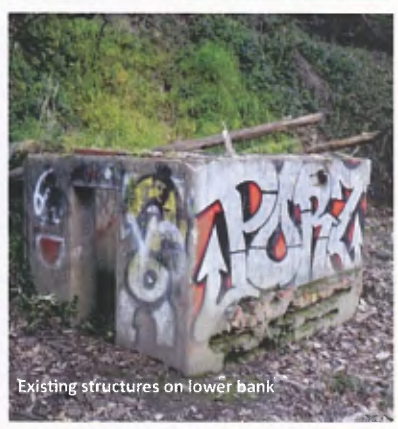

North abutment Chandler Hwy Bridge


Former swimming hole to east of site


Modified environment stone walls, exotic trees and weeds


Existing pumphouse


Modified environment stone walls, exotic trees and weeds


Existing structures on lower bank

Interpretation signs

SITE ANALYSIS (CONT.)

THE WEST INTERFACE - CHANDLER HIGHWAY

Abutting the entire west boundary, this busy four lane arterial road is often congested, obviously as a result of being one of the few north south river crossings, and particularly as it funnels into a two lane bridge.

The east side of Chandler Highway from boundary to kerb has two distinct characters.

- The four story rendered brick industrial building is sited approximately half way along the title boundary. There is an appropriate 3 meter high red brick and cement rendered capped security walls extends to the south boundary and to the north approximately half way to Heidelberg Road.
- A chainmesh fence continues north from the brick wall along the remnant rail spur line amongst a thick mature screen planting of exotic and native trees and shrub planting to Heidelberg Road.

A grassed verge of varying width extends from the kerb along the entire west boundary to a planting bed of native trees and shrubs, obviously as screen planting against the built form.

The western side of Chandler Highwayis described from the south and as follows;

- Informal mature native tree planting in vacant land up to the south of Rex Avenue, abutting an unusual stand of mature Phoenix canariensis to the Rex Avenue access road,
- To the north of this a narrow pedestrian footpath and traffic barrier in a minimal grassed verge extends to Heidelberg Road with no street tree planting.
- The gardens of residential development adjacent the grassed tree-less verge providing a "borrowed" landscape greening to the west side of Chandler Highway which is generally consistent in height with the informal screen planting to the east side. The result is a reasonable softening of this vehicle dominated inhospitable environment.


South East corner Chandler Highway/ Heidelberg Road looking south


South West Corner Heidelberg Road/ Chandler Highway looking South


West side Chandler highway


Chandler Highway looking North

NORTH INTERFACE - HEIDELBERG ROAD

This arterial road abuts the entire north boundary and separates the predominate residential neighbourhood to the north,

The south side of Heidelberg Road has one distinct character

- The bulk and massing of the brick clad manufacturing buildings for the entire north boundary, combined with a narrow concrete footpath and minimal street tree planting of smaller natives combines for an overwhelming pedestrian unfriendly environment.

The landscape is limited to three indents in the facades, however the use of taller clean trunked Eucalypts (*corymbia*), and some native understory does a remarkable job of modulating the overall length providing the illusion of a series of smaller buildings. It is significant to note this landscape treatment was designed by Ellis Stone (one of the founders of contemporary landscape architecture in Australia) and could be an early example of the modernist influence as part of design philosophy.

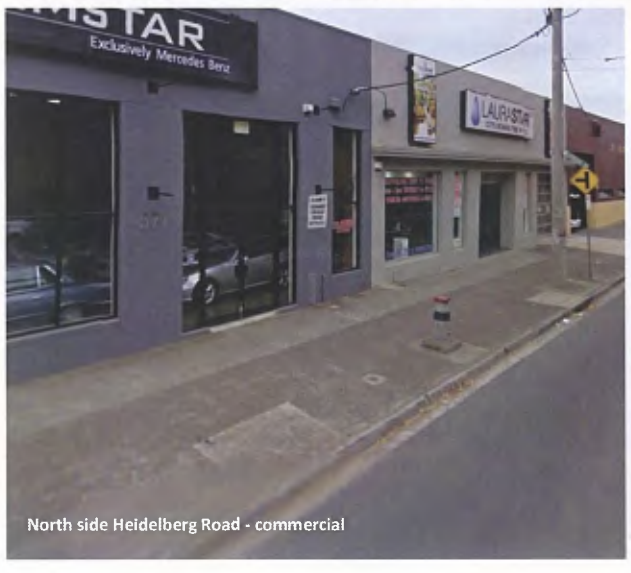
The north side of Heidelberg Road varies in character, and is described from the west as follows;

- The Lemon scented gums planted in medians and interstitial space created by slip lanes of the Chandler Highway Heidelberg Road Intersection.
- Grass nature strips and mature exotic street trees (Golden Elms) in front of remnant interwar detached housing and their gardens within front setbacks.
- The predominate commercial character of carparks, former service stations and zero lot line walls of showrooms and warehouses with minimal to no landscape to the east.


South side Heidelberg Road looking east


South side Heidelberg Road looking west


Planting Detail - south side Heidelberg Road (Ellis Stone)



North side Heidelberg Road - commercial


North side Heidelberg Road - residential

EAST INTERFACE - PARKVIEW ROAD

Parkview Road is a local neighbourhood street abutting the east side of the site from Heidelberg Road to Lugton Street, with the remainder of the sites east interface directly adjacent Alphington Park to the river edge.

The west side of Parkview Road varies in character

- At the north end is the bulk and massing of the brick faced mill buildings to Heidelberg Road, softened by a mature stand of clean trunked eucalypts (*corymbia)*.
- The bulk of the interface is the remnant overgrown gardens in the front setbacks of the former houses as part of this neighbourhood, with remnant native streetscape plantings and bluestone cobble kerb and channel,
- The Alphington park interface to the river is the steeper embankment of fill from benching supporting a native revegetation and weed understorey.
- Of note is a cement rendered brick fence column possibly a remnant of the former Runnymede residence at the south east corner of Lugton and Parkview streets.

The east side of Parkview Road has two distinct characters;

- The built form of the commercial development to Heidelberg Road and the siding of residential detached housing to Riverview Grove.
- The more open Alphington Park extends to the Yarra River and has a more ad hoc style including the Alphington Bowling Club within its manicured grassed rinks and gardens at the north end, the exposed rainwater tanks and the rear of the grandstands to the main oval, with grassed and lightly treed passive open space falling at approximately 3% to the river edge.
- Existing overhead services combine with the absence of streetscape planting, to provide a generally unhappy appearance. The borrowed landscape of the bowling club including a mature Oak in poor condition and a mature Poplar at the south end of the oval, provides a limited amelioration of the situation.


Alphington Park

Parkview Road looking south


Parkview Road looking south east to rear of parklands


Parkview Road looking north east towards Bowling Club

4.5 LANDSCAPE DESIGN PRINCIPLES

OVERALL MASTERPLAN AIM

The aim of the landscape design is to create a simple, safe and timeless public realm that is primarily people oriented, in a style and character that reinforces the site's industrial heritage whilst seamlessly blending the development into the existing neighbourhood.

The industrial heritage is expressed through a precinct based development masterplan reflecting on the broad manufacturing themes of:

- Site operations
- Power Generation, through steam,requiring coal and water
- Water, via pumping from the Yarra River
- Transport via rail to deliver coal and raw materials
- Manufacturing and Processing of paper and cardboard

The landscape masterplan considers a logical framework of open spaces within identifiable precincts. A diverse range of functional external spaces is provided from a vibrant central piazza type community meeting place to more intimate greener parks and gardens for smaller groups and for contemplation and relaxation, all with references to the previous industrial heritage of the site.

Pedestrian permeability through the site will be landscaped in a way to ensure it is safe, recognisable, intuitive, logical and hierarchical. Most paths will be 24 hour fully accessible for all whilst conveying a sense of invitation and delight, as well as being safe

The landscape overlay will celebrate and reinforce the values of the Yarra Riverside setting as well as sensitively integrate with the Alphington Park adjacent and the adjoining Alphington neighbourhood generally.

The landscape will provide the harmonising overlay to the various precincts of the overall development whilst providing the highest level of amenity for existing and future Alphington residents.

FIG. 56: THEMATIC CONCEPT


Power Generation

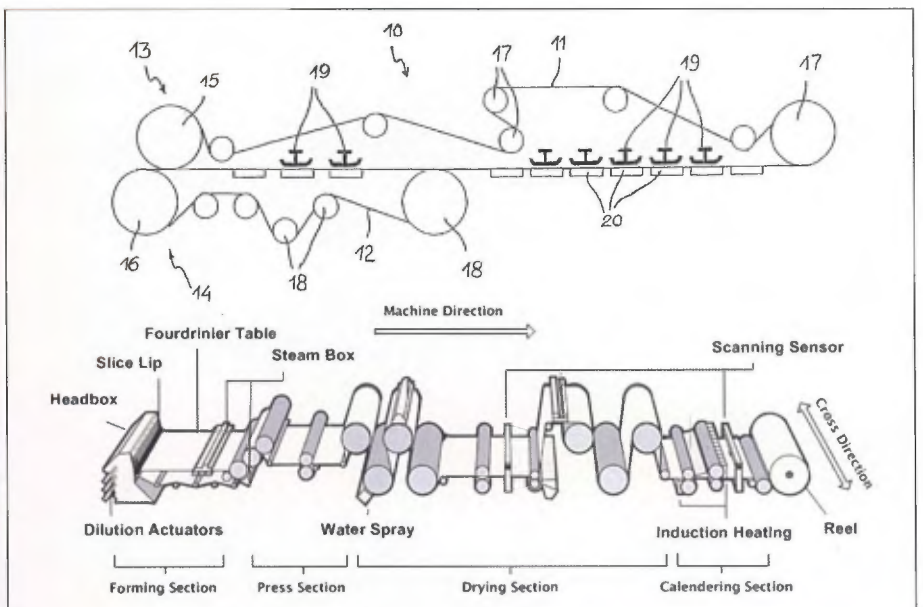


FIG. 57: FOURDRINIER PAPER MANUFACTURING MACHINE


Site operations/administration building


Paper Themes


Transport Themes

LANDSCAPE DESIGN PRINCIPLES (CONT.)

To successfully account for the aims, a range of objectives and design principles have been established from the site regional and policy analysis which will need to be addressed in the formulation of the landscape masterplan.

Acknowledge relevant policy authority requirements

- Consider all policy and relevant statutory requirements including Yarra Planning Scheme, Urban Design Strategy, WSUD guidelines and Open Space Strategy as summarised in section 2.3 Policy context.
- Work closely with the project Contamination Assessment and Remediation consultant on facilitating the requirements/outcomes of the Environmental Audit Overaly (EAO) in respsect of the landscape.

Respect existing design context & heritage values

- The streetscape treatment should be compatible in scale, form and character with the surrounding streets whilst acknowledging the contemporary nature of the development. The streetscape should contribute to, and provide an appropriate transition between the new residential precinct and the surrounding neighbourhood.
- Bluestone kerbs should be reinstated or preserved where they exist to maintain authentic heritage materials and design forms.
- Kerb outstands should be constructed from bluestone or concrete where appropriate to match existing materials.
- Parking layouts should be developed to increase tree numbers, increase parking efficiency and incorporate WSUD features where possible. Parking arrangements should reflect existing patterns.
- Street tree planting patterns and species selection should correspond to Council guidelines and provide a scale of avenue planting and a visual character that matches street widths and built form characteristics. Plant species should reinforce a street hierarchy and wayfinding.
- WSUD should be integrated where practical into streetscapes particularly those capturing the majority of rainfall. A potential opportunity is the adoption of the City of Melbourne "rain garden tree planter" and should be considered as part of street tree planting areas where possible to maximise environmental benefits.
- Footpaths should be reconstructed with new asphalt or concrete surfaces to match the dominant footpath material within the area concerned.
- Retain industrial fabric and 'relics' where possible and incorporate into the design of the public realm.
- Reuse salvaged materials where possible including bricks and bluestone.

Maximise pedestrian amenity and activity

- Review all aspects of streetscapes to ensure pedestrian priority wherever practical. All treatment to be such not to prioritise vehicle traffic.
- Pedestrian access should be maximised throughout the development with clear connections to the existing neighbourhood, open space and Yarra River areas.
- Footpaths should be reconstructed with increased widths where necessary / possible to improve pedestrian access, capacity, safety and DDA compliance.

Respect, rehabilitate and revitalise the Yarra River Corridor

- Ensure biodiversity through the use of appropriate environmental vegetation class as a key factor in the rehabilitation of the Yarra River interface,
- Review existing remnants of all post settlement occupation as to whether they can be included in the rehabilitation of the riverbank as part of the cultural heritage of the site
- Provide access for all along trail connections with appropriate finishes and treatments.

Maximise growth potential of plants

- All proposed plant material in both the public and private domain should be drought resistant whilst providing amenity for the residents of the development and adjacent neighbours.
- Planting should be developed in structural soils or imported growing media systems that maximise the long term growth potential of plants and efficient water use.
- Street trees should be watered through redirected stormwater where possible.

Consider contribution of private landscapes to public realm

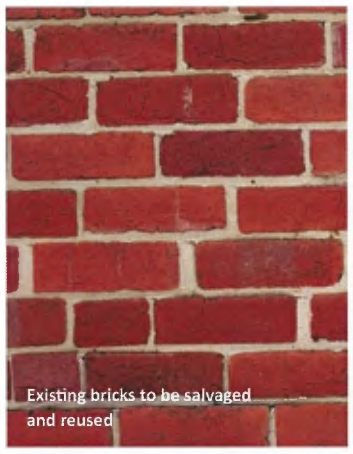
- Recognise the opportunity in the design of private landscapes to make a contribution in terms of a 'borrowed' landscape to the streetscape or public realm they abut, whilst reflecting on the contemporary nature of the development and the context of the site.

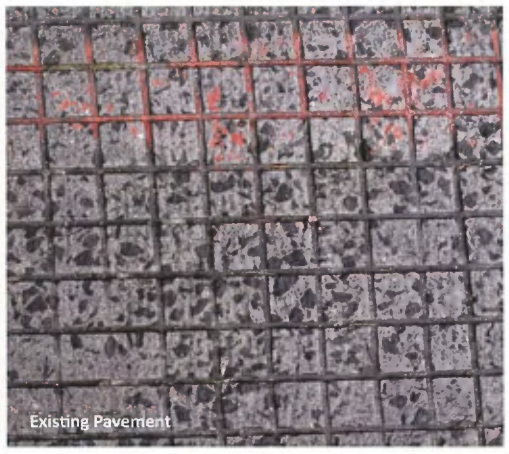
Establish public domain materials and design standards

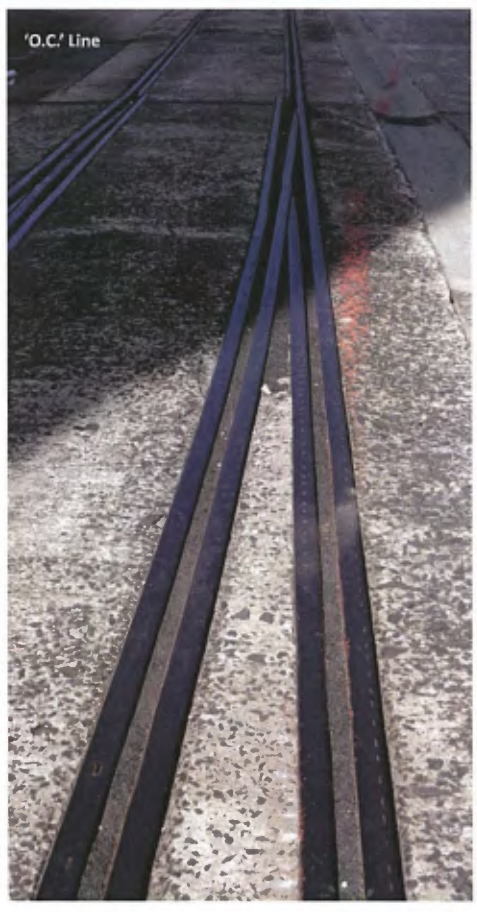
- Consider adaptation and reuse of materials won from site demolition as part of the open space material palette (rails, stone, bricks)
- Utilise public domain materials that compliment industrial heritage characteristics as well as City of Yarra styles and standards
- Ensure standard street furniture matches Council standards.
- Ensure that footpaths, crossings and other features meet relevant contemporary design standards.
- Consider minimisation of clutter in narrow or minor 'body corporate' streetscapes by investigating streetlights fixed to buildings thereby minimising the need for poles.

Maximise pedestrian and bicycle links

- Maximise the design of pedestrian spaces and links to the adjoining river parkland and trail system.


Existing bricks to be salvaged and reused


Existing Pavement


'O.C.' Line


Structural Soils


Basalt Walls

4.6 DESIGN RESPONSE

The landscape design concept is intended as a high quality contemporary response commensurate with the proposed architecture philosophy and the themes and characters of the various precincts with materials and configuration that reflects on the important pre and post settlement heritage of the Amcor site.

The proposed extent of works, at the interfaces and beyond the Amcor site boundary, is intended to demonstrate the visual and functional integration of the site with its surroundings/local context, through the various open spaces proposed by the masterplan, including;

- The River Park
- Public Open Space
  - Alphington Square
  - Artisan Park
  - Workshop Park
  - Industrial Heritage Park
- Publically Accessible Spaces
  - Village "highline" and "pedestrian gateway"
  - Outer Circle Paper Trail
- The Streetscapes
- Interfaces

A detailed description of the design response approach for each of the above elements has been described in two parts; the 'Vision' (Design Philosophy and benchmark images) and the 'Concept' (the ideas through sketch plans and sections).

Design inspiration and benchmark imagery

FIG. 58: ALPHINGTON PAPER MILL LANDSCAPE CONCEPT PLAN

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

NOTE: Indicative road design treatments are to incorporate contemporary design approaches to the satisfaction of the Responsible Authority.

- EASTERN BOUNDARY OFFSET 4M TO PROVIDE PEDESTRIAN LINK
- LOW KEY SINGLE PEDESTRIAN PATHWAY
- 1.8M WIDE PUBLIC PEDESTRIAN ACCESS
- EXISTING HERITAGE BUILDING - Significant Opportunity for re-use
- URBAN STREET/INDUSTRIAL CHARACTER DEVELOPMENT - Low rise apartment, townhouse, detached houses
- MULTI-LEVEL HIGHER DENSITY DEVELOPMENT - Mixed use
- MULTI-LEVEL HIGHER DENSITY DEVELOPMENT - No mixed use
- PARK RESIDENTIAL DEVELOPMENT - Low rise apartment, townhouse, detached houses

THE RIVER PARK

THE VISION

- A riverside public open space for passive recreational pursuits or simply as a refuge from the built environment.
- Vegetation remediation focussed on appropriate 'biodiversity ' consistent with a riparian corridor environment.
- Reflect on the applicable layers of history; adapting existing infrastructure for water access and retaining existing 'terracing' to the riverbank; focusing on overall industrial theme of:

Water Supply

- Transport
- Power generation
- Manufacture & production
- Site Operations

FIG. 59: LOCATION PLAN

THE RIVER PARK

THE CONCEPT

The 30 metre wide corridor along the Yarra River will become public open space and be known as "River Park". The landscape is intended to both reinforce biodiversity whilst providing a softening of any visual impact of the proposed buildings, which will be set back 10m from the 30m P.O.S. zone. The intent is a riparian interface between the Yarra River and the proposed residential precinct. River Park, as public open space will be a refuge from the built environment with indigenous vegetation to support wildlife. It will reflect on layers of history; adapting existing industrial infrastructure for water access and former terracing for access paths.

The design will include:

- Public access for pedestrians and cyclists to the river, as well as constructing, trails along the river-frontage consistent in materials and width as those existing, which currently connects to pedestrian and cycle networks along the river to the surrounding neighbourhood.
- Access from the top of the bank to the river's edge via modest stairs and ramped paths at grades suitable for the disabled.
- Appropriate vegetated buffer at residential interface to minimise the visual impact of the proposed built form.
- Species for biodiversity would be selected from the D.S.E EVC No56 "Floodplain Riparian Woodland"
- Retention of all healthy Eucalypt as well as significant pre settlement vegetation including remnant indigenous River Red Gums.
- Rehabilitation of the riverbank vegetation including removal of weeds and nominated trees, erosion control, planting of native species and ongoing vegetation management and maintenance.

Other possible features include:

- Cultural Heritage references of the former residential homestead to form part of the river park interpretation.

Scope of any works in this setback to limited to those specified within the Development Plan which include but no limited to, the pathway connections (using existing trails and informal vehicular access track), conservation of the old stone wall terracing, re vegetation work, interpretive signs (as already exist along parts of the track) and potentially seating.

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

FIG. 60: THE RIVER PARK PLAN

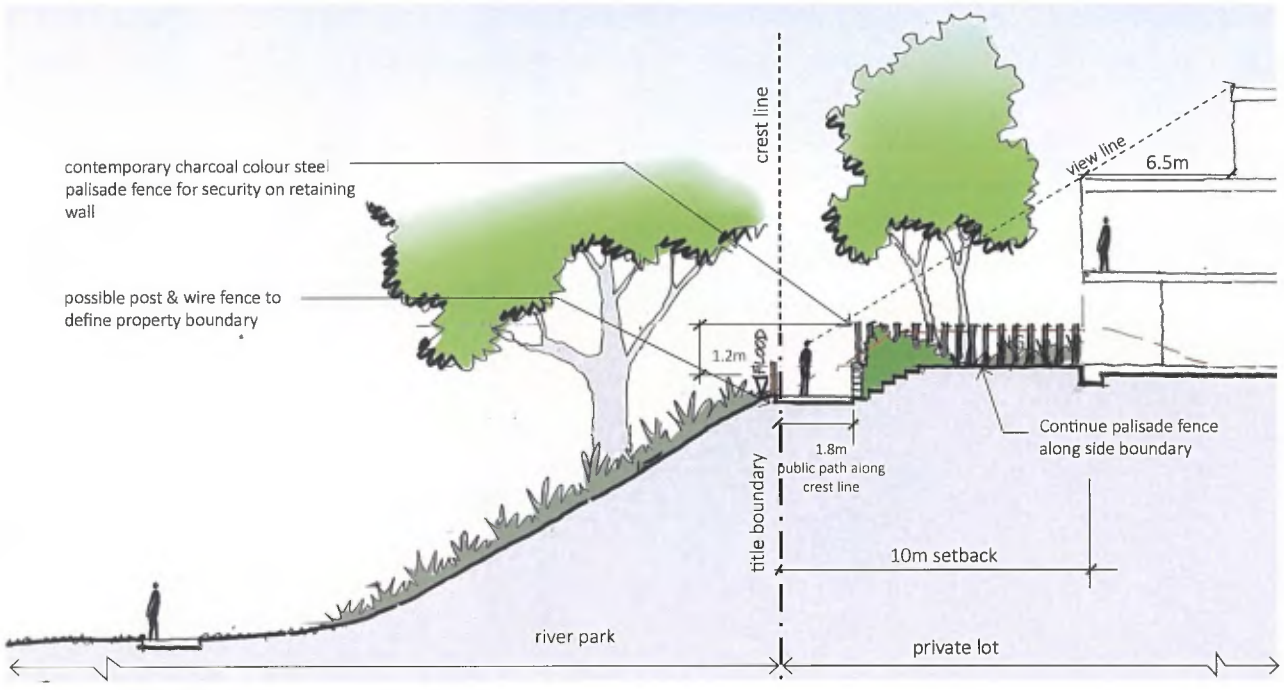


FIG. 61: THE RIVER PARK SECTION

ALPHINGTON SQUARE

THE VISION

The design intent is for an active, vibrant and cosmopolitan central community meeting place that reflects on production and manufacture of paper and cardboard and the operational hub of the mill as part of the overall industrial/ heritage overlay development theme of:

- **Manufacture & Production**
- **Site Operations**
- Transport
- Power Generation
- Water Supply

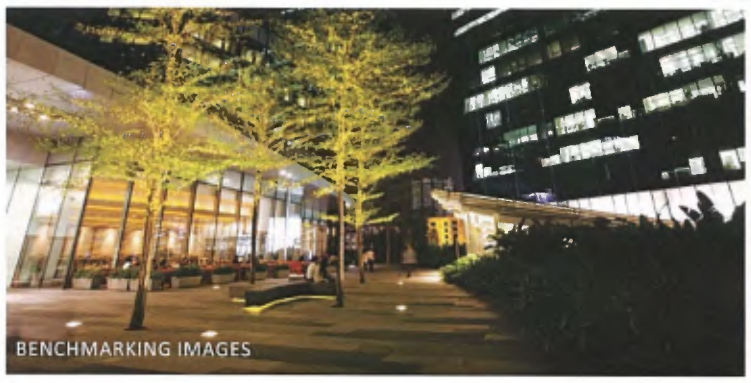
The properties of paper and cardboard have also been considered, as to its make-up and use both practically and aesthetically as an influence in the layout of the meeting place and patterning the ground plane, as well as the design of planters, furniture and other urban design elements.

The function of the Piazza will be informed by a wide range of temporary events investigating the opportunity to expand existing and introduce new activities. In addition adjacent activities such as bespoke dining and casual take away food will provide daily activity. The place will be designed to welcome new and existing residents of all ages, cultures and abilities. Access to the piazza will be prioritised for pedestrian and cyclists, additionally public carpark access will be provided from lower basement carpark servicing the retail facility.

The Piazza will provide the gateway entry and 'meeting place for the proposed integrated community centre located at Lv1 above the retail centre.

The piazza is part of a precinct scaled movement system, over multiple levels and provides an important entry portal into the internal retail arcade.

FIG. 62: LOCATION PLAN



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DP011
of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 85 of 162
This is NOT a Building Permit

ALPHINGTON SQUARE

THE CONCEPT

A welcoming and identifiable central meeting place for the community within a diverse activity hub comprising a range of retail, office space and services with capacity for larger events.

The Village Square will be a partnership between Alpha and Council (the owners) to provide a neighbourhood and event meeting place. The plaza landscape design theme reflects the production and manufacture of paper and cardboard as part of the overall integrated industrial heritage design themes for the site, including,

- A central piazza with capacity for a stage or dais for programmed events
- Support adjoining dining areas such as cafes, bars and restaurants. Other temporary or pop-up activities will be encouraged in the Piazza.
- Softer green rooms within the piazza to assist dwell amenity through climate shelters. A "main street" with formal avenue planting and the potential for future bus services. It is envisaged that the main street could become a low speed traffic zone where it intersects the central piazza with a high quality landscape treatment including special paving and kerbing. (Note: this is not envisaged as a pedestrian priority shared zone)
- Pedestrian linkages to the southern portion of the site to the Artisan Park and to Alphington park via the east-west streets.
- Integrated art, furniture and wayfinding appropriate to its civic role.
- Urban furniture in streetscapes such as lights, bins, seats and bollards to be designed as an extension of the themes and character of the Alphington Square.
- The planting palette will also be selected to reflect on the industrial heritage and the layers of history including: Presettlement vegetation; The Ellis Stone APM overlay and associations with paper such as papyrus and rice paper plants.

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

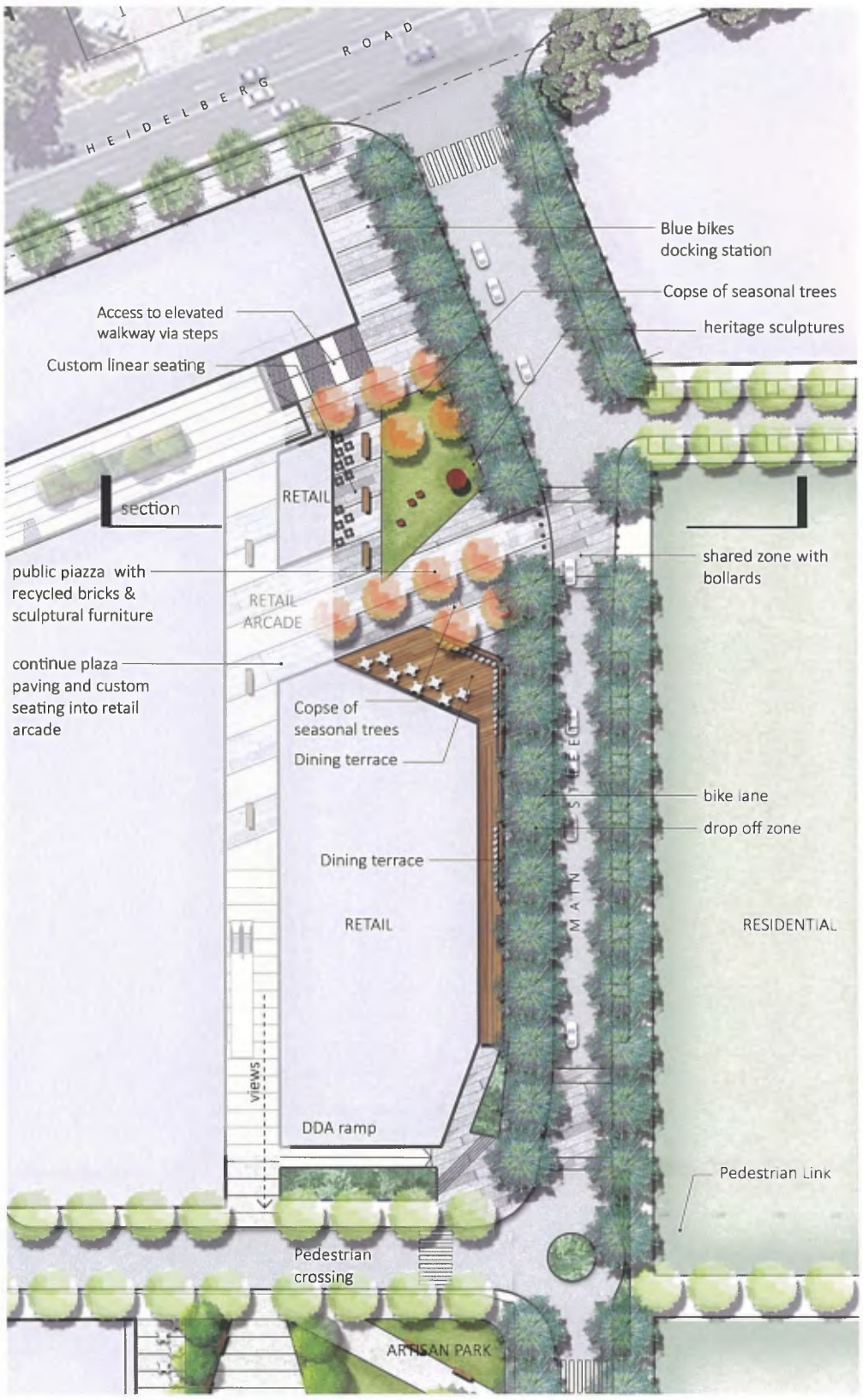


FIG. 63: ALPHINGTON SQUARE PLAN

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

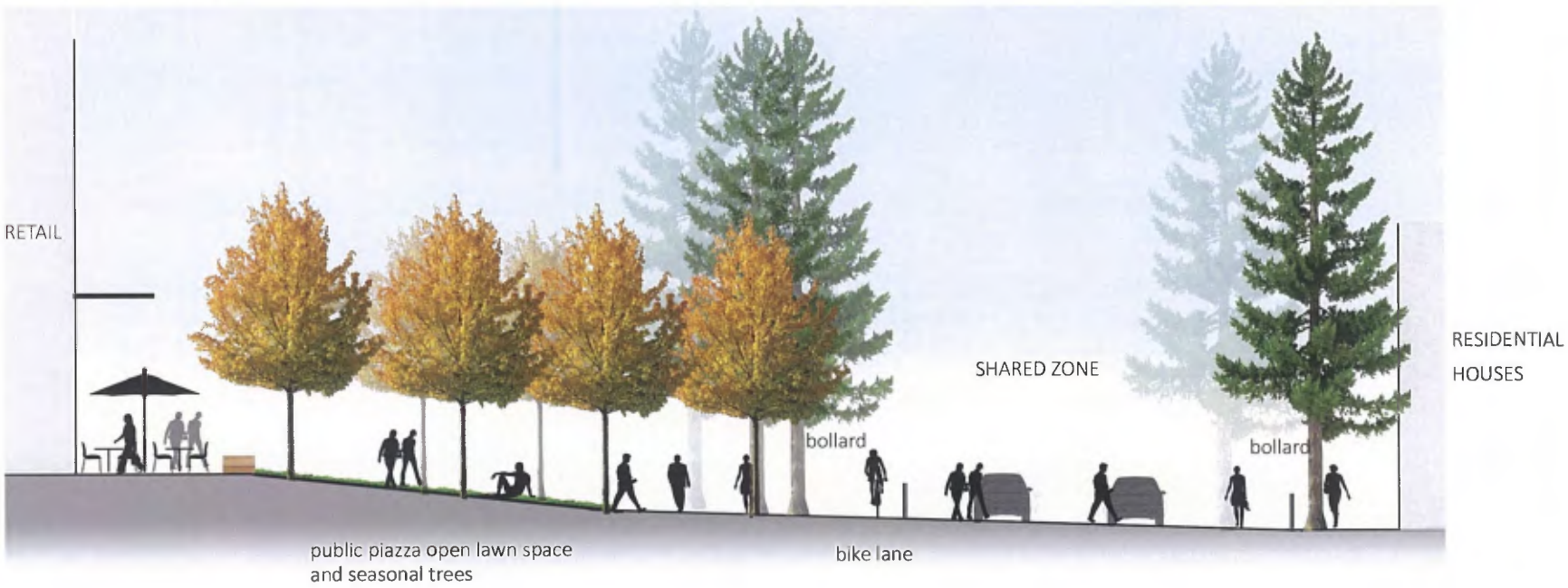


FIG. 64: ALPHINGTON SQUARE SECTION

THE ARTISAN PARK

THE CONCEPT

The design intent is for an active mixed use precint with adjoining areas to support cafe's, bars and restaurants.

The Artisan Park includes:

- Pedestrian linkages
- Flexible lawn space for takeaway dining or farmers markets
- Intergrated art, furniture and way finding
- Garden beds with integrated seating.

FIG. 65: LOCATION PLAN

FIG. 66: THE ARTISIAN PARK PLAN

FIG. 67: THE ARTISIAN PARK SECTION

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

THE WORKSHOP PARK

THE CONCEPT

The design intent is for a local park with recreational, picnic and play opportunites. The Workshop Park forms part of the open space network with axial paths linking the paper trail and the heritage park.

The Workshop Park includes:

- Flexible open spaces
- Green spaces with shade trees and open lawns
- BBQ and picnic furniture
- Play area
- Intergration of heritage elements to reference the history of the site

FIG. 68: LOCATION PLAN

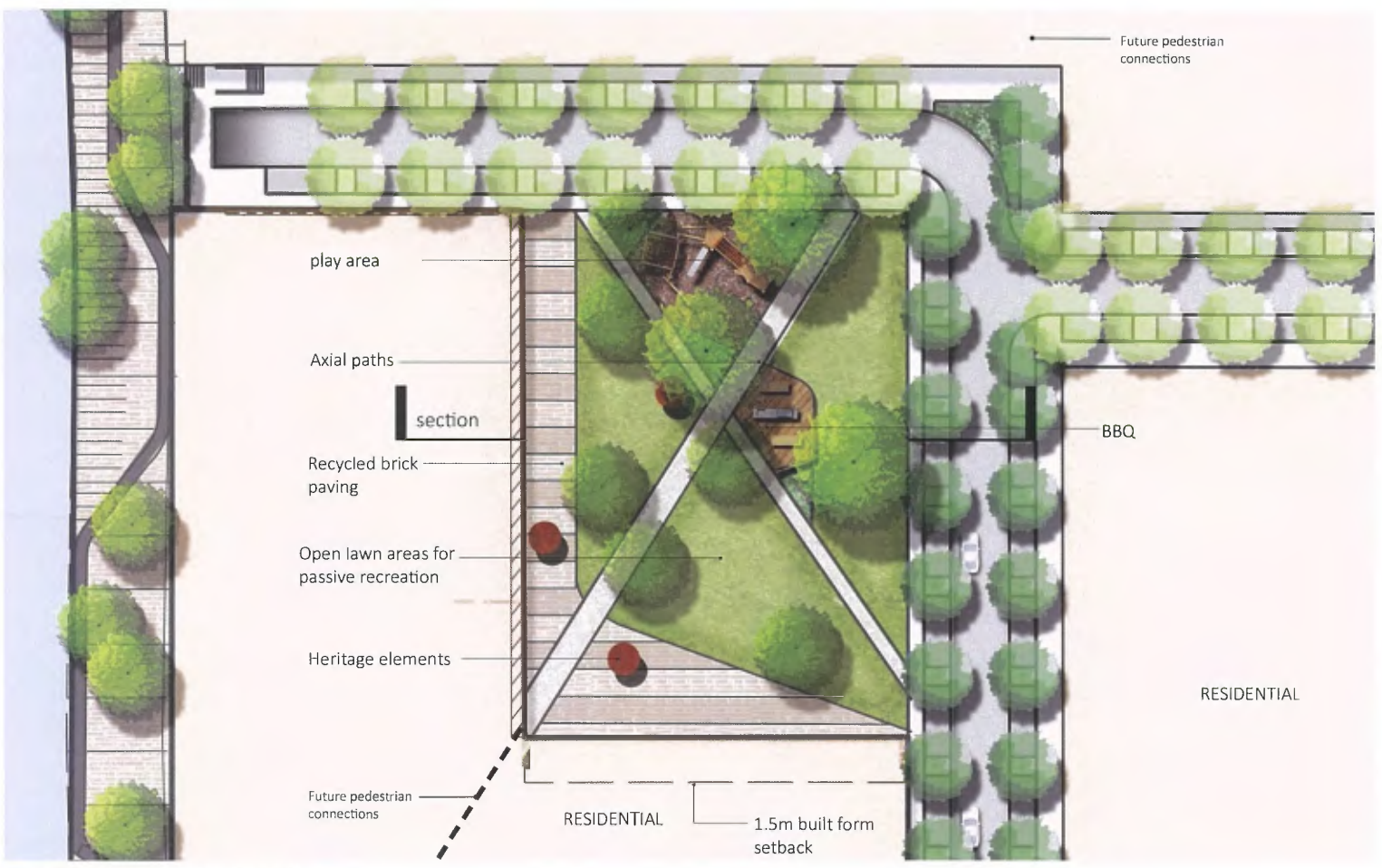


FIG. 69: THE WORKSHOP PARK PLAN

FIG. 70: THE WORKSHOP PARK SECTION

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

INDUSTRIAL HERITAGE PARK

THE VISION

- Celebration of sites industrial past by extending theme and character of the adaptive reuse of nominated heritage buildings into the open spaces and maintaining view lines between the retained heritage elements such as the pumphouse, boilerhouses and water tanks.

- Adapt re-use and recycle materials from demolition for paving and open space finishes, and water harvesting and storage.

- Open lawn area for passive recreation

- Community gardening opportunities.

- Design reflects on power generation and water supply as part of the overall integrated industrial/heritage overlay development theme of:

- Transport
- **Power Generation**
- **Water Supply**
- Manufacture & Production
- Site Operations

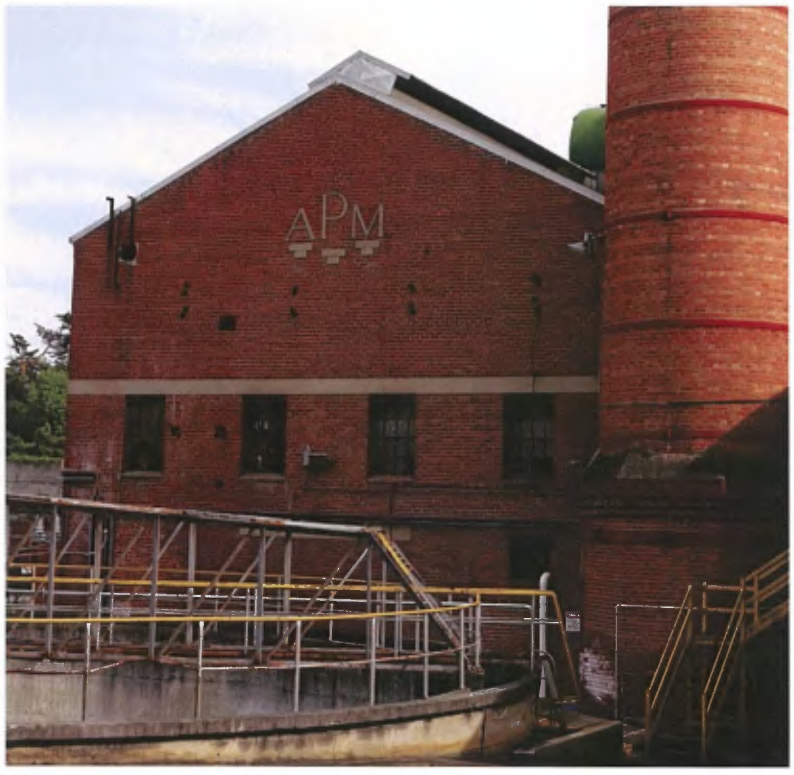


FIG. 72: HERITAGE APM FACADE

FIG. 71: LOCATION PLAN

INDUSTRIAL HERITAGE PARK

THE CONCEPT

The industrial heritage precinct is located at the south-western corner of the site. It incorporates various retained heritage buildings for adaptive re-use such as the turbine hall, boiler house, river pump house and industrial water tanks. The design will be a celebration of the site's industrial past by extending the theme and character of the retained heritage elements into the space and will include:

- People oriented, accessible spaces focussed on a central community space
- Pedestrian prioritisation with paving, public open spaces and links to the river.
- Adaptive re-use of industrial infrastructure and recycled materials from demolition for paving and plaza finishes including crushed concrete and bricks for mulch and drainage layers.
- Interpretive features that tell the story of the site's past.
- Selected water tanks and structures to be partially retained and adapted for reuse including ESD features or community gardens.
- Selected water tanks and structures to be partially retained and adapted for reuse including stormwater storage.
- The geometry of the design will respond to existing features, i.e, water tanks, pump house and chimneys which are all circular.
- Soft landscaping that references the adjacent river landscape and emphasises linkages to other precincts.
- Connections to adjacent precincts including the park precinct, the "Paper Trail" spur line reference, the community retail precinct and the river.
- Materials will be a response to the site's heritage and geomorphology and could include recycled brick salvaged from demolition, concrete, steel and bluestone. These materials could be used in such a way as to express the "confluence" of the natural river environment and the industrial heritage precinct with natural material such as stone (sedimentary or basalt) merging with the industrial bricks, steel and concrete.
- The "Paper Trail" reference to the historic spur line to the western edge of the precinct could also reference the former land use theme of transportation.
- Urban furniture such as lights, bins, seats and bollards to meet the requirements of the City of Yarra Public Domain Technical Guidelines.
- Vegetation generally is selected from a native palette to reinforce an extension of the native green 'riparian' corridor up into the site. Species could include Eucalyptus ovata and Eucalyptus tereticornis with lush green native understorey including Dianella, Lomandra and Poa.

DESIGN REQUIREMENTS:

- Existing 1920s Chimney not to be vested with the Responsible Authority.
- Vesting of the Elevated Water Tank with the Responsible Authority is subject to environmental and structural condition to the satisfaction of the Responsible Authority. The scope of works required to satisfy any conservation Management Plan is the responsibility of the Proponents to the satisfaction of the Responsible Authority.

FIG. 73: INDUSTRIAL HERITAGE PARK SECTION

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

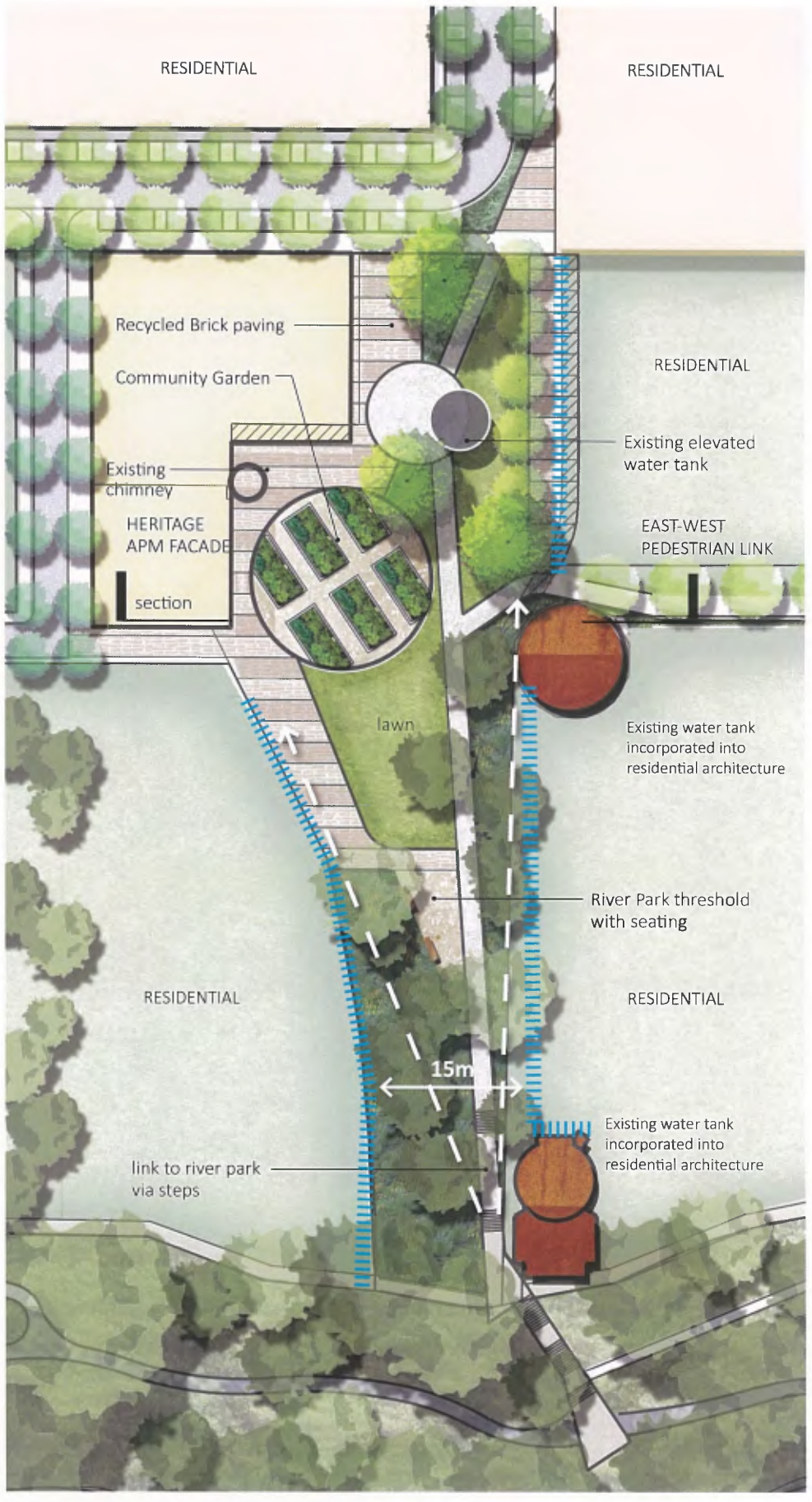


FIG. 74: INDUSTRIAL HERITAGE PARK PLAN

HERITAGE PARK BUILDING INTERFACE TREATMENT
Heritage Park Building interface treatments for building setbacks and landscaping to provide for an improved heritage setting for the heritage buildings to be retained.

OUTER CIRCLE PAPER TRAIL

THE VISION

A fully accessible pedestrian promenade and park with layout and design reflecting on historical transport and delivery via the historic outer circle spur line railway into the site as part of the overall integrated industrial heritage overlay development theme of:

- **Transport**
- Water Supply
- Power generation
- Manufacture and Production
- Site Operations

Inspiration for design concepts is drawn from

- Linear parallel forms of rail tracks

-Regular 'Sleeper' patterns perpendicular to the track

-Robust industrial materials including: steel, concrete, rough sawn timber.

-References to traditional 'stationmaster' gardens and seats for waiting.

FIG. 75: LOCATION PLAN

OUTER CIRCLE PAPER TRAIL

THE CONCEPT

The precinct around the remnant Outer Circle spur line will be a car free setting for apartments and townhouses. The design will pick up on themes of transport as the linking element, and investiagte the re-use of the heritage rail lines. As pedestrian only park/ promenade the elevated walkway will allow opportunity for car parking under to service the residiential areas.

The proposed design includes:

- A series of linked plaza spaces providing offering a north-west pedestrian link, seating, trees in raised planters and small lawn spaces to soften the space.
- Trees and vegetation will also help to manage the scale and humanise the space. Urban tree technologies will be utilised to maximise the growth of trees in hard paved or on structure areas. Where planting is on-structure, adequate soil volumes will be provided to ensure the longevity of the planting.
- A Design geomerty that reflect the layout of the original outer circle and railway sidings.
- Feature linear seating elements on a parallell 'track' that makes its journey through the Outer Circle Paper Trail and unites the space.
- Separation of vehicles via car parking underneath the promenade.
- Retained and re purposed heritage elements, potentially used as wayfinding aids.
- Visual linkages between the promenade and Chandler Highway with trees to break up building façade when viewed from Chandler Highway.

- The Outer Circle Paper Trail will provide address to the adjacent townhouses with an opportunity for private courtyard gardens that open onto and overlook the OCPT to provide natural surveillance.
- Access to townhouses will be via shared laneways with pedestrian priority.
- Materials used will reflect the past uses of rail transportation and industry. Examples of materials include steel railway switches, brick, timber and zinc.
- Species generally include; robust taller, clean trunked Eucalypts (*Corymbia*); smaller native and exotic trees in the green nodes; lush green 'water based' understorey.

NOTE: Open space designs indicative only. Design to be to the responsible authority satisfaction.

FIG. 76: OUTER CIRCLE PAPER TRAIL - INDICATIVE SECTION A

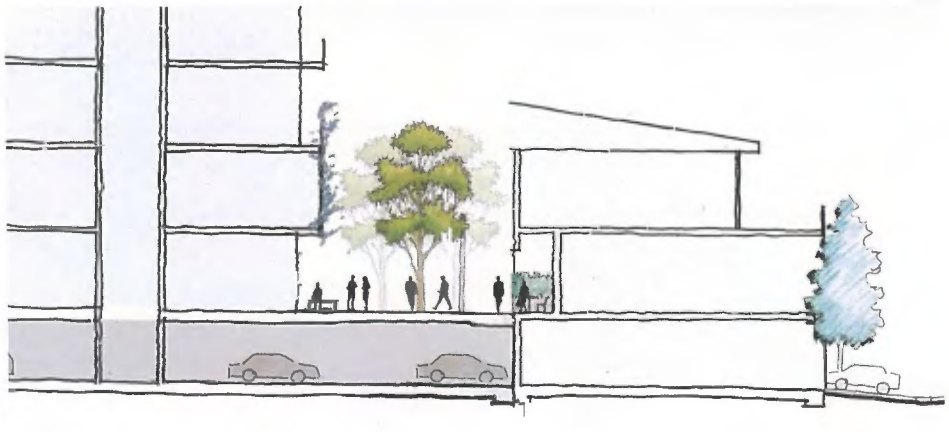


FIG. 77: OUTER CIRCLE PAPER TRAIL - INDICATIVE SECTION B

FIG. 78: OUTER CIRCLE PAPER TRAIL PLAN

4.7 STREETSCAPES

MAIN STREET

THE VISION

A shady tree lined avenue to reinforce pedestrian priority and amenity by way of intentional contrast with the traffic dominated Heidelberg Road and Chandler Highway.

THE CONCEPT

The "main street" accesses the Alphington Square and community retail hub, connecting Heidelberg Road to the Chandler Highway.

The north-south portion of the street, connecting to Heidelberg Road will have the following characteristics:

- Verge for footpaths and tree planting both sides.
- High quality, urban materials, e.g., bluestone or concrete kerb and channel,
- With brick or concrete footpath to City of Yarra Standard Drawings.
- Regular spacing of street trees to both sides of street to create a boulevard.
- Potential to use bio-retention tree pits as part of WSUD strategy.
- Street trees to be a large, high profile species such as Platanus (Plane Tree) or Corymbia maculata (Spotted Gum).
- Understorey planting of shrubs and ground covers could be incorporated as appropriate in nodal points, entries and pedestrian crossings.

The east-west portion of the street will have the following characteristics:

- 26.7 metre road reservation at Chandler Highway intersection, transitioning to 20.4 metres within the site itself.
- Central median 2.5 metres wide to accommodate tree planting for the western half of Main Street.
- Indented parking one side.
- Street tree planting to both sides of the street as well as the median
- High quality, urban materials, e.g., bluestone or concrete kerb and channel, with brick or concrete footpath to City of Yarra Standard Drawings.
- Potential to use bio-retention tree pits as part of WSUD strategy.
- Street trees to be a large, high profile species such as Platanus (Plane Tree) or Corymbia maculata (Spotted Gum).
- Understorey planting of shrubs and ground covers could be incorporated into nodal points, entries and pedestrian crossings.
- Safe pedestrian crossing points

DESIGN REQUIREMENTS:

- The detailed design of the proposed streets and pedestrian access must be to the satisfaction of the Responsible Authority and will be determined as part of the Planning Permit process and civil works approvals.
- The design of the Main Street and northern section of La Trobe Avenue shall be reduced to two approach lanes from the site.
- The proposed left turn slip lane from Main Street into Chandler Highway shall be removed from the road designs.
- All mitigation road works on Heidelberg Road and Chandler Highway required as direct consequence of the Development Plan, shall be designed, paid for and completed to the satisfaction of the Responsible Authority

FIG. 79: KEY PLAN

NOTIONAL STREET CROSS SECTIONS

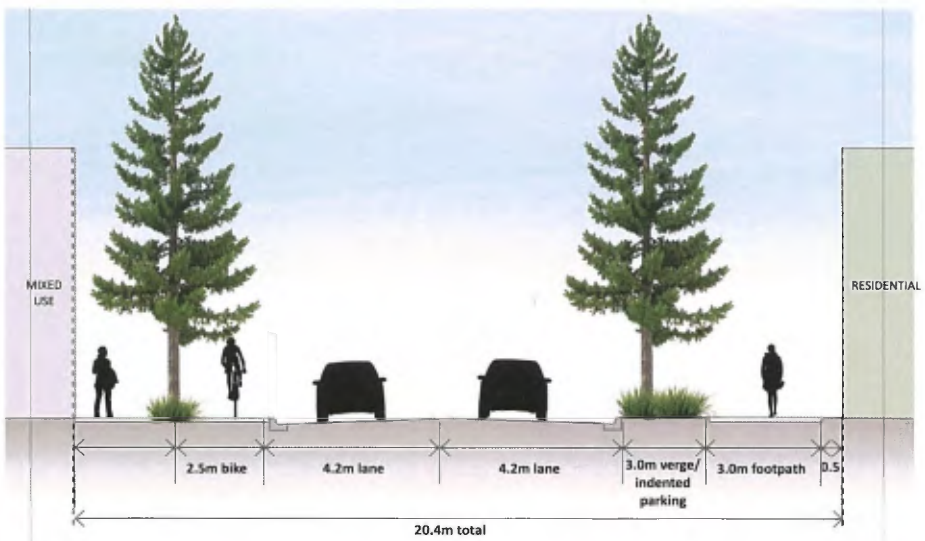


FIG. 80: SECTION B-B MAIN STREET NORTH

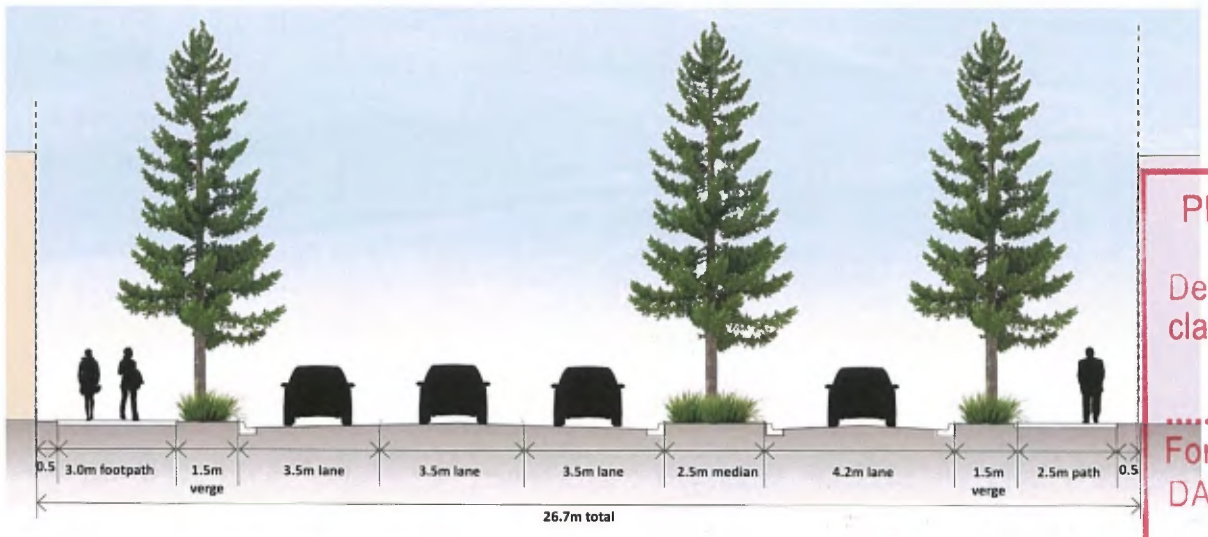


FIG. 81: SECTION A-A MAIN STREET NORTH

DESIGN REQUIREMENT:

The detailed design of the proposed streets and pedestrian access must be to the satisfaction of the Responsible Authority and will be determined as part of the Planning Permit process and civil works approvals.

REMNANT ALPHINGTON STREETS (LATROBE AVENUE, LUGTON STREET AND PARKVIEW ROAD)

THE VISION

Reinforce and extend the existing Alphington character into the development, by both restoring the remnant streets (Latrobe Avenue, Parkview and Lugton Streets) to a standard equivalent to the 'best' Alphington Street and extending similar scaled and detailed new streets into the proposed development (Refer also Interfaces, Alphington Park East).

THE CONCEPT

Latrobe Avenue and Lugton Street are existing streets separating the existing mill site on the west and south from the vacant former residential site on the east. The streets will remain on the current alignment but will undergo streetscape improvements appropriate for the new development.

- Indented parking opportunities on both sides
- Existing Melaleuca styphiloides to be removed and replaced with new avenue planting of appropriate 'Alphington' street trees.
- Streetscape character to be that of a typical Alphington residential street
- Possible cobble unit paving to parking bays to be recycled from those salvaged from demolition works.
- Safe crossing points for pedestrians
- Footpaths on both sides to 1.5m or 2.5m as appropriate
- Minimise vehicle cross overs where possible.
- Materials to reflect those commonly used in Alphington residential streets including asphalt or concrete footpaths, and charcoal insitu concrete kerbs and channels.

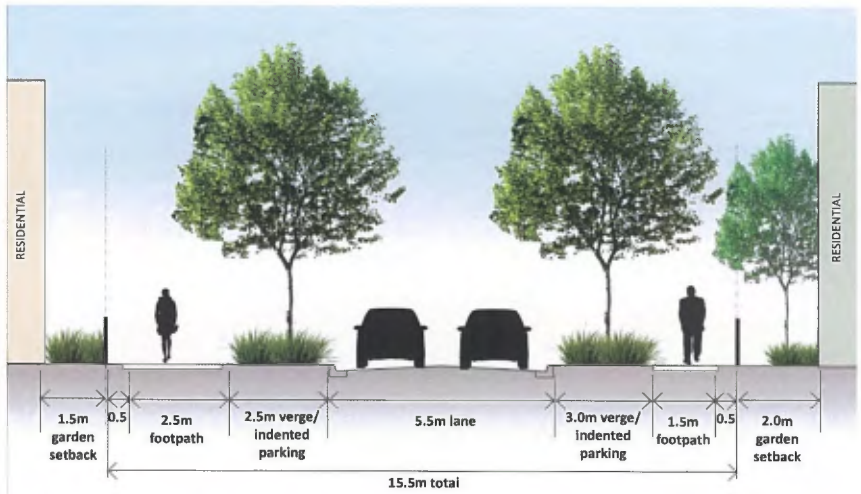


FIG. 83: SECTION C-C - LATROBE AVENUE

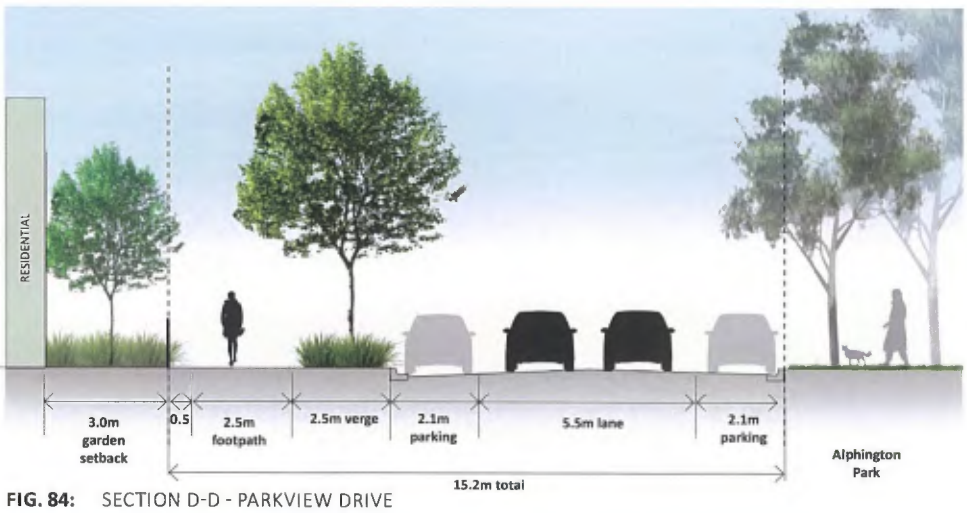


FIG. 84: SECTION D-D - PARKVIEW DRIVE

NEW EAST-WEST ALPHINGTON STREETS

THE VISION

Controlled extension of new east-west streets configured in the 'typical' Alphington style, as a deliberate and positive integration of the project into the new residential neighbourhood being proposed for the working mill site.

THE CONCEPT

The east-west streets running from Parkview Road into the site will take on the character of typical Alphington residential streets.

- Footpaths on both sides to 1.5m or 2.5m as appropriate
- Regular street tree planting
- Grassed or garden nature strip
- Materials to reflect those commonly used in Alphington residential streets including asphalt or concrete footpaths.

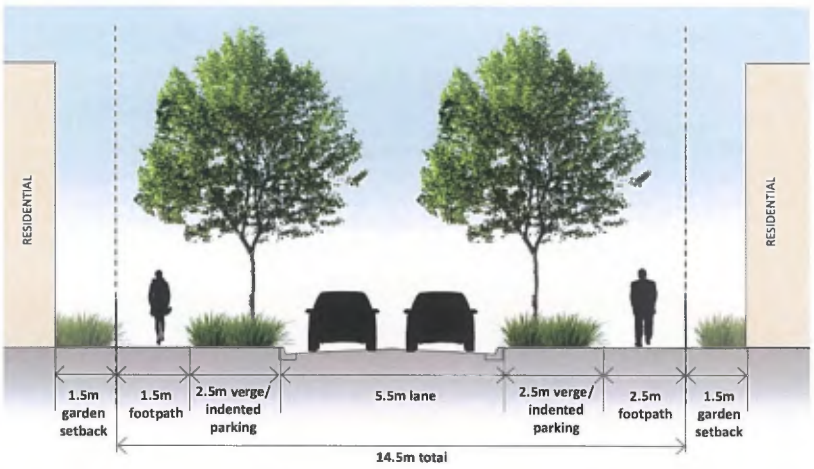


FIG. 85: SECTION E-E - EAST WEST STREETS & WORKSHOP PARK STREET

SMALLER STREETS

THE VISION

A pedestrian friendly, contemporary reflection on a narrower version of an existing Alphington Access Lane with houses set back to provide opportunity for a garden interface for the full length of the street.

THE CONCEPT

- One-way traffic with parallel parking bays for visitors
- Small tree planting in rain garden style planters
- Setback of town houses to provide borrowed landscape interface between houses and streetscape
- Regular 'standard' lamp street lighting

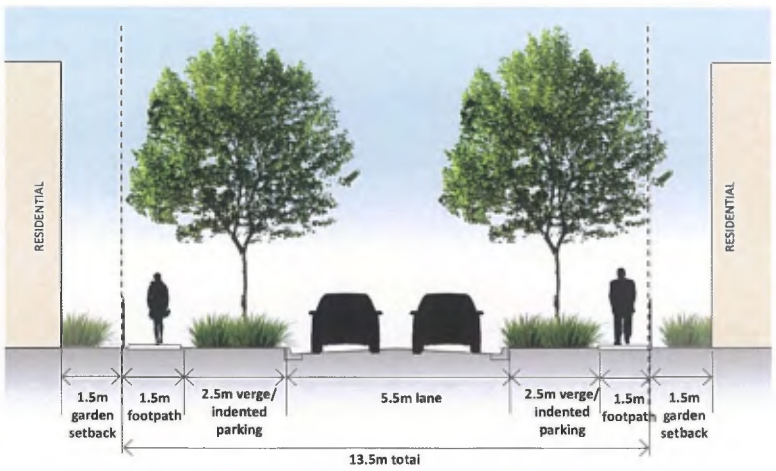


FIG. 86: SECTION G - RESIDENTIAL INTERFACE

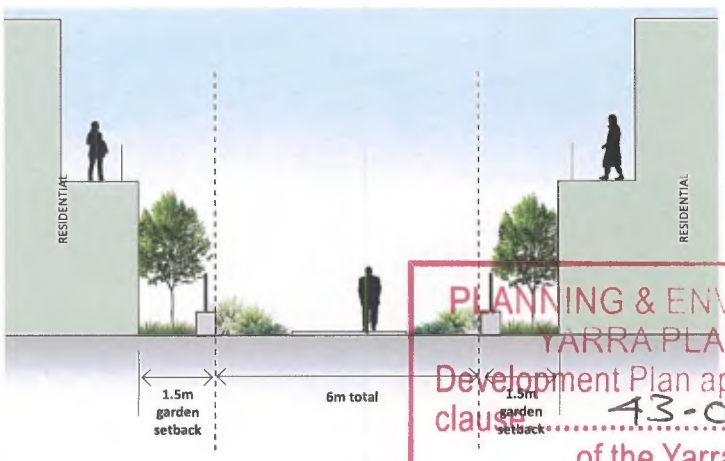


FIG. 82: SECTION H - PEDESTRIAN LINK

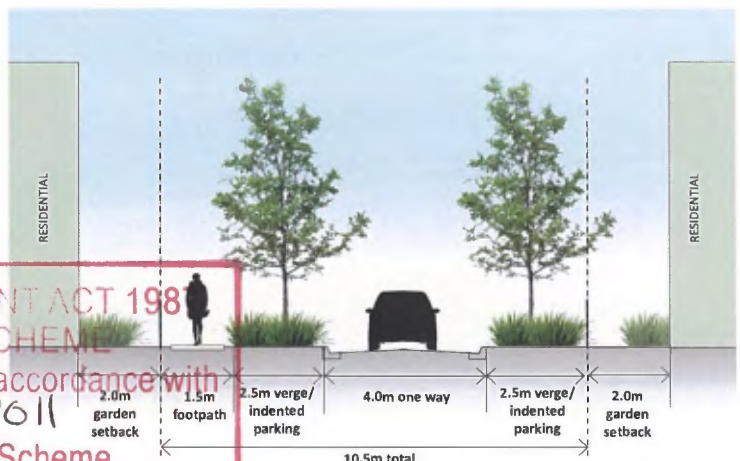


FIG. 87: SECTION F - RESIDENTIAL INTERFACE

4.8 INTERFACES

HEIDELBERG ROAD (NORTH INTERFACE)

DESIGN REQUIREMENTS:

The existing Corymbia maculata (Spotted Gums) have been given a moderate aboricultural rating by the Arborist. It is recommended that these be retained, where practical, as part of the streetscape as they provide some softening to the vertical building facades along Heidelberg Road and are considered an important component of the streetscape character.

Pedestrian and cycle access should consider:

- Retention of existing Ellis Stone planting and protection by way of non-instrusive, elevated, timber, deck walkways.
- Creation of "colonnades" in building outstands providing refuge for pedestrians from the proximity of the busy, arterial nature of Heidelberg Road.
- Site entries for pedestrians at the paper trail mews and the Alphington Square shall include generous forecourt entry places.

Enable high quality urban design outcomes along Heidelberg Road demonstrating:

- A significant building setback from the edge of the (modified) kerb to avoid negative impacts of building height at street level
- An active building interface at street level which includes shopfronts, entries, windows or the like
- A sense of permeability and visual connection by providing glazed facades or balconies at upper levels
- Architectural excellence in buildings
- Provision of a high quality and safe public domain including:
  - A tree lined street with a tree plantation zone to provide 1.8 metres from the back of any (modified) kerb. Adequate clearance would also be required from any power line / underground power line.
  - Clearance between the trees and buildings of minimum 0.5m to enable a 5.0m canopy spread to enhance the quality of the streetscape.
  - A 3.0m wide shared path with sufficient indented entries from the footpath for the ground floor uses
  - Space to accommodate bus shelters to maintain a minimum 3 metres wide shared path between the building and bus shelter.
- A 1.8-metre-wide on road bike lane subject to VicRoads approval.

CHANDLER HIGHWAY (WEST INTERFACE)

With multi-storey apartments proposed to much of the Chandler Highway interface, softening with planting is proposed, including:

- Copses of vertical species such as Spotted Gum (Corymbia maculata) to breaks in the buildings to create visual linkages and to break up the building facades.
- Retention of the existing heritage perimeter brick wall where possible for sound attenuation
- Possible insets to new boundary walls and fences to incorporate larger trees.
- Footpath for pedestrian access.
- Where space allows there may be the opportunity for street tree planting, subject to authority approval.

FIG. 88: KEY PLAN

[SECTION INTENTIONALLY REMOVED]

FIG. 89: SECTION A-A - HEIDLEBERG ROAD – [REMOVED]

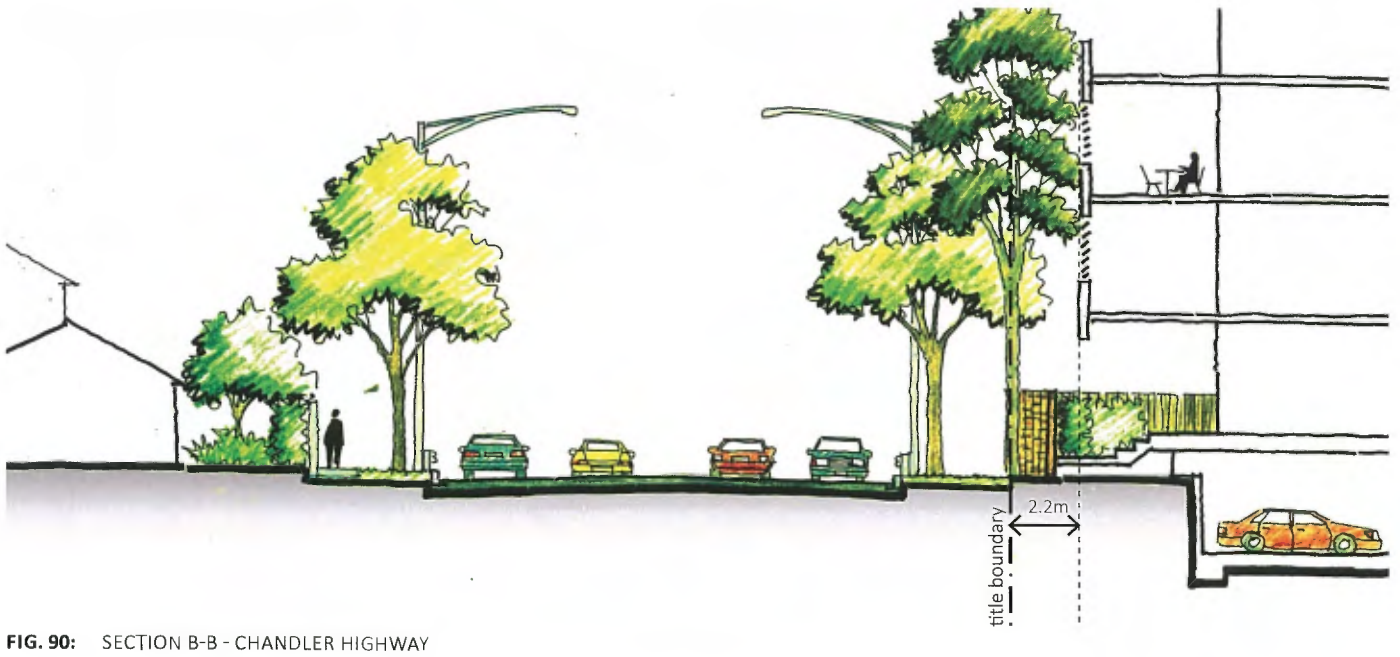


FIG. 90: SECTION B-B - CHANDLER HIGHWAY

RIVER PARK INTERFACE

The design of the interface of the development with the Yarra River corridor is acknowledged by the design team as needing to be respectful and sensitive and of the highest quality commensurate with the importance of the Yarra River is to the local community and indeed the people of Melbourne generally.

The Yarra Planning Scheme also seeks to protect the amenity of the river and incorporates a number of design objectives under DD01 (as well as obligations under the DPO to providing the first 30m of land from the edge of the riverbank to the relevant authority as public realm for use by the community).

Relevant design objectives include;

- Relate the siting, scale, bulk and massing of the new development to the distinctive landscape character of the adjoining Yarra River corridor,
- Landscape to screen the view of the buildings from the main Yarra trail,
- Retaining walls, if required to be softened with screen planting and to complement the natural landscape setting; e.g. basaltic rock walls or bituminous coloured concrete,
- Fence design to be visually permeable for natural surveillance and to be finished in discrete muted shades,
- All buildings set back 10m from the crestline at the top of the bank.

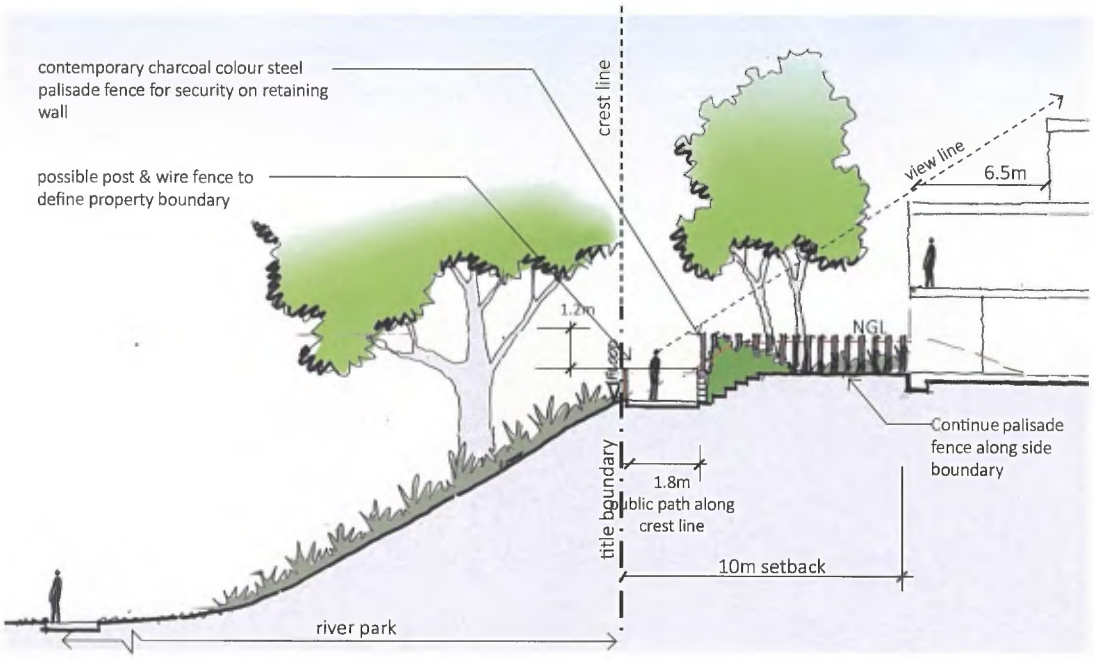


FIG. 91: SECTION C-C - YARRA RIVER

ALPHINGTON PARK INTERFACE

Parkview Road is an existing Alphington street running north-south along the eastern edge of the site adjacent to Alphington Park. The street will undergo streetscape improvements appropriate to a residential Alphington street, abutting a public park or open space

The View street interface on the east side of Alphington Park provides a useful precedence as to housing setbacks, streetscapes and the power of "borrowed" landscapes, all of which contribute to a softer, leafier interface with the park.

The streetscape/park interface is a contemporary interpretation of the existing View Street precinct including.

- Establishment of coordinated front setback gardens to all residential with a view to a solid contribution to the streetscape from private gardens in the form of "borrowed"landscape.
- New footpath and grassed verge
- New bitumen surfaced carriageway
- Exotic street trees to residential (west) side of street
- Lighting, insitu concrete kerbs and channels to City of Yarra standards

DESIGN REQUIREMENT: The powerlines along Lugton Street, La Trobe Avenue and Parkview Road must be placed underground as part of the upgrade of the roads to the satisfaction of the responsible authority.

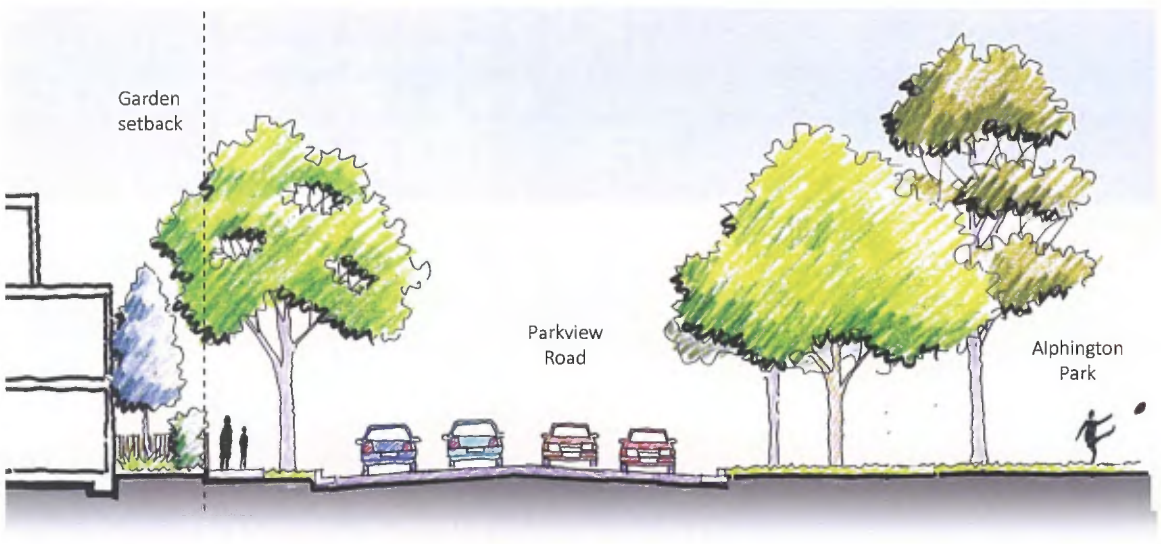
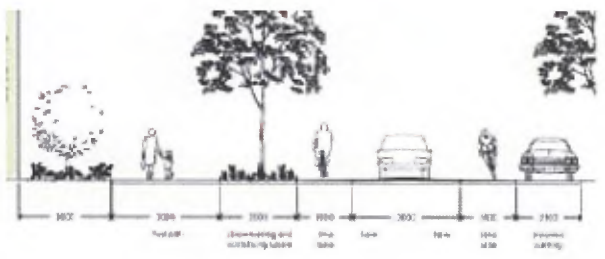


FIG. 92: SECTION D-D- ALPHINGTON PARK



4.9 PLANTING

The species included are indicative only and will be reviewed as part of the design development process. Consideration has been given to;

- Existing landscape character both on site and in surrounding neighbourhoods. Selected species will reflect the pre and post settlement landscapes of the local area.
- Appropriate size, form and densities will apply specific areas and purposes to current best practice.
- Providing a mix of deciduous and exotic species to ensure a green landscape all year but with deciduous trees for seasonal variation and light penetration in winter, consistent with neighbourhood context.
- Suitability of different species to site conditions including shade produced by the proposed buildings and on-structure planting profiles.
- Soil volumes required for specific tree species to reach their optimal size.
- Irrigation requirements to ensure a lush and attractive landscape all year round.
- Plants suitable for hedging and screening have been included for privacy.
- Creepers have been included to soften building facades where desired.

MAINTENANCE

Maintenance refers to the care and maintenance of open spaces within the development. Soft landscape will be maintained to accepted horticultural practices, including regular fertilising, weeding, pruning, plant replacement and lawn mowing and checking on irrigation. Paved spaces will be regularly swept and furniture kept clean, all defects recrified including regular removal of graffiti and litter removal.

- Maintenance of all public open space within the development is expected to be the responsibilty of the City of Yarra, and consistent with their approach on other parks, gardens and streetscapes within the municipality
- Maintenance of public accessible 'private' open space will be by the relevant owners corporation (Body Corporate).
- Detailed maintenance plans would be included with submissions for town planning approval.

EXAMPLE PLANT PALETTE - STREETSCAPES

MAIN STREET

"ALPHINGTON STREETS"

PARKVIEW ROAD

CHANDLER HIGHWAY INTERFACE

EXAMPLE PLANT PALETTE - PRECINCTS

RIVER INTERFACE

INDUSTRIAL HERITAGE PRECINCT

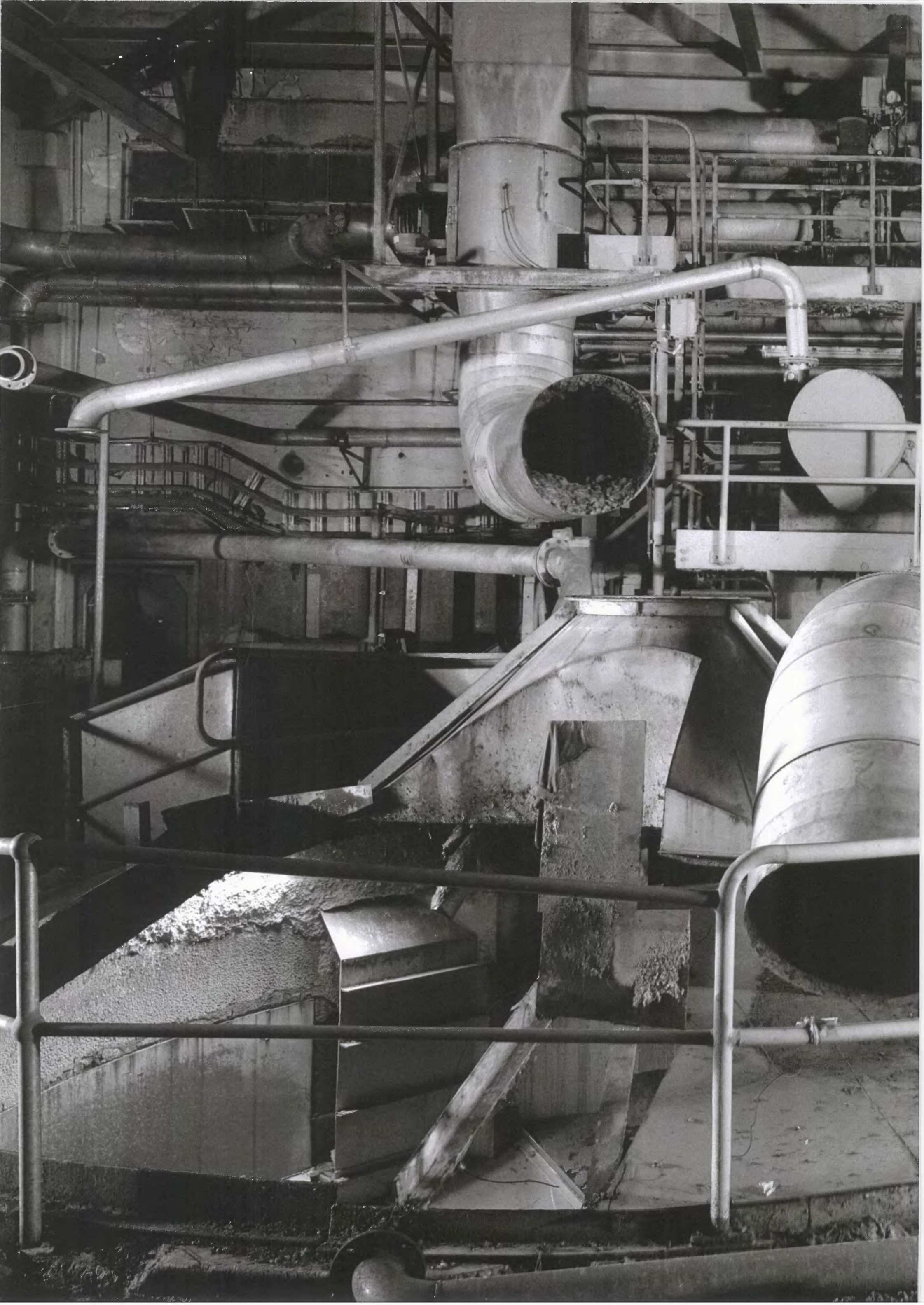
COMMUNITY MEETING PLACE

OUTER CIRCLE

RIPARIAN LINK

LANEWAYS

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DP011
of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 9.7 of 16.2
This is NOT a Building Permit



CONCLUSION

The landscape concept and associated details address the design of the landscape to the requirements of the Development Plan Overlay (Schedule 1) for the streetscapes, public realm and opportunities for private realm landscaping. The design intent is for a bold, contemporary reflection on the various industrial, heritage themes in ways that will be easily maintained.

The design concept is intended to be compatible in scale, form and character with the surrounding neighbourhood and to provide a seamless transition between the new residential precinct and surrounding context, in ways that will always reinforce the primacy of people over cars.

The landscape design celebrates the importance of the Yarra River corridor, by way of a landscape overlay that:

- Provides a new riverpark in the tradition of Fairfield Park & Studley Park boathouse for use by the community;
- Recognises and reinforces biodiversity, through well considered planting and weed removal and control;
- Considers the cultural heritage by celebrating the layers of settlement;
- Provides a sensitive and controlled introduction of elements that will encourage and enhance recreational opportunities by way of:
  - Formalisation of existing and creation of new shared bike trails
  - Places for people to sit, socialise or simply contemplate
  - Provide the means to 'engage' directly with the water
  - All in the context of providing the first 30m of land measured from the waters edge to be handed back to the relevant authority.

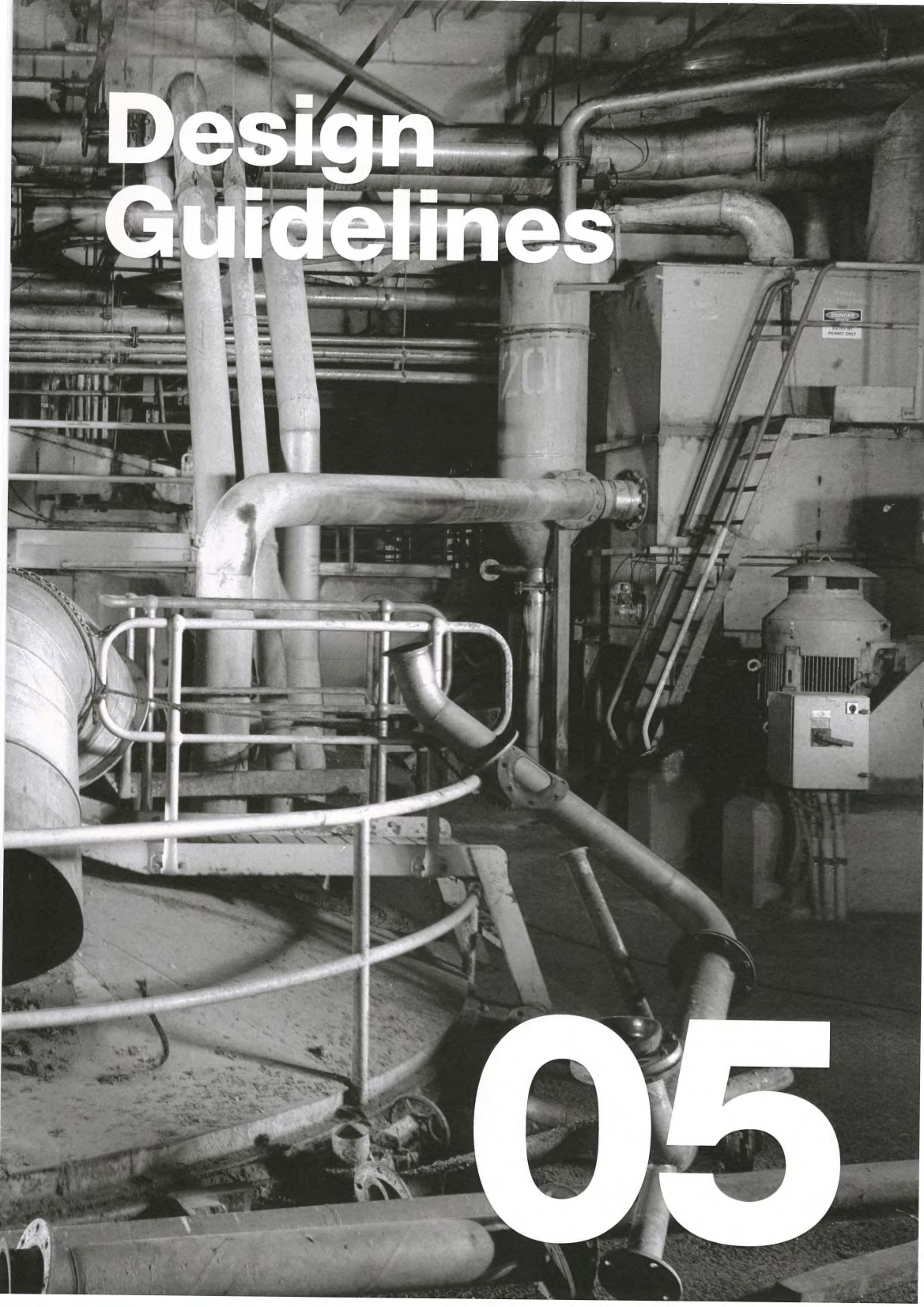
Refurbished streetscapes such as the Latrobe, Parkview and Lugton are intended to preserve and reinforce existing features and design forms, but also to respond to the transition from a former industrial land use to a primarily residential land use with higher pedestrian amenity and access requirements.

Footpath and off road / off road bicycle paths will match or improve existing path standards and are intended to provide a seamless transition between the new residential precinct and surrounding neighbourhoods and open space areas.

The proposed landscape concepts will enhance the lives of all who live, work and visit Alphington Park.

FIG. 93: PRECINCTS MAP

Design Guidelines



05

5.0 DESIGN GUIDELINES

INTRODUCTION

The Design Guidelines set out in this chapter emerge from the site analysis (contained in Chapter 2 Planning Report) and the Site Masterplan (contained in Chapter 3). The guidelines outlined here directly respond to the concepts and principles outlined in previous chapters, which need to be read together with this chapter for a full understanding of the design intent.

Furthermore, the Design Guidelines contained here relate to the organisation and planning for individual private lots. The design concepts and planning requirements for public space including street designs, pedestrian areas and open spaces is contained within Chapter 4 Landscape Concept Plan.

These Design Guidelines have been prepared in accordance with the requirements of Schedule 11 to the Development Plan Overlay within the Yarra Planning Scheme. Their role and function, in association with other requirements of the Yarra Planning Scheme, are explained as follows.

THE ALPHINGTON PAPER MILL DEVELOPMENT PLAN

The Alphington Paper Mill Development Plan has been prepared in accordance with the requirements of Clause 43.04 and Schedule 11 to the Development Plan Overlay of the Yarra Planning Scheme and relates to the site formerly occupied by the Alphington Paper Mill, bounded by Heidelberg Road, Parkview Road, Chandler Highway and the Yarra River.

The purpose of the Alphington Paper Mill Development Plan is to ensure the orderly subdivision, use and development of the land, in a manner that implements the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and Local Planning Policies.

The Alphington Paper Mill Development Plan articulates the vision for the development of a mixed use village and residential community on a large inner city infill site and is the primary document to guide and inform future development outcomes for the site. This plan is informed by a design vision and response to the new attributes of the site.

The Alphington Paper Mill Development Plan is a statutory document which the Responsible Authority must take into consideration when assessing planning applications for subdivision, use and / or development of the land.

THE DESIGN GUIDELINES

The Design Guidelines form an integral part of the overall Alphington Paper Mill Development Plan. The Design Guidelines comprise drawings, diagrams and precedent project imagery (photographs) which support detailed written descriptions of precinct character. They provide a greater level of guidance in relation to the built form outcomes envisaged throughout the site.

As shown in the map (opposite), the site has been divided into seven precincts that provide diverse development outcomes emphasising the distinct individual character sought within each precinct. Precincts 2, 3, 4 and 7 are divided further into sub precincts.

The seven precincts are named as follows:

- Precinct 1 – Gateway Precinct
- Precinct 2 (A & B) – Village Precinct
- Precinct 3 (A & B) – Artisan Precinct
- Precinct 4 (A B & C) – Park Precinct
- Precinct 5 – Workshops Precinct
- Precinct 6 – Outer Circle Precinct
- Precinct 7 (A & B) – Heritage and Riverfront Precinct

The Design Guidelines are structured in four parts. These are:

- Site Guidelines (sections 5.1–5.4) – *overall site organisation including access, public realm, viewlines, heritage and sustainability applicable throughout the site.*
- Built Form and Massing (sections 5.5–5.8) – *detailing heights, massing, built form treatments, public realm interfaces and site interfaces.*
- Precinct Guidelines (section 5.9) – *a description of the desired urban character for each precinct supported by a summary table of planning controls applicable to each precinct as well as sections that describe specific interfaces in greater detail.*
- Solar Access and Shadow Diagrams (section 5.10) – *indicating the overall shadowing impacts of the site envelope on the public realm.*

In some instances, the Design Guidelines will direct the reader to a specific recommendation or recommendations contained within a technical report forming part of the overall Development Plan. In combination, this conveys the preferred development outcomes and distinct built form character sought within each of the precincts.

YARRA PLANNING SCHEME

The Design Guidelines articulate the preferred development outcomes for the site, however, it is important to note that they are to be used in conjunction with the other parts of the Yarra Planning Scheme (including reference documents) that remain relevant in the assessment of a planning permit application including, but not necessarily limited to:

- The State Planning Policy Framework (SPPF)
- The Local Planning Policy Framework (LPPF)
- The Zone and Overlay controls
- Particular Provisions (particularly Clauses 54 and 55)
- Reference documents (namely, Activity Centre Design Guidelines (DSE 2005), Design Guidelines for Higher Density Residential Development (DSE 2004), Safer Design Guidelines for Victoria (Crime Prevention Victoria and DSE 2005))

Due to the specific nature of the Design Guidelines in this document it is important to note that if there is an inconsistency between a specific requirement found elsewhere in the Yarra Planning Scheme and the Design Guidelines, the Design Guidelines will take precedence.

5.1 CONNECTIVITY AND INTERACTION

The proposed development should provide a series of precincts linked to each other both physically and thematically and to the interfacing public realm and the wider Alphington community. To do this, the public and private interfaces should generally be consistent with the Site Masterplan and the requirements of Schedule 11 to the Development Plan Overlay. Specifically, the interfaces should:

- Promote urban legibility and public access to and through the site.
- Ensure street level interface treatments contribute to high levels of pedestrian amenity and safety.
- Provide for safe and convenient vehicular and pedestrian access.
- Minimise where practical the impact of vehicles on public space.
- Ensure that above ground parking is suitably concealed by appropriate building features such as active podium frontages.
- Improve the amenity of and accessibility to the Yarra River frontage to the site.
- Support the preferred neighbourhood character sought by the Site Masterplan for each individual precinct and the place as a whole.

To achieve these objectives, the design guidelines set broad requirements for:

- Pedestrian connectivity.
- The activation of significant public/private interfaces.
- Viewlines and visual connectivity.
- Gateways and visual landmarks.
- Vehicle access to large carparks and loading docks.

PEDESTRIAN CONNECTIVITY

Pedestrian access will primarily occur in the public realm, as set out in the Site Masterplan and the Landscape Concept Plan. Access arrangements should be agreed to the satisfaction of the Responsible Authority where pedestrian connections are required across private lots.

PEDESTRIAN PRIORITY ROUTE

- Unrestricted pedestrian access should be provided along this general alignment.
- The specific location and width of the access route will be determined with reference to the overall design response during the planning application process.

PUBLIC SPACE

- Open space provided in the locations shown should generally transfer to public ownership to allow unrestricted public use.
- The design response should generally be consistent with the principles set out in the Landscape Concept Plan.

PUBLICLY ACCESSIBLE OPEN SPACE

- Open space provided in the locations shown should generally allow for public use as managed by the land owner.
- The design should generally be consistent with the principles set out in the Landscape Concept Plan.

FIG. 94: PEDESTRIAN CONNECTIVITY

STREET HIERARCHY

The proposed development should generally be consistent with the street hierarchy set out in the Site Masterplan and with the requirements of the Transport Management Plan.

Additional private roads and laneways provided within the superlots should be assessed at planning application stage. This assessment should consider the objectives of the Site Masterplan, the local context (in particular, the local topography) and any other design guideline within this document.

WASTE MANAGEMENT

Strategies for managing waste must be demonstrated at planning application stage. These strategies will differ depending on the scale and type of development and whether Council or private contractors will be responsible for waste pickup. In general terms the strategies should demonstrate:

- How waste and recyclables will be stored and collected for all dwellings and all non-residential tenancies.
- How storage areas will be concealed from view from the public realm.
- How the potential for negative amenity impacts (odours, spillage, etcetera) will be mitigated.
- Any other issues to the satisfaction of the responsible authority.

Indicative waste pickup points have been shown for the larger development lots within the masterplan drawing, below.

VEHICLE ACCESS

Vehicle access within the site should generally be consistent with the principles set out in the Site Masterplan and the Integrated Traffic Plan. In order to minimise the negative effects of vehicles and parking on the public realm, particularly where larger built form is proposed, it is necessary to note specific requirements for parking and service access.

CONCEALED COMMERCIAL LOADING ZONE

- Provide a consolidated zone for services and loading, for the use of multiple larger tenants. Encourage design responses that minimise the impact on the public realm through screening and built form.

ACCESS TO PARKING (BASEMENT AND AT GRADE / UPPER LEVELS)

- Encourage a limited number of consolidated parking entry locations to efficiently meet the parking requirements. Where possible, co-locate the entries to diminish the extent of crossovers.
- Where possible, car parks and loading entries should be located to avoid conflicts with Pedestrian Priority Routes and Activated Edges.

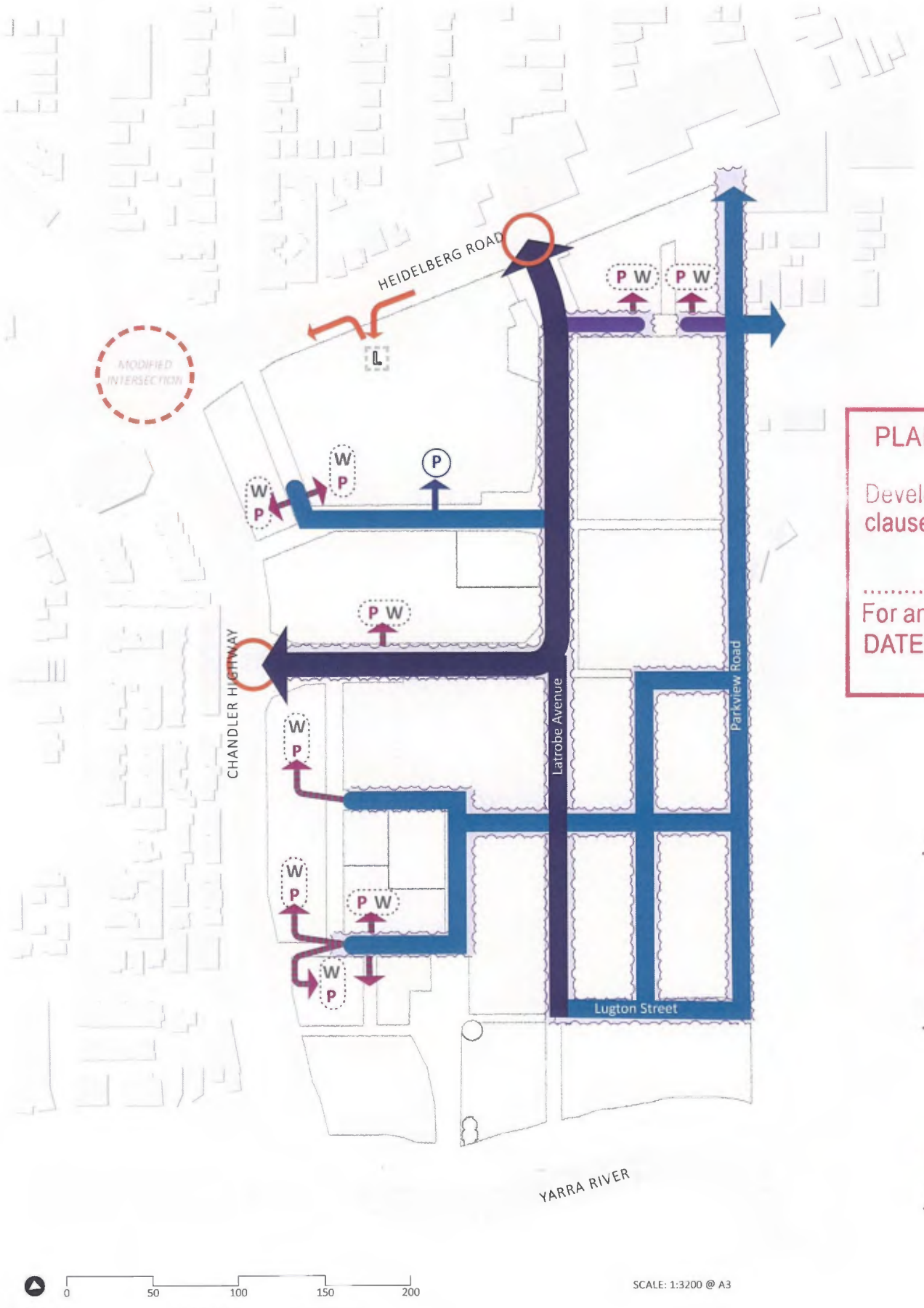


FIG. 95: TRANSPORT: ROADS, PARKING AND WASTE

5.2 PUBLIC REALM AND VIEW LINES

PUBLIC/PRIVATE INTERACTION

The interfaces between the public realm and private spaces should generally provide for pedestrian amenity and support the use of the public realm through the provision of fine grain, pedestrian scaled design responses.

INTERFACES TO THE PUBLIC REALM

In this context, the public realm consists of public streets and public open spaces within the development site.

- Habitable uses such as commercial or residential uses should generally be provided as an interface to the public realm to provide visual activation to the built edge.
- Habitable uses should preferably be provided at all levels of the interface, with an outlook oriented towards the public realm to encourage passive surveillance.
- Vehicle crossovers should be limited where possible along the interface to the public realm. Where possible, rear access from laneways should be provided for vehicle entry to individual dwellings or buildings.
- Where retail or hospitality uses are provided the interface should provide strong visual connections between public and private spaces through glazed shopfronts or entries. Encourage awnings or other weather protection along the building edge in these locations.

The interfaces to laneways, private roads and privately owned publicly accessible spaces will generally have a lower level of activation compared to the public realm interface. The details here will be determined in relation to the specific site context and design response.

VIEW LINES AND VISUAL CONNECTIVITY

The proposed development should recognise and generally respond to the view lines nominated in Schedule 11 to the Development Plan Overlay, specifically from the Yarra River Parkland, Chandler Highway, Heidelberg Road and Parkview Road. Development should generally not extend above the tree line at the river interface when viewed from the Yarra River parkland.

In addition, specific view lines have been identified and located on the map. These generally provide a visual link between significant parts of public realm and the wider Alphington area such as Alphington Park and River Park.

SIGNIFICANT VIEW LINES

- All development should promote visual connection along the extent of the lines indicated on the map.
- Any built form that aligns to these significant views should be designed to respond to the view using feature built form or landscape.
- Avoid aligning car park entries or service areas with these significant views.
- Continuous pedestrian connection at ground level is not a mandatory component of a visual link. Fences or low level landscape elements that limit the view at ground level are permissible so long as there is a view corridor (i.e. a gap between buildings) above fence height.

KEY PROTECTED VIEW LINES

- A protected view should be provided to ensure a clear view towards significant heritage elements such as the 1920s Boiler House facade.

VIEW LINES AND VISUAL CONNECTIVITY

- SIGNIFICANT VIEW LINES
- KEY PROTECTED VIEW LINES

VISUAL LANDMARKS AND GATEWAYS

- LANDMARK BUILT FORM
- SITE GATEWAY
- PUBLIC OPEN SPACE
- PUBLICLY ACCESSIBLE SPACE
- SUB PRECINCT BOUNDARY

FIG. 96: VIEW LINES, VISUAL CONNECTIVITY AND LANDMARKS

VISUAL LANDMARKS AND GATEWAYS

The proposed development should recognise and reinforce the role of visual landmarks and site gateways in aiding orientation and wayfinding both from outside and within the site. The role of each is as follows:

BUILT FORM LANDMARKS

- Landmarks should generally provide more visually prominent built form that provides for wayfinding and orientation.
- Built form landmarks should be visible from the surrounding area, and should demonstrate an exemplary design response commensurate with the visual prominence.

SITE GATEWAYS

- Gateways should help visually distinguish between the development site and surrounding area at significant entries to the site.
- Public realm interfaces at site gateways should respond to their location with contextually specific and visually distinctive designs. This may include, for example, eroding the edges of solid built form to increase visual permeability, increasing building height above the preferred height for the precinct or using material treatments to visually frame the entry.
- Encourage wayfinding site signage in these locations, where the treatment is generally consistent with any signage policy that may apply to the site.

5.3 HERITAGE AND INTERPRETATION

THEMATIC FRAMEWORK

- The design response should be informed by the thematic framework established through the site heritage analysis, structured by the five main groups of existing uses on the site. Each group contains multiple individual buildings, structures and spaces that collectively express the framework themes:
  1. Paper Manufacture
  2. Power
  3. Transport
  4. Water Supply
  5. Site Operations
- Opportunities to assist the active interpretation of the site and its heritage values should be identified. For example, salvaged materials may be re-used in the overall development, ensuring that the site's history can be readily understood, is tangible and accessible.

CONSERVATION POLICY

The Conservation Management Plan establishes the level of significance of individual buildings, structures and spaces and the scope for their potential retention, adaptation or interpretation. It sets out a Conservation Policy and Management Plan for the site, framed in response to the following objectives:

- To provide guidance for the conservation (preservation, restoration, reconstruction and adaption) of the site and the ongoing management of its heritage values.
- To maintain an understanding of the original function of the site within the context of redevelopment.
- To provide specific guidance for the redevelopment of identified significant structures and elements on the site.
- To support a sensitive approach to future change at the site, and the implementation of an adaptive reuse and redevelopment strategy that will support the long-term conservation of the core heritage values.

The policy framework is summarised here. General policies applying to the entire development site are outlined below:

Policy 1: Review the Conservation Management Plan at five yearly intervals, or earlier, as required.

Policy 2: The heritage curtilage of the site should be taken as all land to the west of Latrobe Avenue, as bounded by Heidelberg Road, Chandler Highway and the Yarra River, as modified to include the waste paper plant (see Conservation Management Plan, Figure 67, p.99).

Policy 3: Subdivision of the site should have regard to the setting and siting of individually significant buildings and elements and maintain a sufficient curtilage such that the heritage values are maintained.

Policy 4: The legibility of the setting of the site as related to the Yarra River frontage and rail link on the western boundary should be maintained.

Policy 5: Where conservation works are undertaken they should be carried out in accordance with the principles of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

Policy 6: The Conservation Management Plan must be used to inform and guide planning, uses and works to the whole of the site.

Policy 7: Works to buildings and elements identified as being 'significant' should be directed at retaining and conserving original external fabric such that the values of the place which contribute to significance are maintained.

Policy 8: Works to buildings and elements identified as contributory can be retained or demolished subject to the reuse of key elements of the fabric such that the contribution which the building or element made to the place can be interpreted in new development.

Policy 9: Buildings and elements of minor significance can be retained or demolished.

Policy 10: Prior to works occurring on the site a photographic record should be made of the impacted building or element.

Policy 11: A maintenance management plan should be put in place for all significant heritage fabric.

Policy 12: Specialist heritage advice should be sought before any action is proposed or undertaken that will, or is likely to have an impact on the heritage values and significant fabric of the site.

Policy 13: Removal of hazardous materials from significant buildings and elements should seek to minimise physical impacts.

Policy 14: Prior to removal of plant, machinery and services reticulation a photographic record should be made which illustrates the overall nature and scale of these elements.

Policy 15: The interpretation plan developed for the site as a whole should provide a lasting ability to communicate the history of the place.

Policy 16: Review site interpretation on a five yearly basis and allow for the renewal of interpretive material.

Policy 17: Seek the appropriate approvals under the *Heritage Act 1995* prior to the commencement of development works for the Heritage Inventory site Woodlands Estate.

Policy 18: Should historical archaeological remains be discovered in the course of development work these should be notified to Heritage Victoria in accordance with the *Heritage Act 1995* and works cease until direction is obtained.

Policy 19: Indigenous heritage should be addressed in accordance with the provisions of the *Aboriginal Heritage Act 2006*.

Policy 20: Identify potential risks associated with the site and develop an appropriate risk management strategy.

Policy 21: Future site planning and development should have regard to the historic layout of the site and maintain the distinctive physical qualities of the place which distinguish it from its surrounds.

Policy 22: Future site planning should have regard to significant buildings and elements with a view to maintaining their visual prominence within and external to the site.

Policy 23: Future site development should, as appropriate, respond to the architectural character and materials cues found at the site.

Policy 24: Permit applications to the Responsible Authority for works and development of significant buildings should be accompanied by a Heritage Impact Statement.

Policy 25: In developing a landscape plan seek to achieve a balance between the expectations of landscape associated with new uses and the traditional utilitarian characteristics of the existing industrial site landscape.

Policy 26: Develop and implement a signage policy for the former Amcor site that considers its heritage values and provides guidance for the introduction and management of signage.

Policy 27: Future design associated with the sedimentation tank and River Pump House to have regard to the Conservation Management Plan.

Policy 28: Future Design of the Sedimentation Tank, river Pump House shall provide a minimum 1.5m curtilage and have regard to the Conservation Management Plan in relation to the scale of any new buildings and their setting within the Industrial Heritage Park

Policy 29: Any new buildings adjacent the Industrial Heritage Park shall provide a building setback and landscape interface to the satisfaction of the Responsible Authority.

Further supporting information and discussion of relevant considerations are contained within the full Conservation Management Plan. Specific guidelines for individual buildings or locations are set out in the Conservation Management Plan.

EXISTING SITE VEGETATION

- The arborists report identifies 44 trees considered to be of high or moderate arboricultural rating. Species include *Lophostemon confertus, Corymbia maculata, Melia azedarach, Grevillea robusta* and various *Eucalpytus* species.
- The report also identifies five remnant indigenous trees with high arboricultural rating that should be considered for retention.
- Trees identified in the arborist report as having medium or high significance should be retained where possible. Planning permission will be required to remove significant trees if necessary to achieve the outcomes of this development plan.
- Where possible existing significant trees should be incorporated into the landscape treatment of the public realm. Opportunities to shift rather than requiring the removal of existing trees should be investigated.
- Any built form near the retained trees should be designed to ensure the trees are not adversely affected. Tree Protection Zones as set out in the relevant Australian Standard should be provided.
- Consider opportunities to retain additional trees with no specific arboricultural significance where these add to the character of the site. There is no requirement for retention where their placement impedes the proposed development.
- Where there is contamination that requires the treatment and/or removal of soil, trees may need to be removed.

HERITAGE AND EXISTING VEGETATION

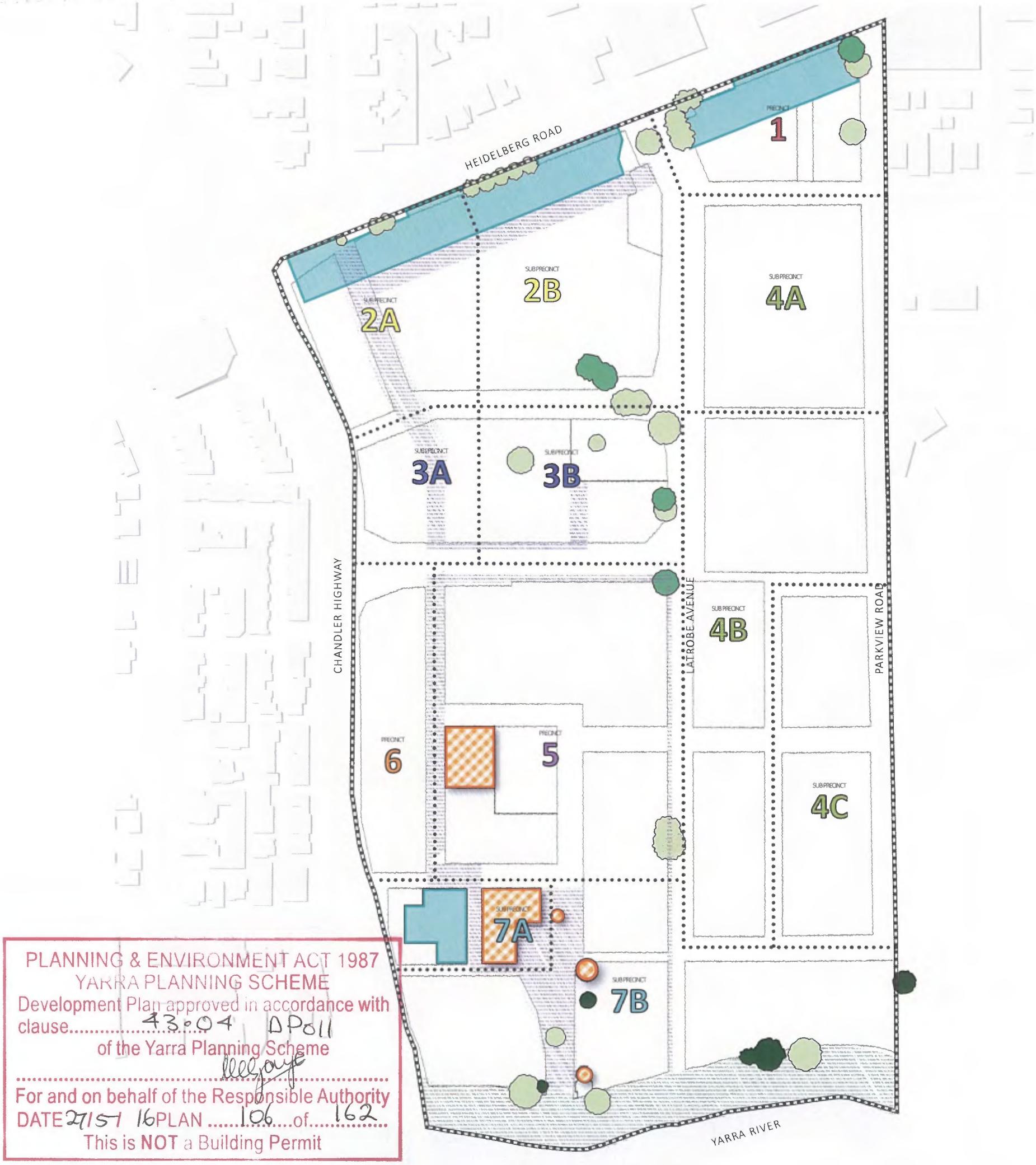


FIG. 97: HERITAGE AND INTERPRETATION STRATEGY

0 50 100 150 200 SCALE: 1:2500 @ A3

- SUB PRECINCT BOUNDARY
- HERITAGE BUILDING TO BE RETAINED
- INDUSTRIAL HERITAGE INTERPRETATION OPPORTUNITY
- EXISTING BUILDING TO BE DEMOLISHED
- EXISTING TREE - HIGH SIGNIFICANCE
- EXISTING TREE - MEDIUM SIGNIFICANCE
- REMNANT INDIGENOUS SPECIES
- RIVER PARK LANDSCAPE

REFER TO HERITAGE INTERPRETATION STRATEGY (CHAPTER 3) FOR DETAILS

5.4 ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

The proposed development should generally be consistent with the ESD principles within the Site Masterplan and the requirements of Schedule 11 to the Development Plan Overlay. Specifically, the development should incorporate recognised and proven ESD measures to aid in the reduction of energy and water consumption, the generation of waste and greenhouse emissions.

The specific ESD guidelines for the proposed are outlined below:

HOUSING DIVERSITY

- A diverse range of lot sizes and a mix of densities should be provided to support housing diversity.

INDOOR ENVIRONMENTAL QUALITY

Volatile Organic Compound (VOC)

- At least 95% of all adhesives, sealants and paints to internal areas of buildings are to be low VOC based on relevant industry best practice standards, for example, Green Star.

Formaldehyde Minimisation

- At least 95% of all engineered wood products used to internal areas of buildings to be low formaldehyde, using the international E1 standard.

Natural ventilation and external connection

- All apartments to have access to natural ventilation via appropriately designed openable windows and / or louvres.

ENERGY EFFICIENCY

Energy Rating HERs

- 6.5 Stars average commitment across the development for multi-unit residential areas and townhouses.

Exceeding BCA JV3 compliance

- Any buildings not achieving BCA Energy Efficiency compliance via HERS will achieve compliance with Section J via JV3 modelling. All buildings will pass the JV3 minimum compliance mark by at least 10%

Commercial Office Space

- Where commercial office space is provided under single entity ownership (that is, not strata title) and has separate utility metering, a NABERS Base Building Energy Rating of 4.5 Stars will be achieved.

Car Park Ventilation

- All mechanical ventilation in car parks are to be CO controlled.
- All lighting in car parks are to feature 50% power down when closed or unused, where this does not compromise safety and security.

Photo Voltaic Cells and Solar Hot Water

- All townhouses and detached housing to feature either a photovoltaic system or solar hot water system, unless the roof is shaded for more than 40% of the day on the solar equinox. Photovoltaic systems will be 1kw minimum in size. Solar hot water systems will supply 90% of the estimated hot water demand in summer months.
- A study will be carried out for the community facility to assess whether Solar PV or other opportunities are appropriate. For example, pool heating demand may warrant the use of co-generation.
- Ensure panels where possible are not visible from the street frontage.

WATER RESOURCES

Water efficient fixtures, fittings and features

- Minimum WELS ratings:
  - Star (7.5l/min) shower heads
  - Star WCs
  - Star taps (excluding cleaner and external taps)
  - 6 Star urinals

Rainwater harvesting tank provision

- Rainwater collection and re-use systems are to be included across the development, including:
  - 2000L tank for detached dwellings
  - 800L tank for townhouses
  - For all other development – Sizing / arrangement confirmed during planning application process. Stormwater runoff from roofs will be directed to communal tanks where the water will be treated and recirculated back into the buildings for use. Refer to the Site Masterplan and the Integrated Water Cycle Strategy for details.
- Harvested rainwater (and potentially stormwater) will be reticulated to supply the following uses for buildings in the development, where practicable:
  - WCs
  - Laundries
  - Irrigation
  - Ensure tanks are not visible from the street.

TRANSPORT

Bicycle parking – residents and staff

- Apartments – provide a minimum of one bicycle parking space per dwelling and bike parking rates for other non-residential uses should exceed the planning scheme standards particularly where car parking dispensations are sought.
- Non-residential buildings to meet Victorian Planning Provision 52.34 for provision of cycling parks for staff.
- Provisions to be co-located where possible.

Bicycle parking – visitors

- All buildings to meet Victorian Planning Provision 52.34 for provision of cycling parks for visitors / shoppers / students.
- Provisions to be co-located where possible.

Directions to public transport to be clearly signed in retail / public space

- Signs provided in all main entrances of buildings and main public activity centres.

MATERIALS

Re-use of industrial buildings

- The existing buildings nominated in the heritage and interpretation plan should be retained and incorporated into the new development.

Re-use of demolition material

- Where possible, brick and concrete will be re-used on the site as the primary preferred option. Where this is not practical, 80% of this material will be recycled or reused offsite.

WASTE MANAGEMENT

Recycling in buildings

- Provide areas for the storage and separation of general waste and recycling within all non single-dwelling buildings.

APA GROUP

The Developer is to consult with APA Group prior to any construction or works commencing to assess the need for Safety Management Study in relation to APA Group's interest in surrounding Infrastructure. Note this requirement is to be satisfied post planning permit approval and prior to any construction and/or works commencing.

SITE REMEDIATION

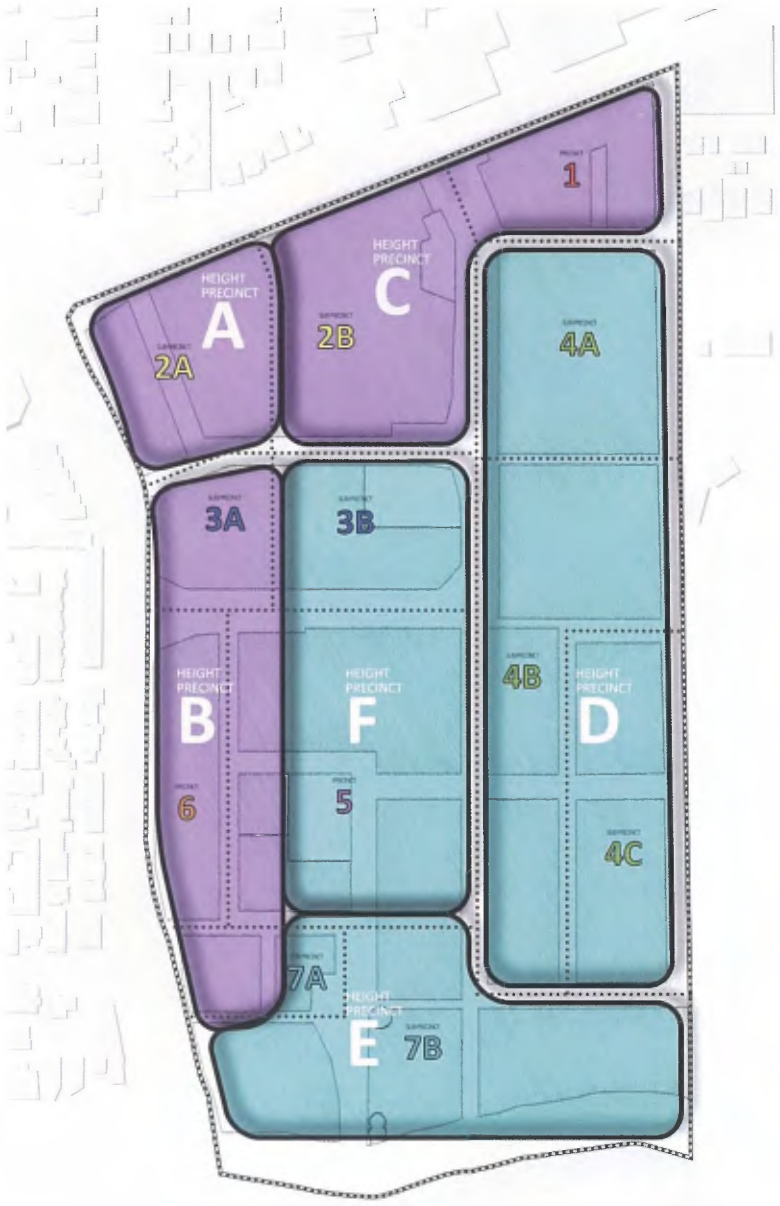
- Guidelines regarding the preferred strategies for dealing with potential soil or groundwater contamination are addressed in the Site Remediation Strategy in Volume 2.
- Where contamination is found it may be necessary to vary details contained within these design guidelines. For example, it may be necessary to increase site coverage and limit site permeability in order to control water movement. If this or other measures are required they will be the result of executing the site remediation strategy.

5.5 PREFERRED AND MAXIMUM HEIGHTS

DPO REQUIREMENTS

Building heights within the proposed development should generally be in accordance with the heights indicated in the Building Height Precinct Plan (on this page). This plan is itself generally in accordance with the heights indicated in the DPO Schedule 11, amended to reflect the specific development outcomes described in this document. The six height precincts (A–E) are nominated as either a 'Maximum Building Height' precinct, coloured blue, or a 'Preferred Building Height' precinct, coloured purple.

Where a development is proposed within a 'Maximum Building Height' precinct it must not exceed the height nominated for that precinct. Where development is proposed within a 'Preferred Building Height' precinct it should be generally in accordance with the nominated preferred height for the precinct.



PRECINCT	MAXIMUM BUILDING HEIGHT	PREFERRED BUILDING HEIGHT	STREET WALL
A		14 storeys	3 storeys
B		5 storeys	3 storeys
C		6–8 storeys	6 storeys
D	4 storeys		3 storeys, set back from Parkview Road
E	3 storeys		2 storey river interface, set back from crest line of the Yarra River
F	4 storeys		2-3 storeys

FIG. 98: BUILDING HEIGHT PRECINCT PLAN

DESIGN PHILOSOPHY

Notwithstanding the statutory DPO requirements set out above, the design approach that has been developed for Precincts A, B and C is provided below in summary form:

Precinct A

- A landmark, place making building will be located on the corner of Chandler Highway and Heidelberg Road that distinguishes itself from other buildings within the precinct.
- A campus of taller buildings will be coordinated to form an appropriate place and one that presents a varied skyline and attractive silhouette when viewed from a distance.
- The building mass will be broken into multiple buildings with individual expression.
- Upper level setbacks will be provided above a podium form where appropriate and suitable separation will be provided between towers.
- Buildings will be designed to ensure an acceptable level of sunlight is maintained to the south side of public roads, pedestrian ways and public open spaces.

Precinct B

- Development at the northern end of the precinct provides a transition in height and scale from the buildings within Precinct A to the lower height buildings at the southern end of Precinct B.
- The transition at the northern end should aim to avoid an abrupt difference in building height between Precinct A and B.
- The major gateway to the site at the main road intersection with Chandler Highway will be marked by more visually prominent built form on the north and south sides of Main Street.

Precinct C

- The major gateway to the site at the main road intersection with Heidelberg Road will be marked by more visually prominent built form on the east and west sides of Main Street, designed to suitably mark the gateway entry to the site.

The design approach set out for Precincts A, B and C above must be generally in accordance with the 'Preferred Building Heights' in the DPO11 Schedule and will be subject to Council's consideration at planning permit stage.

5.6 BUILT FORM AND INTERFACES

Built form within the proposed development should be generally consistent with the vision set out in the Site Masterplan and the requirements of Schedule 11 to the Development Plan Overlay. Specifically, the treatment of built form should:

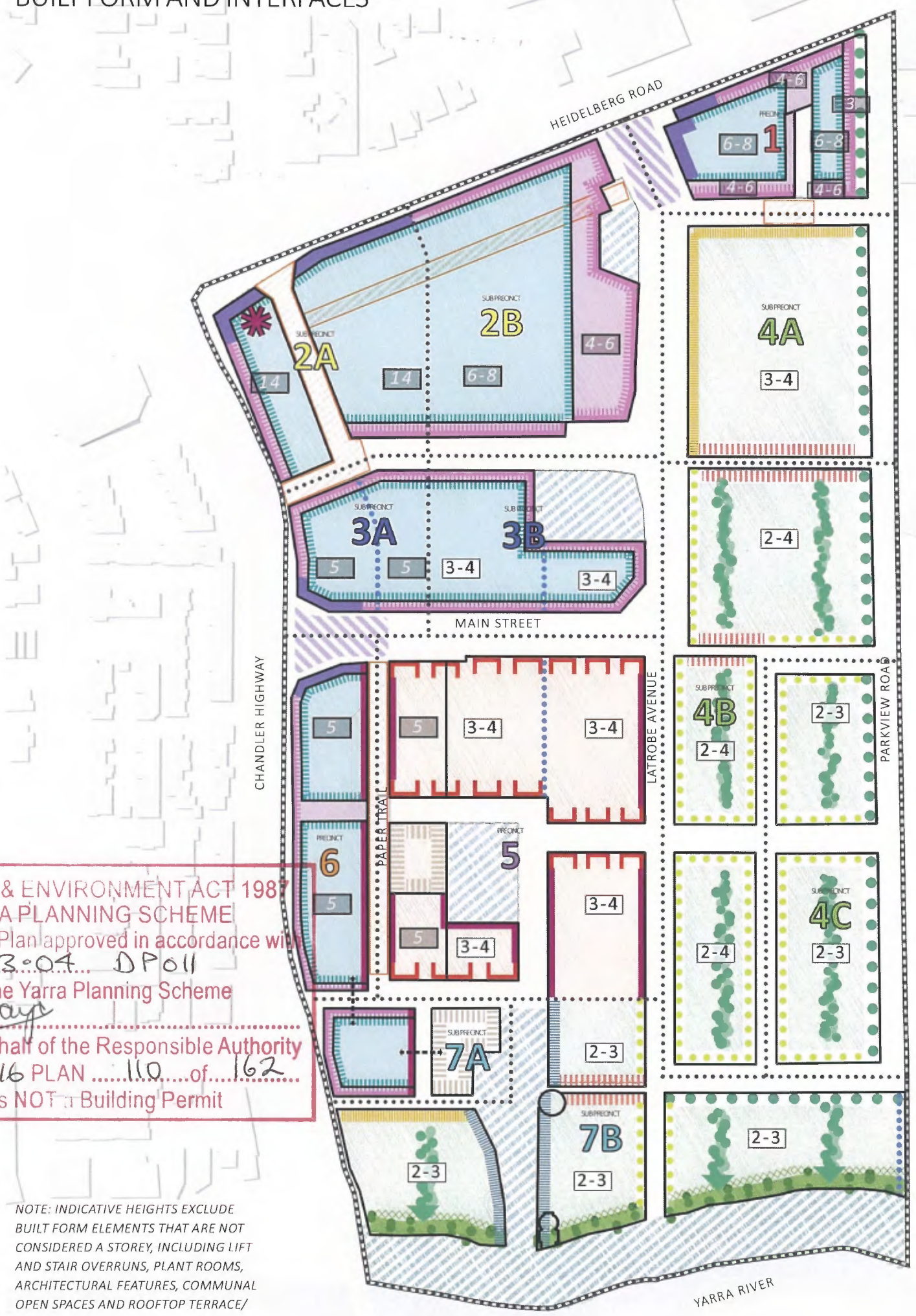
- Achieve a high quality architectural response.
- Provide for diverse built form.
- Demonstrate sufficient articulation to avoid blank, long and continuous facades.
- Collectively form a coherent and identifiable precinct.

To achieve this, built form within each precinct will be broadly defined according to one of three types: Podium, Urban Street Wall, or Park Neighbourhood. Each type has a specific set of interface treatments to the public realm, promoting a contextually appropriate response for setbacks and facade articulation. For each, the design response should encourage diverse built form responses and maximise the degree of articulation within the guidelines indicated.

The specific requirements for each built form treatment are set out below. Minimum setbacks in this table apply where no additional detail is included in sections.

INTERFACE	PRECINCTS	GENERAL REQUIREMENTS	MINIMUM SETBACK	LANDSCAPE REQUIREMENTS
PODIUM / TOWER **To define the new street edge treatment to the village centre, community and perimeter arterial road interfaces.**				
PODIUM	1. Gateway 2. Village 3. Artisan 6. Outer Circle	• The podium should typically be built to the public realm interface at all levels. • Articulation will generally be achieved through indented built form.	**0m**	• Landscape will generally be provided in the adjacent public realm.
ABOVE PODIUM	1. Gateway 2. Village 3. Artisan 6. Outer Circle	• Upper levels should be set back from the podium edge to mitigate overshadowing or to diminish the apparent height abutting sensitive interfaces (as applicable).	**Outer Circle 2.2m** **Gateway, Village, Artisan to be greater than 2.2m and have regard to the building type, transition in height and adjoining interfaces**	• Encourage green roofs and shared common areas on podium roof.
GATEWAY BUILT FORM	1. Gateway 2. Village 3. Artisan 6. Outer Circle	• Allow for a more prominent built form response at site gateways. Buildings are set back and the built form articulation provides for a generous pedestrian arrival zone at the gateway entries along Heidelberg Road and Chandler Highway.	**0m**	• Landscape will generally be provided in the adjacent public realm.
INDUSTRIAL HERITAGE	6. Outer Circle	• The design should reference the industrial heritage of the site through materials or form. • Articulation will generally be achieved through indented built form.	**0m**	• Landscape will generally be provided in the adjacent public realm.
URBAN STREET WALL **To provide medium density built form using strongly expressed street wall interfaces that respond to and reinterpret the industrial character of previous buildings on the site.**				
BRICK END INTERFACE	5. Workshops	• The design of the ends of built form should predominately be unrendered face brickwork to reflect the industrial heritage of the site. Use of differing materials in the design of the ends permitted where appropriate. • Articulation will generally be achieved through indented built form.	**1.5m**	• Landscape will generally be provided in the adjacent public realm. • The laneways to include opportunities for tree plantation.
INDUSTRIAL HERITAGE	5. Workshops	• The design should reference the industrial heritage of the site through materials or form. • Articulation will generally be achieved through indented built form.	**1.5m**	• Landscape will generally be provided in the adjacent public realm. • The laneways to include opportunities for tree plantation.
PARK NEIGHBOURHOOD **To provide buildings in a modest landscape setting. The interface to the public realm will act as transitional zones using landscape opportunities to mediate between public & private spaces.**				
GARDEN	4. Park 7. River	• Provide for a responsive interface to the park through more generous setbacks and landscape treatment.	**3m**	• Landscape provided in the setback area, including opportunities for canopy trees.
LANDSCAPE	4. Park 7. River	• Provide for a responsive interface to the park through more generous setbacks and landscape treatment.	**2m**	• Landscape provided in the setback area, including opportunities for canopy trees.
URBAN	4. Park 7. River		**0m**	• Smaller pocket landscape opportunities provided within the setback.
PEDESTRIAN LINK	4. Park 7. River	• Use of front setback to provide a threshold space using landscape pockets to provide façade softening & transition from public to private space	**1.5m** at ground floor, and **3.0m** at 1st floor and above	• Smaller pocket landscape opportunities provided in the setback.
RIVERFRONT	7. River	• Discontinuous forms, well articulated facades with natural or visually recessive materials & a landscaped garden setting providing a visual connection to the river corridor. • Buildings oriented towards the river to provide passive surveillance of the open space corridor.	**10m** from river crest line, or **4m** from boundary (whichever is larger)	• Opportunities for a landscape zone within the setback, including provision for large canopy trees to be achieved through built form articulation. • Allow for encroachments within setback (See Sect. 5.7)
HERITAGE PARK	7. River	• Use of front setback to provide a threshold space using landscape pockets to provide façade softening & transition from public to private space	**1.5m**	• Smaller pocket landscape opportunities provided within the setback.

BUILT FORM AND INTERFACES



NOTE: INDICATIVE HEIGHTS EXCLUDE BUILT FORM ELEMENTS THAT ARE NOT CONSIDERED A STOREY, INCLUDING LIFT AND STAIR OVERRUNS, PLANT ROOMS, ARCHITECTURAL FEATURES, COMMUNAL OPEN SPACES AND ROOFTOP TERRACE/ GARDEN

BUILT FORM TREATMENTS:

- PODIUM INTERFACE
- ABOVE PODIUM INTERFACE
- GATEWAY BUILT FORM
- BRICK END INTERFACE
- INDUSTRIAL HERITAGE INTERFACE
- GARDEN INTERFACE
- LANDSCAPE INTERFACE
- PEDESTRIAN LINK INTERFACE
- URBAN INTERFACE
- RIVERFRONT INTERFACE
- HERITAGE PARK BUILDING INTERFACE

OTHER MAP ELEMENTS

- SUB PRECINCT BOUNDARY
- 2 MAXIMUM HEIGHT (IN FLOORS)
- 6 PREFERRED HEIGHT (IN FLOORS)
- LANDMARK BUILT FORM
- PEDESTRIAN LINK
- GATEWAY ZONE
- ADAPTED HERITAGE INTERFACE
- POSSIBLE FUTURE UPPER LEVEL CONNECTION
- CRESTLINE
- LANDSCAPE AMENITY ZONE
- PUBLIC OPEN SPACE
- PUBLICLY ACCESSIBLE SPACE
- NORTH ARROW

FIG. 99: BUILT FORM TREATMENTS (OVERALL SITE)

5.7 BUILT FORM ARTICULATION

The design of the interface between built form and the public realm should avoid long and continuous facades, as required by the DPO schedule. Built form should be well articulated, meaning that the design should seek opportunities to introduce breaks in the overall form and to establish street rhythms. This will help provide an engaging and human scaled design response particularly as perceived from street level.

A Noise Management Plan shall be prepared and its recommendations considered as part of the planning application process.

ARTICULATION APPROACHES FOR PODIUM / TOWER AND URBAN STREET WALL INTERFACES:

Built form in areas where Podium / Tower or Urban Street Wall character applies will generally have zero setback to the public realm interface. Overall, built form in these locations is intended to present as a continuous street wall edge to public space. However, building articulation is also required in these locations, to break up continuous facades and reduce the apparent scale of the buildings.

In these locations the articulation should present as indented into the built form, creating appropriately scaled massing along the street edge and for semi public transition spaces. For residential uses, the pattern of solid and void created by balconies and glazing provides opportunities for design variation. For commercial and retail uses, larger scale patterns of deep breaks, as well as smaller scale shading elements and colour, provide an alternative approach.

INDENTED BALCONY EXPRESSION

STREETSCAPE RHYTHM WITH CONTINUOUS MATERIAL
(Gipps Street, Abbotsford - KANNFINCH)

TOWNHOUSE ARTICULATION THROUGH FENESTRATION
(Heller Street Brunswick - Six Degrees Architects)

MULTIPLE FACADE SHADING AND RECESSED MASSING DETAILS
(30 The Bond, Sydney - Lend Lease design)

INTEGRATED SHADING AND COLOUR
(TAC Headquarters - MGS Architects)

ARTICULATION THROUGH LAYERED FACADE DETAILING

FIG. 100: ARTICULATION APPROACHES FOR LARGER BUILT FORM

5.8 SITE INTERFACES

Built form treatments at site interfaces must consider and respond to sensitive adjoining uses by providing an appropriate transition to site interfaces. A selection of key interfaces are illustrated here.

Note that the built form and landsacpe response to the river interface is detailed further in the Riverfront Precinct site sections (later in this chapter).

3D views (in electronic format) to be submitted for the entire length of the site along Heidelberg Road and Chandler Highway to be assessed at Planning Permit stage.

DESIGN REQUIREMENTS FOR HEIDELBERG ROAD

Enable high quality urban design outcomes along Heidelberg Road demonstrating:

- A significant building setback from the edge of the (modified) kerb to avoid negative impacts of building height at street level
- An active building interface at street level which includes shopfronts, entries, windows or the like
- A sense of permeability and visual connection by providing glazed facades or balconies at upper levels
- Architectural excellence in buildings
- Provision of a high quality and safe public domain including:
    - A tree lined street with a tree plantation zone to provide 1.8 metres from the back of any (modified) kerb. Adequate clearance would also be required from any power line / underground power line.
    - Clearance between the trees and buildings of minimum 0.5m to enable a 5.0m canopy spread to enhance the quality of the streetscape.
    - A 3.0m wide shared path with sufficient indented entries from the footpath for the ground floor uses
    - Space to accommodate bus shelters to maintain a minimum 3 metres wide shared path between the building and bus shelter.
- A 1.8-metre-wide on road bike lane subject to VicRoads approval.

[SECTION INTENTIONALLY REMOVED]

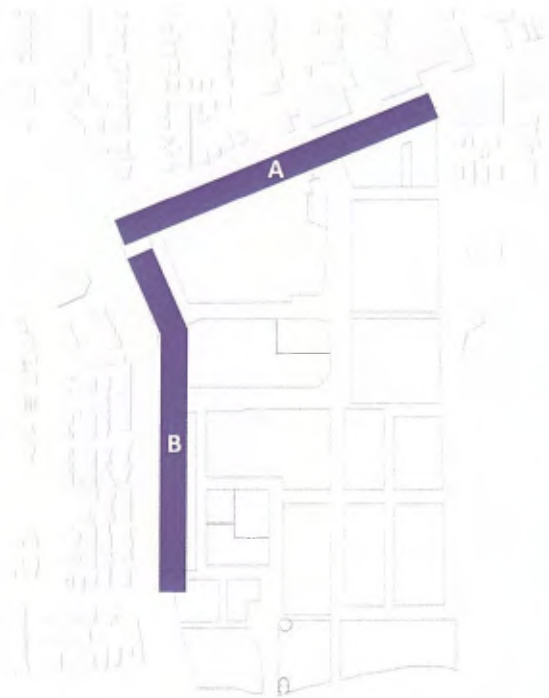
FIG. 102: HEIDELBERG ROAD INTERFACE – [REMOVED]

FIG. 101: CHANDLER HIGHWAY INTERFACE

INTERFACE KEY MAP:

A: HEIDELBERG ROAD INTERFACE

B: CHANDLER HIGHWAY INTERFACE



SITE INTERFACES (CONT.)

INTERFACE KEY MAP:

C: PARKVIEW ROAD NORTH INTERFACE

D: PARKVIEW ROAD SOUTH INTERFACE

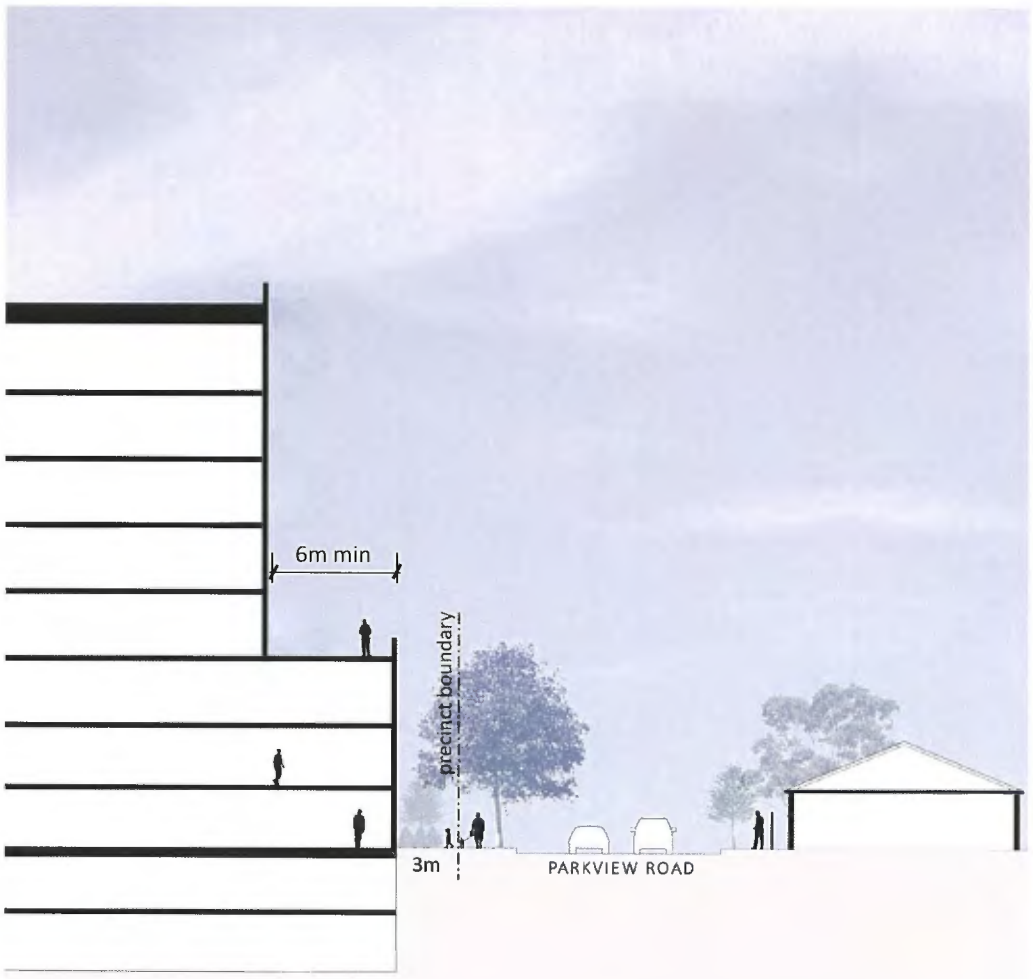


FIG. 103: PARKVIEW ROAD NORTH INTERFACE

FIG. 104: PARKVIEW ROAD SOUTH INTERFACE

RIVER INTERFACE

The interface to the Yarra River corridor is particularly sensitive and requires a series of specific controls that respond to the existing landscape and local topography. As set out in Schedule 11 to the Development Plan Overlay, there are two setbacks that must be considered as part of the design response:

- It is necessary to provide the first 30m of land as public open space, measured from the edge of the river bank.
- Buildings must be set back 10m from the river crest line to provide protection of the tree canopy and reduce the visual impact of the buildings.

Note that these two lines are close but not exactly coincident, dependent on the local topography and existing landforms. For the purpose of clarity and consistency, a single line that combines both setbacks has been determined and is reproduced in the plan below. All buildings (except for allowable encroachments, see Section 5.7) must be set back 10m from this line, as indicated by the offset orange line in the plan.

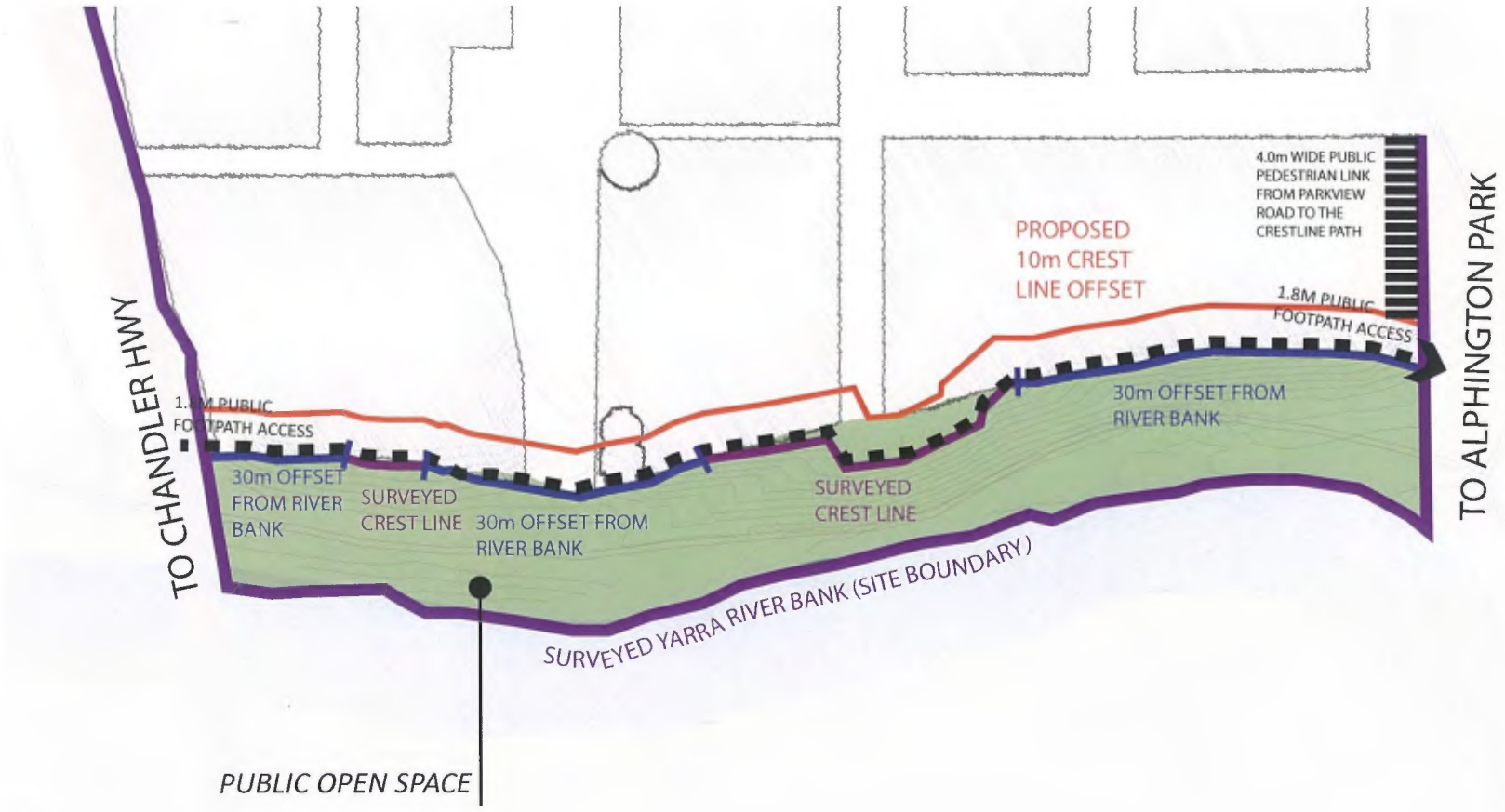


FIG. 105: RIVER BOUNDARY AND CREST LINE

0 30 60 90 120 SCALE: 1:1600 @ A3

LANDSCAPE TREATMENTS

The landscape treatment of the private realm abutting the river interface is highly sensitive. As set out in Schedule 11 to the Development Plan Overlay, buildings must be set within a landscaped garden setting that allows for visual connections to the river corridor. The design response must be generally consistent with the requirements of the landscape concept plan and the indicative section below.

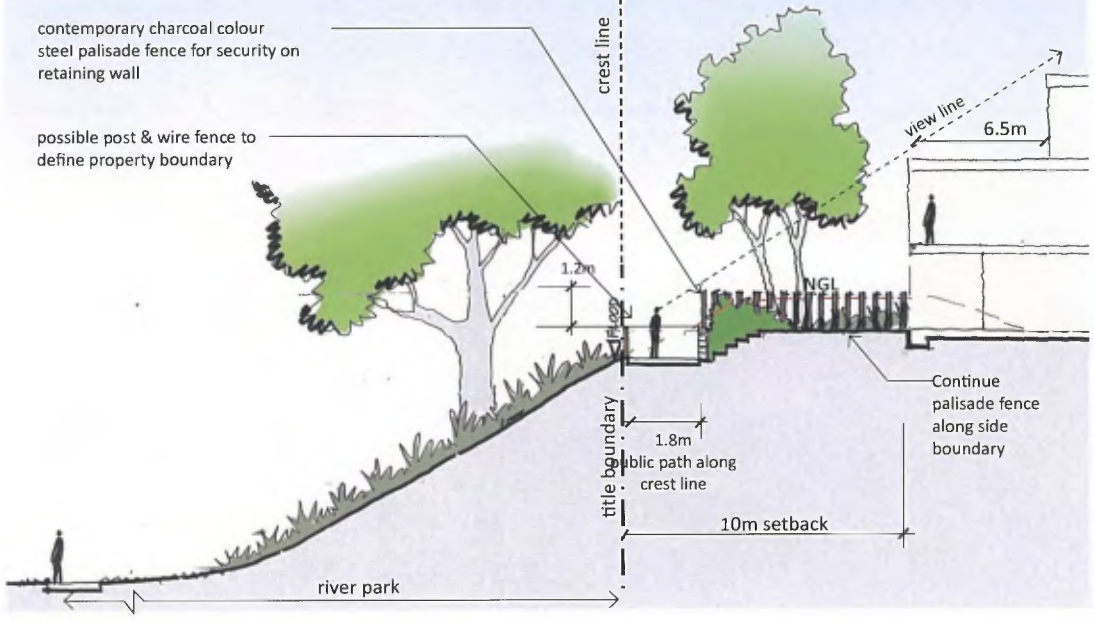


FIG. 106: RIVER PARK INTERFACE SECTION

NOTE: REFER TO THE LANDSCAPE CONCEPT PLAN IN CHAPTER 4 FOR FURTHER DETAILS REGARDING THE RIVER PARK INTERFACE & DIMENSIONS ARE NOT TO SCALE

5.9 PRECINCT GUIDELINES

FIG. 107: ARTIST'S SKETCH OF SITE WITH PRECINCT 1 HIGHLIGHTED

5.9.1 GATEWAY PRECINCT

PLACE AND CHARACTER

The Gateway Precinct plays an important role in contributing to the diverse housing needs of the growing Alphington community. The focus in this precinct on residential uses with supporting showroom and retail opportunities creates a location for interaction and activity at the entry to the site. The sensitively designed new built forms will ensure integration into the local character of the area.

The scale of the precinct, its context and the mix of the intended uses support the provision of larger building footprints and a small number of landmark forms. The precinct will require an integrated design response that appropriately responds to its context. Well designed publicly accessible open spaces will help distinguish the public interfaces from more private uses.

The existing Paper Mill buildings along Heidelberg Road have made a dominant contribution to the character of the local area. It will be important in the new building to provide an effective Heidelberg Road interface. Throughout these guidelines, references to existing character and historical themes have been made as stated in the site masterplan.

PROGRAMME / LAND USE

The Gateway Precinct will predominately contain residential uses with a smaller proportion of non-residential areas including potential for community, educational, employment, retail and commercial activities. The concentration of uses can support a range of higher density housing options integrated into the precinct.

GRAIN AND PERMEABILITY

The larger building footprints will mean that the expression of building rhythm and a legible urban grain will largely be expressed through facade treatments and the design response.

PRECINCT INTERFACES AND TRANSITIONS

The tallest built form in the precinct should be located near Heidelberg Road and scale down to the southern interface. Large floorplates with inactive uses such as podium car parking should generally be lined by active uses such as residential or offices with high quality architectural facades, providing passive surveillance over the street. Where possible, service areas should be embedded within the built form and any entrances visually screened to limit the impact on the streetscape, where possible.

Latrobe Avenue interface: A clear site gateway at Latrobe Avenue will be created, complemented by a forecourt landscape zone. This landscaped space will contribute to the water sensitive urban design strategies of the site whilst also signifying a transition to the residential zone beyond.

Heidelberg Road interface: The built form interface will act as a buffering element to protect the interior of the precinct from traffic noise. The interface should provide opportunities for appropriate visual activation at ground level.

Parkview Road interface: The interface with Parkview Road should respond to the local context and the provision of residential uses south of the existing heritage building, in a podium with setback above the street wall level.

Interface to Riverview Grove extension: The interface to the adjoining southern street should encourage visual engagement and limit the extent of blank frontage, while allowing for vehicle access to the development. A street wall is proposed along this interface, with a scale which responds to both the existing heritage fabric of the precinct and to the lower rise residential development to the south.

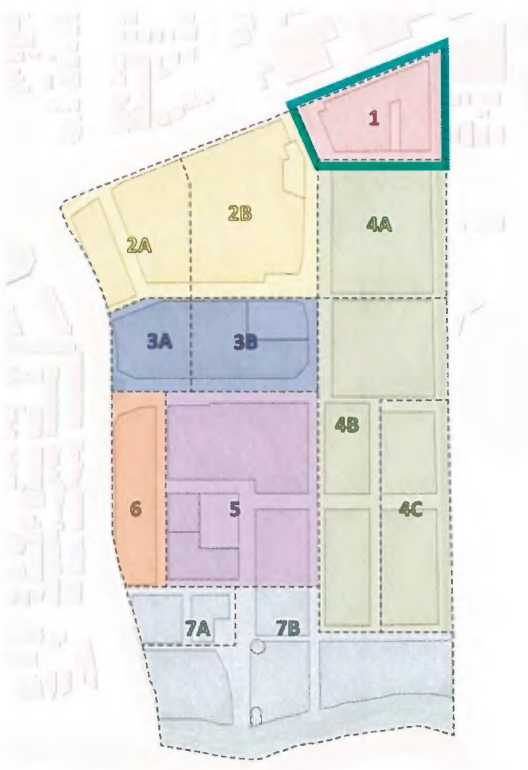


FIG. 108: PRECINCT 1 LOCATION MAP

GATEWAY PRECINCT CHARACTER AND DESIGN PRECEDENTS

INDENTED BALCONY EXPRESSION

SCREENING

GREEN ROOFS

DISTINCTIONS BETWEEN NEW AND OLD BUILT FORM

HIGH QUALITY PEDESTRIAN FRIENDLY LANDSCAPED PUBLIC SPACES

GATEWAY PRECINCT

DESIGN GUIDELINE	GATEWAY PRECINCT PRECINCT 1
GENERAL	
Vision	A mixed use precinct (predominately residential) with podium / tower configurations for additional buildings
Building Type & Mix	Predominately medium-rise mixed use built form
BUILT FORM	
Building Height	6-8 storeys.
Maximum Site Coverage	n/a
Setbacks	Built form will generally extend to the property boundaries on all sides except Parkview Road (3.0m setback). Refer Built Form Treatment Plan and section drawings. Above the podium, setback to be consistent with Built Form and Interfaces table.
Street Wall Height	Where there is existing heritage built form the podium height should respond to the existing height datum. Otherwise 6 storeys preferred. Street wall height to the south-eastern side to be reduced to give regard to heritage properties east of the site.
Floor Heights	Generally, residential floors should have a minimum 3m floor-to-floor height and commercial floors should have a minimum 4m floor-to-floor height. Ground and first level floor-to-floor heights can be varied to achieve better connectivity or accommodate proposed land uses.
Roof Forms	Consider the composition of roof forms in creating a legible and visually appealing silhouette. Encourage a landmark built form response to the Chandler Highway / Heidelberg Road intersection.
Built Form Articulation	Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form. Building mass to be broken into multiple buildings with individual expression. Built form at the north eastern interface to give regard to the low rise houses to its east. Built form articulation on the eastern side to give regard to the residences east of Parkview Road.
Corner Lots	Encourage facade treatments that address both streets. Provide design treatments that emphasise the corner including building up to the lot line – refer to Built Form and Interfaces Plan.
Wind Protection	For higher built form – proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties.
Building Separation & Overshadowing	Encourage a 12m or more separation (subject to other design considerations such as orientation, building positioning, solar access, overshadowing, outlook, façade length and alignments between the buildings etc. requiring more distance between the buildings). Arrange building forms to allow direct solar access to at-least 90% of the units.
Construction of Walls on Boundaries	n/a
CONNECTIVITY & INTERACTION	
Public / Private Interaction	Refer to Connectivity and Interaction Plan.
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.
Entry Definition	Retail and Commercial– should be distinct from residential entries, highly visible and well connected to the public realm. Gateway should provide generous/wide pedestrian arrival zone. Public or Community Uses– should have distinct entry from publicly accessible space to allow for independent hours of operation. Ensure that the entry is highly visible and denotes the public function. Apartments– Ensure that common entries are well lit, transparent and in a visually prominent location.
Front Fences	n/a
BUILDING LAYOUT & DESIGN	
Internal Amenity	Avoid the use of privacy screening for habitable rooms, in particular for main living areas. Avoid the use of borrowed light and ventilation for habitable rooms.
Overlooking	Offset outlook from dwellings to avoid direct overlooking of habitable spaces and private open spaces.
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).
Design Detail	Designs should be contemporary in character and demonstrate design excellence. A distinctive architectural response is required for landmark built form and within the gateway zone, commensurate with prominence and scale. Lower levels should generally present as a more solid street wall with indented balconies and dwelling / building entries. Upper levels above podium should present as a lighter structure with greater glazing and translucency
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces. A material palette drawn from the industrial heritage of the site including natural concretes and render, face brickwork, steel and unfinished timber is encouraged.
Carparking & Bikes	Refer to Integrated Transport Plan
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected, located close to the main building entry and are easily accessible for delivery.

DESIGN GUIDELINE	GATEWAY PRECINCT PRECINCT 1
OPEN SPACE & LANDSCAPE DESIGN	
Streets & Publicly Accessible Spaces	Heidelberg Road frontage should provide for wide footpaths. Generous public arrival zones are required at gateway locations with high quality public space. Refer to Landscape Concept Plan
Specific Landscape Control	n/a
Communal Open Space	
Private Open Space	For terraces and balconies acting as primary open space, provide 6m^2 or greater for 2 beds or less and 10m^2 or greater for 3 beds or more, preferably with northerly orientation and 2m minimum internal dimension.
Side & Rear Fences	n/a
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)	
Material Re use	Brick and concrete salvaged from existing structures should be re-used on site where possible and where relevant to the proposed built form. Encourage the retention and adaptation of existing buildings where possible.
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports. Encourage green roofs for areas exceeding 100m^2
HERITAGE & INTERPRETATION	
Heritage	Refer to Conservation Management Plan for interpretation opportunities
HOUSE SPECIFIC GUIDELINES	
Wall height on Boundary	n/a
Driveways & Pathways	
Garages & Carports	
Façade Treatment	
Waste Management	
TOWNHOUSE HOUSE SPECIFIC GUIDELINES	
Side and Rear Setback	n/a
Parking and Driveways	
Waste Management	
APARTMENT SPECIFIC GUIDELINES	
Side and Rear Setback	3.0m street wall setback to Parkview Road. Upper level setbacks required so that the buildings above the podiums are well spaced to avoid any overshadowing, overlooking and outlook impacts to the neighbouring buildings.
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width of 1.8m.
Parking and Driveways	Car parking in basement preferred or otherwise sleeved with habitable or active uses, with access from lane or unobtrusive location preferred. Car park entries should be visually recessive, located generally in accordance with the site guidelines (refer to Section 5.1 of this chapter).
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.

GATEWAY PRECINCT

PRECINCT INDICATIVE SECTIONS

- ACTIVE USES AT GROUND FLOOR
- HABITABLE USES WITHIN PODIUM BUILT FORM
- HABITABLE USES ABOVE PODIUM
- HERITAGE BUILDING ADAPTATION OR INTERPRETATION
- CAR PARK / SERVICE AREA
- GATEWAY BUILT FORM

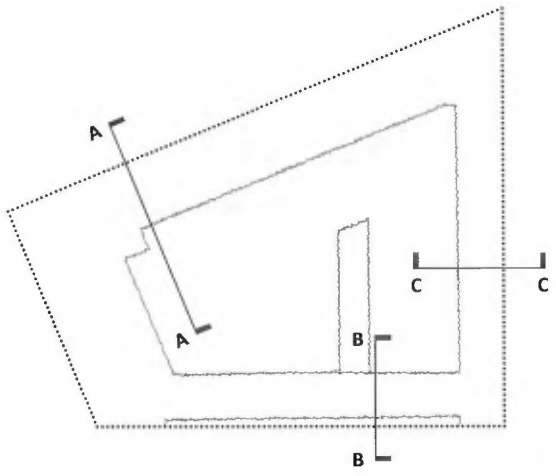


FIG. 110: PRECINCT 1 KEY SECTIONS

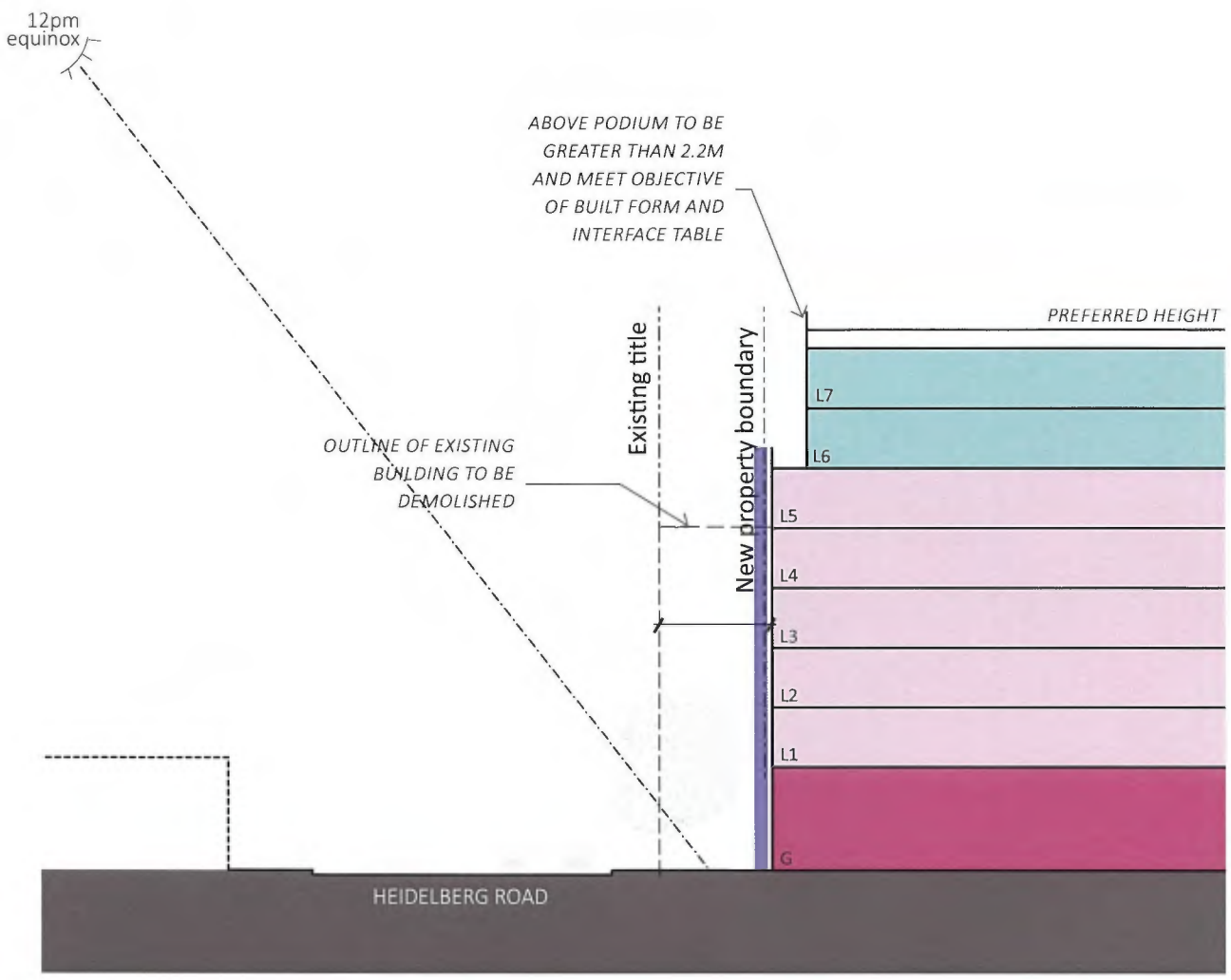


FIG. 109: PRECINCT 1 SECTION AA
HEIDLEBERG ROAD INTERFACE, REFER TO SECTION 5.8 SITE INTERFACES ON PAGE 113.

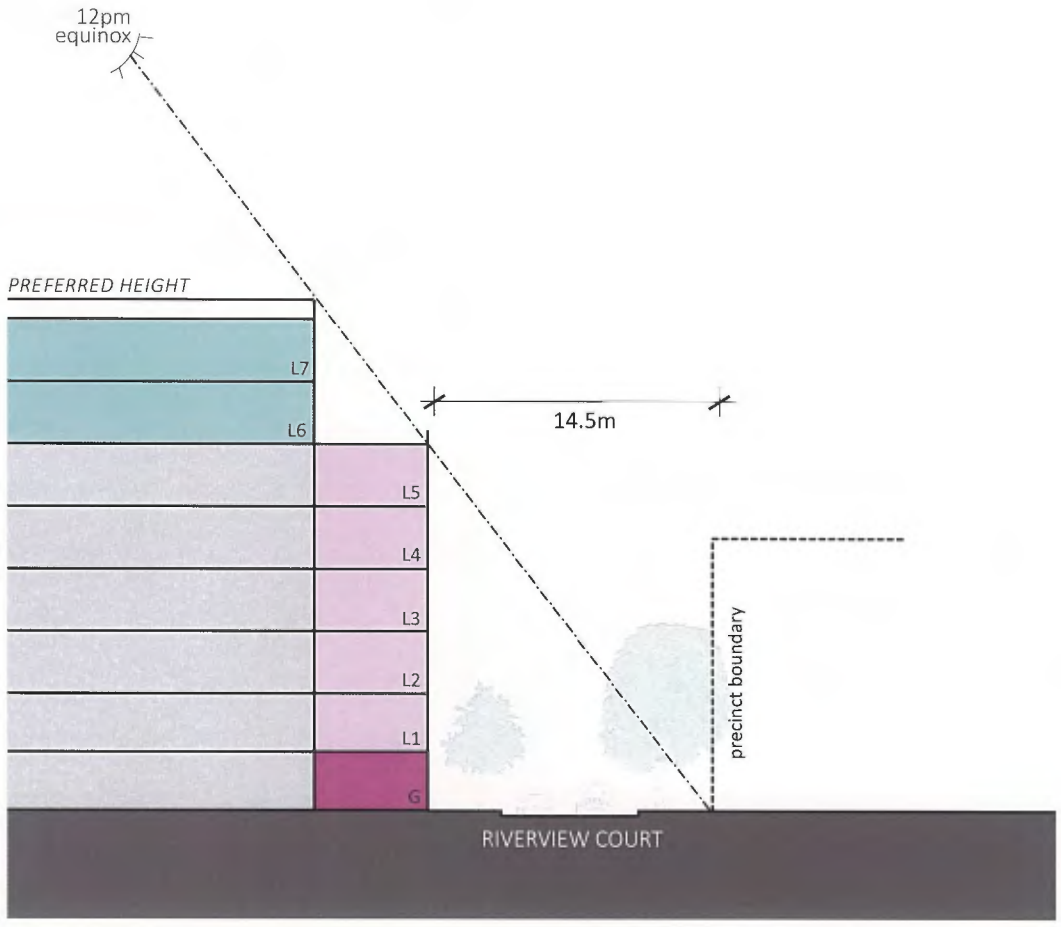


FIG. 111: PRECINCT 1 SECTION BB

NOTE: THE SETBACKS SHOWN HAVE BEEN ESTIMATED BASED ON INDICATIVE SUN ANGLES. MORE DETAILED OVERSHADOWING ANALYSIS CAN ALLOW FOR A DIFFERENT SETBACK CONFIGURATION. IN THIS CASE THE OVERSHADOWING ANALYSIS SHOULD TAKE PRECEDENCE OVER THIS SECTION DRAWING.

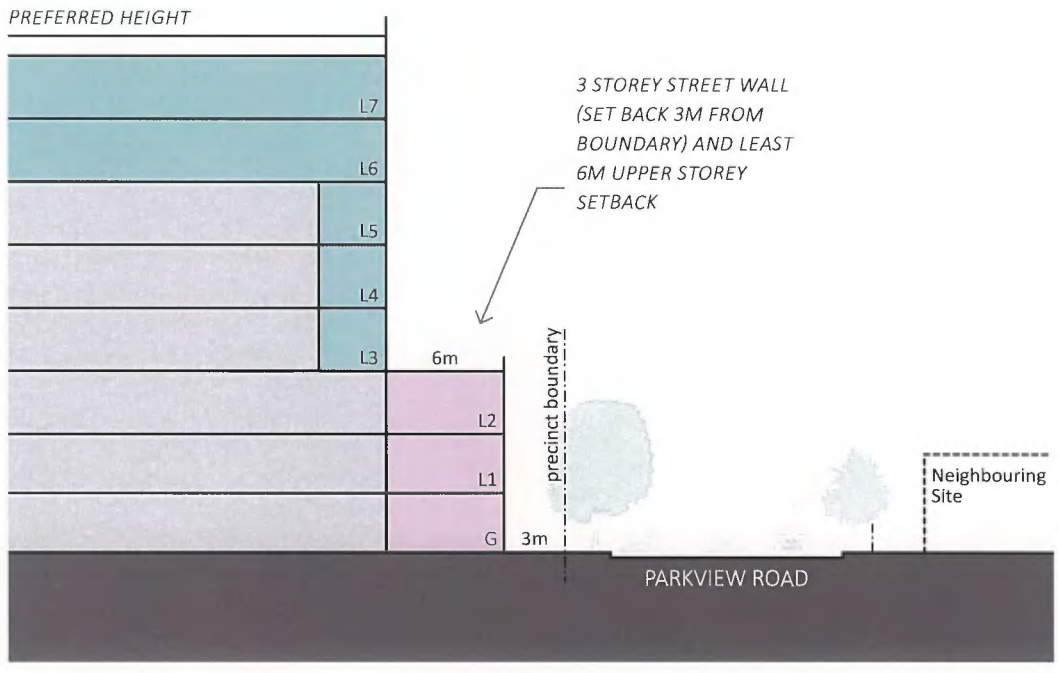


FIG. 112: PRECINCT 1 SECTION CC

120

FIG. 113: ARTIST'S SKETCH OF SITE WITH PRECINCT 2 HIGHLIGHTED

5.9.2 VILLAGE PRECINCT

PLACE AND CHARACTER

The Village Precinct will be the heart of commercial employment and community activity for Alphington. It will act as an activity anchor for the whole development area, effectively extending the existing strip of retail along Heidelberg Road into the site.

The land area of the precinct, its context and the diverse mix of the intended uses require the provision of larger building footprints with landmark built form in prominent locations as a preferred outcome. The precinct will require an integrated design response that appropriately responds to its context and also creates an actively engaging heart for the community. Publicly accessible open spaces will form an integral part of the response.

The existing paper mill buildings along Heidelberg Road have provided a dominant contribution to the character of the local area. It will be important to sensitively incorporate the scale and materiality of these buildings into the new development when viewed from Heidelberg Road. In addition to this, the new buildings will act as a gateway to the new entrance of the site from both Chandler Highway and Latrobe Avenue emphasising architectural expression and height.

PROGRAMME / LANDUSE

Addressing two arterial roads, the Village Precinct will contain a significant proportion of non-residential uses including community, employment and retail activities. The concentration of uses will be supported by a range of higher density housing options integrated into the precinct.

The provision of retail opportunities such as supermarkets, speciality retail and hospitality will provide convenient access for surrounding residents. The upper levels provide opportunities for recreational facilities and commercial uses including medical services, commercial office space and studio offices.

In accordance with the recommendations of the Community Infrastructure Report, a minimum of 1700m2 of floor space for community facilities is proposed within the precinct. There is the potential to extend this facility with uses such as primary education and early learning centres, if appropriate support from government is available. The Village Precinct also provides an opportunity for important community activities such as short stay accommodation and the mandated affordable housing requirement.

Centralised car parking opportunities, supporting the proposed facilities should be provided and both basement and podium options are to be explored. This is to be located in proximity to a centralised waste sorting facility.

GRAIN AND PERMEABILITY

Pedestrian paths through the precinct will be determined in response to the requirements of the proposed programme and architectural design. All community facilities should have well defined public entrances at ground level.

The larger building footprints will mean that the expression of building rhythm and a legible urban grain will largely be expressed through facade treatments and the design response.

A finer grain podium expression along Latrobe Avenue and the Village Square will be provided, typically activated frontages at ground level. This will contribute to both the vitality and informal surveillance of the public realm.

The north-south extension of the Paper Trail through Precinct 2A will facilitate a connection between the Artisan Precinct and Heidelberg Road. It also provides opportunities for heritage interpretation and informal open space for the local residential community.

PRECINCT INTERFACES AND TRANSITIONS

The tallest built form in the precinct should be located near the corner of Chandler Highway and Heidelberg Road. It should present as a grouping of landmark built form elements demonstrating very high design quality. The height of other buildings should generally scale down towards the south and the east.

Arterial Road interface: The built form interface to Chandler Highway and Heidelberg Road will act as a buffering element to protect the interior of the precinct from traffic noise. Where there are service areas these should be embedded within the built form and any entrances visually screened to limit the impact on the streetscape. The interface should provide opportunities for appropriate visual activation such as showrooms with larger extents of glazing at ground level. At the main intersection of Chandler Highway and Heidelberg Road, a generous pedestrian arrival zone should be created as a gateway.

Latrobe Avenue interface: The interface to Latrobe Avenue should encourage visual engagement. Large floorplate uses such as supermarkets or podium car parking should be lined by more visually active uses such as residential or offices, presenting a habitable facade as an interface to the public realm. The scale of the street wall should respond to the opportunities for appropriate pedestrian interconnection.

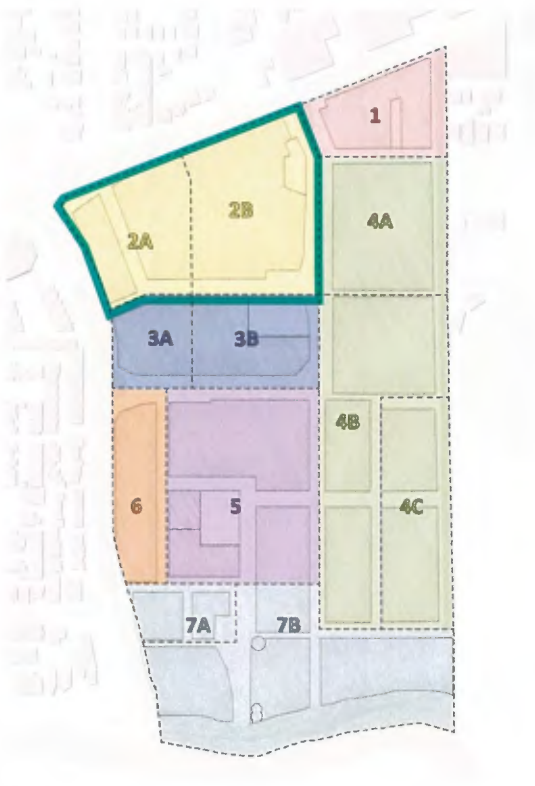
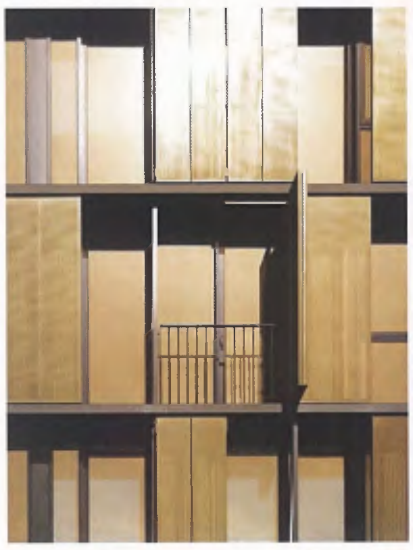


FIG. 114: PRECINCT 2 LOCATION MAP

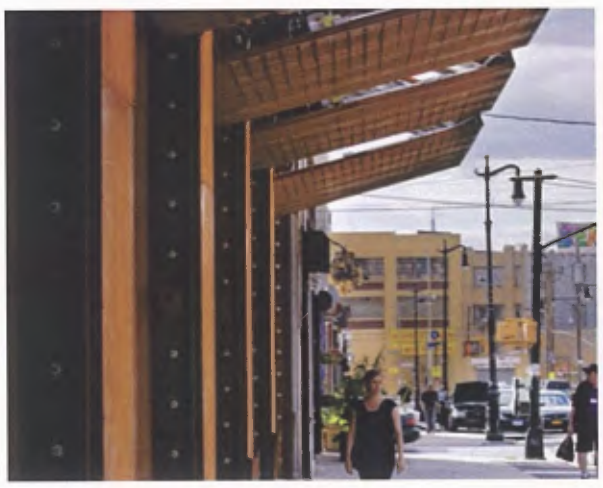
VILLAGE PRECINCT CHARACTER AND DESIGN PRECEDENTS



APARTMENT BALCONIES AND SCREENING

INCORPORATING VERTICAL LANDSCAPE OPPORTUNITIES IN THE FACADE

VILLAGE SQUARE PAVILION



SAFE PEDESTRIAN ENVIRONMENT

ACCESSIBLE COMMUNITY FOCUSSED SPACES

VILLAGE SQUARE

VILLAGE PRECINCT

DESIGN GUIDELINE	VILLAGE PRECINCT PRECINCT 2A	VILLAGE PRECINCT PRECINCT 2B
GENERAL		
Vision	A mixed use precinct (predominately residential) that will provide landmark built form.	A mixed use precinct with significant retail, commercial and community focus, with residential development at upper levels.
Building Type & Mix	Predominately mid to high rise built form	Predominately medium-rise built form
BUILT FORM		
Building Height	14 storeys preferred.	6-8 storeys preferred.
Maximum Site Coverage	n/a	
Setbacks	Built form will generally extend to the property boundaries on all sides. Buildings above the podium level should be recessive. Refer Built Form Treatment Plan and section drawings.	
Street Wall Height	Where there is existing heritage built form the podium height should respond to the existing height datum. Otherwise up to 3 storeys preferred, potentially higher along the Chandler Highway and Heidelberg Road interfaces.	Where there is existing heritage built form the podium height should respond to the existing height datum. Otherwise up to 6 storeys preferred.
Floor Heights	Generally, residential floors should have a minimum 3m floor-to-floor height and commercial floors should have a minimum 4m floor-to-floor height. Ground and first level floor-to-floor heights can be varied to match the existing levels of any retained portions of the Heidelberg Road building or the surrounding ground level to achieve better connectivity or accommodate proposed land uses.	
Roof Forms	Consider the composition of roof forms in creating a legible and visually appealing silhouette. Encourage a landmark built form response to the Chandler Highway / Heidelberg Road intersection.	
Built Form Articulation	Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form. Building mass to be broken into multiple buildings with individual expression.	
Corner Lots	Encourage facade treatments that address both streets. Provide design treatments that emphasise the corner including building up to the lot line – refer to Built Form and Interfaces Plan.	
Wind Protection	For higher built form – proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties.	
Building Separation & Overshadowing	Encourage a 12m or more separation (subject to other design considerations such as orientation, building positioning, solar access, overshadowing, façade length and alignments between the buildings etc. requiring more distance between the buildings). Arrange building forms to allow direct solar access to at least 90%of the units.	
Construction of Walls on Boundaries	n/a	
CONNECTIVITY & INTERACTION		
Public / Private Interaction	Refer to Connectivity and Interaction Plan.	
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.	
Entry Definition	Retail and Commercial– should be distinct from residential entries, highly visible and well connected to the public realm. Public or Community Uses– should have distinct entry from publicly accessible space to allow for independent hours of operation. Ensure that the entry is highly visible and denotes the public function. Apartments– Ensure that common entries are well lit, transparent and in a visually prominent location. Gateway - should provide generous/wide pedestrian arrival zone	
Front Fences	n/a	
BUILDING LAYOUT & DESIGN		
Internal Amenity	Avoid the use of privacy screening for habitable rooms, in particular for main living areas. Avoid the use of borrowed light and ventilation for habitable rooms.	
Overlooking	Offset outlook from dwellings to avoid direct overlooking of habitable spaces and private open spaces.	
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).	
Design Detail	Designs should be contemporary in character and demonstrate design excellence. A distinctive architectural response is required for landmark built form and within the gateway zone, commensurate with prominence and scale. Lower levels should generally present as a more solid street wall with indented balconies and dwelling / building entries. Upper levels above podium should present as a lighter structure with greater glazing and translucency	
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces. A material palette drawn from the industrial heritage of the site including natural concretes and render, face brickwork, steel and unfinished timber is encouraged.	
Carparking & Bikes	Refer to Integrated Transport Plan	

DESIGN GUIDELINE	VILLAGE PRECINCT PRECINCT 2A	VILLAGE PRECINCT PRECINCT 2B
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected, located close to the main building entry and are easily accessible for delivery.	
OPEN SPACE & LANDSCAPE DESIGN		
Streets & Publicly Accessible Spaces	Heidelberg Road frontage should provide for wide footpaths. Generous public arrival zones are required at gateway locations with high quality public space. Refer to Landscape Concept Plan.	
Specific Landscape Control	n/a	
Communal Open Space	Encourage the provision of communal open space on roof areas.	
Private Open Space	Private Open Space to be consistent with Clause 55 of Yarra Planning Scheme.	
Side & Rear Fences	n/a	
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)		
Material Re use	Brick and concrete salvaged from existing structures should be re-used on site where possible and where relevant to the proposed built form. Encourage the retention and adaptation of existing buildings where possible.	
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.	
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports. Encourage green roofs for areas exceeding 100m^2	
HERITAGE & INTERPRETATION		
Heritage	Refer to conservation policies and Conservation Management Plan for interpretation opportunities.	
HOUSE SPECIFIC GUIDELINES		
Wall height on Boundary	n/a	
Driveways & Pathways		
Garages & Carports		
Façade Treatment		
Waste Management		
TOWNHOUSE HOUSE SPECIFIC GUIDELINES		
Side and Rear Setback	n/a	
Parking and Driveways		
Waste Management		
APARTMENT SPECIFIC GUIDELINES		
Side and Rear Setback	See sections for further details.	
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width of 1.8m.	
Parking and Driveways	Car parking in basement preferred or otherwise sleeved with habitable or active uses, with access from lane or unobtrusive location preferred. Car park entries should be visually recessive, located generally in accordance with the site guidelines (refer to Section 5.1 of this chapter).	
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.	

VILLAGE PRECINCT

PRECINCT INDICATIVE SECTIONS

- ACTIVE USES AT GROUND FLOOR
- HABITABLE USES WITHIN PODIUM BUILT FORM
- HABITABLE USES ABOVE PODIUM
- HERITAGE BUILDING ADAPTATION OR INTERPRETATION
- CAR PARK / SERVICE AREA
- GATEWAY BUILT FORM

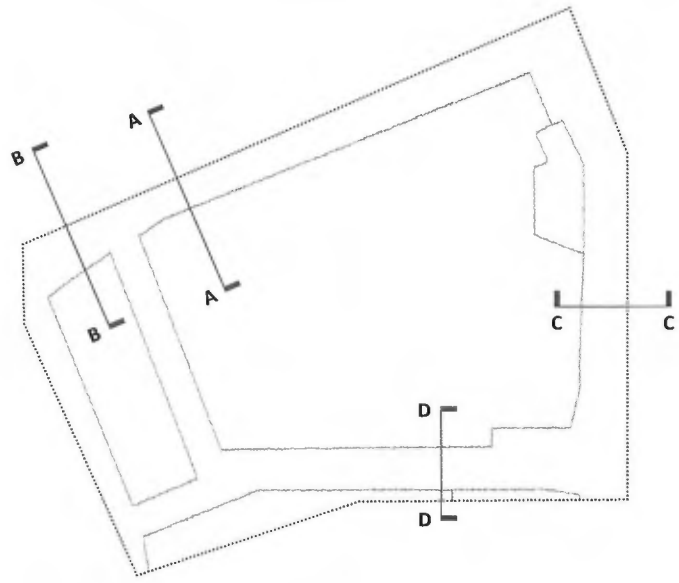


FIG. 115: PRECINCT 2 KEY SECTIONS

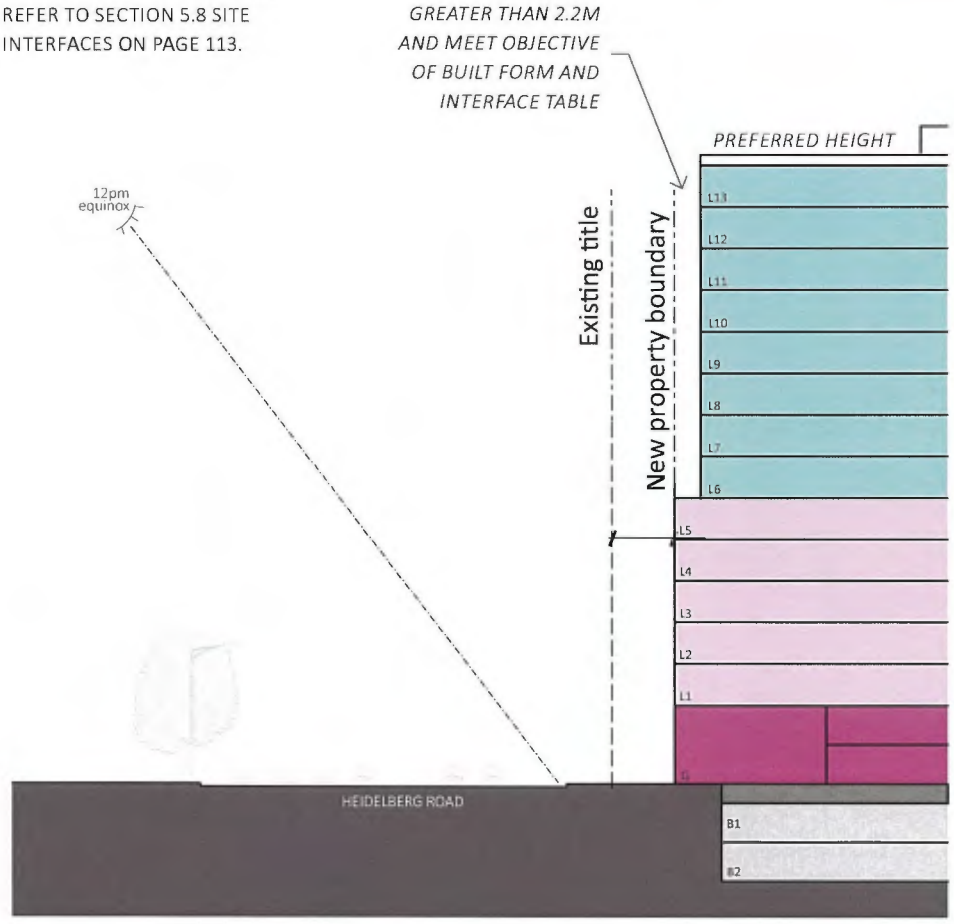


FIG. 116: PRECINCT 2 SECTION AA

FIG. 117: PRECINCT 2 SECTION BB

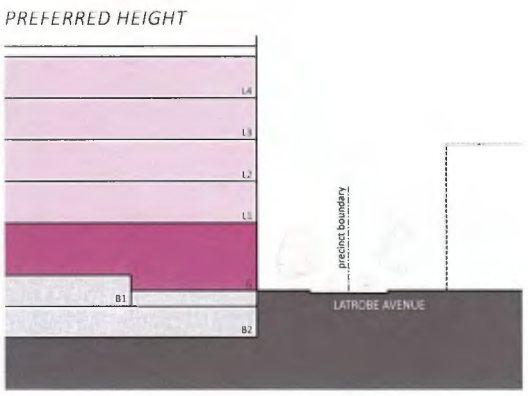


FIG. 118: PRECINCT 2 SECTION CC

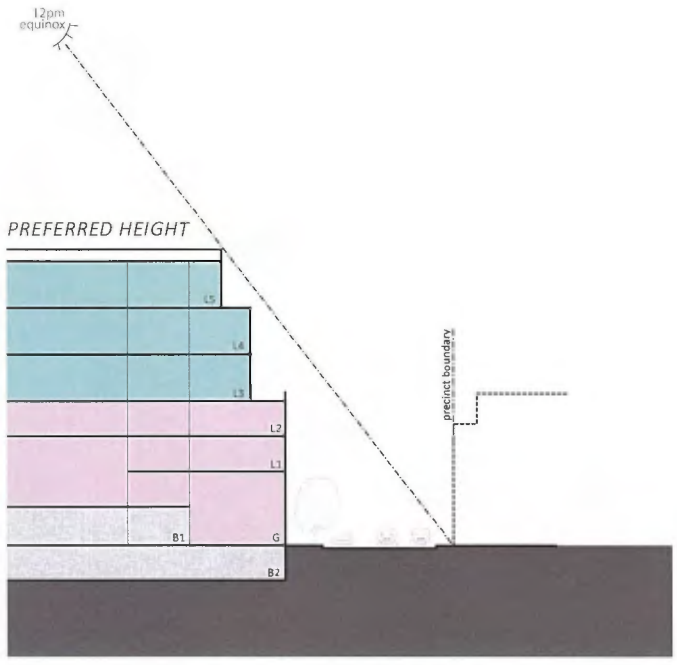


FIG. 119: PRECINCT 2 SECTION DD

NOTE: THE SETBACKS SHOWN HAVE BEEN ESTIMATED BASED ON INDICATIVE SUN ANGLES. MORE DETAILED OVERSHADOWING ANALYSIS CAN ALLOW FOR A DIFFERENT SETBACK CONFIGURATION. IN THIS CASE THE OVERSHADOWING ANALYSIS SHOULD TAKE PRECEDENCE OVER THIS SECTION DRAWING.

PRECINCT GUIDELINES (CONT.)

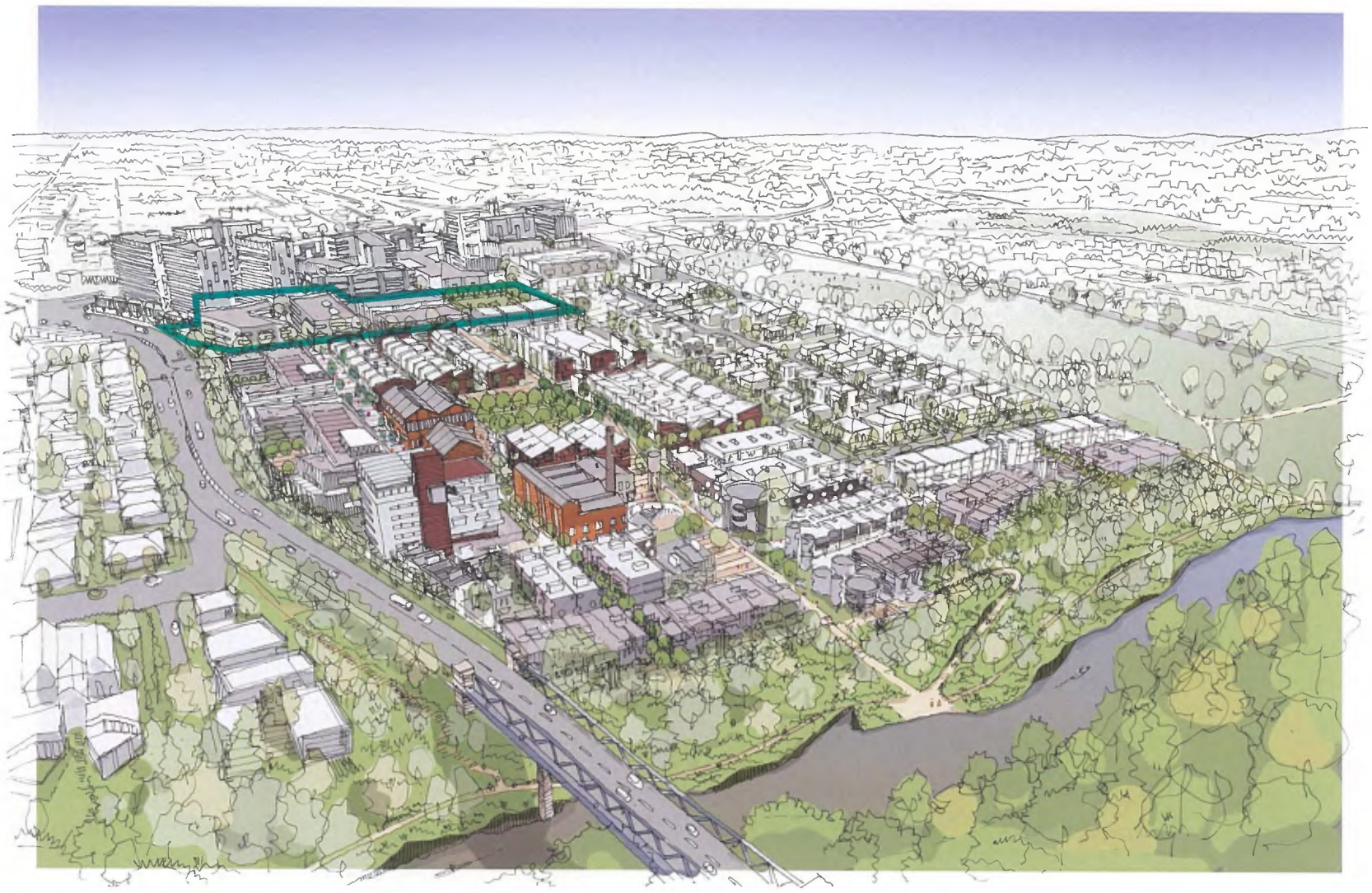


FIG. 120: ARTIST'S SKETCH OF SITE WITH PRECINCT 3 HIGHLIGHTED

5.9.3 ARTISAN PRECINCT

PLACE AND CHARACTER

The land area of the precinct, its context and the diverse mix of the intended uses require the provision of larger building footprints as a preferred outcome. The precinct will require an integrated design response that appropriately responds to its context and also creates opportunities for community activity. A new open space will form an integral part of the response.

The Artisan Precinct provides a transition between the scale and intensity of the Village Precinct and the residential focus of the Workshops Precinct. To the west, Subprecinct 3A will provide opportunities for medium and higher density built form with publicly accessible open space threaded through the precinct to promote permeability along a north-south axis. Ground level interfaces should promote active uses where these lie adjacent to public space.

To the east, Subprecinct 3B will provide a lower-rise development form. The differences in ground level, higher in the north and falling towards the south, will require the open space connections and building forms to be spread over a series of ground level heights with connections between. The relatively low overall building height within the subprecinct will be broken up to respond to the height of the adjoining public realm.

PROGRAMME / LANDUSE

The precinct will comprise a mix of residential and non-residential uses. The emphasis will lie on retail at ground level with residential uses above, providing a shop-top and live/work types of urban development. Parking will generally be accommodated in basement areas or concealed from view from the public realm.

GRAIN AND PERMEABILITY

The precinct will support a number of larger buildings rather than many individual development lots. The larger building footprints will mean that the expression of building rhythm and a legible urban grain will largely be expressed through facade treatments and the design response.

The pedestrian permeability will primarily be achieved through future north-south links .

PRECINCT INTERFACES AND TRANSITIONS

The tallest built form in the precinct should be located towards Chandler Highway, with the overall form responding to the height and form of buildings immediately north within the Village Precinct. Generally the building heights should allow for a well designed transition between the heights north and south of the precinct.

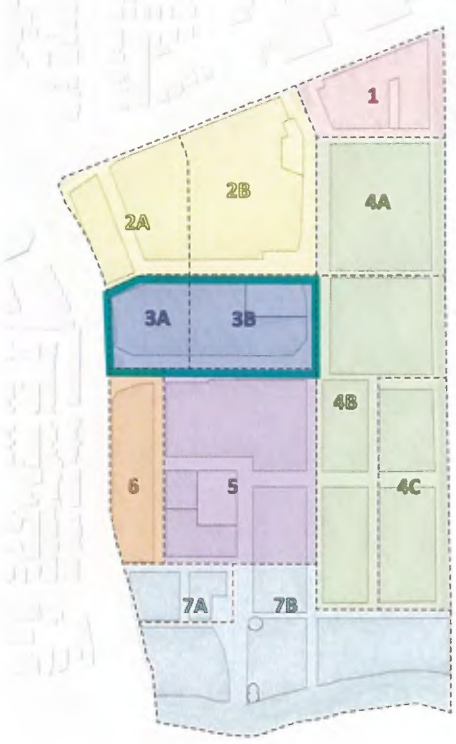


FIG. 121: PRECINCT 3 LOCATION MAP

ARTISAN PRECINCT CHARACTER AND DESIGN PRECEDENTS

ARTICULATED BUILT FORM WITH GROUND LEVEL INTERACTION
(Formosa 1140 - Lorcan O'Herlihy Architects)

CLEAR ENTRY DEFINITION
(Accordia Cambridge - Feilden Clegg Bradley Studios)

PUBLIC PLAZA TO NORTH-EAST OF PRECINCT
(Levinson Plaza - Mikyaung Kim Design)

COMMERCIAL INTERACTION WITH MAIN STREET AT GROUND LEVEL
(The Wyckoff Exchange - Andre Kiksoki Architect)

SHOP TOP HOUSING

RESIDENTIAL INTERACTION WITH MAIN STREET AT GROUND LEVEL
(Timberyard Social Housing - O'Donnell + Tuomey Architects)

ARTISAN PRECINCT

DESIGN GUIDELINE	ARTISAN PRECINCT PRECINCT 3A	ARTISAN PRECINCT PRECINCT 3B
GENERAL		
Vision	A mixed use precinct (predominately residential) with higher built form arranged to provide a well-defined edge to Chandler Highway, acting as a transition from the Village Precinct to the Outer Circle Precinct.	A mixed use precinct with mid-rise built form arranged around an open space connecting the Village Precinct to the Workshops Precinct
Building Type & Mix	Predominately medium-rise apartments	Predominately shop-top apartments above retail, hospitality or commercial ground floor frontages to open space links.
BUILT FORM		
Building Height	Apartments- 5 storeys preferred. Encourage a height transition between buildings in the Village Precinct to the Outer Circle Precinct	4 storeys maximum
Maximum Site Coverage (after consideration of built form treatment plan)	Allow up to 100%. Site permeability may be 0% where it is located within a precinct that meets the requirements of the Storm Water Drainage Masterplan (refer Vol. 2)	
Setbacks	Built form will generally extend to the property boundaries on all sides. Refer Built Form Treatment Plan and section drawings.	
Street Wall Height	3 storeys preferred.	2-3 storeys preferred.
Floor Heights	Generally, residential floors should have a minimum 3m floor-to-floor height. Ground and first level floor-to-floor heights can be varied to match the existing levels of retained portions of the Heidelberg Road building or the surrounding ground level to achieve better connectivity.	
Upper Level Built Form	Cantilevered elements acceptable above owners corporation laneways.	
Roof Forms	Consider the composition of roof forms in creating a legible and visually appealing silhouette.	
Built Form Articulation	Building mass to be broken into multiple buildings with individual expression. Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form.	
Corner Lots	Encourage facade treatments that address both streets. Avoid blank side interfaces.	
Wind Protection	For higher built form – proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties.	
Building Separation & Overshadowing	Encourage a 12m or more separation (subject to other design considerations such as orientation, building positioning, solar access, overshadowing, façade length and alignments between the buildings etc. requiring more distance between the buildings). Arrange building forms to allow direct solar access to at least 90% of the units.	
Construction of Walls on Boundaries	Allow for walls on up to 100% of boundary length.	
CONNECTIVITY & INTERACTION		
Public / Private Interaction	Refer to Connectivity and Interaction Plan.	
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.	
Entry Definition	Apartments- Ensure that common entries are well lit, transparent and in a visually prominent location. Gateway - should provide generous/wide pedestrian arrival zone.	
Front Fences	Generally discouraged. Where provided should be no more than 1.2m max height with minimum 50% transparency, design to be of simple form.	
BUILDING LAYOUT & DESIGN		
Internal Amenity	Avoid the use of privacy screening for habitable rooms, in particular for main living areas. Avoid the use of borrowed light and ventilation for habitable rooms.	
Overlooking	Offset outlook from dwellings to avoid direct overlooking of habitable spaces and private open spaces.	
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).	
Design Detail	Encourage a contemporary, distinctive and high quality design response. Lower levels should generally present as a more solid street wall with indented balconies and dwelling / building entries. Upper levels above podium should present as a lighter structure with greater glazing and translucency	
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces. A material palette drawn from the industrial heritage of the site including natural concretes and render, face brickwork, steel and unfinished timber is encouraged.	
Carparking & Bikes	Refer to Integrated Transport Plan	
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected, located close to the main building entry and are easily accessible for delivery.	

DESIGN GUIDELINE	ARTISAN PRECINCT PRECINCT 3A	ARTISAN PRECINCT PRECINCT 3B
OPEN SPACE & LANDSCAPE DESIGN		
Streets & Publicly Accessible Spaces	Refer to Landscape Concept Plan	
Specific Landscape Control	n/a	
Communal Open Space	Encourage the provision of communal open space on roof areas.	
Private Open Space	Where terraces and balconies are the primary open space for individual dwellings, provide 8m² or greater for 2 beds or less and 10m² or greater for 3 beds or more, preferably with northerly orientation and 2m minimum internal dimension.	
Side & Rear Fences	Provide high acoustic wall or podium to Chandler Highway interface ensuring the privacy of dwellings and private open spaces adjoining the road.	n/a
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)		
Material Re use	Where possible, brick and concrete salvaged from existing structures should be re-used on site.	
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.	
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports. Encourage green roofs for areas exceeding 100m²	
HERITAGE & INTERPRETATION		
Heritage	Refer to Conservation Management Plan for interpretation opportunities	
HOUSE SPECIFIC GUIDELINES		
Wall height on Boundary	n/a	
Driveways & Pathways		
Garages & Carports		
Façade Treatment		
Waste Management		
TOWNHOUSE HOUSE SPECIFIC GUIDELINES		
Side and Rear Setback	Built form will generally extend to the property boundaries on all sides.	
Parking and Driveways	Set back garage from front façade to visually recess. Driveways should be coupled where possible. Provide edge planting, minimise crossovers to Parkview Road and Latrobe Avenue.	
Waste Management	Consolidated or on street waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in garage or other location not visible from the street.	
APARTMENT SPECIFIC GUIDELINES		
Side and Rear Setback	n/a	
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width 1.8m.	
Parking and Driveways	Car parking in basement preferred or otherwise sleeved with habitable uses, with access from lane or unobtrusive location preferred. Car park entries should be visually recessive, located generally in accordance with the site guidelines (refer to Section 5.1 of this chapter).	
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.	

ARTISAN PRECINCT

PRECINCT INDICATIVE SECTIONS

- ACTIVE USES AT GROUND FLOOR
- HABITABLE USES WITHIN PODIUM BUILT FORM
- HABITABLE USES ABOVE PODIUM
- CAR PARK / SERVICE AREA
- GATEWAY BUILT FORM

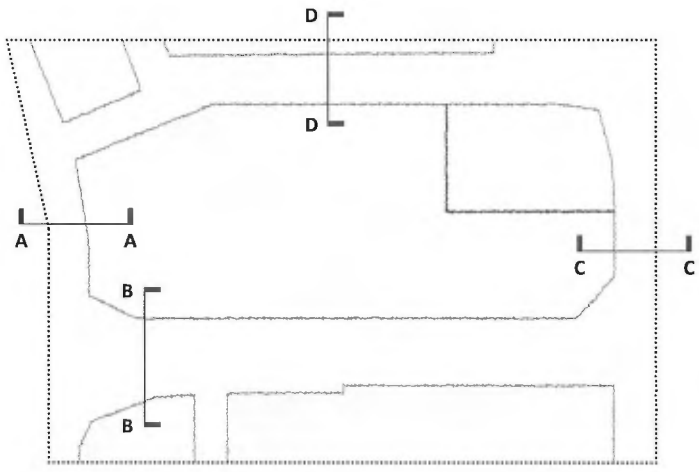


FIG. 122: PRECINCT 3 KEY SECTIONS

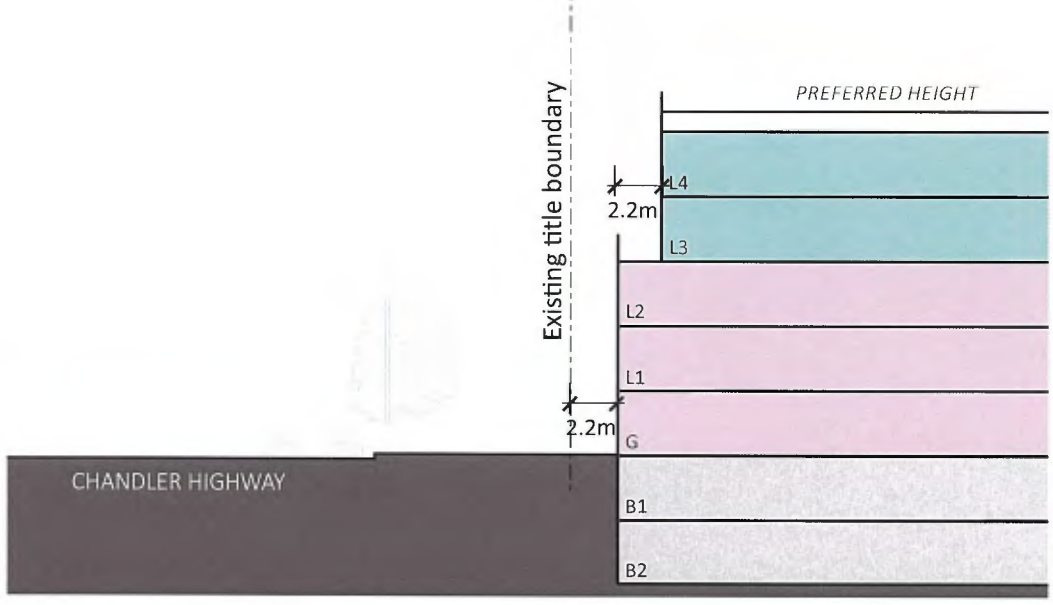


FIG. 123: PRECINCT 3 SECTION AA

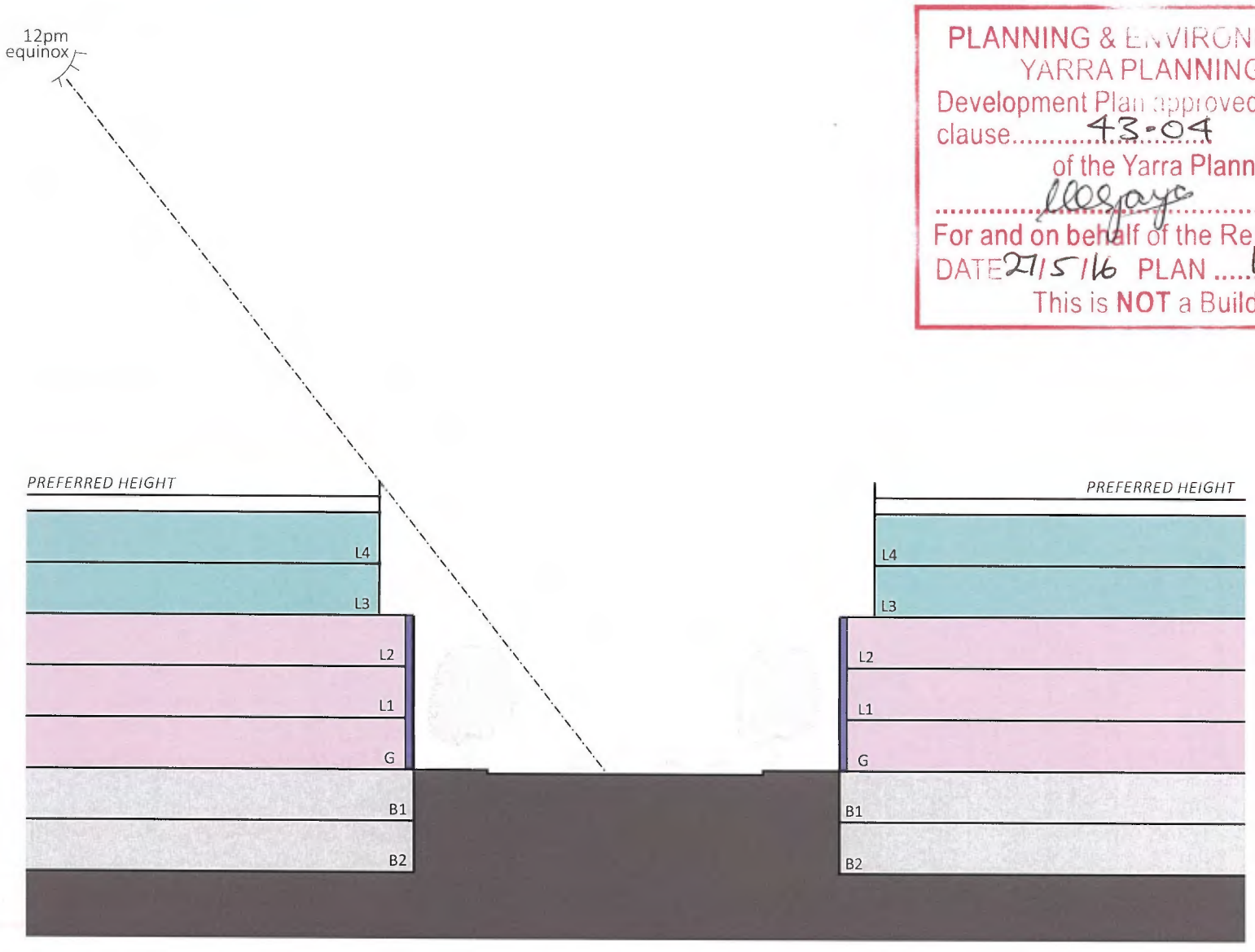


FIG. 124: PRECINCT 3 SECTION BB

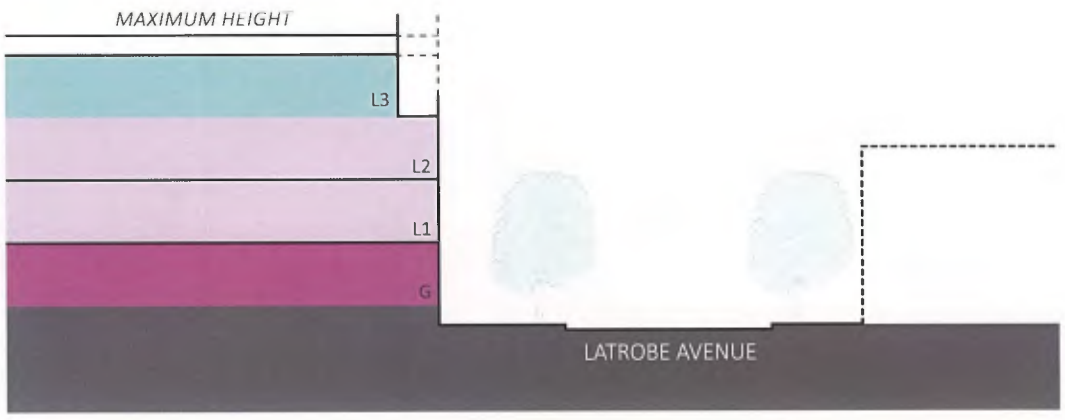


FIG. 125: PRECINCT 3 SECTION CC

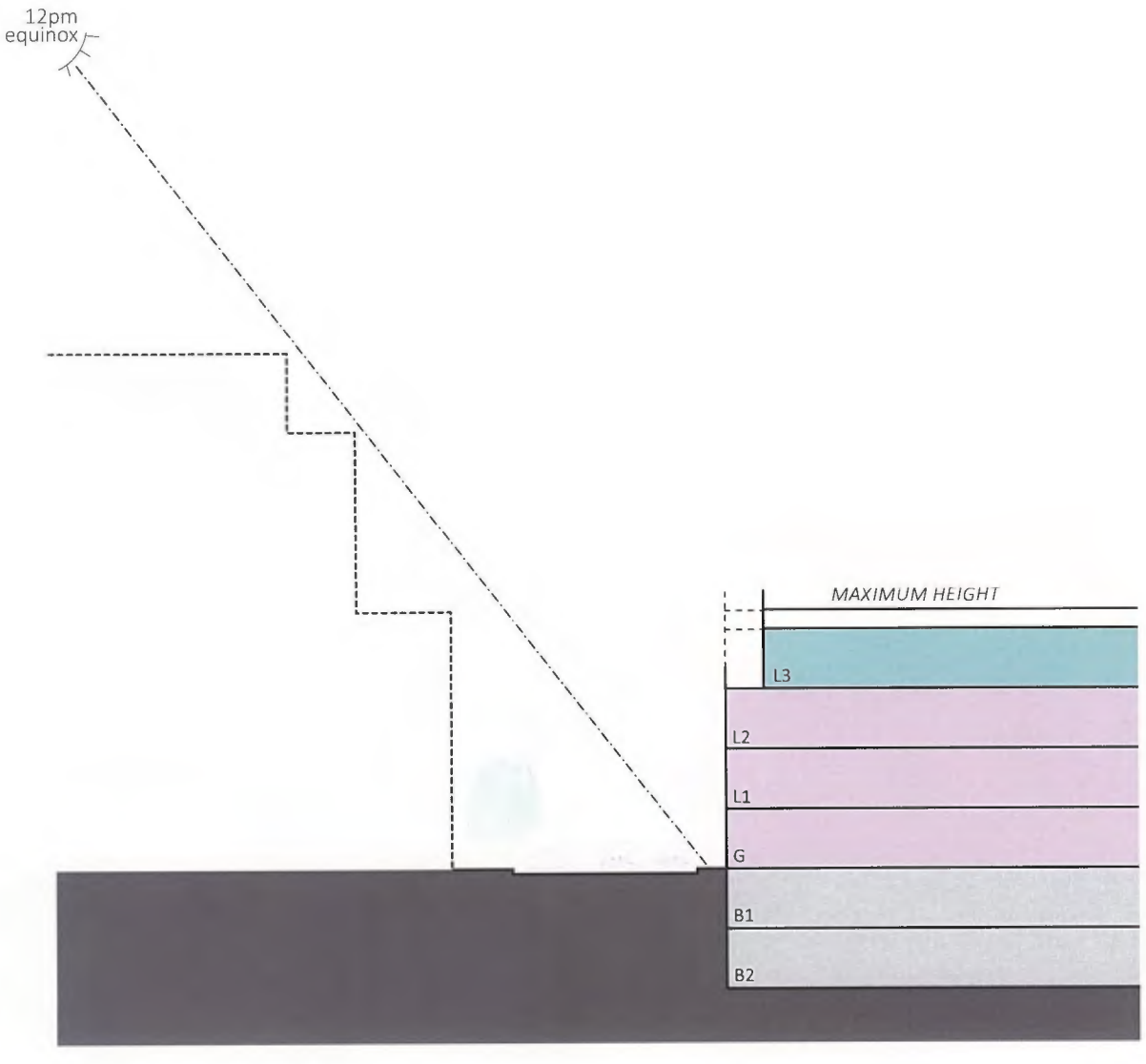


FIG. 126: PRECINCT 3 SECTION DD

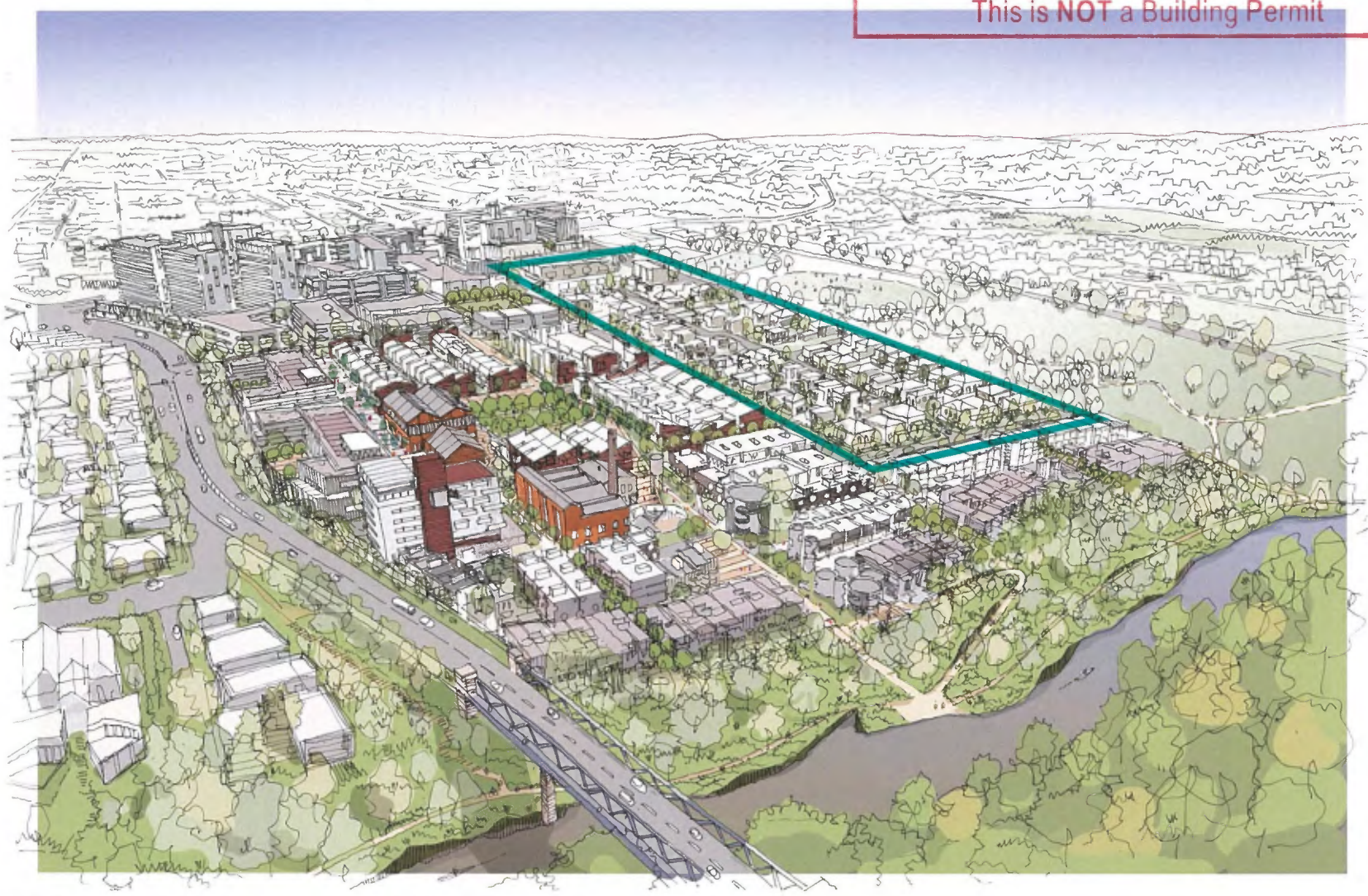


FIG. 127: ARTIST'S SKETCH OF SITE WITH PRECINCT 4 HIGHLIGHTED

5.9.4 PARK PRECINCT

PLACE AND CHARACTER:

The Park Precinct responds to the original function of the eastern half of the site as a residential subdivision. It is heavily influenced by its proximity to the parklands to the east and the scale and leafy character of residential streets throughout Alphington. The precinct transitions from a more urban character in the north adjacent to the Alphington Gateway Precinct, to a more low-rise area with buildings embedded in landscape towards the Riverfront Precinct to the south.

In response to this, there is an opportunity for medium density urban built form to be integrated with lower density detached housing allotments. Through the use of appropriate setbacks and clear landscaping focussing on the streetscape and encouraging courtyards and back yards with landscape zones in deeper lower density blocks, a particular green and leafy character of the precinct is promoted.

GRAIN AND PERMEABILITY:

To the north of the site in Sub Precinct 4A, where medium density housing is encouraged, more permeability (in the form of laneway access) will be required to deal with higher numbers of residents, to encourage activation of planned laneways and to allow greater access to the adjacent Gateway Precinct. In sub-precincts 4B and 4C pedestrian access will be focussed in the road and smaller street reserves, creating a more suburban street character referencing the existing surrounding suburbs.

PRECINCT INTERFACES AND TRANSITIONS:

Specfic Landscape Control: Landscape in the front setbacks along the extension of Riverview Grove and Latrobe Avenue should be an integrated treatment for the entire street frontage. The interface will be designed to facilitate the opportunity for dwellings to also operate as small offices in a live / work configuration. The landscape treatment needs to respond to its semi-public role balancing hard and soft landscaping whilst accommodating for heavier pedestrian traffic.

Live / Work: The northern and western interfaces of Sub Precinct 4A facing the extension of Riverview Grove and Latrobe Avenue should potentially allow for a mix of residential and small-scale integrated commercial uses addressing the main streets at ground level. These may include home office occupation. Potential typologies could include SOHO townhouse with lower level glazed frontage to a home office with rear-loaded access.

Urban interface: Throughout the precinct the built form and landscape design response needs to recognise the proximity of active uses and respond appropriately to adjacent active or non-residential programmes.

Landscape Interface: Along Latrobe Avenue the interface between built form and streetscape transitions from an urban interface in the north, towards a landscape interface in the south. Clear setbacks, front gardens and ground floor height manipulation are some measures suggested to promote this transition and discourage the use of high fences to provide sufficient privacy.

Garden Interface: Along Parkview Road, the dwellings are to have a clear setback with significant landscaping. This is to create a street which complements the adjacent park. The Yarra Planning Scheme DPO Schedule 11 defines a minimum 3 metre setback along this whole frontage.

PROGRAMME / LAND USE

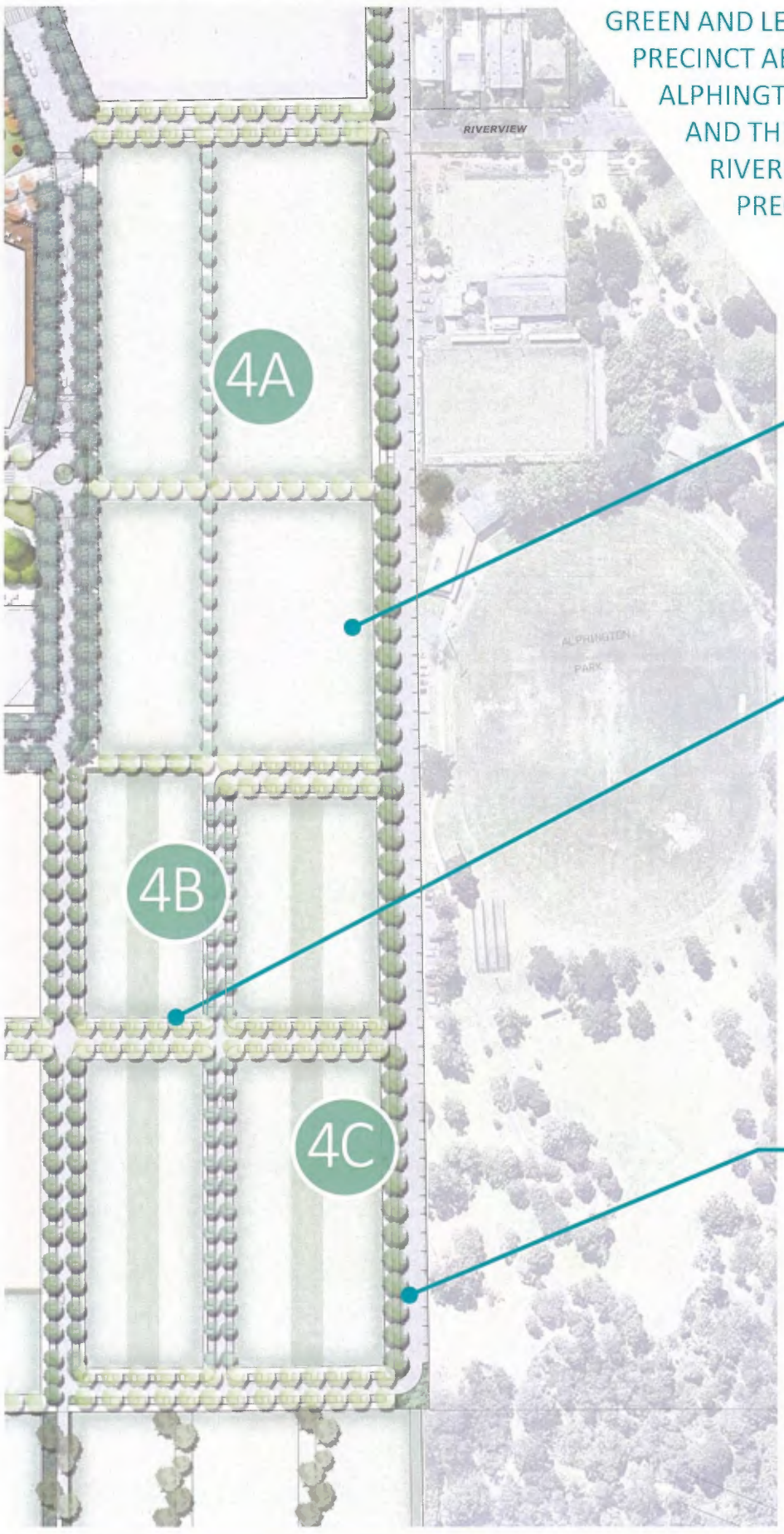
The Park Precinct is predominantly residential. There are some opportunities for live / work or integrated home office and retail along the northern and western edges of Sub Precinct 4A in response to its proximity to adjacent land uses.

BUILT FORM AND ARTICULATION

The precinct transitions from higher built form (3-4 storeys) in the north, adjacent the Village Precinct and Gateway Precinct, to 2-3 storeys in the south adjacent the riverfront housing. Specific street wall setbacks along Parkview Road, Latrobe Avenue and Lugton Street ensure that buildings address the streets appropriately with a consideration to street activation and interaction. The laneways and smaller access streets proposed within Precinct 4 will be the primary entries for some residential lots. These interfaces will require built form articulation to break up the overall massing where set backs are not needed.

FIG. 128: PRECINCT 4 LOCATION MAP

PARK PRECINCT CHARACTER AND DESIGN PRECEDENTS



GREEN AND LEAFY RESIDENTIAL PRECINCT ABUTTING ALPHINGTON PARK AND THE RIVERFRONT PRECINCT

PARKFRONT HOUSING

ARTICULATED BUILT FORM ON SMALL SETBACK LOTS

LANDSCAPE SETBACKS

CONTEMPORARY HOUSING STYLES AND INTEGRATION WITH LANDSCAPE

SEPARATED BUILT FORM
(South Chase Housing - Alison Brooks Architects)

PARK PRECINCT

DESIGN GUIDELINE	PARK PRECINCT PRECINCT 4A	PARK PRECINCT PRECINCT 4B	PARK PRECINCT PRECINCT 4C
GENERAL			
Vision	Transition from conventional residential towards the river to higher density towards the north, detailing housing with greater sensitivity where abuts park and adjoining existing residential.		
Building Type & Mix	Medium density townhouses & low rise apartments	Detached Housing. Opportunity for townhouses or low rise apartments in transitional areas between precincts	Predominately detached housing on individual efficient smaller lots
BUILT FORM			
Building Height	2-3 Storeys preferred, max 4 storeys.	Detached houses- 2 storey preferred, max 3 storeys. Townhouses- 2- 3 storeys (majority 3 storeys). Rooftop terraces or gardens permitted, max 4 storeys inclusive of terrace. Apartments- up to 4 storeys inclusive of rootop terrace/open space.	Detached houses- 2 storey preferred, max 3 storeys. Townhouses- 2- 3 storeys (majority 3 storeys). Rooftop terraces or gardens permitted, max 4 storeys inclusive of terrace/ open space.
Maximum Site Coverage (after consideration of built form treatment plan)	Refer to ResCode provisions		
Front Setback	Refer Built Form Treatment Plan and Built Form Interfaces table. Minimum 3m with no encroachment.		
Side and Rear Setbacks for detached housing types	Refer to Rescode provisions		
Street Wall Height	n/a		
Upper Level Built Form	Building above 3 storeys should be recessive at the Parkview Road interface and for all other street interfaces building above 2 storeys to be recessive. Note: assessment of the "upper" level guideline does not apply to built form one storey (or more) below the building heights nominated for the Park Precinct in Fig 83		
Roof Forms	Encourage variety: 25 deg pitch min, flat, or skillion roof		
Built Form Articulation	Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form.		
Corner Lots	The entrance should face the primary street or public space but the facade treatment should address both streets. Avoid blank side interfaces.		
Wind Protection	n/a		
Building Separation & Overshadowing	Detached houses to comply with ResCode except for *North-facing windows objective* and *Side and rear setbacks objective*, where the specific setbacks identified in these guidelines take precedence.		
Construction of Walls on Boundaries	As per ResCode provisions.		
CONNECTIVITY & INTERACTION			
Public / Private Interaction	Refer to Connectivity and Interaction Plan.		
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.		
Entry Definition	Detached Houses- The entrance should face the primary street or public space. Where applicable, rear access for vehicles & secondary access to dwelling. Townhouses- Provide individual entries, clearly defined & visible from street, lane or public space. Apartments- Ensure that the common entry is well lit, transparent and in a visually prominent location.		
Front Fences	Generally discouraged. Where provided should be no more than 1.2m max height with minimum 50% transparency, design to be of simple form.		
BUILDING LAYOUT & DESIGN			
Internal Amenity	Avoid the use of privacy screening for habitable rooms, in particular for main living areas. Avoid the use of borrowed light and ventilation for habitable rooms.		
Overlooking	Generally comply with ResCode *Overlooking objective*. Offset outlook from dwellings to discourage unreasonable overlooking of habitable rooms and private open spaces.		
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).		
Design Detail	Promote high quality design allowing for contemporary and traditional formal responses. Encourage diverse built form character. Avoid period reproductions (e.g. leadlight windows, lace ironwork verandas, etc.)		
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces.		
Carparking & Bikes	Refer to Integrated Transport Plan		
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected, located close to the main building entry and are easily accessible for delivery.		

DESIGN GUIDELINE	PARK PRECINCT PRECINCT 4A	PARK PRECINCT PRECINCT 4B	PARK PRECINCT PRECINCT 4C
OPEN SPACE & LANDSCAPE DESIGN			
Streets & Publicly Accessible Spaces	Refer to Landscape Concept Plan		
Specific Landscape Control	Refer to Parkview Road Landscape Interface Controls (within Landscape Concept Plan)		
Communal Open Space	n/a		
Private Open Space	For open space at ground level, provide 25m² or greater with 3m minimum internal dimension. For terraces and balconies acting as primary open space, provide 8m² or greater for 2 beds or less and 10m² or greater for 3 beds or more, preferably with northerly orientation and 2m minimum internal dimension.		
Side & Rear Fences	Generally 1.8m high Timber paling with exposed posts not forward of building line. If forward of building max 1.2m high but only where a front fence is provided. The design of the front fence should return along the side boundary to the building line.		
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)			
Material Re use	n/a		
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.		
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports.		
HERITAGE & INTERPRETATION			
Heritage	n/a		
HOUSE SPECIFIC GUIDELINES			
Wall height on Boundary	3.6m max, 3.2m average, unless part of a party wall.		
Driveways & Pathways	Driveways should be coupled where possible. Provide exposed aggregate, stone or paved driveways with edge planting, minimise crossovers to Parkview Road and Latrobe Avenue.		
Garages & Carports	Set back garage by min. 1m behind front façade to visually recess. Tandem garages and single garages with space for 2nd car parked on driveway permitted min 4.9m x 2.8m. Carports prohibited.		
Façade Treatment	Ensure that the front facade design response returns at least 1m at the sides.		
Waste Management	Standard residential bins place on footpath on day of pick up. Bin to be stored in garage or other location not visible from the street.		
TOWNHOUSE HOUSE SPECIFIC GUIDELINES			
Side and Rear Setback	To be compliant with Built From Treatment Plan, Built Form and Interfaces table and ResCode provisions.		
Parking and Driveways	Set back garage from front façade to visually recess. Driveways should be coupled where possible. Provide edge planting, minimise crossovers to Parkview Road and Latrobe Avenue.		
Waste Management	Consolidated or on street waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in garage or other location not visible from the street.		
APARTMENT SPECIFIC GUIDELINES			
Side and Rear Setback	Should be generally consistent with the side and rear setbacks indicated for detached houses.		
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width of 1.8m.		
Parking and Driveways	Car parking in basement preferred or otherwise sleeved with habitable uses, with access from lane or unobtrusive location preferred. Garage entries should be visually recessive. Provide edge planting to driveway.		
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.		

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DPO11
of the Yarra Planning Scheme
.....
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 136 of 162
This is NOT a Building Permit

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PARK PRECINCT

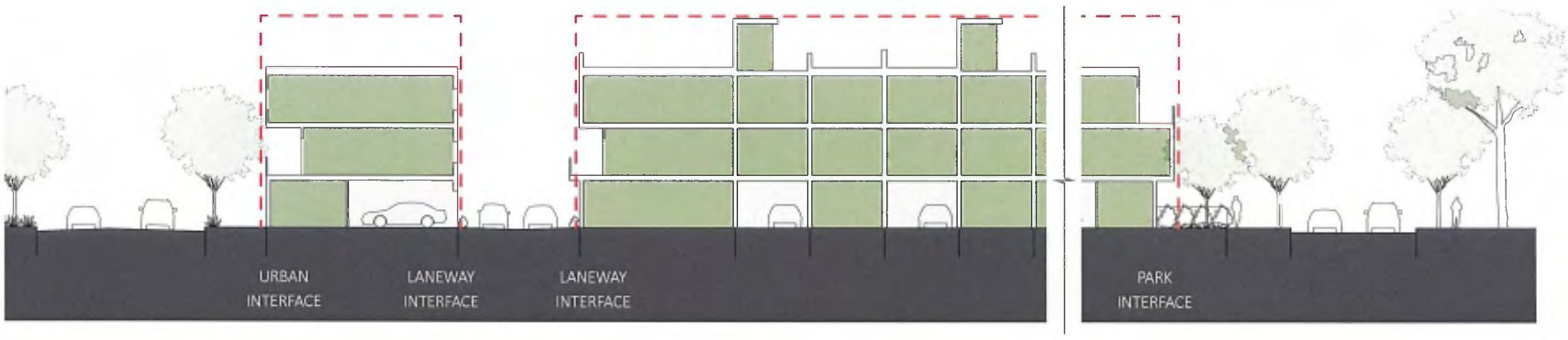

FIG. 129: SUB PRECINCT 4A INDICATIVE SECTION AA

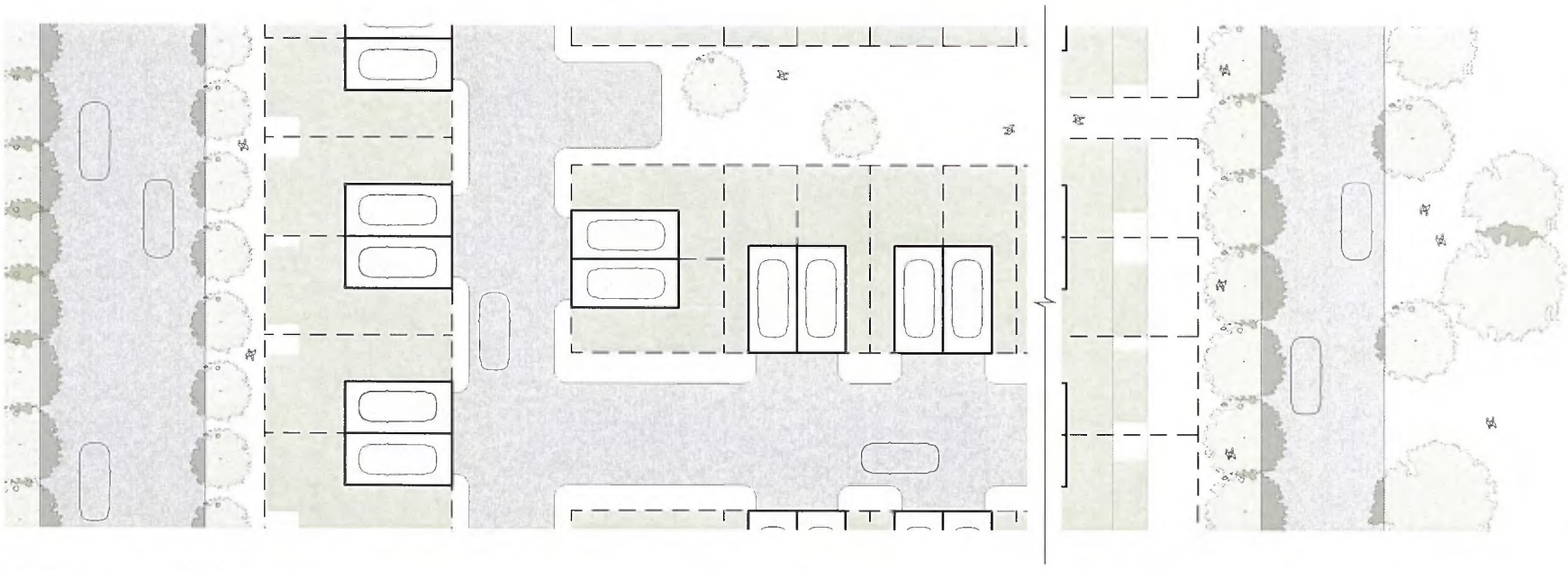

FIG. 130: SUB PRECINCT 4A INDICATIVE LAYOUT

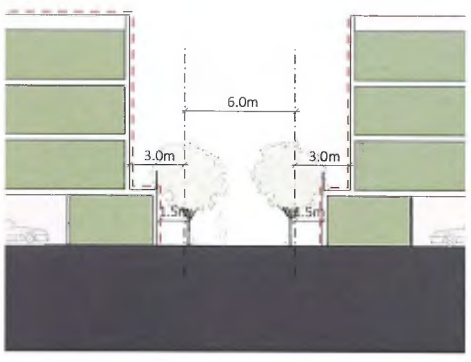

FIG. 131: PEDESTRIAN LINK INTERFACE INDICATIVE SECTION

FIG. 132: PEDESTRIAN LINK INTERFACE INDICATIVE LAYOUT

SUB PRECINCT INDICATIVE PLAN AND SECTION

PARK NEIGHBOURHOOD
(PRIVATE / LIVING AREAS)

CAR PARK / SERVICE AREA

MAXIMUM BUILDING ENVELOPE

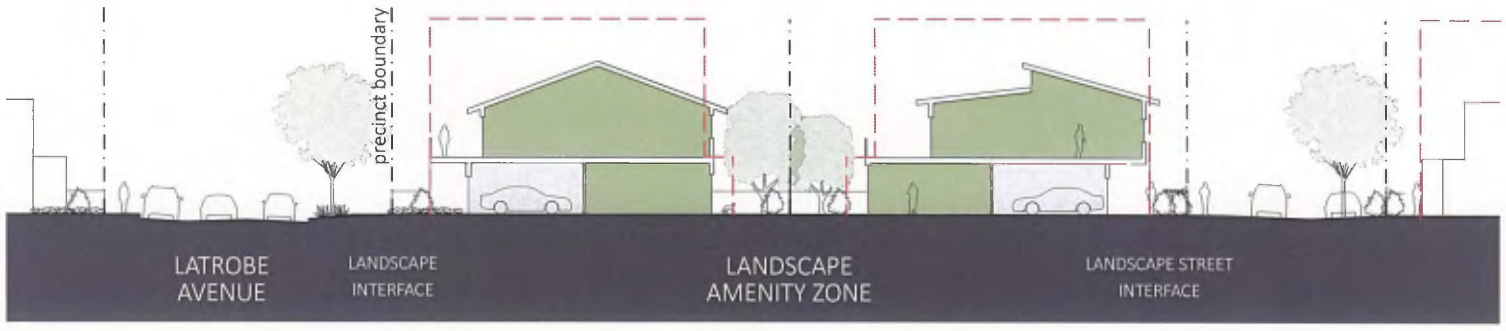

FIG. 133: SUB PRECINCT 4B INDICATIVE SECTION AA

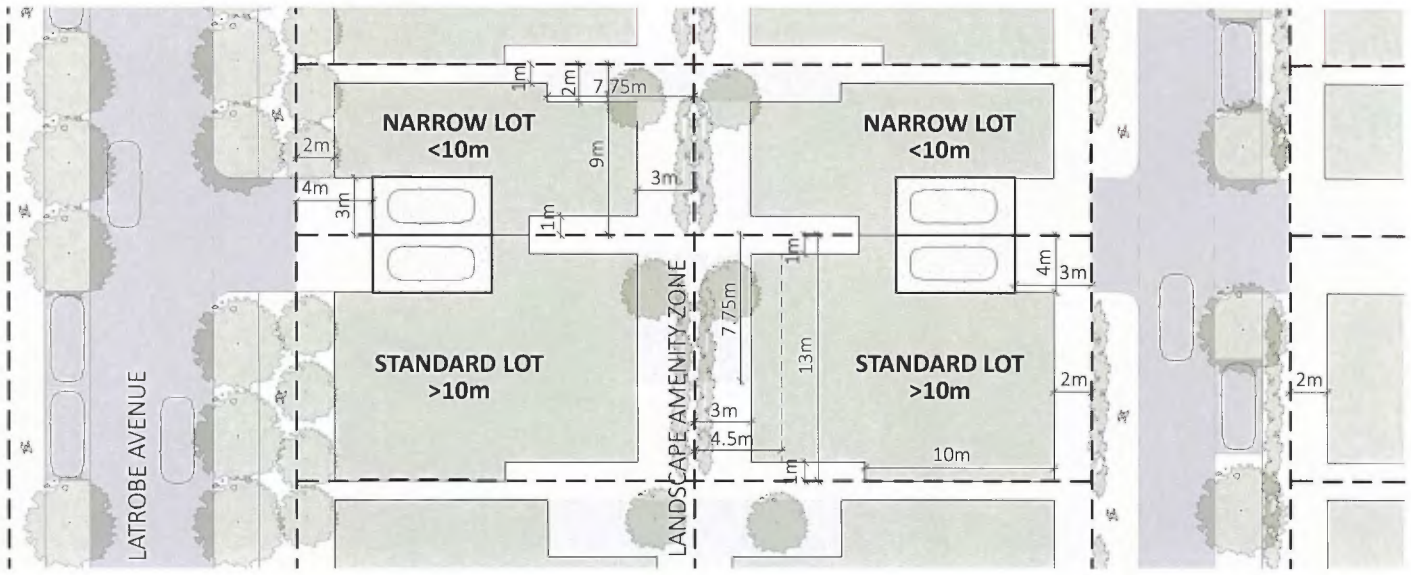

FIG. 134: SUB PRECINCT 4B INDICATIVE LAYOUT

SUB PRECINCT INDICATIVE PLAN AND SECTION

PARK NEIGHBOURHOOD
(PRIVATE / LIVING AREAS)

CAR PARK / SERVICE AREA

MAXIMUM BUILDING ENVELOPE

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43.04 DPO11
of the Yarra Planning Scheme
.....
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 138 of 162
This is NOT a Building Permit

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PRECINCT GUIDELINES (CONT.)

FIG. 135: ARTIST'S SKETCH OF SITE WITH PRECINCT 5 HIGHLIGHTED

5.9.5 WORKSHOPS PRECINCT

PLACE AND CHARACTER

The Workshops Precinct provides a strong reference to the industrial history of the site. This is achieved through the development of a fine grain laneway street network, consistent workshop scale 3 to 5 level built form with minimal set backs and the use of unifying materials such as brick along the east-west roads.

Opportunities for the reuse and adaptation of larger industrial buildings for housing should be explored. Additionally, the reuse of industrial scale building elements (for example, existing masonry walls, roof trusses, metal piping and storage tanks), either in-situ or relocated to allow for interpretation, should be explored as a link to the site's past.

GRAIN AND PERMEABILITY

The laneway network encourages attached medium density building forms with stronger vertical expression and a repeated rhythm of entrances and garages oriented towards the street. In the east-west direction, a limited number of larger Alphington streets will allow for clear connection between the Workshop Park and the existing Alphington Park.

PRECINCT INTERFACES

Paper Trail interface: To promote the principles of a walkable urban form, a north-south oriented pedestrian only link called the Paper Trail has been proposed responding to the alignment of the former Outer Circle Railway spur line. Blocks directly abutting the Paper Trail's eastern interface should respond to this particular urban condition. They should have a secondary entrance to the Paper Trail and any private open space should be indented from the property line. At ground floor, a solid wall separates the car park located underneath the Paper Trail public space and the private residential dwellings.

Laneway Interface: The Workshops Precinct lends itself to laneway developments, where cars and pedestrians share the carriageway and built form is largely continuous. Main living areas for townhouse dwellings will typically be located above ground level, with private open space located in adjoining balconies or decks. A proportion of the facade should be setback to ensure articulation along the streetscape.

PROGRAMME / LAND USE

Predominantly residential with some limited potential for commercial, retail and community programme facing Main Street.

BUILT FORM, ARTICULATION AND MATERIALITY

At the ends of each block of townhouses within the Workshops Precinct a brick facade is proposed to both reflect the industrial heritage of the precinct and also to unify the main street frontages with a civic scale design element. Within the laneways and along the western abutment to the Paper Trail, the use of differing materials is promoted to differentiate each townhouse and encourage defined address.

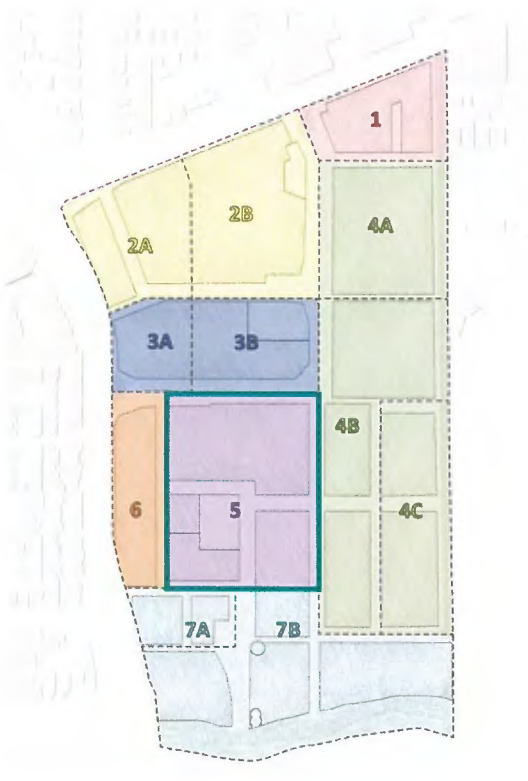

FIG. 136: PRECINCT 5 LOCATION MAP

WORKSHOPS PRECINCT CHARACTER AND DESIGN PRECEDENTS

BRICK ENDS AS URBAN MARKERS AND HISTORICAL MEMORY

REUSE OPPORTUNITIES FOR INDUSTRIAL MATERIALS

PARAPETS AND BRICK END INTERFACE
(Islington Square - FAT Architecture)

DIVERSE MATERIAL LANGUAGE OF BRICK, TIMBER AND METAL

MODULATED BUILT FORM AND INTERACTION ALONG PAPER TRAIL
(Gipps Street, Abbotsford - KANNFINCH)

DIFFERENTIATED MATERIALS AND ADDRESS
(Borneo-Sporenburg - Masterplan: West 8)

BRICK ENDS
(Napier Street Housing - Kerstin Thompson Architects)

TOWNHOUSES FACING THE PAPER TRAIL SHOULD DISPLAY DIVERSITY IN MATERIAL AND DESIGN

LOOKING SOUTH DOWN THE PAPER TRAIL

WORKSHOP SCALE REINTERPRETED AS RESIDENTIAL
(North Melbourne Townhouses - Freadman White)

WORKSHOPS PRECINCT

DESIGN GUIDELINE	WORKSHOPS PRECINCT PRECINCT 5
GENERAL	
Vision	Medium density neighbourhoods with a residential focus that respond strongly to the former industrial character of the site.
Building Type & Mix	Predominately medium density townhouses & opportunity for low rise apartments
BUILT FORM	
Building Height	Townhouses- 2- 3 storeys (majority 3 storeys). Rooftop terraces or gardens permitted. Overall 4 storeys maximum inclusive of terrace, except along Paper Trail interface where 4 storeys is preferred plus terrace permitted
Maximum Site Coverage **(after consideration of built form treatment plan)**	Allow up to 100%. Site permeability may be 0% where it is located within a precinct that meets the requirements of the Storm Water Drainage Masterplan (refer Vol. 2)
Front setback	Refer Built Form Treatment Plan and Built Form and Interfaces table
Setbacks	Built form will generally extend to the property boundaries on all sides. Refer Built Form Treatment Plan and section drawings.
Street Wall Height	2-3 storeys preferred.
Upper Level Built Form	Building above 3 storeys should be recessive and for the Paper Trail interface buildings above 4 storeys to be recessive. Note: Assessment of the "upper" level guideline does not apply to built form one storey (or more) below the building heights nominated for the Workshop Precinct in Fig 83.
Roof Forms	Encourage variety: 25 deg pitch min, flat, or skillion roof. Provide a parapet to the Brick Ends Interface.
Built Form Articulation	Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form.
Corner Lots	The entrance should face the primary street or public space but the facade treatment should address both streets. Avoid blank side interfaces.
Wind Protection	n/a
Building Separation & Overshadowing	Encourage a 9m separation between habitable rooms where possible, or provide screening generally consistent with ResCode requirements. Arrange building forms to allow direct solar access to the majority of dwellings.
Construction of Walls on Boundaries	Allow for walls on up to 100% of boundary length. Note: where party walls are anticipated between adjoining dwellings these may be built to the full building height with no need for side or rear setbacks.
CONNECTIVITY & INTERACTION	
Public / Private Interaction	Refer to Connectivity and Interaction Plan. Ensure that dwelling entries and habitable rooms are oriented towards key public open spaces, in particular the Paper Trail and Riparian Link. Discourage primary building entries facing Chandler Highway.
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.
Entry Definition	Provide recessed entries for creating a transition between the public and private realm particularly along the main streets and Paper Trail. Townhouses- Provide individual entries, clearly defined & visible from street, lane or public space. Apartments- Ensure that the common entry is well lit, transparent and in a visually prominent location.
Front Fences	Generally discouraged. Where provided should be no more than 1.2m max height with minimum 50% transparency, design to be of simple form.
BUILDING LAYOUT & DESIGN	
Internal Amenity	Avoid the use of privacy screening for habitable rooms, in particular for main living areas. Avoid the use of borrowed light and ventilation for habitable rooms.
Overlooking	Offset outlook from dwellings to discourage unreasonable overlooking of habitable rooms and private open spaces.
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).
Design Detail	Encourage design responses that emphasise the industrial character of the site through overall form or design detail. Townhouses fronting the Paper Trail should emphasise diversity through the variation of primary materials and finishes from dwelling to dwelling.
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces. Encourage materials that respond to the existing industrial character such as exposed face brick.

DESIGN GUIDELINE	WORKSHOPS PRECINCT PRECINCT 5
Carparking & Bikes	Refer to Integrated Transport Plan
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected, located close to the main building entry and are easily accessible for delivery.
OPEN SPACE & LANDSCAPE DESIGN	
Streets & Publicly Accessible Spaces	Refer to Landscape Concept Plan including provision for street tree planting
Specific Landscape Control	Ensure that the design of the Paper Trail allows for entry pathways to dwellings fronting the space. Encourage the provision of interstitial pocket landscapes within private properties at the interface to these public open spaces.
Communal Open Space	Encourage the provision of communal open space on roof areas.
Private Open Space	Where terraces and balconies are the primary open space for individual dwellings, provide 8m^2 or greater for 2 beds or less and 10m^2 or greater for 3 beds or more, preferably with northerly orientation and 2m minimum internal dimension.
Side & Rear Fences	n/a
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)	
Material Re use	Where possible, brick and concrete salvaged from existing structures should be re-used on site. Encourage the retention and reuse of existing buildings where possible.
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports. Encourage green roofs for areas exceeding 100m^2
HERITAGE & INTERPRETATION	
Heritage	Refer to Conservation Management Plan for interpretation opportunities
HOUSE SPECIFIC GUIDELINES	
Wall height on Boundary	n/a
Driveways & Pathways	
Garages & Carports	
Façade Treatment	
Waste Management	
TOWNHOUSE HOUSE SPECIFIC GUIDELINES	
Parking and Driveways	Set back garage from front façade to be visually recessive. Provide edge planting, driveways should be coupled where possible. Encourage rear access from laneways where available, minimise crossovers to Latrobe Avenue and Main Street.
Waste Management	Consolidated or on street waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in garage or other location not visible from the street.
APARTMENT SPECIFIC GUIDELINES	
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width of 1.8m.
Parking and Driveways	Car parking in basement preferred or otherwise sleeved with habitable uses, with access from lane or unobtrusive location preferred. Car park entries should be visually recessive.
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.

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WORKSHOPS PRECINCT

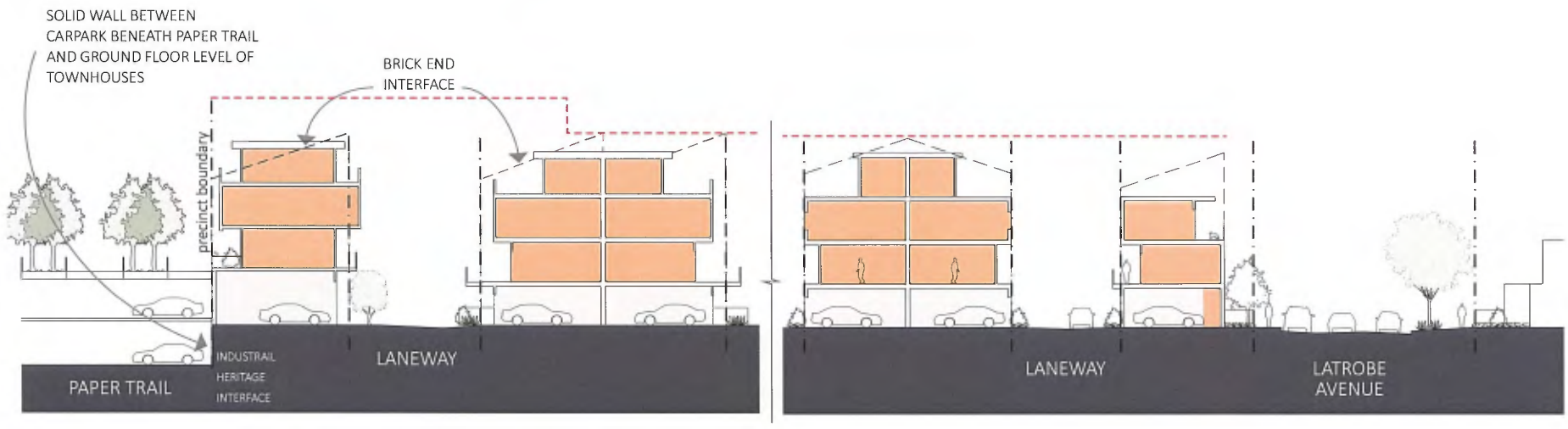


FIG. 137: PRECINCT 5 INDICATIVE SECTION (LATROBE AVENUE TO PAPER TRAIL)

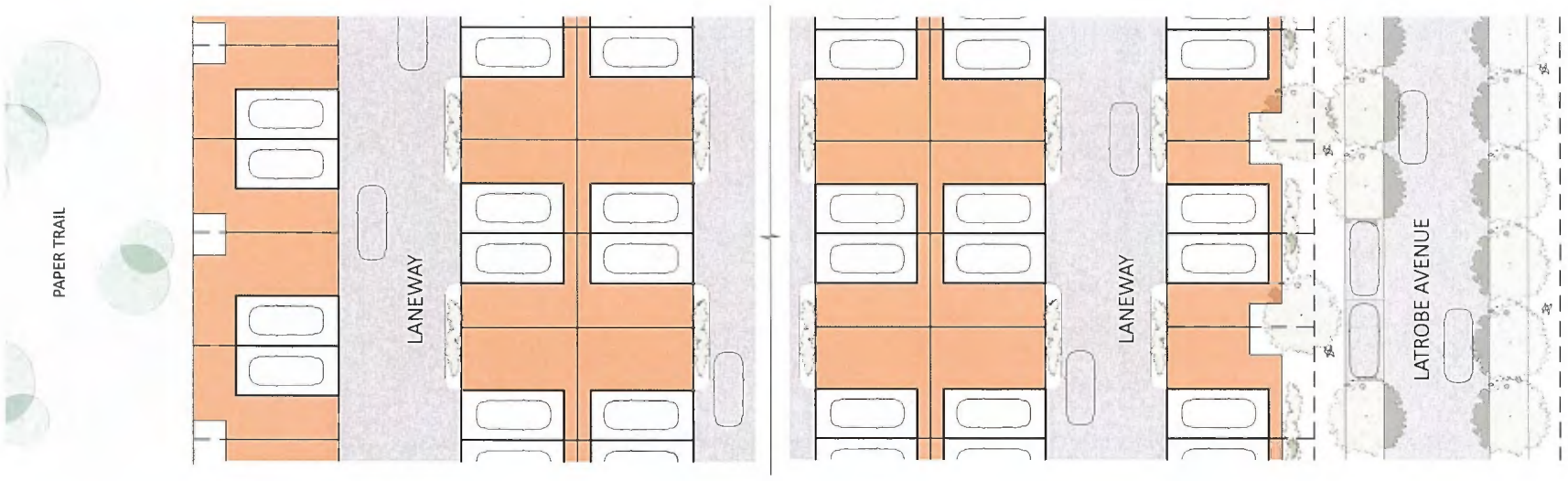


FIG. 138: PRECINCT 5 INDICATIVE LAYOUT

SUB PRECINCT INDICATIVE PLAN AND SECTION

WORKSHOP PRECINCT (PRIVATE / LIVING AREAS)

CAR PARK / SERVICE AREA

MAXIMUM BUILDING ENVELOPE

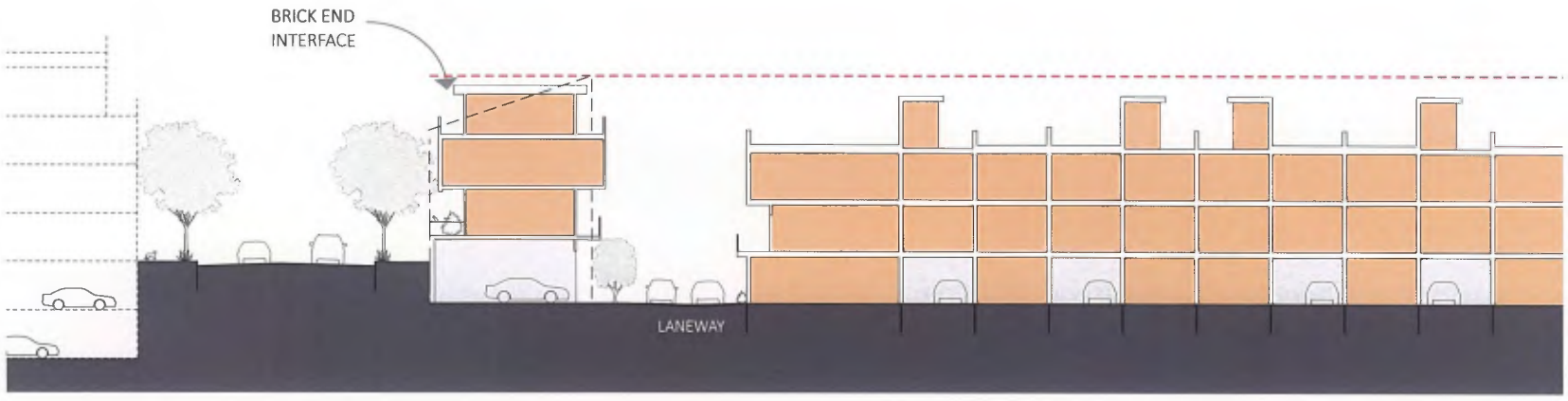


FIG. 139: PRECINCT 5 INDICATIVE SECTION (MAIN STREET INTERFACE)

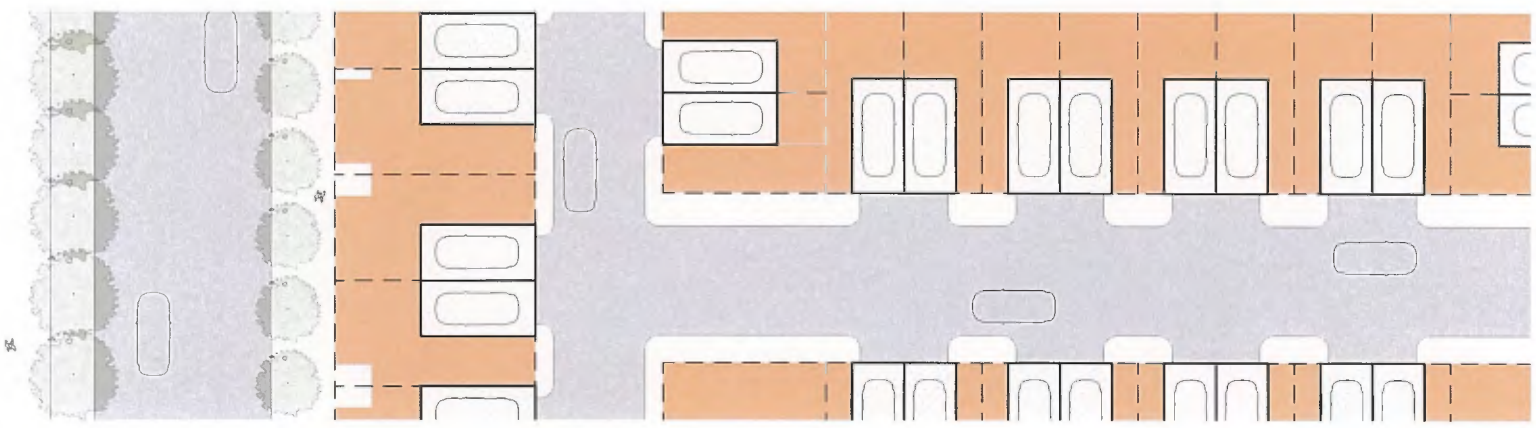


FIG. 140: PRECINCT 5 INDICATIVE LAYOUT (MAIN STREET INTERFACE)

SUB PRECINCT INDICATIVE PLAN AND SECTION

WORKSHOP PRECINCT
(PRIVATE / LIVING AREAS)

CAR PARK / SERVICE AREA

MAXIMUM BUILDING ENVELOPE

FIG. 141: ARTIST'S SKETCH OF SITE WITH PRECINCT 6 HIGHLIGHTED

5.9.6 OUTER CIRCLE PRECINCT

PLACE AND CHARACTER

The Outer Circle Precinct will contain long north south aligned buildings acting as a built form edge to Chandler Highway protecting a pedestrian link called the Paper Trail. The Paper Trail connects the Artisan Precinct (Precinct 3) to the Heritage Precinct (Precinct 7) through continuous space. The character of the Paper Trail responds to and reinterprets the history of the Outer Circle rail line within the shared realm. Buildings frame the Paper Trail with dwellings oriented to encourage passive surveillance of the shared realm from habitable rooms.

GRAIN AND PERMEABILITY

The Paper Trail is a pedestrian only space and promenade encouraging north-south access across the site. The promenade is invested with references to the transportation history of the site and its associations with papermaking. All vehicle access and car parking is located in the car park below which is accessed from specific points along the Paper Trail. There is no direct car access from Chandler Highway to the site.

East-west permeability through the Outer Circle precinct is limited due to the busy and low amenity nature of the arterial road. Visual permeability is provided through breaks in the built form above podium level, aligned with the east-west streets running through the site. This ensures a visual connection to the skyline is maintained along important pedestrian routes.

PRECINCT INTERFACES AND TRANSITIONS

*Paper Trail Interface: T*he Paper Trail generally runs at grade from Main Street to the Heritage Precinct where it is one storey above ground level. Along the length of the Paper Trail there will be gradual height transitions to limit the height above ground at the southern end. Buildings on either side of the open space should be built to a zero setback from the Paper Trail boundary. Where the Precinct 6 apartment buildings are directly adjacent to the Paper Trail reserve boundary, a clear edge is to be defined in the form of a brick street wall with dwelling entries and balconies indented into the facade. Lighter structures above the brick street wall podium should feature more glazing and translucency.

Main Street Interface: At the north of the Outer Circle Precinct, Main Street has direct pedestrian access to the Paper Trail at grade. The gateway acts as an anchor for the Paper Trail and contributes to the gateway zone signifying the entry to the entire Alphington Paper Mill site.

Workshops Precinct Interface: Dwellings within the Workshops Precinct directly adjoin the western edge of the Paper Trail at their first floor level. The street wall nature of the workshop precinct dwellings' facades creates a clear threshold at the interface and ensures that the public realm is not privatised by these dwellings. At the lowest level (below the Paper Trail elevated deck) the blank western wall of the Outer Circle apartments' car park forms a solid division from the Workshop Precinct townhouse dwellings on the other side.

PROGRAMME / LAND USE

The precinct is to be predominately residential with some scope for work / live uses along the Paper Trail public space. The Paper Trail includes soft and hard landscaping as outlined in the Landscape Concept Plan (see Chapter 4), with multiple pedestrian connections to adjacent residential buildings and the surrounding streets.

BUILT FORM, ARTICULATION AND MATERIALITY

The continuous built form abutting the western edge of the Paper Trail should be masonry construction to recall the former industrial buildings that once flanked the western edge of the transport corridor. Upper levels will be made from materials with a lighter appearance and be highly glazed.

The proposed built form has breaks along the length of Chandler Highway. This responds to the adjacent finer grain neighbourhood. The breaks correspond with the main east-west connecting streets across the site. The upper level built form breaks also have the potential to act as the consolidated entry points for the apartments at the Paper Trail level and present an opportunity for roof top landscaping and elevated and protected shared communal spaces for apartment occupants.

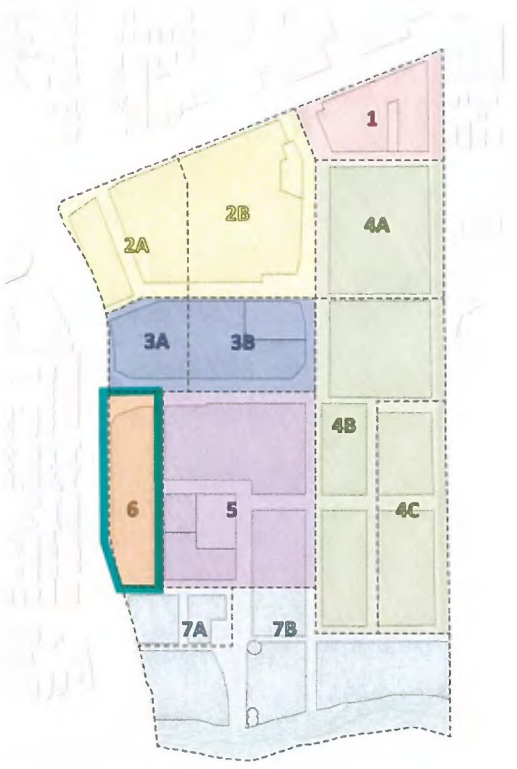
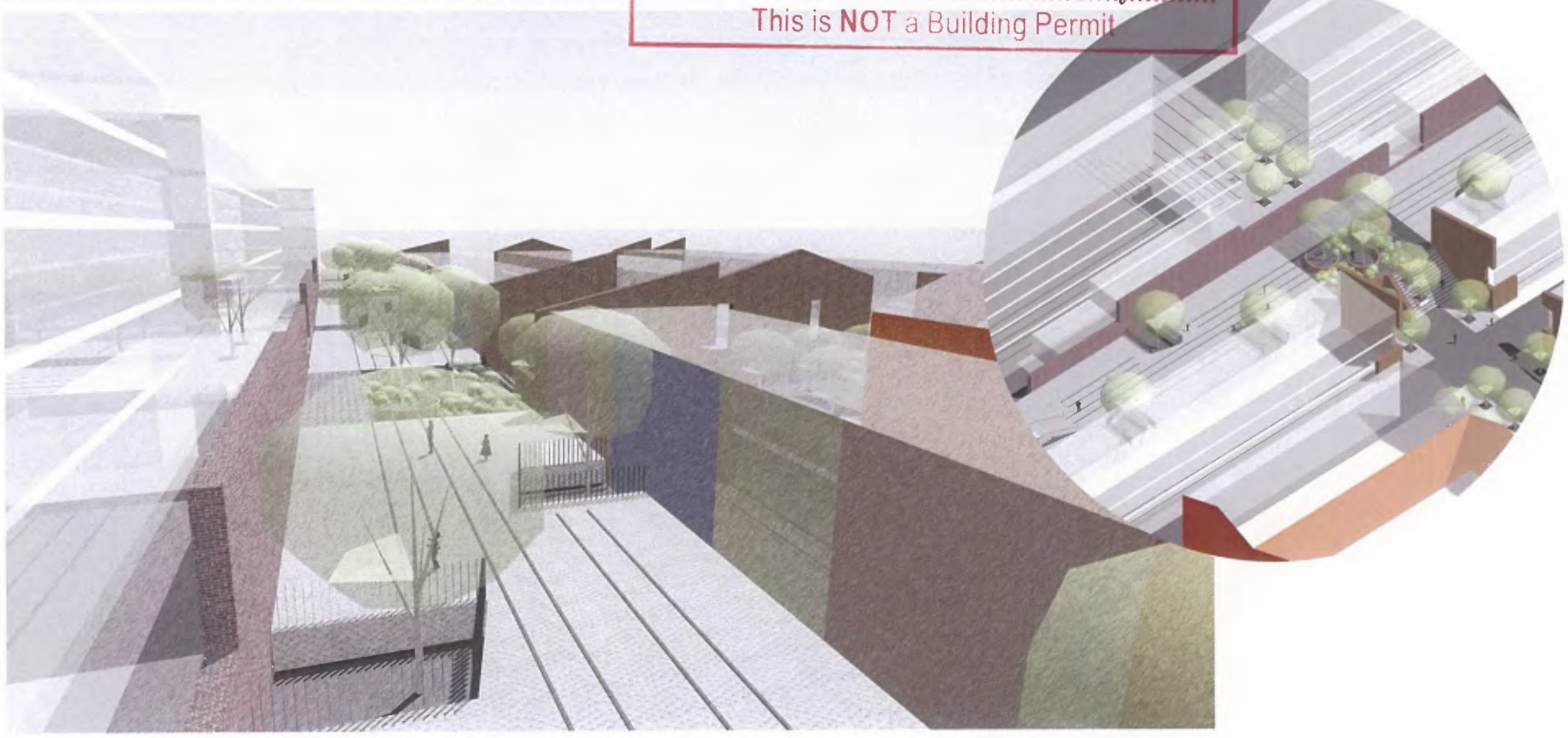
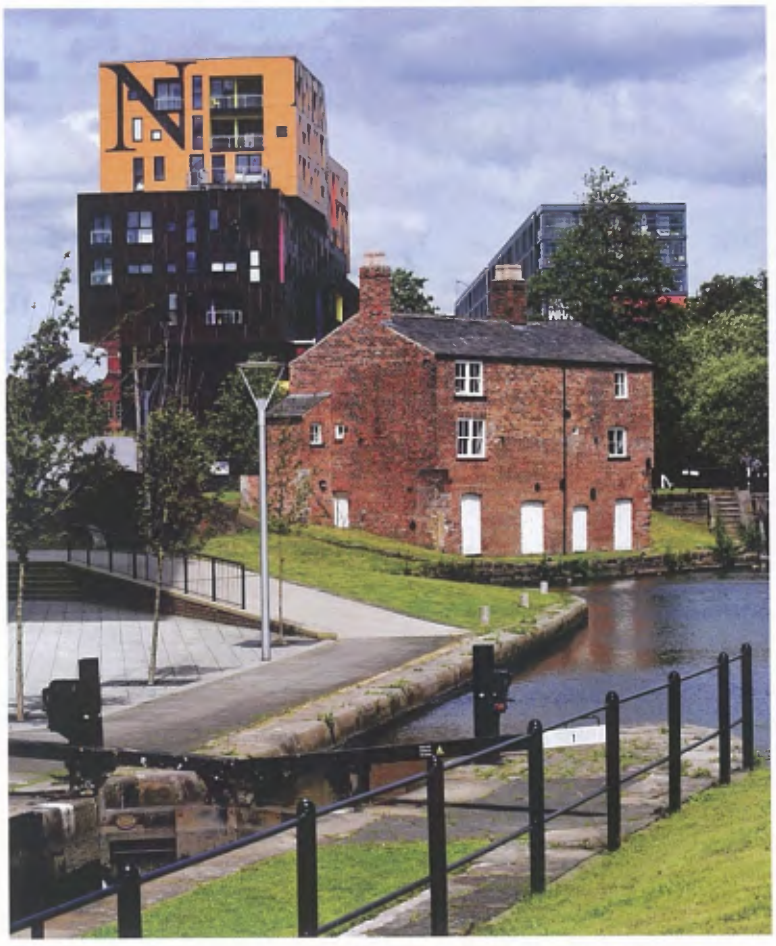


FIG. 142: PRECINCT 6 LOCATION MAP

OUTER CIRCLE PRECINCT CHARACTER AND DESIGN PRECEDENTS



ARTIST'S SKETCH OF THE PAPER TRAIL



INTEGRATING NEW BUILT FORM WITH RETAINED EXISTING ELEMENTS
(Chips - Alsop Architects)

INDENTED BRICK FACADE
(Timberyard Housing - O'Donnell + Tuomey Architects)

WINTERGARDENS ALONG CHANDLER HIGHWAY

ARTIST'S SKETCH OF THE SOUTHERN ENTRANCE TO THE PAPER TRAIL AND BRICK END TOWNHOUSES

RECALLING THE PROTECTIVE BUILT EDGE TO THE SIDINGS AND CHANDLER HIGHWAY INTERFACE

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OUTER CIRCLE PRECINCT

DESIGN GUIDELINE	OUTER CIRCLE PRECINCT PRECINCT 6
GENERAL	
Vision	A residential precinct with higher built form arranged to frame a north-south pedestrian link (the Paper Trail) and provide a well-defined edge to Chandler Highway.
Building Type & Mix	Predominately apartments west of the Paper Trail, with opportunity for apartments to the east.
BUILT FORM	
Building Height	Apartments- 5 storeys preferred.
Maximum Site Coverage (after consideration of built form treatment plan)	Allow up to 100%. Site permeability may be 0% where it is located within a precinct that meets the requirements of the Storm Water Drainage Masterplan (refer Vol. 2)
Front setback	Refer Built Form Treatment Plan
Setbacks	Refer Built Form Treatment Plan and section drawings for the indicative massing approach for this precinct.
Street Wall Height	3 storeys preferred, potentially higher along the Chandler Highway interface.
Upper Level Built Form	Cantilevered elements acceptable above owners corporation laneways.
Roof Forms	Consider the composition of higher roof forms in creating a legible and visually appealing silhouette.
Built Form Articulation	Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form.
Corner Lots	The entrance should face the primary street or public space but the facade treatment should address both streets. Avoid blank side interfaces.
Wind Protection	For higher built form – proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties.
Building Separation & Overshadowing	Encourage a 9m separation between habitable rooms where possible, or provide screening generally consistent with ResCode requirements. Arrange building forms to allow direct solar access to the majority of dwellings.
Construction of Walls on Boundaries	Allow for walls on up to 100% of boundary length. Note: where party walls are anticipated between adjoining dwellings these may be built to the full building height with no need for side or rear setbacks.
CONNECTIVITY & INTERACTION	
Public / Private Interaction	Refer to Connectivity and Interaction Plan. Ensure that dwelling entries and habitable rooms are oriented towards key public open spaces, in particular the Paper Trail. Discourage primary building entries facing Chandler Highway.
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.
Entry Definition	Townhouses- Provide individual entries, clearly defined & visible from street, lane or public space. Apartments- Ensure that the common entry is well lit, transparent and in a visually prominent location.
Front Fences	Generally discouraged. Where provided should be no more than 1.2m max height with minimum 50% transparency, design to be of simple form.
BUILDING LAYOUT & DESIGN	
Internal Amenity	Avoid the use of privacy screening for habitable rooms, in particular for main living areas. Avoid the use of borrowed light and ventilation for habitable rooms.
Overlooking	Offset outlook from dwellings to discourage unreasonable overlooking of habitable rooms and private open spaces.
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).
Design Detail	Encourage a distinctive design response for higher built form. The lower level interface to the Paper Trail should present as a solid masonry wall with indented balconies and dwelling / building entries. Upper levels above podium should present as a lighter structure with greater glazing and translucency.
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces. Encourage materials that respond to the existing industrial character such as exposed face brick.
Carparking & Bikes	Refer to Integrated Transport Plan
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected and located on private land close to the main building entry and are easily accessible for delivery.

DESIGN GUIDELINE	OUTER CIRCLE PRECINCT PRECINCT 6
OPEN SPACE & LANDSCAPE DESIGN	
Streets & Publicly Accessible Spaces	Refer to Landscape Concept Plan
Specific Landscape Control	Ensure that the design of the Paper Trail allows for entry pathways to dwellings fronting the open space. Encourage the provision of interstitial pocket landscapes within private properties at the interface to these public open spaces.
Communal Open Space	Encourage the provision of communal open space on roof areas.
Private Open Space	Where terraces and balconies are the primary open space for individual dwellings, provide 8m^2 or greater for 2 beds or less and 10m^2 or greater for 3 beds or more, preferably with northerly orientation and 2m minimum internal dimension.
Side & Rear Fences	Provide high acoustic wall or podium to Chandler Highway interface ensuring the privacy of dwellings and private open spaces adjoining the road.
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)	
Material Re use	Where possible, brick and concrete salvaged from existing structures should be re-used on site. Encourage the retention and reuse of existing buildings where possible.
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports. Encourage green roofs for areas exceeding 100m^2
HERITAGE & INTERPRETATION	
Heritage	Refer to Conservation Management Plan for interpretation opportunities
HOUSE SPECIFIC GUIDELINES	
Wall height on Boundary	n/a
Driveways & Pathways	
Garages & Carports	
Façade Treatment	
Waste Management	
TOWNHOUSE HOUSE SPECIFIC GUIDELINES	
Parking and Driveways	n/a
Waste Management	
APARTMENT SPECIFIC GUIDELINES	
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width of 1.8m.
Parking and Driveways	Encourage consolidated car parking located beneath the Paper Trail. Car park entry should be in accordance with the site guidelines (refer to Section 5.1 of this chapter).
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.

OUTER CIRCLE PRECINCT

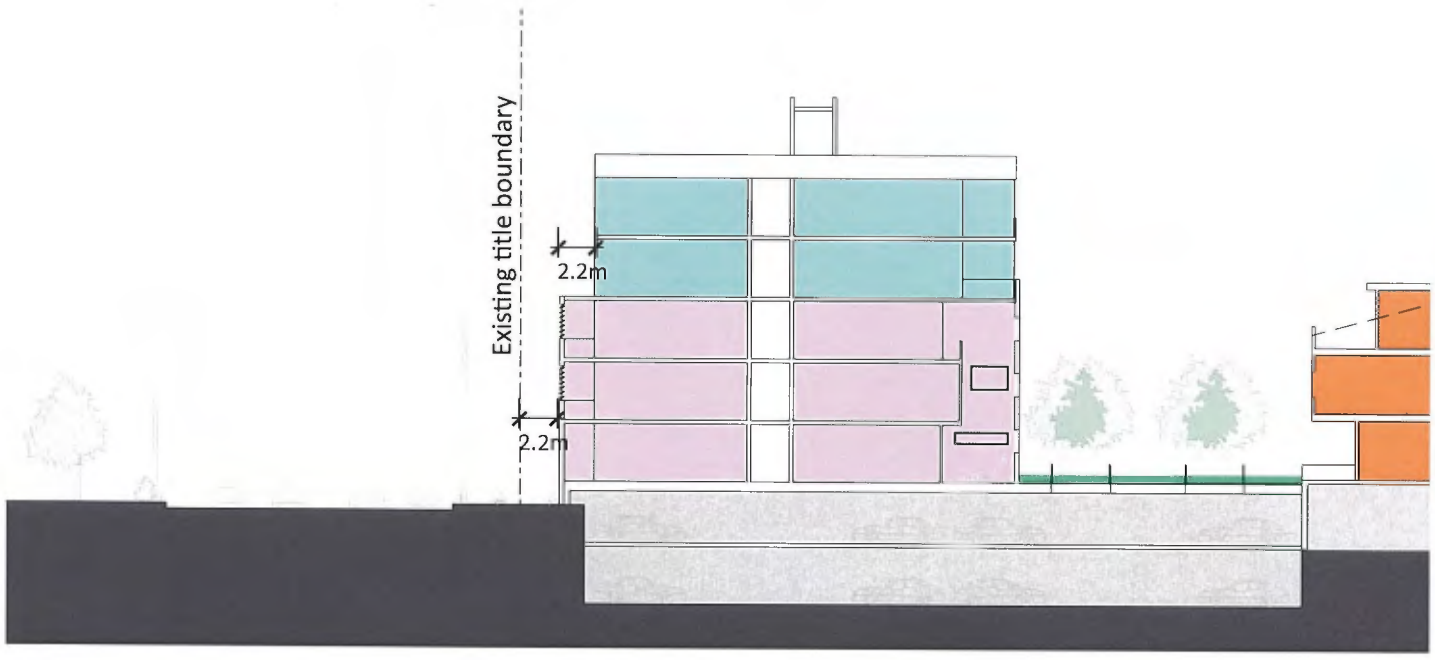

FIG. 143: PRECINCT 6 INDICATIVE SECTION AA

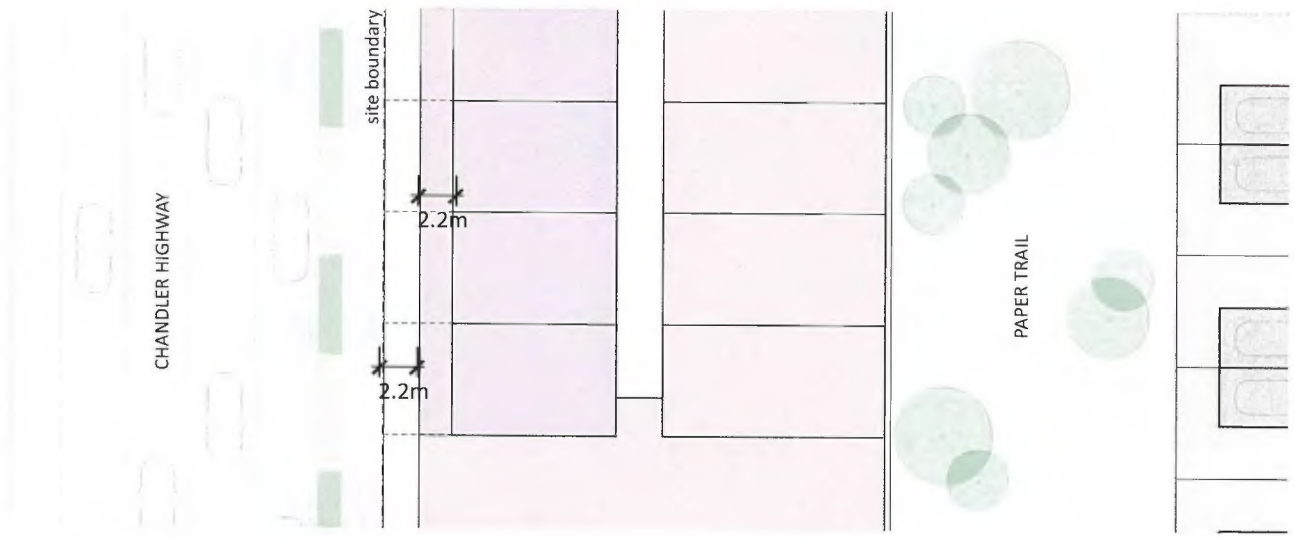

FIG. 144: PRECINCT 6 INDICATIVE LAYOUT

PRECINCT INDICATIVE PLAN AND SECTION

- HABITABLE USES WITHIN PODIUM BUILT FORM
- HABITABLE USES ABOVE PODIUM
- CAR PARK / SERVICE AREA
- WORKSHOP PRECINCT (PRIVATE / LIVING AREAS)

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Development Plan approved in accordance with clause 43-04 DP011 of the Yarra Planning Scheme
For and on behalf of the Responsible Authority
DATE 27/5/16 PLAN 149 of 162
This is **NOT** a Building Permit

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FIG. 145: ARTIST'S SKETCH OF SITE WITH PRECINCT 7 HIGHLIGHTED

5.9.7 RIVERFRONT PRECINCT

PLACE AND CHARACTER

The Heritage and Riverfront Precinct is predominantly residential with a great diversity of dwelling typologies, which are tied together with a strong reference to both the existing historical buildings and the need to respond sensitively to the environmental qualities of the riverfront. Built form will generally be set within a landscaped garden setting which allows for visual connections to the river corridor and the newly provided Riverfront Parkland.

The precinct has been strongly influenced by the presence of both the 1920 and 1954 Boiler Houses as well as significant water related infrastructure such as the River Pump House and the large water storage tanks. The proximity of heritage elements to each other and to the river corridor introduces both water and power generation themes. The river corridor also forms a major part of the landscape experience. The presence of the rail bridge also adds to the transport character of the site. All these elements provide a rich context for thematic interpretation in both the public realm and built form.

GRAIN AND PERMEABILITY

Considering this area is adjacent to the River Park, clear visual and pedestrian access to the park areas is a priority. This is provided through two direct pedestrian links across the precinct.

Fine grain attached built form is encouraged for Precinct 7B. Within Precinct 7B, a largely attached built form is encouraged with fingers of landscape between to create a bushland setting and views to the river corridor.

PRECINCT INTERFACES

River Interface: the edge condition between the developed area and the River Park corridor should be defined carefully and requires a sensitive response to ensure maintenance and enhancement of the natural landscape and native vegetation along the river edge. The interface provides a transition from private lots to the public open space using landscape treatments as the primary design approach ensuring a continuation of the public linear parkland and walking and cycling linkages along the river corridor.

Chandler Highway: Suitable acoustic treatment and retaining walls will be provided to deal with noise and landfall along the western interface of the site with Chandler Highway.

River Park: Interfaces to the river should transition from private to public space through the continuity of landscaping and transparent fencing.

Industrial Heritage Plaza: The Industrial Heritage Plaza is a significant public open space connecting the Alphington Paper Mill Site with the Riverfront. It will be framed by dwellings oriented towards it and potentially ground floor retail / / hospitality uses. The built form will have a finer grain and provide a clear differentiation between residential and non residential entrances.

Lugton Street: A garden interface is to be provided along the interface with Lugton street.

PROGRAMME / LAND USE

Precinct 7A is to be predominantly residential, with a limited opportunity for small-scale retail or hospitality uses. These opportunities are to be integrated into the existing heritage buildings and the proposed extensions. Precinct 7B will be predominantly residential, generally composed of medium density housing and low rise apartment opportunities.

Sub Precincts 7A and 7B has significant heritage value and the architectural and landscaping responses will refer to this. It will generally be a highly invested public realm which could include in built street furniture and re-use of existing heritage water infrastructure integrated into the landscape response. The area will also significantly contribute to the Water Sensitive Urban Design strategies within the site.

BUILT FORM AND ARTICULATION

This area is to have a strong reference to both the heritage buildings from the Paper Mill site in Precinct 7A, as well the environmental conditions and landscape of the riverfront. Precinct 7B will provide 2-3 storey attached housing including townhouses and possibly apartments with basements.

The precinct design will require a high quality built form and landscape response throughout. With the exception of the heritage buildings, all built form is not to exceed the tree canopy height along the river frontage. The complex context requires a high level of architectural and landscape architectural expertise with demonstrable experience in comparable locations.

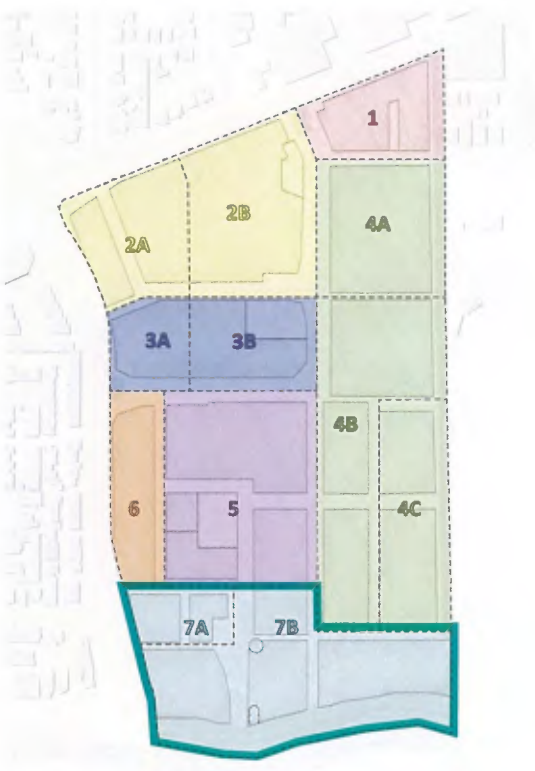
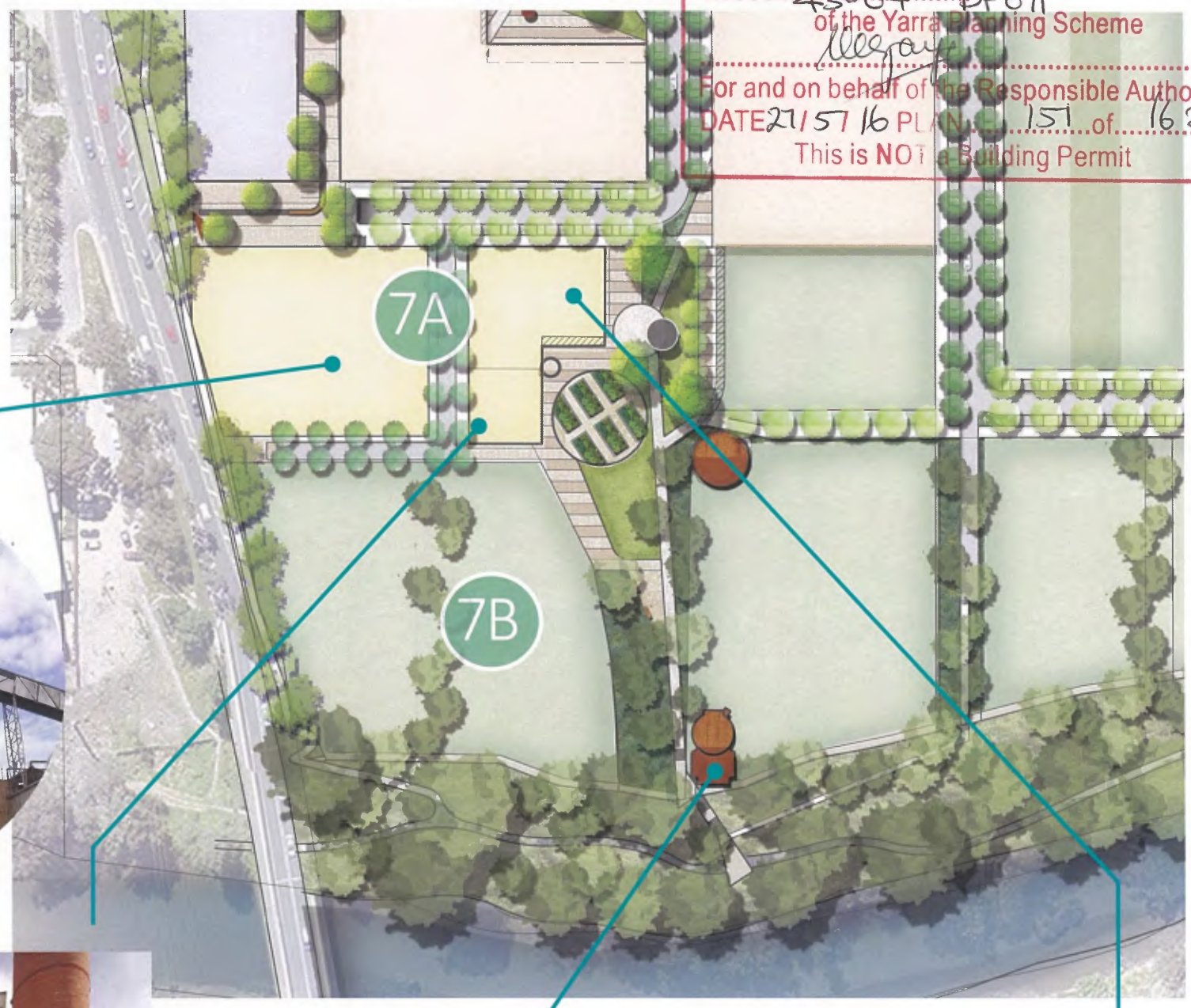


FIG. 146: PRECINCT 7 LOCATION MAP

HERITAGE AND RIVERFRONT PRECINCT CHARACTER AND DESIGN PRECEDENTS



1954 BOILER HOUSE

c.1920 BOILER HOUSE

RIVER PUMP HOUSE

OPPORTUNITIES FOR CREATIVE REUSE OF HERITAGE BUILDING FABRIC AS AN AUTHENTIC FEATURE OF THE NEIGHBOURHOOD

VIEW TOWARDS c.1920 BOILER HOUSE, WITH c.1954 BOILER HOUSE AT REAR

BUILT FORM EMBEDDED IN RIVER CORRIDOR LANDSCAPE
(Haughton James House - Robin Boyd)

NATURAL MATERIALS IN TOWNHOUSES / HIGHLY ARTICULATED INTERFACE TREATMENTS
(Cornwall Apartments - Donovan Hill)

RIVERFRONT PRECINCT

DESIGN GUIDELINE	RIVER PRECINCT PRECINCT 7A	RIVER PRECINCT PRECINCT 7B
GENERAL		
Vision	An adaptation of the heritage boiler house structures for residential uses.	Buildings must be set within a landscaped garden setting which allows for visual connections to the river corridor. Visually dominant buildings must be avoided through the use of discontinuous forms, well-articulated facades, and natural or recessive materials. Buildings must be oriented to front the Yarra River to provide visually interesting facades to and passive surveillance of the open space corridor. Buildings must be set back 10 metres from the river crest line to provide protection of the tree canopy and reduce the visual impact of the buildings.
Building Type & Mix	Apartment multi-residential with potential active uses at ground level facing open space.	Predominately townhouses.
BUILT FORM		
Building Height	Consistent with massing and height of the existing boiler house buildings (either through reuse or replacement with interpretation of the existing building form and heights.)	2/3 storeys at river interface but not greater than 2 storeys facing the river. Allow for basement below dwelling entry level. Up to 3 storeys plus roof terraces away from river interface.
Maximum Site Coverage (after consideration of built form treatment plan)	Refer to Conservation Management Plan And Built Form Treatment Plan.	The site coverage will be dependent on the housing type. The overall site layout should allow for pedestrian as well as visual permeability and buildings set in garden setting.
Front setback	Refer Built Form Treatment Plan and Built Form and Interfaces table.	
Side Setback	n/a	Refer to ResCode provisions.
Rear Setback		Refer to ResCode provisions.
Street Wall Height		Up to 3 storeys preferred.
Upper Level Built Form		Upper level built form above two storeys to be recessive
Roof Forms	Refer to Conservation Management Plan.	Encourage variety: 25 deg pitch min, flat, or skillion roof.
Built Form Articulation	Encourage modulated building forms with vertical and horizontal breaks in the massing. Avoid flat or continuous facades that (a) repeat the same form without variation, or (b) create a single horizontal form.	
Corner Lots	The entrance should face the primary street or public space but the facade treatment should address both streets. Avoid blank side interfaces.	
Wind Protection	For higher built form – proposals should demonstrate that building forms and articulation will mitigate adverse wind conditions at street level, public spaces, balconies and adjoining properties.	n/a
Building Separation & Overshadowing	Encourage a 9m separation between habitable rooms where possible, or provide screening generally consistent with ResCode requirements. Arrange building forms to allow direct solar access to the majority of dwellings.	
Construction of Walls on Boundaries	n/a	Allow for walls on up to 100% of boundary length. Note: where party walls are anticipated between adjoining dwellings these may be built to the full building height with no need for side or rear setbacks.
CONNECTIVITY & INTERACTION		
Public / Private Interaction	Refer to Connectivity and Interaction Plan. Ensure habitable rooms are oriented towards the public open space along the river interface.	
Ground Floor Level	Ground floor should be designed to provide convenient access from the adjacent public realm.	
Entry Definition	Ensure that common entries are well lit, transparent and in a visually prominent location.	Provide individual entries, clearly defined & visible from street, lane or public space.
Front Fences	Generally discouraged. Where provided should be no more than 1.2m max height with minimum 50% transparency, design to be of simple form and return along the side boundary to the building line.	
BUILDING LAYOUT & DESIGN		
Internal Amenity	Minimise the use of privacy screening for habitable rooms, in particular for main living areas. Where possible, avoid the use of borrowed light and ventilation for habitable rooms.	
Overlooking	Offset outlook from dwellings to avoid direct overlooking of habitable spaces and private open spaces.	
Acoustic Treatments	Provide treatments to comply with the acoustic report (refer to Vol. 2).	

DESIGN GUIDELINE	RIVER PRECINCT PRECINCT 7A	RIVER PRECINCT PRECINCT 7B
Design Detail	Refer to Conservation Management Plan. The design should sensitively respond to the heritage significance of the Boiler Houses either through adaptation or reinterpretation. Ensure that the APM sign on the 1920s Boiler House is retained intact, while allowing sensitive changes at ground level where these will not visually compete with the sign.	Encourage high quality design responses that respond to the industrial and river landscape character of the site through either overall form or design detail.
Materials & Finishes	Encourage high quality materials that will age gracefully, generally in muted colours. Avoid large expanses of highly reflective surfaces. Encourage materials that respond to the existing industrial character such as exposed face brick.	
Carparking & Bikes	Refer to Integrated Transport Plan	
Mail and Building Services	Building services (e.g. external plumbing, meter boxes, air conditioning units) should be designed to be visually unobtrusive, screened or located away from active street frontage zones wherever possible. Where communal mail collection points are necessary, ensure they are secure, weather protected and located on private land close to the main building entry and are easily accessible for delivery.	
OPEN SPACE & LANDSCAPE DESIGN		
Streets & Publicly Accessible Spaces	Refer to Landscape Concept Plan	
Specific Landscape Control	n/a	For buildings fronting the river, refer to the Riverfront Interface and Landscape Concept Plan for details. Landscape amenity zones to maintain viewlines to the river corridor.
Communal Open Space	n/a	
Private Open Space	Where terraces and balconies are the primary open space for individual dwellings, provide 8m^2 or greater for 2 beds or less and 10m^2 or greater for 3 beds or more, preferably with northerly orientation and 2m minimum internal dimension.	
Side & Rear Fences	n/a	Refer to Landscape Concept Plan for details of all fencing at the Riverfront Interface (generally 1.2m high palisade in black or charcoal). 50% of the fence should be transparent.
ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)		
Material Re use	Where possible, brick and concrete salvaged from existing structures should be re-used on site. Encourage the retention and reuse of existing buildings where possible.	
Solar Access and Passive Energy Efficiency	Minimise the number of indoor and outdoor living areas with southerly orientation. Demonstrate ESD compliance at planning application stage, through architectural and landscape designs consistent with or exceeding the requirements of the ESD technical report.	
Water Cycle Management	Refer Water Cycle Management section of ESD and Services technical reports. Encourage green roofs for areas exceeding 100m^2	
HERITAGE & INTERPRETATION		
Heritage	Refer to Conservation Management Plan for interpretation opportunities and specific heritage requirements, particularly regarding the Boiler Houses and the River Pump House	
TOWNHOUSE HOUSE SPECIFIC GUIDELINES		
Parking and Driveways	Set back garage from front façade to visually recess. Driveways should be coupled where possible. Provide edge planting, minimise crossovers to Latrobe Avenue and Lugton Street where possible.	
Waste Management	Consolidated or on street waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in garage or other location not visible from the street.	
APARTMENT SPECIFIC GUIDELINES		
Design treatment for common areas	External lighting encouraged. Avoid concealment points. Minimise the length of common area internal corridors. Encourage natural light and ventilation. Provide minimum corridor width of 1.8m.	
Parking and Driveways	Car parking in basement preferred or otherwise sleeved with habitable uses, with access from lane or unobtrusive location preferred. Car park entries should be visually recessive.	
Waste Management & Loading Areas	Consolidated waste pick up consistent with management plan to be provided at planning application stage. Bins to be stored in designated waste storage area not visible from the street.	

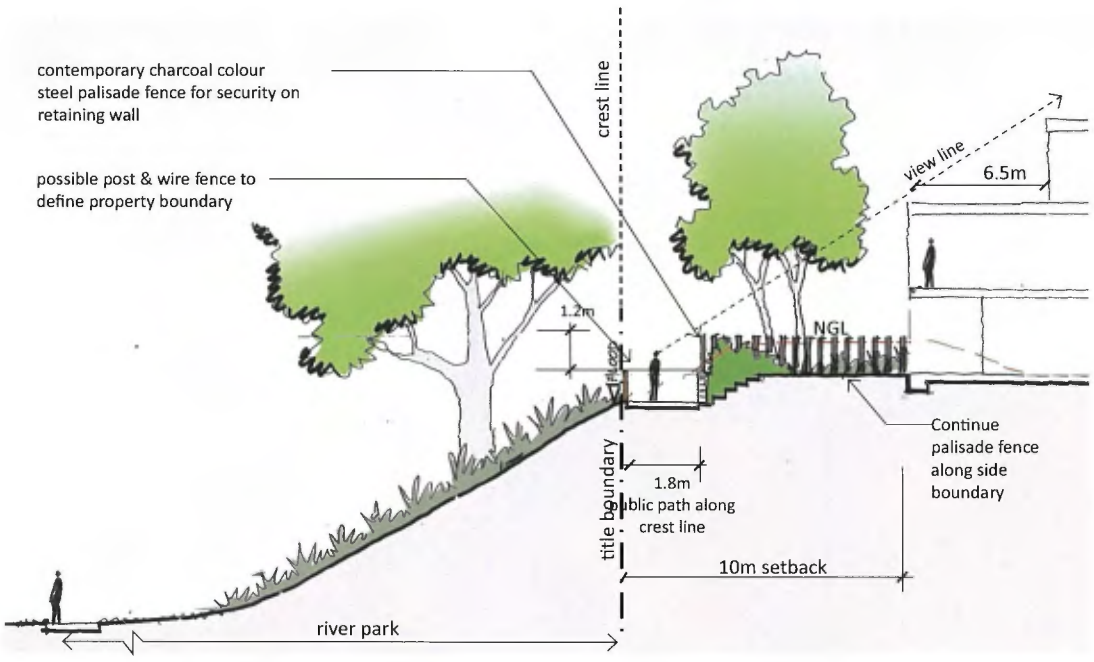


FIG. 147: RIVER PARK INTERFACE SECTION

NOTE: REFER TO THE LANDSCAPE CONCEPT PLAN IN CHAPTER 4 FOR FURTHER DETAILS REGARDING THE RIVER PARK INTERFACE & DIMENSIONS ARE NOT TO SCALE

5.10 SOLAR ACCESS AND SHADOW DIAGRAMS

ENSURING SOLAR ACCESS TO KEY LOCATIONS

The proposed development must provide for solar access to key identified locations to enhance their amenity and encourage the use of the public realm. Where existing or heritage built form currently overshadows a nominated space then the design should generally not exceed the current degree of overshadowing.

SOLAR ACCESS TO KEY PEDESTRIAN AREAS

- Generally provide for solar access to the southern footpath of the areas shown between 11am and 2pm measured at the equinox.

SOLAR ACCESS TO KEY OPEN SPACES

- Encourage the use of key open spaces by providing a balance of solar access and shade within the areas shown.
- Provide at least 3 hours of solar access between 11am and 2pm to the majority of the open space, measured at the equinox.

SHADOW DIAGRAMS

Overshadowing and solar access for individual buildings or groups of buildings should be demonstrated at planning permit stage.

However, as required by the DPO schedule 11 indicative shadow diagrams have been prepared for the planning envelope described in the Built Form and Interfaces section of this chapter. These diagrams, presented over the following pages, demonstrate the overshadowing of the public realm internal and external to the site measured at the equinox between 11.00am and 2.00pm.

For the purposes of the Development Plan these diagrams generally demonstrate that the built form envelopes comply with the requirements of the design guidelines.

SOLAR ACCESS

- SOLAR ACCESS TO PEDESTRIAN AREA
- SOLAR ACCESS TO KEY OPEN SPACE

FIG. 148: SOLAR ACCESS

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FIG. 149: 11AM EQUINOX SHADOWS

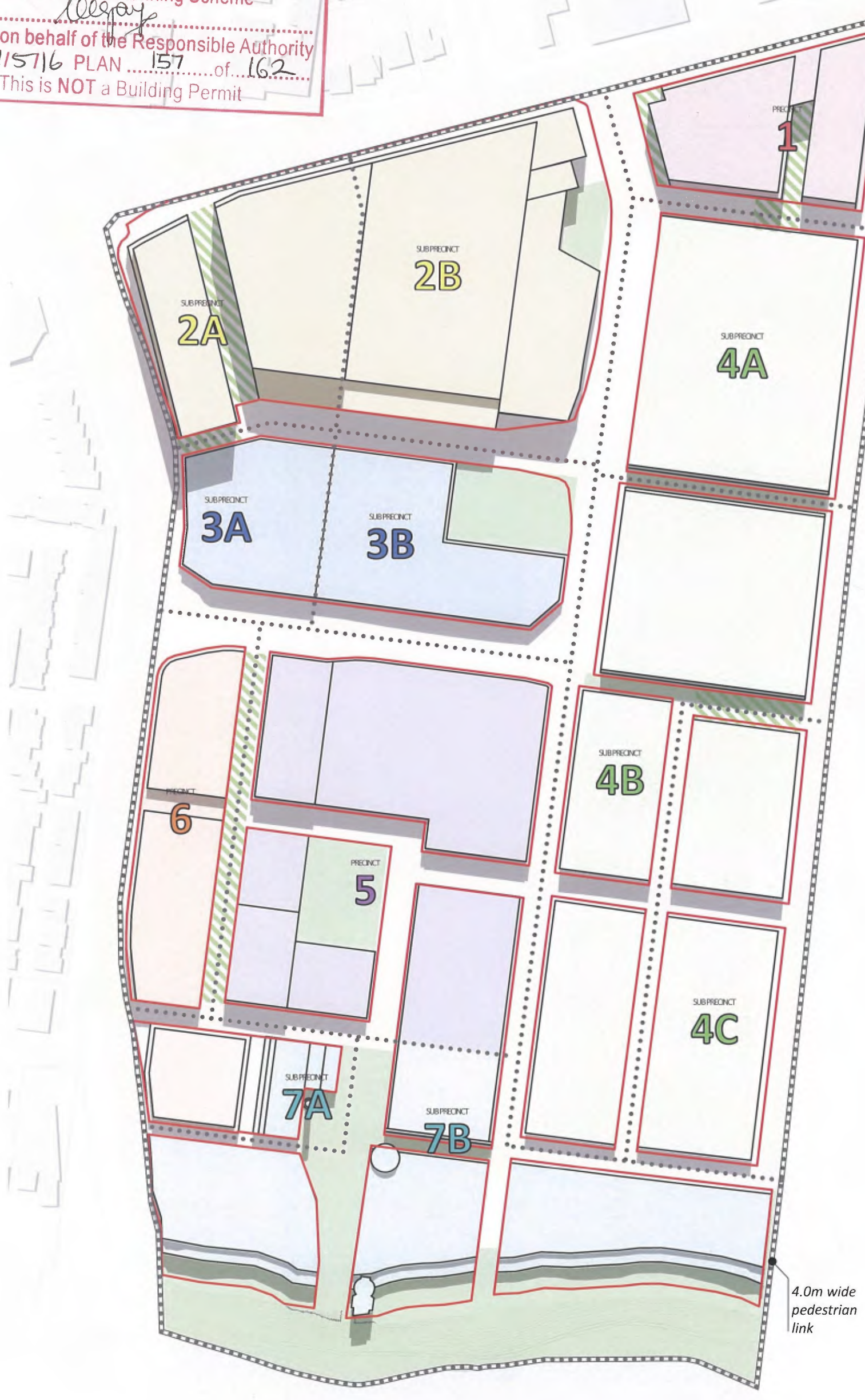


FIG. 150: 12PM EQUINOX SHADOWS

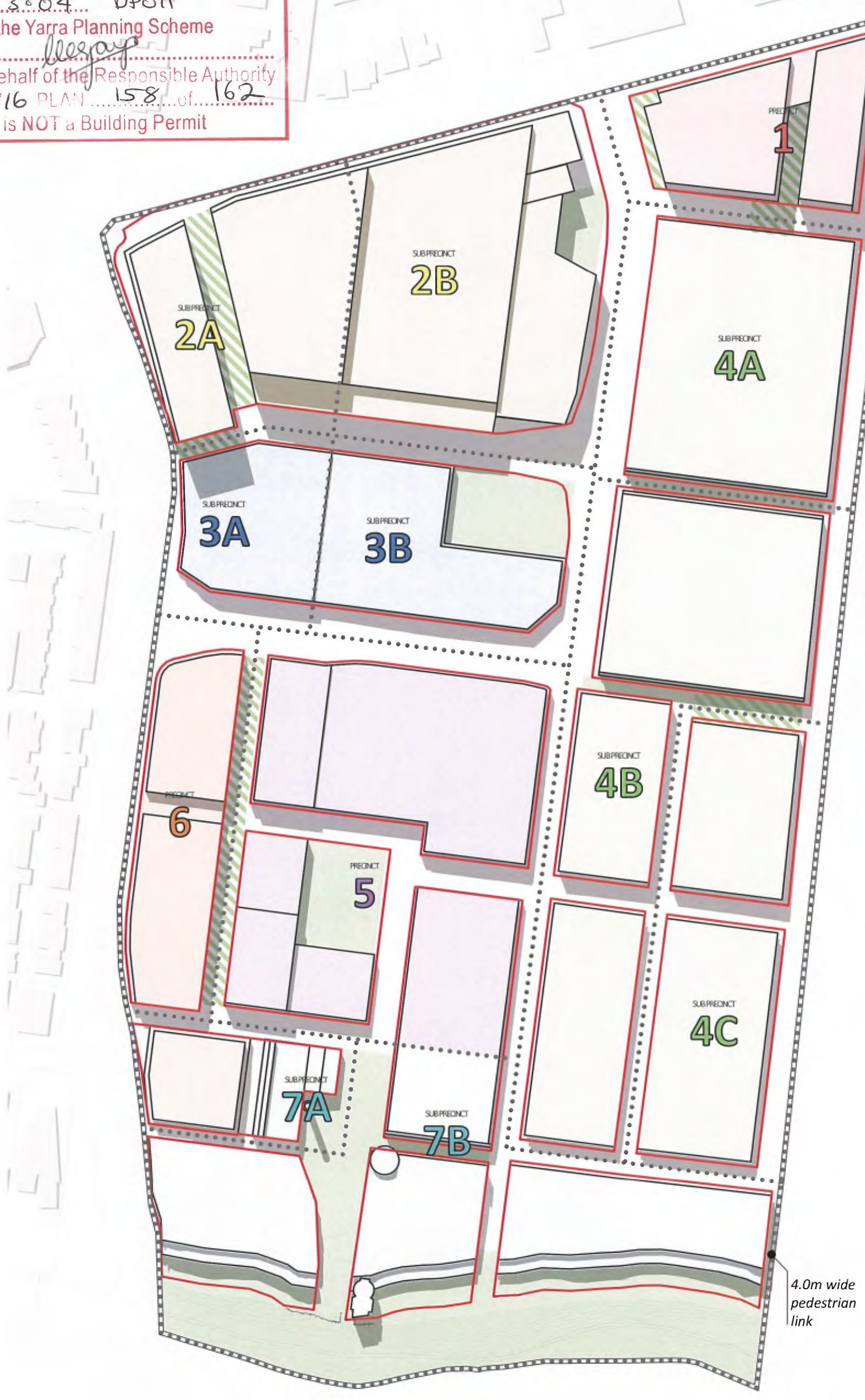
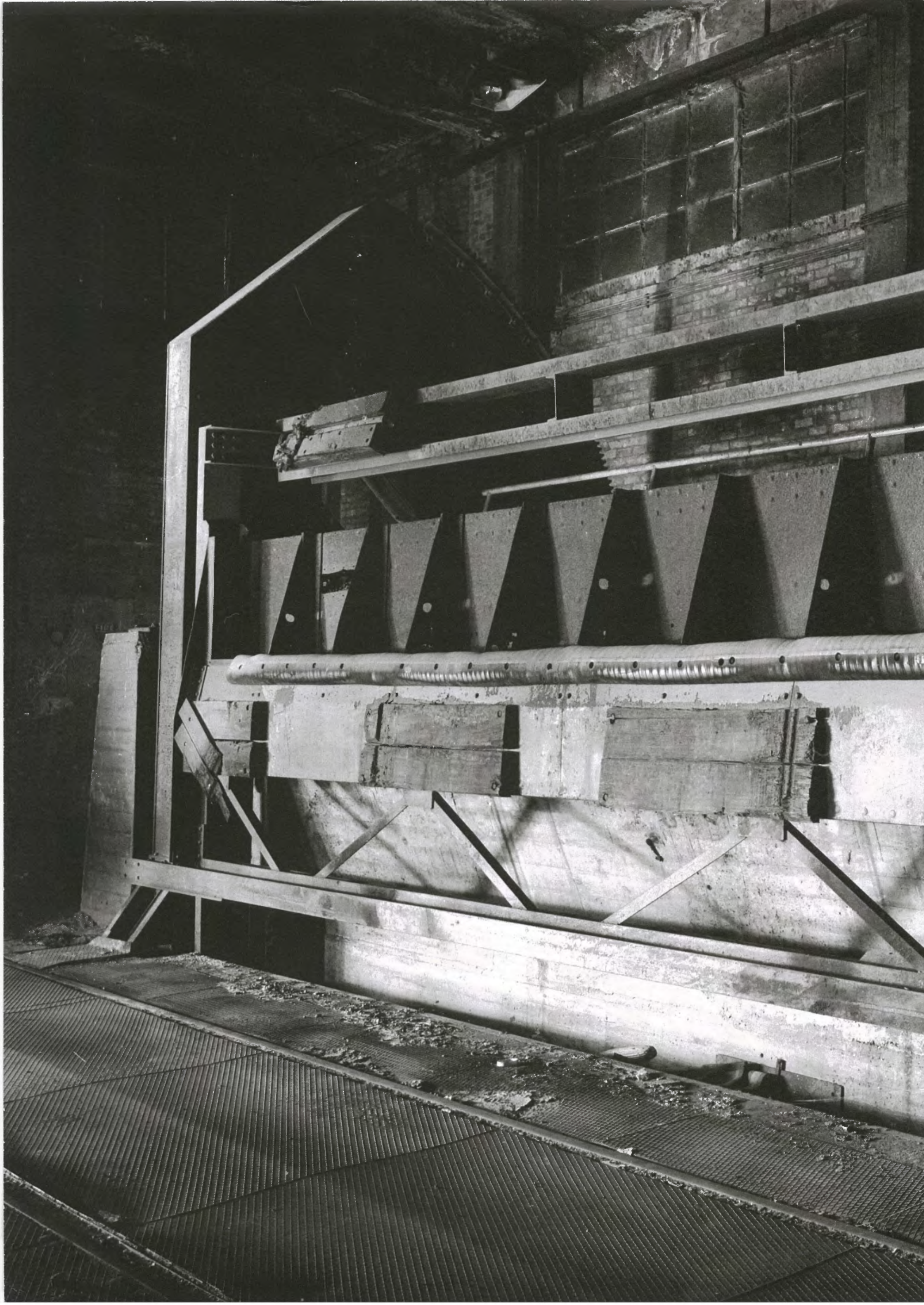
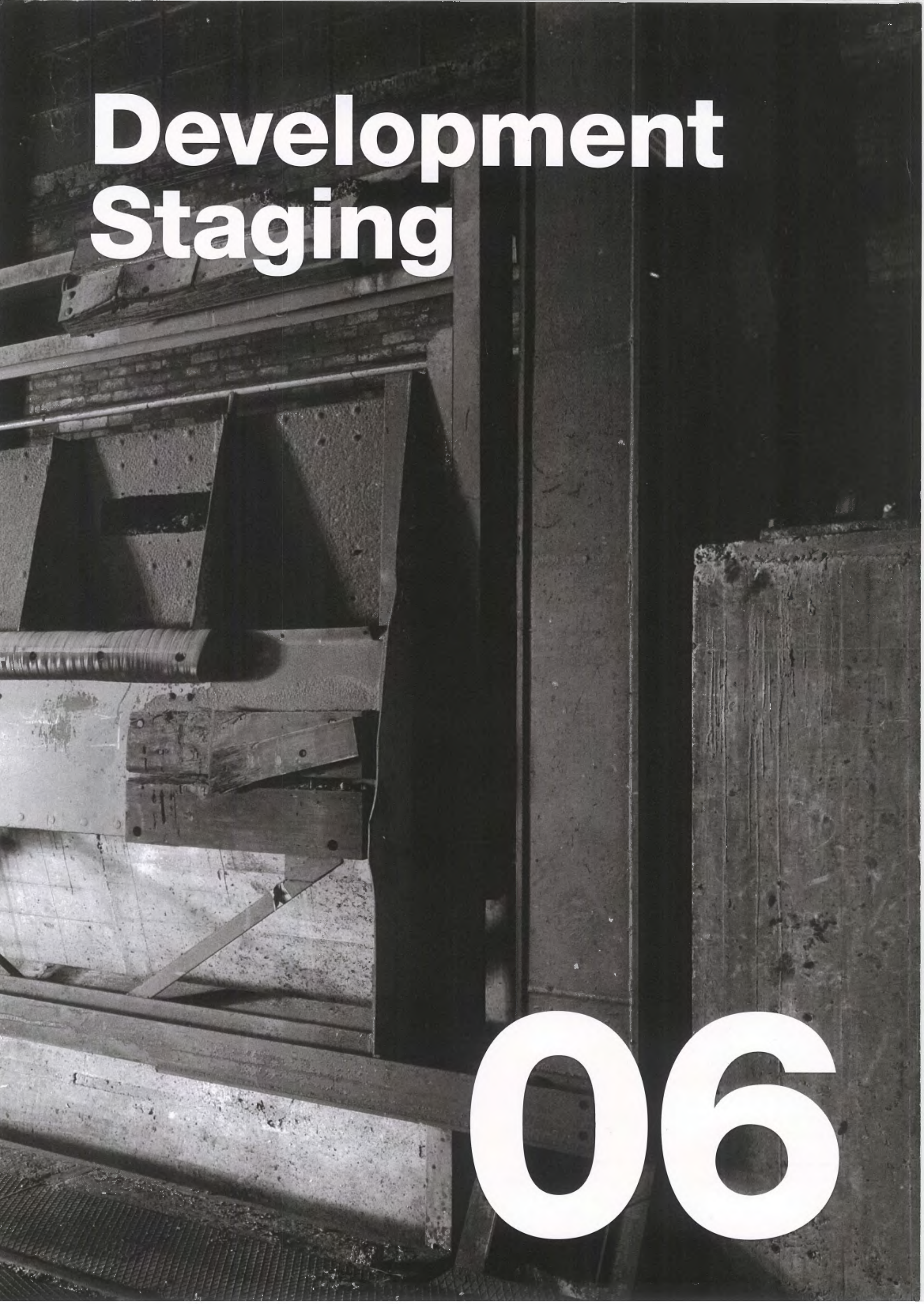


FIG. 151: 1PM EQUINOX SHADOWS

FIG. 152: 2PM EQUINOX SHADOWS



Development Staging



06

6.0 INDICATIVE DEVELOPMENT STAGING

6.1 INTRODUCTION

The Alphington Paper Mill development will be delivered over progressive stages with a strong focus on access and connectivity with the surrounding communities, primary public spaces and streetscapes. The proposed building stock will be delivered in stages to ensure sustainable development which supports the new public spaces and slowly increases the density across the site. A mixture of housing types will be delivered in each stage, strengthening the commitment to diversity both in social and economic terms across the site from the very beginning.

This chapter provides an indication of the likely staging and anticipated timing of development as required by DPO Schedule 11. The Traffic Management Plan prepared by GTA Consultants describes the specific staging of the ugrades to surrounding roads to facilitate access to the site.

It is not possible to predict exact time frames and sequencing for a project of the scale and complexity of Alphington Paper Mill. This is particularly the case where the project is to be delivered over a period of 7-12 years and where market forces will play a significant role in the timing and delivery of the various commercial uses and dwelling typologies proposed.

As a minimum, the indicative staging provided outlines a strategy to deliver key vehicle access points, roads infrastructure and crucial traffic management prior to occupation of the site by end users.

It is very important to note that the staging outlined herein is indicative only (particularly for all stages after the Initial Site Works). Flexibility of development staging is essential to ensure an orderly roll out for the project that balances the needs and objectives of all stakeholders.

Note: At the time of approval of this Development Plan the State Road Authority (VicRoads) has announced external road improvements including an upgrade to Chandler Highway. It is acknowledged that the timing of design and construction of the key vehicular access points to and from the site may be impacted beyond the control of the Developers as a result of these external road improvements.

6.2 INITIAL SITE WORKS

ROADS AND CIVIL ENGINEERING

Access into and through the site is the first priority for the commencement of the development. The main roads set out in the masterplan and the plan below will be delivered first with required civil engineering works included.

The GTA Traffic Management Plan details further packages of upgrade works to Heidelberg Road and Chandler Highway beyond the initial site works shown here. These will be linked to later stages of site development.

All other streets and laneways will be delivered on a precinct basis and are subject to change depending on the final layout and design of the area.

Section 173 Agreement as required by the Development Plan Overlay to be prepared and signed.

INTERNAL ROADS TO BE COMPLETED BY

2016

ALL OTHER ROADS AND LANE ACCESS TO BE DELIVERED IN LINE WITH THE SUBDIVISION OF THE RELEVANT SUPERLOT

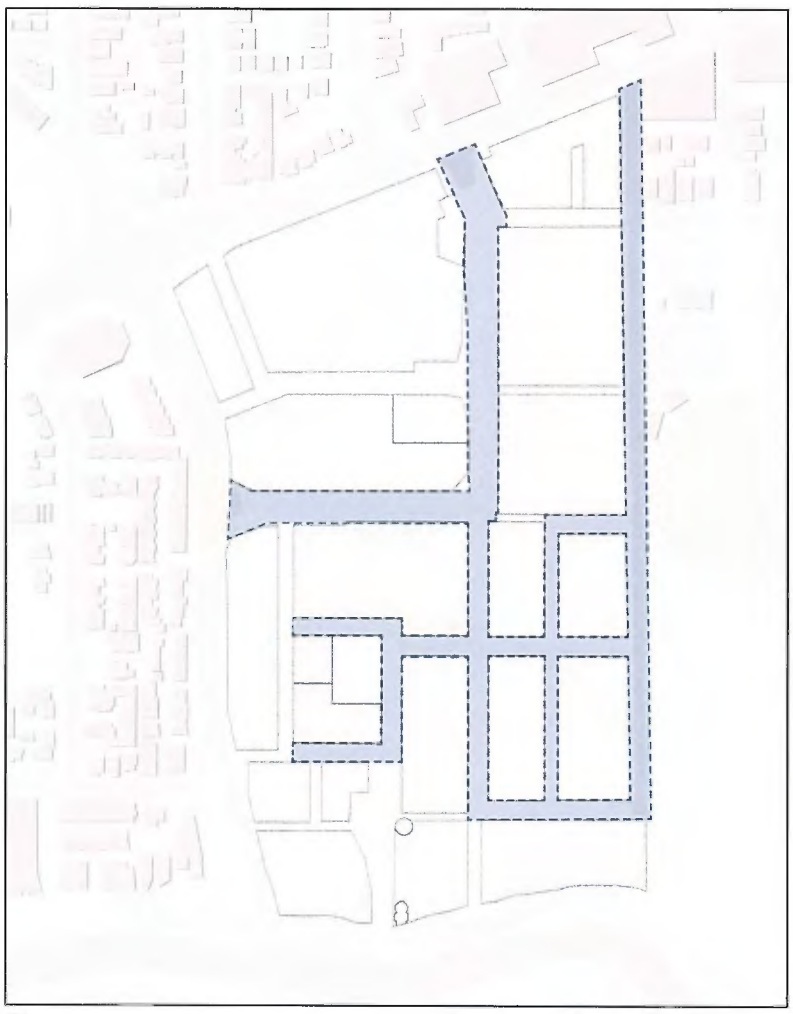


FIG. 153: INITIAL STAGE (ROADS AND CIVIL ENGINEERING)

6.3 BUILDING STAGE A

The first stage of development will focus on lots adjacent to Alphington Park. The medium density and detached dwellings in the Park Precinct will be completed in the initial stage to help provide a finished edge to Alphington Park.

Latrobe Avenue/Heidelberg Road signalisation shall be provided prior to the completion of stage one of the project to the satisfaction of VicRoads.

La Trobe Avenue/Heidelberg Road signalisation shall be provided prior to the completion of stage one of the project to the satisfaction of VicRoads.

Assessment of Public Transport Victoria Requirements.

Assessment of Sustainable Transport package in accordance with Darebin's referral.

Completion of additional pedestrian crossing in Heidleberg Road.

6.4 BUILDING STAGE B

The retail and housing associated with the Village Precinct will be delivered in the second stage. Alphington Square and potentially a proportion of the community facilities will be delivered at the same time.

Further medium density housing development will delivered in the Riverfront Precinct. Access to the River Park and the Industrial Heritage Park will be provided at this time.

Community Infrastructure built and provided.

Delivery of Road Mitigation Works and PTV requirements.

Delivery of Sustainable Transport package of works in accordance with Darebin's referral.

Delivery of River Park.

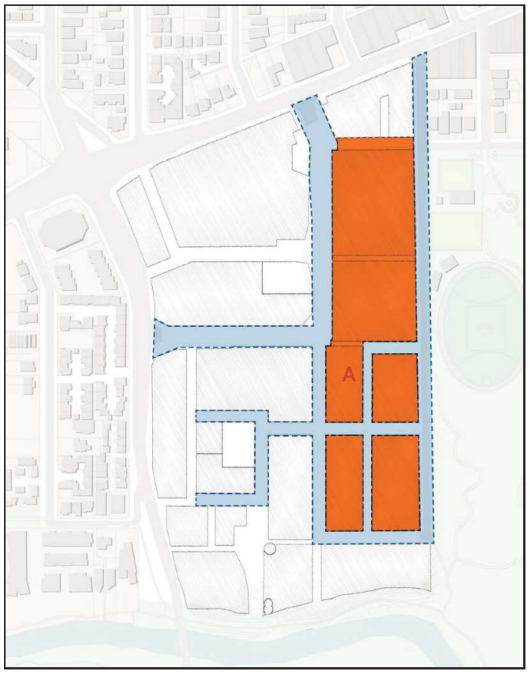


FIG. 154: STAGE A

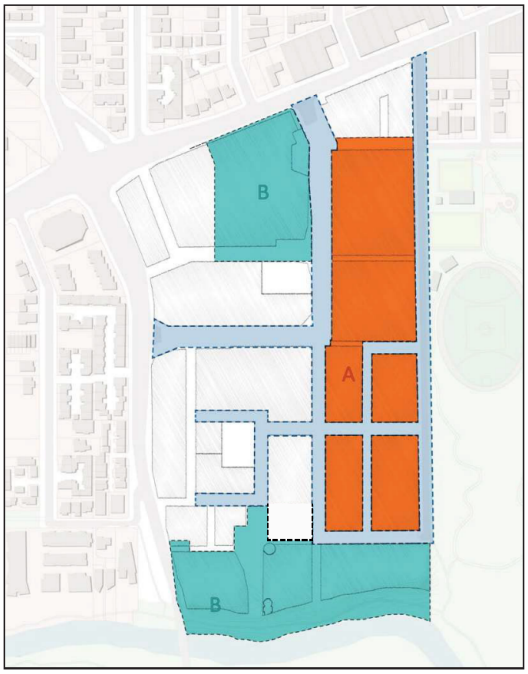


FIG. 155: STAGE B

6.5 BUILDING STAGE C

Workshops and Outer Circle Precincts and further densification within the site:

- The adaptation of the heritage facade of the 1960s brick building within the Gateway Precinct will be undertaken in this stage.
- The landmark gateway buildings in the Village Precinct will be delivered.
- The Workshop Park will be completed along with further medium density townhousing and medium-rise apartments within the Workshops and Outer Circle Precincts.
- The redevelopment of the boiler house heritage buildings will be undertaken. The southern end of the paper trail will provide amenity and open space opportunities.

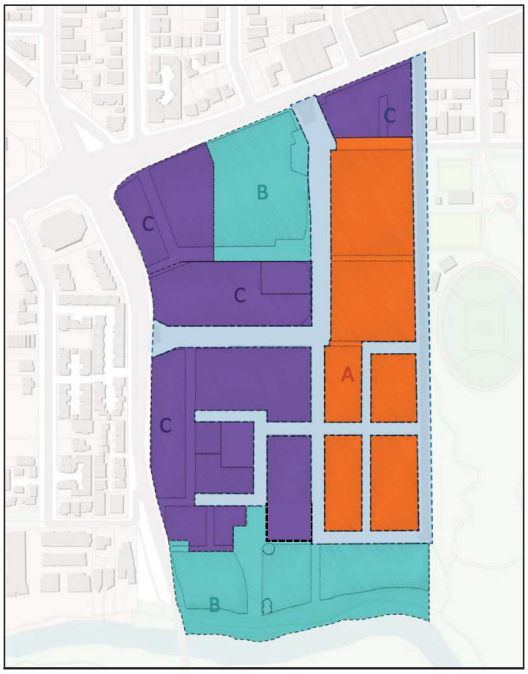


FIG. 156: STAGE C

Alphington Paper Mill

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