



PLANNING &
PROPERTY | **PARTNERS**

DEVELOPMENT PLAN REPORT

56-74 Station Street Nunawading

April 2017

Prepared for: Norcal Station Developments Pty Ltd

Table of Contents

1	Introduction	3
2	Site Description	5
2.1	The Subject Land	5
2.2	Surrounding Context	6
3	The Proposal	8
4	Planning Controls	9
4.1	Zoning	9
4.1.1	Residential Growth Zone	9
4.1.2	Mixed Use Zone	9
4.2	Overlays	10
4.2.1	Development Plan Overlay – Schedule 7 (DP07)	10
4.2.2	Environmental Audit Overlay	10
4.2.3	Heritage Overlay – Schedule 78	10
4.3	Clause 65	11
5	Strategic Context	12
5.1	State Planning Policy Framework (SPPF).....	12
5.2	Municipal Strategic Statement (MSS).....	13
5.3	Local Policy Framework (LPPF).....	15
5.4	Plan Melbourne	17
5.5	Nunawading/MegaMile Major Activity Centre and Mitcham Neighbourhood Activity Centre Structure Plan.....	17
5.6	Amendment C155.....	18
6	Development Plan Requirements	19
6.1	Development Plan Overlay.....	19
6.2	Development Plan Overlay – Schedule 7	24
7	Site Assessment	31
6.3	Land Use	31
6.4	Neighbourhood Character and Built Form.....	31
6.5	Managing Interfaces and Amenity	32
6.6	Landscaping	32
6.7	Environmental Performance.....	34
6.8	Management	34
6.9	Traffic and Parking.....	34
6.10	Waste Management	34
6.11	Site Remediation	35
8	Conclusion	36

Appendix A – Copy of Titles

Appendix B – Stage 1 Development Plan (Conrad Architects Pty Ltd)

Appendix C – ESD Response (Lid Consulting Pty Ltd)

Appendix D – Traffic Engineering Assessment (Traffix Group Pty Ltd)

Appendix E – Landscape Design Report (Tract Consultants Pty Ltd)

Appendix F – Management Plan (Planning & Property Partners Pty Ltd)

Appendix G – Waste Management Response (Lid Consulting Pty Ltd)

Appendix H – Acoustic Report Addressing DPO Requirements (SLR Consulting Australia Pty Ltd)

Appendix I – Geotechnical Site Investigation (Civil Test Pty Ltd)

1 Introduction

This report has been prepared by Planning & Property Partners Pty Ltd, on behalf of Norcal Station Developments Pty Ltd and accompanies a proposed Stage 1 Development Plan application for the nineteenth century brickworks site at 56-74 Station Street, Nunawading (the subject land).

This report and accompanying material are intended to support the proposed Development Plan for Stage 1 of the future residential use and development of the subject land in accordance with Development Plan Overlay, Schedule 7 that applies to the site.

The majority of the buildings on the subject land have been demolished with the exception of the historical chimney, a small brick shed and a more recent administration building adjacent to Station Street. The site is currently being remediated and includes scattered vegetation near the boundaries.

The site is located within the Residential Growth Zone, Schedule 2 (RGZ2) and Mixed Use Zone (MUZ). The site is also affected by the Development Plan Overlay, Schedule 7 (DPO7), Environmental Audit Overlay (EAO) and Heritage Overlay, Schedule 78 (HO78) in accordance with the Whitehorse Planning Scheme ('the Planning Scheme'). The applicable zoning and overlay provisions are discussed in detail at sections 4.1 and 4.2 of this report.

Pursuant to clause 43.04-1 of the Development Plan Overlay, a planning permit must not be granted to construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

The proposed Stage 1 Development Plan has been prepared by *Conrad Architects Pty Ltd* and forms the basis of this application (refer **Appendix B**). Stage 1 is generally limited to that part of the site that is zoned RGZ2 and includes up to 173 townhouses, the internal road network and communal landscape areas. A separate Development Plan application will be made for Stage 2, being the future higher density mixed use area located in the MUZ.

The Stage 1 Development Plan should be read in conjunction with the following consultant reports that form part of the application:

- ESD Response prepared by *Lid Consulting Pty Ltd* (**Appendix C**);
- Traffic Engineering Assessment prepared by *Traffix Group Pty Ltd* (**Appendix D**);
- Landscape Design Report prepared by *Tract Consultants Pty Ltd* (**Appendix E**);
- Management Plan prepared by *Planning & Property Partners Pty Ltd* (**Appendix F**);
- Waste Management Response prepared by *Lid Consulting Pty Ltd* (**Appendix G**);
- Acoustic Report Addressing DPO Requirements prepared by *SLR Consulting Australia Pty Ltd* (**Appendix H**); and
- Geotechnical Site Investigation prepared by *Civil Test Pty Ltd* (**Appendix I**).

A detailed discussion in relation to the proposed Stage 1 Development Plan and its response to the requirements of DPO7 is provided at Section 6 of this report.

The State Planning Policy Framework (SPPF), Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) set out strategic directions relevant to the future use and development of the subject site. The relevant policy provisions of the Planning Scheme are discussed in further detail at Section 5 of this report.

It is submitted that the proposed Development Plan for Stage 1 will provide an appropriate framework for the urban renewal of this strategically located and underutilised land parcel, providing a positive contribution to the Nunawading area.

Subject to approval of the Stage 1 Development Plan, it is anticipated that subsequent planning permit applications for the development of the land will be lodged with Council. These applications will provide for the detailed

requirements of each stage in relation to the intended use, development, infrastructure and landscape works and must be generally in accordance with any approved Development Plan.

2 Site Description

2.1 The Subject Land

The subject land is generally referred to as 56-74 Station Street, Nunawading and contains all land within:

- Lot 13 on Lot Plan 006631;
- Lot 5 on Plan of Subdivision 110473; and
- Lot 1 on Plan of Subdivision 400654V.

Full copies of each title are provided at **Appendix A** of this report.

The subject land is located on the corner of Station Street and Norcal Road, approximately 380 metres east of Springvale Road and 1.37km north of Canterbury Road. The site previously accommodated a brickworks factory (Daniel Robertson Pty Ltd) within Industrial Zoned land. The total site area is approximately 4.91 hectares.



Figure 1 - Subject Site

Source: nearmap.com

Overall, the site is relatively flat, however due to the size and remediation works, the ground level is uneven. The majority of the site is set below the level of Norcal Road, with steep embankments of up to approximately 3 metres along the eastern boundary. The site maintains a principal frontage of approximately 165 metres to Station Street along its northern boundary and a return frontage of approximately 390 metres to Norcal Road.

The Lilydale railway line is located on the opposite side of Station Street. The site is abutted by low-rise residential uses to the west and industrial uses to the south, and a significant employment precinct to the east along Norcal Road.

The site contains some scattered vegetation located around the sites perimeter however the majority of vegetation has been previously removed as part of remediation in accordance with the terms of the previous extractive industry licence. Furthermore, the majority of the buildings on-site have also been removed as part of the sites remediation process to address the former industrial use on the site and the requirements of the Environmental Audit Overlay.

The only other existing features that remain on the site are the chimney associated with the former brickworks (which is protected by Heritage Overlay – Schedule 78), the former site reception building adjacent to Station Street and a small brick storage shed north of the chimney adjacent to Norcal Road.

2.2 Surrounding Context

The surrounding context is generally characterised by residential land uses to the west, light industrial land use adjoining the south and a significant employment precinct opposite the site to the east.

The site is located within the Nunawading Major Activity Centre which is centred around Whitehorse Road to the north of the site. The Nunawading Major Activity Centre provides a range of convenience retail, food and drink and office land uses within close proximity to the site and is largely accessible via walking and motor vehicle.

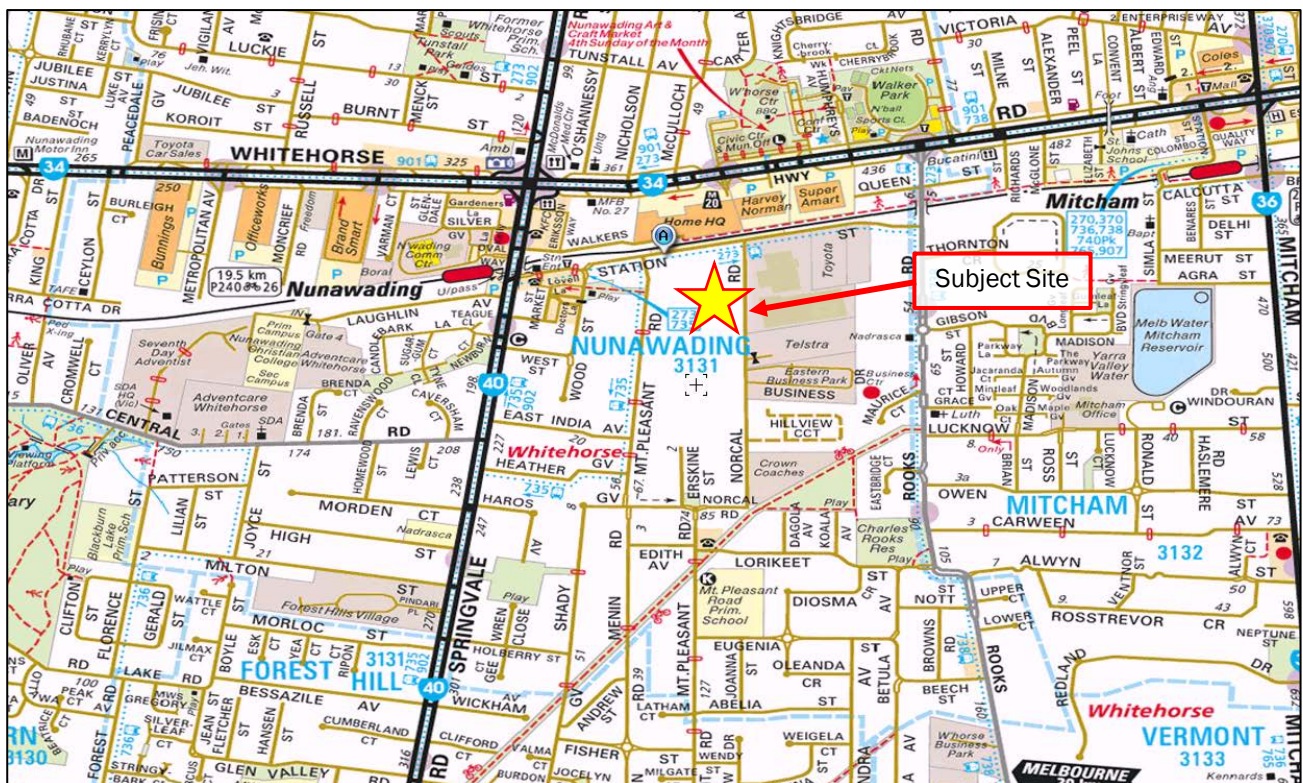


Figure 2 – Site Context

Source: www.street-directory.com.au

The Site is also located within close proximity to a range of education and community facilities including a variety of primary and high schools within short walking distance of the site including: Mount Pleasant Road Primary School and Nunawading Christian College. The surrounding community facilities include Nunawading Community Centre and generous public open space areas including Charles Rooks Reserve situated at the southern end of Norcal Road.

The area is conveniently serviced by nearby public transport (refer **Figure 3**) including Nunawading Railway station, which is situated approximately 370 metres west of the site and operates on the Lilydale railway line. Bus Routes 273, 735, 738 and Smart Bus route 902 all operate within 600 metres of the site and can be directly accessed via existing pedestrian links from the Site. These services connect to the broader metropolitan network and provide regular and efficient access to the Melbourne CBD and nearby Activity Centres.

It is noteworthy that the site is also situated in close proximity to major road transport. This includes Eastlink which is located approximately 2km north of the site, accessible via Springvale Road providing road connectivity with the south east of Melbourne and the CBD.

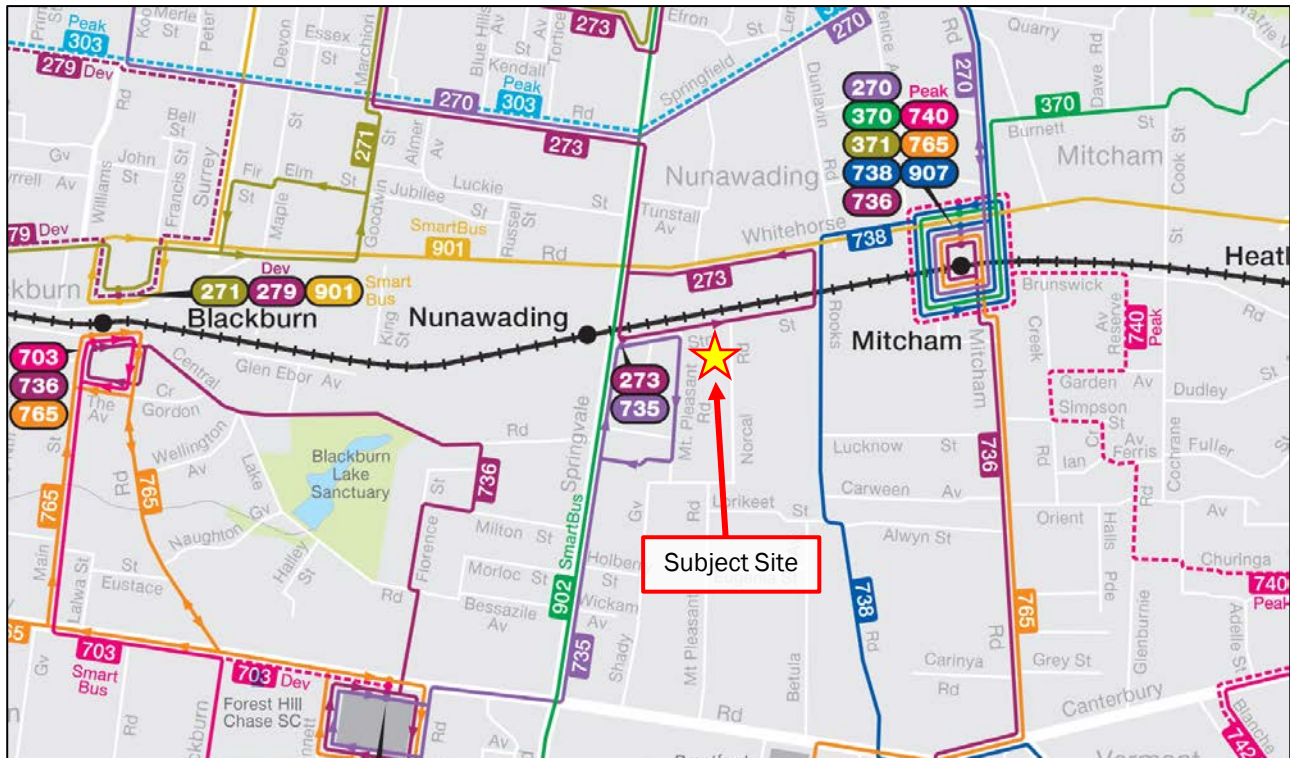


Figure 3: Public Transport Connections

Source: ptv.vic.gov.au/maps

In our submission, the proximity of the subject land to the aforementioned amenities and infrastructure is considered appropriate for encouraging the urban renewal of the land to accommodate a range of complementary residential land use and development. This approach is entirely consistent with the strategic planning already undertaken for the site and the overwhelming policy support within the Planning Scheme for increased urban densities within established areas that are proximate to existing infrastructure.

3 The Proposal

The proposed Stage 1 Development Plan has been prepared by *Conrad Architects Pty Ltd* and forms the basis of this application. A full copy of the Stage 1 Development Plan is provided at **Appendix B**.

Stage 1 is generally limited to that part of the site that is zoned RGZ2 and includes up to 173 townhouses, the internal road network, a public park and communal landscaped areas. It is anticipated that a separate Development Plan will be submitted for Stage 2, being the future higher density mixed use area located in the MUZ.

This Development Plan provides a framework and guidance for development of the land through future planning permit applications. Many details will be addressed through the planning permit process, with development subject to planning permit approval.

Residential development is proposed in the form of townhouse-style dwellings. It is submitted that this response suitably responds to the DPO7 intent for 'medium density residential', whilst providing an alternative housing choice to the higher density apartment product that is anticipated (and explicitly encouraged) for the MUZ land at the corner of Station Street and Norcal Road.

The proposed Development Plan outlines a number of indicative townhouse typologies that are 2-3 storeys in height. It is envisaged that the dwellings will incorporate a mixture of 2, 3 and 4 bedrooms, providing a range of products that are able to make a positive contribution to the availability, diversity and affordability of housing in the Nunawading area, including first home buyers, professional couples and families.

The Stage 1 Development Plan proposes vehicular access via two main access points; one located in the north-west corner of the site to Station Street and the other on the south-eastern boundary with Norcal Road. The access points are generally in accordance with the Concept Plan at Figure 1 of DPO7 and create a primary road connection through the site, with lower order secondary streets and access lanes.

The use of laneways separates the vehicle and pedestrian movements and also allows the creation of landscaped mews areas between the dwellings. This master planning will provide future residents with a familiar suburban layout allowing social interaction at the street level and privacy within each individual dwelling.

Further detail in relation to the proposal is provided by the Stage 1 Development Plan, prepared by *Conrad Architects Pty Ltd*, which also includes an assessment of the proposal's response to the identified opportunities and constraints.

4 Planning Controls

4.1 Zoning

4.1.1 Residential Growth Zone

The subject site is partly located within the Residential Growth Zone, Schedule 2 (RGZ2) pursuant to Clause 32.07 of the Planning Scheme. The purpose of the RGZ is as follows:

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

The use of the land for the purposes of 'dwellings' is a Section 1 'Permit not required' use under the RGZ. Schedule 2 does not provide a maximum building height requirement and, therefore, the site maintains a discretionary building height requirement of 13.5 metres (four storeys).

The proposed Development Plan for Stage 1 is entirely within the RGZ2 and is consistent with the purpose of the zone on the basis that it seeks to establish a strategic framework for the site that will, in turn, facilitate the future residential development of the land at increased densities. The proposed Development Plan also provides an appropriate scale of development that provides a transition to the existing residential uses to the west of the site.

It is submitted that the site's locational attributes provide a strategic redevelopment opportunity within close proximity of existing infrastructure and services; consistent with the overwhelming policy support at State and local level. This includes a range of dwelling types to provide a diversity in housing forms, such as detached 3-4 bedroom dwellings and smaller two-bedroom type products. This layout caters for a broad range of the housing market including affordable product for first home buyers.

4.1.2 Mixed Use Zone

The balance of the subject site is located within the Mixed Use Zone pursuant to Clause 32.04 of the Planning Scheme. The purpose of the MUZ is as follows:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

The Development Plan for Stage 1 does not include any dwellings within the Mixed Use Zone. It is anticipated that this part of the site is otherwise identified for higher density mixed use development in accordance with the Concept Plan forming part of DP07 and will be considered as part of a future Development Plan.

4.2 Overlays

4.2.1 Development Plan Overlay – Schedule 7 (DP07)

The subject land is affected by the Development Plan Overlay, Schedule 7 (DP07) in accordance with the provisions of the Planning Scheme. The purpose of the DPO is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with a development plan.*

Pursuant to clause 43.04-1 a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority. A development plan may also be prepared in implemented in stages, as contemplated by this proposal.

Schedule 7 outlines a range of requirements that must be provided for as part of any Development Plan. These requirements are addressed in detail at Section 6 of this report.

It is submitted that the proposed Stage 1 Development Plan prepared by *Conrad Architects Pty Ltd*, including the accompanying consultant reports, adequately respond to the requirements of DP07 and establishes an appropriate planning framework for the future residential development of the land.

4.2.2 Environmental Audit Overlay

The subject site is also affected by the Environmental Audit Overlay. The purpose of this overlay is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

Clause 45.03-1 requires the following before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
- *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

An environmental auditor has been appointed and the above conditions are in the process of being satisfied.. All current investigations suggest that the site is appropriate for residential use.

4.2.3 Heritage Overlay – Schedule 78

The existing heritage chimney is subject to Heritage Overlay – Schedule 78 in accordance with clause 43.01 of the Whitehorse Planning Scheme. The heritage place is defined as *the smokestack only and 2 metres surrounding the*

smokestack. The smokestack is shown on all relevant plans and is located in the north-eastern area of the site adjacent to the Norcal Road frontage.

The purpose of the Heritage Overlay is as follows:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

The Development Plan incorporates the chimney as a feature of the proposal and protects the identified view lines prescribed by the Concept Plan to DP07.

The setbacks and public realm treatments proposed adjacent to the chimney also ensure that the future development will be respectful of its existing heritage value. Accordingly, it is submitted that the proposed Stage 1 Development Plan is entirely consistent with the heritage objectives set sought by H078.

A planning permit allowing conservation and remediation works to enable the retention of the heritage listed chimney has been approved by Council.

4.3 Clause 65

Clause 65 sets out Decision Guidelines and Clause 65.01 sets out issues that the Responsible Authority must consider when considering the approval of an application or plan (including a Development Plan). Those relevant to this application include:

- *The matters set out in Section 60 of the Act.*
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*

The requirements of Clause 65 have been covered throughout this report and further analysis of key considerations is detailed in the following sections.

5 Strategic Context

5.1 State Planning Policy Framework (SPPF)

The purpose of State policy is to inform planning authorities and responsible authorities of those aspects of State level planning policy which they are to consider in planning and administering their respective areas. The general provisions of the SPPF are relevant to this application. In this regard the following general clauses are identified as being applicable:

- **Clause 9 – Plan Melbourne**
- **Clause 11 – Settlement**
 - Clause 11.02 – Urban Growth
 - Clause 11.02-1 Supply of urban land
 - Clause 11.06 – Metropolitan Melbourne
 - Clause 11.06-2 – Housing choice and affordability
 - Clause 11.06-5 – Neighbourhoods
- **Clause 15 – Built Environment and Heritage**
 - Clause 15.01 – Urban Environment
 - Clause 15.01-1 – Urban design
 - Clause 15.01-2 – Urban design principles
 - Clause 15.01-3 – Neighbourhood and subdivision design
 - Clause 15.01-4 – Design for Safety
 - Clause 15.01-5 – Cultural Identity and Neighbourhood Character
 - Clause 15.02 – Sustainable Development
 - Clause 15.02-1 – Energy and Resource Efficiency
 - Clause 15.03 – Heritage
 - Clause 15.03-1 Heritage Conservation
- **Clause 16 – Housing**
 - Clause 16.01 – Residential Development
 - Clause 16.01-1 – Integrated Housing
 - Clause 16.01-2 – Location of Residential Development
 - Clause 16.01-3 – Housing Opportunity Areas
 - Clause 16.01-4 – Housing Diversity
 - Clause 16.01-5 – Housing Affordability
- **Clause 18 – Transport**
 - Clause 18.01 – Integrated Transport
 - Clause 18.01-1 – Land Use and Transport Planning
 - Clause 18.02 – Movement Networks
 - Clause 18.02-1 – Sustainable Personal Transport
 - Clause 18.02-2 – Cycling
 - Clause 18.02-5 – Car Parking
- **Clause 19 – Infrastructure**

The above mentioned policies relate to the general State-wide provisions of the Planning Scheme and are relevant to the proposal in a general sense. The principles of land use and development have been adhered to and the proposed Stage 1 Development Plan meets the strategic direction of the State Planning Policy Framework.

Of particular relevance to the proposed Stage 1 Development Plan, clause 16.01-1 seeks “to promote a housing market that meets community needs” and includes strategy to “increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.”

Clause 16.01-2 relates to the Location of Residential Development and seeks “to locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport.”

It is strategy to:

- Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.

- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development*
- *Facilitate residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water efficient design principles and encourages public transport use.*
- *Identify opportunities for increased residential densities to help consolidate urban areas.*

The provision of medium density residential dwellings as part of the Stage 1 Development Plan will make efficient use of the site, contribute to urban renewal objectives and improve housing supply and diversity in Nunawading and the surrounding area; a location which is supported for growth in accordance with the Planning Scheme.

5.2 Municipal Strategic Statement (MSS)

The Whitehorse MSS includes policy direction that reflects the diverse land use and development intensity of the City. The policies are general in nature and rely on the application of the LPPF policies to achieve the broad strategic direction of the MSS. In assessing the Whitehorse MSS, it is considered that the following clauses are applicable to the assessment of the Development Plan:

- *Clause 21.06 – Housing; and*
- *Clause 21.08 – Infrastructure.*

Clause 21.06 – Housing

Clause 21.06-2 outlines that the vision for housing in the Whitehorse municipality is “To ensure that housing in the City of Whitehorse meets residents’ needs in terms of location, diversity, sustainability, accessibility, affordability and good design.”

There are a number of key challenges facing the City of Whitehorse in relation to housing, including:

- *Accommodating an additional 12,997 dwellings to house the projected population growth in the City to 2036.*
- *Better utilising transport corridors including train and tram routes for medium and higher density housing.*
- *A higher proportion of lone person households may require smaller housing types including town houses, units and apartments. However in some instances, these housing types are more costly to buy or rent than older housing stock, and can contribute to housing affordability problems.*

The relevant key housing principles to address these challenges are:

- *Develop housing in Whitehorse that shapes the City’s urban structure to support environmental and social sustainability, resilience and the health and wellbeing of residents.*
- *Encourage housing that supports preferred neighbourhood character objectives and urban design aspirations for the City.*
- *Promote housing growth and diversity in locations within walking distance of public transport and local services such as shops, parks and education.*
- *Limit residential growth in areas of valued landscape or built form character, and/or with infrastructure limitations.*
- *Provide a mix of housing that meets the life stage and cultural needs of residents.*
- *Ensure housing in substantial change areas is designed to achieve and enhance sense of place and identity, and facilitate neighbourhood participation.*

- *Support environmentally sustainable building, design and innovation in new housing development.*

The site's designation within the Nunawading major activity centre and in an area of substantial change demonstrates its excellent proximity to a range of existing services and infrastructure, including the Nunawading Railway Station, which provides reliable fixed line public transport and connects with nearby Activity Centres and the Melbourne CBD. It is recognised that the site's excellent location with respect to these aforementioned services and facilities provides a suitable opportunity for complimentary residential development, as proposed.

The proposed scale, layout and orientation of the dwellings, in addition to the significant landscaping opportunities and parks incorporated within the overall development, will provide the opportunity for future development of the land to respond to the character of the area and enhance the development's own sense of place and identity.

It is considered that the built form and design response proposed by the Stage 1 Development Plan, including townhouse dwellings of 2-3 storeys in height, will provide improved housing choice and diversity that will positively contribute to housing supply in the municipality. This includes a range of dwelling configurations to support the varying needs of local residents, including first home buyers, working couples and families.

The proposed Stage 1 Development Plan shows that dwellings have been positioned and oriented to ensure an appropriate level of solar access and cross ventilation to reduce future reliance on mechanical heating and cooling methods.

The application is also accompanied by an ESD Response, prepared by *Lid Consulting Pty Ltd*, and outlines the range of Environmentally Sustainable Design (ESD) targets and Water Sensitive Urban Design (WSUD) initiatives that have been developed for the project. It is submitted that the detailed implementation measures can be suitably addressed at the future planning permit stages to ensure that the requisite ESD targets are met. A full copy of the ESD Response is provided at **Appendix C**.

Clause 21.08 – Infrastructure

Clause 21.08-2 outlines the key issues that are to be considered regarding planning for infrastructure in the Whitehorse City Municipality, these issues relevantly include (*inter-alia*):

- *To ensure that future roads are only constructed where they provide a net benefit to the community. New roads must be designed and developed in a manner which is environmentally sensitive, whilst minimising impacts on abutting land uses, particularly if they abut residential uses.*
- *It is important that the appropriate measures are taken to maximise the capacity of the City's arterial road network, including the introduction of clearways to ensure that the network runs efficiently. To this end, it is vital that the impact of new development with regards to traffic generation, parking provision and the location of accessways is comprehensively assessed and controlled.*

The proposed Stage 1 Development Plan has been informed by traffic engineering advice from *Traffix Group Pty Ltd*, a copy of which forms **Appendix D**.

This report demonstrates that adequate land has been set aside for the delivery of the necessary infrastructure to support the residential development proposed. This includes a well-conceived street network and convenient and safe pedestrian connection throughout the site and with the adjoining public realm.

It is considered that the construction of the new roads associated with the proposed development is entirely appropriate given the scale and context of the site. The proposed indicative road network will provide a net community benefit and will alleviate any car parking pressure from the development on the surrounding road network.

The final road layout and design will be subject to Council approval as part of any future planning permit application(s).

5.3 Local Policy Framework (LPPF)

In assessing the relevant provisions of the LPPF, the following policies are considered relevant to the future development of the land:

- Clause 22.01 – Heritage Buildings and Precincts;
- Clause 22.03 – Residential Development;
- Clause 22.10 – Environmental Sustainable Design; and
- Clause 22.15 – Public Open Space Contribution

Clause 22.01 – Heritage Buildings and Precincts

Clause 22.01 Heritage Buildings and Precincts seeks to provide a suitable policy basis for all heritage places within the City of Whitehorse and seeks:

- *To preserve and maintain a range of buildings, features and precincts of historical and cultural significance in order to provide a snapshot of the City's origins and how it has developed over time.*
- *To retain the architectural diversity of buildings within the municipality with a focus on conserving and enhancing the integrity, cohesiveness and aesthetic value of individual heritage buildings and precincts.*
- *To ensure that new land use, development, buildings and works in and around properties and precincts subject to a Heritage Overlay is sympathetic to their significance, character, scale, design, setbacks, form and colour scheme.*
- *To ensure that all possible avenues are pursued to ensure the conservation of heritage sites and that demolition is allowed only where there are extenuating circumstances.*
- *To encourage conservation and other works including maintenance, restoration, reconstruction and adaptation that assist in the restoration of original features and colour schemes of heritage buildings and precincts to enhance their character and contribution to neighbourhood character and the overall streetscape.*

The proposed Stage 1 Development Plan specifically seeks to retain the heritage listed chimney which is protected by Heritage Overlay, Schedule 78. The Development Plan incorporates the chimney as a feature of the proposal and protects the identified view lines prescribed by the Concept Plan to DP07.

The setbacks and public realm treatments proposed adjacent to the chimney also ensure that the future development will be respectful of its existing heritage value. Accordingly, it is submitted that the proposed Stage 1 Development Plan is entirely consistent with the heritage objectives set out within the Clause.

A planning permit for conservation and remediation works to enable the retention of the heritage listed chimney has been approved by Council.

Clause 22.03 – Residential Development

Clause 22.03 applies to all applications for development within the Neighbourhood Residential, General Residential, Residential Growth, Mixed Use and Priority Development Zones.

The policy builds on the MSS objectives at Clause 21.06 – Housing which seeks to maintain and enhance the character of the City's residential areas by specifying the preferred built form, landscape and neighbourhood character sought by Council and the community for each of the Character Precincts within the City of Whitehorse.

The subject site is not within a defined neighbourhood character precinct, but adjoins the GS15 precinct. The GS15 precinct is identified as being subject to the following character and future development principles:

- *The dwellings will be set within established, exotic and native garden settings. The continued use of low open front fencing, will maintain a sense of lightness in the streetscapes.*

- *New buildings and additions will provide innovative or contemporary design responses to the traditional low scale dwelling forms. Buildings will not dominate the streetscape, with trees and vegetation that appears to wrap around dwellings creating a green leafy garden setting. The large street trees will continue to provide an important contribution to the vegetation dominated streetscapes.*
- *This precinct is within the boundaries of the Mitcham Neighbourhood Activity Centre and the Nunawading/Major Activity Centre, and is identified as a Substantial Change area.*

It is submitted that the proposed Stage 1 Development Plan is not at odds with the existing character of the GS15 precinct, which is also recognised as being within the Nunawading Major Activity Centre and designated for “substantial change”. The proposed Stage 1 Development Plan will not result in any adverse impacts to the neighbourhood character of the existing residential area. Instead, the development will create its own sense of identity and character, consistent with its designation as a “substantial change” area. This will be complemented by an extensive landscaping response within the public and private areas of the development to contribute to the recognised garden setting.

The final dwelling design and landscaping will be subject to Council approval as part of any future planning permit application(s).

Clause 22.10 – Environmental Sustainable Design

This policy applies to residential and non-residential development that requires a planning permit in accordance with the thresholds in Table 1 of this Policy. It is noted that this application relates only to the proposed Stage 1 Development Plan and that this policy will be further considered at the planning permit stage.

Notwithstanding, this application is accompanied by an ESD Response, prepared by *Lid Consulting Pty Ltd*, and outlines the range of Environmentally Sustainable Design (ESD) targets and Water Sensitive Urban Design (WSUD) initiatives that have been developed for the project. A copy of the ESD Response is provided at **Appendix C**. As highlighted in this report, the final ESD responses will be developed as part of the any future planning permit applications and will be subject to Council approval.

Clause 22.15 – Public Open Space Contribution

It is policy at Clause 22.15 that development proposals within the Whitehorse municipality contribute to the provision of public open space. The Whitehorse Open Space Strategy 2007 further outlines the sub-precincts in which a land contribution may be sought, and includes Nunawading.

The contribution may come as public open space provision or as a cash contribution at Councils discretion. Clause 22.15-2 has the objectives to:

- *Implement the Whitehorse Open Space Strategy*
- *To identify when and where land contributions for public open space may be sought over cash contributions.*
- *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, to satisfy the public open space contribution requirement.*

Whilst any requirement for a formal public open space contribution will be considered at the detailed planning permit and subdivision stages, the proposed Development Plan for Stage 1 includes provision for a public park in the north-west corner of the site that should be considered as part of any future public open space contribution. The location of the public park is consistent with the strategic planning for the site, as outlined in the Concept Plan forming the basis of DPO7.

It is envisaged that the public park will be developed by the applicant in consultation with Council and to Council's satisfaction as part of the site works. An indicative concept plan for the public park demonstrating opportunities for

the park has been prepared by *Tract Consultants Pty Ltd* and forms part of the Landscape Design Report at **Appendix F**.

The final design and construction of the public park will be undertaken in consultation with Council and will be subject to Council approval, however it is envisaged that all future maintenance will be the responsibility of Council. It is anticipated that the additional pocket parks that have been incorporated into the development will be developed by the applicant and future maintenance liability will rest with an owner's corporation. Further details in relation to the construction and ongoing maintenance of the public open space areas are provided as part of the Management Plan at **Appendix F**.

5.4 Plan Melbourne

Released in May 2017, *Plan Melbourne 2017-2050* outlines the key strategic policies with regard to the provision of housing in Melbourne's urban areas. The strategic outcomes outlined in the document are required to be considered as a part of Council's decision-making process and include (inter-alia):

Outcome 2: Melbourne provides housing choice in locations close to jobs and service

Direction 2.2 of Plan Melbourne 2017 – 2050 is to 'Deliver more housing closer to jobs and public transport' and is supported by policies including (*inter alia*) Policy 2.2.3 that states that 'Support new housing in activity centres and other places that offer good access to jobs, services and public transport'. It provides that "Many activity centres can support additional housing growth and will need flexibility, particularly where there is a significant population and household growth forecast."

Plan Melbourne 2017-2050 further identifies the site as being within the Nunawading Major Activity Centre.

It is submitted that the proposed Stage 1 Development Plan responds to the site's strategic location within the Nunawading major activity centre, and provides a strategic urban renewal opportunity to increase the supply and diversity of housing in close proximity to existing public transport infrastructure, employment and commercial uses.

5.5 Nunawading/MegaMile Major Activity Centre and Mitcham Neighbourhood Activity Centre Structure Plan

The subject site is recognised as being within the Nunawading/MegaMile Major Activity Centre and Mitcham Neighbourhood Activity Centre Structure Plan. The Structure Plan was adopted in April 2008 and provides the basis for Council's strategic vision for the site and surrounding area.

The Daniel Robertson Brickworks site is explicitly recognised by the Structure Plan and is described as follows:

"Light industrial site nearing the end of its commercial life. Proximity to the Nunawading Retail Centre, Rail Station and existing established high density residential area promotes potential conversion to higher density mixed use redevelopment, with retention of the historic brick chimney – skyline feature characteristic for the area & enhanced open space opportunities."

The Structure Plan specifically recognises the Site as Key Site 3, suggesting the rezoning from its former Industrial Zone to Mixed Use Zone in order to accommodate higher density residential and commercial land uses.

The early Concept Plan for the site that is contained within the Structure Plan envisaged a range of townhouse and mixed use buildings. This vision progressed as part of the Amendment C155 process to introduce DP07, however the following key aspects continue to be sought:

- Commercial and residential mixed use opportunities;
- Retention of the historical *Daniel Robertson* brickworks chimney;
- Permeability and quality landscape areas throughout the site;
- Provision of shared, green open space areas; and

- Lower scale residential dwellings adjacent to the western boundary of the site, at the interface with the existing residential area.

It should be noted that Amendment C155 was gazetted on 10 March 2016 and gives effect to the outcomes sought by the Structure Plan by rezoning the site from industrial zoning to its current residential and mixed use zoning and applying DP07.

5.6 Amendment C155

Amendment C155 was gazetted on 10 March 2016 in order to rezone the site from Industrial 1 Zone to part Mixed Use Zone and part Residential Growth Zone, introduce Schedule 7 to the Development Plan Overlay to the site, and also apply the Environmental Audit Overlay.

The rezoning of the land was required in order to enable the future redevelopment of the site for predominantly residential purposes. This rezoning allows for the redundant industrial site to be redeveloped in a manner that recognises the site's location within the Nunawading Major Activity Centre and its excellent proximity to Nunawading train station and nearby services.

The application of the Mixed Use Zone and the Residential Growth Zone are the two highest yielding zones in the hierarchy of residential zones within the Whitehorse Planning Scheme. It is submitted that the application of these controls to the subject site recognises that it is capable of accommodating 'substantial change'.

The application of the Development Plan Overlay was considered an appropriate tool to ensure that the redevelopment at the site would occur in a planned and integrated manner. A Concept Plan pertaining to the future layout of the site was prepared by *David Lock Associates Pty Ltd* and forms the basis of the approved Schedule 7 that applies to the site.

6 Development Plan Requirements

6.1 Development Plan Overlay

As noted earlier, the subject land is affected by the Development Plan Overlay - Schedule 7 (DPO7) – “56 & 58-74 Station Street Nunawading.”

DPO7 was introduced to the Planning Scheme as part of Planning Scheme Amendment C155 to guide the future use and development of the land.

In accordance with clause 43.04-3 of the Whitehorse Planning Scheme, a development plan that provides for residential subdivision in the Residential Growth Zone must meet the requirements of Clause 56 as specified in the zone. While the Stage 1 Development Plan does not explicitly provide for subdivision, there is a natural assumption that subdivision of the land will occur in future to allow dwellings to be sold individually. On this basis, clause 56 should be considered, although it is submitted that a full assessment is not yet possible against the standards of the clause 56 as the detailed design of lots will not be known until the future planning permit stage. Future development and subdivision of the site will be subject to Council approval as part of any future planning permit application(s).

The following provides an assessment of the Stage 1 Development Plan against the objectives of clause 56.

Clause 56.02 – Policy Implementation

Strategic Implementation

To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.

The proposed layout as described within the Stage 1 Development Plan prepared by *Conrad Architects Pty Ltd* (**Appendix B**) is generally in accordance with the Concept Plan shown in Figure 1 of DPO7. This report provides details about how the proposed Development Plan is consistent with and implements the objectives, strategies and plans for the area set out in this scheme.

Clause 56.03 – Livable and Sustainable Communities

Compact and Walkable Neighbourhoods

To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.

To allow easy movement through and between neighbourhoods for all people.

Activity Centre

To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.

Planning for Community Facilities

To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.

Built Environment

To create urban places with identity and character.

The site is located within the Nunawading Major Activity Centre as identified within Plan Melbourne 2017-2050, the State Planning Policy Framework, the MSS and the Local Planning Policy Framework. It is located approximately 500metres from the Nunawading Train Station, with multiple bus lines passing the site. The Development Plan

demonstrates how the site will be developed to provide a functional, safe attractive residential area that integrates built form and urban landscape. Recreation areas in the form of a public park and communal open spaces have been located for throughout the site for ease of use by future residents and existing nearby residents.

The size of the site will allow the development to create its own identity and character, and as it is generally in accordance with the Concept Plan shown in Figure 1 of DPO7, implements policies set out for this area. The streets are integrated into the development, with pedestrian mews and vehicular access via rear lanes allowing a more pedestrian friendly and neighbourhood feel for the site. This will allow easy movement through the site for all people.

Clause 56.04 – Lot Design

Lot Diversity and Distribution

To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.

To provide higher housing densities within walking distance of activity centres.

To achieve increased housing densities in designated growth areas.

To provide a range of lot sizes to suit a variety of dwelling and household types.

Lot Area and Building Envelopes

To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.

Solar Orientation of Lots

To provide good solar orientation of lots and solar access for future dwellings.

Street Orientation

To provide a lot layout that contributes to community social interaction, personal safety and property security

Common Area

To identify common areas and the purpose for which the area is commonly held.

To ensure the provision of common area is appropriate and that necessary management arrangements are in place.

To maintain direct public access throughout the neighbourhood street network.

The proposed Stage 1 Development Plan provides for a variety of lot sizes and dwelling types located within an established Major Activity Centre. As outlined in the DPO7, the RGZ2 is intended for medium density residential development. The Stage 1 Development Plan provides for a mix of detached and townhouse style dwelling providing a variety of 2, 3 and 4 bedroom choices for future residents. The indicative layout plans demonstrate how the site can be developed that meets or exceeds requirements for solar orientation, solar access, private open space, vehicle access and parking, water management and easements.

Many of the dwellings are orientated towards communal open space in the form of mews or ‘pocket parks’, with pedestrian and shared paths prevalent throughout the development and connecting to the wider neighbourhood. This provides opportunities for social interaction as well as passive surveillance opportunities.

Clause 56.05 – Urban Landscape

Integrated Urban Landscape

To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.

To incorporate natural and cultural features in the design of streets and public open space where appropriate.

To protect and enhance native habitat and discourage the planting and spread of noxious weeds.

To provide for integrated water management systems and contribute to drinking water conservation.

Public Open Space Provision

To provide a variety of open spaces with links to other open spaces and regional parks where possible.

To ensure that public open space of appropriate quality and quantity is provided in convenient locations to meet the recreational and social needs of the community.

To support active and healthy communities.

The Landscape Design Report (**Appendix E**) prepared by Tract Consultants Pty Ltd demonstrates the high quality of landscaping intended on the site. The indicative landscaping provides for planting along streets, within communal open space, a new public park as well as opportunities for landscaping in private open spaces of individual dwellings. Plantings will focus on indigenous plants in line with Council's planting requirements.

The design of the public park will be developed in consultation with Council to ensure it addresses the needs of the existing and future community.

The site has few natural features, but retains the culturally and historically significant former brickworks chimney. This chimney will be retained, with view lines protected to ensure it remains a feature of the site.

The public park, communal open spaces and shared user paths are conveniently located to future residents of the site, as well as surrounding residents and visitors. They have been designed to support an active and healthy community.

Clause 56.06 – Access and Mobility Management

Integrated Mobility

To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.

To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.

To contribute to reduced car dependence, improved energy efficiency, reduced greenhouse gas emissions and reduced air pollution.

Walking and Cycling Network

To contribute to community health and well-being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.

To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.

To reduce car use, greenhouse gas emissions and air pollution.

Public Transport Network

To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.

To encourage maximum use of public transport.

Neighbourhood Street Network

To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.

Walking and Cycling Network Detail

To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well-constructed and accessible for people with disabilities.

To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.

Public Transport Network Detail

To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.

To provide public transport stops that are accessible to people with disabilities.

Neighbourhood Street Network Detail

To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.

Lot Access

To provide for safe vehicle access between roads and lots.

The site is located within the Nunawading Major Activity Centre and within 500 metres of the Nunawading Train Station, with multiple bus lines running past the site. The layout of the site, including roads, shared user paths and pedestrian accessways as well as features such as on-site bicycle storage, pedestrian entries from pocket parks, allows for multiple transportation options and encourages sustainable travel options.

As discussed in the Traffic Engineering Assessment prepared by Traffix Group Pty Ltd (**Appendix D**), the indicative road network, bicycle facilities, pedestrian access and parking provision proposed for the site complies with requirements of Clause 56.06 as well as 52.06.

Clause 56.07 – Integrated Water Management

Drinking Water Supply

To reduce the use of drinking water.

To provide an adequate, cost-effective supply of drinking water.

Reused and Recycled Water

To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.

Waste Water Management

To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.

Urban Run-off Management

To minimise damage to properties and inconvenience to residents from urban run-off.

To ensure that the street operates adequately during major storm events and provides for public safety.

To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.

The site is located in an existing urban environment, where access to the existing reticulated water and sewerage system can be appropriately managed during the planning permit process. Options for site-wide stormwater retention systems, bio retention basins, and individual dwelling stormwater management have been provided for within the Stage 1 Development Plan and will be further resolved in consultation with Council, the relevant water authority, the Environment Protection Authority and Department of Health and Human Services (as appropriate). Final design of the water management for the site will be subject to Council approval as part of any future planning permit application(s).

Clause 56.08 – Site Management

Site Management

To protect drainage infrastructure and receiving waters from sedimentation and contamination.

To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.

To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.

An appropriate construction management plan is anticipated to be prepared as a part of any future planning permit process, and will be subject to Council approval as part of any future planning permit application(s).

Clause 56.09 – Utilities

Shared Trenching

To maximise the opportunities for shared trenching.

To minimise constraints on landscaping within street reserves.

Electricity, Telecommunications and Gas

To provide public utilities to each lot in a timely, efficient and cost effective manner.

To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.

Fire Hydrants

To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.

Public Lighting

To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.

To provide pedestrians with a sense of personal safety at night.

To contribute to reducing greenhouse gas emissions and to saving energy.

The indicative road design and indicative road cross-sections included in the Stage 1 Development Plan demonstrate that the site layout is capable of meeting these objectives, with adequate provision of space for these utilities. Details regarding shared trenching, utility location and provision, fire hydrants and public lighting will be addressed in consultation with Council, the relevant electricity supply agency, telecommunications servicing agency,

telecommunications servicing authority, gas supply agency and fire authority (as appropriate). These components will be designed to Council and the relevant authorities' satisfaction as part of any future planning permit application(s).

6.2 Development Plan Overlay – Schedule 7

Clause 3.0 of the DP07 outlines the requirements for a development plan and states that any development plan must be 'generally in accordance' with the Concept Plan shown in Figure 1 to DP07.

It is submitted that the proposed Stage 1 Development Plan that forms the basis of this application is generally in accordance with the Concept Plan insofar as:

- the proposed road network is generally consistent with the Concept Plan, including the primary and secondary road network;
- the proposed access locations to Station Street and Norcal Road are consistent with the Concept Plan;
- the existing heritage chimney is proposed to be retained and incorporated as part of the development;
- key view lines of the existing heritage chimney are maintained;
- adequate provision has been allowed for the proposed public open space area in the north-west corner of the site; and
- the proposed townhouse product is consistent with the intent of the area designated for 'medium density residential'.

The development plan must also show or provide for the requirements outlined in the table below. Our response to the requirements, including the relevant reference to the accompanying Stage 1 Development Plan package or consultant report is also provided for Council's reference.

Requirements for Development Plan	Response
A variety of dwelling sizes and layouts.	<p>The proposed Stage 1 Development Plan provides an appropriate mix of medium-density townhouses comprising 2-3 storeys as demonstrated at section 5.3 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i>. The indicative townhouse types are also provided at section 8 of the Stage 1 Development Plan, noting that the final layouts will be subject to Council approval as part of any future planning permit application(s).</p> <p>Indicative dwelling sizes range from approximately 120m² to 220m² and provide a range of product, from smaller 2 bedroom dwellings (ie. Type B) to larger 3-4 bedroom dwellings (ie. Type A).</p> <p>It is submitted that the proposed dwelling mix, when considered in the context of the apartments that will be provided as part of the future Stage 2, are entirely appropriate and provide a range of living options for future residents.</p>
A mix of uses and/or a commercial use to activate key site frontage/s.	The Stage 1 Development Plan deals only with that part of the site that is zoned RGZ2.

	<p>A future application for Stage 2 (being the land zoned mixed use) is anticipated to include a range of higher density residential and commercial uses.</p>
<p>The proposed arrangement of uses across the site, including residential and commercial uses, proposed floor space for the non-residential uses.</p>	<p>The Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> is generally accordance with the Concept Plan located at Figure 1 of DP07.</p> <p>As noted above, the arrangement of commercial uses on the site is limited only to the north-east corner of the site which is zoned mixed use and will be considered as part of a future development plan.</p> <p>The public open space provision in the north west corner of the site also responds to the Concept Plan at Figure 1 of DP07.</p>
<p>The location and extent of all building envelopes including height and setbacks and any existing buildings to be retained.</p>	<p>The location and extent of all building envelopes are shown by the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i>. This includes the retention of the heritage chimney which is the only structure to be retained as part of Stage 1.</p> <p>It is noted that the building heights are otherwise shown at section 5.5 of the Stage 1 Development Plan and building setbacks are shown at section 5.7.</p>
<p>Conservation of the former brickworks chimney and maintenance of views to the chimney as required by the relevant Structure Plan.</p>	<p>The Stage 1 Development Plan includes the retention of the chimney on all relevant plans.</p> <p>The maintenance of view lines to the chimney are outlined at section 5.8 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i>. The plans demonstrate that the dwellings immediately south of the chimney are set back 8 metres from the chimney.</p> <p>At the proposed scale of three storeys, it is not anticipated that the dwellings will unreasonably prevent viewlines of the chimney or impact its significance.</p> <p>A planning permit for conservation works enabling the retention of the heritage listed chimney has been approved by Council.</p>
<p>Heights of all buildings to AHD level.</p>	<p>The Stage 1 Development includes the indicative maximum overall height of each townhouse type within section 5.5 and section 8.</p> <p>Due to the previous use and size of the site, the existing natural ground level is uneven and varies across the site. Cut and fill will be required to provide a more uniform level, and this level will be finalised as part of any future planning permit application(s). The natural ground level is to expected to range from +124 to +132 AHD.</p> <p>The final AHD levels for all buildings will be subject to Council approval as part of any future planning permit application(s).</p>

Indicative cross sections of all buildings including any multi level car parking.	Relevant cross sectional diagrams of indicative townhouse types have been provided as part of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> . No multi-level car parking is proposed as part of this stage.
A landscape concept plan for public open space and roads and outdoor communal areas that includes landscape precincts, with indicative themes.	A Landscape Design Report has been prepared by <i>Tract Consultants Pty Ltd</i> and is included in Appendix F . The Landscape Design Report provides an indicative concept for the public and communal open space areas within the development, including indicative themes and planting types.
Landscaping that visually screens adjoining residential areas and softens the appearance of buildings, roads and car parking areas.	Appropriate landscaping buffers are provided by the Landscape Design Report prepared by <i>Tract Consultants Pty Ltd</i> . This includes visual screening between the proposed Type A townhouses along the western boundary and the adjoining residential areas. Opportunities for landscaping buffers are also provided throughout the site to soften the appearance of buildings and hard surface areas. It is submitted that the overall landscaping proposal provides a comprehensive landscape response for the future redevelopment of the site and will provide a high level of amenity for future residents of the development. The final landscaping for the site is subject to Council approval as part of any future planning permit application(s).
The location and layout of all internal roads and pedestrian accessways.	The Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> outlines the location of all vehicle (see section 5.9) and pedestrian access (see section 5.12). The proposed vehicle access locations are generally in accordance with the Concept Plan located at Figure 1 of Schedule 7. Vehicle and pedestrian access is provided to the site via the primary entrances located on Station Street (north-west) and Norcal Road (south east). Internal roads are designed to provide residents with convenient access to all dwellings. Similarly, the proposed Stage 1 Development Plan includes both pedestrian and shared paths to accommodate future users of the development. The final road and pedestrian accessway location and layout will be subject to Council approval as part of any future planning permit application(s).

Traffic management and traffic control works considered necessary due to the proposed development.	<p>The application is accompanied by a Traffic Engineering Assessment prepared by <i>Traffix Group Pty Ltd</i> which concludes that the traffic predicted to be generated by the proposed development will easily be accommodated on the surrounding road network and intersections without any adverse impacts and mitigation works to the external road network are not required.</p> <p>Accordingly, the proposed road reservations shown by the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> adequately address these matters. Specific traffic control measures (ie. signage and line marking) can be suitably addressed at the planning permit stage and will be subject to Council approval.</p>
The location and indicative number of car parking spaces.	<p>All dwellings are provided with the required number of on-site car parking spaces to otherwise satisfy the resident car parking requirements of clause 52.06.</p> <p>The proposed Stage 1 Development Plan also includes provision for on-street car parking commiserate with the visitor car parking requirements of clause 52.06. The plans show indicative on-street parking for 97 vehicles. The final car parking layout, provision and design is subject to Council approval as part of any future planning permit application(s).</p>
The majority of car parking provided at basement level or via a multi deck structure or ground level garages.	The proposed parking provision for Stage 1 includes the majority of resident car parking spaces within ground level garages for each dwelling. No basement level or multi deck structures are proposed.
Bicycle storage.	Each dwelling is provided with a bicycle storage area in the garage to promote alternative, sustainable forms of transport. Please refer to section 5.11 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> .
Waste storage and disposal.	<p>Each dwelling is designed to provide space for waste bin storage in either the garage or service courtyard.</p> <p>The location of bin storage is shown as part of the typical dwelling layouts at section 8 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> and is further described by the Waste Management Response prepared by <i>Lid Consulting Pty Ltd</i> (refer Appendix G).</p>
Details of access connections between the land and the surrounding area including any proposed vehicle access points, traffic management and control methods and bicycle and pedestrian path connections.	Vehicular access is proposed via two main access points; one located in the north-west corner of the site to Station Street and the other on the south-eastern boundary with Norcal Road (see section 5.9 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i>). The access points are generally in accordance with the Concept Plan at Figure 1 of DPO7.

	<p>Designated pedestrian and shared paths are incorporated with the vehicular access points to Station Street and Norcal Road. A separate pedestrian access point is also located on Norcal Road adjacent to the existing heritage smokestack that is proposed to be retained. See section 5.9 and section 5.12 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> for further detail.</p> <p>As noted above, the traffic predicted to be generated by the proposed development will easily be accommodated on the surrounding road network and intersections without any adverse impacts, therefore mitigation works to the external road network are not required.</p> <p>Accordingly, the proposed road reservations shown by the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i> adequately address these matters. The access connections will be developed in consultation with Council and subject to Council approval as part of any future planning permit application(s).</p>
The location of any common and public open space provided for in the development.	<p>Public and communal open space has been generously provided for within the proposed Stage 1 Development Plan, including a public park located in the northern western corner of the site. The location of the public park is consistent with the Concept Plan at Figure 1 of DPO7.</p> <p>The final public park layout and design will be prepared in consultation with Council and will be subject to Council approval as part of any future planning permit application(s).</p> <p>Communal open space is also proposed throughout the development in the form of landscaped mews.</p> <p>Refer to section 6.1 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i>.</p>
Any design and development techniques that incorporate environmentally sustainable (ESD) principles	<p>The Stage 1 Development Plan is informed by the ESD Response prepared by <i>Lid Consulting Pty Ltd</i> and located at Appendix C.</p> <p>Many of ESD requirements will be addressed during the planning permit stage and will be subject to Council approval as part of any future planning permit application(s).</p>
Staging of development, including proposed staged landscaping works concepts.	<p>The construction staging of the development is outlined at section 7 of the Stage 1 Development Plan prepared by <i>Conrad Architects Pty Ltd</i>.</p> <p>Stages 1a and 1b propose to provide the majority of the site's amenity and services, including the central drive and connection points for further stages.</p> <p>Landscaping for the respective stages will also be undertaken in accordance with the proposed staging plan.</p>

	Stage 2 works (being the future higher density residential and commercial uses) will form part of a separate Development Plan.
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In addition to the requirements which must be to be shown on the Development Plan, the Development Plan must be supported by the following reports and plans prepared by suitably qualified person(s):

<p>Management Plan</p> <p>A management plan which outlines responsibility for maintenance of:</p> <ul style="list-style-type: none"> • Public open space areas; • Roads and accessways; • Buildings of heritage significance; and • Any pieces of public art. 	<p>A management plan has been prepared on behalf of the developer and is provided at Appendix F. No public art is proposed as part of Stage 1.</p>
<p>Acoustic Report</p> <p>An Acoustic Report that identifies all potential adverse amenity impacts at all hours from nearby roads, rail and other identifiable uses and how these are to be addressed.</p> <p>If the report identifies that the proposed use and / or development may be adversely affected by noise, specific recommendations must be provided within the report for appropriate measures to ensure that the proposed use and or development is not adversely affected.</p>	<p>An acoustic report that addresses the requirements of DPO7 has been prepared by SLR Consulting Pty Ltd and is provided at Appendix H.</p>
<p>Traffic Management Report</p> <p>A Traffic Management Report which includes details relating to:</p> <ul style="list-style-type: none"> • Traffic management and traffic control works considered necessary on the land and affected roads to mitigate the expected traffic impacts of the proposed development. • The stages in the development in which the traffic management and control works internal and external to the land are to be undertaken to mitigate the expected traffic impacts of the proposed development; and • Location of vehicle access points to the site. 	<p>A Traffic Engineering Assessment has been prepared by <i>Traffix Group Pty Ltd</i> and addresses the requirements of DPO7. A copy of the assessment is provided at Appendix D.</p>

<p>Geotechnical Report</p> <p>A Geotechnical engineering report which confirms that the site can accommodate buildings and works in accordance with the development plan.</p>	<p>A copy of the geotechnical engineering investigations for the site are provided at Appendix I. These investigations outline that the site can accommodate the proposed dwellings using usual foundation techniques and that the proposed compaction of the site is in accordance with relevant Australian Standards.</p>
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7 Site Assessment

6.3 Land Use

It is well established that the land at 56-74 Station Street Nunawading is an appropriate location for residential land use. The rezoning undertaken by the Council via Amendment C155 demonstrates the vision for a significant urban renewal outcome that is capable of delivering on housing supply and diversity objectives.

The site's inclusion within the RGZ2 clearly anticipates 'substantial change', while the provisions of the DPO7 provide guidance as to a form and scale of development that can be reasonably expected.

As noted throughout this report, the Stage 1 Development Plan envisages the future development of that part of the land which is in the RGZ2 for townhouse-style dwellings of various sizes and configurations. It is submitted that this response suitably responds to the DPO7 intent for 'medium density residential', whilst providing an alternative housing choice to the higher density apartment product that is anticipated (and explicitly encouraged) for the MUZ land at the corner of Station Street and Norcal Road.

The proposed Stage 1 Development Plan will also provide the opportunity for future residential development proposals to make a positive contribution to the availability, diversity and affordability of housing in the Nunawading area, including first home buyers, professional couples and families.

6.4 Neighbourhood Character and Built Form

The requirements of the DPO7, as discussed in detail at Section 6 of this report, provide substantial guidance as to the preferred built form outcome for the site. It is submitted that the Stage 1 Development Plan prepared by *Conrad Architects Pty Ltd* appropriately responds to DPO7 and will establish the necessary strategic framework for considering future development on the site. Detailed design will be undertaken during the planning permit process and final dwelling design will be subject to Council approval as part of any future planning permit application(s).

The site has been identified as a strategic redevelopment opportunity for residential development within the City of Whitehorse. It is also not included within a defined neighbourhood character precinct pursuant to clause 22.03 of the Planning Scheme.

For these reasons, weight must be given to the desired future character that is sought to be established as part of the development, including the opportunity for landscaping. In this context, it is considered that Stage 1 provides an exemplary response, creating a 2-3 storey built form environment which is separated by landscaped mews that will provide a high level of amenity in terms of outlook from the dwellings as well as passive and active recreation opportunities.

The design response also allows the establishment of a series of access lanes, thereby separating car parking and vehicle movements from pedestrian areas. It is submitted that this response also activates the primary street frontages and will contribute to the sense of community.

The scale of existing residential development will be respected by providing for two (2) storey dwellings adjacent to existing dwellings along the western boundary of the site. This is also complemented by the proposed Type A dwellings, which are detached and include meaningful setbacks from the western boundary to create a suitable landscaping outcome which will act to soften the presentation of the built form.

A three (3) storey built form scale is proposed to all other areas of the site and is consistent with the urban character to the east and south of the site. The proposed three-storey scale assists in achieving urban consolidation objectives and is less than the discretionary maximum height of 13.5 metres (four storeys) prescribed the RGZ2. It is not expected that the proposed built form outcome will result in any unreasonable amenity impacts to adjoining or nearby uses.

The development along the east side of the site is consistent with the Development Plan Overlay requirements and the original master plans that informed the rezoning of the site.

It is also submitted that the level difference between Norcal Road and the internal areas of the development will result in a number of the Type C townhouses appearing as a lower form from within the adjoining streetscape.

The proposed pedestrian access areas are considered appropriate in the context of the site and the level differences described above.

Accordingly, it is submitted that the character of the surrounding environs has been appropriately considered in the preparation of the Stage 1 Development Plan. Further detail in relation to the architectural presentation of the development will be developed during the planning permit application process, with final dwelling design subject to Council approval as part of any future planning permit application(s).

6.5 Managing Interfaces and Amenity

The proposed Stage 1 Development Plan seeks to manage the site's sensitive residential interface to the western boundary by responding to the existing neighbourhood character and ensuring that development does not exceed two-storeys in scale. This position is complemented by the provision of substantial screen planting along the western boundary.

This approach affords a subtle transition between the generally single-storey scale of adjoining residential areas and the proposed three-storey scale within the centre of the site.

It is submitted that the proposed layout and arrangement of the dwellings along the western boundary will otherwise achieve compliance with the requirements of Standard B17 – Side and Rear Setbacks and Standard B21 – Overshadowing at the future planning permit stage.

It is also considered that any future planning permit application will be capable of complying with the requirements of Standard B22 of Clause 55 - ResCode and will not result in any unreasonable overlooking of neighbouring private open space or habitable room windows.

It should also be noted that the site adjoins an existing light industrial use along the site's southern boundary, which has been investigated as part of the Stage 1 Development Plan to determine potential amenity impacts to future residents. This interface is impacted by both loading activities in the carpark and from external plant and internal operations breaking out of the building.

According to SLR Consulting Pty Ltd, there are a range of options for treating potential noise impacts associated with adjoining loading activities, including:

- the provision of a 4.5m high acoustic barrier along the southern boundary;
- provision of protruding nib walls along the eastern façade of the three southernmost Type E townhouses to provide localised shielding to the upper level bedroom windows;
- no openable windows to the upper levels south façade on the southernmost Type E townhouse.

Section DD and the Indicative Laneway Images in the Landscape Design Report (**Appendix E**) demonstrate that the landscape buffer along the acoustic wall provides an appropriate interface. South Lane serves as vehicular access, with the primary pedestrian access located off the pedestrian pathway along the northern side of these dwellings.

SLR Consulting Pty Ltd have also recommended a range of options for treating noise impacts associated with the external plant associated with the adjoining industry (refer to Section 7.2 of **Appendix H**). It is submitted that these measures can be suitably addressed at the future planning permit stage and will not result in any material change to the dwelling layout contemplated by the Stage 1 Development Plan.

6.6 Landscaping

The Stage 1 Development includes significant landscaping opportunities in order to enhance the neighbourhood character and amenity of the development. This includes the provision of landscaped mews areas to clearly separate vehicle and pedestrian areas, and soften the built form environment.

The dwellings adjacent to the 'pocket parks' generally provide for pedestrian entrances from these parks and it is submitted that they already incorporate direct pedestrian/resident access. This is depicted in the relevant indicative floor plans for the proposed dwellings.

As previously noted, a detailed Landscape Design Report prepared by *Tract Consultants Pty Ltd* is provided at **Appendix E**. The Landscape Design Report demonstrates a considered response to the provision of landscaping within the site, including both public and private areas. This includes a commitment to the use of predominantly indigenous plants, in accordance with Council's planting guidelines.

The opportunity for meaningful screen planting along the site's western boundary provides an appropriate response to the existing residential area to the west and will soften the appearance of the proposed dwellings. A 3 metre wide landscape buffer is also provided adjacent to Norcal Road. These landscaping details will be further developed during the planning permit process, with final landscape design subject to Council as part of any future planning permit application(s).

6.7 Environmental Performance

The proposed Development Plan shows that dwellings have been positioned and oriented to ensure an appropriate level of solar access and cross ventilation to reduce future reliance on mechanical heating and cooling methods.

The application is accompanied by an ESD Response, prepared by *Lid Consulting Pty Ltd*, and outlines the range of Environmentally Sustainable Design (ESD) targets and Water Sensitive Urban Design (WSUD) initiatives that have been developed for the project. A full copy of the ESD Response is provided at **Appendix C**.

Many of ESD requirements will be addressed during the planning permit stage and will be subject to Council approval as part of any future planning permit application(s).

6.8 Management

A proposed Management Report is provided at **Appendix G** and outlines the intended ownership and management of public and communal areas associated with the development. Final management and ownership of the public and communal areas will be subject to Council approval as part of any future planning permit application(s).

6.9 Traffic and Parking

The Stage 1 Development Plan proposes vehicular access via two main access points; one located in the north-west corner of the site to Station Street and the other on the south-eastern boundary with Norcal Road. The access points are generally in accordance with the Concept Plan at Figure 1 of DP07.

Designated pedestrian and shared paths are incorporated with the vehicular access points to Station Street and Norcal Road. A separate pedestrian access point is also located on Norcal Road adjacent to the existing heritage smokestack that is proposed to be retained.

The application is also accompanied by a Traffic Engineering Assessment prepared by *Traffix Group Pty Ltd* which concludes that the traffic predicted to be generated by the proposed development will easily be accommodated on the surrounding road network and intersections without any adverse impacts and mitigation works to the external road network are not required. Accordingly, the proposed road reservations shown by the Stage 1 Development Plan adequately address these matters.

All dwellings are provided with the required number of on-site car parking spaces to otherwise satisfy the resident car parking requirements of clause 52.06. The proposed Stage 1 Development Plan provides 97 indicative on-street visitor car parking spaces. According to *Traffix Group Pty Ltd*, the proposed car parking arrangements are appropriate for the intended use.

Accordingly, it is not anticipated that there are any traffic engineering related concerns associated with the proposal and that the detailed traffic and car parking requirements can be suitably addressed at the planning permit stage. The final car parking provision, layout and design will be subject to Council approval as part of any future planning permit application(s)..

6.10 Waste Management

All dwellings are designed to provide space for waste bin storage in either the garage or service courtyard.

The location of bin storage is shown as part of the typical townhouse layouts at section 8 of the Stage 1 Development Plan prepared by *Conrad Architects Pty Ltd* and is further described by the Waste Management Response prepared by *Lid Consulting Pty Ltd* (refer **Appendix G**). According to *Lid Consulting Pty Ltd*:

“...it is recommended that a council waste collection service be utilised for the collection of all waste. Where standard council waste collection vehicles are not able to traverse internal laneways, a private collection service may be utilised.

Swept path diagrams indicate all roads (with the exception of the rear access land to townhouse “type C” adjacent to Norcal Road) can accommodate the turning manoeuvres of a 9.8m design vehicle, which is

considered appropriate for a development of this nature. Refer to traffic engineer's report as prepared by Traffix for further detail.

It is considered that the detailed requirements associated with waste management and disposal can be suitably addressed at the relevant planning permit stage and that there are no known impediments to the successful management of waste associated with the stage 1 development plan."

Accordingly, it is proposed that Council collect all waste generated by the development, with the exception of the Type C townhouses adjacent to Norcal Road, which will be collected by a private contractor. Final waste management arrangements including bin location and servicing will be subject to Council approval as part of any future planning permit application(s).

6.11 Site Remediation

An environmental auditor has been appointed for the site and the requirements of the Environmental Audit Overlay that apply to the site are in the process of being satisfied. All current investigations suggest that the site is appropriate for residential use.

8 Conclusion

This report accompanies an application for approval of the proposed Stage 1 Development Plan for the land at 56-74 Station Street, Nunawading.

This report has identified the issues relevant to considering and approving the proposed Stage 1 Development Plan and has logically addressed the requirements of the Whitehorse Planning Scheme. It has also raised the key issues that may affect future development of the land and has demonstrated the positive contribution that the future development will have on the surrounding area.

This Development Plan provides a strategic framework for the site, with further design details to be developed as part of the planning permit process. Any development on the site will be subject to Council approval as part of any future planning permit application(s).

The location of the site within the Nunawading Major Activity Centre and its designation for substantial change, presents a strategic opportunity for future residential development. The development of medium density housing in this location is supported by the recent rezoning of the subject land as part of Amendment C155.

It is submitted that the proposed Stage 1 Development Plan prepared by *Conrad Architects Pty Ltd*, and the accompanying consultant reports, adequately addresses the requirements of Schedule 7 to the Development Plan Overlay that applies to the site. The comprehensive form of this Development Plan reflects the considered approach to the urban renewal of the land and has responded to all applicable aspects of the Planning Scheme.

We trust that the information provided is appropriate for Council to consider the Stage 1 Development Plan favourably and respectfully request that Council approve the relevant documentation as proposed.