



Banyule
CITY COUNCIL

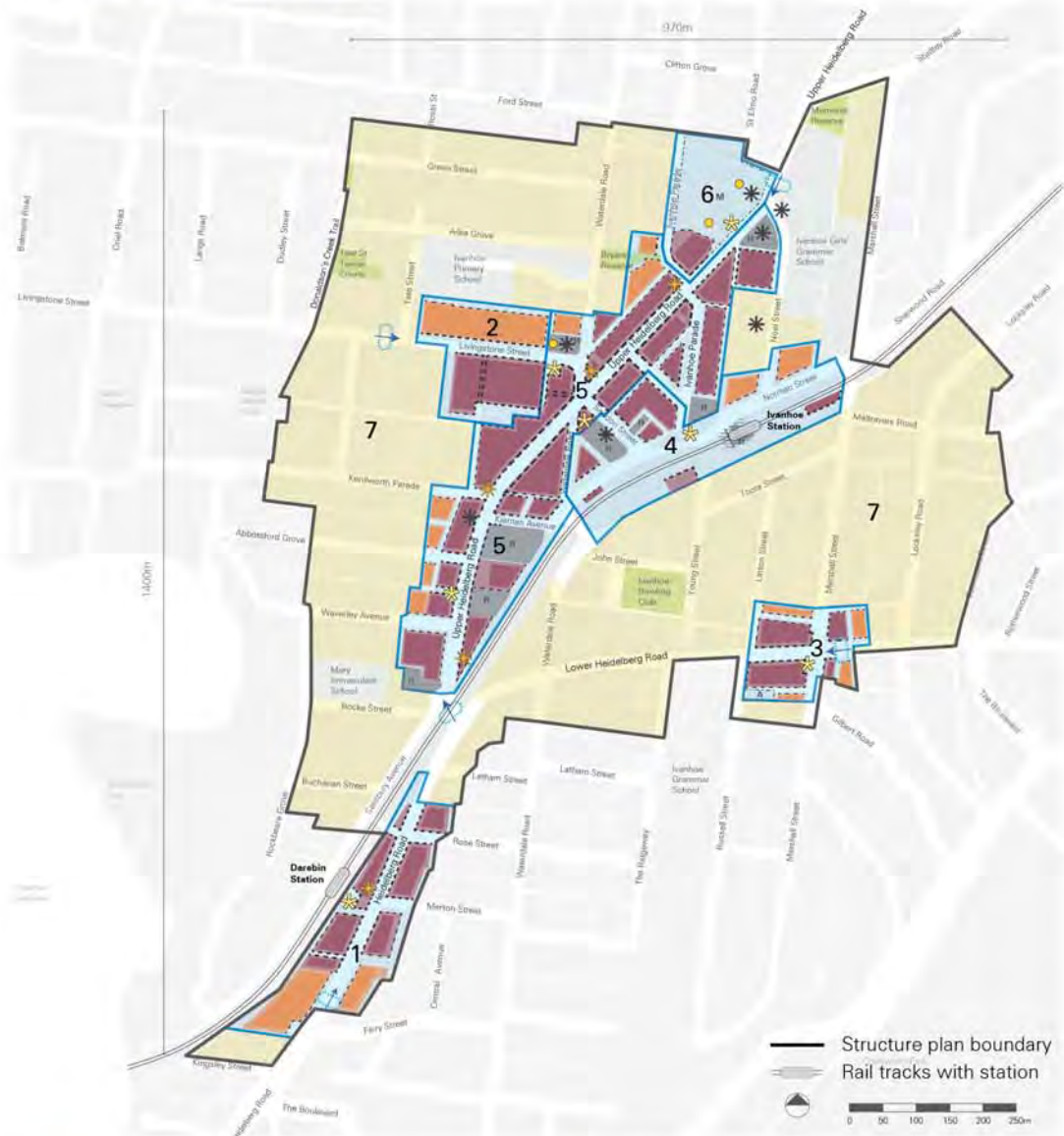
Ivanhoe Structure Plan

Adopted 17 December 2012

Revised 1 December 2014



FRAMEWORK PLAN



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|---|---|
| <ul style="list-style-type: none"> DIVERSITY AREAS 1 Darebin Station Precinct 2 Ivanhoe Plaza Precinct 3 Lower Ivanhoe Precinct 4 Ivanhoe Station Precinct 5 Upper Heidelberg Road Precinct 6 Civic Precinct M Civic precinct masterplan to apply A Areas of investigation Mixed land use - proposed Multi-unit residential - proposed H Heritage - limited change anticipated R Recent development - no change anticipated | <ul style="list-style-type: none"> 7 ACCESSIBLE AREAS 7 Residential Precincts <p>CHARACTER</p> <ul style="list-style-type: none"> Public open space and recreation * Pedestrianised area - proposed public square ● Community centre / library * Landmark building - heritage listed * Landmark building - opportunity for visual emphasis ➡ Sense of arrival Activated & engaging frontage- heritage Activated & engaging frontage Articulated frontage 7 Corner emphasis |
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Executive Summary – Ivanhoe Structure Plan

The purpose of a Structure Plan is to develop an integrated vision for the Ivanhoe *Activity Centre*. The Ivanhoe *Activity Centre* has been identified as an area for future housing growth and activity by the State Government. *State Planning Policy* requires Banyule Council to plan for development in an *Activity Centre* like Ivanhoe and this is done through a Structure Plan.

The recommendations of the Structure Plan aim to achieve guidelines that lead to:

- An enhanced treed neighbourhood character of Ivanhoe and direct growth to the most appropriate places such as around railway stations and shops.
- An updated *Banyule Planning Scheme* that better manages future change in a way that respects the unique history, character and heritage of Ivanhoe.
- Promotion of greater housing choices in the *Activity Centre* including townhouses, units and apartments in addition to traditional single dwellings.
- A more vibrant commercial hub on Upper Heidelberg Road that is welcoming and offers a range of services, shops and entertainment options to the growing community.
- Up to 7 landscaped public squares that are welcoming spaces and focal points for the community.
- Protection of the valued 2 storey heritage façades of Upper Heidelberg Road, while enabling up to 4 storey development setback behind the main street.
- Direction of most development to the five *diversity areas* subject to guidelines with a preferred maximum height of no more than 4-6 storeys, generous setbacks and landscaping.
- Protection of the *desired character* of *Accessible Residential Areas* in the *Activity Centre*, including setbacks and *landscaping guidelines* to reduce bulk with a preferred maximum height of no more than 2-3 storeys.
- Promotion of quality design that blends in with existing buildings, the treed landscape and distinctive views.
- Better access and public amenity of open spaces within or linked to the *Activity Centre*.
- Stronger advocacy for improvements to train station amenity, disability access and integration with buses and taxis.
- A first class Ivanhoe Library that is contemporary, multi-functional and caters for all age groups and abilities.
- A more vibrant Civic Precinct with a range of quality facilities having a community, educational and arts focus providing benefits across all ages.
- Greater advocacy for improvements to the frequency of public transport services, changes to the public transport zones, integrated bus stops, cycling routes and increased safety at key railway crossings.
- Improvements to laneways to encourage safety and more efficient commercial usage.
- Sharper focus on the safety of pedestrians in the area, including a *Pedestrian Priority Precinct*, lower speed limits and better lighting.
- Better recognition of the role of community, religious and education facilities in the hub of the *Activity Centre*.

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Understanding the Structure Plan: Glossary & Reference documents

Banyule Council believes it is important that people are given information that helps explain the background and intent of the Structure Plan.

You will notice some unfamiliar words are used such as *built form*, *public realm*, and *setbacks* that are part of the language of the *Planning Scheme* which is a legal document. Where possible plain English language has been used. There are some technical words and phrases that need to be used to ensure the Structure Plan is consistent with the *Planning Scheme*.

Ensuring consistency between the Structure Plan and eventual changes to the *Planning Scheme* is very important in ensuring the intent of the Structure Plan is upheld legally at hearings such as those of VCAT. To help readers better understand some of these technical phrases and words there is an extensive glossary of words and phrases provided at Appendix 7.

Wherever you see a word written in *italics* there will be a corresponding definition of that term in the glossary. It is also important to be aware that in some cases words such as 'encourage' or 'should' are used instead of 'must'. This is because within the *Planning Scheme* there are some things that cannot be prescribed however it is important that Council and the community express their preference for an outcome such as 'encouraging environmentally sustainable design'. Also, included at Appendix 7 is a table that provides a guide as to the number of levels that can be provided within the maximum height in metres.

There are also a range of relevant documents (such as Council's *Housing Strategy*) referred to and *italicised* in the Plan that are listed in Appendix 7. These policy documents can be accessed from Council's website at <http://www.banyule.vic.gov.au/ivanhoeproject/>

A Background document is also available and gives more information on the key issues that have helped inform this Structure Plan. This document can also be accessed from the Council's website.

Readers will notice the themes and precincts chapters in the document only refer to matters of relevance to the *Planning Scheme*. Matters requiring an 'action' (rather than a change to the *Planning Scheme*) have now been placed in an Implementation Plan at Appendix 5. The Implementation Plan will attribute a responsibility and priority to each action item. Some items appear in both the main body of the Structure Plan and the Implementation Plan as they require both a change to the *Planning Scheme* and further action from Council.

Plan Melbourne – Metropolitan Planning Strategy

Since the Ivanhoe Structure Plan was adopted by Council in December 2012 there have been changes in metropolitan planning strategy. Although *Plan Melbourne* has replaced *Melbourne 2030* as the State Government's metropolitan planning strategy the principals of urban consolidation remain the same and Banyule must continue to plan for change in the Ivanhoe Activity Centre.

The change in metropolitan planning strategy has prompted some minor changes to the Structure Plan, including;

- Replacement of the term '*Major Activity Centre*' with '*Activity Centre*'; and
- Reference is made to *Plan Melbourne*, the current State Government metropolitan planning strategy

1. Introduction and Context

1.1 Key features of Ivanhoe and the challenges of growth

History and features of Ivanhoe

The Ivanhoe Activity Centre is a special place, located 9km north-east of the Melbourne Central Activities District. The area is defined by its topography and the curving, undulating nature of Lower Heidelberg Road and Upper Heidelberg Road. It is home to charming shops, distinctive views, a flagship Town Hall on the top of the hill and a skyline of steeples, towers and trees.

Many residential streets are lined with large trees and well established vegetation at the front of dwellings. Generations of residents have raised their families in homes ranging from Victorian to Art Deco to contemporary. Inter-war styles such as Edwardian and Californian Bungalow also dominate. There are also areas of 1960s infill such as flats and newer townhouses.

Development in Ivanhoe dates from the 1850's, when a small village was established. Between World War 1 and World War 2, the population more than tripled in size. The majority of the Ivanhoe shopping centre was built between 1915 and 1940. It is a traditional linear shopping strip sited on one of the earliest transport thoroughfares in the area.

The Civic Centre, built in 1937, is a major landmark and of State significance. It is a nationally outstanding example of Art Deco architecture and an enormous source of local pride.

Close to the centre are the Ivanhoe Bowling club, tennis courts and beautiful open spaces such as Rockbeare Park, the Darebin Parklands, Sparks Reserve and Chelsworth Park.

Change and population growth in Ivanhoe

Ivanhoe was once a small place with an appealing village atmosphere. The area still retains its community feel through its historic shops and buildings. However a growing café and dining culture, two supermarkets, a large civic centre, expanding well recognised schools, a busy library and two train stations are shaping a new future.

While the grand homes of Ivanhoe still dominate, much of the new housing since the 1960s has been units or apartments. In 1966 Ivanhoe's population peaked at about 11,000 and gradually fell in the 1980's until it again reached about 11,000 by the 2006 census. Over the same period the number of dwellings increased from about 2,800 to about 4,400.

Ivanhoe is a sought after location for development due to its charm, natural beauty and proximity to the city and services. Some property owners have subdivided their blocks leading to an increase in the number of new residents living in *multi-unit dwellings*. Greater housing choices such as one and two bedroom dwellings are sought, particularly in and around the commercial heart of Ivanhoe.

CHANGE PLAN

* This Change Plan is based on a desktop analysis of existing and anticipated multi unit development. It does not designate nor limit multi unit development within or outside the Activity Area boundary.



DIVERSITY AREAS - Major Change Areas

Areas impacted by pressure for change and policy and identified by the community

EXISTING

- Heritage overlay - existing
- Heritage overlay - heritage precincts
- Heritage - limited change anticipated
- Recent development - no change anticipated
- Civic precinct masterplan to apply
- Areas of investigation

EXISTING continued

- Business Zone
- Public Use Zone - continual change over time
- Multi-unit development - existing
- Multi-unit development - anticipated
- Multi-unit development - under consideration
- Commercial and community activity - predominantly 1-2 stories
- Commercial and community activity - greater than 2 stories

I.2 Context – Growth and Activity Centres

Melbourne is predicted to grow into a vibrant city of five million people and beyond. *State Planning Policy* is being used to prepare for this greater population, by promoting a better distribution of business activity, jobs, housing, services and transport connections closer to where people live and work.

Activity Centres are a part of meeting this challenge. Identified in the former Metropolitan Strategy *Melbourne 2030* as an Activity Centre, Ivanhoe is central to Banyule's plans to direct change to key Activity Centres to allow for growth in housing, commercial activity and community facilities.

Under *State Government Planning policy*, Councils are obliged to plan for growth in key Activity Centres over the long term and identify needs for the future. The Ivanhoe Activity Centre is central to Banyule's Plans to direct change to key Activity Centres to allow for growth in housing, commercial activity and community facilities.

There are a number of reviews of the planning system, zones and metropolitan strategy that may impact upon the Ivanhoe Structure Plan. Council will advocate that work undertaken on existing strategies such as the Ivanhoe Structure Plan are able to be translated into the new scheme with little change.



Ivanhoe Fiesta, Upper Heidelberg Road

METROPOLITAN CONTEXT PLAN



I.3 What is a Structure Plan?

A Structure Plan presents an integrated vision for the future of an *Activity Centre*. The current direction from the Victorian Government, Practice Note 58, *Structure planning for Activity Centres*, April 2010 states:

The key aims of structure planning are to plan for and develop a shared vision for the Activity Area, and to identify the type and scope of change projected within the activity area over time. A Structure Plan will identify precincts, themes and a preferred future character for the area that facilitates growth and change over time.

The Ivanhoe Activity Centre is focused on the Ivanhoe Shopping strip on Upper Heidelberg Road and Lower Heidelberg Road, the Ivanhoe and Darebin Railway Stations and surrounding commercial, civic and residential areas.

Banyule Council's *Housing Strategy* describes a consistent approach to guiding housing growth towards accessible local places, where there are already shops, community facilities and opportunities for employment.

There are no State population targets for Ivanhoe. However as demand increases for new housing and services within the Ivanhoe Activity Centre, this Plan will help guide and manage these changes.

Much of the expected development, goals and aspirations of the Plan may not be realised for many years, and will require advocacy and future budget commitments from various agencies, governments and investors.



Ivanhoe Primary School

I.4 Structure Plan: guidelines, infrastructure and transport

The Plan produces realistic localised guidelines, consistent with *State planning policy* around *Activity Centres*. It will reduce development pressure in residential areas across Ivanhoe and allow growth to be directed to the most appropriate sites, close to railway stations and shops.

Ivanhoe residents have seen the ad hoc development that has occurred in the absence of an overarching plan for the area. At times the current Council guidelines in the *Planning Scheme* have been overruled at the *Victorian Civil and Administrative Tribunal* (VCAT). Ivanhoe should have a plan that directs and manages inevitable change and growth whilst protecting most residential areas from excessive development.

Ensuring a sensitive transition from the busy core of the *Activity Centre* to *Accessible Residential Areas* is a key objective of the Plan.

The role of ResCode and local guidelines

The State Government has some general guidelines for residential development that are part of all *Planning Schemes* in Victoria, known as the *ResCode* provisions and the *Guidelines for Higher Density Residential Development*. The purpose of the Structure Plan is to supplement these considerations with locally tailored guidelines that are best suited to the uniqueness of Ivanhoe.

The guidelines will then need to be put into the *Banyule Planning Scheme* through a *Planning Scheme Amendment* that has to be approved by the Minister for Planning.

These localised guidelines cover issues such as *height, setbacks, landscaping* and aspirations for the design of buildings and façades. For instance the Plan contains guidelines for new developments close to *Accessible Residential Areas* that promote substantial trees in front and backyards to protect privacy and enhance neighbourhood character.

Development that incorporates ecologically sustainable energy, water and construction principles in its design is also encouraged.

Infrastructure and services

There will need to be infrastructure upgrades and extra services to cater for a growing population. With that in mind significant planning is underway around Ivanhoe for local infrastructure and services, including the *Civic Precinct Masterplan*, the *Ivanhoe Aquatic Centre Redevelopment*, the *Ivanhoe Park Masterplan* and plans for a Cultural Vault or art gallery and improvements to open space along the Darebin and Yarra Valleys.

Collectively these projects in Ivanhoe will consider a range of upgraded assets and services including a town square, streetscapes, parking, better library facilities, meeting rooms, cultural facilities and childcare.

Improvements in infrastructure items such as roads, stormwater drainage and sewerage will also be sought.

Cars, parking and more sustainable transport

Congestion on our roads and poor public transport frequency are ongoing issues for Ivanhoe residents. The Council is not responsible for funding or delivering the infrastructure to increase the capacity of the rail or main road network or improve the station or bus interchanges. That lies with the State Government.

However it is important that Council takes an active role in advocating for extra services for the community, better and safer facilities and helping shape the debate around the need to move towards more sustainable transport modes.

From 1966 to 2006 Ivanhoe experienced no net population growth. So why has traffic and competition for car parking increased?

The main causes are increased car ownership, continuing development in outer-suburban areas and densification in nearby residential areas. The redevelopment of the papermills in Fairfield and the growth of *Activity Centres* both in Banyule and neighbouring municipalities will also affect Ivanhoe and the region. This continued growth, despite its impact, is part of a continued commitment from successive State Governments to accommodate population increases in established areas. It also provides an opportunity to keep Ivanhoe thriving as an important *Activity Centre* with key retail and commercial services.

Growth in Ivanhoe – with or without a Structure Plan – challenges the community to consider what forms of transport best reflect this reality and whether further calls for extra car parking provide the best solution. Will more car parking spaces in higher density development generate more traffic? Or does the community need a longer term view requiring less parking, that may not be viable immediately, but supports a more sustainable less car dependent Ivanhoe in the future? These are difficult issues the community must grapple with.

Council has consistently advocated for improved public transport in this region and throughout Melbourne and will need to greatly intensify its efforts. More frequent and accessible public transport and lower car dependency will require a much greater investment than presently committed by governments and a cultural shift in thinking on transport. The increased numbers of people patronising the Hurstbridge line (15% growth in passengers using Ivanhoe station between 2005 and 2010) shows there is a greater willingness from the public to switch from car use to the public transport system than previously thought likely.

The Structure Plan includes measures to slow down traffic while still enabling accessibility for existing residents to their homes. Directing the location of new housing, employment, retail and entertainment near good public transport facilities rather than in residential streets also helps reduce congestion, as people are able to walk to meet many of their daily needs.

I.5 Activity Centre Boundary

Councils are required by the State Government to define a boundary for their *Activity Centres*. The current direction, Practice Note 58, Structure planning for *Activity Areas*, April 2010 states:

Council must consider the Activity Area boundary criterion that includes the location of existing commercial areas and land uses, existing areas of public open space, the availability of strategic redevelopment sites, the location of public transport, environmental and heritage constraints.

The *practice note* also states that it is likely the *Activity Centre* will be larger than existing commercial areas. The original Ivanhoe *Activity Centre* study area within the first Draft Structure Plan included the Upper Heidelberg Road retail and commercial strip, Ivanhoe and Darebin railway stations and the surrounding residential streets.

The boundary of the *Activity Centre* has been revised for this Plan following community consultation. The *Activity Centre* boundary has been contracted in a number of areas and extended in other locations. There are areas in the first Draft Structure Plan boundary that are no longer in the adopted Plan boundary and a few small new areas.

These changes have been made based on community feedback, a clear policy based rationale and comprehensive mapping of all relevant information based on *State Planning Policy*.

The rationale for the inclusion of surrounding residential streets in the *Activity Centre* includes:

- Easy walking distance to Ivanhoe and Darebin railway stations.
- Proximity to shops and commercial areas.
- Areas that have already undergone substantial subdivision or housing change.

Rationale for exclusion of surrounding residential streets includes constraints such as:

- *Heritage overlays* (current, proposed and potential).
- Environmental overlays such as the *Environmental Significance Overlay* or the *Significant Landscape Overlay*.
- Residential areas not highly accessible or constrained in other ways.

Five of the *diversity areas* within the Plan are subject to locally tailored guidelines that give guidance on *building heights*, *setbacks*, *building footprints* and landscaping to better manage and accommodate growth in these parts of Ivanhoe. The guidelines for individual Precincts can be found in Appendix I. Guidelines for *building footprints* and *setbacks* for Accessible Residential Areas are informed by ResCode and examples are shown in Appendix 2.

The development of final guidelines for the sixth *diversity precinct* – the Civic Precinct – will be completed at a later stage with the development of a *masterplan* in the future.

Locally tailored guidelines for the *Accessible Residential Areas* Precinct in the *Activity Centre* are designed to:

- Ensure development is no more than 2-3 storeys in residential streets.
- Increase the extent of heritage controls over precincts to maintain the existing heritage character of a number of residential areas.
- Specify guidelines for vegetation, and particularly substantial trees, to maintain the leafy character of Ivanhoe.

For areas outside the Structure Plan, Council is working towards integrating *neighbourhood character guidelines* to retain their existing character.



The CBD view from the Clock Tower.

I.6 The story so far – process and community input

On 25 July 2011, consultation commenced on the first Draft of the Structure Plan. This was preceded by three years of consultation with the Ivanhoe Community Consultative Committee (ICCC) and various forums involving about 200 people.

The first Draft Structure Plan attracted more than 700 submissions. Council listened to the community and set it aside and then expanded the membership of the Ivanhoe Community Consultative Committee (ICCC) to include additional residents. The expanded ICCC has assisted Council in developing the adopted Plan.

Since the release of the first Draft Structure Plan a series of Council resolutions have:

- Extended the closing date for consultation on the first draft and widened and deepened consultation on the new draft.
- Ensured extra meetings on the development of the new draft were held on evenings and weekends with the community.
- Endorsed the role and work of the Ivanhoe Community Consultative Committee (ICCC) under the chairmanship of Cr. Jenny Mulholland, and added Cr. Craig Langdon as deputy Chair, five new residents and two representatives of the Save Ivanhoe Residents Group to the ICCC.



Community Workshop 21 April 2012

After the release of the first Structure Plan there were a series of community workshops that identified where future major change should be, and how we can best protect the amenity and character of Ivanhoe's neighbouring streets. Feedback from these sessions was incorporated in the new draft of the Ivanhoe Structure Plan that was released for community consultation on 15 August 2012 and ran until 25 September 2012. Further information sessions and workshops were held on the new draft during this time.

More than 1600 people were involved in the development of the Plan.

Council engaged MGS Architects to provide detailed analysis of the opportunities and constraints of development in the Ivanhoe Activity Centre. MGS provided a detailed block by

block analysis of the area, and made recommendations around landscaping, building heights, setbacks and design. They presented their recommendations at community workshops, and these were updated after each consultation session to reflect community suggested changes and input. Most of MGS's recommended guidelines are incorporated within this Structure Plan as are the detailed maps and plans.

Council is very thankful for the time, energy and ideas contributed by all participants and submitters.

Based on feedback received to date, Council has produced guidelines in this Plan that are realistic and consistent with State planning policy.

Changes in the Plan that reflect feedback include:

- Guidelines to direct development to the most appropriate areas around railway stations and shops. In most cases heights are lower than recommended in the first Draft Structure Plan, and cover a narrower area.
- Encouraging building heights of two-three storeys in residential streets.
- The visual bulk of buildings be minimised through guidelines recommending setbacks and landscaping.
- Concerns about pressure on transport and infrastructure have been considered through stronger advocacy for improved public transport services and infrastructure upgrades where required.
- Possible impacts on open space and the environment have led to strong guidelines for new and existing trees and vegetation, better access to open spaces, and the potential for several new public squares.
- Retaining Ivanhoe's character by strengthening heritage controls.

A full list of community consultation is provided at Appendix 6. This is a brief summary:

- Thirteen workshops attended by about 580 residents and eight information sessions attended by 507 people.
- Fourteen Ivanhoe Community Consultative Committee meetings.
- Four local neighbourhood meetings attended by about 167 people.
- Several direct mail letters sent to thousands in the broader Ivanhoe area, study area and to submitters and those who have attended meetings.
- Articles in the Banyule Banner editions of August-September 2011, October-November 2011, March-April 2012, July-August 2012 and September-October 2012 reaching 50,750 households and businesses each time.
- One Save Ivanhoe Residents Group community walk with about 150 residents and one Ivanhoe Library users information session attended by about 30 residents.
- Thirty individual meetings and site meetings with residents and community groups.
- Four trader meetings attended by 41 traders.
- More than two hundred detailed responses to letters and submissions and hundreds of responses to email and phone queries.

2. Vision for Ivanhoe

2.1 Vision for the Future

Ivanhoe will continue to be a unique garden suburb known for its *neighbourhood character*, natural beauty, heritage and proximity to the city and services.

Respecting the *desired character* of the area, Ivanhoe will have more diverse housing choices to enable residents to live closer to the heart of Ivanhoe. This in turn supports a range of food, retailing, recreation, and entertainment and services that enliven the area and local economy.

The famous *ridgeline* and *topography* of Ivanhoe will continue to be highly respected together with the impressive historic buildings, prominent trees, streetscape and distinctive views. New buildings will be sympathetic to the natural and *built environment* and add to the architectural, environmental and heritage qualities of the area. They will reflect the needs of a growing and changing community including the importance of people living close to transport, services and facilities.

New housing developments in the *Residential Accessible Areas Precinct* surrounding the commercial centre will have *substantial trees* and vegetation to protect and enhance Ivanhoe's revered neighbourhood character. This complements the sustainability of the local environment which itself is greened with substantial trees and inspired landscaping. New *public squares* will be open and landscaped and act as a new focal point for community life.

Pedestrians and cyclists will move more safely around the area with ease. Public transport will be more frequent, safe, interconnected and accessible to all residents.

The town hall heritage building is a focal point for the community and civic life, and continues to be a source of local pride. The famous clock tower is one of the most recognised and celebrated landmarks in Ivanhoe.

The Civic Precinct will include a mix of exciting and integrated community, commercial and residential uses, including a first class library and learning hub and an attractive, accessible, open *public square*. Distinctive views to the Dandenongs, Kew and the Melbourne CBD from the Civic Precinct remain an attraction for Melburnians.

2.2 Implementing the Vision

The adopted Plan will be implemented by:

- Changing the *Banyule Planning Scheme* to introduce new *zones, overlays*, local policies and guidelines for future development
- Progressing work on the *Ivanhoe Civic Precinct Masterplan*.
- Considering infrastructure and streetscape improvements, such as traffic improvements, more street trees and improved landscaping.

- Advocacy to other agencies and governments on specific issues to attract public and private investment for outcomes such as an Ivanhoe Station upgrade.
- Further work to investigate local planning policies around *development contributions* and *green travel plans* is also proposed.

2.3 Strategies

The Themes and Precincts in Chapters 2 and 3 will only include an introduction, plan and brief objectives. The details of the Strategies and Actions required to implement these objectives are found in the Implementation Plan at Appendix 5.



Bryant Reserve

2.4 Cultural Heritage and Identity Theme

The *Ivanhoe Activity Centre* will have a more vibrant set of *mixed use* centres linked by a network of tree lined *boulevards* and streets. Ivanhoe will continue to enjoy a rich and diverse cultural heritage which forms an essential part of its garden suburban identity, vibrancy and character. The heritage of Ivanhoe will maintain a mix of natural, indigenous and local elements that have defined the area including the ridgeline and the street tree canopy.

The mix of the valued treed landscape, distinctive views and the cultural heritage of the *Activity Centre* will shape its future, together with an improved artistic and cultural presence in the area.

The Cultural Heritage and Identity theme seeks to ensure that the identity of the *Activity Centre* is further enlivened through respect for valued views, the upgrading of community facilities and improvements to local arts and culture in the area.

The following areas have been considered to meet this vision:

- Built Heritage
- Cultural and Creative Life
- Landscape Character, Views and Vistas
- Aboriginal Cultural Heritage



View of Melbourne CBD from second floor of the Ivanhoe Library

CULTURAL HERITAGE AND IDENTITY PLAN



HERITAGE CHARACTER

- Heritage overlay - existing
- Heritage overlay - heritage precincts

LANDSCAPE

- Heritage landscape - upgrade existing
- Public open space and recreation
- Reserves and parks
- Tree canopy - existing

* For Landscape - private realm, refer to Landscape Plan

TOPOGRAPHY & ORIENTATION

- Sense of arrival
- Valued views
- Contours 5 metres
- Ridgeline

BUILT FORM

- Landmark building - Town Hall
- Landmark building - heritage listed
- Landmark building - opportunity for visual emphasis
- Activated & engaging frontage- heritage

Cultural Heritage and Identity Objective

To reinforce Ivanhoe's strong local identity and cultural heritage through the enhancement of its landscape character, indigenous and built heritage and the improvement of cultural and community facilities and public spaces.

Strategies

2.4.1 Built Heritage

Council is committed to protecting, conserving and enhancing heritage buildings and places in Banyule, including the built heritage of the *Ivanhoe Activity Centre*.

- Reflect the local culture of Ivanhoe in the design of new or modified buildings and spaces by respecting known heritage qualities and exploring contemporary design to achieve high quality design and construction standards.

2.4.2 Cultural and Creative Life

Strengthen artistic and cultural life in the *Ivanhoe Activity Centre*.

- Utilise public art to enhance the *Activity Centre* by implementing the recommendations of the *Banyule Public Arts Strategy (2010)*, particularly focusing on *gateways*, public open space, public realm infrastructure such as paving or street furniture, the public domain around the Upper Heidelberg Road Precinct, new community facilities, public buildings and major development proposals.
- Explore the potential for developing new school and community shared spaces and facilities on school land in or around the *Activity Centre*.

2.4.3 Landscape Character, Views and Vistas

Consider the landscape attributes, distinctive topography and valued views to places in and outside the *Activity Centre*.

- Ensure that new development reinforces the treed, green setting of the area by protecting existing trees, planting new canopy trees and including prominent vegetation at ground and upper levels.
- Encourage well designed building and landscape outcomes that protect and enhance the most valued views to and from the *Activity Centre*, as per the Cultural Heritage and Identity Plan.
 - Ensure that new development maintains the ongoing prominence of the Town Hall Clock Tower as the dominant built form element of the *Activity Centre*.
 - Protect the view from the Town Hall to the Melbourne Central Activities District skyline by requiring new development to achieve a sharing of views.
 - Manage the siting and design of new buildings to avoid obscuring views to the Library, Town Hall and Clock Tower, including the ongoing visibility of the Clock Tower silhouette from the northern approach along Upper Heidelberg Road.
 - Frame the view of the Town Hall with well designed buildings, maintaining a clear viewing corridor along Upper Heidelberg Road.
 - Frame *vistas* along Upper Heidelberg Road through a modest increase in building heights along both sides of the road.

- Encourage well-designed new development that takes advantage of the *topography* of the *Activity Centre* and long range views to the Dandenong Ranges, Kew and the Melbourne Central Activities District and the surrounding landscape.
- Ensure that the rear and side *facades* of buildings that are visible from public vantage points within the *Activity Centre*, *Accessible Residential Areas*, or the railway corridor, are designed to provide visual interest and to minimise the visual prominence of building services.
- Utilise architectural and landscape design and vegetation protection around the centre of the *Activity Centre* to enhance the visual appearance and prominence of the precinct on the *ridgeline*.
- Enhance the sense of arrival in *gateway* locations through the use of visually interesting buildings, landscaping, street design and artworks to mark sites in a manner that reinforces Ivanhoe's cultural, heritage and landscape identity.

2.4.4 Aboriginal Cultural Heritage

See actions in the Implementation Plan at Appendix 5.

2.5 Land Use Theme

Ivanhoe will continue to be a successful and vibrant *Activity Centre* with more diverse land use ranging from dwellings to retail, hospitality, civic and community activities and schools. Future population growth and the changing needs of the community will create opportunities for even more diverse land use and amenity in the area. This includes enhancing tree lined streets in residential areas, in addition to further retail, commercial, office and residential floor space in the core of the *Activity Centre*.

Opportunities for future local economic development will be realised and generate more employment in the area, meet demand for more office space and create more *public squares* and community facilities.

The Land Use theme seeks to ensure that more mixed use, residential and civic and community facilities will further enliven the *Activity Centre*, providing social, economic and environmental benefits to the community.

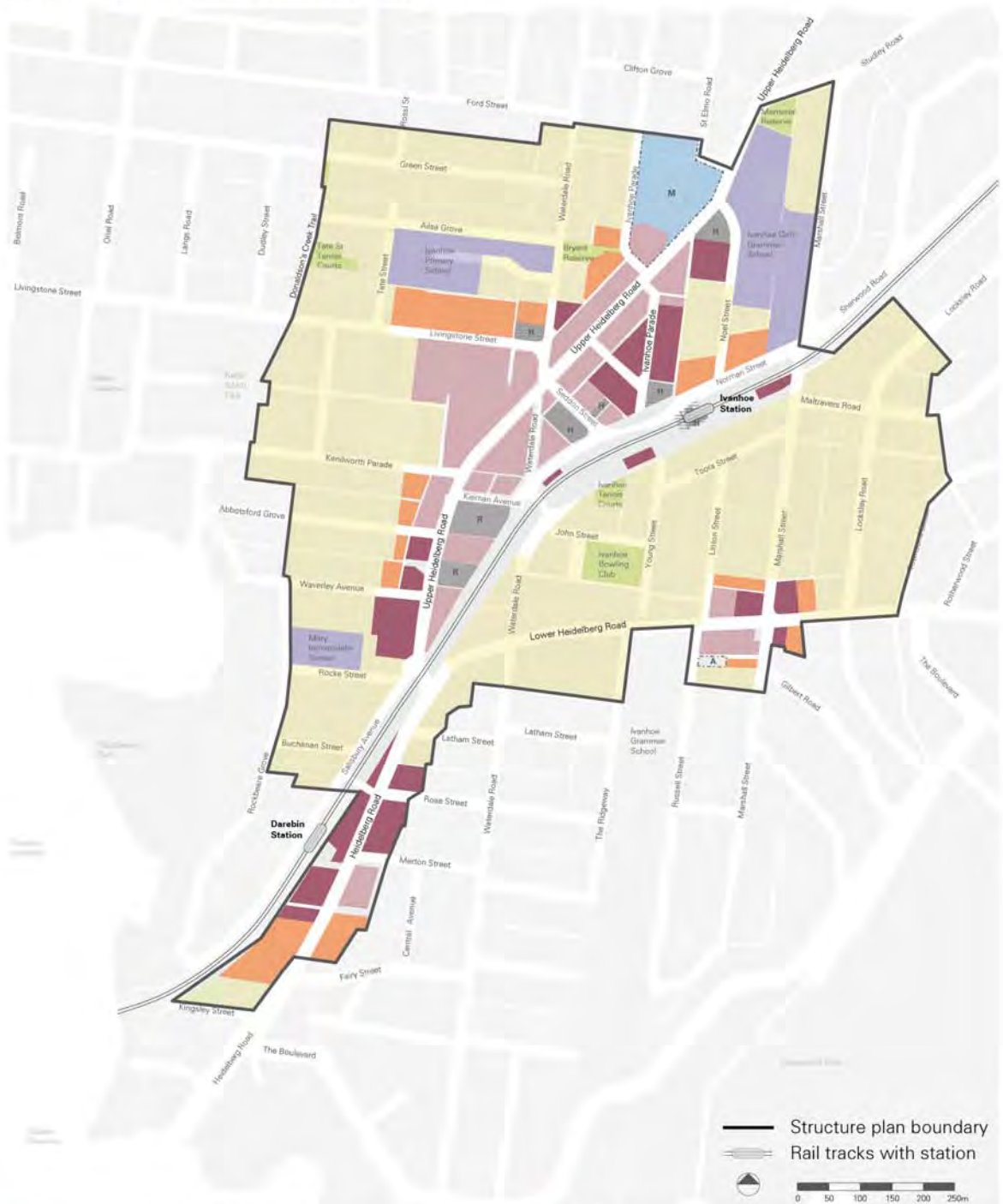
The following areas have been considered to meet this vision:

- Retail, Commercial and Office
- *Mixed Use*
- Residential
- Civic, Community and Entertainment



Potential public square near Ivanhoe Station

PREFERRED LAND USE PLAN



- DIVERSITY AREAS - Major Change Areas**
- Mixed land use - proposed
 - Multi-unit residential - proposed
 - Civic and Community use
Civic precinct masterplan to apply
 - ACCESSIBLE AREAS**
Residential Precincts

- EXISTING**
- Mixed land use - existing
 - Educational use - continual change over time
 - Public open space and recreation
 - Heritage - limited change anticipated
 - Recent development - no change anticipated
 - Areas of investigation

Land Use Objective

To maintain an economically viable and socially vibrant Ivanhoe *Activity Centre* that allows for future housing and commercial growth through efficient use of available space, new *public squares* and the potential for a greater range of social, cultural, recreational and entertainment activities.

Strategies

2.5.1 Retail, Commercial and Office

Respect the traditional streetscape of the *Activity Centre*, maintain and strengthen the retail dominance at street level and provide for new office space and residential in the upper levels of new *mixed use developments*.

- Encourage the location of land uses such as retail, hospitality and entertainment at the ground level of shops in retail areas.
- Design buildings in retail areas to have *active frontages* by opening onto the street creating an accessible, welcoming and vibrant street life.
- Encourage additional entertainment and leisure facilities throughout the core of the *Activity Centre*.
- Encourage new commercial office space and retail premises to suit a range of small and medium sized organisations and promote local employment.
- Facilitate expanded retail use of available land in the shopping precincts of the *Activity Centre* through redevelopment of underutilised land at the rear of sites and upper level extensions to buildings.
- Facilitate the redevelopment of inefficient *surface car parks*, ensuring that new development includes replacement parking to avoid a net loss of parking spaces.
- Encourage *larger format retail stores* to be located away from the core of the *Activity Centre*, in areas such as Bell Street Heidelberg.

2.5.2 Mixed Use

Provide for and encourage *mixed use development* that have *active frontages* and integrate retail, residential, community, health or office use throughout the commercial areas of the *Activity Centre*:

- Encourage community services, offices or residential development in the upper levels of *mixed use developments*, maintaining active usages at the street level such as retail and hospitality.
- Encourage health services and allied industries at the upper levels of *mixed use developments* to cater for the ageing population, while recognizing that the Heidelberg *Specialised and Activity Centre* is the preferred location for the bulk of these services.
- Locate community and government services within the *Activity Centre* to take advantage of accessibility to a range of transport modes.

2.5.3 Residential

Provide for and encourage more diverse housing choices in the hub of the Ivanhoe *Activity Centre* to accommodate a growing and changing population.

- Focus housing growth in and around the *Activity Centre* to reduce development pressure in residential streets outside the *Activity Centre* boundary.

- Encourage a mix of dwelling sizes and types within individual developments to cater for different household sizes and types, with a focus on smaller households in and around the *Activity Centre*.

2.5.4 Civic, Community and Entertainment

Strengthen the role of the *Activity Centre* with a range of social, cultural, recreational and community activities to meet the diverse needs of the community.

- Explore opportunities to facilitate up to seven new or revitalised *public squares*. Their purpose will be to create quality public spaces in urban areas of the *Activity Centre*. They will act as welcoming meeting places and focal points for social interaction, artistic, recreational and cultural activity for the community. The design should encourage the creation of safe and landscaped places that are attractive and accessible. The possible seven locations are indicated on the Framework Plan on page 2.

The seven possible locations for *public squares* are:

1. The landscaped area outside the Ivanhoe Library on Upper Heidelberg Road. (Civic Precinct)
 2. The area near the corner of Marshall Street and Lower Heidelberg Road on the south eastern corner. (Lower Ivanhoe Precinct).
 3. On or near the triangle shaped car park site near Waterdale Road and Upper Heidelberg Road. (Ivanhoe Station Precinct)
 4. The landscaped area in Norman Street opposite the railway station. (Ivanhoe Station Precinct)
 5. The current car park at the northern Livingstone Street edge of the Ivanhoe Plaza site. (Upper Heidelberg Road Precinct)
 6. The area north of the Mary Immaculate Catholic Church on Upper Heidelberg Road near Waverley Avenue. (Upper Heidelberg Road Precinct)
 7. Part of the area between Darebin Station and Heidelberg Road (Darebin Station Precinct).
- Recognise the role of privately owned, publicly used spaces such as Ivanhoe Plaza, public buildings and streets that act as informal community meeting places.



View from Clock Tower of Ivanhoe Girls' Grammar to the Dandenong Ranges

2.6 Built Environment Theme

The many impressive buildings and homes in Ivanhoe reflect its history, distinctive *topography*, prominent vegetation, the road network and architectural expression. The development of Ivanhoe's retail core on a *ridgeline* has influenced road patterns, site layout and building design. This has contributed to the development of many distinctive buildings, including the Town Hall and buildings with historical *facades* along Upper Heidelberg Road.

The housing styles in and around the residential streets of the *Activity Centre* reflect Victorian to inter-war styles such as Edwardian and Californian Bungalows, with areas of infill development such as units, apartments and newer townhouses. New buildings will be designed to complement existing buildings, the treed landscape and distinctive views.

The Built Environment theme will encourage more housing choices close to the core of the *Activity Centre* and ensure they are well designed and contribute to the *desired character* of the area.

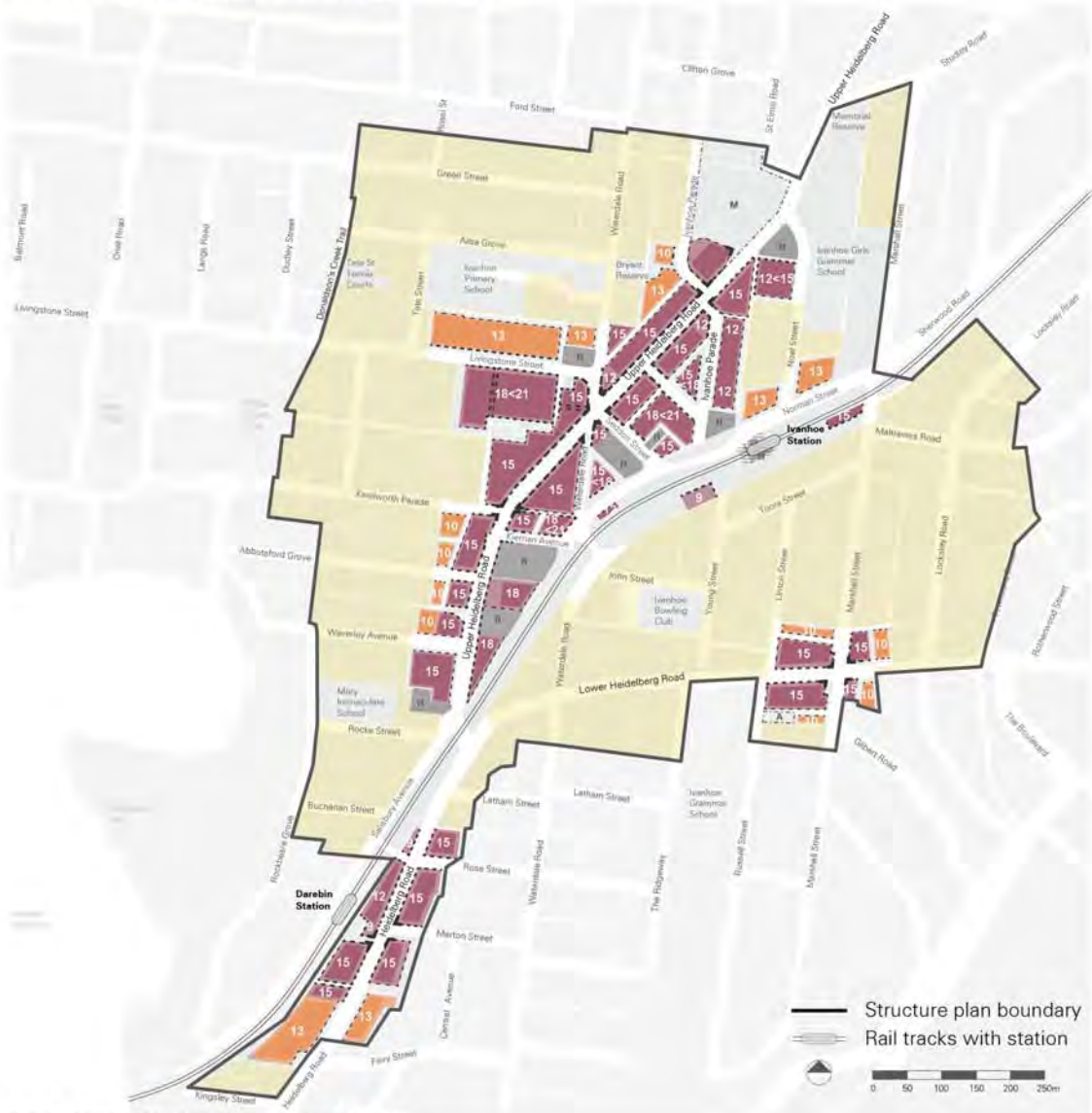
The following issues have been considered, to meet this vision:

- Building Heights
- Building Quality and Design
- Protecting amenity: setbacks and landscaping
- Environmentally Sustainable Design
- *Public Realm*



Ivanhoe Parade

BUILT ENVIRONMENT PLAN



Refer to Appendix 1 for Setback standards and sections

GENERAL RESIDENTIAL ZONE

- Podium - maximum 7.5 metres
- 10 Preferred maximum building height - metres

ALL OTHER ZONES

- Podium - maximum 9 metres
- 15 Preferred maximum building height - metres

EXISTING

- H Heritage - limited change anticipated
- R Recent development - no change anticipated

PROPOSED BUILT FORM ENVELOPE

- Activated & engaging frontage - heritage
- Activated & engaging frontage
- Articulated frontage
- Corner emphasis
- M Civic precinct masterplan to apply
- A Areas of investigation

Built Environment Objective

To ensure new buildings and extensions in the Ivanhoe *Activity Centre* respect the existing high quality built environment including the *desired streetscape*, building design, siting and neighbourhood character.

Strategies

2.6.1 Building Heights

Manage building heights to accommodate anticipated floor space and housing requirements while respecting heritage values, view lines, and the desired character of *Accessible Residential Areas*. Key actions:

- In *Accessible Residential Areas* integrate new buildings into the surrounding neighbourhood and manage growth and change within an enhanced, treed setting.
- Ensure any larger scale new development is directed to strategic sites within the *diversity areas*.
- Protect the valued 9 metre (2 storey) heritage façades (street wall) of Upper Heidelberg Road, while enabling extensions up to a preferred maximum *building height* of four storeys setback behind the street wall (see building heights in the plan for Precinct 5, page 89/90).
- Ensure that development results in a ‘stepping down’ of built form on sloping sites within the *Activity Centre*.
- Create a consistent *main street* character along Upper Heidelberg Road by extending the two storey *street wall* to the north and south in Precinct 5.
- Apply a preferred maximum height of 21 metres (4-6 storeys) throughout the diversity areas subject to development guidelines which provide for generous *setbacks* and *landscaping* (see building heights in the plans for Precincts 1-5).
- Respect the *desired character* of *Accessible Residential Precinct* in the *Activity Centre*, including *setbacks* and *landscaping guidelines* to reduce bulk and apply a preferred maximum *building height* of no more than 9 metres (2-3 storeys).
- Avoid under-development within *diversity areas* by encouraging well designed, high quality development that is consistent with the preferred maximum *building heights* of the relevant precinct.

2.6.2 Building Quality and Design

Provide and encourage the construction of safe, attractive and high quality buildings and extensions in the *Activity Centre*.

- Ensure that building frontages maintain a *fine urban grain* of buildings as the defining element of *streetscape character* at the street level.
- Promote the use of high quality building materials and landscaping that reflect local circumstances and provides longevity and a low level of ongoing maintenance.
- Encourage the design of new development to incorporate a contemporary interpretation of existing building styles, through the use of materials and vegetation commonly found in the area.

- Ensure that building *elevations* (that are visible from the street or laneway) are well designed, attractive and encourage a sense of activity.
- Design *elevations* fronting streets, laneways or public open spaces to include living spaces, entrances, windows and other details that maximise movement, outlook and *passive surveillance*.
- Encourage the *articulation of building facades* through design treatments such as door and window design, variations in materials and colours, use of balconies and integration of advertising.
- Encourage the provision of rear of shop access and improved laneway amenity to improve pedestrian safety.
- Improve the sense of arrival at *gateways* through building and landscape design and visitor signage.
- Encourage development to respond to the *topographical* conditions of the area.
- Encourage the application of *universal housing design* principles as part of new residential developments.
- Encourage the use of trees and other vegetation as a design element to soften the interface to streets and adjoining dwellings.
- In *Accessible Residential Areas* design new developments to respect the prevailing streetscape rhythm and spacing of buildings, for example, by encouraging new development to present as a single dwelling to the street.

2.6.3 Protecting amenity: setbacks and landscaping

Ensure new development respects the desired *streetscape character* of the *Activity Centre* and minimises overlooking, noise impacts, overshadowing and loss of sunlight.

- Encourage building designs that integrate noise reduction measures and landscaping to protect the amenity of future occupants and nearby residents, for example by:
 - Considering the use of screening heights of more than 1700mm and the use of planter boxes to reduce noise and overlooking from balconies.
 - Encouraging the use of double glazed windows and construction materials that aid in sound-proofing.
- Require new developments particularly those close to the *ridgeline*, to have plant and equipment such as air conditioning units acoustically baffled to protect the amenity of nearby residents.
- Ensure that new commercial and mixed use buildings adjoining residential properties provide a transition in height.
- Encourage *multi-dwelling* residential and *mixed use development* as an appropriate interface between *diversity areas* and *Accessible Residential Areas*.
- Manage the visual bulk of new development by providing upper level *setbacks* and visual breaks in *façades*.
- Design new buildings to enable the retention of *canopy* trees in residential areas.
- Ensure that front and rear *setbacks* in *Accessible Areas* have sufficient dimensions to ensure the long term health of new and existing canopy trees to soften the impact of new development.

- Set back upper levels in Accessible Areas to protect the privacy of adjoining secluded open spaces, reduce visual bulk and provide for a high level of amenity for future occupants.
- Utilise side setbacks in Accessible Residential Areas to allow space for landscaping, create shared greenery between adjacent properties and protect the daylight and amenity of adjoining dwellings.
- Set back upper levels in Accessible Areas to protect the privacy of adjoining secluded open spaces, reduce visual bulk and provide for a high level of amenity for future occupants.

2.6.4 Environmentally Sustainable Design (ESD)

Encourage new development to be designed and built in line with ESD principles.

- Amend the *Banyule Planning Scheme* to include an Environmentally Sustainable Design policy.
- Promote the long-term environmental and economic benefits of Environmentally Sustainable Design to planning applicants.

2.6.5 Public Realm

Encourage development to contribute to a high quality *public realm* that adds to the desired streetscape, supports *multi-unit residential* and the extension of mixed use and is accessible to pedestrians of all abilities.

- Design building entrances to be clearly visible, well lit, directly face the street or adjoining public space and have no grade change between the building floor level and the adjoining public space at the entrance.
- Investigate improving lighting along key pedestrian routes to the railway stations, including laneways.
- Encourage the application of *Crime Prevention through Environmental Design (CPTED)* principles in building and infrastructure design, particularly sites along key pedestrian routes.
- Design buildings to achieve consistent weather protection along identified streets in the commercial and retail parts of the *Activity Centre*.

2.7 Natural Environment Theme

The green, leafy nature of Ivanhoe will continue to be part of the *desired character* of the *Activity Centre*. Residential streets will continue to be lined with large trees and well established vegetation at the front of dwellings. There will also be many *substantial trees* on public and private land that contribute to this character in and around the *Activity Centre*.

The *Activity Centre* is surrounded by some of Banyule's most important areas of natural heritage such as the Yarra River, Darebin Parklands, Chelsworth Park, Rockbeare Park, Sparks Reserve, Ivanhoe Park and the remnant bushland along the river and creek corridors. This natural beauty contributes to the sense of Ivanhoe being a leafy suburb with an urban hub, surrounded by an urban forest.

The Natural Environment theme seeks to ensure that public open space is enhanced and better connections are provided to it, providing social, public health and environmental benefits to the community.

The following areas have been considered to meet this vision:

- Natural Heritage
- Open Space and Recreation
- Landscaping in the *Public Realm*
- *Water Sensitive Urban Design*



Nellie Ibbott Reserve

LANDSCAPE PLAN



PROPOSED PUBLIC REALM LANDSCAPE

- Boulevard
- Main Street * No street parking and street planting potential between Merton Street and the pedestrian underpass to the south.
- Urban Street/Avenue
- Accessible Area Residential Street - Avenue

EXISTING LANDSCAPE

- Heritage landscape - upgrade existing
 - Public open space and recreation
 - Landscape - private realm *
 - Tree canopy - existing
- * Refer to Precinct plans for Landscape - proposed private realm

Natural Environment Objective

Respect and enhance the treed and landscape character of the Ivanhoe *Activity Centre*, and provide safe and convenient access to a range of quality public open spaces that offer opportunities for recreation, social interaction and appreciation of the natural environment.

Strategies

2.7.1 Natural Heritage

Reflect the area's natural heritage within the urban environment.

- Use local natural materials such as stone or timber in new landscaping projects that abut open spaces.
- Assess the use of remnant vegetation to enhance the landscape links between the *Activity Centre* and nearby areas of remnant bushland along the river and creek corridors in a future *Banyule Street Tree Strategy*.

2.7.2 Open Space and Recreation

Maximise the links, function, appearance and public amenity of open spaces that are in and around the Ivanhoe *Activity Centre*. Key actions:

- Investigate opportunities to acquire land or access public land owned by other authorities in order to create additional public open space, in or near the *Activity Centre*, where *development contributions* make it feasible.

2.7.3 Public and private realm landscaping

Enhance the desired treed *streetscape character* of the *Activity Centre*.

- Encourage new plantings and protection of existing trees in the rear, side and street frontage setbacks of new residential development.
- Choose plant species to soften views to buildings when viewed from the street and from adjoining dwellings and secluded private open space areas.
- Investigate planting additional street trees in areas that have sparse or irregular public realm plantings.
- Undertake further street tree plantings to provide a framed *boulevard* character in the major roads leading into the *Activity Centre* to provide a gateway effect.
- Retain and enhance vegetation in streets that have a tree-lined character.
- Utilise the *Significant Tree Register* continue to protect significant trees and vegetation.
- Require new development to develop and implement landscape plans that retain viable existing canopy trees and provide for the planting of new canopy trees where possible.
- Landscape improvement initiatives such as the planting of new canopy trees, *vertical gardens*, *green roofs* and *green walls*.
- Minimise the number of crossovers and car park entrances per street block, consistent with Council's *Residential Vehicle Crossing Policy* to prevent the loss of street trees, vegetation and on-street parking and improve the look of streets.

2.7.4 Water Sensitive Urban Design (WSUD)

See actions in the Implementation Plan at Appendix 5.

2.8 Transport and Infrastructure Theme

The transport and road system in Ivanhoe will be sustainable and functional with priority for those who live, work and shop in the *Activity Centre*, rather than passing motorists.

The nature of the beautiful undulating *topography* and *ridgeline* in Ivanhoe limits traffic flow and the connectedness of some streets. More sustainable transport modes are supported through advocacy for better public transport and increasing walking, cycling and programs like *car sharing*.

Improvements to pedestrian and cycling networks that are safe, convenient and provide continuous links to key destinations have encouraged a more enjoyable living experience in the *Activity Centre*. Infrastructure is upgraded where required to meet the needs of a growing population.

The following areas have been considered to meet this vision:

- Transport - Land Use Planning
- Travel and Transport Hierarchies
- Advocacy for key transport initiatives
- Public Transport
- Traffic Management
- Car Parking
- *The Pedestrian Priority Precinct*
- The Pedestrian Network
- Traffic management around schools
- The Bicycle Network
- *Wayfinding*
- Infrastructure
- Connections within the *Activity Centre*



Ivanhoe Station.

TRANSPORT AND INFRASTRUCTURE PLAN

Note: entire precinct 6 is subject to future traffic management investigation



- Pedestrian priority precinct
- Pedestrian bridge - upgrade heritage bridge
- Pedestrian link - existing
- Pedestrian link - proposed
- Pedestrian link - proposed disability access
- Pedestrian underpass - upgrade
- Pedestrian crossing - existing signalised
- Pedestrian crossing - proposed signalised
- Pedestrian crossing - proposed raised
- Local Bicycle Network (LBN) - existing
- Local Bicycle Network (LBN) - proposed
- Principal Bicycle Network (PBN) - proposed
- Laneway - potential widening
- Loading and service - existing
- Loading and service - potential screened and embedded

- Street car parking - angled
- Street car parking - 90 degree
- At grade car parking - existing
- At grade car parking - existing public / commuter parking enhanced
- At grade car parking - potential public / commuter parking
- Multi-level parking - proposed shared
- Pedestrianised area - proposed public square
- Bollards
- Intersection - signalised
- Bus route
- Drop off and pick up - enhance existing
- Bus stop - existing
- Bus stop - potential quality integrated stops

Car parking focus

Transport and Infrastructure Objective

To ensure the Ivanhoe *Activity Centre* supports safe pedestrian and cyclist movement, integrated public transport, efficient vehicular movement and appropriate management of car parking and access. Infrastructure to be upgraded to meet the needs of a growing population.

Strategies

2.8.1 Transport - Land Use Planning

Encourage more housing, employment, retail and entertainment closer to one another and to convenient public transport. Help improve active and sustainable transport connections and discourage use of the *Activity Centre* as a thoroughfare.

- Encourage development that supports active and sustainable transport initiatives and goals through:
 - *Green travel plans*
 - *Car share programs and facilities*
 - Bicycle parking, secure storage and end of trip facilities such as showers.
 - Convenient and accessible pedestrian access.

2.8.2 Travel and Transport

Encourage access to the Ivanhoe *Activity Centre* by sustainable transport modes such as walking, cycling and public transport, recognising that a variety of safe and integrated options are needed for the local population.

- Include reference to Council's *Hierarchy of Travel Modes* to the Ivanhoe *Activity Centre* for future transport and *public realm* upgrades.

2.8.3 Advocacy for key transport initiatives

Provide strong advocacy and support to the State Government and its agencies to help facilitate the key transport goals of this plan. See further actions in the Implementation Plan at Appendix 5.

2.8.4 Public Transport

Improve, promote and encourage safer public transport use to and within the Ivanhoe *Activity Centre*.

- Require *green travel plans* for significant new developments in the area.

2.8.5 Traffic Management

Manage safe and efficient vehicular movement throughout the Ivanhoe *Activity Centre*. Key actions:

- Provide and plan for convenient access to commercial premises by service and delivery vehicles.
- Improve laneways to encourage better safety and amenity, more efficient commercial usage and in some cases access to future residential developments (as per the Transport and Infrastructure Plan on page 37).
- Consolidate loading and service areas into back of house zones (to the rear of *Main Streets*) to enhance pedestrian safety.

2.8.6 Car Parking

Provide and manage an appropriate balance of car parking for residents, traders and visitors of the Activity Centre, as per the *Banyule Activity Centre Car Parking Policy*.

- Maintain pre-existing levels of public car parking when redeveloping public car parks.
- Encourage *mixed use development* with sufficient public car parking in strategic locations.
- Encourage basement parking in *multi-unit or mixed use developments*.
- Continue to exclude new multi dwelling developments from access to residential car parking permits in accordance with the *Banyule Activity Centre Car Parking Policy*. This policy reduces the pressure on *Accessible Residential Areas* from the intrusion of car parking associated with commercial and higher density residential uses in the future.
- Encourage new *multi unit* dwelling developments to adopt *car sharing* schemes to reduce overall car parking demands.
- Consider flexibility around car parking requirements in recognition of the fact that people have diverse needs and in some instances they may not require a car park.

2.8.7 Pedestrians

See actions in the Implementation Plan at Appendix 5.



Raised pavement pedestrian crossing in Heidelberg.

2.8.8 The Pedestrian Network

Improve, promote and encourage safe pedestrian access to and within the Ivanhoe Activity Centre.

- Design new development to provide *passive surveillance* over laneways and car parks.

2.8.9 Traffic management around schools

Improve, promote and encourage greater safety and pedestrian access to schools to and within the Ivanhoe Activity Centre. See actions in the Implementation Plan at Appendix 5.

2.8.10 The Bicycle Network

Improve, promote and encourage safe cycling access to and within the Ivanhoe Activity Centre.

- Encourage new developments to provide additional bicycle facilities beyond those required under the *Banyule Planning Scheme* by agreement.

2.8.11 Wayfinding

See actions in the Implementation Plan at Appendix 5.

2.8.12 Infrastructure

Investigate and advocate for the upgrading of infrastructure to meet the needs of a growing population in the *Activity Centre*.

- Investigate and support stormwater upgrades where necessary in and around the *Activity Centre*.
- Retain existing bluestone kerbs and gutters where possible and consistent with current engineering standards.

2.8.13 Connections within the *Activity Centre*

See actions in the Implementation Plan at Appendix 5.

3. Precincts

The Darebin Station, Ivanhoe Plaza, Lower Ivanhoe, Ivanhoe Station and Upper Heidelberg Road Precincts are *diversity areas* identified as appropriate for the most change in the *Activity Centre* over time. Typically they are areas that are close to railway stations and shops. Future change in these 5 Precincts will enable greater housing choice through *multi unit* dwellings such as units, apartments and townhouses in addition to improved community facilities, landscaping and *public squares*.

Precinct 6 is the Civic Precinct which is subject to the *Civic Precinct Masterplan*. The future opportunities and design objectives for the Civic Precinct are described in 3.6 Civic Precinct.

Precinct 7 covers the *Accessible Residential Area Precinct* and is the subject of drawings at Appendix 2.

The key design objective is to provide for high quality, well designed and integrated new development in the *Diversity Areas* of the *Activity Centre*, where new development is acknowledged and facilitated through the Ivanhoe Structure Plan.

The guidelines for each Precinct in this Plan are based on community feedback and aim to be realistic and consistent with *State planning policy* in order to reduce development pressure in residential areas of Ivanhoe and respect neighbourhood character. These guidelines need to be integrated into the Banyule Planning Scheme through new or updated overlays and zones.

Built form design guideline objectives for all Precincts:

- To ensure the *Diversity Areas* are characterised by high quality contemporary design that supports the *desired character* of the precinct.
- To direct larger scale developments to the Precincts where existing character, location and *topography* supports more housing while retaining a *fine urban grain* at street level.
- To encourage well-designed new development that takes advantage of the topography of the *Activity Centre* and long-range views to the Dandenong Ranges, Kew, the Melbourne Central Activities District and the surrounding landscape.
- To set back the taller elements of any new development as to reduce bulk and appear strongly differentiated from the primary street wall and any abutting historical *façades*.
- To design and scale the taller elements of any new development to provide a transition in height to surrounding lower scale buildings and open space.
- To ensure new buildings do not unreasonably diminish sunlight access, particularly to adjoining residential properties and key pedestrian routes and areas such as *public squares*.
- To ensure the upper levels of new buildings are well spaced and offset to equitably distribute access to outlook and amenity.
- To encourage excellent architectural quality on prominent corner sites, including architectural features that emphasise the corner and create a sense of arrival in side streets.
- To ensure that new buildings do not unreasonably impact on the amenity of existing dwellings particularly in relation to visual and acoustic privacy.
- To respect heritage places and precincts by ensuring that development does not adversely affect the significance of nearby heritage places.

- To encourage visual interest, light, shade, articulation and activity at upper levels through the inclusion of balconies, eaves, terraces and verandas that are visually recessed from adjoining streets and laneways.
- To encourage the use of non-reflective materials, colours and finishing on all facades.
- To ensure ground floor frontages contribute to safety by providing lighting and activity and avoiding blank walls.
- To ensure that signage does not dominate the streetscape image or lead to visual clutter.
- To encourage the provision of internal connections through development with *active frontages* on both sides where appropriate.
- To ensure new buildings adjoining residential zones provide a transition in height, *setbacks* and vegetation in order to protect the amenity of dwellings and provide opportunities to protect existing trees and plant new canopy trees.
- To avoid the underdevelopment of strategically important sites within the *Ivanhoe Activity Centre*.

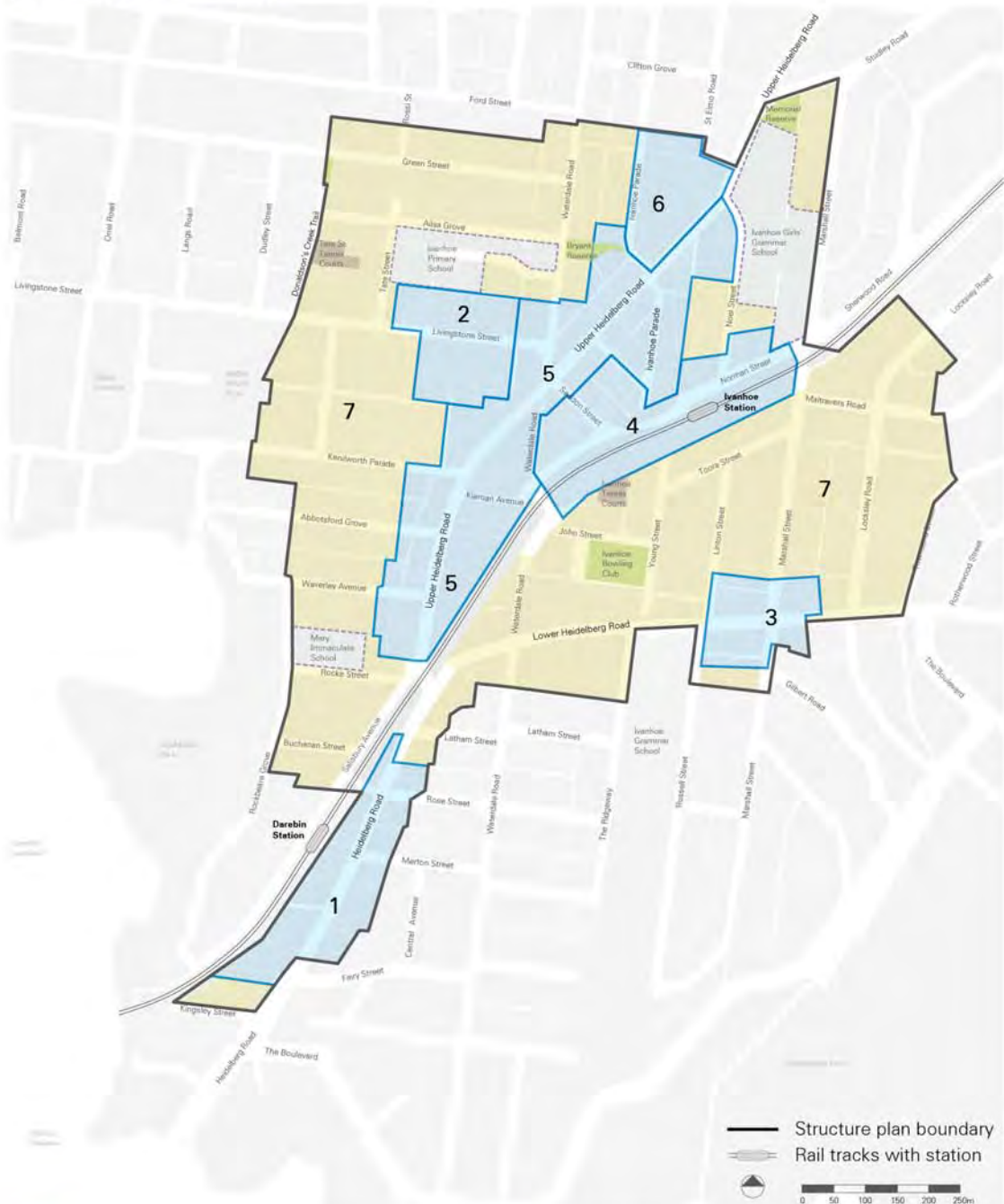
Landscaping objectives for all Precincts:

- To protect and enhance vegetation cover through the *Activity Centre*
- To retain existing canopy trees and provide for the planting of new canopy trees where possible.
- To encourage landscape improvement initiatives such as the planting of new canopy trees, *vertical gardens*, *green roofs* and *green walls*.



Airlie Aged care in Upper Heidelberg Road and attractive vegetation

PRECINCTS PLAN



- DIVERSITY AREAS
- 1 Darebin Station Precinct
- 2 Ivanhoe Plaza Precinct
- 3 Lower Ivanhoe Precinct
- 4 Ivanhoe Station Precinct
- 5 Upper Heidelberg Road Precinct
- 6 Civic Precinct

- ACCESSIBLE AREAS
 - 7 Residential Precincts
- EXISTING LAND USE
- Public open space and recreation
 - Education

3.1 Darebin Station Precinct (Precinct I)

3.1.1 Vision – desired character

Darebin Station and its surrounds will be a vibrant community hub, providing an important link for residents and businesses in the southern part of the *Activity Centre*. Sites surrounding Darebin Station will be sensitively redeveloped to provide for convenience retail, offices and housing. Residential development along Heidelberg Road will support the desired streetscape character through the use of *setbacks* and landscaping. Darebin Station is redeveloped to provide a high level of amenity, a landscaped *public square* with better landscaping, on site car and bicycle facilities, and improved pedestrian links and access.



Darebin Station

PRECINCT 1 - DAREBIN STATION



LANDUSE AND BUILT FORM PLAN



GENERAL RESIDENTIAL ZONE

- Podium - maximum 7.5 metres
- 10 Preferred maximum building height - metres

ALL OTHER ZONES

- Podium - maximum 9 metres
- 15 Preferred maximum building height - metres

PROPOSED BUILT FORM ENVELOPE

- Activated & engaging frontage
- Articulated frontage
- Corner emphasis
- Pedestrianised area - proposed public square



PRECINCT 1 - DAREBIN STATION



SENSE OF PLACE AND MOVEMENT PLAN



CHARACTER

- Heritage overlay - existing
- Landmark building - opportunity for visual emphasis
- Pedestrianised area - proposed public square

PROPOSED LANDSCAPE & STREETSCAPE NETWORK

- Boulevard
- Main Street
- Urban Street/Avenue
- Landscape - proposed private realm

EXISTING LANDSCAPE & TOPOGRAPHY

- Tree canopy - existing
- Contours 5 metres

TRANSPORT & INFRASTRUCTURE

- Pedestrian link - existing
- Pedestrian link - proposed
- Pedestrian crossing - existing signalised
- Pedestrian crossing - proposed signalised
- Pedestrian crossing - proposed raised
- Pedestrian underpass - upgrade
- Drop off and pick up - enhance existing
- Bus stop - existing
- Bus stop - potential quality integrated stops
- At grade car parking - existing public / commuter parking enhanced



3.1.2 Objectives and Strategies

Land Use Objective

Increase the level of activity in the Precinct through the development of a mix of land uses including *multi unit* development.

Planning scheme changes will be guided by the following:

- Encourage *mixed use developments* in the Precinct with a focus on strengthening the retail dominance at street level and provide for new office space in the upper levels of new *mixed use development*.
- Facilitate the creation of an open landscaped *public square* to add further vibrancy to the Precinct in the area in front of the Station.

Built Environment Objective

Enhance the role and prominence of the Darebin Station Precinct within the *Activity Centre*.

Planning scheme changes will be guided by the following:

- Allow preferred maximum *building heights* for *mixed use* development between 9 - 15 metres (2- 4 storeys) in areas on Heidelberg Road near the Station marked on the Darebin Station Land Use and Built Form Plan, with appropriate upper level *setbacks* and *landscaping guidelines* to adjoining residential areas.
- Allow preferred maximum *building heights* for residential development up to 13 metres (4 storeys) in the areas to the south of the Station as indicated on the Darebin Station Land Use and Built Form Plan, with appropriate upper level *setbacks* and *landscaping guidelines* to adjoining residential areas.
- In any redevelopment of the station building, encourage an improved presentation to Heidelberg Road and *active frontages* by opening onto the street creating an accessible, welcoming and vibrant street life.
- Create a stronger street edge in the *mixed use* area by encouraging new development with zero front and side *setbacks* for sites either side of Heidelberg Road.
- Building elevations facing streets and public vantage points should be designed with:
 - *Activated* and engaging frontages in mixed use areas;
 - *Articulated* frontages;
 - Design emphasis, including architectural features, on key corners;

Natural Environment Objective

Ensure a sustainable treed character for the Darebin Station Precinct.

Planning scheme changes will be guided by the following:

- Require the inclusion of trees and landscape in any major redevelopment of the station building.
- Seek agreement with developers for their contribution towards an effective landscape buffer that softens and screens the rail corridor and visibility of development on Heidelberg Road near Darebin Station.

Transport and Infrastructure Objective

Provide improved access, amenity and visibility of the railway station and seek to improve sustainable transport modes in the area.

Planning scheme changes will be guided by the following:

- Provide for improved footpaths and lighting in the underpass connecting the station and platforms and install secure bicycle storage facilities.
- Investigate ways to maintain access from the existing underpass to the inbound side of Darebin Station (as marked on the Sense of Place & Movement Plan).



Corner of Rose Street and Heidelberg Road

3.2 Ivanhoe Plaza (Precinct 2)

3.2.1 Vision – desired character

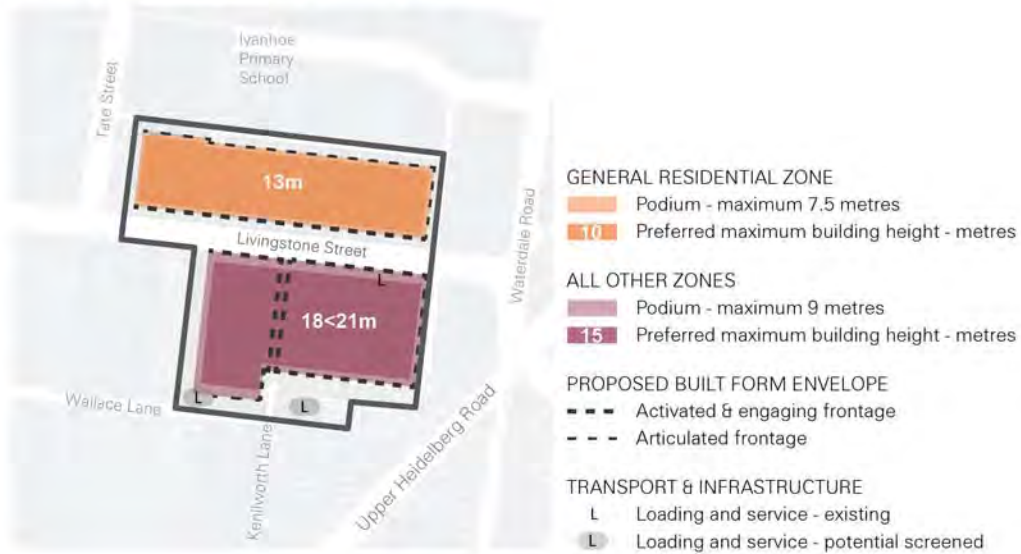
Ivanhoe Plaza will provide a varied and interesting mix of uses that complement the Upper Heidelberg Road Precinct and provide a transition to residential areas. Mixed retail, including major retail and specialty stores will exist at ground level with office and residential development at the upper level of a redeveloped Ivanhoe Plaza site. Residential development in Livingstone Street will include generous landscaping and upper level *setbacks*. Livingstone Street provides a sense of arrival to the *Activity Centre* through a *boulevard* of trees on public and private land. Redevelopment will provide a safe and comfortable walking environment and improved car parking levels and loading access. The important community role of the local churches will be strengthened, and their church buildings will continue to be respected as distinct local landmarks.



Livingstone Street.

PRECINCT 2 - IVANHOE PLAZA

LANDUSE AND BUILT FORM PLAN



SENSE OF PLACE AND MOVEMENT PLAN



3.2.2 Objectives and Strategies

Land Use Objective

Facilitate a thriving mix of uses suited to the location of the Precinct.

Planning scheme changes will be guided by the following:

- Encourage a *mixed use* redevelopment of Ivanhoe Plaza with *active frontages* that complement the Upper Heidelberg Road Precinct, providing retail, possibly community services, offices and upper level residential development.
- Encourage *multi unit residential* development in Livingstone Street opposite Ivanhoe Plaza.

Built Environment Objective

Encourage the redevelopment of the Ivanhoe Plaza site and residential development nearby.

Planning scheme changes will be guided by the following:

- Allow preferred maximum *building heights* for *mixed use* development, between 18-21 metres (5-6 storeys) on the Ivanhoe Plaza site with appropriate upper level *setbacks* and *landscaping guidelines* to adjoining residential areas.
- Allow preferred maximum *building heights* for residential development of up to 13 metres (4 storeys) in Livingstone Street opposite Ivanhoe Plaza with appropriate upper level *setbacks* and *landscaping guidelines* to adjoining residential areas and Ivanhoe Primary School.
- Encourage *larger format retail* such as a supermarket, and higher *built form* for any redevelopment of the Ivanhoe Plaza site.
- Encourage an improved presentation to Livingstone Street and *active frontages* by opening onto the street creating an accessible, welcoming and vibrant street life.
- Building elevations facing streets and public vantage points should be designed with:
 - *Activated* and engaging frontages in mixed use areas;
 - *Articulated* frontages;
 - Design emphasis, including architectural features, on key corners;
- Redevelopment should maintain the existing level of public car parking.

Natural Environment Objective

Enhance landscape in the *private realm* and along Livingstone Street as a gateway to the Activity Centre.

See actions in the Implementation Plan at Appendix 5.

Transport and Infrastructure Objective

Provide a safe and comfortable walking environment, improve car parking and loading access and maintain public car parking in this area to at least existing levels.

Planning scheme changes will be guided by the following:

- Facilitate convenient car parking and better rear screened loading zone(s) access to Ivanhoe Plaza.

- Ensure an improved pedestrian link is provided from Upper Heidelberg Road and in any redevelopment of the Ivanhoe Plaza site.
- Investigate the potential to widen Kenilworth Lane to achieve improved two way vehicular access, pedestrian amenity and landscaping at the interface with current and future *multi unit dwelling* developments on Kenilworth Lane.
- Loading and service bays should be designed and located to support their efficient use, avoid conflict with pedestrians and passenger vehicles, and reduce their visibility from streets.



Ivanhoe Plaza

3.3 Lower Ivanhoe Precinct (Precinct 3)

3.3.1 Vision – desired character

The Lower Ivanhoe Precinct will continue to be a local hub that provides convenient shopping and community services for the surrounding area. A more consistent and appealing *built form* and *main street* feel will add to the desired *streetscape character* of the area. Housing development in the Precinct results in an increase in activity in this location that gives *informal surveillance* over the street. Both sides of Lower Heidelberg Road will be enhanced by *mixed use* and residential development and will be better linked with improved traffic flow and pedestrian amenity. The unique staggered front *setbacks* of buildings on the north side of Lower Heidelberg Road will continue to provide visual interest to the streetscape.



Lower Heidelberg Road.

PRECINCT 3 - LOWER IVANHOE



LANDUSE AND BUILT FORM PLAN

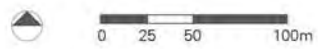


- GENERAL RESIDENTIAL ZONE**
 - Podium - maximum 7.5 metres
 - 10 Preferred maximum building height - metres
- ALL OTHER ZONES**
 - Podium - maximum 9 metres
 - 15 Preferred maximum building height - metres
- PROPOSED BUILT FORM ENVELOPE**
 - Activated & engaging frontage
 - Articulated frontage
 - ⤴ Corner emphasis
 - A Areas of investigation
- * The area of investigation in Precinct 3 covers the area bounded by Russell Street, Marshall Street and Lower Heidelberg Road, see pages 54-55 for further details

SENSE OF PLACE AND MOVEMENT PLAN



- CHARACTER**
 - ✳ Pedestrianised area - proposed public square
- PROPOSED LANDSCAPE & STREETScape NETWORK**
 - Main Street
 - Urban Street/Avenue
 - Landscape - proposed private realm
- EXISTING LANDSCAPE & TOPOGRAPHY**
 - Contours 5 metres
- TRANSPORT & INFRASTRUCTURE**
 - Pedestrian link - existing
 - Pedestrian link - proposed
 - Pedestrian crossing - existing signalised
 - Pedestrian crossing - proposed signalised
 - Pedestrian crossing - proposed raised
 - D Drop off and pick up - enhance existing
 - B Bus stop - existing
 - B Bus stop - potential quality integrated stops
 - Intersection - signalised



3.3.2 Objectives, Strategies and Actions

Land Use Objective

Encourage the redevelopment of under-utilised sites with *mixed use development* to increase activity within the Precinct.

Planning scheme changes will be guided by the following:

- Encourage lot consolidation and the redevelopment of underutilised sites.
- Encourage redevelopment on both sides of Lower Heidelberg Road near Marshall Street.
- Encourage pedestrian, vehicle and loading access in the laneway behind the shops on the northern side of Lower Heidelberg Road to service future development and provide access for dwellings on the laneway. Continue to prevent through access from Linton Street to Marshall Street.
- Facilitate the creation of an open landscaped *public square* to add further vibrancy to the Precinct. A location could be near the corner of Marshall Street and Lower Heidelberg Road.
- Undertake masterplanning in the area bounded by Russell Street, Marshall Street and Lower Heidelberg Road and ensure that Ivanhoe Grammar contributes to the costs of creating a safe drop off area; develops buildings with *active frontages*, and generally encourages better local amenity. The masterplanning will enable further consultation and potential development of up to a preferred maximum *building height* of 10 metres (3 storeys) on the eastern side of the lane.

Built Environment Objective

Create a stronger built form presence, with *active frontages* and a more consistent street edge along Lower Heidelberg Road.

Planning scheme changes will be guided by the following:

- Allow preferred maximum *building heights for mixed use development* of up to 15 metres (4 storeys) on sites indicated on the Lower Ivanhoe Land Use and Built Form Plan on Lower Heidelberg Road with appropriate upper level *setbacks* and *landscaping guidelines*.
- Allow preferred maximum *building heights* for residential development of up to 10 metres (3 storeys) in residential areas in the *diversity area*.
- Pending masterplanning and consultation allow residential preferred maximum *building heights* of up to 10 metres (3 storeys) on 64 Russell Street.
- Building elevations facing streets and public vantage points should be designed with:
 - *Activated* and engaging frontages in mixed use areas;
 - *Articulated* frontages;
 - Continuous weather protection for pedestrians;
 - Design emphasis, including architectural features, on key corners;
- Ensure appropriate rear and side *setbacks* to retain amenity on abutting residential sites.
- Encourage zero front and side *setbacks* on both sides of Lower Heidelberg Road. This does not apply to the section on the northern side of the road where *setbacks* are staggered. In this location front *setbacks* should reflect the staggered profile of the existing buildings.

Natural Environment Objective

Beautify and provide shade in the Lower Heidelberg Road Retail Precinct.

See actions in the Implementation Plan at Appendix 5.

Transport and Infrastructure Objective

Improve pedestrian amenity across both sides of Lower Heidelberg Road.

Planning scheme changes will be guided by the following:

- Through the masterplanning process in the area bounded by Russell Street, Marshall Street and Lower Heidelberg Road encourage improved pedestrian amenity and safety, including access to the Ivanhoe Grammar School and the centre, by creating drop off and pick up zones and the improved circulation of traffic.
- Encourage the establishment of a more pedestrianised shared laneway that runs from Linton Street to Marshall Street. This may include an improved surface, a treed environment and lighting.
- Investigate improved pedestrian links – including signalised crossings in conjunction with any redevelopment.



Ivanhoe Bowling Club

3.4 Ivanhoe Station Precinct (Precinct 4)

3.4.1 Vision – desired character

The Ivanhoe Station and surrounding areas will be significantly upgraded and greened, and its important connections to Upper Heidelberg Road improved. There will be residential and *mixed use development* near the Station and on the nearby triangle shaped site. Existing surface car parks surrounding the station will be a focus for development, supported by efficient perimeter street parking. A future redevelopment of the station building and upgrade to a *multi modal facility* will create an integrated bus area, taxi zone, drop off and pick up location. Pedestrian and cyclist access to the station will be improved and safer due to better pedestrian links, extra facilities and safety upgrades.



Ivanhoe Station

PRECINCT 4 - IVANHOE STATION



LANDUSE AND BUILT FORM PLAN



GENERAL RESIDENTIAL ZONE

- Podium - maximum 7.5 metres
- 10 Preferred maximum building height - metres

ALL OTHER ZONES

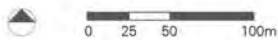
- Podium - maximum 9 metres
- 15 Preferred maximum building height - metres

PROPOSED BUILT FORM ENVELOPE

- Activated & engaging frontage
- Articulated frontage
- ✳ Pedestrianised area - proposed public square

EXISTING

- Heritage - limited change anticipated
- Areas of investigation



PRECINCT 4 - IVANHOE STATION



SENSE OF PLACE AND MOVEMENT PLAN



CHARACTER

- Heritage overlay - existing
- Landmark building - heritage listed

PROPOSED LANDSCAPE & STREETScape NETWORK

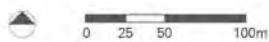
- Boulevard
- Urban Street/Avenue
- Accessible Area Residential Street - Avenue
- Landscape - proposed private realm

EXISTING LANDSCAPE & TOPOGRAPHY

- Tree canopy - existing
- Contours 5 metres

TRANSPORT & INFRASTRUCTURE

- Pedestrian bridge - upgrade heritage bridge
- Pedestrian link - existing
- Pedestrian link - proposed
- Pedestrian link - proposed disability access
- Pedestrian crossing - proposed signalised
- Drop off and pick up - enhance existing
- Bus stop - existing
- Bus stop - potential quality integrated stops
- Street car parking - proposed angled
- Street car parking - proposed 90 degree
- At grade car parking - existing
- At grade car parking - existing public / commuter parking enhanced
- Multi-level parking - proposed shared
- Pedestrianised area - proposed public square



3.4.2 Objectives, Strategies and Actions

Land Use Objective

Facilitate a mix of uses within this Precinct while revitalising the areas around the Station.

Planning scheme changes will be guided by the following:

- Encourage redevelopment of current at grade car parks to 2 levels of parking using the grade or slope of the area.
- Facilitate the creation of an open landscaped *public square* near the station to add further vibrancy in this part of the Precinct. Two possible locations could be on or near the triangular car park site near the corner of Waterdale Road and Upper Heidelberg Road, or the landscaped area in Norman Street opposite the Ivanhoe railway station.

Built Environment Objective

Enable a greater mix of development and housing choice near the Station.

Planning scheme changes will be guided by the following:

- Subject to potential future masterplanning, allow preferred maximum *building heights* for *mixed use development* on the squash centre site in the future, of up to 15 metres (4 storeys). The redevelopment of this site would be accompanied by appropriate upper level *setbacks* and *landscaping guidelines* to adjoining residential areas.
- Consider preferred maximum *building heights* of up to 15 metres (4 storeys) for residential development in the marked 'investigation area' on Noel Street and Norman Street near Ivanhoe Station. Guidelines for these sites are attached at Appendix 4.
- Allow preferred maximum *building heights* for mixed use development on the Sea Scouts building of up to 12 metres (3 storeys), provided an appropriate alternative venue for the Sea Scouts can be found.
- Allow preferred maximum *building heights* of 18 metres (5 storeys) by utilising the fall of the site on the car park triangle shaped site at 109 Waterdale Road, with appropriate upper level *setbacks*.
- Development of the triangle shaped car park site at 109 Waterdale Road should be designed to:
 - Limit the impact on the Upper Heidelberg Road Heritage Precinct and the Uniting Church on Seddon Street (this may require building heights to the northern portion of the property to be restricted);
 - Provide passive surveillance of footpaths and laneways and incorporate a public toilet into any future development of the site;
 - Capture views across the rail line to the east from upper levels;
 - Ensures the access needs of the Uniting Church are met;
 - Replace existing public car parking spaces, including spaces for people with disabilities.
 - Consider allowing additional height on this site if a developer agrees to replacing existing public car parking and contributing to additional parking requirements on the VicTrack-Scout Hall site in Norman Avenue; and that the developer also contributes to the cost of a pedestrian ramp to provide disability access to both station platforms.

- Allow preferred maximum *building heights* for *mixed use development* of 9 metres (2 storeys) on the southern side of the Station near Young Street, with appropriate upper level *setbacks*. This potential development will improve the interface between the station and residential areas and provide better safety through *passive surveillance*.
- Allow preferred maximum *building heights* for mixed use development of up to 15 metres (4 storeys) on the corner of Seddon Street and Norman Street.
- Allow preferred maximum *building heights* for *mixed use developments* of between 18-21 metres (5-6 storeys) on the Uniting Church land between Seddon Street and Westley Avenue. Upper level *setbacks* and *landscaping guidelines* will apply. See pages 41-42 for built form design principles, including the careful consideration of interfaces.

Alternatively, allow preferred maximum *building heights* of between 18–25 metres (5–7 storeys) if a single development consolidates all five titles.

- Building elevations facing streets and public vantage points should be designed with:
 - *Activated* and engaging frontages in mixed use areas;
 - *Articulated* frontages;

Natural Environment Objective

Retain and enhance trees and vegetation within any development of the Ivanhoe Station Precinct.

See actions in the Implementation Plan at Appendix 5.

Transport and Infrastructure Objective

Develop Ivanhoe Station as a *multi modal interchange* with better disability and pedestrian access.

Planning scheme changes will be guided by the following:

- Encourage redevelopment of Ivanhoe Station based on the following principles:
 - Better connectedness between rail, bus and vehicles
 - Prioritised pedestrian access and safety through improved lighting
 - Assessment of the best use of land including future rail use and car parking.
 - Enliven the area with possible *mixed use development* on the Squash Centre site as reflected with the suggested building heights above of up to 15 metres (4 storeys).
- Encourage the construction of a new two level car park to follow the slope of the land near the Sea Scouts site on Norman Street.
- Encourage any new development on the triangle shaped site car parking site at 109 Waterdale Road.
- Seek to improve lighting for paths connected to the pedestrian crossing at the Marshall Street level crossing.
- Advocate for improving pedestrian access to the station with defined pathways from the surrounding areas through the station car park areas.
- Encourage future developments to provide *passive surveillance* of the pathways and Marshall Street.

3.5 Upper Heidelberg Road Precinct (Precinct 5)

3.5.1 Vision – desired character

Upper Heidelberg Road remains the core of the *Activity Centre* and its charming historic buildings and unique *streetscape* are central to the *desired character* of the area. There will continue to be a focus of retail activity at the ground floors of the valued 2 storey *façades*, with upper level development *setback* from Upper Heidelberg Road. Offices and housing will generate additional activity and vibrancy, ensuring the area grows as a hub for services and facilities. Whilst regional health services are provided in Heidelberg, the Precinct will continue to provide local medical, dental and allied health services for the community. Basic goods and services, along with specialty and boutique stores and cafes will meet the needs of the local population and attract visitors from outside Ivanhoe. The Upper Heidelberg Road Precinct will provide a pleasant, landscaped walking environment with convenient access to the Ivanhoe Railway Station, schools and residential areas.

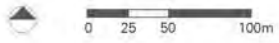


Upper Heidelberg Road heading south.

PRECINCT 5A - UPPER HEIDELBERG ROAD



LANDUSE AND BUILT FORM PLAN



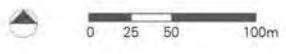
- GENERAL RESIDENTIAL ZONE**
- Podium - maximum 7.5 metres
 - 10 Preferred maximum building height - metres
- ALL OTHER ZONES**
- Podium - maximum 9 metres
 - 15 Preferred maximum building height - metres

- PROPOSED BUILT FORM ENVELOPE**
- Activated & engaging frontage - heritage
 - Activated & engaging frontage
 - Articulated frontage
 - Corner emphasis
 - ✳ Pedestrianised area - proposed public square
- EXISTING**
- Heritage - limited change anticipated
 - Recent development - no change anticipated

PRECINCT 5B - UPPER HEIDELBERG ROAD



LANDUSE AND BUILT FORM PLAN



GENERAL RESIDENTIAL ZONE

- Podium - maximum 7.5 metres
- 10 Preferred maximum building height - metres

ALL OTHER ZONES

- Podium - maximum 9 metres
- 15 Preferred maximum building height - metres

PROPOSED BUILT FORM ENVELOPE

- Activated & engaging frontage - heritage
- Activated & engaging frontage
- Articulated frontage
- Corner emphasis
- Pedestrianised area - proposed public square

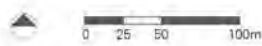
EXISTING

- H Heritage - limited change anticipated
- R Recent development - no change anticipated

PRECINCT 5A - UPPER HEIDELBERG ROAD



SENSE OF PLACE AND MOVEMENT PLAN



EXISTING LANDSCAPE & TOPOGRAPHY

- Tree canopy - existing
- Contours 5 metres

PROPOSED LANDSCAPE & STREETScape NETWORK

- Boulevard
- Urban Street/Avenue
- Accessible Area Residential Street - Avenue
- Landscape - proposed private realm
- Street car parking - proposed angled

CHARACTER

- Heritage overlay - existing
- Pedestrianised area - proposed public square
- Landmark building - heritage listed
- Landmark building - opportunity for visual emphasis
- Community centre / library - existing

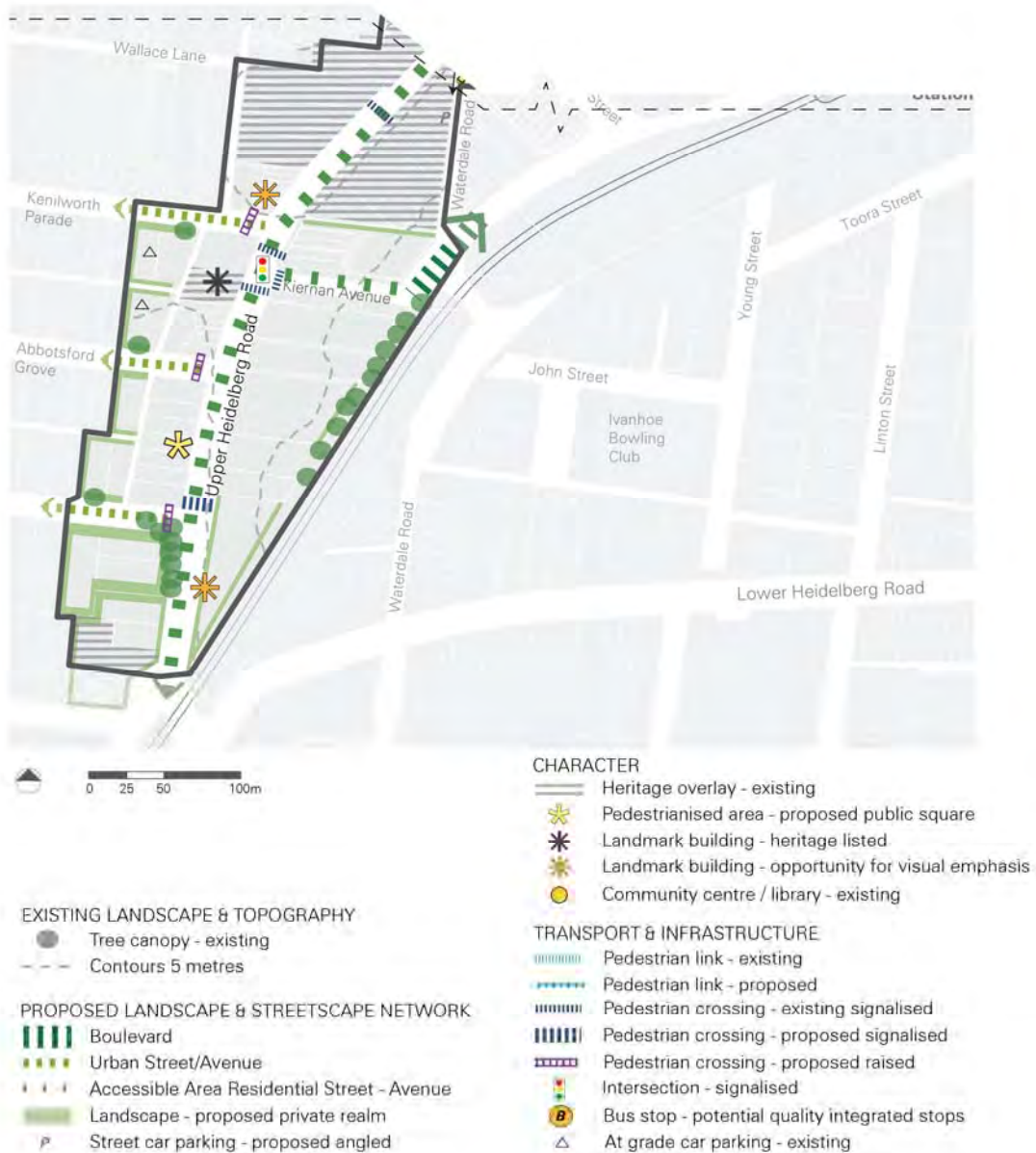
TRANSPORT & INFRASTRUCTURE

- Pedestrian link - existing
- Pedestrian link - proposed
- Pedestrian crossing - existing signalised
- Pedestrian crossing - proposed signalised
- Pedestrian crossing - proposed raised
- Intersection - signalised
- Bus stop - potential quality integrated stops
- At grade car parking - existing

PRECINCT 5B - UPPER HEIDELBERG ROAD



SENSE OF PLACE AND MOVEMENT PLAN



3.5.2 Objectives and Strategies

Land Use Objective

Retain and strengthen the predominance of commercial uses in the Precinct, while enabling possible new *public squares*.

Planning scheme changes will be guided by the following:

- Encourage the location of land uses such as retail, hospitality and entertainment at the ground level of shops in the Precinct to ensure all buildings have *active frontages* by opening onto the street creating an accessible, welcoming and vibrant street life
- Encourage complementary uses at upper levels, including residential dwellings and offices.
- Encourage additional entertainment, leisure and community facilities, while managing the impact of evening activities on residential amenity.
- Encourage redevelopment of vacant and underutilised land to the rear of Upper Heidelberg Road and upper level extensions to buildings.
- Encourage redevelopment of at-grade car park sites within the Precinct to maximise commercial space, while providing additional car parking.
- Consider opportunities for a total *mixed use* redevelopment of the Ivanhoe Hotel site including housing, and provide a 'signature building' to Upper Heidelberg Road, Norman Street and surrounds.
- Facilitate the creation of an open landscaped *public square* near the main street to add further vibrancy in this part of the Precinct. Locations could be in the current car park at the northern Livingstone Street edge of the Ivanhoe Plaza site and north of the Mary Immaculate Catholic Church on Upper Heidelberg Road near Waverley Avenue.
- Maintain the pedestrian link from Waterdale Road through Bryant Reserve to Ivanhoe Parade.

Built Environment Objective

Respect the valued traditional *Main Street* character of Upper Heidelberg Road and its heritage significant *façades* while maximising the use of available space for housing and commercial growth.

Planning scheme changes will be guided by the following:

- Protect the valued 2 storey heritage *façades* of Upper Heidelberg Road, while enabling a preferred maximum *building height setback* behind the main street.
- Protect the valued 9 metres (2 storey) heritage *façades* of Upper Heidelberg Road, while enabling extensions up to a maximum *building height* of 15 metres (4 storeys) with upper levels *setback* behind the street wall or *podium*.
- Design and maintain a consistent street wall height on both sides of Upper Heidelberg Road Precinct and side streets within the Precinct to enhance the sense of visual integration.
- Building frontages shown as 'activated and engaging frontages' on the Upper Heidelberg Land Use and Built Form Plan should:
 - Comprise at least 80% glazing or entry features at ground level;
 - Provide continuous weather protection through the use of awnings.
- Allow preferred maximum *building heights* for *mixed use* development between 12 – 21 metres (3-6 storeys) in various locations indicated on the Built Environment Plan.

- Allow preferred maximum *building heights* for residential development between 10 – 13 metres (3-4 storeys) in various locations indicated on the Upper Heidelberg Road Land Use and Built Form Plan generally at the rear of the commercial area. Any redevelopment would be accompanied by appropriate upper level *setbacks* and *landscaping guidelines* to adjoining residential areas.
- Buildings should be designed to retain glimpses of view from the *public realm* to the Melbourne Central Activities District.
- 40 Upper Heidelberg Road is a gateway site that suggests a sense of arrival into the activity area. This site provides the opportunity for a high quality, architecturally designed landmark building. Any design should incorporate the planting of trees along the Upper Heidelberg Road elevation to contribute to a sense of arrival into a boulevard and along the eastern elevation to reduce the visual bulk of the building from across the railway line. Reduced building setbacks may be considered for 40 Upper Heidelberg Road if design can achieve:
 - A high quality, architecturally designed outcome that incorporates the planting of trees.
 - Landscape character to Upper Heidelberg Road that contributes to a sense of 'boulevard' and reflects the treed settings of those properties opposite the subject site.
 - Reduction in visual bulk of the building when viewed across the railway line and from Lower Heidelberg Road.
 - A modulated façade to Upper Heidelberg Road that provides interest and relief from visual bulk on lower levels.
 - Design excellence reflected in the design of safe entrances to residential and commercial properties directly from Upper Heidelberg Road.
- Allow preferred maximum building heights of up to 18 metres (5 storeys) at 40 Upper Heidelberg Road in line with the current planning permit. Upper level *setbacks* and *landscaping guidelines* will apply. See pages 41-42 for *built form* design principles, including the reduction of mass and bulk of built form by incorporating visual breaks with clear sight lines through the site and an interesting and varied skyline.
- Rear *elevations* of new buildings on the *ridgeline* that are highly visible are designed to add visual interest when viewed from Lower Heidelberg Road and surrounding residential streets.
- New buildings should be designed to avoid unreasonable impacts on the acoustic privacy of nearby dwellings.
- Building elevations facing streets and public vantage points should be designed with:
 - *Activated* and engaging frontages in mixed use areas;
 - *Articulated* frontages;
 - Design emphasis, including architectural features, on key corners;

Natural Environment Objective

Incorporate improved landscaping and tree protection in the Upper Heidelberg Road Precinct and along the railway embankment to provide screening for residents below the *ridgeline*.

Planning scheme changes will be guided by the following:

- Require development below the *ridgeline* to maintain or plant canopy trees and vegetation on the slopes towards the railway line overlooking the *Ivanhoe bowl*, as a part of their landscape plans.

Transport and Infrastructure Objective

Provide safe and comfortable walking environment within the Upper Heidelberg Road Precinct and to key destinations outside the Precinct.

Planning scheme changes will be guided by the following:

- Investigate the potential to widen the laneway between Waverley Avenue and Kenilworth Parade, to the rear of Upper Heidelberg Road to achieve two way vehicular access, pedestrian amenity and landscaping at the interface with future *multi unit* dwelling developments.
- Encourage through-access to retail premises in order to increase pedestrian connections between the Ivanhoe Railway Station and Upper Heidelberg Road.
- Retain the pedestrian link between Norman Street and Upper Heidelberg Road through the Ivanhoe Hotel site at 120 Upper Heidelberg Road and encourage the installation of a lift for public use in any redevelopment of the site.

3.6 Civic Precinct (Precinct 6)

3.6.1 Vision

Ivanhoe will have a greatly enhanced Civic Precinct based around the iconic Town Hall and a first class Ivanhoe Library that is impressive, contemporary and multi functional and caters for all age groups and abilities.

The Town Hall heritage building is famous for its history, structure and grandeur and will continue to be a focal point for the community and civic life, and source of local pride. The famous clock tower continues to be the most recognised and celebrated view in Ivanhoe.

The Precinct will be home to new residents that will enliven the area, and the new landscaped town square will be an inviting space and focal point for Ivanhoe.

The Precinct will be enriched by an accessible range of facilities of exceptional quality, with a community, educational, cultural and arts focus that provides benefits across all ages and abilities in the community.

The vibrancy and success of the Civic Precinct will benefit the whole of Ivanhoe and Banyule socially, culturally and economically.



The Town Hall.

PRECINCT 6 - CIVIC PRECINCT

LANDUSE AND BUILT FORM PLAN



NON-RESIDENTIAL ZONES

- Podium - maximum 9 metres
- Preferred taller built form building envelope
- Views - built form must not obstruct valued views
- Northern boundary - to be determined

PROPOSED BUILT FORM ENVELOPE

- Activated & engaging frontage
- Articulated frontage
- Corner emphasis

EXISTING

- Masterplan - civic precinct masterplan to apply
- * Landmark building - heritage listed
- Landmark - clock tower

SENSE OF PLACE AND MOVEMENT PLAN



CHARACTER

- Heritage overlay - existing
- Pedestrianised area - proposed public square
- * Landmark building - heritage listed
- Landmark - clock tower
- Community centre / library - existing

PROPOSED STREETSCAPE NETWORK STRATEGY

- Urban Street/Avenue

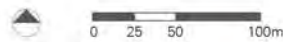
EXISTING LANDSCAPE & TOPOGRAPHY

- Heritage landscape - upgrade existing
- Tree canopy - existing
- Contours 5 metres

TRANSPORT & INFRASTRUCTURE

- Pedestrian link - proposed
- Pedestrian crossing - existing signalised
- Pedestrian crossing - proposed signalised
- B Bus stop - potential quality integrated stops
- △ At grade car parking - existing
- Multi-level parking - proposed shared

Note: entire precinct subject to future traffic management investigation



3.6.2 Civic Precinct Masterplan

The *Civic Precinct Masterplan* is an exciting long term strategy to create a revitalised Civic Precinct and cater for the need for improved community facilities for a growing *Activity Centre* population.

The *Civic Precinct Masterplan* is a key Council project that will take some time to complete in order to achieve an improved mix of community facilities, infrastructure, housing and a *public square* that respect the unique heritage of the precinct.

No future *building heights* are recommended in the Structure Plan as the analysis is still been undertaken by MGS Architects and Council will seek further community consultation.

Whilst the *Masterplan* is not complete, the Civic Precinct sits inside the Ivanhoe Structure Plan boundary and includes the Ivanhoe Library, Council buildings and public spaces in and around the municipal office, town hall and conference centre. On the Built Environment Plan the map includes the aspiration for a potential mixed use redevelopment on the currently privately owned shops next to the Library and Town Hall.

The key design principles for the Civic Precinct are to:

- Ensure any development in and around the Town Hall building is appropriately sited and scaled so as to preserve key views and *vistas* to and from the Town Hall *façade* and or Clock Tower.
- Protect and enhance the heritage listed original Art-Deco Town Hall building and its interiors. These are recognised as historically important on the State Heritage register.
- Design any new buildings to enhance the heritage significance of the Town Hall and to retain views to the portico and Clock Tower.
- Provide a new open and landscaped *public square* to increase vibrancy in the area. A suggested location is the area in front of the Ivanhoe Library on Upper Heidelberg Road.
- Ensure clearer pedestrian links and a better link between the Civic Precinct and Upper Heidelberg Road.
- Establish *building heights* to enhance the Heritage Precinct of Upper Heidelberg Road and adjoining residential development to the north and west.
- Provide basement or multideck car parking in any redevelopment of the site to ensure the Civic Precinct experiences an increase in car parking spaces.

3.6.3 Vision: a flagship library for Ivanhoe

The Ivanhoe Library is an integral part of the Civic Precinct, however the existing library building is cramped, lacks facilities and is not fully accessible for people with disabilities.

The vision is to create a flagship library for Ivanhoe that is impressive, contemporary and multi functional and caters for all age groups. It will be known as a community hub, a place where all are welcome and there is something for everyone with spaces for collections, technology, meeting places, and facilities to publish and create. It could include a dedicated area for local history and genealogy, an interactive children's room, and zoned areas throughout the building for interaction, participation, study, learning and reading, as recommended in the *Banyule Library Redevelopment Study (1999)*.

A first class Ivanhoe library will be a significant educational, cultural and community presence in the Civic Precinct.

3.6.4 Opportunities

Opportunities for the Civic Precinct to be explored in a Masterplan include:

- Create a contemporary community hub with first class library facilities that is an outstanding feature of the Civic Precinct and integrates well with adjoining open spaces, shops and the civic buildings.
- Preserve the cultural heritage of the historic buildings of the area.
- Provide an improved *public square* and extend the heritage landscaped area near Upper Heidelberg Road. Featuring the existing trees, this public space will be a welcoming meeting place for all ages, informal recreation and a focus for public life in the Precinct. It will help to give views to the Town Hall's clock tower.
- Enhance the highly valued heritage landscape to the east and south.
- Provide new uses within existing buildings when the Council offices are relocated to Greensborough. This may include additional community uses such as an integrated early years service, cultural facilities and extra meeting rooms.
- Enhance the presence of Ivanhoe Parade through potential tree planting on nature strips and ensuring trees are planted in the front *setbacks* of any new development.
- Provide the potential for new *mixed use development* that may include offices, retail and short stay accommodation.
- Encourage new residential development adjacent to existing residential areas.
- Refurbish the Town Hall building.
- Improve car parking layout, including opportunities for consolidation and additional shared parking
- Improve pedestrian links through the site through future development and open spaces.



Ivanhoe Parade

3.7 Accessible Residential Precinct (Precinct 7)

3.7.1 Vision

Streets in the *Accessible Residential Precinct* of Ivanhoe will continue to have a community feel derived from their quality housing, consistent scale, canopy trees and heritage places. The appealing garden suburban character will complement the nearby urban core and surrounding areas of natural beauty.

Many residential streets will continue to be tree lined with well established vegetation including *substantial trees* in private gardens, nature strips and public open spaces. The undulating *topography* and leafy *ridgeline* will continue to create a distinctive backdrop when viewed from a distance while providing opportunities within the Precinct for views to the Melbourne CBD, Kew and the Dandenong Ranges.

New housing in the Precinct provides for a range of dwelling types to meet the diverse future needs of the community. Housing is located to make the most of its accessibility to the urban core and public transport, and will be designed to make a positive contribution to the *desired character* of the area.

New buildings will be *set back* from the street, with front gardens large enough to cater for *substantial trees* surrounded by lower street edge planting and visually permeable front fences. A strong landscape character will be achieved through a thoughtful combination of private and *public realm* planting. There will continue to be visually dominant tree canopy along streets and shared rear garden zones.

Improved pedestrian and cycle connections will provide better access to retail, commercial, medical and community facilities in the urban core as well as to the many beautiful areas of open space in and around the *Activity Centre*.



Marshall Street.

3.7.2 Objectives, Strategies and Actions

Land Use Objective

Maintain the predominance of housing as the key land use and enable greater housing choice through some infill development.

Planning scheme changes will be guided by the following:

- Focus housing growth in and around the *Activity Centre* to reduce development pressure in residential streets outside the *Activity Centre* boundary.
- Support sensitive new *multi-dwelling* developments, such as town houses and low rise apartments in addition to traditional single dwellings.

Built Environment Objectives

Respect and enhance the desired neighbourhood character of the *Accessible Residential Precinct*.

Planning scheme changes will be guided by the following:

- To manage housing change and growth within an enhanced treed setting.
- To ensure new buildings are of high quality design and respond to the desired future streetscape, building height, siting and *built form* character.
- To encourage the retention of buildings that contribute to the desired future character.
- To protect, conserve and enhance places and precincts that contribute to Ivanhoe's cultural heritage.
- To ensure that development adjacent to heritage places and precincts is complementary in form, siting, scale, height and proportions.
- To encourage design solutions to provide an emphasis on well-articulated dwellings.
- To minimise the visual dominance of vehicle access ways and storage facilities, such as garages, car ports and basement entrances.
- To minimise the number of crossovers and car park entrances per street block, consistent with Council's Residential Vehicle Crossing Policy to prevent the loss of street trees, vegetation and on-street parking and improve the look of streets.

Built Environment Objectives: Building Heights and Design

Ensure that new development maintains a low rise scale (1-3 storeys) that accentuates the tree canopy and is responsive to topography.

Planning scheme changes will be guided by the following:

- Buildings will be of high quality design to support the preferred streetscape character.
- Allow a preferred maximum *building height* for residential development of up to 9 metres (1-3 storeys) with appropriate *setbacks* and *landscaping guidelines* to adjoining residential areas.
- If the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, the preferred maximum *building height* is 10 metres (3 storeys). This is a current *ResCode* provision.

- Buildings and works should not exceed the preferred maximum *building height*. This does not include architectural features such as parapets, domes, towers, masts, lift over-runs and building services that:
 - Should not exceed the maximum height by more than 3 metres;
 - Do not include any habitable rooms;
 - Do not exceed 10% of the gross floor area of the top building level;
- Architectural features and rooftop equipment should be designed, located and/or screened in a manner that is integrated with the overall design of the building and minimises visibility of building services from adjoining roads, the opposite side of the street and private open space areas.
- Elevations fronting public streets and open spaces should provide visual interest and support safety and a sense of activity.
- New buildings and additions should be designed in a manner that is respectful of existing heritage places.
- Buildings at the rear of a site should be designed to follow the topography of the land and respond sensitively to each residential interface.

Built Environment Objectives: Protecting amenity - setbacks and landscaping guidelines

Ensure new development in the *Accessible Residential Precinct* protects amenity and minimises overlooking, overshadowing and loss of sunlight.

Planning scheme changes will be guided by the following:

- To ensure that developments on or near ridgelines are designed and landscaped to maintain the visual dominance of the tree canopy.
- To facilitate tree retention and planting in front gardens by providing generous front *setbacks*.
- Buildings should be setback in line with the predominant front *setback* of dwellings along the street.
- Buildings should be designed to retain existing canopy trees in *setback* areas where possible.
- Buildings (including basements) should be setback a sufficient distance from the front boundary and rear property boundary to enable the planting and growth of medium to large trees.
- *Setbacks* should be of sufficient dimensions to ensure for the long term health of new and existing canopy trees.
- Upper levels should be *setback* to protect the privacy of adjoining secluded open spaces, reduce visual bulk and provide for a high level of internal amenity for future occupants.
- Side *setbacks* should provide space for landscaping, achieving shared greenery between adjacent properties and protecting the daylight and amenity of adjoining dwellings.
- Select plant species to soften views to buildings when viewed from the street and from adjoining dwellings and secluded private open space areas.
- Planning permit applications must be accompanied by a landscaping plan to the satisfaction of the responsible authority showing:
 - The location of existing trees on the subject site, adjacent to the property boundary and within the road reservation in front of the site;

- Details of all trees proposed to be removed;
- Proposed landscaping, including the vegetation to be retained and the species, location, number and size at maturity of new plantings; and
- An establishment and maintenance schedule.
- Front gardens should contain at least one large tree and understorey landscaping that includes large shrubs.
- One medium to large tree should be provided for every 400sqm of site area, with a preference for large trees. This may include existing trees that are worthy of retention.
- Plant species should be chosen to soften views to buildings when viewed from the street and from adjoining dwellings and secluded private open space areas.
- Tree species and planting locations should be carefully selected to avoid canopy or root conflicts with overhead wires, underground services and existing trees.

Natural Environment Objective

Respect the treed landscape of the *Accessible Residential Precinct* and promote additional trees and vegetation in the public and private realm.

Planning scheme changes will be guided by the following:

- Ensure the protection of trees on the *Significant Trees Register* and encourage the protection of *substantial trees* during development.
- When new buildings are built at or near ridgelines:
 - They should be designed and sited so that cut and fill is minimised and the building sits below the height of trees along the ridgeline.
 - They should be constructed in muted colours and tones and non-reflective materials.
 - Trees and vegetation that contribute to the landscape should be retained and new native and indigenous trees planted at or near the ridgeline to form a continuous canopy.

4. Making It Happen

4.1 Implementation Plan and Actions

The following stakeholders will play a key role in its implementation of the Structure Plan:

- Community – participation and support for initiatives
- Banyule Council – policy, advocacy and community development
- State Government and Agencies – approval of land and planning scheme amendment, co-ordination, funding and development assistance.

Banyule Council will implement the objectives and strategies for the Ivanhoe *Activity Centre* by –

1. Progressing work required on all Precincts and finalising the *Civic Precinct Masterplan* (Precinct 6). The *Civic Precinct Masterplan* will help guide the mix of land uses and the buildings and spaces within the Civic Precinct. The Precinct includes the Ivanhoe Library, Council buildings and public spaces in and around the municipal office, town hall and conference centre. An important part of the project will look at community needs and opportunities for improvements in the *Civic Precinct Masterplan* area.
2. Preparation of amendments to incorporate recommendations of the Ivanhoe Structure Plan into the *Banyule Planning Scheme*. This is likely to consist of changes to the *Banyule Municipal Strategic Statement* and applying the following zones and overlays:
 - Applying the Design and Development Overlay to the Diversity Areas of the Ivanhoe *Activity Centre*
 - Applying the Design and Development Overlay to the Accessible Areas of the Ivanhoe *Activity Centre*
 - Rezoning land to the Business 2 Zone and Mixed Use Zone in accordance with the Ivanhoe Framework Plan.
 - Applying the Heritage Overlay to specific sites in the Ivanhoe *Activity Centre*. (TBC)
3. The coordination, facilitation and delivery of key projects and strategies in the Structure Plan. This will include the consideration of prioritised public works improvements in the long term through the Council budget process and *Banyule City Plan*. In many cases Banyule Council will play an advocacy role in seeking support and funding from other agencies (such as the State Government) for Structure Plan initiatives.

Prior to establishing a final suite and mix of funded facilities, infrastructure and spaces for the Ivanhoe *Activity Centre* Council will consider:

- Community consultation with affected groups to ensure planned new facilities or infrastructure meets their needs.
- Financial feasibility of any new community facilities, infrastructure and public spaces and funding options to help pay for the facilities.
- Preparation of a public and green space needs analysis and strategy based on population growth projections in and around the *Activity Centre*.

- Adequate floor space growth opportunity for Ivanhoe that supports community facilities and reduces the loss of business from the *Activity Centre*.
- State and Federal grant opportunities.
- *Public Private Partnerships*.

Reference documents

Heidelberg Structure Plan (2007)

Banyule Heritage Places study (July 1999)

Ivanhoe Structure Plan (2012)

Context Ivanhoe Activity Centre Heritage Review – Additional Precincts and Places (2012)

4.2 Monitoring and Review

Banyule Council will provide a progress report on the implementation of the Ivanhoe Structure Plan in the *Banyule Council City Plan*. This process will enable Council to report progress, to ensure an appropriate application of resources, and to ensure the delivery of key priority projects.

The Council will use the City Plan to adjust the implementation program to ensure that the Structure Plan is achieving the Vision. The program for monitoring and reviewing the Structure Plan will involve a review of the plan every four years.

Appendix I: Height and Setback Standards for Diversity Areas, including Legend and Diagrams

Each of these standards is numbered and relates to the various precinct plans for diversity areas. Each precinct has a range of setbacks standards that are explained both in these words and the following plans and cross sections in Appendix I.

(Please Note: Relevant *building footprints* and *setbacks* guidelines for Accessible Residential areas are shown through examples in diagram form at Appendix 2).

A. LANEWAY & UPPER LEVEL AMENITY SETBACK

- Buildings should be constructed to the property boundary.
- At the property boundary buildings should not exceed a preferred maximum height of:
 - 7.5 metres above natural ground level in a residential zone; or
 - 9 metres above natural ground level in a non-residential zone.
- Any part of a building higher than the above should be setback:
 - 4.5 metres from the property boundary, except where the boundary abuts a laneway; or
 - 3 metres from the property boundary, where the boundary abuts a laneway.
- Walls containing habitable room windows should be setback minimum 9.0 metres from adjoining dwellings walls.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 1*.

B. MAIN STREET INTERFACE

- Buildings should be constructed to the property boundary.
- At the property boundary buildings should not exceed a preferred maximum height of:
 - 7.5 metres above natural ground level in a residential zone; or
 - 9 metres above natural ground level in a non-residential zone.
- Any part of a building higher than the above should be setback:
 - 6.0 metres from the property boundary; or
 - Align with adjacent property setbacks if the adjacent property is setback more than 6.0 metres from the property boundary.
- Where the boundary exceeds 15 metres in length any part of a building higher than 18 metres above natural ground level should be setback 11.0 metres from the property boundary.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 2*.

C. NARROW SIDE INTERFACE

- Buildings should be setback 2 metres from the property boundary.
- Any part of a building higher than 7.5 metres above natural ground level should be setback 4 metres from the property boundary.
- The ground level setback area should be designed to provide for landscaping and pedestrian access to the rear of the property.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 3*.

D. LANDSCAPE SETBACK

- Buildings should be setback;
 - 3 metres from the property boundary; or
 - 4 metres from the property boundary to preserve an existing landscaped area;
- Any part of a building higher than:
 - 7.5 metres above natural ground level in a residential zone; or
 - 9.0 metres above natural ground level in a non-residential zone;should be setback:
 - 3 metres behind the ground floor facade; or
 - 5 metres from the ground floor facade where the property boundary abuts a Rail Reserve.
- The ground level setback area should be designed to protect existing trees (where relevant) and provide for additional landscaping.
- Ensure that any tree protection zone is consistent with Australian Standards to protect existing vegetation in this location.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 4*.

E. URBAN STREET, URBAN LANEWAY & SIDE INTERFACE

- Buildings should be setback 4 metres from the property boundary.
- Any part of a building higher than:
 - 10.0 meters above natural ground level in all zones where the property boundary abuts a laneway; or
 - 7.5 metres above natural ground level in a residential zone; or
 - 9.0 metres above natural ground level in a non-residential zone;should be setback 6 metres from the property boundary.
- The ground level setback area should be designed to protect existing trees (where relevant) and provide for additional landscaping.
- Properties abutting a laneway should encourage pedestrian, vehicular and loading access and provide access to dwellings on the laneway.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 5*

F. LOWER DENSITY INTERFACE

- Buildings should be setback a minimum of 6 metres from the property boundary to protect existing trees and provide additional landscaping.
- Any part of a building higher than:
 - 7.5 metres above natural ground level in a residential zone; or
 - 9.0 metres above natural ground level in a non-residential zone;should be setback 9 metres from the property boundary.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 6*.

G. SHADE SENSITIVE INTERFACE

- Buildings should be setback:
 - 6 metres from the property boundary in a residential zone; or
 - 9 metres from the property boundary if abutting a laneway in a non-residential zone;
- Any part of a building higher than:
 - 7.5 metres above natural ground level in a residential zone; or
 - 9.0 metres above natural ground level in a non-residential zone;should be setback 6 metres behind the ground level facade.
- The ground level setback area should be designed to protect existing trees (where relevant) and provide for additional landscaping.
- Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced. (ResCode)

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 7*.

H. PARKING INTERFACE

- Buildings should be setback:
 - 6 metres from any property boundary abutting a two-way street; or
 - 8.5 metres from any property boundary abutting a laneway.
- Any part of a building higher than:
 - 9 metres above natural ground level in a non-residential zone should be setback 9 metres from any property boundary abutting a two-way street;
 - 4 metres above natural ground level in a non-residential zone should be setback 6 metres from any property boundary abutting a laneway;
 - 7.5 metres above natural ground level in a residential zone should be setback 9 metres from the property boundary.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 8*.

I. NEW LANEWAY WITH PARKING/ GREENERY INTERFACE

- Buildings should be setback 13 metres from the property boundary.
- Any part of a building higher than:
 - 7.5 metres above ground level in a residential zone; or
 - 9.0 metres above natural ground level in a non-residential zone;should be setback 17 metres from the property boundary.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 9*.

J. PUBLIC SPACE AND LANDSCAPING SETBACKS

- Buildings setbacks should be no less than existing conditions as at the date of gazettal.
- The ground level setback area should be designed to protect existing trees and provide for additional landscaping and high amenity public realm at the following addresses;
 - 80 Lower Heidelberg Road to facilitate for a public square.
 - 10-12 Ivanhoe Parade abutting the Bryant Reserve to create an extension of the reserve with a pedestrian link from Ivanhoe Parade and facilitate a public square.
 - 149 Upper Heidelberg Road on the current parking lot, to facilitate a public square of no less than 350 square meters total, inside the property boundary.
 - 33 Upper Heidelberg Road to protect the existing amenity and tree planting zone.
 - 1 Waverley Avenue to protect the existing amenity and tree planting zone.
 - 4 Waverley Avenue to facilitate a public square and provide a pedestrianised area towards the abutting laneway.
- The ground level setback area should be designed to protect existing trees, retain and upgrade existing drop of and parking and integrate multimodal functions at 1047 Heidelberg Road, adjacent to Darebin Station.
- Any part of a building covered by this setback standard higher than:
 - 7.5 metres above natural ground level in a residential zone; or
 - 9.0 metres above natural ground level in a non-residential zone;should be setback 3 meters behind the ground level facade.

Refer to the following *Height and Setback Standards* and the *Setback Standard Sections* in *Section 10*.

K. UPPER LEVEL SETBACKS

- Upper levels should be setback to provide opportunities for outlook, amenity, privacy and development potential relative to the abutting property.

1 DAREBIN STATION PRECINCT

HEIGHTS & SETBACK STANDARDS



HEIGHTS & SETBACK STANDARDS

— Precinct Boundary

MINIMUM PREFERRED SETBACKS

- G** Setback Standard A - K
Refer to Setback Standards Appendix 1

MAXIMUM PREFERRED HEIGHTS

 Maximum height podium - residential use 7.5 m*
 Maximum height podium - mixed use 9.0m*

10m Maximum 10m or 12m

13m Maximum 13m or 15m

* Heights may vary depending on Heritage

Note: Heights might vary on sloping sites

- 11** Setback Standard K applies to side boundaries of larger properties in Precinct 1 and 5, in non-residential zones.



2 IVANHOE PLAZA PRECINCT HEIGHTS & SETBACK STANDARDS



HEIGHTS & SETBACK STANDARDS

— Precinct Boundary

MINIMUM PREFERRED SETBACKS

- G** Setback Standard A - K
Refer to Setback Standards Appendix 1

MAXIMUM PREFERRED HEIGHTS

7.5m Maximum height podium - residential use 7.5 m*
Maximum height podium - mixed use 9.0m*

10m Maximum 10m or 12m

12m Maximum 13m or 15m

18m Up to maximum 18m or 21 meters

18<21m Maximum heights vary on sloping site



3 LOWER IVANHOE PRECINCT HEIGHTS & SETBACK STANDARDS



HEIGHTS & SETBACK STANDARDS

— Precinct Boundary

MINIMUM PREFERRED SETBACKS

G Setback Standard A - K
Refer to Setback Standards Appendix 1

MAXIMUM PREFERRED HEIGHTS

10m Maximum height podium - residential use 7.5 m*
Maximum height podium - mixed use 9.0m*

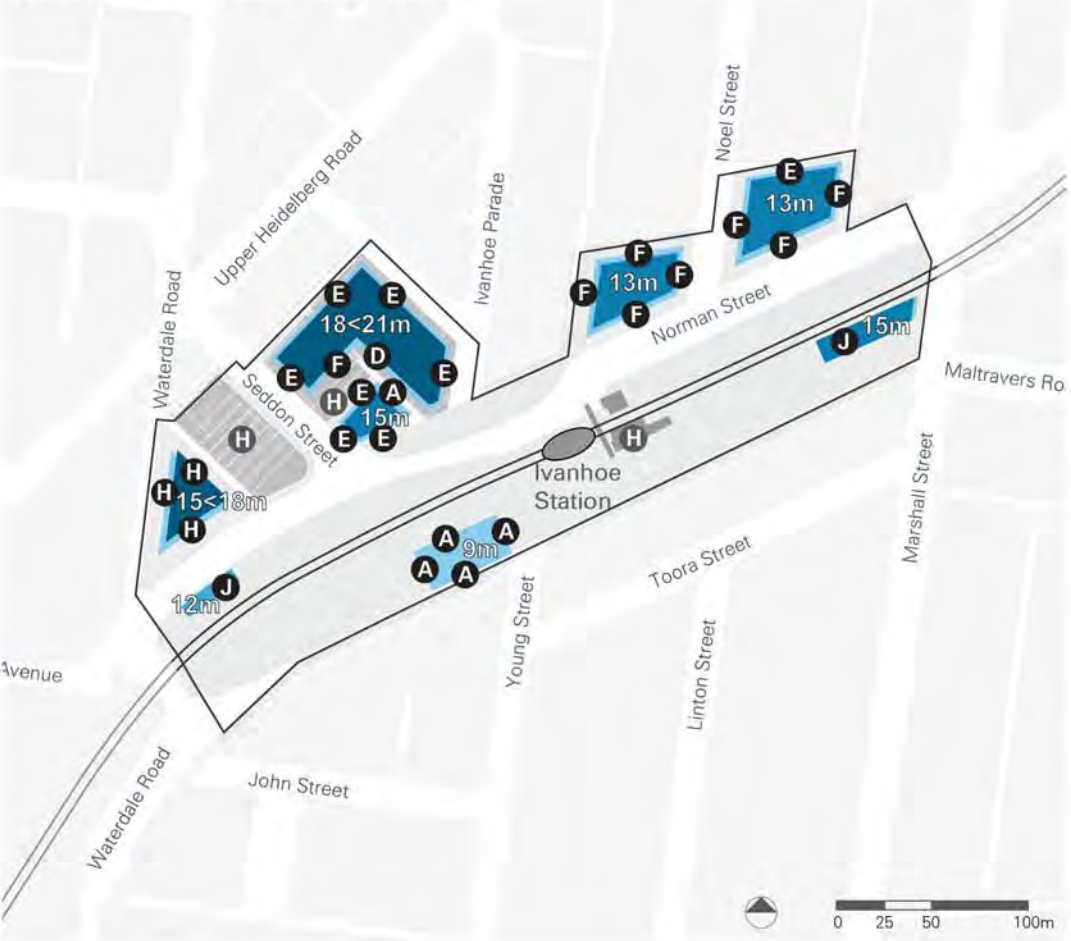
10m Maximum 10m or 12m

13m Maximum 13m or 15m

A Area of investigation



4 IVANHOE STATION PRECINCT HEIGHTS & SETBACK STANDARDS



HEIGHTS & SETBACK STANDARDS

— Precinct Boundary

MINIMUM PREFERRED SETBACKS

- G** Setback Standard A - K
Refer to Setback Standards Appendix 1

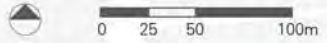
MAXIMUM PREFERRED HEIGHTS

- Maximum height podium - residential use 7.5 m*
- Maximum height podium - mixed use 9.0m*
- 10m** Maximum 10m or 12m
- 13m** Maximum 13m or 15m
- 18m** Up to maximum 18m or 21 meters

18m < 21m Maximum heights vary on sloping site

- H** Heritage controls apply - no change anticipated

* Heights may vary depending on Heritage
Note: Heights might vary on sloping sites



5A UPPER HEIDELBERG ROAD PRECINCT

HEIGHTS & SETBACK STANDARDS



HEIGHTS & SETBACK STANDARDS

— Precinct Boundary

MINIMUM PREFERRED SETBACKS

- G** Setback Standard A - K
Refer to Setback Standards Appendix 1

MAXIMUM PREFERRED HEIGHTS

 Maximum height podium - residential use 7.5 m*
 Maximum height podium - mixed use 9.0m*

10m Maximum 10m or 12m

13m Maximum 13m or 15m

18m Up to maximum 18m or 21 meters

10<12m Maximum heights vary on sloping site

- R** Recent development - no change anticipated
- H** Heritage controls apply - no change anticipated

* Heights may vary depending on Heritage
 Note: Heights might vary on sloping sites

- I** Setback Standard K applies to side boundaries of larger properties in Precinct 1 and 5, in non-residential zones.



5B UPPER HEIDELBERG ROAD PRECINCT HEIGHTS & SETBACK STANDARDS



HEIGHTS & SETBACK STANDARDS

— Precinct Boundary

MINIMUM PREFERRED SETBACKS

- G** Setback Standard A - K
Refer to Setback Standards Appendix 1

MAXIMUM PREFERRED HEIGHTS

 Maximum height podium - residential use 7.5 m*
Maximum height podium - mixed use 9.0m*

10m Maximum 10m or 12m

12m Maximum 13m or 15m

18m Up to maximum 18m or 21 meters

18<21m Maximum heights vary on sloping site

- B** Recent development - no change anticipated
- H** Heritage controls apply - no change anticipated

* Heights may vary depending on Heritage
Note: Heights might vary on sloping sites

- T** Setback Standard K applies to side boundaries of larger properties in Precinct 1 and 5, in non-residential zones.



6 CIVIC PRECINCT

HEIGHTS & SETBACK STANDARDS



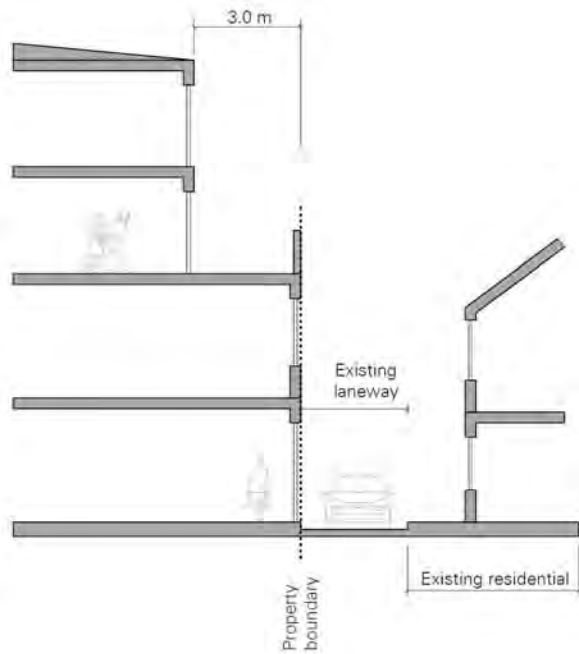
- HEIGHTS & SETBACK STANDARDS**
- Precinct Boundary
 - MINIMUM PREFERRED SETBACKS**
 - G** Setback Standard A - K
Refer to Setback Standards Appendix 1
 - MAXIMUM PREFERRED HEIGHTS**
 - Maximum height podium - residential use 7.5 m*
 - Maximum height podium - mixed use 9.0m*
 - ▨ Preferred upper level built form envelope
 - M** Masterplan - civic precinct masterplan to apply
 - Views - built form must not obstruct valued views
 - (---) Northern boundary - to be determined
 - Existing built form
 - Existing built form - heritage



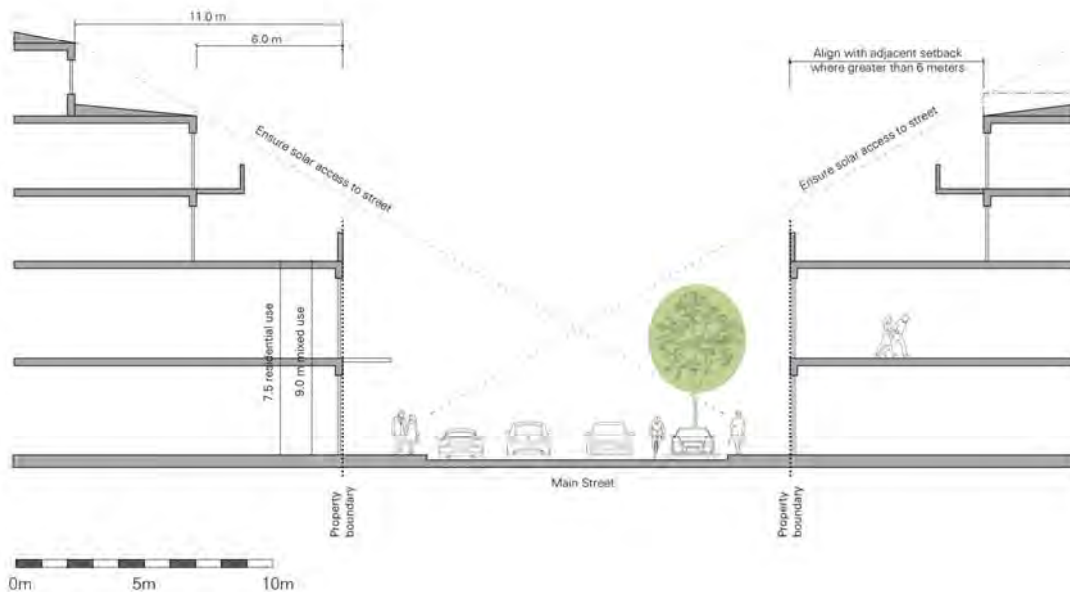
PRECINCT 1 – 6

SETBACK STANDARDS – SECTIONS

A Laneway and Upper Level Amenity Setback

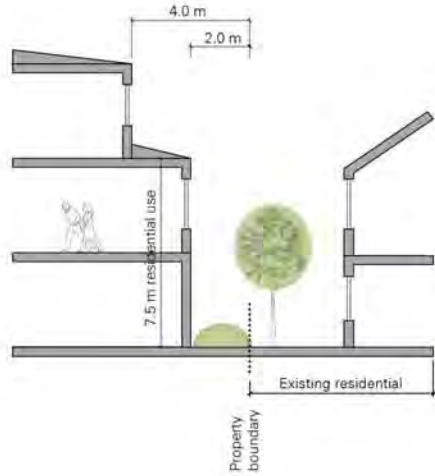


B Main Street Interface

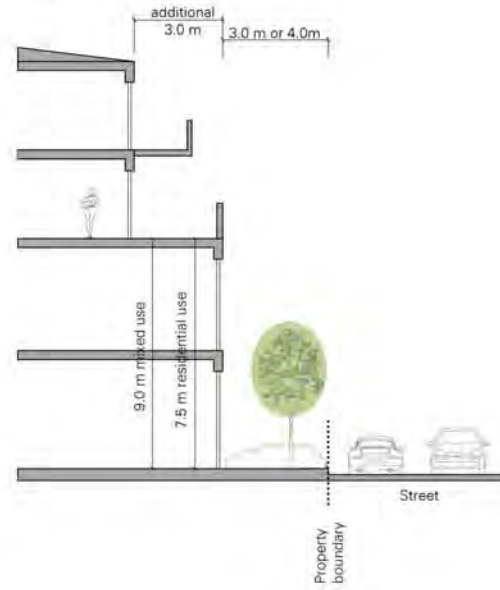


PRECINCT 1-6
SETBACK STANDARDS - SECTIONS

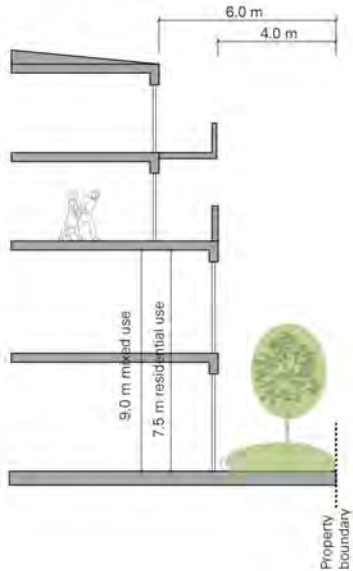
C **Narrow Side Interface**



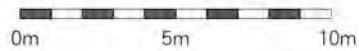
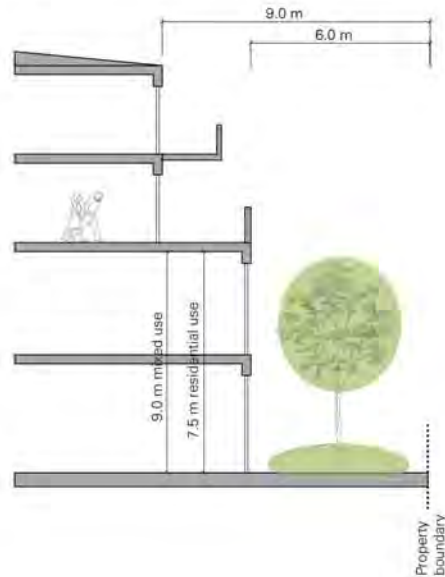
D **Landscape Setback**



E **Urban Street, Urban Laneway and Side Interface**

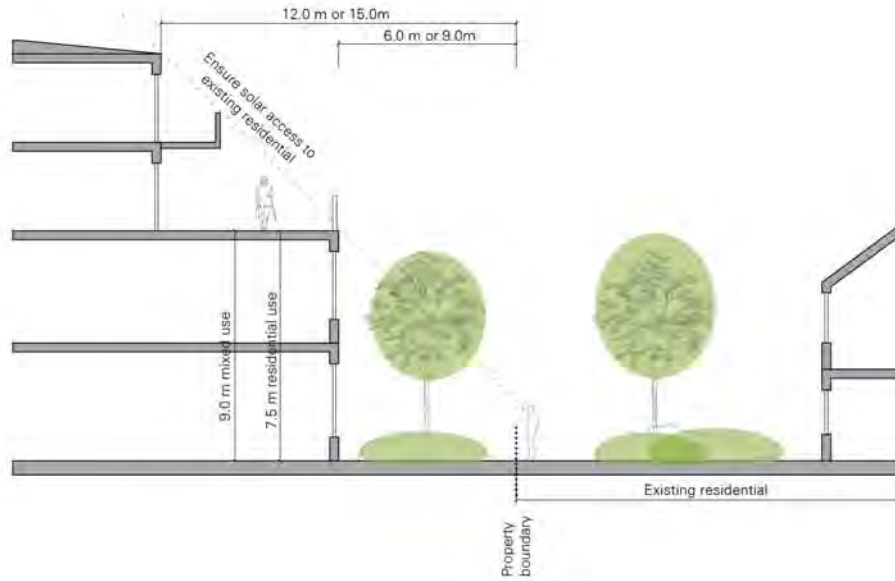


F **Lower Density Interface**

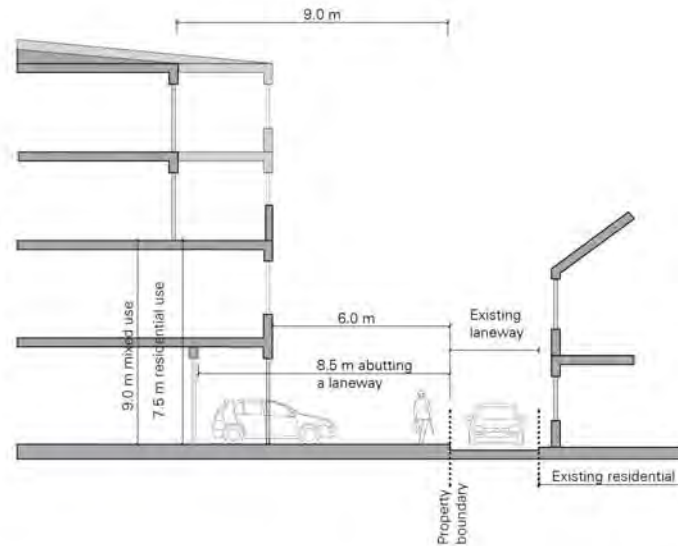


PRECINCT 1-6 SETBACK STANDARDS - SECTIONS

G Shade Sensitive Interface

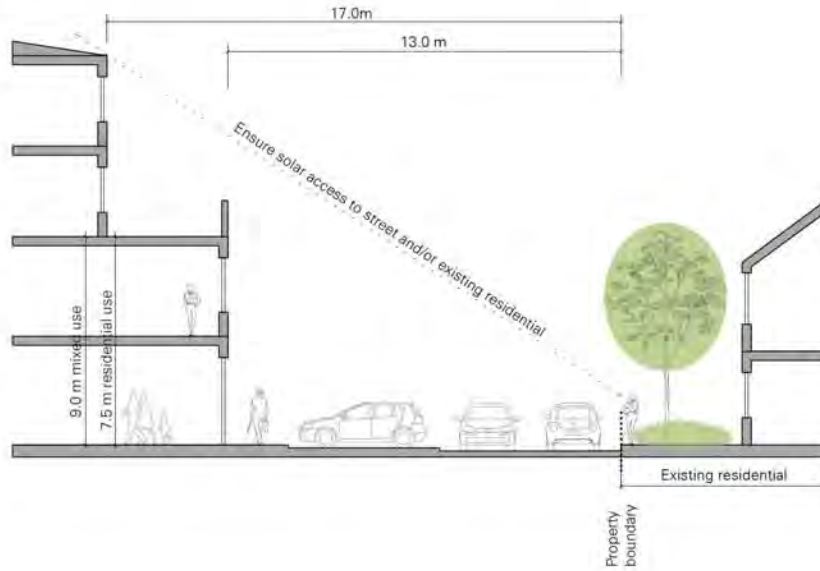


H Parking Interface

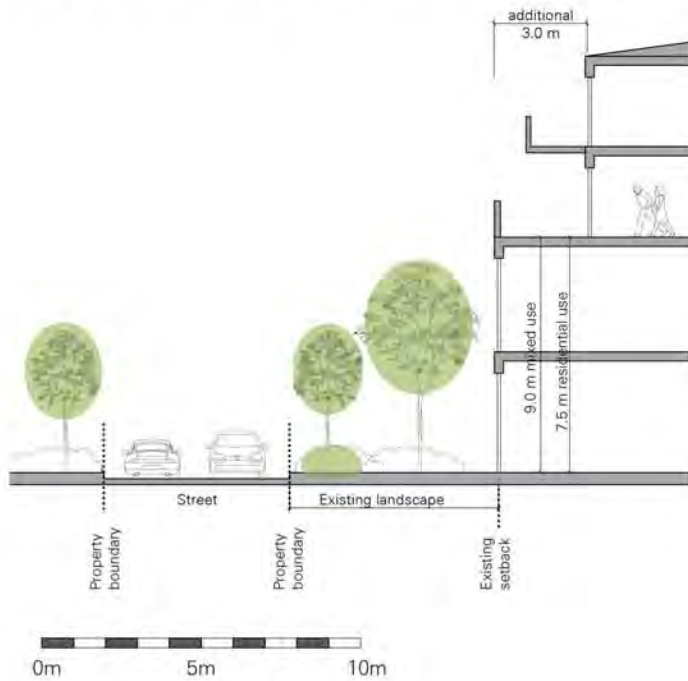


PRECINCT 1-6
SETBACK STANDARDS - SECTIONS

I **New Laneway with Parking Interface**

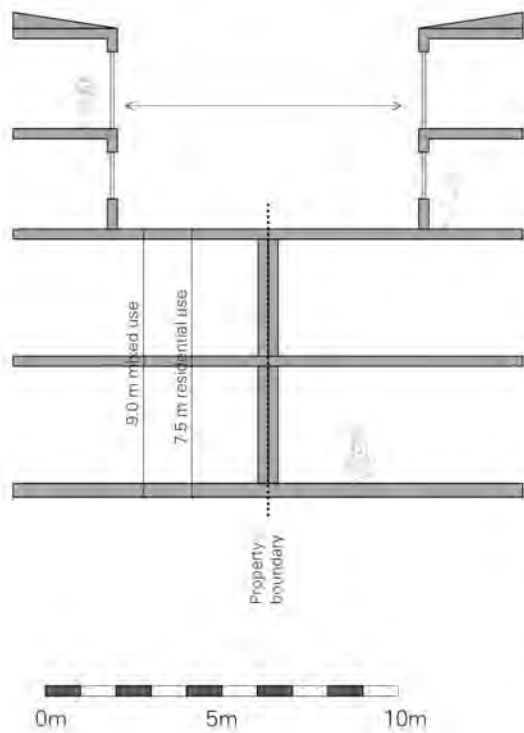


J **Public Space and Landscape Settings**



PRECINCT 1 – 6
SETBACK STANDARDS – SECTIONS

K Upper Level Setbacks*



*Setback K applies to side boundaries of larger properties in Precinct 1 and 5, in non-residential zones. It aims to provide opportunities for outlook, amenity, privacy and development potential relative to the abutting property.

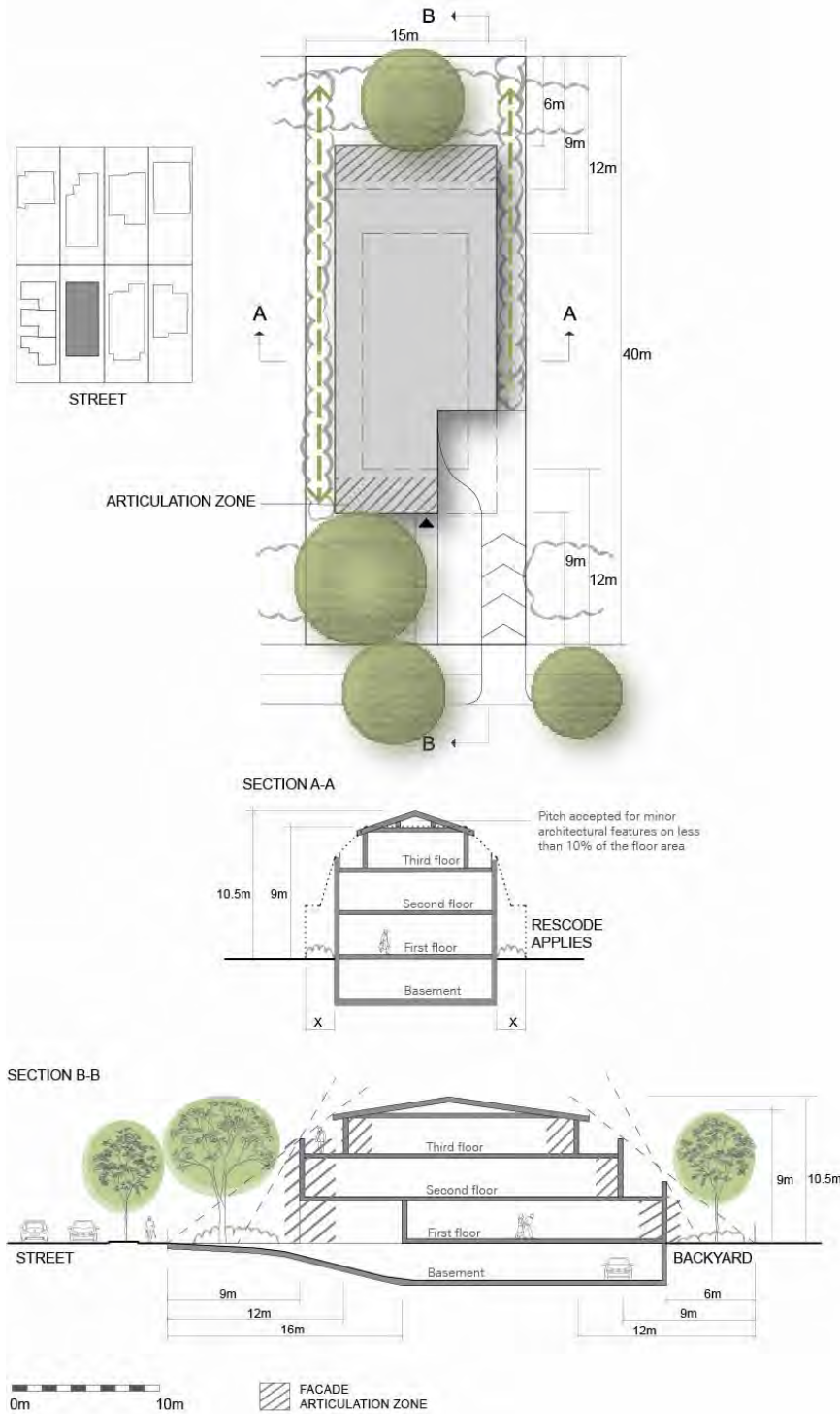
Appendix 2: Accessible Residential Areas – building footprints and setbacks examples

DRAFT FOR DISCUSSION

ACCESSIBLE AREAS

MULTIPLE OCCUPANCY - SINGLE LOT

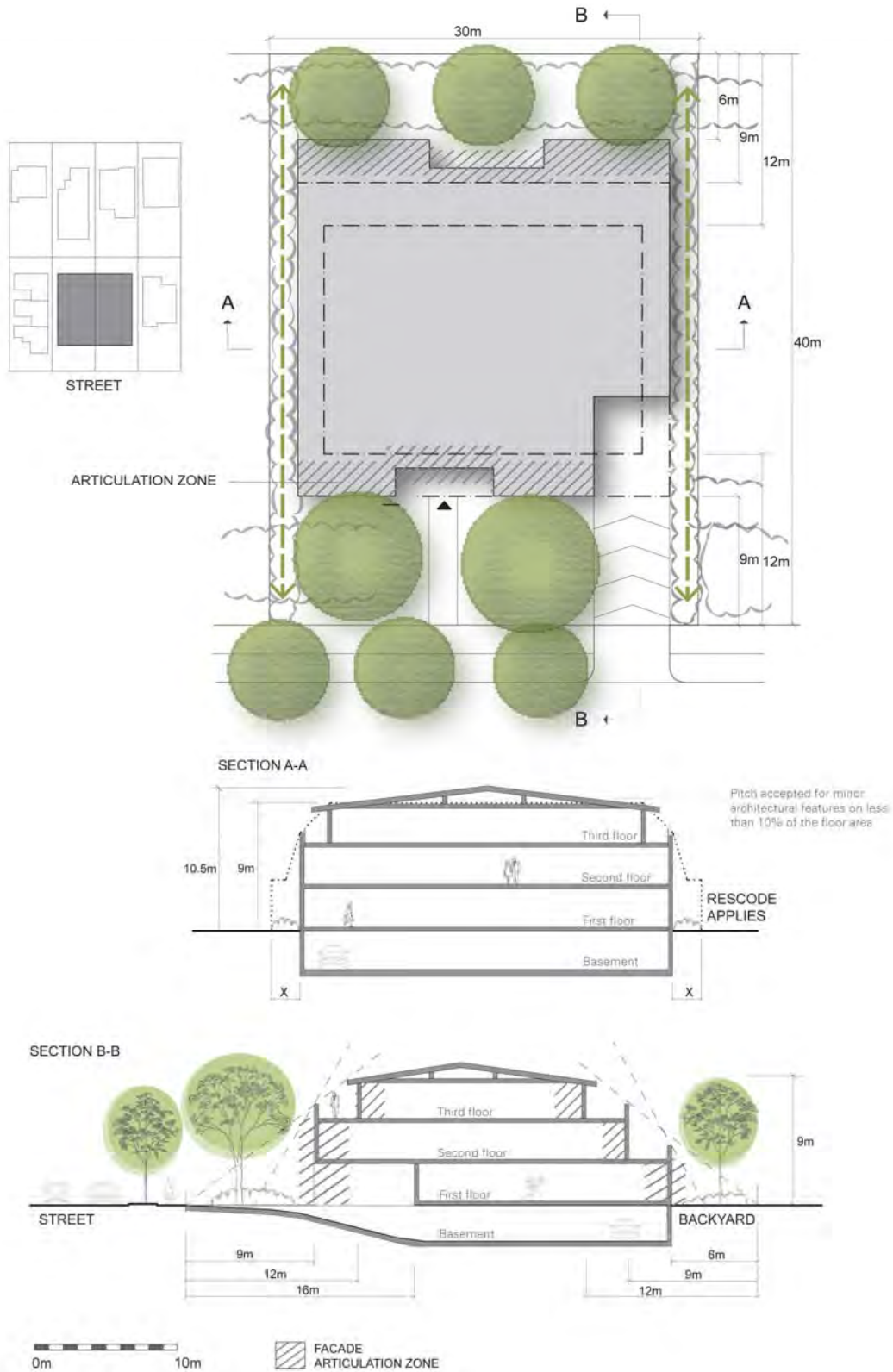
These two examples illustrate the preferred building height, footprint, setback and landscape guidelines for Accessible Residential Areas. The Accessible Residential Areas Precinct encourages greater housing diversity through infill development, such as town houses and low rise apartments in addition to traditional single dwellings.



DRAFT FOR DISCUSSION

ACCESSIBLE AREAS

MULTIPLE OCCUPANCY - CONSOLIDATION OF 2 LOTS



Appendix 3: Heritage in Ivanhoe

The local built and cultural heritage of Ivanhoe is one of the most important contributors to the area's identity and neighbourhood character. Substantial heritage planning work is being done by Council to guide changes to the planning scheme to better protect, conserve and enhance heritage places in the city. Work done so far includes:

- Public exhibition of Planning Scheme Amendment C77 has been completed. This amendment is now being considered by a Planning Panel. Amendment C77 includes:
 - Updates to the Banyule Planning Schemes *Municipal Strategic Statement*, to include improved Objectives & Strategies for heritage.
 - A new local planning policy for Cultural Heritage that will give more guidance to owners and applicants when preparing planning permit applications for places affected by a *Heritage Overlay*. It will also assist Council in the assessment of these applications.
 - An updated Draft Banyule Heritage Policy and Plan.
- An update to the Schedule to the Heritage Overlay for 66 additional significant places has been approved by the Minister and is now part of the Banyule Planning Scheme. The 66 additional significant places include known places in and around the Activity Centre:

Ivalda Masonic Temple: 40-42 Salisbury Avenue, Ivanhoe
Wilson Reserve: 78-100 The Boulevard, Ivanhoe
Chelsworth Park: 18-28 Irvine Road, Ivanhoe
Sparks Reserve: 10 The Boulevard Ivanhoe
St Bernadette's Roman Catholic Church: 89-91 Bond Street, Ivanhoe
Uniting Church: 8-10 Noel Street, Ivanhoe
Uniting Church: 1-19 Seddon Street, Ivanhoe
Ivanhoe Public Golf Course Club House: 1 Vasey Street, Ivanhoe
Ivanhoe Park Croquet Club: 132 Lower Heidelberg Road, Ivanhoe
Sea Scout Hall: 2 Norman Street, Ivanhoe
Ivanhoe Train Station: 2-40 Norman Street, Ivanhoe
Former Commercial Bank of Australia: 145-147 Upper Heidelberg Road, Ivanhoe
Former Coles Store: 117 Upper Heidelberg Road, Ivanhoe

A site's inclusion in the heritage overlay does not preclude development. Rather, any development must be sensitive to the relevant aspects of significance that pertain to the site.

In many instances significance may be limited to a *façade* or specific aspect of a building. In other cases, significance might relate to a cultural or social connection to the site. In such instances, development that is respectful of that significance and has been assessed by a heritage expert could still be approved.

Possible heritage places and precincts in residential areas in the Activity Centre

Council has commissioned the heritage assessment of additional key residential areas and individual places in the *Activity Centre* to find out whether they warrant the application of a Heritage Overlay (HO). These are marked as 'Heritage overlay – heritage precincts' areas on the map known as 'Cultural Heritage and Identity Plan' on page 21 of the Structure Plan.

The further assessment of these places and areas will establish whether they have any local heritage significance. It will consider whether these places or precincts are significant for historical, aesthetic, architectural, social or scientific reasons, and then assess the level of significance.

This assessment will be done by heritage experts following Heritage Victoria guidelines. It will uncover any buildings or areas that have heritage attributes that need to be protected whenever future development is proposed.

If the investigation uncovers some heritage significance, then future changes to the planning scheme would be considered to introduce a Heritage Overlay (HO) for affected properties. Any planning scheme changes have to go through a public exhibition process that involves the landowner and occupiers. Only after this is done and a process is completed, can Council progress planning scheme changes.

The main purpose of a HO is to conserve and enhance the features that give a place its significance. A HO also sensitively manages change through the requirement of a planning permit application. The Planning Scheme sets out a number of instances that would trigger the need for a planning permit application.

If a property is included in a HO, a planning permit application is required to (for example):

Subdivide or consolidate land

- Demolish or remove a building, or part of a building
- Construct or carry out works on a building, or part of a building
- Externally alter a building
- Construct or display a sign
- Externally paint a building (but only if paint controls apply)
- Externally paint an unpainted surface
- Externally paint a building if the painting constitutes an advertisement
- Carry out works, repairs and routine maintenance which may change the appearance of a heritage place
- Remove, destroy or lop a tree (if tree controls apply)

A planning permit application is considered against a number of decision guidelines given in the *Planning Scheme*. The decision guidelines are applied to ensure that new development does not adversely affect the significance, character or appearance of a heritage precinct or place.

Appendix 4: Norman & Noel Street Built Form Guidelines

Built form guidelines - Corner of Norman Street and Noel Street
Ivanhoe Station Precinct



Built form guidelines - Higher density residential development
Corner of Norman Street and Noel Street
Ivanhoe Station Precinct



1:250 (A4)
By MGS Architects 2013-02-06

Appendix 5: Implementation Plan

Priority Key: L = Low, M = Medium, H = High, C = Completed

I. Cultural Heritage and Identity				
Sub Theme No.	Sub Theme Title	Action	Council Role	Priority
2.4.1	Built Heritage	Expand the list of properties included in the local heritage overlay in response to further heritage assessments.	Planner, Provider	L
		Progress Planning Scheme Amendments that update the Municipal Strategic Statement, and give new policy guidelines for local heritage.	Planner, Provider	H
		Progress the assessment of places nominated for potential heritage significance on the Cultural Heritage and Identity Plan (see Appendix 3 for further information on heritage).	Planner, Provider	L
2.4.2	Cultural and Creative Life	Liaise with local community and cultural groups to develop cultural initiatives, such as events, theme based trails and interpretive plaques or signage for the local community and visitors.	Partner	L
		Implement future recommendations of the Civic Precinct Masterplan for community and cultural facilities, potentially relating to an Art Gallery, upgraded performance spaces, conference facilities, meeting rooms and a flagship Ivanhoe Library.	Planner, Partner	H
		Investigate with Ivanhoe Girls' Grammar School a plan to improve landscaping and pedestrian amenity along the two way Noel Street including options such as the planting of suitable species, possible new crossings and public art.	Planner, Partner	L
2.4.4	Aboriginal Cultural Heritage	Develop a partnership with the Wurundjeri Tribe Land Cultural Heritage Council Inc to address priorities for Indigenous cultural heritage.	Partner	L

		Continue discussions with the Wurundjeri Tribe Land Cultural Heritage Council Inc to precisely define locations that require Cultural Heritage Management Plans.	Partner	L
		Promote the ongoing protection of significant Indigenous heritage on public land.	Planner	L
2. Land Use Objectives				
Sub Theme No.	Sub Theme Title	Action	Council Role	Priority
2.5.3	Residential	As a priority, progress work on integrating neighbourhood character guidelines that integrates Council's Housing Strategy that supports appropriate, well-designed residential development.	Planner, Provider	H
		Investigate opportunities for short-term accommodation in the core of the Activity Centre, possibly in association with conference facilities in the Civic Precinct.	Planner, Provider	L
2.5.4	Civic, Community and Entertainment	As a priority, progress the Ivanhoe Civic Masterplan to create a high quality first class Ivanhoe Library with an enhanced civic and community hub and facilities, infrastructure and a significant public square integrated within the heritage landscape.	Planner, Partner	H
		Recognise and respect the important role of local churches, schools (such as Ivanhoe Primary School) and community organisations in making available their facilities for community use and providing employment in and around the Activity Centre.	Planner, Partner	L
		Recognise and respect the important role of local schools such as Ivanhoe Girls' Grammar School and Ivanhoe Grammar that are major employers and hubs of activity in and around the Activity Centre.	Planner, Partner	M
		Ensure that the role of local churches, schools and community organisations are integrated with the future vision for the Activity Centre and the delivery of services to the community.	Planner, Partner	M

3. Built Environment				
Sub Theme No.	Sub Theme Title	Action	Council Role	Priority
2.6.1	Building Heights	Update the Banyule Planning Scheme to include guidelines that manage future change in a way that protects the history, character and heritage of Ivanhoe.	Planner, Provider	H
2.6.2	Building Quality and Design	Encourage developers to use qualified and experienced design professionals and reinforce the message that good design can save long-term costs and increase property values.	Planner, Partner	H
		Advocate for stronger controls and enforcement of current controls to reduce noise from developments to protect the amenity of nearby residents.	Planner, Advocate	M
		Encourage the application of universal housing design principles as part of new residential developments.	Planner, Advocate	M
		<p>Create a stronger focus on promoting quality local design by investigating the following possible initiatives:</p> <ul style="list-style-type: none"> • A Design Manual that contains some examples/exemplars of common building types (in particular multi-unit residential/mixed use development) that is consistent with the aims of the Structure Plan and could be used as inspiration for future projects. • A Design Review Panel to provide advice on the quality of design work on sensitive/large scale proposals in the Activity Centre. • An annual Excellence in Design Awards – a local 'Ivanhoe Character' Design Awards, aimed at recognising and promoting excellence in innovative urban, landscape and architectural design. Categories could include single dwellings (new or renovated), multi-unit dwellings and commercial buildings. 	Planner, Provider, Partner	M

2.6.3	Protecting amenity: setbacks and landscaping	As a priority, prepare and progress a planning scheme amendment that contains guidelines for setbacks, building height, floor level articulation, vegetation and public space guidelines that maintain the amenity and desired character of the Activity Centre.	Planner, Provider	H
		<p>Encourage building designs that integrate noise reduction measures and landscaping to protect the amenity of future occupants and nearby residents, for example by:</p> <ul style="list-style-type: none"> ➤ Considering the use of screening heights of more than 1700mm and the use of planter box vegetation to reduce noise and overlooking from balconies. ➤ Encouraging the use of double glazed windows and construction materials that aid in sound-proofing. 	Planner, Partner, Advocate	H
2.6.4	Environmentally Sustainable Design (ESD)	Pursue the support of the Minister for Planning for Banyule's ESD Local Planning Policy into the Banyule Planning Scheme.	Planner, Advocate	H
		Continue to lobby the State Government for an improved approach to ESD that is embedded within the Planning System.	Planner, Advocate	H
		Promote the long-term environmental and economic benefits of ESD to planning applicants.	Planner, Advocate	H
		Encourage new development in Ivanhoe to consider ESD through Council's proposed ESD Local Planning Policy (LPP) to be included in the Banyule Planning Scheme.	Planner, Advocate	H
2.6.5	Public Realm	Consider providing continuous, high quality footpaths on both sides of all roads and prioritise works in streets with a steeper gradient, particularly close to railway stations.	Planner, Provider	L
		Encourage all upgrades to footpaths to support a minimum width of 1.5 metres.	Planner, Provider	L

4. Natural Environment				
Sub Theme No.	Sub Theme Title	Action	Council Role	Priority
2.7.1	Natural Heritage	Progress future reviews of Banyule’s Open Space Strategy to include drought resistant indigenous species within public open spaces, including for the replacement of dead or dying trees where appropriate.	Planner, Provider	M
		Investigate opportunities to provide interpretive signage and theme based trails about the natural heritage and pre-settlement landscape in busy areas of public open space.	Planner, Partner	L
		Assess the use of remnant vegetation to enhance the landscape links between the Activity Centre and nearby areas of remnant bushland along the river and creek corridors in a future Banyule Street Tree Strategy.	Planner, Provider	L
2.7.2	Open Space and Recreation	Explore opportunities for up to seven new public squares as per Land Use theme at 2.5.4.	Planner, Partner, Provider	M
		Encourage the development of safe, accessible, well lit and signed paths of travel to link key public open spaces and community recreational facilities in or close to the Activity Centre, for example the Ivanhoe Bowling Club, Ivanhoe Park, the Darebin Parklands, Chelsworth Park and the Donaldson’s Creek Trail.	Planner, Partner, Provider	M
		Encourage partnerships between schools and the community to enable joint sporting and recreational facilities to be available for wider community use.	Planner, Partner	L
		Investigate opportunities to acquire land or access public land owned by other authorities in order to create additional public open space, in or near the Activity Centre, where development contributions make it feasible.	Planner, Partner, Provider	L
		In Nellie Ibbott Reserve, investigate the upgrading of the seating and playground equipment and investigate the addition of another entrance pathway from Kenilworth Parade at the south-eastern corner of the park, to improve access.	Planner, Provider	L

		In Bryant Reserve, investigate upgrading signage to promote the existence of the open space and its connection through to the Civic Precinct, and investigate the need to upgrade existing recreational facilities.	Planner, Provider, Partner	M
		Investigate on a trial basis the use of existing assets such as roundabouts, underutilised car parking spots or small parcels of land to examine if they can be redesigned to create innovative new public space such as a parklet.	Planner, Provider	L
2.7.3	Landscaping and trees in the Public Realm and on private land	In a future Banyule Street Tree Strategy, increase the frequency and intensity of landscape assets and the maintenance and replacement of existing large canopy trees on public land within the Activity Centre.	Planner, Provider	M
		Investigate planting additional street trees in areas that have sparse or irregular public realm plantings.	Planner, Provider	M
		Undertake further street tree plantings to provide a framed boulevard character in the major roads leading into the Activity Centre to provide a gateway effect.	Planner, Provider	M
		Investigate the possibility of establishing tree lined main streets where possible.	Planner, Provider	M
		Retain and enhance vegetation in streets that have a tree-lined character.	Planner, Provider	L
		Utilise the Significant Tree Register to protect significant trees and vegetation.	Planner, Provider	M
		Encourage the development of veggie swaps and urban orchards in addition to the promotion of Council's indigenous native scheme.	Planner, Provider	L
2.7.4	Water Sensitive Urban Design (WSUD)	Review Council Management and design practices to integrate Water Sensitive Urban Design (WSUD) opportunities into design and construction practices and processes.	Planner, Provider	M
		Utilise WSUD in Council managed public open space upgrades and public landscaping improvements.	Planner, Provider	L
		Develop a Water Sustainability Plan that maximises opportunities to capture and recycle stormwater for use on-site.	Planner, Provider	L

5. Transport and Infrastructure				
Sub Theme No.	Sub Theme Title	Action	Responsibility	Priority
2.8.2	Travel and Transport	Apply Council's Hierarchy of Travel Modes to the Ivanhoe Activity Centre for future transport planning and public realm upgrades.	Planner	M
2.8.3	Advocacy for key transport initiatives	Advocate for the redevelopment of the Ivanhoe and Darebin Railway Stations as multi-modal transport facilities, with improved disability and pedestrian access and integration with buses and taxis.	Advocate, Planner, Partner	M
		Advocate to all agencies for the upgrade of infrastructure services such as roads, water and sewerage where necessary.	Advocate, Provider	M
		Advocate for safer, cleaner and more frequent public transport services for the Activity Centre.	Advocate	H
		Advocate and support the coordination of bus and train services for Ivanhoe and Darebin Stations for the entire train service period. The Minimum Service Standard to be increased to 10 minute weekday intervals and 20 minutes at other times.	Advocate	H
		Advocate for a reassessment of public transport travel zones to reduce car parking pressure on Ivanhoe and Darebin Stations as Zone 1 Stations.	Advocate	H
		Advocate for improvements to safety at key railway crossings.	Advocate	M
		Advocate for key bus stops, taxi zones and drop off and pick up areas in the Activity Centre to be sheltered, well located and have adequate seating.	Advocate, Planner, Partner	M
		Advocate for improved bus services within the Activity Centre.	Advocate	M
		Advocate for a reduced posted speed limit of 40km/hr to all streets within the defined Pedestrian Priority Precinct.	Advocate, Planner, Partner	H
		Advocate for the completion and implementation of the Principal Bicycle Network for the Ivanhoe Activity Centre.	Advocate	L

		Advocate to the State Government to provide secure bicycle storage facilities at Ivanhoe and Darebin Stations.	Advocate	L
2.8.4	Public Transport	Investigate providing greater pedestrian safety at key railway crossings.	Advocate	M
		Promote public transport use through the review of Banyule's Integrated Transport Strategy.	Advocate, Planner, Provider	L
2.8.5	Traffic Management	Support the State Government principle of Pedestrian Priority on Upper Heidelberg Road and advocate for improved pedestrian outcomes where possible.	Advocate, Planner, Partner	H
		Support the efficient operation of the regional road network in the immediate area in line with VicRoads SmartRoads philosophy which gives priorities to certain users such as cars, public transport or pedestrians.	Advocate, Planner, Partner	M
		Reduce the adverse impacts of through traffic on pedestrians, cyclists, public transport and local vehicular traffic through a reduction in posted speed limits and improving infrastructure for walking, cycling and public transport.	Advocate, Planner, Partner	M
		Provide and plan for convenient access to commercial premises by service and delivery vehicles.	Advocate, Planner, Partner	M
		Improve laneways to encourage better safety and amenity, more efficient commercial usage and in some cases access to future residential developments (as per the Transport Plan).	Advocate, Planner, Partner	M
		Seek to incorporate design principles outlined in the <i>UK Department of Transport's Manual for Streets (2007)</i> in the review of Council's traffic management design practices and processes.	Advocate	L
2.8.6	Car Parking	Develop a specific parking plan for Ivanhoe, consistent with the Banyule Activity Centre Car Parking Policy, including the requirement for new developments to provide appropriate car parking.	Planner, Provider	H
		Investigate the potential for extra car parking in the Civic Precinct, Ivanhoe Plaza and Ivanhoe and Darebin railway station Precincts.	Planner, Partner, Provider	M

		Seek to maintain the existing level of public car parking in all existing car parking areas as a minimum should they be developed for alternate uses.	Planner, Partner, Provider	M
		Continue to exclude new multi-unit dwelling developments from access to residential car parking permits in accordance with the Banyule Activity Centre Car Parking Policy.	Planner, Partner, Provider	H
		Encourage new multi-unit dwelling developments to adopt car sharing schemes to reduce overall car parking demands.	Planner, Partner, Advocate	H
		Consider the development of a Parking Overlay in the Planning Scheme to more accurately reflect parking demand and to collect funds for additional parking requirements for Ivanhoe.	Planner, Partner, Provider	M
		Consider flexibility around car parking requirements in recognition of the fact that people have diverse needs and in some instances they may not require a car park.	Planner, Partner, Provider	L
2.8.7	Pedestrian Priority Precinct	Seek to provide traffic calming and pedestrian infrastructure improvements at residential street pedestrian crossing points, such as raised pavement treatments and kerb outstands.	Planner, Provider	L
		Seek to support the Pedestrian Priority Precinct with further traffic calming devices where more than 15% of traffic is demonstrated to be exceeding the prevailing speed limit by more than 5km/h.	Planner, Provider	M
2.8.8	The Pedestrian Network	Seek to improve wayfinding and pedestrian access between key destinations in Ivanhoe such as the Civic Precinct, Ivanhoe and Darebin Railway Stations and the Upper Heidelberg Road Precinct.	Planner, Provider, Partner	L
		Seek to improve lighting, shade trees and seating in areas used frequently by pedestrians.	Planner, Provider, Partner	L
		Integrate crime prevention through environmental design (CPTED) principles into the design of new car parks and laneways that are used as pedestrian links, including Kenilworth Lane and the north-south lane between Ivanhoe Parade and Noel Street.	Planner, Provider, Partner	M

		Promote the benefits of walking, to and within the Activity Centre, to local residents, workers, school children, visitors, and support schools that take leadership to fund and implement walking to and from school programs for students.	Planner, Provider, Partner	M
		Continue to support the Walking School Bus programs in the area through the provision of technical advice such as safe walking routes.	Planner, Provider, Partner	M
2.8.9	Traffic management around schools	Support the Safety Vests to School program at schools in and around the Activity Centre.	Planner, Provider, Partner	M
		Continue to work with schools in and around the Activity Centre to address drop off and pick up issues, parking and other traffic concerns, in particular around Ivanhoe Primary School.	Planner, Provider, Partner	H
		Work to implement the components of the Banyule Bicycle Strategy in the Ivanhoe area with a priority to service the school areas.	Planner, Provider, Partner	M
		Recent school closures have added pressure on parking and traffic congestion in the Ivanhoe Primary School area. Council continues to consider these concerns and work with the school and local community as issues arise. Council has recently decided to further explore the need for community facilities in postcode 3081. This may allow Council to establish a position on additional school facilities in the area. Such facilities may help reduce ongoing demand and enrolment increases at Ivanhoe Primary School.	Planner, Provider, Partner	H
2.8.10	The Bicycle Network	Create safer cycle links from the Activity Centre to the Darebin Creek Trail, Donaldson's Creek Trail and the Main Yarra Trail. Promote the Local Bicycle Network and routes proposed in the Banyule Bicycle Strategy as an alternative to highly trafficked roads to residents, workers, school children and visitors to the area and encourage schools and workplaces to provide change facilities and bicycle storage.	Planner, Provider, Partner	M

		Investigate the possibility of providing additional on-road bicycle lanes or appropriate wayfinding for the bicycle link locations identified in the Transport Plan.	Planner, Provider, Partner	L
		Review off-road cycle lanes, at regular intervals, with a view to enhancing these links and providing supporting infrastructure.	Planner, Provider, Partner	L
		Council to provide for additional bicycle loops at prominent sites across the Activity Centre.	Planner, Provider, Partner	L
		Work with schools and landowners to provide improved bicycle access to key locations including Ivanhoe Plaza, Ivanhoe Primary School, Ivanhoe Girls' Grammar School and other community facilities.	Planner, Provider, Partner	L
		Encourage new developments to provide additional bicycle facilities beyond those required under the Banyule Planning Scheme by agreement.	Planner, Advocate Partner	L
		Investigate the viability and locations for the installation of information 'points'.	Planner, Provider, Partner	L
2.8.11	Wayfinding	Install information kiosks or points as a key wayfinding point featuring a large locality map with information on significant local services, facilities and attractions to assist pedestrians to locate these.	Planner, Provider, Partner	L
		Investigate the funding, preparation and implementation of a Wayfinding Strategy that includes the provision of directional signage at key locations. This may include: <ul style="list-style-type: none"> ➤ Improved signage to railway stations from key destinations ➤ Improved signage to car parking (including time limits) ➤ Improved signage to key public open spaces and community recreational facilities close to the <i>Activity Centre</i> such as Ivanhoe Park, the Darebin Parklands, Chelsworth Park, local tennis courts and the Donaldson's Creek Trail 	Planner, Provider, Partner	L

		<ul style="list-style-type: none"> ➤ Improved signage to key destinations such as <i>public squares</i>, the commercial area, the Civic Precinct and community facilities ➤ Key bicycle routes signage and directions ➤ Walking routes 		
		Progress the Ivanhoe Aquatic Centre Redevelopment, Ivanhoe Park Masterplan and bicycle connections to open space in and around the Activity Centre to meet the recreational needs of Ivanhoe.	Planner, Provider, Partner, Advocate	H
2.8.12	Infrastructure	Develop the Civic Precinct Masterplan to deliver the educational, recreational, community and arts facilities the Activity Centre will need in the future, in particular a first class Ivanhoe Library. Advocate for any improvements needed to infrastructure such as roads, bicycle paths, water, electricity and sewerage.	Planner, Provider, Partner	H
		Investigate and support stormwater upgrades where necessary in and around the Activity Centre.	Planner, Provider, Partner	M
		Where kerbs and gutters need replacement the retention of bluestone is encouraged in the Ivanhoe Activity Centre where it is possible and consistent with current engineering standards.	Planner, Provider	M
		Develop a Development Contributions Plan (DCP) to assist Council to fund and more clearly plan for upgrades and better facilities as growth occurs.	Planner, Provider	M
2.8.13	Connections within the Activity Centre Area	Improve pedestrian and cycle links between Ivanhoe's commercial main streets, the civic hub and major retail at Ivanhoe Plaza to the adjoining residential and educational facilities, open space and public squares in the Activity Centre.	Planner, Provider, Partner	L
		Improve the connections to Ivanhoe and Darebin Railway Stations.	Planner, Provider, Partner	L
		Improve these connections through improved way-finding and pedestrian amenity.	Planner, Provider, Partner	L

Precinct Plans

These actions relate to the precincts listed in Chapter 3 of this document. This table will be further refined to include the allocation of responsibility and priority for each item in the Implementation Plan.

I. Darebin Station			
Objective	Action	Responsibility	Priority
Land Use Objective	Advocate for the redevelopment of the station building to an upgraded multi modal facility, a new station square incorporating mixed uses, enhanced car parking, drop off/pick-up area and commuter facilities and amenities.	Advocate, Planner, Partner	M
	Facilitate the creation of an open landscaped public square to add further vibrancy to the Precinct in the area in front of the Station.	Advocate, Planner, Partner	L
Built Environment Objective	Develop a quality main street hub on both sides of Heidelberg Road and along the laneway link under the railway line.	Advocate, Planner, Partner	L
Natural Environment Objective	Investigate further street tree plantings to provide a framed boulevard character in Heidelberg Road heading north into the Activity Centre to provide a gateway effect.	Planner, Partner, Provider	L
	Investigate the possibility of establishing a tree lined main street on Heidelberg Road from Darebin Station heading north where possible.	Planner, Partner, Provider	L
	Investigate the viability of street tree plantings along sections of Heidelberg Road through strategic planting within the street parking zone.	Planner, Partner, Provider	M
	Require the inclusion of trees and landscape in any major redevelopment of the station building.	Advocate Partner, Provider	M
	Consider doing landscape master planning for Salisbury Avenue, for land near the railway line. This planning will consider opportunities to screen and soften the appearance of development on the other side of the railway line.	Planner, Partner, Provider, Advocate	L
	Seek agreement with developers for their contribution towards an effective landscape buffer that softens and screens development on Heidelberg Road near Darebin Station.	Planner, Partner, Advocate	M

Transport and Infrastructure Objective	Advocate to the State Government the need for funding a Darebin Station Redevelopment Masterplan involving the following strategies: <ul style="list-style-type: none"> • Improve connectivity and amenity to and from the train station, and consider placement of new integrated bus stops. 	Advocate, Planner, Partner	M
	In conjunction with Public Transport Victoria and Metro trains improve commuter car parking and drop off and pick up on the western side and investigate extending the angled commuter parking northwards along Salisbury Ave.	Advocate, Planner, Partner	M
	Provide for improved footpaths and lighting in the underpass connecting the station and platforms and install secure bicycle storage facilities.	Advocate, Planner, Partner	L
	Advocate for the investigation and possible provision of on road bicycle lanes along Heidelberg Road between Upper Heidelberg Road intersection and the Darebin Creek Bridge.	Advocate, Planner, Partner	L
	Advocate for Darebin Station to be a multi modal facility in the future to meet the growing population needs.	Advocate, Planner, Partner	M
	Investigate better pedestrian crossing in and around the Darebin Station Precinct.	Planner, Provider	L
	Investigate ways to maintain access from the existing underpass to the inbound side of Darebin Station (as marked on the Sense of Place & Movement Plan).	Planner, Provider, Advocate	M
2. Ivanhoe Plaza			
Objective	Action	Responsibility	Priority
Land Use Objective	Actions relating to the Planning Scheme are in the body of the Structure Plan.	Planner	H
Built Environment Objective	Actions relating to the Planning Scheme are in the body of the Structure Plan.	Planner	H
Natural Environment Objective	Investigate further street tree plantings to provide a framed boulevard/urban street character in Livingstone Street to provide a sense of arrival in the Activity Centre and provide a gateway effect.	Planner, Partner, Provider	M

Transport and Infrastructure Objective	Maintain the existing level of public car parking in the area in any redevelopment.	Planner, Partner, Provider	M
	Encourage a range of parking restrictions to facilitate all visitor types to the area.	Planner, Provider	M
	Facilitate convenient car parking and better rear screened loading zone(s) access to Ivanhoe Plaza.	Planner, Partner, Provider	M
	Investigate improvements to pedestrian access across Livingstone Street to provide stronger connection to the Baptist Church and Livingstone Community Centre to the north east.	Planner, Partner, Provider	M
	Ensure an improved pedestrian link is provided from Upper Heidelberg Road and in any redevelopment of the Ivanhoe Plaza site.	Planner, Partner, Advocate	L
	Seek to improve pedestrian streetscape outcomes in ongoing development, including provision of kerb outstands, bicycle hoops and street tree provision where practical.	Planner, Partner, Provider	L
	Investigate improved pedestrian links and links through the site in conjunction with a redevelopment – including signalised crossings in Kenilworth Lane.	Planner, Partner, Provider	L
	Investigate the potential to widen Kenilworth Lane to achieve improved two way vehicular access, pedestrian amenity and landscaping at the interface with current and future multi unit dwelling developments on Kenilworth Lane.	Planner, Partner, Provider	M
	Review current bus stops and consider placement of new integrated bus stops.	Planner, Partner, Advocate	L
3. Lower Ivanhoe			
Objective	Action	Responsibility	Priority
Land Use Objective	Encourage lot consolidation and the redevelopment of underutilised sites.	Planner, Advocate	L
	Promote an open landscaped public square to add further vibrancy to the Precinct. A location could be near the corner of Marshall Street and Lower Heidelberg Road.	Planner, Partner, Provider	L

	Undertake master-planning or revise the Development Plan in the area bounded by Russell Street, Marshall Street and Lower Heidelberg Road and ensure that Ivanhoe Grammar contributes to the costs of creating a safe drop off area; develops buildings with active frontages, and generally encourages better local amenity. The master-planning will enable further consultation and potential development of a preferred maximum building height of 10 metres (3 storeys) on the eastern side of the lane on that site.	Planner, Partner, Provider	M
Natural Environment Objective	Investigate further street tree plantings to provide a tree lined main street character in Lower Heidelberg Road.	Planner, Partner, Provider	L
	Investigate the possibility and sustainability of planting street trees along Lower Heidelberg Road as part of the future Banyule Street Tree Strategy.	Planner, Partner, Provider	L
	Investigate the possibility of supporting a small public square in the already treed area on the corner of Marshall Street and Lower Heidelberg Road. Ensure tree species used in streetscapes are appropriate for a main street environment.	Planner, Partner, Provider	L
Transport and Infrastructure Objective	Through the master-planning process in the area bounded by Russell Street, Marshall Street and Lower Heidelberg Road encourage improved pedestrian safety amenity including access to the Ivanhoe Grammar School and the centre, by creating drop off and pick up zones and the improved circulation of traffic.	Planner, Partner, Provider	M
	Continue to manage the publicly provided car parking in this area in line with: <ul style="list-style-type: none"> ➤ Council's <i>Activity Centre Car Parking Policy and Strategy</i>, ➤ Council's <i>Residential Parking Permit Policy</i>, and ➤ The appropriate planning scheme requirements 	Planner, Partner, Provider	M
	Seek to improve pedestrian streetscape outcomes as part of any ongoing development on Lower Heidelberg Road, including provision of kerb outstands, bicycle hoops, seating and street tree provision where practical.	Planner, Partner, Provider	L

	Seek to improve rear laneway access, amenity and safety for pedestrians and traffic, while continuing to prevent through traffic from Linton Street to Marshall Street along the existing laneway.	Planner, Partner, Provider	M
	Seek to implement a raised pavement treatment at the interface with Lower Heidelberg Road and Linton Street and Russell Street as opportunities arise.	Planner, Partner, Provider	L
	Encourage new development to provide consistent and continuous weather protection for pedestrians.	Planner, Partner, Provide	L
	Investigate improved pedestrian links – including signalised crossings in conjunction with any redevelopment.	Planner, Partner, Provider	L
	Review current bus stops and consider placement of new integrated bus stops.	Planner, Partner, Advocate	L
4. Ivanhoe Station			
Objective	Action	Responsibility	Priority
Land Use Objective	Subject to the requirements of the heritage overlay, advocate for any redevelopment of the station buildings to include enhanced commuter rail and café facilities, upgraded public toilet facilities and possibly community meeting areas.	Advocate, Planner, Partner, Provider	M
	Encourage redevelopment of Ivanhoe Station based on the following principles: <ul style="list-style-type: none"> • Better connectedness between rail, bus and vehicles • Prioritised pedestrian access and safety through improved lighting • Assessment of the best use of land including future rail use and car parking. • Enliven the area with possible mixed use development on the Squash Centre site as reflected with the suggested building heights below • Encourage masterplanning of the station area by VicTrack and relevant authorities to ensure these principles are met. 	Advocate, Planner, Partner, Provider	M

	Encourage redevelopment of the Squash Centre and the Sea Scouts sites, providing an alternative venue for the Sea Scouts can be found. The Cultural significance of the Sea Scouts should be recorded.	Advocate, Planner, Partner	L
	Encourage redevelopment of the Council owned triangular car parking site bordered by Waterdale Road, Norman Street and the Seddon Street Uniting Church.	Planner, Partner, Provider	L
	Promote open landscaped public squares near the station to add further vibrancy in this part of the Precinct. Two possible locations could be on or near the triangular car park site near the corner of Waterdale Road and Upper Heidelberg Road, or the landscaped area in Norman Street opposite the Ivanhoe railway station.	Planner, Partner, Provider	L
Built Environment Objective	There is currently a permit for development of Uniting Church land based on the consolidation of five titles that allows heights of up to 28 metres (8 storeys). In the event that this permit lapses the lower building heights stated in the plan will apply.	Planner, Provider	H
	Pending further consultation consider preferred maximum building heights of up to 15 metres (4 storeys) for residential development in the marked 'investigation area' on Noel Street and Norman Street near Ivanhoe Station. Guidelines for these sites would be accompanied by appropriate upper level setbacks and landscaping guidelines to adjoining residential areas.	Planner, Provider	C
Natural Environment Objective	Investigate further street tree plantings to provide a framed boulevard character along Norman Street to provide a sense of arrival in the Activity Centre and provide a gateway effect.	Planner, Partner, Provider	L
	Retain and improve existing vegetation at the southern edge of the site (including the railway embankment) to screen future development on the north side of the railway line from existing residential areas on the south side of the railway line.	Planner, Partner, Provider	M
Transport and Infrastructure Objective	Seek to improve the area east of the Norman Street Station entry with an integrated taxi and drop off and pick up location, undercover waiting and illuminated pedestrian area fully integrated with the modal interchange.	Advocate, Planner, Provider	L

	<p>Improve at-grade pedestrian access between Upper Heidelberg Road Precinct and Ivanhoe Railway Station through the provision of:</p> <ul style="list-style-type: none"> ➤ An improved pathway with enhanced lighting, well-maintained landscaping and directional signage across the landscaped space on Norman Street. ➤ Wider footpaths along the sections of Westley Avenue and Ivanhoe Parade between Norman Street and Upper Heidelberg Road. ➤ A footpath along the eastern side of Norman Street towards Kiernan Avenue, through any ongoing development. 	Advocate, Planner, Provider, Partner	L
	Advocate to the State Government for a new pedestrian link to improve disability and pedestrian access that facilitates access to both sides of the railway and extends over Norman Street to the southern end of Ivanhoe Parade.	Advocate, Planner, Provider, Partner	M
	Investigate intersection improvements at the Norman Street/Waterdale Road intersection to improve pedestrian and vehicle safety.	Advocate, Planner, Provider, Partner	L
	Review current bus stops and consider placement of new integrated bus stops.	Advocate, Planner, Provider,	L
	Encourage the construction of a new two level car park to follow the slope of the land near the Sea Scouts on Norman Street.	Advocate, Planner, Partner	L
	Investigate traffic improvements at the intersection of Upper Heidelberg Road, Seddon Street and Waterdale Road near the triangle site with any future redevelopment.	Advocate, Planner, Partner, Provider	L
	Consider using a raised pavement treatment at the entry to Waterdale Road off Upper Heidelberg Road.	Planner, Provider	L
	Investigate opportunities to improve pedestrian safety around Ivanhoe Station, particularly in Marshall Street to allow pedestrians to cross safely into Maltravers Road.	Advocate, Partner, Provider	H
	Investigate and advocate for improved pedestrian and traffic safety outcomes at the Marshall Street level crossing with a long term goal to seek signalisation of this intersection and crossing to improve safety.	Advocate, Partner, Provider	H

	Encourage any new development on the triangle shaped car parking site to provide adequate parking, including basement car parking.	Advocate, Partner, Provider	L
	Seek to improve lighting for paths connected to the pedestrian crossing at the Marshall Street level crossing.	Partner, Provider	L
	Advocate for improving pedestrian access to the station with defined pathways from the surrounding areas through the station car park areas.	Partner, Provider, Partner	M
	Advocate to the Department of Transport to install further secure bicycle storage facilities at the Ivanhoe Railway Station.	Advocate	H
	Encourage future developments to provide passive surveillance of the pathways, laneways and streets in the precincts.	Advocate, Planner	L
5. Upper Heidelberg Road			
Objective	Action	Responsibility	Priority
Land Use Objective	Encourage redevelopment of at-grade car park sites within the Precinct to maximise commercial space, whilst providing additional car parking.	Advocate, Planner	M
	Facilitate the creation of an open landscaped public square near the main street to add further vibrancy in this part of the Precinct. Locations could be in the current car park at the northern Livingstone Street edge of the Ivanhoe Plaza site and north of the Mary Immaculate Catholic Church on Upper Heidelberg Road near Waverley Avenue.	Advocate, Partner, Planner, Provider	L
	Maintain the pedestrian link from Waterdale Road through Bryant Reserve to Ivanhoe Parade.	Planner, Provider	H
	Explore the possibility of holding a weekend farmer's market in the Activity Centre.	Planner, Provider, Advocate	L
Built Environment Objective	Ensure new buildings don't unreasonably impact on the acoustic privacy of adjoining properties, in addition to those audibly but not physically close.	Planner, Provider, Advocate	H

Natural Environment Objective	Identify further street tree plantings to improve the character of the Upper Heidelberg Road Precinct to provide a sense of identity in the Activity Centre through a future Street Tree Strategy.	Planner, Provider	M
	Investigate the development of a Streetscape Masterplan that will incorporate measures to improve landscaping, provide additional seating and improve pedestrian connections in the Upper Heidelberg Road Precinct.	Planner, Provider, Advocate	M
	Ensure tree species used in streetscapes are appropriate for a main street environment.	Planner, Provider	M
	Require developers who build below the ridgeline to maintain or plant canopy trees and vegetation on the slopes towards the railway line overlooking the Ivanhoe bowl, as a part of their landscape plans.	Planner, Provider, Advocate	H
	Lobby Vic Track to plant and maintain canopy trees and vegetation on the slopes towards the area overlooking the Ivanhoe bowl area.	Advocate, Planner	M
Transport and Infrastructure Objective	In conjunction with VicRoads investigate intersection improvements at the corner of Waterdale Road and Livingstone Street to provide more efficient traffic management and pedestrian safety.	Advocate, Planner, Provider	M
	Investigate and consider the possible provision of two left hand turning lanes at the corner of Waterdale Rd at Livingstone Street, including one lane that also enables a right hand turn.	Advocate, Planner, Provider	M
	Investigate upgrading vehicular lane access and improve pedestrian amenity in the laneway between Ivanhoe Parade and Livingstone Street to the rear of the retail area on Upper Heidelberg Road.	Advocate, Planner, Provider	L
	Investigate the potential to widen the laneway between Waverley Avenue and Kenilworth Parade, to the rear of Upper Heidelberg Road to achieve two way vehicular access, pedestrian amenity and landscaping at the interface with future multi unit dwelling developments.	Advocate, Planner, Provider	M
	Retain the pedestrian link between Norman Street and Upper Heidelberg Road through the Ivanhoe Hotel site at 120 Upper Heidelberg Road and encourage the installation of a lift for public use in any redevelopment of the site.	Advocate, Planner, Provider	L
	Review current bus stops and consider placement of new integrated bus stops.	Advocate, Planner	L

6. Civic Precinct – subject to Civic Precinct Masterplan		
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7. Accessible Residential Areas Precinct			
Objective	Action	Responsibility	Priority
Land Use Objective	Support sensitive new multi-dwelling developments, such as town houses and low rise apartments in addition to traditional single dwellings.	Planner, Provider, Advocate	H
Built Environment Objective	Encourage design solutions to provide for an emphasis on well-articulated dwellings.	Planner, Provider, Advocate	H
	Select plant species to soften views to buildings from the street and from adjoining dwellings and secluded private open space areas.	Planner, Provider, Partner	H
	Minimise the number of crossovers and car park entrances per street block, consistent with Council's Residential Vehicle Crossing Policy to prevent the loss of street trees, vegetation and on-street parking and improve the look of streets.	Planner, Provider, Partner	H
Natural Environment Objective	Investigate further street tree plantings and within the front setbacks of dwellings to provide a tree lined boulevard, main street, urban street and residential street character in key areas in the Accessible Residential Precinct.	Planner, Provider, Partner	M
	Better link new buildings with open spaces in the Activity Centre and the surrounding neighbourhood, including improving the pedestrian and cycling linkages from the Accessible Residential Precinct to open spaces in and around the Activity Centre.	Planner, Provider, Partner	L
	Ensure the protection of trees on the Significant Trees Register and encourage the protection of substantial trees during development.	Planner, Provider, Partner	H

Appendix 6: Consultation on the Structure Plan

2011 – 2012 Consultation – Draft Ivanhoe Structure Plan

The First Draft Structure Plan was released for community consultation on Monday 25 July 2011 and ran until 5 September 2011. Consultation on the development of a new draft continued after that date. A new draft of the Ivanhoe Structure Plan was released for community consultation on Wednesday 15 August 2012 and ran until 25 September 2012. The final version of the Plan considered extensive consultation and was adopted by Council on Monday 17 December 2012.

July 2011:

13 July: Ivanhoe Community Consultative Committee meeting held.

22 July: Direct mail letter and brochure introducing the first Draft Structure Plan was sent to over 2600 residents, businesses, community groups and property owners.

Advertisements were placed in the Heidelberg Leader and the Banyule & Nillumbik Weekly calling for submissions and advertising two Information sessions.

Information about the project was available on the Council's website, at all Customer Service centres, the Ivanhoe, Rosanna and Watsonia Libraries.

Information was available on the Council on-hold messages.

Brochures were distributed in shopping centres, community centres, churches, primary schools and through the three Banyule Libraries, cafes, the Ivanhoe Aquatic Centre and the three Council service centres.

August 2011:

Feature article in the August-September Banner reaching 50,750 households & businesses.

Letter sent to traders.

11 August: Afternoon and evening Information sessions: About 151 people in attendance.

16 August: 4500 direct mail letters were sent to a broader area of Ivanhoe reaching over 4,088 households and businesses. This was a 45% increase on the number of houses contacted in the earlier mail outs.

17 August: Library Users Forum: About 29 people in attendance about the Library and the Draft Ivanhoe Structure Plan

18 August: Meeting with Young Street, Toora Avenue/ Lower Heidelberg Road residents to discuss heights and traffic issues: 15 people in attendance

24 August: Letters sent to 294 owners and occupiers to invite residents to a neighbourhood meeting of residents of Salisbury Avenue and surrounds.

24 August: Letters sent to 651 owners and occupiers to invite residents to a neighbourhood meeting of residents of Heidelberg Rd and surrounds.

29 August: Salisbury Avenue residents meeting: 71 attendees

31 August: Heidelberg Road residents meeting: 76 attendees

September 2011:

Advertisement placed in Heidelberg Leader advertising resident vacancies on the CCC.

6 September: Ivanhoe Community Consultative Committee meeting held.

8 September: Letter sent to 706 submitters thanking them for their submission.

10 September: Community walk with councillors, council staff and 150 residents.

20 September: Letter sent to broader study area, about 4,500 households, updating on progress and inviting to October information sessions.

29 September: Trader meetings attended by 15 traders.

October 2011:

Feature article in the Oct/Nov Banner reaching 50,750 households & businesses.

6 October: Letter sent to 725 submitters inviting them to October transport & built form workshops

11 October: Ivanhoe Community Consultative Committee meeting held.

13 October: Information sessions held (afternoon and evening): 164 attendees

15 October: Afternoon information session: 97 attendees

18 October: Two transport workshops: 41 attendees

20 October: Two built form workshops held: 54 attendees

November 2011:

2 November: Letter sent to 938 submitters & interested people advising of built form workshops & summary of submissions

8 November: Article in "Banyule in Brief" section of Banyule and Nillumbik Weekly about new plan and advertising workshops

8 November: Ivanhoe Community Consultative Committee meeting held.

9 November: Letter sent to 938 submitters & interested people for built form workshops

Advertisements were placed in the Heidelberg Leader advertising November built form workshops

15 November: Two built form workshops (Darebin Station & Ivanhoe Plaza) held: 121 attendees

19 November: One built form workshop (Darebin Station & Ivanhoe Plaza) held: 50 attendees

24 November: Trader meeting held and attended by 15 traders.

29 November: Ivanhoe Community Consultative Committee meeting held.

December 2011:

15 December: Letter sent to 942 residents, an update on 'Working towards a New Draft Ivanhoe Structure Plan' for 2012.

February 2012:

21 Feb: Ivanhoe Community Consultative Committee meeting held.

28-29 Feb: Feature article promoting March Built Form Workshops and April Workshop in the March-April Banner reaching 50,750 households & businesses.

March 2012:

14 March: Letter sent or emailed to 1123 submitters & interested people inviting them to March built form workshops

14 March: 3798 Direct mail letters sent to a broader area of Ivanhoe reaching over 2165 households and 300 businesses inviting them to Built Form Workshops

6 March: Ivanhoe Community Consultative Committee meeting held.

22 March: letter sent to 144 property owners advising them of Trader/Property Owner Forum about Draft Ivanhoe Structure Plan.

22 March: Thursday morning Built Form Workshop: 60 attendees

24 March: Saturday afternoon Built Form Workshop: 46 attendees

27 March: letter walked in to 180 businesses inviting them to Trader/Property Owner Forum about Draft Ivanhoe Structure Plan.

27 March: Ivanhoe Community Consultative Committee meeting held.

Advertisement was placed in the Heidelberg Leader advertising March built form workshops

April 2012:

3 April: Trader/Property Owner meeting – Built Form and general information: 15 attendees

4 April: Letter sent or emailed to 1123 submitters & interested people advising of 21 April Community workshop

5 April: 3798 Direct mail letters sent to a broader area of Ivanhoe reaching over 2165 households and 300 businesses inviting them to 21 April Workshop

17 April - Ivanhoe Community Consultative Committee meeting held.

21 April – Community half day visioning workshop held: 154 attendees.

Advertisement was placed in the Heidelberg Leader advertising April community workshop.

June/July 2012:

5 June: Ivanhoe Community Consultative Committee meeting held.

9 July: Feature article updating residents on the progress of the New Draft July - August Banyule Banner reaching 50,750 households & businesses.

10 July: Ivanhoe Community Consultative Committee meeting held.

17 July: Ivanhoe Community Consultative Committee meeting held.

31 July: Ivanhoe Community Consultative Committee meeting held.

August 2012

15 August: Direct mail letter and brochure introducing the new draft and invitation to information sessions and workshops sent to 4,179 residents and property owners.

15 August: Letter and brochure sent to 1,055 interested person and previous submitters introducing the new draft and invitation to information sessions and workshops (422 mail, 633 emailed)

15 August: Brochures and copies of the new draft were available at the three Council Customer Service centres and three Banyule Libraries.

15 August: Information regarding the release of the new draft was available on the Council website.

15 August: Ad placed in the Heidelberg Leader inviting residents to attend three Information Sessions on the new draft and advising of upcoming workshops

28 August: Morning and evening Information sessions held at The Centre Ivanhoe: approx. 65 attendees

29 August: Article in the Sept/Oct 2012 Banyule Banner advising of information sessions, workshops and how to make a submission on the new draft reaching 50,750 households and businesses.

September 2012

1 September: Saturday information session held at Hillsley Gallery, Ivanhoe Girls Grammar School: approx. 30 attendees

5 September: Ad placed in the Heidelberg Leader advertising three Community Workshops on the new draft.

7 September: Letter and brochure sent to 148 property owners and hand delivered to approx. 200 businesses in Upper Heidelberg Rd, Darebin Station and Lower Heidelberg Rd advising of the new draft and invitation to a traders/landowners workshop

11 September: Email to 633 interested persons or previous submitters to remind them of upcoming workshops.

15 September: Saturday community workshop held at Hillsley Gallery, Ivanhoe Girls Grammar School: approx. 23 attendees

19 September: Morning and afternoon workshops held at The Centre Ivanhoe: approx. 31 attendees

19 September: Evening Traders/Landowners workshop held at The Centre Ivanhoe: approx. 11 attendees

25 September: Close of submissions on new draft. 75 Submissions received and responded to.

October 2012

24 October: Meeting at the Ivanhoe Library with 5 residents from Ivanhoe Parade.

December 2012-

4 December: Ivanhoe Community Consultative Committee meeting held.

General consultation 2011 and 2012:

- Twenty-five individual meetings and site meetings with residents and community groups.
- More than 180 detailed responses to letters.
- Several meetings with Save Ivanhoe Residents Group and dozens of informal phone calls and emails.
- People spoken to by phone about the Draft Plan: more than 600 residents.
- Over a thousand email inquiries personally acknowledged and many questions answered.



Built Form Workshop October 2011

Appendix 7: Reference Documents & Glossary

Reference Documents:

These can all be sourced through Council's website – www.banyule.vic.gov.au

Banyule Activity Centre Car Parking Policy (2010)

Banyule Bicycle Strategy (2010-2020)

Banyule City Plan (2009-2013)

Banyule Early Years Facilities Plan (2009)

Banyule Heritage Places Study (1999) – Banyule Draft Heritage Policy and Plan (2010)

Banyule's Housing Strategy (2009)

Banyule Housing Framework Map (2009)

Banyule's Integrated Transport Strategy (2003)

Banyule Library Redevelopment Study (1999)

Draft Banyule Neighbourhood Character Policy and Plan (2010)

Banyule Open Space Strategy (2007 - 2012)

Banyule Public Arts Strategy (2010)

Banyule Planning Scheme

Guidelines for Higher Density Residential Development (2004)

Residential Vehicle Crossing Policy (2012)

Significant Tree Register and Significant Tree and Vegetation Study (2001)

Victorian Government, Practice Note 58, Structure planning for Activity Areas, April 2010

Glossary:

Accessible Residential Areas Precinct or Accessible Residential Area– these areas are within the *Activity Centre* boundary and will see 'some change'. These areas are typically within convenient *walking distance* to an *Activity Centre* and close to public transport. They will provide town house and other multi unit living and some single dwellings.

Activity Centres such as *Ivanhoe Activity Centre*– areas that allow for growth in housing, commercial activity and community facilities. Generally located close to shops and railway stations and identified in *State Planning Policy*.

Active and engaging frontages / activation / activation of building frontages – is a ground floor elevation designed to facilitate active engagement between pedestrians and building occupants. Activation can be assisted by the extensive use of glazing, doors and windows which open directly onto the street, and the provision of weather protection for pedestrians.

Articulated frontage / Articulation of building facades – is a building elevation visible from the street, laneway or public space that is designed to add interest to the streetscape. Articulation may involve either horizontal or vertical elements and should be at scale proportionate to the size of the building and adjoining streetscape.

Banyule Bicycle Strategy – a strategy towards building a strong network of bicycle routes and facilities for all types of cyclists from the recreational cyclist to the commuter cyclist. The

Bicycle Strategy details Council’s objectives, strategies and actions in relation to improving cycling facilities and access for all.

Banyule’s City Plan – presents the overall vision for the Banyule community. There are five objectives in delivering the vision:

- People: community strengthening and support
- Planet: environmental sustainability
- Place: sustainable amenity and built environment
- Prosperity: prosperous and sustainable local economy
- Participation: community involvement in community life.

Banyule Planning Scheme/Planning Scheme – refers to the statutory planning document setting out the state wide and local policies and controls for land use and development within a municipality, containing the text component and maps. The planning scheme will indicate if a planning permit is required to change the use of land, or to construct a building or make other changes to the land.

Boulevard – the effect of a wide street lined with large trees.

Building heights – is the vertical distance from natural ground level to the roof or parapet at any point. The following table is intended to provide a guide as to the number of levels that can be provided within the maximum height in metres. The essential preferred height standard is that shown in metres.

PREFERRED HEIGHTS

Accessible Areas - residential use		Diversity Areas - general residential zone		Diversity Areas - all other zones	
Metres	Levels	Metres	Levels	Metres	Levels
9 m	1-3	4 m	1	9 m	2
		7 m	2	12 m	3
		10 m	3	15 m	4
		13 m	4	18 m	5
				21 m	6
				25 m	7
				28 m	8

Building footprint - is the area covered by a building at ground level.

Built form – is the outcome of building heights, floor level setbacks, building footprint and major landscape elements. The term “built form” describes what a building looks like in its location, how tall it is, how much of the lot it takes up, how far it is set back from the street and its architectural style.

Car share programs and facilities – car sharing involves a program where a household or group of people access a fleet of vehicles on an as-needed basis and cost is calculated on time and trip distance. It is a sustainable transport policy where individuals gain the benefits of private cars without the costs and responsibilities of ownership. It reduces car dependency.

Continuous canopy - refers to continuous verandas and awnings along footpaths attached to a building to give weather protection to pedestrians.

Crime Prevention through Environmental Design (CPTED) – based on the premise that the physical environment can be changed or managed to produce behavioural effects that will

reduce the incidence and fear of crime. This may involve lighting to minimise hiding places and removing graffiti.

Continuous weather protection – refers to verandas and awnings along footpaths attached to a building to give weather protection.

Disability access standards – refer to those found in the Discrimination Disability Act - 1992 (DDA) the DDA is a Commonwealth Act to promote the rights of people with disabilities in certain areas such as building access, housing, education and provision of goods and services.

Desired character – the attributes of a neighbourhood's visual appearance that contribute to how the area will look such as houses, trees, vegetation, carports, garages etc. The desired future character of Banyule's neighbourhoods is described in the Draft Banyule Neighbourhood Character Policy and Plan (2010).

Design and Development Overlay (DDO) - type of *Overlay* provided by the Victoria Planning Provisions. *Overlays* are designed to control land development and DDO's generally provide guidance on design objectives, building height and design such as setbacks, landscaping and permit requirements.

Development contributions – a fee charged to a developer to assist in the financing and building of infrastructure such as roads, trees, wastewater and stormwater to meet the needs of future residents in area such as *Activity Centre*.

Diversity area (most change) - these areas are within the *Activity Centre* boundary and will see 'most change'. These areas are often within the *Activity Centre* core and close to public transport. They will provide *multi unit* dwellings.

Early years facilities and services – refers to the services provided by Banyule City Council to support and assist families and carers with the health, development, learning and wellbeing of children from pregnancy through to the transition to school and beyond.

Ecologically sustainable design (ESD) – refers to building design features, layouts and practices that promote the efficient use of energy and water, reduce the impact of storm water and minimise car dependency, construction waste and the environment impacts of building materials.

Elevations - parts of buildings visible from the street or laneway, includes front, rear and side of buildings.

Enhanced canopy of trees - This includes strategic tree planting, establishment and long-term tree maintenance. The valued 'fingers' of urban green landscape with its screening, shade and privacy properties is to be enhanced through 'infill' tree planting or new planting where appropriate. The trees are situated both within public and private land around homes or buildings.

Environmental Significance Overlay – a control in the planning scheme to ensure that development is compatible with identified environmental values such as protecting certain trees or vegetation.

Façades – the 'face' or front of a building that looks onto a street or open space.

Fine urban grain – refers to narrower streets, smaller blocks and narrower frontages.

Frame – refers to an important view that is maintained and bordered by landscape and / or well designed buildings

Future Street Tree Strategy – a Strategy being developed to replace the 1998 Street Tree Strategy that manages the planting and maintenance of landscaping and street trees.

Integrated bus stop - Pedestrian friendly bus stops, preferably with canopies (verandas and awnings) integrated with shop frontages. Consideration is to be given to natural surveillance, entries to buildings and street furniture including seating and landscaping.

Gateways - the sense of arrival in the *Activity Centre Area*. Land at municipal gateways are focal points where trees and high quality, architecturally designed buildings are encouraged.

Green roofs – is one that is either partially or completely covered in vegetation on top of the roofing structure. Green roofs can serve several purposes such as absorbing rainwater, providing insulation and helping to lower urban air temperatures and decreasing the *heat island effect*.

Green travel plans - refer to plans produced by organisations such as developers to reduce the amount of car travel. Examples of a green plan may include provision of bicycle facilities and encouraging walking and greater public transport use.

Green walls - green walls are self sufficient *vertical gardens* that are attached to the exterior or interior of a building and are designed to accommodate substantial plant growth. They differ from green façades (e.g. ivy walls) in that the plants root in a structural support which is fastened to the wall itself. Environmental benefits include absorption of rainwater, cleaner air, and a reduction of the *heat island effect*.

Guidelines for Higher Density Residential Development – these State Government guidelines apply to buildings of four storeys and above and cover aspects including height, neighbourhood character, street setback, open space, overlooking and overshadowing.

Heat island effect – an area such as a city having consistently higher temperatures than surrounding areas because of a greater retention of heat that occurs over large paved areas

Heritage controls/Heritage Overlay (HO) - the identification and conservation of heritage places is achieved through local planning schemes. The main purpose of a Heritage Overlay is to conserve and enhance the features that give a place its significance. A HO also appropriately manages change through the requirement of a planning permit for certain changes.

Hierarchy of Travel Modes – is referred to in *Banyule Activity Centre Car Parking Policy (2010)* and gives priority to more sustainable transport modes. This hierarchy is as follows:

Travel Mode	Priority
Pedestrians	Highest
Public Transport	
Bicycles	
Taxis	
Service Vehicles	
Private Vehicles	Lowest

Housing Framework Map - found in the *Banyule Planning Scheme* (clause 21.06) and illustrates what level of housing density is expected in areas in the municipality. These range from diversity to low density neighbourhoods.

Ivanhoe Aquatic Centre Redevelopment – the 2012-2013 Banyule budget committed \$2.84 million to begin stage one works on the Ivanhoe Aquatic and Fitness Centre redevelopment.

Ivanhoe bowl – refers to the area bordered by Lower Heidelberg Road, the railway line, Marshall Street and Waterdale Road. It is called the bowl due to its ‘valley’ like characteristics in relation to the ridgeline on Upper Heidelberg Road.

Ivanhoe Civic Precinct Masterplan – a long term strategy to guide future changes and improvement to the Civic Precinct. Changes include new community facilities, infrastructure and public spaces that respect the unique heritage of the precinct.

Ivanhoe Park Masterplan - guiding the future development of Ivanhoe Park to maximise the use of the reserve for active and passive recreation and seeks to improve facilities to meet current and future community needs and expectations.

Kerb outstands - traffic calming measure to narrow a road to slow down traffic. Could be used for tree planting.

Known heritage qualities – exist where heritage experts, including Heritage Victoria, assert that a feature has some heritage significance.

Landscaping guidelines –illustrate the vision for the *Activity Centre* in relation to the type, design and maintenance of landscaping on public and private land.

Larger format retail - a supermarket or category of retail store, similar to "bulky goods retailing" which refers to the merchandising of goods that are bulky such as furniture, whitegoods, electrical equipment, bedding and Manchester.

Local Bicycle Network (LBN) – refers to the network of road reserve and off road bicycle trails that provide local links to the *Principal Bicycle Network (PBN)* and provide access to local destinations such as *activity areas*, schools and community centres.

Main Street - refers to a traditional 'main street'. Largely derived from 19th century and early 20th century commercial 'main streets'. The guidelines aim to retain this scale and character, and create additional opportunities for offices and residential on upper levels.

Metropolitan Planning Strategy – the Ivanhoe Structure Plan was developed under the former planning strategy, Melbourne 2030. The Victorian Government has prepared a new metropolitan planning strategy to manage Melbourne's growth and change. This new strategy, *Plan Melbourne*, will contribute to the overall vision for the State and help guide Melbourne's growth and change over the next 30-40 years.

Minimum service standard – the aspirational minimum frequency and level of operating hours for all bus route services in metropolitan Melbourne.

Mixed use development - refers to the combination of two or more land uses – typically retail and residential or retail and offices – often in a single development project.

Multi-modal transport facilities – a facility that involves the integration of various modes of transport such as rail, bus, taxis, walking, cycling and cars.

Multi unit dwellings/multi unit residential – A building used as a self-contained residence that is grouped together such as apartments, shop top housing, semi-detached units, row or terrace dwellings and dwellings attached to a shop or office.

Municipal Strategic Statement (MSS) – is part of the Local Planning Policy Framework of the Banyule Planning Scheme. It contains the strategic planning land use and development objectives of the planning authority, the strategies for achieving these objectives and the relationship to controls over the use and development of land in the *planning scheme*.

Neighbourhood character - The way in which buildings, vegetation and the topography, in both the private and public ownership, relate to each other. It's what makes one place different from another.

Neighbourhood character guidelines- refers to controls such as *zoning* and *overlays* that assist in the protection of the physical features of a neighbourhood such as buildings, trees and the landscape that together form neighbourhood character.

Opportunity site for medium density residential - this denotes potential areas for redevelopment for residential purposes with ground floor and upper level setbacks. Such developments may consist of detached and attached dwellings (apartments, semidetached units, row or terrace dwellings and dwellings attached to a shop or office).

Opportunity site for medium density mixed use - this denotes potential areas for redevelopment and for mixed land uses (retail and offices, offices on levels 1 or 2 and residential on upper levels). It envisages *main street* character on the ground floor with residential well setback on upper levels. Such developments consist of attached dwellings (apartments, semi-detached units, row or terrace dwellings and dwellings attached to a shop or office).

Overlay - a planning scheme provision that indicates that the land has some special feature, such as a heritage building or environmental significance. It affects how land can be developed and is an additional control to a zone.

Parklet - is a small public space, often created by replacing several under-utilized parallel parking spots with a patio, planters, trees, benches, café tables with chairs, artwork, sculptures and/or bicycle parking.

Parking overlay - can be used for any precinct such as an *Activity Centre* where local parking issues can be identified, and a common strategy can be adopted to respond to them.

Passive surveillance – means natural surveillance, or ‘eyes on the street’ provided by people as they go about their daily activities – this can deter antisocial behaviour and make places ‘feel’ safer. Also involves the design of streets, buildings and open space with the intention of decreasing the incidence and perception of crime.

Pedestrian Priority Precinct – a designated section within the *Activity Centre* that is subject to traffic measures that support pedestrian needs such as reducing speed limits, traffic calming and infrastructure improvements such as kerb outstands to provide improved safety and priority for pedestrian movements.

Plan Melbourne - Plan Melbourne is the Victorian Government's vision for the city to 2050.

Planning Scheme Amendment - refers to the process of making a change to the Planning Scheme. The amendment process is set out in legislation (Planning and Environment Act 1987). It can take a number of months to complete an amendment, including public consultation.

Podium – the base or lower levels of a building or the street wall. The podium, with upper levels setback, are key to ensuring that a building achieves a comfortably proportioned pedestrian experience at street level.

Practice note – document produced by DPCD and provides greater detail about the application of the Victoria Planning Provisions and a range of planning processes and topics

Principal Bicycle Network (PBN) - guides State investment in developing a network of bicycle routes that provide access to key destinations within the Melbourne metropolitan area. The Principle Bicycle Network is one of a number of cycling networks that make up the cycling infrastructure of metropolitan Melbourne.

Principal Activity Centre - large centres with mix of activities that are well served by public transport (e.g. Greensborough, Coburg, Preston). There are a total of 20 *Principal Activities Centres*.

Private realm – refers to private land that is often a dwelling or privately owned commercial building. Includes the outbuildings and open space within private land.

Preferred Building Height Guide – *The Built Form Plans in Precincts 1-5 contain preferred heights in metres. Following is a guide as to the number of levels that can be provided within the maximum height in metres.*

Accessible Areas residential use		Diversity Areas residential use		Diversity Areas mixed land use	
Metres	Levels	Metres	Levels	Metres	Levels
9m	1-3	4m	1	9m	2
		7m	2	12m	3
		10m	3	15m	4
		13m	4	18m	5
				21m	6

Public Realm - encompasses all parks, open spaces, streets, laneways, open spaces and public buildings and the space between public buildings as well as the interface with private property.

Public Private Partnerships - refers to the delivery and funding of public infrastructure through a contract between government and one or more private sector companies.

Public squares - a publicly accessible open area that serves a variety of users including local people and visitors to the *Activity Centre*. They may be publicly or privately owned. This space type may function as a setting for informal recreation and relaxation and be an attractive, landscaped area.

Raised pedestrian treatments - in these locations a part of the road is raised to the same level as the pedestrian sidewalk to ensure smooth access for pedestrians especially those with special needs such as wheelchairs and prams. They are raised to increase visibility of the pedestrians to approaching drivers and help slow down the traffic by creating a minor speed bump for motorists. Changes in texture and colour help define the edges of the crossing and let pedestrians and motorists know they are entering a pedestrianised area. See page 39 for a photo.

Raised pavement crossings – same as above, however features an actual pedestrian crossing, i.e. School or Zebra crossing where pedestrians have priority over vehicles.

Residential Vehicle Crossing Policy – Council policy that limits the number of crossovers and car park entrances per street block to prevent loss of street trees, vegetation, on-street parking and improve the look of the street.

ResCode - is a residential design code and is found in all Victorian planning schemes. Clauses relate to issues such as neighbourhood character, minimising overlooking and access to sunlight. It applies to all residentially zoned land and buildings up to three storeys in height - taller buildings are covered by different policies.

Ridgeline - the crest of a range of hills.

Safety Vests to School – a program that fits students with fluorescent-yellow vests to warn oncoming motorists when they cross the road. This program is an initiative between Victoria Police and Council to make school children more visible on their walk to school.

Sensitive interface/interface zone - refers to the interface between existing residential and any new mixed use and residential redevelopment. This interface is sensitive as there are potential overlooking, bulk, amenity, solar access and privacy issues that should be considered.

Setback - the minimum distance from any allotment boundary to a building. Includes street setback, rear setback and side setback.

Specialised Activity Centre - important economic precincts (e.g. Heidelberg Medical Precinct, Monash University) that provide a mix of economic activities that generate high numbers of work and visitor trips. There are a total of 10 *Specialised Activities Centres*.

Substantial trees – refers to trees that are prominent above the height of existing dwellings, and along streets. Substantial trees contribute to ridgelines and are visible in backdrops and vistas. They beautify and add natural interest to the residential areas in which they are located, contribute to local identity and character of neighbourhoods. This may include large or medium trees.

Significant Tree Register - there are many individual trees, groups of trees and areas of vegetation within Banyule, which have special significance. Following a formula when these are listed on the Significant Tree Register they are given statutory force in the planning scheme through an *Environmental Significance Overlay*.

Significant Landscape Overlay (SLO) – a control to conserve and enhance the character of significant landscapes.

State Planning Policy – refers to the State Government strategies and plans for Melbourne including the general land use and development principles found in all *Planning Schemes*, including Banyule.

Streetscape - the visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces that combine to form the street's character.

Street wall height – is the height of the wall at zero setback from the adjoining pavement. Where there is no pavement the height is to be measured from the ground level adjoining the site.

Surface car park – a car park that is not indoors and is at ground level.

Storey or level -- is that part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine.

Subdivision – means the division of a lot, tract, or parcel of land into two or more lots, sites, or other divisions of land for the purpose, whether immediate or future, of sale or of building development.

Topography - is the shape or configuration of the land for example undulating or flat.

Traffic Calming - refers to physical measures designed to lower traffic speeds or redirect traffic to alternative routes to reduce the risk of accidents and injuries and prevent excess levels of pollution.

Tree planting guidelines – a permit is often required to remove, destroy or lop trees and other vegetation, or to build in their vicinity. Guidelines relate to issues such as the siting of drains and pipes, the need to leave room around the drip-line of a tree, site management, the tree species and fire hazards.

UK Manual for Streets – published in 2007, it gives new advice for the design of residential streets in England and Wales. It espouses that philosophy that streets should not be designed just to accommodate the movement of motor vehicles. Designers must place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.

Upper level setbacks – is when the upper levels are setback away from boundaries or street edges of lower floors. This has the effect of reducing the visibility of the upper floors from the street

Universal housing design - housing that meets the needs of all people at various stages of their lives, including people with a disability and older people. Enabling key living spaces and features to be more easily and cost effectively adapted to meet changing needs and abilities, means safer, more suitable housing.

VCAT – Victorian Civil and Administrative Tribunal is an independent tribunal which hears and decides applications by planning permit applicants, objectors and others in an informal manner and upon their merits.

Vertical gardens – see definition for *green walls*.

VicRoads SmartRoads - SmartRoads is an approach that manages competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day. All road users will continue to have access to all roads. However, certain routes will be managed to work better for cars while others will be managed to work better for public transport, pedestrians, bicycles or freight.

Vic Track - is a State Owned Enterprise and the legal owner of Victoria's railway land and infrastructure. Vic Track's role is to support public transport and broader government priorities.

Vistas - view or outlook, especially one seen through a long passage, as between rows of buildings or trees.

Walking distance – for most people 400m is generally considered an easy walking distance to bus and tram stops, whilst 800 metres is generally considered an easy walking distance to a railway station.

Walking School Bus - where a group of primary school children who walk to and from school along a safe and set route and are accompanied by a parent driver/supervisors per 'bus'. One parent 'drives' at the front of the bus, while the other parent supervises at the rear. The walking bus picks up 'passengers' along the way at designated 'bus stops'.

Water sensitive urban design (WSUD) – the implementation of integrated water management through recycling, water quality, stormwater run-off, drinking water, sewerage treatment into urban design and development.

Wayfinding – is the act of using landmarks, signage and pathways to help visitors and others navigate and find places within an area. These cues should be well planned, connected and create a sense of comfort and security.

Wurundjeri Tribe Land and Compensation Cultural Heritage Council - recognised as the Aboriginal custodians of Banyule and Kulin Nations, and take care of this rich and diverse cultural heritage. Melbourne's north-east was the homeland of the Wurundjeri willam people who belonged to the Woiworung language group and greater Kulin confederacy.

Zone - a planning scheme provision that controls land use and development based on the primary character of the land (for example, residential or industrial).

Acknowledgements

Ivanhoe Project Community Consultative Committee (ICCC)

Council established the Ivanhoe Community Consultative Committee (ICCC) on 19 May 2008 to provide input into the Ivanhoe Project: the development of the Ivanhoe Structure Plan and the *Ivanhoe Civic Precinct Masterplan*.

On 29 August 2011 Council resolved to nominate two additional representatives on the Ivanhoe Community Consultative Committee from the Save Ivanhoe Residents Group. On 10 October Council appointed an additional five Ivanhoe resident representatives and Cr Craig Langdon as Deputy Chair to the Ivanhoe Community Consultative Committee.

The expanded Ivanhoe Community Consultative Committee has enabled a much stronger focus on resident participation, in addition to the role of commerce and the transport issues related to the *Activity Centre*. The Committee played a key role in the increased consultation with the community as Council worked towards the adopted Plan.

The ICCC met regularly and provided invaluable advice and guidance on the shape of the Plan and the community consultation that has underpinned it.

We would like to thank the ICCC members for their many hours of time, commitment and local knowledge provided to the Structure Plan:

Organisation	Name	* Live in boundary + Live close to boundary
Committee Chair	Cr Jenny Mulholland	+
Deputy Chair	Cr Craig Langdon	
Ivanhoe Traders Association	President	+
Ivanhoe Traders Association	Stavros Zikou	
Local business person	David Rouch	+
Yarra Plenty Regional Library Service (includes Ivanhoe)	Christine McKenzie	
Ivanhoe Girls' Grammar School	Karen Allaway	
Uniting Church	Aidan Wright	+
Baptist Church	Elizabeth Cramb	
Local property owner	Carlo Serafini	+
Local resident	Roger Fyfe	+
Local resident	Daniela Splitgerber	+
Local resident	Geoff Cook	*
Local resident	Jan Schapper	+

Save Ivanhoe Residents Group	Luke McNamara	*
Save Ivanhoe Residents Group	Helen Carr	*
Extra study plan resident	Allison Griffiths	*
Extra study plan resident	Peter Hillman	+
Extra resident	Kevin Biaggini	+

We would also like to thank people who have previously served as members of the ICCC or who have filled in temporarily:

- Sue Course – Local Interest Group, Darebin Parklands Association
- Bill Rewell – Uniting Church
- Romeo Tumbri – Ivanhoe Traders Association
- Peg Fraser, Paul Doran & Katrina Watson – Save Ivanhoe Residents Group who attended several meetings
- Clare Cleghorn – extra resident

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