



Banyule
CITY COUNCIL

Urban Design Guidelines For Ivanhoe Shopping Centre

Adopted by Council

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*Prepared by
Niemann Partners Pty Ltd
In association with*

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Banyule City Council

URBAN DESIGN GUIDELINES FOR IVANHOE SHOPPING CENTRE

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1.0 INTRODUCTION

Ivanhoe Shopping Centre is located on Upper Heidelberg Road in Ivanhoe at the southern end of the municipality. It is recognised in the Banyule City Council's strategic planning framework and particularly the Municipal Strategic Statement (MSS) as one of Banyule's three largest commercial centres. The others are the Greensborough Shopping Centre (which is also of regional importance) and the Heidelberg Central (Burgundy Street) Shopping Centre. Ivanhoe and Heidelberg are community activity centres servicing significant local catchments.

These guidelines reflect the importance placed by the MSS on improving the viability and physical appearance of the larger strip shopping centres in Banyule. This has been an objective of the current Council and its predecessors over a number of years, and is evidenced by the existing streetscape treatments and other public works in the centre. The centre is presently a busy and attractive place to shop and work, but sustained improvement is needed to maintain its competitiveness.

The extent of the Ivanhoe Shopping Centre is shown in the map below (refer Figure 1). The boundaries have not been restricted to existing or proposed Planning Scheme zoning boundaries. They are based on streetscapes which are inclusive of shopping centre activities as well as adjacent transition sites which are directly affected by the centre's activities.

The centre has been divided into a number of character precincts for the purposes of analysing its character and establishing an urban design strategy. (Refer to Figure 2) Design guidelines are provided to respond to the specific nature of each precinct to reflect the differences in the streetscapes of the centre whilst ensuring that the distinctive character of the whole centre is maintained throughout.

Site specific guidelines may also be prepared for development sites and these will reflect the overall strategic intentions for the centre.

This document provides UNIVERSAL GUIDELINES for the whole of the centre, PRECINCT GUIDELINES for each identified precinct and SITE SPECIFIC GUIDELINES for the nominated development sites.

The guidelines apply to any development proposal for a designated precinct or site and will be used to assess planning applications. They do not override any regulations or provisions of the Banyule Planning Scheme unless the Banyule City Council has discretionary powers to vary the provisions.

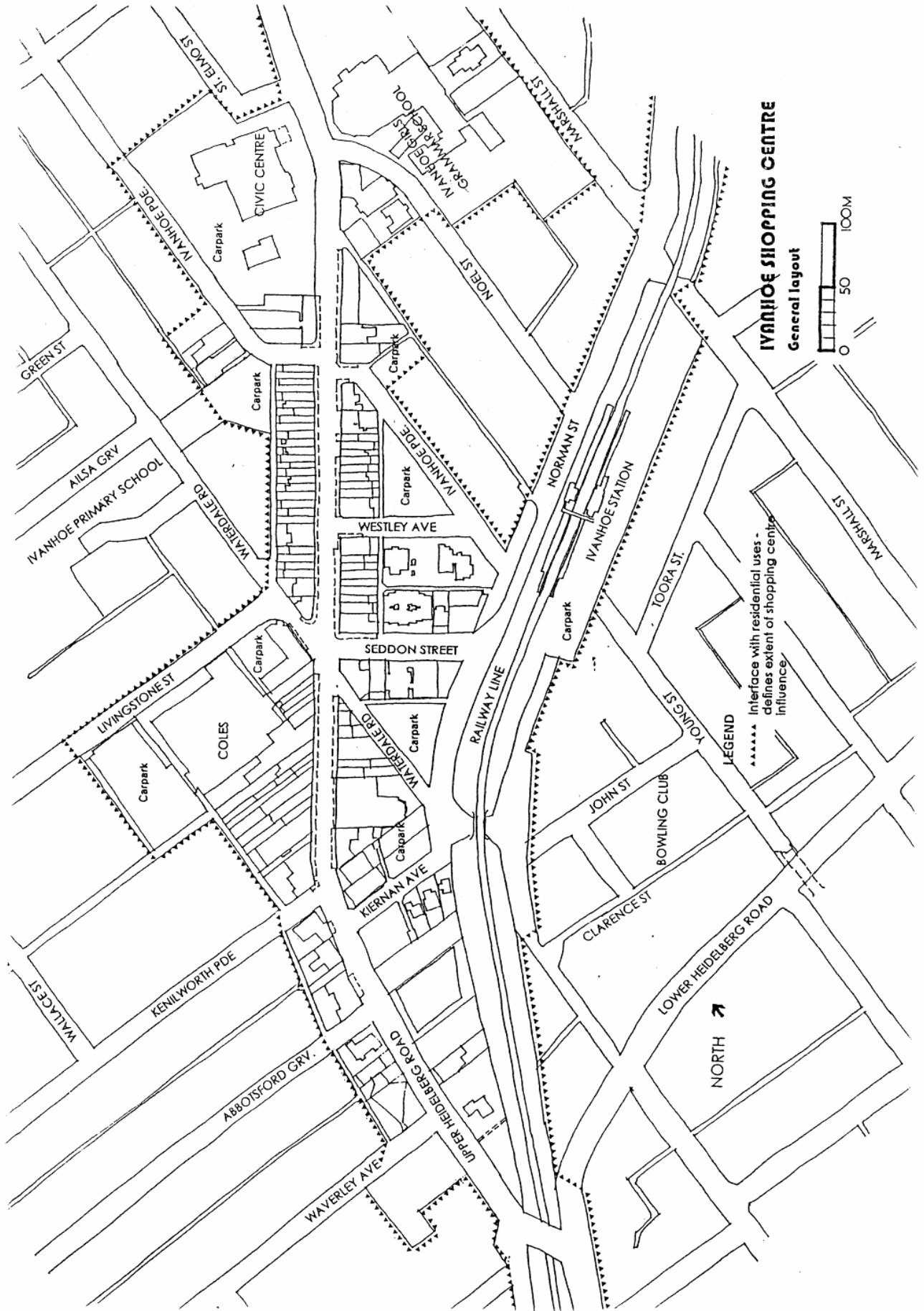


Figure 1 - Ivanhoe Shopping Centre - General Layout

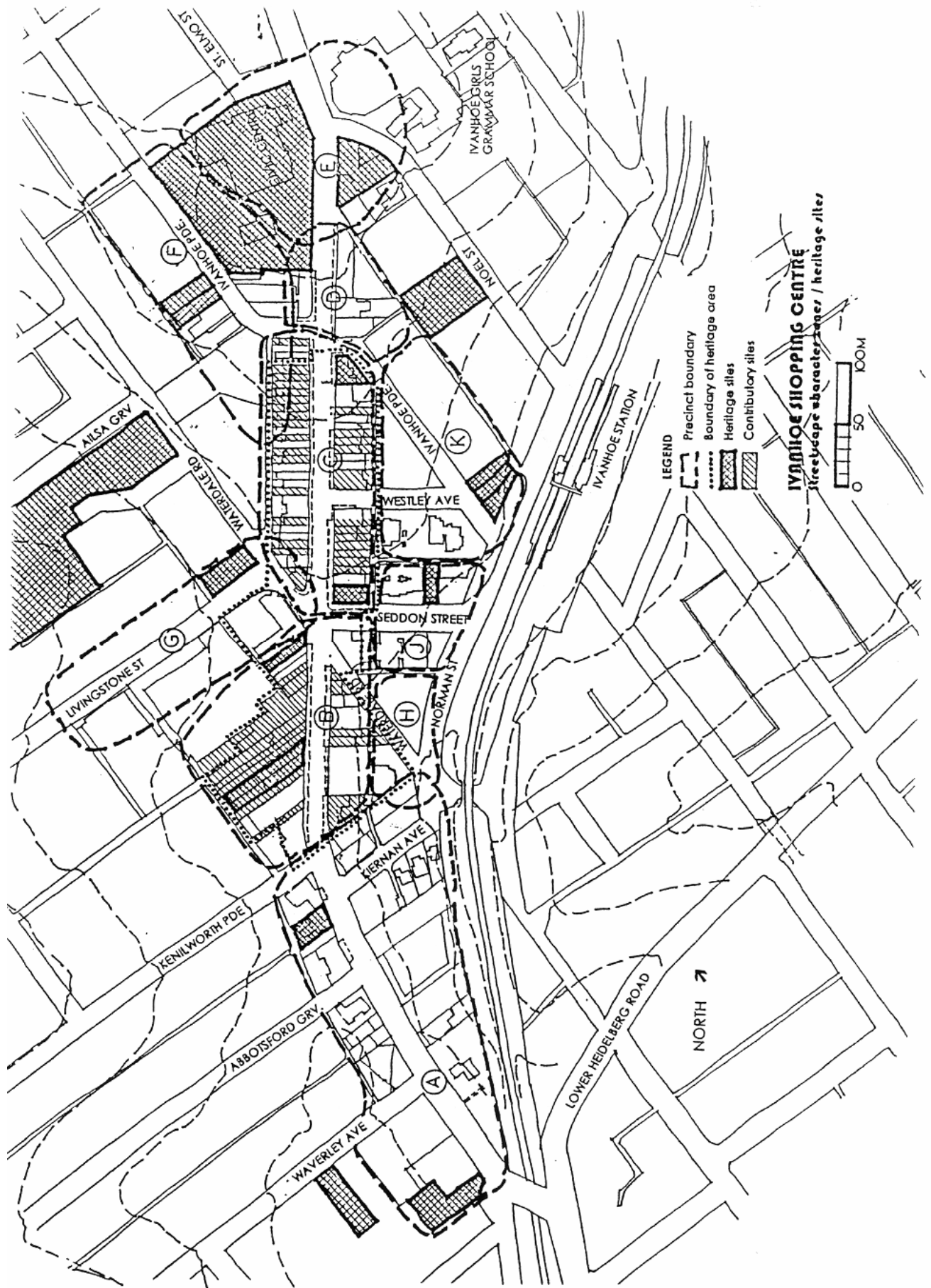


Figure 2 - Ivanhoe Shopping Centre - Showing Streetscape Character Precincts

2.0 STATUTORY CONTEXT

These guidelines have been prepared in the context of a number of strategic studies, Council policies and the provisions of the Banyule Planning Scheme (BPS) including the Victoria Planning Provisions (VPP) - State Planning Policy Framework. (A list of the relevant documents appears in section 8 of this document.)

In determining the nature of uses and/or development appropriate to a particular site/area, the controls relevant to the site must first be ascertained by reference to the BPS. These controls include zoning provisions, particular use and development requirements and State, regional and local planning policies. All of these provisions need to be considered when assessing proposals. These guidelines, therefore, need to be read in conjunction with the BPS which is available for viewing from Council offices and at the Department of Infrastructure.

With respect to these urban design guidelines, particular attention should be paid to the following provisions of the BPS.

- Clause 19.03, of the State Planning Policy Framework (SPPF), of the BPS (copy at Appendix A) sets out specific objectives and general implementation in regard to the achievement of high quality urban design and built form, requiring, amongst other matters that "Development should achieve architectural and design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties."
- Furthermore, Clause 19.03-02 generally requires that all applications for planning permits include a site analysis and descriptive statement explaining how the proposed development responds to the site and its context. In addition, planning and responsible authorities must have regard to a number of design principles set out and included in that Clause.
- These guidelines for Ivanhoe Shopping Centre are a response to the State Planning Policy Framework. The provisions of Clause 19.03 and these Urban Design Guidelines will be utilised by Council in assessing any development proposals in the Ivanhoe Shopping Centre.

The Banyule MSS, which forms part of the BPS, together with State Policy and supporting local policies, provides the basis for all decision making in the BPS. The MSS also recognises a number of important factors, which should influence future development in the Ivanhoe Shopping Centre:

- Medium density residential development should be encouraged in the vicinity of the centre.
- Appropriate expansion and new functions should be encouraged in the centre to strengthen its place within the retail hierarchy.
- High quality urban design and architecture is to be encouraged.
- Large-scale office development is to be encouraged on the periphery of the centre.
- Urban design issues (built form, character and streetscape) are important in the vicinity of the centre and architecture and urban design which would be detrimental to identified streetscapes and neighbourhood character is to be discouraged.
- Identified areas of heritage significance should be protected and enhanced.
- Business plans are to be prepared for each of the commercial centres.

The Ivanhoe Shopping Centre (most of the original strip from Kenilworth Parade to Ivanhoe Parade) is affected by a Heritage Overlay in the Banyule Planning Scheme which requires a permit for demolition of any building, and/or to carry out any buildings and/or works, with external paint controls being imposed (Clause 43.01 of the BPS). Those buildings affected by a Heritage Overlay either as individual buildings or as part of an area are shown in Appendix B.

In the adopted Banyule Heritage Places Study, Allom Lovell and Associates have offered the following statement of significance for the Ivanhoe Shopping Centre:

The Ivanhoe Shopping Centre is of local historical and social significance. It is a traditional shopping strip sited on one of the two earliest thoroughfares in Heidelberg and represents a range of commercial building forms, including some from the 19th century, but is predominantly from the period c. 1915-40.

The precinct has been the site of commercial activity since Greenway's Ivanhoe Hotel commenced near here in 1854. Its character, however, is dominated by the austere commercial style which preceded and followed World War One. The shopping strip is a dominant part of Banyule's urban fabric and, of the two larger shopping centres (the other being Burgundy Street, Heidelberg), it is by far the more homogenous.

A copy of relevant extracts from the Heritage Places Study is at Appendix C.

The Ivanhoe Traders' Association has also prepared a Business Plan for the shopping centre, which has in turn been adopted by Council. This Plan addresses marketing, business development, physical improvements and implementation measures and is referred to in the Business Plans Policy of the Local Planning Policy Framework in the Banyule Planning Scheme.

Council has adopted a Significant Tree Study of the municipality. Those trees within the Ivanhoe Shopping Centre that have been identified as significant and relevant extracts from that study are at Appendix D. An Environmental Significance Overlay (Schedule 4) has been applied under the Banyule Planning Scheme to the property on which a significant tree is located and that land within the canopy plus 5 metres of that significant tree. Schedule 4 to the Environmental Significance Overlay specifies that a permit is required to remove, destroy or lop any significant tree or to construct a building or carry out works within the critical root zone of any significant tree.

The above discussion overviews the statutory planning provisions affecting the Ivanhoe Shopping Centre, however, at all times reference must be made to the BPS to ascertain the provisions as they relate to any particular site/area in the centre.

3.0 STREETScape CHARACTER of the centre

The Ivanhoe Shopping Centre is a typical predominantly early 20th century strip centre comprising single and two-storied shops, generally with cantilevered verandahs. The streetscape space within the core of the strip is contained by the 2-storied buildings on either side, constructed with zero setbacks. This is the section which is included in the Heritage Overlay, and represents the benchmark for the design and character of new development within the centre. Key characteristics of this streetscape include:

- a street cross-section with a scale of approximately 1:2 (refer Figure 3)
- allotments with a typical street frontage of 6 metres but some as high as 40 metres.
- maximum 2 storied buildings built right to the street frontage
- cantilevered verandahs
- active shopfronts
- parapet style facades
- traditional wall materials including red brick and render
- colours which are generally compatible with Federation and Inter-war buildings.

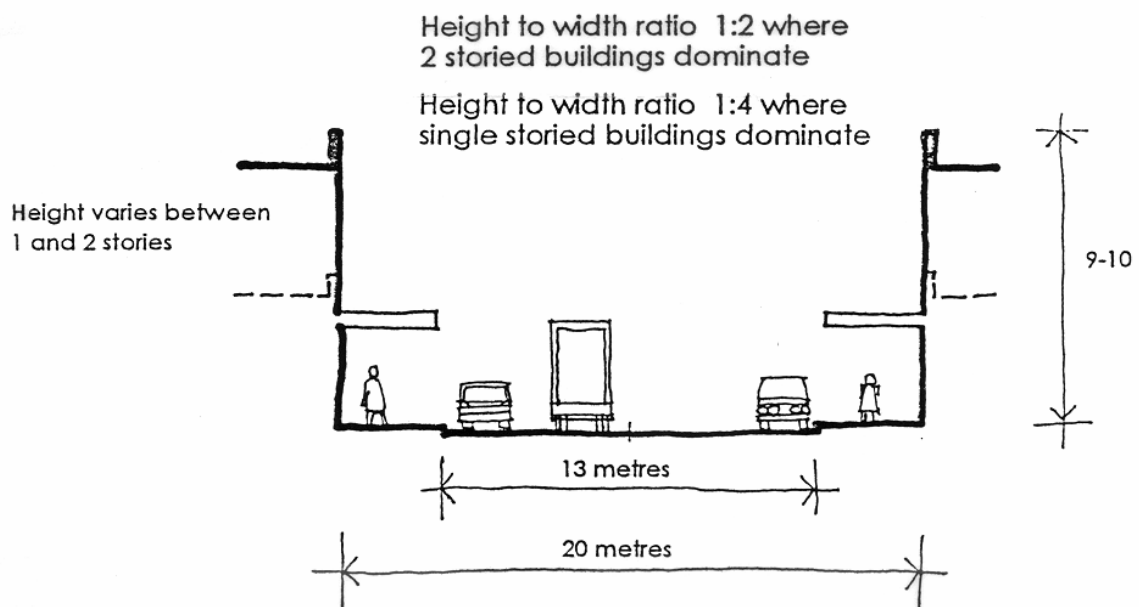


Figure 3 - Typical cross-section of Upper Heidelberg Road

Within this character framework, there have been a number of modifications and new development. Many of these successfully respect the existing streetscape, without slavishly copying it, whilst other changes are less successful and are sometimes intrusive.

Beyond the core of the centre, the streetscape changes due to changes in building types and the influences of development in later periods. Buildings on the fringe of the centre tend to be larger (the Town Hall, School, churches, office buildings, etc) and in many cases are setback from the street frontage with landscaped surrounds.

Commercial/retail development at either end of the centre is typically single-storied in the utilitarian styles of the 1960s and 1970s. Because they are predominantly lower buildings, the streetscape appears more open in these precincts.

The concentration of development along Upper Heidelberg Road results in a strong linear space. As mentioned above, the character of this space changes along the linear route of Upper Heidelberg Road, and this has formed the basis of the delineation of precincts as shown

in Figure 2. Other precincts represent the fringe areas which are “away from the main drag”, but are nevertheless important components of the centre. They include the supermarket precinct in Livingstone Street, the mixed-use precincts between Upper Heidelberg Road and the railway, and the Ivanhoe Parade precinct where there is an uneasy transition from commercial and civic uses to detached houses.

The railway and topography of the centre are key elements. The former provides a very strong boundary to the eastern side of the centre. The slope of the land away from the prominent site of the Town Hall produces subtle changes from site to site which adds to the centre’s character. It also makes possible the important views to the east and the Dandenong Ranges. Upper Heidelberg Road runs along a ridge line and individual buildings, particularly the Town Hall, are also very prominent in views from nearby high points such as the Eaglemont hill.

Changes in the alignment of Upper Heidelberg Road also provide interest as they are located at each end of the retail strip. Streetscape views of the strip from the approaches are denied until they are revealed as the viewer rounds the curve at either end. This heightens the sense of arrival to the centre.

The arrival points, the key intersections within the centre and the landmark buildings, such as the Town Hall, all provide important reference points for the future urban design of the centre.

4.0 UNIVERSAL GUIDELINES

General

These guidelines are designed to apply throughout the Ivanhoe Shopping Centre. They should be read in conjunction with the guidelines for each streetscape character precinct as applicable and any relevant site-specific guidelines.

Guidelines

- Design themes

To maintain the desired character of the centre, new development should recognise and be compatible with the Federation style of the early 20th century and the inter-war Art Deco style. Mimicking or "replica" designs are discouraged. The important issue is to respect and interpret these styles in a contemporary manner. Innovation and high quality design outcomes are encouraged. Refer also to Banyule Heritage Places Study.
- Materials

Brick, render (not on fibre cement sheet), painted timber and metal.
- Heritage

Refer to Banyule Heritage Places Study for specific guidance on sites of heritage significance.
- Landscaping

Landscape works form an integral part of site development and a landscape plan should be included amongst the documents forming the planning application.

Landscaping should respect the neighbourhood character of the area, and not only reduce the impact of new development but also assist in making a soft transition between residential neighbourhoods and commercial areas.

In setbacks (where required) screening shrubs and trees that obscure facades or provide cover for anti-social behaviour are discouraged. Low shrubs (< 1000 mm high) and trees are preferred.

Retention of established vegetation is encouraged wherever it is consistent with the neighbourhood character.

Properties on which significant trees identified in the Banyule Significant Tree Study are located and any property within the canopy drip-line plus five metres are subject to an Environmental Significance Overlay (Schedule 4) in the Banyule Planning Scheme.

Major trees that are to be retained will be protected by a "no-build" / "no excavation" zone in accordance with Figure 4.

Refer to the following for guidance:

 - Banyule Neighbourhood Character Strategy
 - Banyule Heritage Places Study
 - Banyule City Council - Indigenous Plants for Your Garden
 - BCC - Street Tree Strategy.
 - BCC - Significant Tree Study
 - BCC - Wildlife Corridor Program

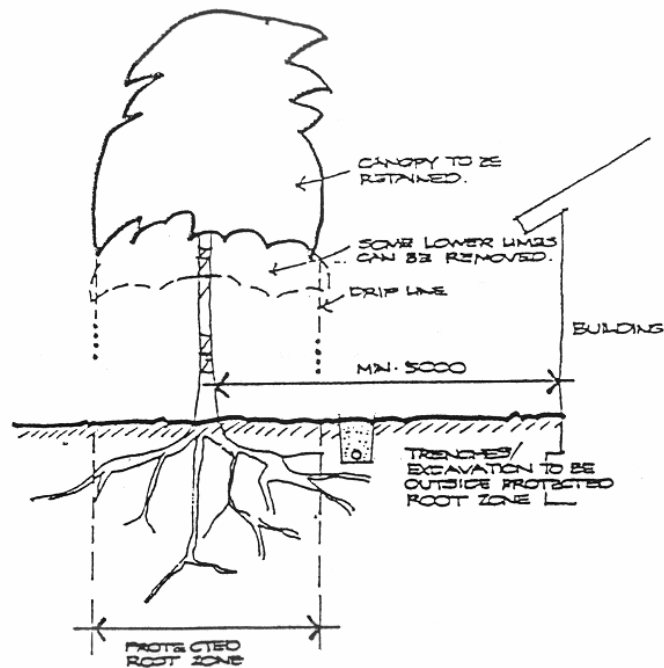


Figure 4 - Tree Protection Guidelines

- Suitable Land Uses

All sites within the shopping centre precinct, and particularly those in the Business 1 Zone, should accommodate uses which provide active shopfront facades to Upper Heidelberg Road. They should also provide a facade design at the upper level, which is compatible with these guidelines.

All uses will be subject to the provisions of the Banyule Planning Scheme and be in accordance with relevant plans and/or policies adopted by Council such as the Ivanhoe Shopping Centre Business Plan.

- Site Analysis & Design Response

A site-specific site analysis and design response should accompany a planning application. This is a requirement of the Victoria Planning Provisions - State Planning Policy Framework, clause 19.03, a copy of which is attached as Appendix B.

- Signage

Signage on buildings and forming part of developments must reflect the design themes for the centre. Provision for signage should be integrated in the detailed design of the proposals and must be shown on the drawings submitted with the planning application.

Signage should comply with Banyule City Council Outdoor Advertising Policy.

- Lighting

External lighting to developments should be located to avoid overspill and glare which may adversely affect neighbouring residential properties. It should also be subdued and sensitive to the visual impact of development in ridgeline locations.

- Acoustics

Residential properties should be protected from the effects

of noise generated by traffic, mechanical plant and activities within development sites.

- Solar Access
New development should respect the existing benefit that neighbouring sites (particularly those on residential areas) gain from access to direct sunlight.
- Energy Efficiency
Developments that are innovative and energy efficient are encouraged.
- Consolidation/
Subdivision
New lot configurations must be justified in the site analysis and design response.
Consolidated sites must retain the characteristic form of buildings by expressing similar frontage widths, proportions and scale of facades, heights, articulation etc.
- Graffiti
Design techniques shall be used that discourage the application of graffiti, particularly on the side facing lanes, carparks and the railway.

5.0 PRECINCT GUIDELINES

5.1 PRECINCT A - SOUTHERN ENTRY

Streetscape Character Analysis

- Entrance precinct.
- West side contrasting scale with east side
- West side zoned Residential 1 and Business 1 but generally non-residential uses (hospital, church, vet. surgery, and Chinese restaurant).
- Single storied buildings with setbacks (varying) - often landscaped and buildings seen "in the round" between Rocke Street and Abbotsford Grove.
- From Abbotsford Grove to Kenilworth Parade the existing building form, setback and scale reflects the change to Business 1 zoning. This section comprises a mixture of single and two-storied buildings with little or no front setback and facades are contiguous.
- East side zoned Business 1 - generally office uses or vacant. Steeply sloping land to railway line at rear results in increased number of levels at rear of site - generally two-storied street facades. Building setback varies from virtually zero to about 6m (landscaped or carpark).
- Important vacant site/development opportunities.
- Landmark cypress tree on west side at No. 19, prominent eucalypt/angophora at church (No. 4 Waverley Avenue) and English Oak at No. 1 Kiernan Avenue.
- Group of oaks and elms along railway line (identified in the Significant Tree Study and subject to an Environmental Significance Overlay (Schedule 4) in the Banyule Planning Scheme) make important contribution to local landscape.
- Variable architectural character (predominantly post-WWII).
- Opportunities for good views to Dandenongs (east).
- Buildings may be very prominent due to ridgeline location
- Sites on both sides have vehicle access from Upper Heidelberg Road.
- Powerlines are intrusive (east side)
- Heritage listed buildings at 9 and 75-77 Upper Heidelberg Road.
- The latter is the important former Fire Station and is flanked by 1970s buildings which fail to respect the fire station architecture. They also screen views of it from the eastern approach, where its facade could have been strongly expressed due to the opened angle of view.
- East side has important corner sites (Council land and former Telstra building on Kiernan Avenue intersection).
- Inconsistent architectural character
- Nos. 72-84 (on the eastern side) has vehicle access from Upper Heidelberg Road, but this site is vacant and can be accessed from Kiernan Avenue.

Desired Future Character

Strategy

- Strengthen role as entrance precinct.
- Recognise:
 - * the need to make the transition from this precinct to the traditional strip centre
 - * that the existing buildings are not contributing to the predominant character of the centre (except the former fire station)
 - * the need to develop a precinct identity which reflects that its function is different from the core of the shopping centre and yet is consistent with the character and themes for the whole of the shopping centre
 - * the differences between the east and west sides and in scale of existing buildings
 - * the need to consider impact of height and building mass, and potential for detriment to amenity of the residential areas to the east and west
 - * the need to provide uses at street level which are retail or secondary retail, particularly at the interface with Precinct B.
 - * landmark opportunities
 - * existing landscaping and setbacks
 - * opportunities for change through development of vacant sites
 - * importance of the ridgeline location and the need to maintain the landscaped character of the ridgeline
 - * the need to remove vehicle access to sites from Upper Heidelberg Road
 - * opportunity to capitalise on views to the east.

- * the need to remove overhead powerlines or reduce their impact.
- * the need to limit traffic infiltration into residential areas.
- * the constraints of the access, slope and noise on sites located between Upper Heidelberg Road and the railway line.

Design Response

Create a strong statement of entry to the shopping centre by encouraging a landmark element in a landscaped setting in the southern apex of the vacant site (No. 40). This is presently counterbalanced by the prominent cypress tree on the western side, and also the church and its associated landscaping on the corner of Waverley Avenue. In the future there may be an opportunity for development of the Airlie Hospital (No. 25) or other sites on the western side, but whilst the church remains, no new development should be allowed to compete with the church for landmark status.

Whilst the entry to the shopping centre may be marked in this way, it is also important that new development makes a smooth transition from the residential neighbourhoods to the east south and west of the Precinct. This should be reflected in their building scale and mass, and the use of generous landscaping to create a garden setting for buildings. This is not intended to discourage architecturally innovative and interesting buildings, but to ensure that they do not dominate the neighbourhood.

Buildings on both sides between Rocke Street and Abbotsford Grove should maintain the appearance of landscaped surroundings. In order to make the transition from this part of the precinct to the next, the amount of landscaped setback could be reduced to zero in the more northerly sites, particularly on the eastern side. The existing building at 66-68 Upper Heidelberg Road could be extended to the street boundary (presently set back about 6 metres).

Building scale (and setback) in this precinct will also vary. The eastern side comprises large allotments, and existing buildings have a much greater bulk than those on the western side. This is exacerbated by the slope from Upper Heidelberg Road to the railway, which allows 2-3 additional levels below the ground floor or street level. This is an appropriate use of the topography, but has the potential to produce 5-6 levels of building facing the railway. Innovative use of the topography and design techniques which reduce the apparent height and bulk of the eastern building facades is encouraged. This includes maximising the site's potential by using the lower levels for purposes other than carparking or service operations.

The eastern side is contained by the railway line, which acts as a separator between the commercial centre and residential neighbourhoods. On the other hand, residential neighbourhoods to the west are much more susceptible to impact on their amenity, and a lesser scale and bulk is desirable for buildings on the western side.

Notwithstanding, the height of the existing east side buildings at street facade level should not be exceeded in any development. Some additional height may be allowable, provided it is concealed from views from the street or it comprises a landmark element consistent with these guidelines.

It is also important to restrict building heights and bulk on the eastern boundary adjacent to the railway line. This side of the precinct is readily visible from a number of points east of the railway. The eastern facades should be articulated to break up the building mass, and stepped back to reduce apparent height. Large trees should be planted wherever needed to screen buildings and maintain the landscaped character of the ridgeline.

Developments could capitalise on the opportunities for the good views to the Dandenongs, provided this is not to the detriment of the privacy of the residential areas to the east of the railway.

Vehicle access from the rear of sites is preferred in order to remove undesirable driveway entrances from Upper Heidelberg Road. With new development and the encouragement of shopfronts, higher volumes of pedestrian use in this section can be expected. Driveway entrances are not only potentially dangerous to pedestrians but also degrade the streetscape amenity.

A two-way road along the railway reserve would remove this hazard. Private access has already been approved as part of the development at 48 Upper Heidelberg Road. Use of this

road is encouraged as part of any other new developments, but is subject to access rights being satisfactorily negotiated with the owner of 48 Upper Heidelberg Road. The design of the road needs to consider the possible impact of traffic infiltration on the adjacent residential areas east of the railway (accessible via Waterdale Road). Restricted turn movements to and from the access road may be necessary to ensure that traffic moves to and from the precinct without adverse effects. Impact of road improvement on significant trees should be monitored.

To make the transition to Precinct B, retail frontages with active shopfronts and verandahs are encouraged from Abbotsford Grove to Kiernan Avenue. Any new development on the corner of Kiernan Avenue should also be designed to “turn the corner”. This could comprise a building feature which may be allowed to exceed the height limit, or it could be an open plaza/ public space surrounded by retail frontages. There are no public spaces of this type in the centre at present.

A landscaped setback is desirable for development facing Kiernan Avenue (other than the corner site) if the existing buildings remain.

The west side has potential for additional development of the site on the north-west corner of Abbotsford Grove, which is presently single-storied. Buildings should also “turn the corner” here but not with a prominent landmark element which would compete with the church and distract attention from the fire station. Any future development of the corner of Kenilworth Parade (no. 79) will ideally alter the setbacks so that the full facade of the fire station is exposed to view from the northern approach.

Guidelines

The Guidelines for Precinct A are expressed in Figure 5.

The following definitions apply to the terms and abbreviation used in Figure 5:

Building Height (defined as “the vertical distance from natural ground level to the roof or parapet at any point.”)	2	Building height limited to 2 stories and 12 metres maximum, unless limited to a specific height in site specific guidelines
	2+	Building height limited to 2 stories at the street facade, but may be higher provided it is concealed from views from the street (ie. appropriate setbacks are provided on stories greater than two stories), unless limited to a specific height in site specific guidelines.
Setbacks (measured from the property title boundary)	SE	Existing setback to be maintained
	SS	Setback for retention or planting of trees where required. Building height and bulk to be addressed by articulating facades to break up building mass and stepped back to reduce apparent height.
	S0	Zero setback required
	S3(6) S❖	Minimum 3 (6) metre landscaped setback Setback increases with height of building. Access to daylight for neighbouring properties must be maintained and may require greater setbacks. Similar standards to those in the Clause 55 of the Banyule Planning Scheme(Standard B19) should be applied.
Heritage sites	H	These sites are listed in the Schedule to the Heritage Overlay in the Banyule Planning Scheme
Vehicle access to lots	➔	These are the preferred points of access
Verandahs	V1	A street verandah is required to this frontage of any new development
	V2	A street verandah is desirable to this frontage of any new development

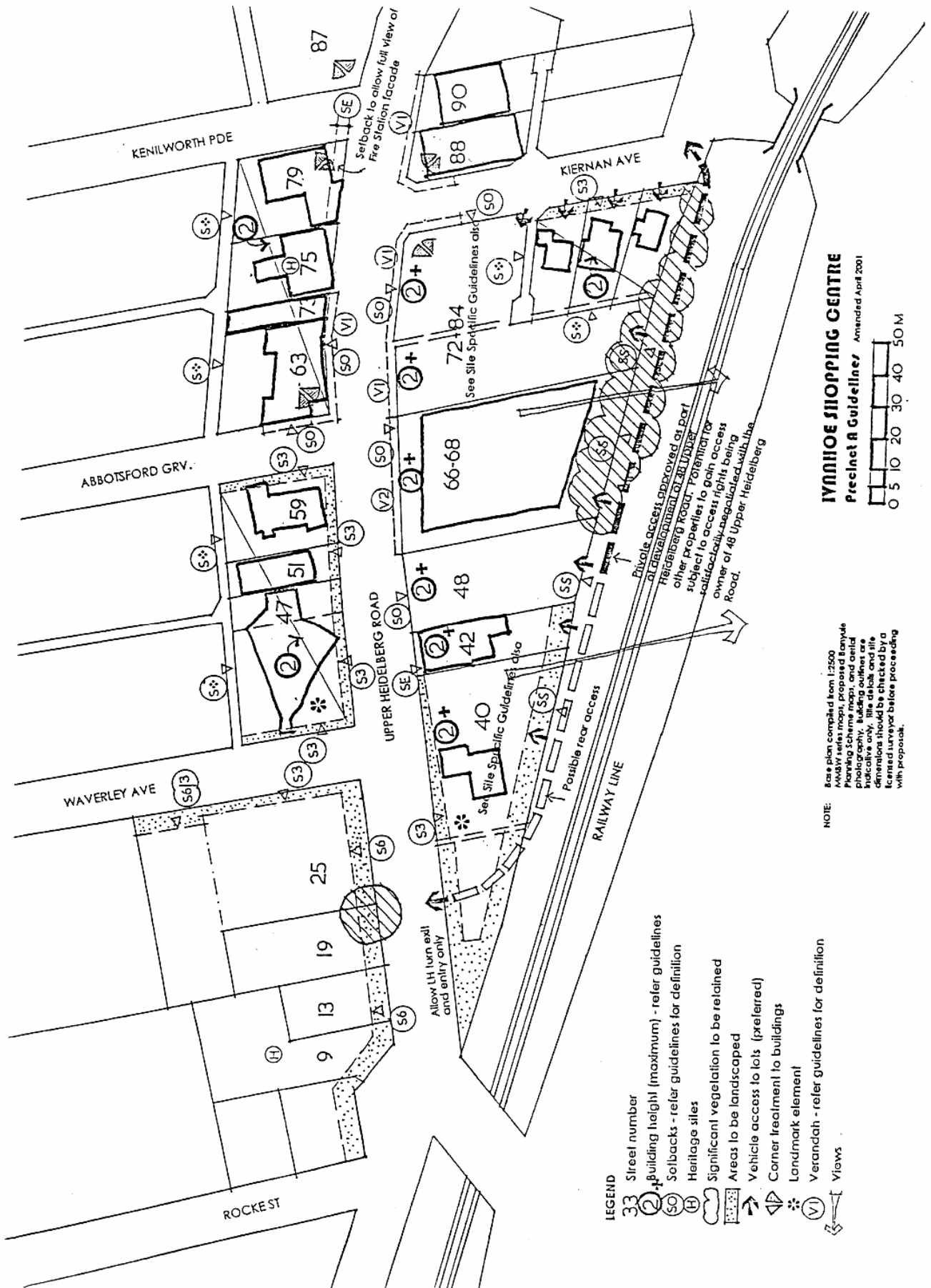


Figure 5 - Precinct A Guidelines

*PAGES 16 TO 25 OMITTED INTENTIONALLY TO ALLOW FOR INCLUSION
OF GUIDELINES FOR PRECINCTS B TO K WHEN PREPARED.*

6.0 SITE SPECIFIC GUIDELINES

6.1 SITE SPECIFIC GUIDELINES FOR 72-84 UPPER HEIDELBERG ROAD

These guidelines are to be read in conjunction with the UNIVERSAL guidelines and PRECINCT A guidelines.

General

The land at 72-84 Upper Heidelberg Road is located in the Ivanhoe Shopping Centre and presently owned by the Banyule City Council. (Refer to Fig. 6.) It is part of the southern entry to the centre.

It is an important site, not just for its size, but also due to its location on the corner of Kiernan Avenue and at one end of the current retail strip. Council seeks to ensure that future proposed development of the site is appropriate to its location and that it retains and enhances the shopping centre character. These site-specific guidelines have been formulated for that purpose.

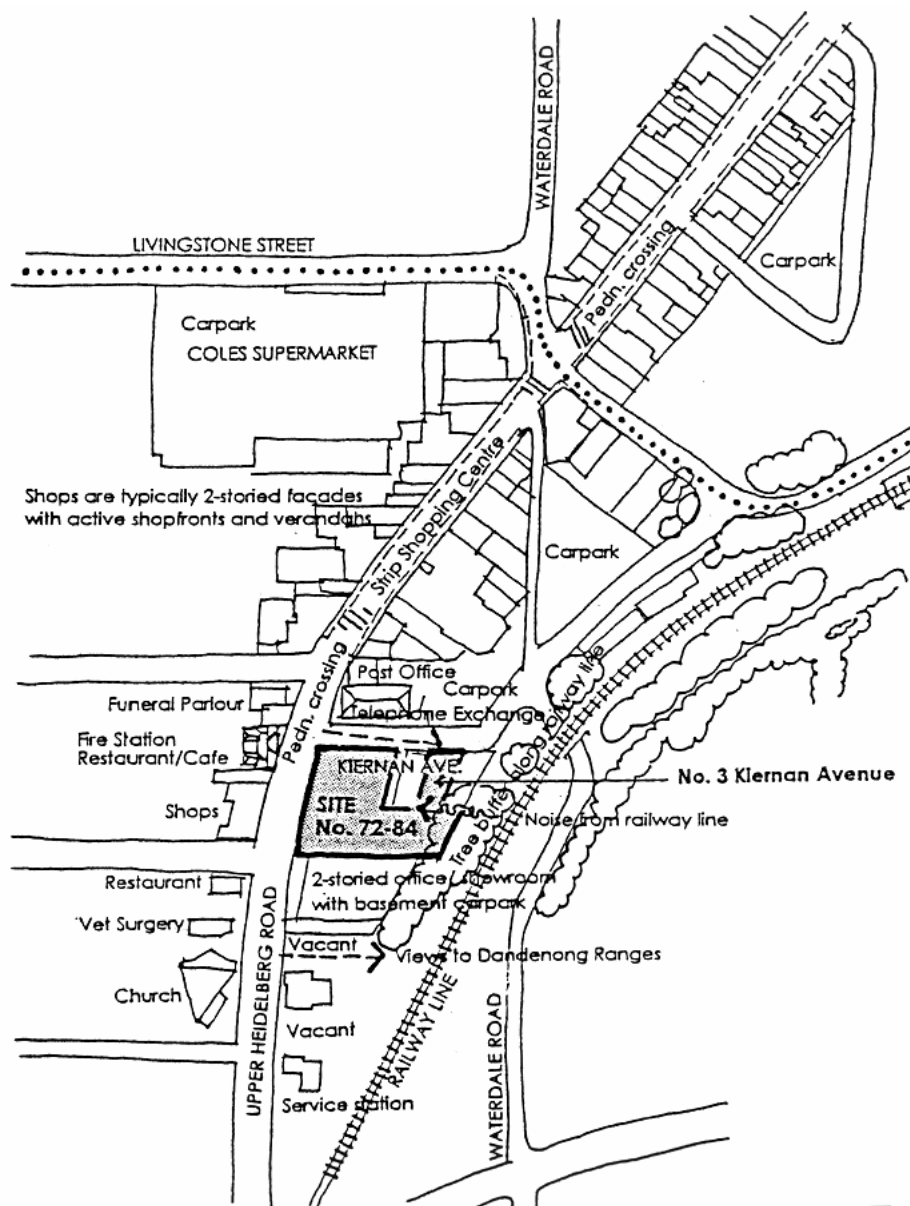


Figure 6 - Site Context for 72-84 Upper Heidelberg Road

Guidelines

- Setbacks
 - Front (Upper Heidelberg Road) Zero up to 2 stories then stepped back. Refer to Figure 7. Refer also to NOTE under "Street facades" below for instances when setback requirement may be varied
 - Rear Subject to retention of existing trees, 6 metres for all levels below and including ground floor (Upper Heidelberg Road level) and then step back if necessary to break up bulk of building and reduce apparent heights.
 - Side Zero to neighbouring sites, subject to retention of adequate access to daylight for existing buildings on neighbouring sites. Varies with building height. Refer to Figure 5.
 - Side (Kiernan Avenue properties) Zero at ground level - varies with building height. Refer to Figure 7. Refer also to NOTE under "Street facades" below for instances when setback requirement may be varied
- Height

(Building height is defined as "the vertical distance from natural ground level to the roof or parapet at any point.")

Refer to Figure 7

The objective is to restrict building height to 2 stories at the street frontage to blend with the existing buildings. Additional stories may be permitted provided they are set back so that they are generally not visible.

The maximum allowable height on other boundaries will also be limited, and required setbacks will increase with greater building height.

The principles expressed in the Precinct A guidelines (refer to Figure 5) have been converted to produce specific height limitations over the whole of the subject site.
- Street facades

Buildings should address the street with fenestration at both levels. Ground floor should include some retail and shopfronts. Verandahs over the street footpath in Upper Heidelberg Road are required. Facade should "turn the corner" on the corner of Upper Heidelberg Road and Kiernan Avenue, and could incorporate a landmark element.

NOTE: As an option to a "hard-edged" corner treatment an open public pedestrian plaza on this corner will be considered provided that:

 1. it has a minimum area of 400 sq. m.
 2. it has a maximum frontage of 20m to Upper Heidelberg Road
 3. the facades along the edges of the plaza are a maximum of 2 stories high above the plaza level and contain active shopfronts facing the plaza and continuous verandahs are provided over the shopfronts.
 4. it is not proposed to be used for carparking or vehicle access.
- Design themes

Refer UNIVERSAL GUIDELINES
- Form

Make compatible with existing - design should achieve articulation of large facades to reduce bulk and to reflect typical shopfront proportions.

- Plant and mechanical services equipment All plant, lift equipment, mechanical services installations and the like should be screened from view from street level, and from adjacent residential areas. Plant and equipment shall be contained within the building envelope for the site.
- Vehicle access No access will be provided from Upper Heidelberg Road. All access will be from the rear from the proposed new road (if possible) or from Kiernan Avenue.
- Car Parking In addition to meeting the carparking requirements of the Banyule Planning Scheme, development of this site shall incorporate 35-40 car parking spaces which are for general public use and available for their use at all times. These spaces will be provided at no cost to the Council by the Developer and title transferred to the Council.
- Site Landscaping Refer also to UNIVERSAL GUIDELINES
Retain existing trees along eastern boundary and railway line
- Views/overlooking Development should take advantage of views to the east, but be designed to minimise intrusion on privacy of properties on the eastern side of the railway line and at nos. 1-5 Kiernan Avenue.
- Streetscape Improvements All streetscape improvements in the public domain between the site boundary and the kerb line of the roads adjacent to the site, including planting of street trees, new footpaths, and street furniture, designed to be compatible with the existing treatments in Upper Heidelberg Road to the north of this site, will be provided by the developer of the subject site at no cost to the Council.

All works on private land between the building facades and the street boundary shall be compatible with streetscape works.
- Consolidation/subdivision Refer also to UNIVERSAL GUIDELINES
The subject site presently comprises a number of titles. The format of these parcels of land reflects the general character of the Ivanhoe Shopping Centre and there may be some advantages (legal, economic and aesthetic) in retaining the existing titles rather than consolidating or re-subdividing.
- Electrical substation and powerlines The Council wishes to replace overhead electrical cables in Kiernan Avenue and Upper Heidelberg Road and the existing pole mounted substation in Kiernan Avenue with underground cabling and a new substation. Provision should be made within the development of the subject site for housing of a substation to the requirements of the supply company.

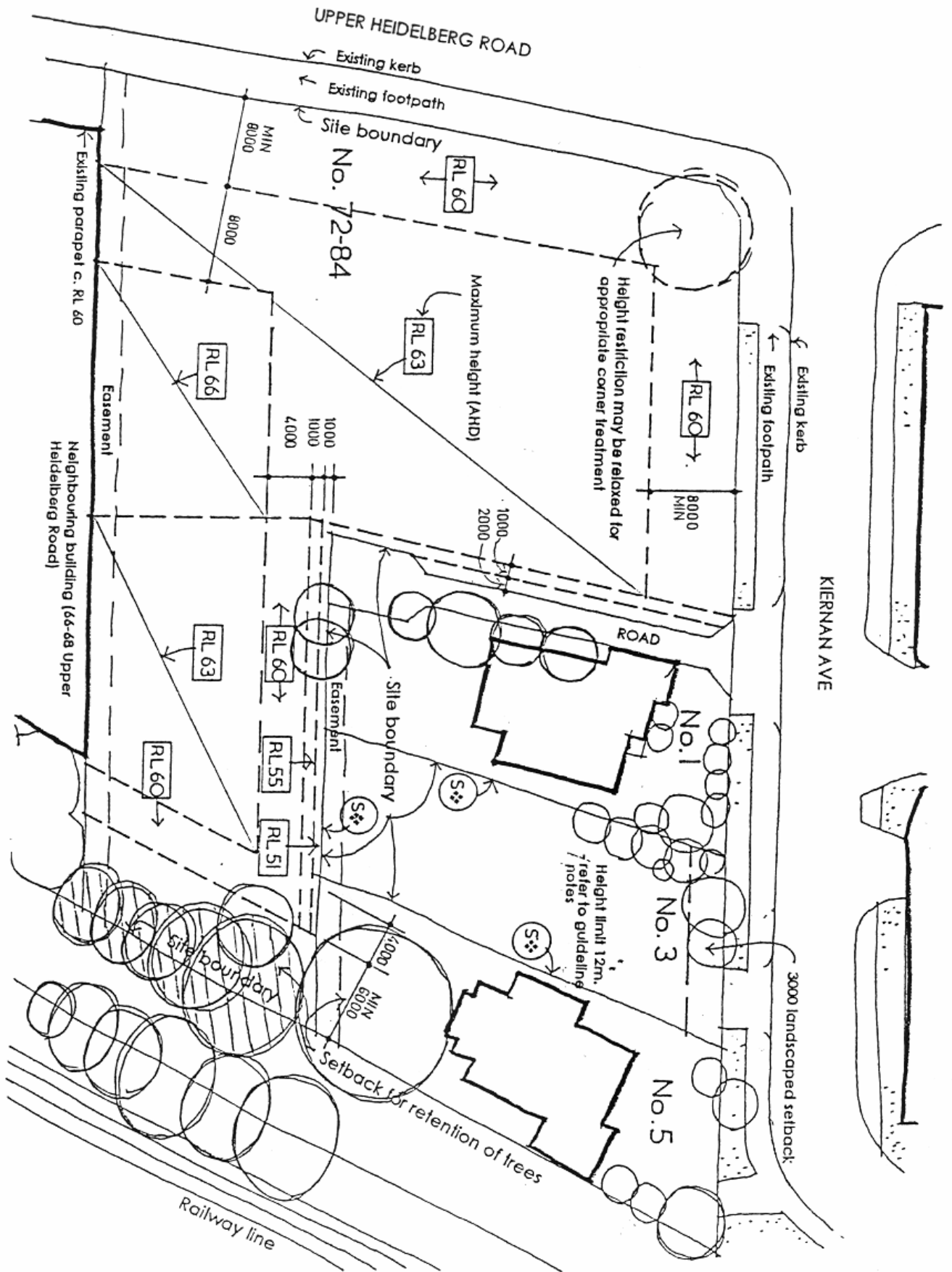


Figure 7 - Height Limits For 72-84 Upper Heidelberg Road And 3 Kiernan Avenue

6.2 SITE SPECIFIC GUIDELINES FOR 3 KIERNAN AVENUE

These guidelines are to be read in conjunction with the UNIVERSAL guidelines and PRECINCT A guidelines.

General

Site specific guidelines for this site have been prepared because of its relationship to the larger adjacent site at 72-84 Upper Heidelberg Road. There is a strong possibility that this site will be jointly developed with the larger site and may even be consolidated with 72-84 Upper Heidelberg Road.

These guidelines may be varied in the event that a future development of all of nos. 1, 3 and 5 Kiernan Avenue becomes possible.

Guidelines

- Setbacks
 - Front
 - 3 metres minimum – landscaped
 - Side and rear
 - To comply with Figure 5.
- Overlooking

Development should be designed to minimise overlooking of adjacent properties at nos. 1 and 5 Kiernan Avenue.
- Height

(Building height is defined as “the vertical distance from natural ground level to the roof or parapet at any point.”)

Maximum two stories and up to 12 metres measured between the natural surface level of the ground and the apex of the building’s roof, or the top of a parapet, which ever is the higher, but not including any antennae, chimney or flues.

NOTE: In the event that nos. 1, 3 and 5 Kiernan Avenue are jointly developed the maximum height of the building will be RL 56.00.
- Street Facades

Buildings should address the street with fenestration at all levels.
- Design themes

Refer UNIVERSAL GUIDELINES
- Form

To be compatible with the character of the neighbourhood
- Vehicle Access

From Kiernan Avenue
- Site Landscaping

Refer UNIVERSAL GUIDELINES
- Streetscape Improvements

All streetscape improvements in the public domain between the site boundary and the kerb line of the roads adjacent to the site, including planting of street trees, new footpaths, and street furniture, designed to be compatible with the existing treatments in Upper Heidelberg Road to the north of this site, will be provided by the developer of the subject site to the satisfaction of Council at no cost to Council.

All works on private land between the building facades and the street boundary shall be compatible with streetscape works.
- Electrical substation and powerlines

The Council wishes to replace and overhead electrical cables in Kiernan Avenue and Upper Heidelberg Road and the existing pole mounted substation in Kiernan Avenue with underground cabling and a new substation. Refer to guidelines for 72-84 Upper Heidelberg Road.

6.3 SITE SPECIFIC GUIDELINES FOR 40 - 42 UPPER HEIDELBERG ROAD

These guidelines are to be read in conjunction with the UNIVERSAL guidelines and PRECINCT A guidelines.

General

The land at 40 and 42 Upper Heidelberg Road is located in Precinct A at the southern entry to the Ivanhoe Shopping Centre (Refer to Figure 8). It presently comprises two parcels of land. These guidelines are not limited by constraints of land subdivision and can be applied to each site individually, as a whole or to resubdivision of the site.

40 Upper Heidelberg Road is an extremely important site because its gateway location is of great significance to the identity and urban character of the shopping centre. (Refer to Precinct A Guidelines).

The Council's objectives for any development of this site are:

- that it has a scale and character which is consistent with the character of the shopping centre and the neighbouring residential precincts, that enhances the streetscape of the precinct and respects the critical visual impact of its ridgeline location.
- that it has a limited impact on the amenity of nearby residential areas, and particularly those to the east of the railway line.
- that it announces¹ the southern end of the shopping centre streetscape by providing an architecturally significant or notable, but not dominant, building.

42 Upper Heidelberg Road comprises an existing 2 - storied office building (with a third storey set back from Upper Heidelberg Road) and an open carpark at the rear adjacent to the railway, covering approximately 35% of the site. This site is important because of the potential for additional development over the carpark.

The Council's objectives for any development of this site are:

- that it has a scale and character which is consistent with the character of the shopping centre and the neighbouring residential precincts, that enhances the streetscape of the precinct and respects the critical visual impact of its ridgeline location.
- that it has a limited impact on the amenity of nearby residential areas, and particularly those to the east of the railway line.

Guidelines

- Setbacks
(measured from property boundaries)

Front (Upper Heidelberg Road)

The objective is to present a landscaped frontage to Upper Heidelberg Road to complement the character of the properties on the western side.

40 Upper Heidelberg Road - 3000mm landscaped setback, increasing to 4500mm at the southern end with extensive landscaped areas

42 Upper Heidelberg Road - maintain the existing landscaped setback.

¹ "Announces" in an architectural sense means to visually mark the start of a precinct or place with a different form or character, and can be achieved by a marked change of character or by a specific built element or feature.

- | | |
|---|---|
| Rear | 6000mm landscaped setback from the railway reserve for all levels up to the Upper Heidelberg Road floor level and then stepped back to stay within the building envelope expressed in Figures 9,10 and 11 to break up the bulk of the facades - see Fig.10. |
| Side | <p>42 Upper Heidelberg Road
 <u>Zero</u> to neighbouring sites, subject to retention of adequate access to daylight for existing buildings on neighbouring sites.</p> <p>40 Upper Heidelberg Road
 Zero to 42 Upper Heidelberg Road
 Southern end - refer to building envelope limits (Figs. 9 and 10)</p> |
| <ul style="list-style-type: none"> • <u>Height</u>
 (Building height is defined as “the vertical distance from natural ground level to the roof or parapet at any point.”)

 Refer to Figures 9, 10 and 11 | <p>Building height restricted to <u>2 stories</u> at the street frontage to blend with, and not to exceed the maximum height of facades to existing buildings in this precinct. Additional stories may be permitted provided they are set back so that they are not visible from the opposite side of Upper Heidelberg Road. The building envelope shown in Figure 9 is established by these sight lines.</p> <p>The maximum allowable height on the eastern (railway) boundary will be limited, and the required setback will increase with greater building height (Refer to Figures 9 and 10). This is to lessen the impact of development on residential areas to the east, and the visual bulk of buildings when viewed from the south and the east.</p> <p>The principles expressed in the Precinct A guidelines for these properties (refer to Figure 5) have been interpreted to produce specific height limitations over the whole of the subject site (Refer to Figure 9). These height limits are expressed as Reduced Levels (RLs) to the Australian Height Datum (AHD).</p> <p>The absolute maximum height allowable on any part of both sites is to RL 62 or approximately 11 metres above the footpath level at the street frontage.</p> |
| <ul style="list-style-type: none"> • <u>Street facades</u> | <p>Buildings should address the street with numerous windows at all levels, and incorporate active facades² at the street level. Retail shopfronts are not required.</p> <p>The facade(s) should be articulated³ to create modules to reflect the existing frontage width of 42 Upper Heidelberg Road and the narrower frontages of the shopping strip.</p> |

² “Active facades” promote interaction between the public domain and the building use and could include entrances, windows, plaza spaces, or opportunities to see through the building(s) to the views beyond.

³ “Articulation” in an architectural sense means to express the differences between parts of the building. This can be done by recessing or projecting joints, offsetting the planes of the facade and / or changing surface materials. Creation of shadows in the facade is important in achieving articulation and a minimum offset (or recess/projection) of 500mm is desirable to achieve deep enough shadows.

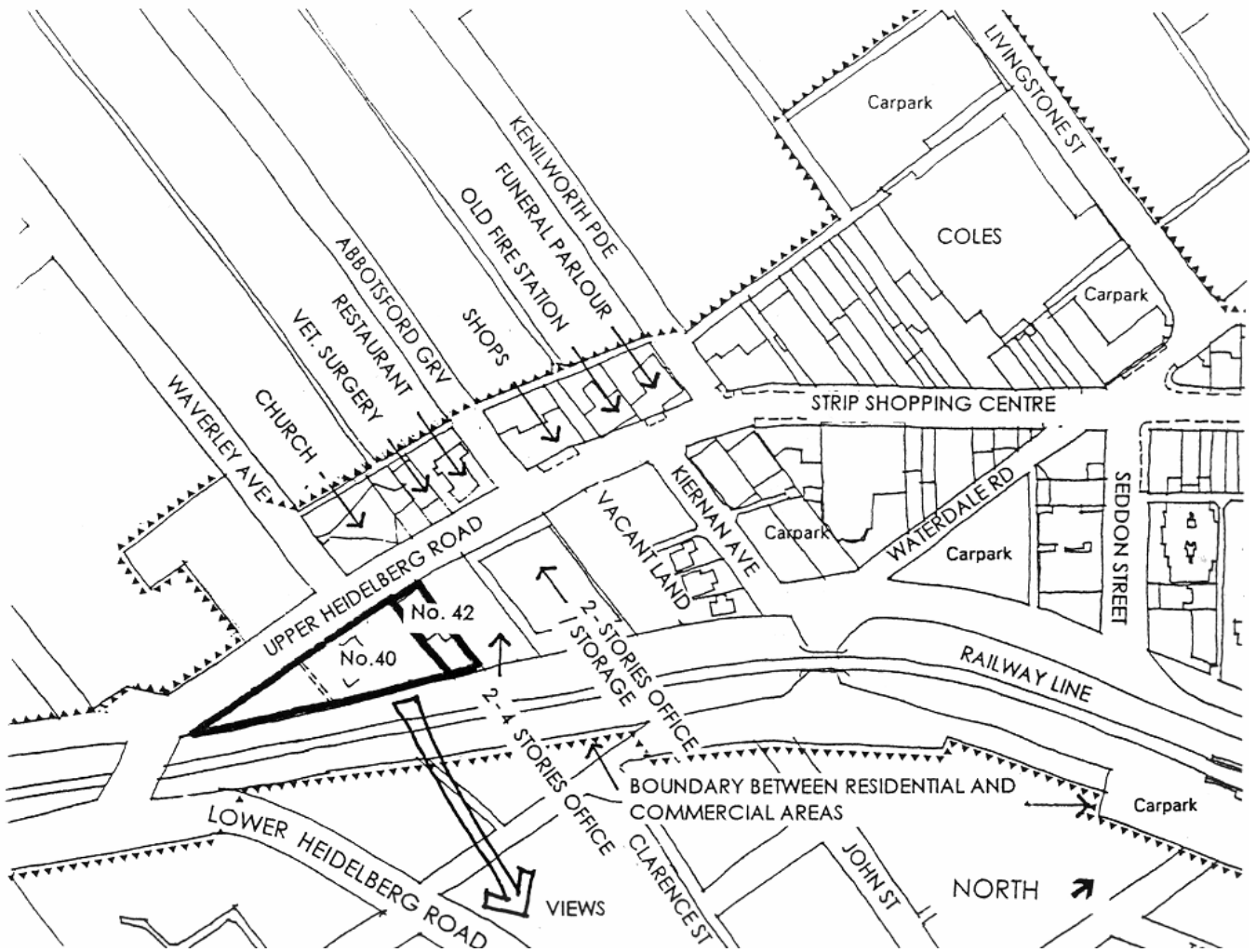


Figure 8 - Site context for 40 and 42 Upper Heidelberg Road

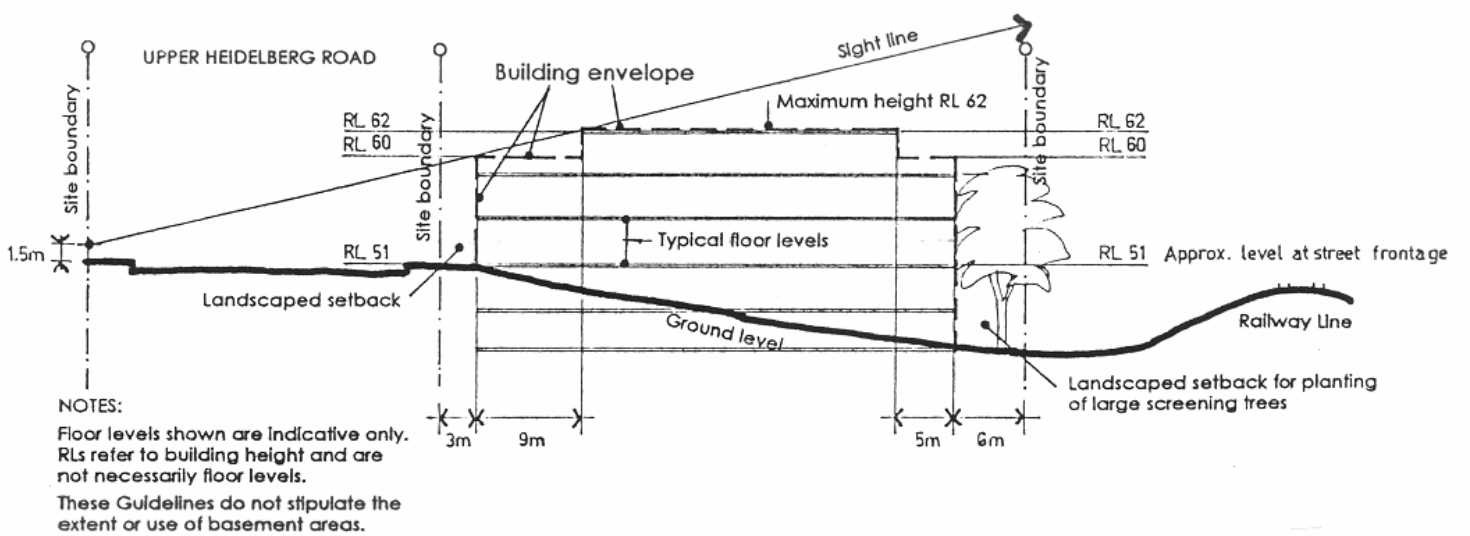


Figure 9 - Cross section showing building envelope limitations

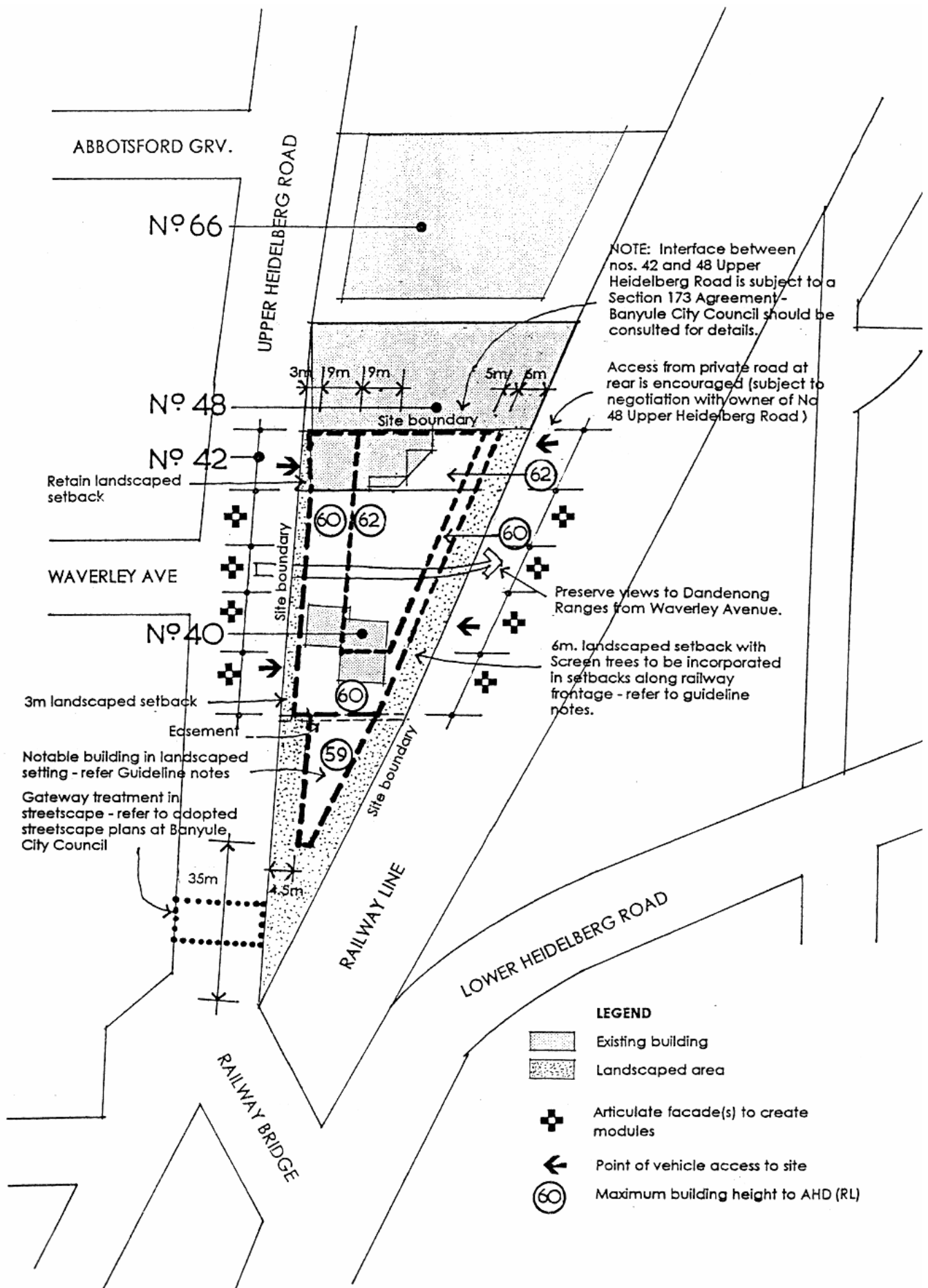


Figure 10 - Height Limits for 40-42 Upper Heidelberg Road

- Railway Reserve Facade

The eastern facade should be articulated to create modules in a similar way to the street facade. All levels at and above street level should include numerous windows, although these should be designed to avoid any adverse impact on residential areas to the east. Articulation which creates larger setbacks and spaces for screening trees are encouraged. The minimum setback of 6000mm is to be planted with trees located within the curtilage of the site.

- Architectural Quality / Landmark Element

Refer to Figures 10, 11 and 12.

It is expected that the building(s) on 40 and 42 Upper Heidelberg Road will be designed to the highest architectural standards and present innovative solutions which respect the special qualities of this site.

Building at gateway to Precinct

The southern end of 40 Upper Heidelberg Road provides an opportunity for construction of an architecturally significant or notable building. This could take a number of forms, but the objective is to create a building form which announces the southern entrance to the Ivanhoe Shopping Centre to complement, but not compete with, the visual impact of the Ivanhoe Town Hall at the northern end of the centre. The building should be able to be viewed "in the round" and appear to be set in a landscaped environment. It should have active facades facing the street, the landscaped area to the south and the railway reserve.

The scale of the building will not dominate the streetscape or its neighbours and the height will not exceed 2 stories.

A landmark element could be associated with the building or a physically separate feature within the landscaped area at the southern apex of the site.

- Design themes

Refer UNIVERSAL GUIDELINES

- Plant and mechanical services equipment

All plant, lift equipment, mechanical services installations, telecommunications facilities and the like shall be contained within the building envelope for the site, screened from view and acoustically isolated from street level, and from nearby residential areas. .

- Vehicle access

Only one point of access should be provided from Upper Heidelberg Road for each site. Access from the rear via the new private road (if possible) from Kiernan Avenue is encouraged.

- Car Parking

Provide in accordance with the carparking requirements of the Banyule Planning Scheme or any plan adopted for the centre and/or precinct.

- Site Landscaping

Good landscaping is of paramount importance to making the transition from the leafy residential neighbourhood to commercial precinct, by softening the impact of larger scale building(s).

The landscaped area at the southern end of 40 Upper Heidelberg Road will provide a landscaped setting for the

building(s) and is intended to merge with the streetscape treatment of Upper Heidelberg Road.

Landscaping in the setback from the railway reserve shall provide screening of any development when mature. Suitable fast-growing trees shall be planted to Council's satisfaction.

Retention of existing vegetation is desirable. Vegetation on the adjacent railway reserve must be protected at all times during the development.

Refer also to UNIVERSAL GUIDELINES.

- Views/overlooking

Development could take advantage of views to the east, but must be designed to avoid overlooking and minimise intrusion on privacy of residential properties on the eastern side of the railway line and other neighbouring properties.

- Streetscape Improvements

All streetscape improvements in the public domain between the site boundary and the kerb line of the roads adjacent to the site, including planting of street trees, new footpaths, and street furniture, will be designed to be in accordance with the adopted streetscape plans for Upper Heidelberg Road, and will be provided by the developer(s) of the subject site at no cost to the Council.

All works (including landscaping) on private land between the building facades and the street boundary shall be compatible with and complement streetscape works and completed at the same time as any development.

- Consolidation/subdivision

Refer to UNIVERSAL GUIDELINES

- Easements

These Guidelines do not absolve the applicant from obtaining approval from the relevant Authority for building over easements.

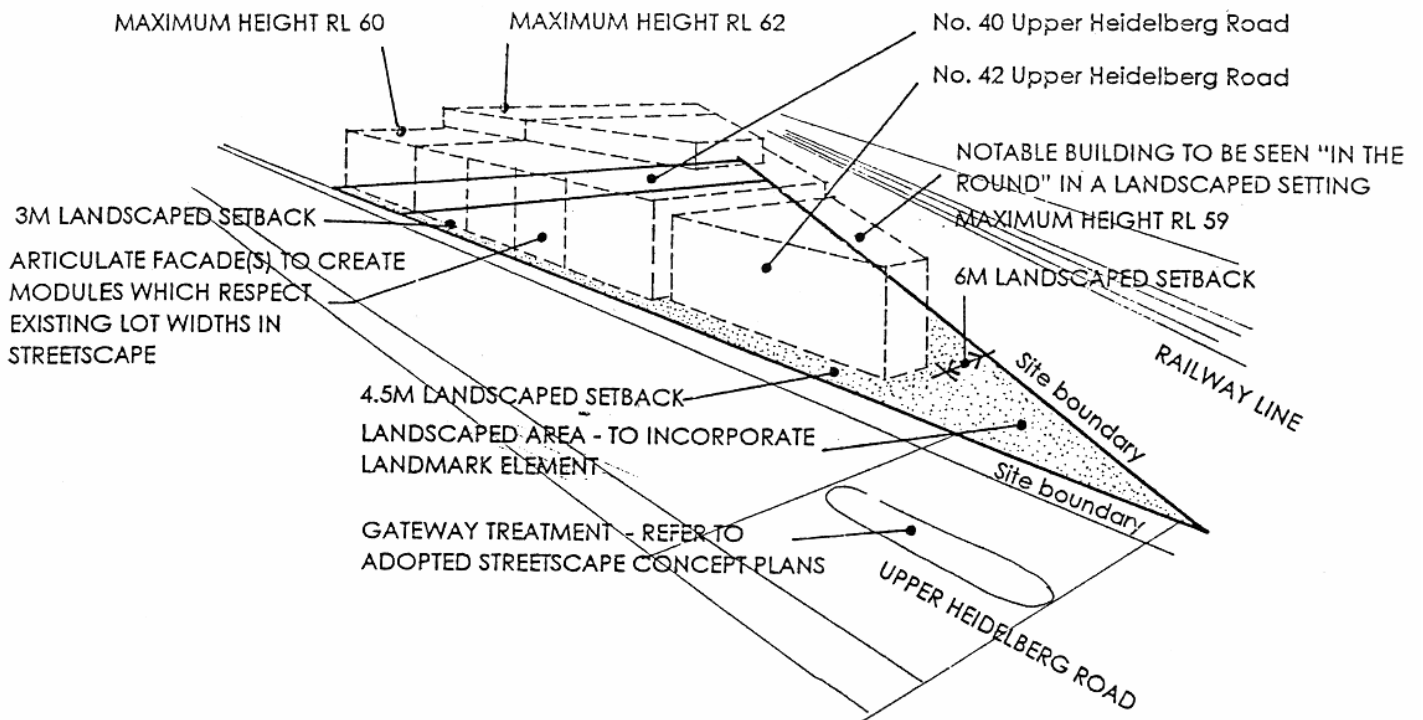


Figure 11 - Three dimensional view of building envelope

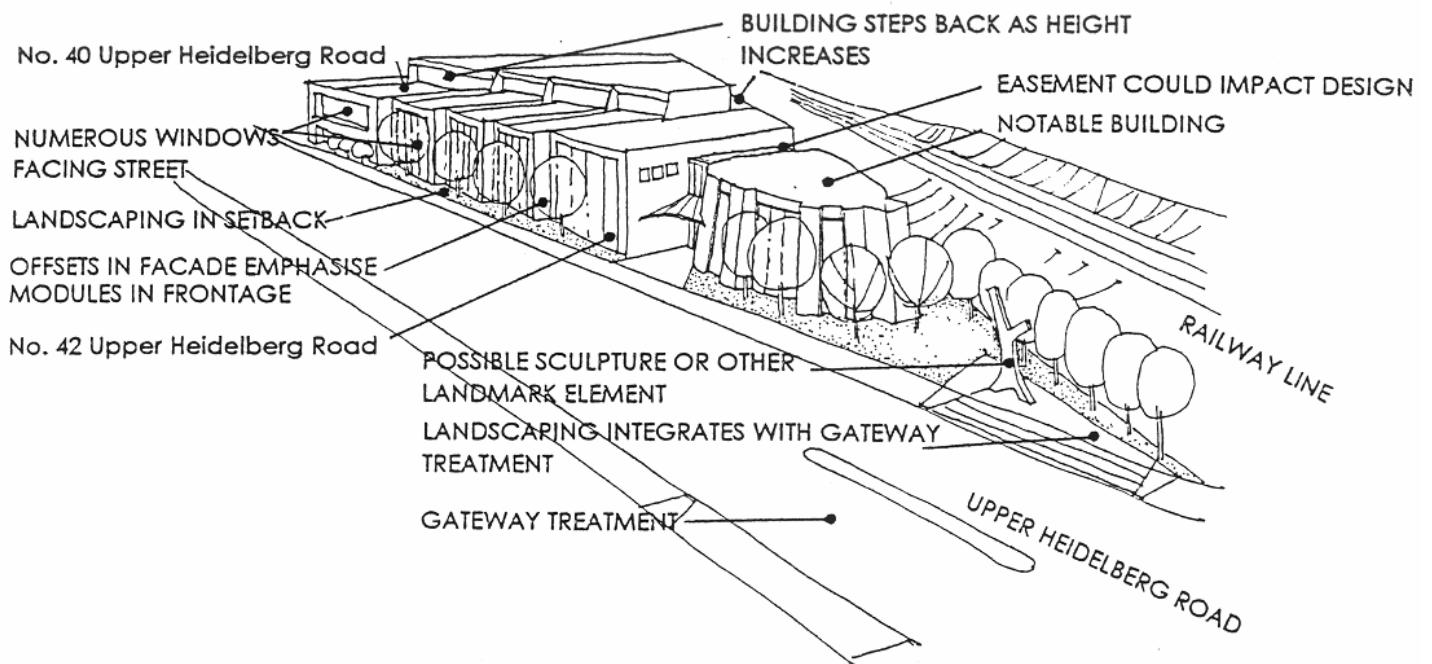


Figure 12 - Annotated sketch illustrating potential development

7.0 REFERENCES

The following documents are relevant to these guidelines and may contain requirements that will affect the design of development proposals in the Ivanhoe Shopping Centre:

Banyule Planning Scheme

City of Banyule Municipal Strategic Statement

An Overview of Commercial/Retail Centres in the City of Banyule (February 1997)

Ivanhoe Shopping Centre Business Plan (July 1997)

Ivanhoe Shopping Centre Car Parking Precinct Management Plan and Pedestrian and Traffic Management Plan (September 2000)

Banyule City Council Outdoor Advertising Policy (July 1996)

City of Banyule Neighbourhood Character Strategy (March 1999)

Banyule Heritage Places Study (July 1999)

Banyule Street Tree Strategy (draft)

Banyule Significant Tree Study (1999)

City of Banyule Economic and Transport Profile (September 1996)

Banyule City Council Drainage Policy (1998)

Banyule City Council Municipal Bicycle Strategic Statement (1996)

Banyule City Council Municipal Fire Prevention Plan (1996).

Banyule City Council Municipal Transportation Plan: Background and Issues Paper (May 1997)

Banyule City Council Undergrounding of Aerial Cable Policy (March 1996)

Banyule City Council: An Open Space Strategy (February 1997)

Banyule Environment Policy and Strategy: Protecting and Enhancing our Local Environment (January 1997)

Banyule Health Plan 2001-2004

Best Practices in Litter Management (Waste Management Council, 1996)

City of Banyule Community and Housing Profile (1998)

Banyule City Council Wildlife Corridor Program (2000)

Community Inclusion and Access Policy and Implementation Plan (1996)

Environmental Guidelines for Major Construction Sites (EPA, 1996)

North Eastern Metropolitan Regional Roads Strategy (March 1997)

Planning Measures for Environment Protection (EPA, 1996)

Port Phillip Regional Catchment Strategy (July 1996)

Yarra Catchment Action Plan (Yarra Care 1999).

8.0 APPENDICES

APPENDIX A –

Extract from Victoria Planning Provisions - State Planning Policy Framework

APPENDIX B-

List of buildings in the shopping centre area which are subject to heritage controls under the Banyule Planning Scheme.

APPENDIX C –

Extract from Banyule Heritage Places Study (1999).

APPENDIX D –

Extract from Banyule Significant Tree Study (1999).

APPENDIX A

19.03 Design and built form

19.03-1 Objective

To achieve high quality urban design and architecture that:

- Reflects the particular characteristics, aspirations and cultural identity of the community.
- Enhances livability, diversity, amenity and safety of the public realm.
- Promotes attractiveness of towns and cities within broader strategic contexts.

19.03-2 General Implementation

Development should achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.

Responsible authorities should require that all permit applications for non-residential development and multi-unit development not covered by The Good Design Guide for Medium Density Housing Revision No 2, Department of Infrastructure, April 1998 include a site analysis and descriptive statement explaining how the proposed development responds to the site and its context.

For development proposals for non-residential development and multi-unit development not covered by The Good Design Guide for Medium Density Housing Revision No 2, Department of Infrastructure, April 1998 planning and responsible authorities must have regard to the following design principles:

Context

- Development must take into account the natural, cultural and strategic context of its location.
- A comprehensive site analysis should be the starting point of the design process and form the basis for consideration of height, scale and massing of new development.

The public realm

- The public realm, which includes main pedestrian spaces, streets, squares, parks and walkways, should be protected and enhanced.

Landmarks, views and vistas

- Landmarks, views and vistas should be protected and enhanced or, where appropriate, created by new additions to the built environment.

Pedestrian spaces

- Design of the relationship between buildings and footpaths and other pedestrian spaces, including the arrangement of adjoining activities, entrances, windows, and architectural decoration, should enhance the visual and social experience of the observer.

Heritage

- New development should respect, but not simply copy, historic precedents and create a worthy legacy for future generations.

Consolidation of sites and empty sites

- New development should contribute to the “complexity” and diversity of the built environment.

- Site consolidation should not result in street frontages which are out of keeping with the “complexity” and “rhythm” of existing streetscapes.
- The development process should be managed so that sites are not in an unattractive, neglected state for excessive periods and the impacts from vacant sites are minimised.

Light and shade

- Enjoyment of the public realm should be enhanced by a desirable balance of sunlight and shade.
- This balance should not be compromised by undesirable overshadowing or exposure to the sun.

Energy and resource efficiency

- All building, subdivision and engineering works should promote more efficient use of resources and energy efficiency.

Architectural quality

- New development should aspire to the high standards in architecture and urban design.
- Any rooftop plant, lift over-runs, service entries, communication devices, and other technical attachment should be treated as part of the overall design.

Landscape architecture

- Recognition should be given to the setting in which buildings are designed and the integrating role of landscape architecture.

Planning authorities should emphasise urban design policies and frameworks for key locations or precincts.

19.03-3 Geographic strategies

Planning and responsible authorities should have regard to the following documents (where relevant) in assessing the design and built form of projects:

- Living Suburbs, Melbourne Metropolitan Policy (Government of Victoria 1995).
- Transporting Melbourne (Department of Infrastructure 1996).

19.04 Brothels

19.04-1 Objective

To provide consistent planning controls for the establishment and expansion of brothels throughout Victoria, coordinated with the provisions of the Prostitution Control Act 1994.

19.04-2 General implementation

Responsible authorities should consider the matters set out in section 73 of the Prostitution Control Act 1994 before deciding an application to use or develop land for a brothel. Responsible authorities should refuse a permit to use or develop land for a brothel in accordance with the restrictions contained in section 74 of the Prostitution Control Act 1994, unless section 76(2) of that Act applies.

If the effect of -

- an application to amend a permit in accordance with section 87 of the Act, or

APPENDIX B

BUILDINGS OF HERITAGE SIGNIFICANCE SUBJECT TO A HERITAGE OVERLAY IN THE BANYULE PLANNING SCHEME

The buildings listed below are in the vicinity of the Ivanhoe Shopping Centre and are affected by a Heritage Overlay in the Banyule Planning Scheme either as an individual building or as part of an area.

INDIVIDUAL BUILDINGS IN THE SCHEDULE TO CLAUSE 43.01 OF THE BANYULE PLANNING SCHEME

Office and dwelling, 10 Seddon Street, Ivanhoe
House and pergola, 9 Upper Heidelberg Road, Ivanhoe
Fire station, 75-77 Upper Heidelberg Road, Ivanhoe
Town Hall and offices, 253-277 Upper Heidelberg Road, Ivanhoe
Parish Hall, 274-276 Upper Heidelberg Road, Ivanhoe
Church and Sunday School, 108-110 Waterdale Road, corner Livingstone Street, Ivanhoe
School building, 120-1288 Waterdale Road, corner Ailsa Grove, Ivanhoe
St. James Anglican Church, 274-276 Upper Heidelberg Road, Ivanhoe (only Parish Hall listed previously)
5 Waverley Avenue, Ivanhoe

AREAS IN THE SCHEDULE TO THE CLAUSE 43.01 OF THE BANYULE PLANNING SCHEME

104 to 224 and 101 to 215, Upper Heidelberg Road, Ivanhoe

*Note: This list is a *guide only*, and should always be verified with Council Planning Officers using the most up to date version of the Banyule Planning Scheme.

APPENDIX C

1.0 EVALUATION OF HERITAGE AREAS

1.01 Introduction

As part of the Heritage Places Study and Review for the City of Banyule, existing urban conservation areas were surveyed and reviewed. The survey was based on the areas proposed by Graeme Butler in the *Heidelberg Conservation Study* (1985), who identified eleven potential urban conservation areas, and the one proposed by David Bick and Carlotta Kellaway in the *Eltham Conservation Study* (1992). (See Figure 1) One area was surveyed in response to a request from the City of Banyule. In addition, the portion of the former Shire of Diamond Valley now in the City of Banyule was surveyed to establish Urban Conservation areas. The extent of the areas proposed are shown on Figure 2.

The objective of this review was to re-survey and re-assess the heritage areas and their boundaries. In some instances the areas were increased in size, while others were reduced or rejected. The existing citations were revised where necessary.

1.02 Methodology

A street by street survey and assessment was undertaken for each of the heritage areas. Building fabric was defined in terms of intactness, scale, construction type, architect and predominant eras of construction. Where relevant, street plantings were also noted, as well as other distinctive features such as street alignment, rear access lanes, setbacks, front fences, parks etc.

As a result of the survey, no areas were located in the former Shire of Diamond Valley; the area from the former Shire of Eltham was included as were nine whole areas and part of one area from the former City of Heidelberg. One area and part of another were not recommended from the former Shire of Heidelberg.

The citation for each heritage area includes a brief history, description of the extent and character of the area and a statement of significance. The history sections have been derived from both the Butler and Bick & Kellaway studies and work undertaken by Allom Lovell & Associates.

1.03 Areas

Areas of heritage significance are defined as those areas which:

- contain buildings which derive considerable cultural significance from their context and/or relationship with others in the area;
- have largely intact or visually cohesive streetscapes, creating precincts of historic and/or architectural integrity;
- contain a large number of buildings which are intact to the extent of the principal elements of the exterior physical fabric, although some details may be missing and require reinstatement;
- may contain individually important buildings which contribute to the historic or architectural significance of the area;
- may reflect local historical themes or have particular historical associations or social value; and/or
- contain historically or botanically significant gardens, reserves, and specimens.

In Banyule the heritage areas typically:

- contain residential building stock largely from the early 20th century and inter-War period which may be interspersed with significant late 19th and mid-20th century housing;
- retain historically important street layouts and subdivisions;
- display consistency of scale, height and materials;
- display diversity of styles ;
- contain groupings and individual examples of historically or architecturally significant buildings which are substantially intact ;
- contain remnant natives, reserves or plantings of local historical importance;
- are connected with the architectural, artistic or literary communities.

1.04 Recommended Areas

The areas identified as meeting the criteria for heritage areas and recommended for heritage controls under the Heritage Overlay Schedule of the City of Banyule Planning Scheme are:

Area 1	Walter Burley Griffin's Mount Eagle Estate
Area 2	Walter Burley Griffin's Glenard Estate
Area 3	Ivanhoe Shopping Centre
Area 4	Eaglemont Shopping Centre
Area 5	A.V. Jennings' Beaumont Estate, Ivanhoe
Area 6	A.V. Jennings' Beauview Estate, Ivanhoe
Area 7	Warringal Village, Heidelberg
Area 8	Marshall Street, Ivanhoe
Area 9	Sherwood Road and Thoresby Grove, Ivanhoe
Area 10	Elliston Estate, Rosanna
Area 11	Were Street, Montmorency
Area 12	Ivanhoe Views Estate

Future Recommendations

It is recommended that in the future the following areas be considered for heritage overlay controls:

Napier Crescent, Montmorency - from No. 59 (north-west) and No. 60 (south-east), north-east to the reserve and dam

Napier Crescent is an undulating road on a hilly site, terminated by a reserve and dam (refer Building Citations Part. 2 for adobe houses and dam, Napier Street). The vegetation includes a variety of indigenous species including melaleucas, banksias, eucalypts and wattles. The buildings, including outbuildings, in the area are predominantly of mud-brick construction with deep set-backs from the narrow asphalt road.

The area in the vicinity of Mount Street, Castle Street and Eaglemont Crescent, Heidelberg

This area comprises substantially intact one and two-storey houses largely built in the early 20th century, many with intact/mature gardens, situated on wide asphalted streets, with landscaped median strips.

1.05 Areas not Recommended

One whole area and part of another were not considered to have met the criteria for heritage controls:

- Warringal Village, Heidelberg (Sub-Precincts Two and Three)
- Former XVIth Olympiad Village, Heidelberg West

The Olympic Village is not recommended for Heritage Overlay Controls. It has been considerably altered and at the time of inspection much of the housing was in the process of being demolished. It is recommended, however, that the Council support the recording and archiving of historical items and documentation relating to this important subdivision. Consideration should also be given to appropriate interpretation of the site.

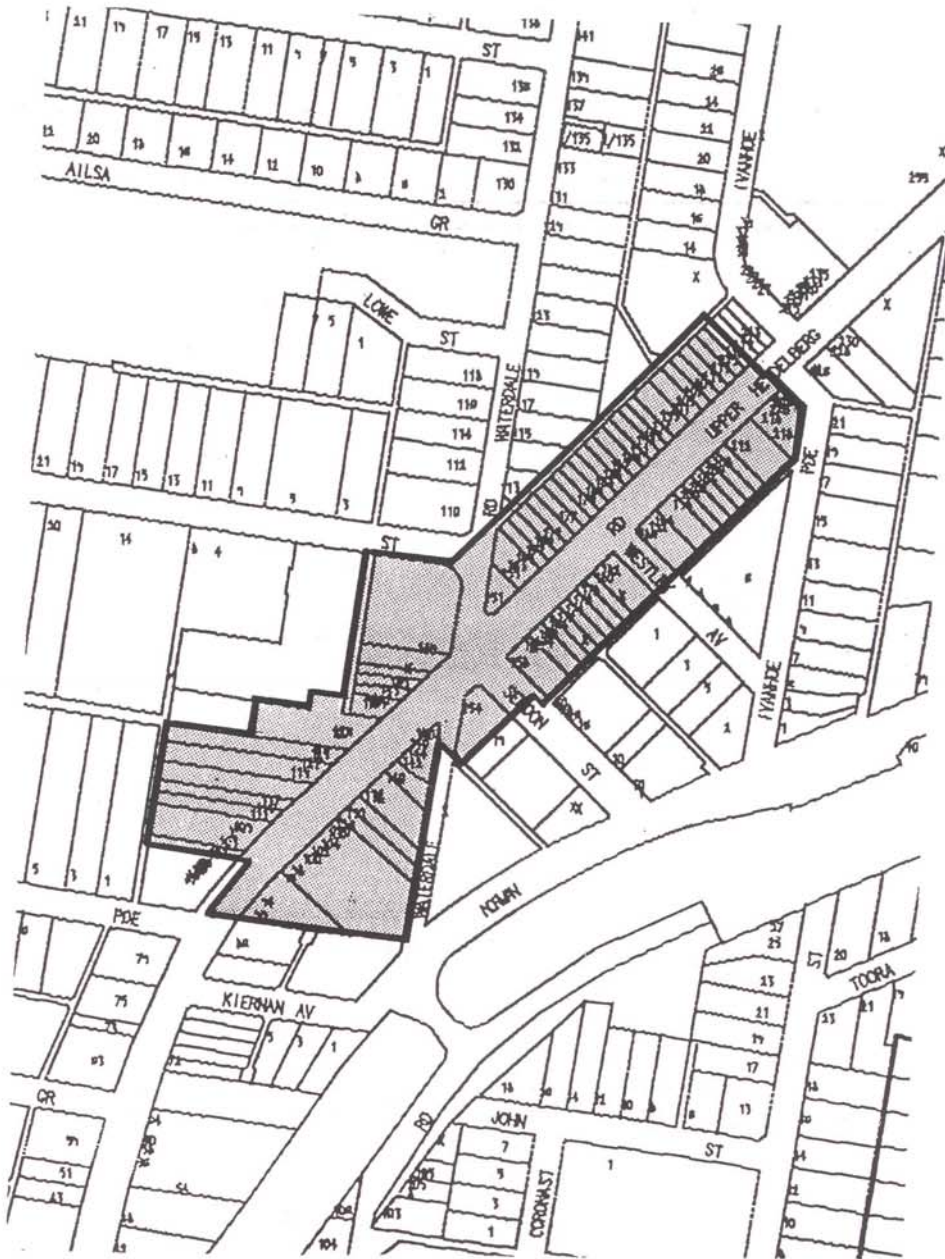


Figure 11 Heritage Area 3: Ivanhoe Shopping Centre

2.03 Heritage Area 3: Ivanhoe Shopping Centre

Location

104-224, 101-215 Upper Heidelberg Road, Ivanhoe. (Fig. 11)

History

Ivanhoe township, springing originally from the Ivanhoe Estate between Waterdale and St. Elmo Roads, was augmented by the King's B re-subdivision and the Cassiobury Estate, west of Waterdale Road.

Ivanhoe Shopping Centre was mainly built between 1915 and 1940, with most building activity occurring between 1920-25 and 1932-38.

Description

The built fabric of Ivanhoe Shopping Centre comprises a mix of one and two-storey shops on both east and west sides of the street. (Figs. 12 & 13) The original verandahs have been replaced with cantilevered awnings in the 1920s and 1930s, some of which retain their pressed metal undersides, but have mostly been altered in the late 20th century. The earlier buildings are generally of red brick construction with render trim, whilst later inter-War buildings are generally of cream and manganese or clinker brick construction.

The shops almost all have parapetted roofs, generally plain or stepped. They are in a variety of styles, including inter-War Tudor Revival, Moderne and Spanish Mission, as well as a plain red brick commercial style c 1910s. Original verandahs have been replaced with cantilevered awnings in the 1920s and 30s, some of which retain their pressed metal undersides, but have mostly been altered in the late 20th century. Near original shop fronts survive at Nos. 137-139, 148 and 213, but most have been altered or replaced.

The kerb lines have recently been planted with roses.

The following buildings from the Ivanhoe Shopping Centre have individual datasheets in the *Banyule Heritage Places Study - Building Citations* Vol 2, Parts 1 & 2 (1997):

- Coles Store, 115-117 Upper Heidelberg Road (1939-40)
- Former Commercial Bank of Australia, 147 Upper Heidelberg Road (1918, 1923-24)
- Shops and Dwellings, 158-160 Upper Heidelberg Road (1937-38)
- Shops and Dwellings, 218-224 Upper Heidelberg Road (1932-33)

Significance

The Ivanhoe Shopping Centre is of local historical and social significance. It is a traditional shopping strip sited on one of the two earliest thoroughfares in Heidelberg and represents a range of commercial building forms, including some from the 19th century, but is predominantly from the period c. 1915-40.

The precinct has been the site of commercial activity since Greenway's Ivanhoe Hotel commenced near here in 1854. Its character, however, is dominated by the austere commercial style which preceded and followed World War One. The shopping strip is a dominant part of Banyule's urban fabric and, of the two larger shopping centres (the other being Burgundy Street), it is by far the more homogenous.

Recommendation

Include as a Heritage Overlay Area in the Heritage Overlay Schedule of the Banyule Planning Scheme.



Figure 12 Ivanhoe Shopping Centre, west side.



Figure 13 Ivanhoe Shopping Centre, east side.

APPENDIX D

APPENDIX D
IVANHOE SHOPPING CENTRE
SIGNIFICANT TREES AND VEGETATION



Significant Trees and Vegetation of the City of Banyule

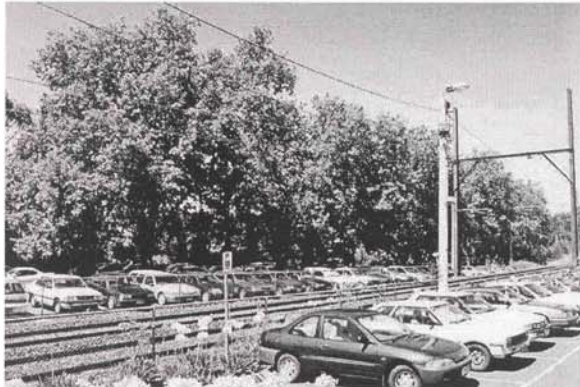
<i>Banyule Code</i>	145		
<i>Botanical Name</i>	Platanus x acerifolia avenue		
<i>Common Name</i>	Plane Tree		
<i>Location</i>	Ivanhoe Railway Station carpark, Young St, Ivanhoe		
<i>Melway Ref</i>	31 E8	<i>AMG Ref - Easting</i>	<i>Nothing</i>

Significance

<i>Significance Level</i>	Local				
<i>Landscape</i>	Yes	<i>Historic</i>	No	<i>Significance Statement</i>	This group of trees makes an important contribution to the immediate and the local landscape. It is significant at the Local level.
<i>Size</i>	No	<i>Form</i>	No		
<i>Age</i>	No	<i>Remnant</i>	No		
<i>Botanical</i>	No	<i>Habitat</i>	No		
<i>Horticulture</i>	No	<i>Aboriginal</i>	No		

Details

<i>No. of Trees</i>	6
<i>Estimated Age</i>	80+
<i>Height</i>	19
<i>Spread</i>	18.8
<i>Circumference</i>	2.67
<i>Condition</i>	Fair/Good
<i>Public Ownership</i>	Yes
<i>Notes</i>	Station end tree measured



Protection Measures

As outlined in Section 3.5 and Appendix 10 of Significant Tree & Vegetation Study.

Significant Trees and Vegetation of the City of Banyule

<i>Banyule Code</i>	146		
<i>Botanical Name</i>	Populus x canadensis 'Aurea'		
<i>Common Name</i>	Golden Poplar		
<i>Location</i>	beside Scout Hall cnr Waterdale Rd & Kiernan Ave, Ivanhoe		
<i>Melway Ref</i>	31 E8	<i>AMG Ref - Easting</i>	<i>Northing</i>

Significance

<i>Significance Level</i>	Local			
<i>Landscape</i>	Yes	<i>Historic</i>	No	<i>Significance Statement</i> This tree makes an important contribution to the immediate and the local landscape. It is significant at the Local level.
<i>Size</i>	No	<i>Form</i>	No	
<i>Age</i>	No	<i>Remnant</i>	No	
<i>Botanical</i>	No	<i>Habitat</i>	No	
<i>Horticulture</i>	No	<i>Aboriginal</i>	No	

Details

<i>No. of Trees</i>	1
<i>Estimated Age</i>	80+
<i>Height</i>	28
<i>Spread</i>	21.5
<i>Circumference</i>	3.5
<i>Condition</i>	Good
<i>Public Ownership</i>	Yes
<i>Notes</i>	

Protection Measures

As outlined in Section 3.5 and Appendix 10 of Significant Tree & Vegetation Study.



Significant Trees and Vegetation of the City of Banyule

<i>Banyule Code</i>	148		
<i>Botanical Name</i>	Quercus robur		
<i>Common Name</i>	English Oak		
<i>Location</i>	1 Kiernan Ave., Ivanhoe		
<i>Melway Ref</i>	31 E8	<i>AMG Ref - Easting</i>	<i>Northing</i>

Significance

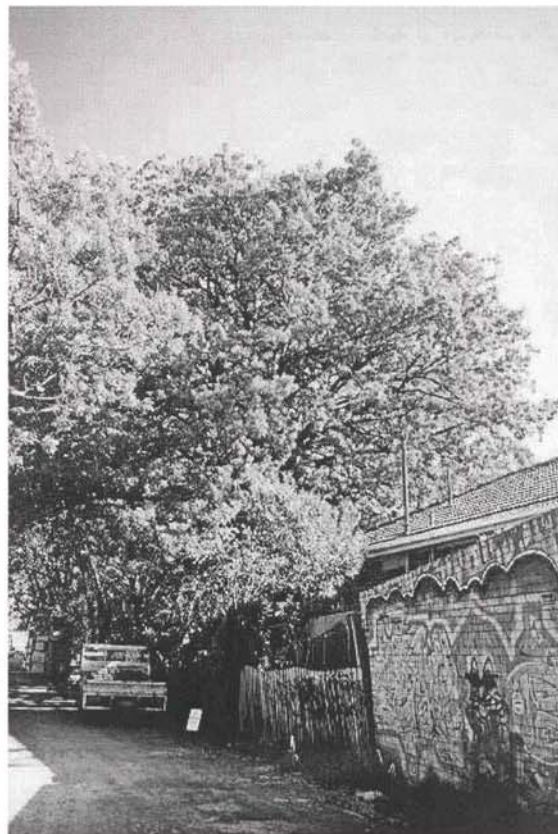
<i>Significance Level</i>	Local				
<i>Landscape</i>	Yes	<i>Historic</i>	No	<i>Significance Statement</i>	This large tree makes an important contribution to the immediate and the local landscape. It is significant at the Local level.
<i>Size</i>	Yes	<i>Form</i>	No		
<i>Age</i>	No	<i>Remnant</i>	No		
<i>Botanical</i>	No	<i>Habitat</i>	No		
<i>Horticulture</i>	No	<i>Aboriginal</i>	No		

Details

<i>No. of Trees</i>	1
<i>Estimated Age</i>	80+
<i>Height</i>	18.5
<i>Spread</i>	22
<i>Circumference</i>	3 est
<i>Condition</i>	Good
<i>Public Ownership</i>	No
<i>Notes</i>	

Protection Measures

As outlined in Section 3.5 and Appendix 10 of Significant Tree & Vegetation Study. Impact of road improvement on tree should be monitored.



Significant Trees and Vegetation of the City of Banyule

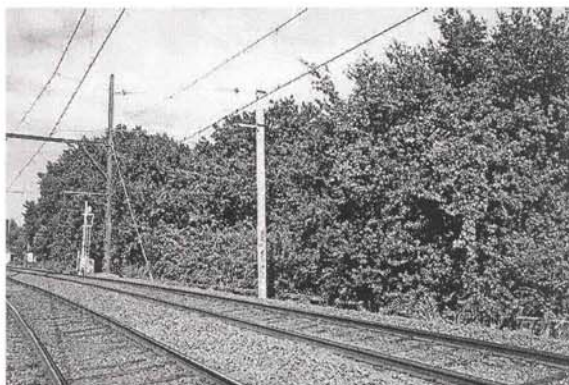
<i>Banyule Code</i>	160		
<i>Botanical Name</i>	Ulmus procera & Quercus robur		
<i>Common Name</i>			
<i>Location</i>	off Kiernan Grv, Ivanhoe. On Western side of railway line.		
<i>Melway Ref</i>	31 F8	<i>AMG Ref - Easting</i>	<i>Northing</i>

Significance

<i>Significance Level</i>	Local				
<i>Landscape</i>	Yes	<i>Historic</i>	No	<i>Significance Statement</i>	This group of trees makes an important contribution to the immediate and the local landscape. It is significant at the Local level.
<i>Size</i>	No	<i>Form</i>	No		
<i>Age</i>	No	<i>Remnant</i>	No		
<i>Botanical</i>	No	<i>Habitat</i>	No		
<i>Horticulture</i>	No	<i>Aboriginal</i>	No		

Details

<i>No. of Trees</i>	60-70
<i>Estimated Age</i>	70
<i>Height</i>	18.5
<i>Spread</i>	110x30
<i>Circumference</i>	
<i>Condition</i>	Fair
<i>Public Ownership</i>	Yes



Notes **Some damage from construction. Oaks & elms make distinctive landmark when approaching Ivanhoe station on train, also visual screen for walls of buildings on Upper Heidelberg Rd.**

Protection Measures

As outlined in Section 3.5 and Appendix 10 of Significant Tree & Vegetation Study. Monitor impact of road improvement on trees.

Significant Trees and Vegetation of the City of Banyule

Banyule Code **161**
Botanical Name **Cedrus deodara**
Common Name **Deodar Cedar**
Location **Ivanhoe Uniting church, Seddon Street, Ivanhoe**
Melway Ref **31 F8** *AMG Ref - Easting* *Northing*

Significance

<i>Significance Level</i>	Local			
<i>Landscape</i>	Yes	<i>Historic</i>	No	<i>Significance Statement</i> This tree is significant because it makes a major contribution to the immediate and local landscape. It is significant at the Local level.
<i>Size</i>	No	<i>Form</i>	No	
<i>Age</i>	No	<i>Remnant</i>	No	
<i>Botanical</i>	No	<i>Habitat</i>	No	
<i>Horticulture</i>	No	<i>Aboriginal</i>	No	

Details

No. of Trees **1**
Estimated Age **80**
Height **14.5**
Spread **17**
Circumference **2.7**
Condition **Good**
Public Ownership **Yes**
Notes

Protection Measures

As outlined in Section 3.5 and Appendix 10 of Significant Tree & Vegetation Study.



Significant Trees and Vegetation of the City of Banyule

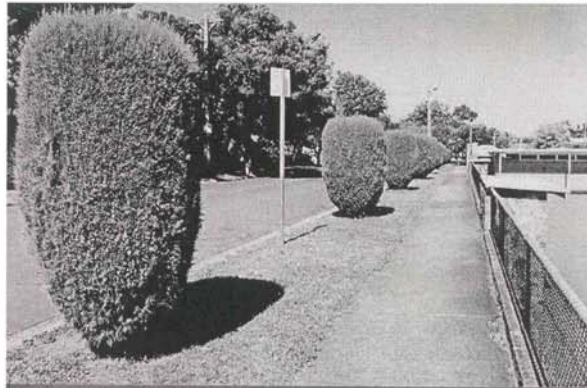
<i>Banyule Code</i>	162		
<i>Botanical Name</i>	Chamaecyparis sp		
<i>Common Name</i>			
<i>Location</i>	John St, Ivanhoe		
<i>Melway Ref</i>	31 F8	<i>AMG Ref - Easting</i>	<i>Northing</i>

Significance

<i>Significance Level</i>	Local			
<i>Landscape</i>	Yes	<i>Historic</i>	No	<i>Significance Statement</i> This group of trees makes an important contribution to the immediate and the local landscape. It is significant at the Local level.
<i>Size</i>	No	<i>Form</i>	No	
<i>Age</i>	No	<i>Remnant</i>	No	
<i>Botanical</i>	No	<i>Habitat</i>	No	
<i>Horticulture</i>	No	<i>Aboriginal</i>	No	

Details

<i>No. of Trees</i>	11
<i>Estimated Age</i>	40-50
<i>Height</i>	2.5
<i>Spread</i>	1.3
<i>Circumference</i>	.9
<i>Condition</i>	Good
<i>Public Ownership</i>	Yes
<i>Notes</i>	Outside bowling club .



Protection Measures

As outlined in Section 3.5 and Appendix 10 of Significant Tree & Vegetation Study.