



PLANNING &
PROPERTY | **PARTNERS**

DEVELOPMENT PLAN REPORT

56-74 Station Street Nunawading – Stage 2

December 2025

Prepared for: *Norcal Station Developments Pty Ltd*

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1. Executive Summary

The Stage 2 Development Plan for 56-74 Station Street, Nunawading, sets out a cohesive, carefully considered framework for the mixed use redevelopment of a strategically located site that will deliver everyday necessities for existing and future residents in the area. With the assistance of Council and a specialist team of consultants, the Development Plan integrates retail, commercial and residential uses in a manner that is commensurate with the site's zoning, strategic context, and proximity to public transport.

In full compliance with the requirements of Clause 43.04, Schedule 7, the Development Plan is accompanied by detailed drawings, analyses, and technical assessments that demonstrate how potential amenity impacts have been mitigated and how the benefits of the proposal have been maximised. More specifically:

- It establishes a built-form envelope capable of accommodating a diverse range of dwelling typologies
- Introduces activated ground and first floor commercial tenancies that could enliven Station Street and provide complementary services to residents
- Delivers an extensive network of publicly accessible open spaces, designed to foster social interaction and reinforce connections with the surrounding public realm
- Incorporates best practice environmental initiatives, including comprehensive overland-flow management
- Protects and enhances the on-site heritage asset by realigning the built form to highlight and celebrate "Chimney Park"

Endorsement of the Development Plan will unlock the next phase of the project, with more detailed design matters to be addressed through a subsequent planning-permit application. A thorough item-by-item assessment contained in Section 7 of the accompanying report confirms that every requirement of the Development Plan Overlay, Schedule 7 has been satisfied, and on that basis, the Development Plan is respectfully commended for approval.

2. Introduction

This report accompanies a revised Development Plan for the north-eastern corner of 56-74 Station Street, Nunawading ('Site'). This Development Plan applies to the area of the Site referred to as 'Stage 2' (Figure 1) and includes all land within the Mixed Use Zone. The balance of the Site, located within the Residential Growth Zone, is referred to as 'Stage 1' and is subject to approved Planning Permit WH/2017/758, which is currently under construction.

Planning & Property Partners Pty Ltd is engaged as town planning consultants on behalf of *Norcal Station Developments Pty Ltd*, the Development Plan applicant. This report and accompanying material are submitted in support of a Development Plan for a mixed use development in accordance with the requirements of Development Plan Overlay – Schedule 7 ('DPO7') that applies to the Site.

This Development Plan is submitted to Whitehorse City Council (Council') for formal approval under DPO7.

All buildings on the Site have been demolished, with the exception of a heritage-listed Smokestack located outside Stage 2, immediately south of the area subject to this application. The restoration of the Smokestack has recently completed in accordance with Planning Permit WH/2016/753.

Pursuant to the Whitehorse Planning Scheme (Planning Scheme), the Site is located within the Mixed Use Zone ('MUZ') and is affected by DPO7; the Environmental Audit Overlay ('EAO'), the Significant Landscape Overlay – Schedule 9 ('SLO9'), and the Heritage Overlay – Schedule 78 ('HO78'). The applicable zoning and overlay provisions are discussed in detail in Sections 4.1 and 4.2 of this report.

The revised Development Plan for Stage 2, prepared by *Warren and Mahoney Architects Limited*, forms the basis of this application. The Development Plan provides the following framework for future development:

- +/- 121 dwellings of varying sizes and layouts
- Approximately 4,737 sqm of retail/commercial floor space
- Basement car parking for 395 vehicles
- Internal pedestrian and bicycle links
- Celebration and integration of the Smokestack
- Publicly accessible forecourts and landscaped areas totalling more than xx sqm
- Improved streetscape interfaces and canopy tree plantings

The Development Plan (dated September 2025) should be read in conjunction with the following consultant reports and plans, which form part of the application package, including;

- ESD Response and Waste Management Response prepared by LID Consulting Pty Ltd, both dated September 2025.
- Traffic Engineering Assessment prepared by Traffix Group Pty Ltd dated September 2025.
- Landscape Concept Plan prepared by Tract Consultants Pty Ltd dated August 2025.
- Management Plan prepared by Planning & Property Partners Pty Ltd dated September 2025.
- Stormwater Capacity Statement prepared by Reeds Consulting Pty Ltd, dated September 2025

The Municipal Planning Strategy and the Planning Policy Framework ('PPF') set out the strategic directions relevant to the future use and development of Stage 2. The relevant policy provisions of the Planning Scheme are discussed in further detail in Section 5 of this report.

Detailed discussion regarding the requirements of DPO7 appears in Section 6 of this report.

The proposed Development Plan will deliver an urban renewal framework for a strategically located yet

underutilized land parcel, thereby contributing positively to the revitalisation of the surrounding Nunawading/MegaMile Major Activity Centre ('MAC')

3. Application Summary

3.1. Development Plan

This submission has been prepared following ongoing and detailed engagement with Council. The Development Plan submission incorporates additional information in response to both the application and referral comments provided by Council and the development's response to relevant environmental factors impacting the Site. The key considerations addressed in these comments include (inter alia):

- Proposed building design, height and scale
- Alignment with the requirements and recommendations of the Environmental Audit reports undertaken for the Site
- Response to the overland flow requirements
- Interface with the heritage-listed Smokestack
- Waste management and environmentally sustainable design considerations
- Landscaping and streetscape interface considerations

The proposed design, prepared by Warren and Mahoney, closely responds to the unique opportunities of the Site and provides an improved level of design detail and rationale to inform the subsequent planning application process for the development. This application will be lodged with Council following approval of the Development Plan.

The subsequent planning application process will provide an opportunity to review and finalise detailed requirements relating to the intended use, development, infrastructure, and landscape works, which must be generally in accordance with any approved Development Plan.

Details and further information outside the requirements of DPO7 that will be addressed through the subsequent planning application process are likely to include:

- Detailed planning report addressing the alignment of the proposal with the requirements of the Planning Scheme and approved Development Plan
- Detailed architectural plans with dimensioned floor, elevation, and shadow drawings
- Resolution of overall dwelling numbers and internal layouts
- Final arrangements of retail and commercial floor areas
- Detailed traffic impact assessment, including car parking, access and loading analysis, traffic generation, and the capacity of the surrounding road networks
- Resolution of sustainable design measures
- Detailed landscaping plan
- Urban design context report addressing the overall form and material finish of the development

The requirements relevant to Council's consideration of this Development Plan application are contained in Section 3.0 of DPO7.

4. Site Description

4.1. The Subject Land

The Site is generally referred to as 56-74 Station Street, Nunawading, and contains all land within Lot 13 on Lot Plan 006631, Lot 5 on Plan of Subdivision 110473, and Lot 1 on Plan of Subdivision 400654V. For the purpose of this Development Plan application, the planning unit is contained within the north-east corner of the land and is located entirely within the MUZ – see Figure 1 below.

Certificate of Titles related to the Site are provided at Appendix A of this report.



Figure 1 - Subject Site

Source: Landchecker, September 2025

The Site is situated at the north-west corner of the Station Street and Norcal Road intersection, approximately 380 metres east of Springvale Road and 1.37 km north of Canterbury Road. The Site maintains a principal frontage to Station Street for approximately 174.7 metres, a splay corner to Station Street/Norcal Road for 5.8 metres, and a return frontage to Norcal Road of approximately 388.5 metres. The total area of the Site is approximately 4.91 hectares; however, the planning unit covers an area of approximately 0.7 hectares.

The Site previously accommodated buildings associated with the historic Daniel Robertson Brickworks; however, all buildings, excluding a heritage-listed Smokestack, have now been demolished. The Smokestack is located immediately south of the Site within the Stage 1 area and is protected by Heritage Overlay HO78. The Smokestack recently completed restoration works in association with approved Planning Permit WH/2016/753.

The Site's topography generally slopes down from Norcal Road to the west; however, it presently contains areas of uneven surfacing due to past environmental remediation works associated with the development of the Stage 1 area. The environmental remediation works were completed in late August 2018, and the associated Statements of Environmental Audit, Executive Summary, and Environmental Audit Report (also applicable to Stage 2) were provided to both Council and the Environmental Protection Authority (EPA) by the appointed Environmental Auditor, Ms Sally Bonham of VicAudits.

4.2. Site Interfaces

The Lilydale railway line is located immediately north of the Site, on the opposite side of Station Street. Across the railway line are rear entries to the bulky goods stores of the MegaMile, with heights equivalent to four-storey buildings.

To the east, on the opposite side of Norcal Road, is a significant employment precinct comprising large, restricted retailers and ancillary office buildings, including those related to Bapcor, Autobarn, and Automotive Brands Group (among others).

The Site is abutted by the Stage 1 area to the south and west, where the future use and development of the land is subject to approved Planning Permit WH/2017/758 (Stage 1 Permit), issued by Council on 24 January 2018 and currently under construction. The Stage 1 Permit includes the construction of 173 dwellings, retention of the heritage Smokestack within an open space reserve and construction of roads and a public park fronting Station Street which will be handed over to Council upon completion in lieu of a public open space contribution. Works associated with the development of the 173 dwellings is currently ongoing.

4.3. Surrounding Context

Beyond the adjoining Stage 1 area, the surrounding context generally consists of low-density residential uses to the west, large-format restricted retailers to the north, light industrial land uses to the south, and a significant employment precinct opposite the Site to the east.

The Site is located within the Nunawading/MegaMile MAC, which is primarily centred around the Whitehorse Road corridor north of the site. The Nunawading/MegaMile MAC caters for a range of convenience retail, food and drink, and office land uses within close proximity to the Site which are largely accessible via walking, cycling, or other means of sustainable transport.



Figure 2 – Site Context

Source: Street Directory Online

The Site benefits from a walk score of 85/100, placing it in the 'Very Walkable' category, where most errands can be accomplished on foot. The Site is also in close proximity to various open spaces, education, and community facilities, including:

- Our Kids Child Care Centre
- Gloryland Early Learning Centre

- Explorers Earlier Learning Nunawading
- St John's Primary School
- Blackburn Lake Primary School
- Mitcham Primary School
- Mount Pleasant Road Primary School
- Nunawading Christian College
- Mullauna College
- Charles Rooks Reserve
- Blackburn Lake Sanctuary
- Walker Park
- Madison Boulevard Park
- Nunawading Library
- Nunawading Community Hub

As captured in Figure 3, the surrounding area is well serviced by nearby public transport, including Nunawading Railway Station, which is located approximately 370 metres west of the Site and operates on the Belgrave and Lilydale railway lines. Alternatively, various bus routes, including the 273, 735, 738, and SmartBus route 902, operate within a 600-metre radius of the Site and are directly accessible via existing and proposed pedestrian links. Regarding vehicular transport, the Site benefits from proximity to several major arterial roads, including Eastlink, which is located approximately 2 km north of the Site and is accessible via Springvale Road.

The identified transport options connect the Site to the broader metropolitan network and provide regular and efficient access to high employment-generating areas such as the Melbourne CBD and nearby Activity Centres. The urban renewal of the Site for a mixed use development, as sought by this Development Plan application, represents an appropriate planning outcome that makes efficient use of the Site's proximity to the amenities and infrastructure.

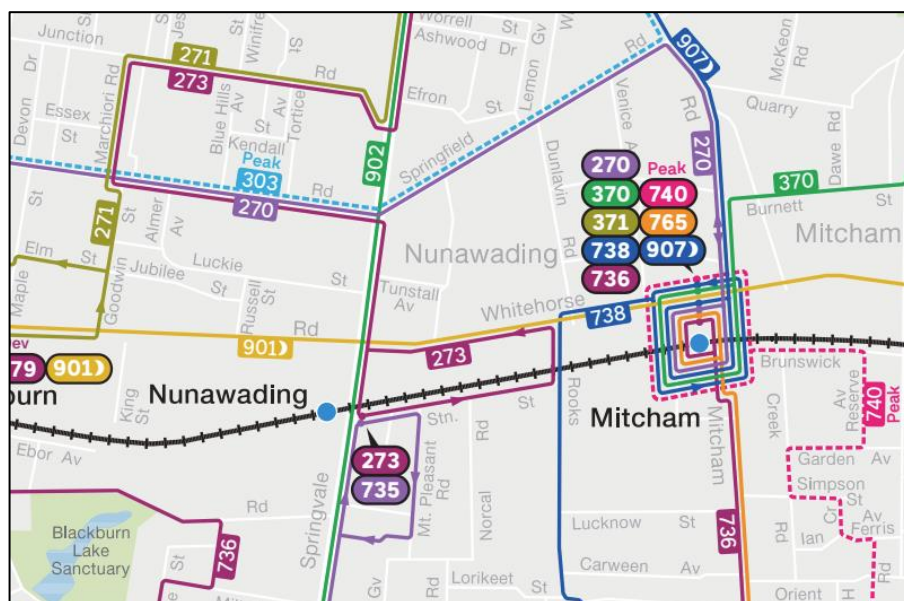


Figure 3: Public Transport Connections

Source: ptv.vic.gov.au/maps

5. The Proposal

The submission prepared by Warren and Mahoney should be read in conjunction with the supporting consultant material identified at Section 1. The Stage 2 Development Plan seeks to facilitate the following (Figure 4):

- +/- 121 dwellings of varying sizes and layouts
- 3,750 sqm of publicly accessible areas both active and passive
- 4,737 sqm of retail/commercial floor space
- 14,985 sqm of basement area accommodating:
 - Car parking for 395 vehicles
 - Bicycle parking
 - Waste storage and collection
 - Building services
- Internal pedestrian and bicycle links
- Landscape areas and a central green promenade
- Improved streetscape interfaces and street plantings

The above aspects are intended to be accommodated within two distinct building forms that range from three to eight storeys in height.

Building A, in the eastern half of the Site, is specifically designed to step down to a height of three storeys at the interface with the heritage Smokestack, located to the south of the Stage 2 area. The lowered building height, in combination with a significant 20.5 metre setback and future public plaza interfacing with the Smokestack, enables this feature to be celebrated as a key historic and placemaking element for the Site. The Smokestack remains substantially higher than the built form at the southern extent of building A. For clarity, the top of the Smokestack sits at RL156.00 and the top of the rooftop terrace closest to the Smokestack sits at RL141.2. The southernmost element of Building A is proposed to step down to the Chimney Park, with a potential retail/food and drink land use improving the activation of the proposed Chimney Park.

Building A then extends to its maximum height of eight storeys at the corner of Station Street and Norcal Road, allowing the development to hold the street corner and provide an appropriate interface to the railway line and bulky goods retailers to the north, and the existing industrial park to the west the least sensitive interfaces of the Site. Building A adopts generous setbacks of approximately 10 metres to Station Street and 5 metres to Norcal Road, ensuring opportunities to incorporate canopy vegetation, respond to localised flooding issues, and avoid crowding the immediate streetscapes.

Building B, in the western half of the Site, adopts a height of six storeys with an additional two levels set back from the building façade by five metres, and is specifically designed and sited to maintain the reasonable amenity of the under construction townhouse development within the Stage 1 area of the Site (as approved by Planning Permit WH/2017/758).

The lowered building height, in combination with 5-metre setbacks to the southern and western boundaries, enables the building to maintain a respectful built form interface with areas of public or private open space and create an appropriate urban edge response.

The proposed height of Building B was also informed by a view line analysis, undertaken with the intention of protecting significant sight lines from Station Street through to the heritage Smokestack, consistent with the DPO7. In this regard, it is important to note that Map 1 of DPO7 primarily requires a sight line to the Smokestack from the north west corner of the broader site across the future public park. The Development Plan encompasses and celebrates views to the Smokestack between Building A and Building B, from Norcal Road and further to the south within the residential development.

Building B continues to provide a generous 10 metre setback to Station Street, ensuring a consistent streetscape presentation with Building A. This setback also creates numerous opportunities to incorporate landscaping and to proactively address the level changes across the Site that are required.



Figure 4: Proposed Development Plan

Source: Warren and Mahoney Architects Limited, 2025

This Development Plan has evolved to provide a detailed and highly considered framework that offers clear guidance for the future development of the Site, which will occur through a subsequent planning permit process. Many details will be addressed during this process, with the final development scheme remaining subject to Council's approval.

Accordingly, the Development Plan generally includes up to 4,737 sqm of retail/commercial floor space at ground level to contribute to a mix of uses and provide activation along the two key street frontages. The ground floor also incorporates a series of highly accessible and landscaped outdoor pedestrian circulation areas, which will form a key placemaking element and provide connectivity through the Stage 2 area. The provision of a high amenity outdoor environment creates opportunities for outdoor dining, public art, and passive recreation areas, while also encouraging people to interact with the Site rather than simply viewing it from the surrounding streetscapes.

Above the ground and level 1, residential development is proposed in the form of apartment style dwellings of varying sizes and layouts. This approach is considered to appropriately address the intent of DPO7 for 'medium density residential' and facilitates a higher density apartment product that is anticipated and actively encouraged by the MUZ and Activity Centre. Key aspects of the respective floorplates and indicative layouts are summarised below:

- The inclusion of 22 metre wide building envelope
- Double loaded corridors, with corridors have the ability to push through to the external façades for

daylight and passive ventilation opportunity

- Limited south facing dwellings
- Numerous corners to provide opportunity for dual aspect layouts and corner balconies
- Various opportunities to accommodate different layouts to be adaptive over time and respond the current market conditions

The future dwellings delivered on the Site will make a positive contribution to the availability, diversity, and affordability of housing in the Nunawading area, catering to first home buyers, retirees, professional couples, and families.

The Stage 2 Development Plan proposes vehicular access to the basement-level car parking and loading areas via the eastern boundary with Norcal Road. The location of future vehicle access is generally in accordance with the requirements of the DPO at Section 3.0, which specifically seeks to achieve “the majority of car parking provided at basement level...”.

The location of car parking infrastructure within basement level prioritises pedestrian movement through the Site and increases opportunities for the creation of engaging public spaces. This master planning approach will provide future residents with a contemporary form of living that facilitates a mix of uses and social interaction at street level, while ensuring privacy within residential areas above. Further detail regarding the proposal is contained within the Stage 2 Development Plan, prepared by Warren and Mahoney, which also includes an assessment of the Site’s identified opportunities and constraints.



Figure 5: Proposed Development Plan Render

Source: Warren and Mahoney Architects Limited, 2025

6. Planning Controls

The following provisions of the Planning Scheme are relevant to this Development Plan application and are discussed in detail at Section 7 of this report:

- Clause 32.04 – Mixed Use Zone
- Clause 42.03 – Significant Landscape Overlay
 - Schedule 9 – Neighbourhood Character Areas
- Clause 43.01 – Heritage Overlay
 - Schedule 78 - Daniel Robertson Brickworks
- Clause 43.04 – Development Plan Overlay
 - Schedule 7 - 56 & 58-74 Station Street, Nunawading
- Clause 65 – Decision Guidelines

The future development of the Site for a mixed use development comprising a range of retail, commercial, and high density residential uses is closely aligned with the purpose of the MUZ. The Site's locational attributes provide a strategic redevelopment opportunity within close proximity to existing infrastructure and services, consistent with relevant policy within the Municipal Planning Strategy and the PPF. The Development Plan allows for a range of apartment configurations to provide diversity in housing form and increased choice to future residents, in addition to commercial floor space and local job opportunities, which are closely aligned with the overarching direction for the establishment of 20 minute neighbourhoods.

The Site has an extensive industrial history associated with its use as a former brickworks, which commenced in the mid-19th century and is therefore largely void of vegetation. Further, there are no significant trees or areas of vegetation identified by DPO7 that are specifically required for retention. The submission is supported by a Landscape Concept Plan that proposes a significant enhancement of the Site's landscape character, as discussed in detail in Section 5 of this report.

There are no buildings or features within the Stage 2 area of the Site that are affected by a Heritage Overlay. However, as noted throughout this report, the heritage Smokestack within the Stage 1 area is subject to HO78. The development's interface with this heritage place is considered to be respectful and is discussed in further detail in Section 5.

It is submitted that the Development Plan, together with the accompanying consultant reports, adequately responds to the requirements of DPO7 and establishes a planning framework for the future mixed use development of the Site. Further discussion regarding the development's alignment with DPO7 is provided within Section 8.

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

7. Strategic Context

7.1. Planning Policy Framework (PPF)

The purpose of the PPF is to inform responsible authorities of the State and local planning policies that must be considered in the planning and administration of their respective areas. The provisions of the PPF are relevant to this Development Plan in a general sense and are identified below:

Clause 11 – Settlement

- Clause 11.01-1S Settlement
- Clause 11.01-1R Settlement - Metropolitan Melbourne

Clause 11.02 – Managing Growth

- Clause 11.02-1S Supply of urban land
- Clause 11.02-2S Structure planning

Clause 11.03 – Planning for Places

- Clause 11.03-1S Activity centres
- Clause 11.03-1R Activity centres – Metropolitan Melbourne
- Clause 11.03-1L Activity centres

Clause 13 – Environmental Risks and Amenity

- Clause 13.04-1S Contaminated and potentially contaminated land
- Clause 13.05 – Noise
- Clause 13.05-1S – Noise management
- Clause 13.07-1L Non-residential uses in residential areas

Clause 15 – Built Environment and Heritage

- Clause 15.01-1S Urban design
- Clause 15.01-1R Urban design – Metropolitan Melbourne
- Clause 15.01-2S Building design
- Clause 15.01-2L Environmentally sustainable development
- Clause 15.01-4S Healthy neighbourhoods
- Clause 15.01-4R Healthy neighbourhoods
- Clause 15.01-5L Preferred neighbourhood character
- Clause 15.01-5L-01 Tree conservation
- Clause 15.02 – Sustainable Development
- Clause 15.02-1S Energy and resource efficiency
- Clause 15.03 – Heritage
- Clause 15.03-1S Heritage Conservation
- Clause 15.03-1L Heritage Conservation

Clause 16 – Housing

- Clause 16.01 – Residential Development
- Clause 16.01-1S Housing supply
- Clause 16.01-1R Housing supply – Metropolitan Melbourne
- Clause 16.01-1L Housing change
- Clause 16.01-2S Housing affordability
- Clause 17 – Economic Development
- 17.01-1S Diversified economy
- 17.02-1S Business

Clause 18 – Transport

- Clause 18.01-1S Land use and transport integration
- Clause 18.02-1L Sustainable personal transport
- Clause 18.02-1S Sustainable personal transport
- Clause 18.02-1R Sustainable personal transport – Metropolitan Melbourne
- Clause 18.02-2S Public transport
- Clause 18.02-2R Principal Public Transport Network
- Clause 18.02-4L Car Parking

As noted, the above policies are relevant to the proposed Development Plan. The principles of land use and development have been adhered to, and the proposed Development Plan for Stage 2 is aligned with the strategic direction of the PPF.

Clause 11.01-1S (Settlement) of the Planning Scheme supports the creation of compact urban development within Melbourne's Major Activity Centres, where retail, office-based employment, community facilities, and services are encouraged in central locations near public transport. The policy also actively encourages the promotion and capitalisation of opportunities for urban renewal and infill redevelopment, such as that presented by the Site. Amendment VC283, which introduced the Plan for Victoria into the Victorian Planning Provisions, further supports this position. The Plan for Victoria identifies and prioritises Nunawading Station as one of 60 higher-order activity centres capable of accommodating additional housing, taking into account factors such as market readiness, transport capacity, and access to jobs and services. More specifically, the Site is identified within the Nunawading Train and Tram Zone. Accordingly, the Site will be subject to future planning control implications such as the application of either the Activity Centre Zone or the Housing Choice and Transport Zone, consistent with other Activity Centres within the program.

Policies specific to Metropolitan Melbourne, as outlined at Clause 11.01-1R, similarly encourage the creation of mixed use neighbourhoods at varying densities, specifically including through the development and urban-renewal of appropriately located land such as the Site. This contributes to increased housing choice, employment generation, opportunities for local businesses, and improved access to transport, services and facilities.

Clause 11.03-1S (Activity Centres) of the Planning Scheme includes the following objective:

- *'To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community'.*

The policy includes the following Strategies (inter alia):

- *'Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:*

- *Comprises a range of centres that differ in size and function.*
- *Is a focus for business, shopping, working, leisure and community facilities.*
- *Provides different types of housing, including forms of higher density housing.*
- *Is connected by transport.*
- *Maximises choices in services, employment and social interaction.*
- *Encourage a diversity of housing types at higher densities in and around activity centres*
- *Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.*
- *Improve access by walking, cycling and public transport to services and facilities.*
- *Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.*
- *Encourage economic activity and business synergies.*
- *Improve the social, economic and environmental performance and amenity of activity centres'.*

The Nunawading/MegaMile MAC is an important employment node and a preferred location for higher density housing. The delivery of a mixed use, commercial and residential development in proximity to existing public transport routes and within walking distance to the various goods and services in the surrounding MAC directly responds to these policy directions.

Clause 11.03-1L (Activity centres) Aims to:

- *Enhance that land use an development in activity centres is consistent with, and reinforces, the role and category of the centre.*
- *Enhance activity centres as places for social interaction, community activities and their role as an integral component of the 20-minute neighbourhood concept.*
- *Support office and residential uses in activity centres where the retailing function is declining.*
- *Encourage dwellings to be situated above retail or office uses to provide a greater diversity of housing choices.*

The Development Plan is located in a 'Strategic Redevelopment Site' according to the Strategic Framework Plan in Clause 02.04. This designation lends the Site to supporting mixed use development, reinforcing the centre's role as a hub for both residential and commercial uses. The Development Plan is aligned with the general strategies of this policy, which focuses on delivering housing choice located closer to jobs and transport.

The Site is a 450 metre walk from Nunawading Station, highlighting the convenience of its location near public transport and making it easier for future residents to access essential transport services. Consistent with the strategy of situating dwellings above commercial uses, this development locates residential areas above retail spaces to provide greater housing diversity and maintain alignment with policy objectives.

Clause 13.07-1L (Non-residential uses in residential areas) applies to all land within a residential zone and aims to encourage services and facilities needed by local communities, provided they do not diminish the amenity of the area. Location strategies to avoid detracting from local character encourage non-residential uses to locate:

- *Where there is a demonstrable local community need for the proposed facility or service.*
- *Within convenient walking distance to activity centres, or other non-residential uses or zones.*
- *On a corner site abutting a road in a Transport Zone*
- *In a highly accessible location where the traffic they generate is compatible with the role and function of*

The proposed Development Plan is located within the MUZ. The MUZ facilitates commercial activities and services to be appropriately located alongside residential dwellings in various forms. The additional dwellings and subsequent residents established through the development of the Site demonstrate a community need for these types of complementary activities. This is further bolstered by the Sites proximity to public transport and broader location within the Nunawading/MegaMile MAC.

Clause 15.01-2L – (Environmentally sustainable development) aims for a ‘Best Practice’ achievement from the construction phase of the development, through to commencement of any operation or occupation of the development. The Sustainability Management Plan prepared in support of this proposal provides guidance on how environmentally sustainable development provisions can be integrated into the development and provides a basis for future permit applications to build from.

Clause 15.03-1L (Heritage Conservation) strives to provide relative policies for new and existing land to adhere to existing infrastructure impacted by heritage overlays. The policy contains the following objectives in relation to new buildings and works:

- *Design buildings on sites adjacent to a heritage place that are sympathetic to the place in terms of their bulk, boundary setbacks, materials, colour scheme and form.*
- *Design buildings to replace non-contributory buildings in a heritage precinct that improve the value and cohesiveness of the precinct in terms of building design, scale, materials and layout.*
- *Design buildings that do not mimic the historical style of a heritage building.*
- *Design and locate buildings and works in a manner that does not dominate a heritage building or detract from its overall significance.*
- *Preserve existing views of a heritage building from the street to acknowledge the contribution heritage places make to neighbourhood character and the overall streetscape.*
- *Encourage works that improve the visibility of a heritage place from the street where they do not adversely impact on the heritage significance of any other heritage place.*

The submission contemplates reconfiguration of form and mass as it interfaces with the heritage Smokestack located within the Stage 1 development area to the south of the Development Plan boundaries. The massing and form of future development within Stage 2 has been specifically designed to celebrate, engage with, and maintain views to the Smokestack Chimney when travelling east along Station Street, as envisaged by the DPO7 and through the open green plaza that extends through the centre of the Site. The specific design and location of the Development Plan are intended to be consistent with the above objectives by preserving existing views of the Smokestack, which do not diminish the significance of the heritage site and maintain its visibility.

Clause 16.01-1S (Housing Supply) seeks “to facilitate well-located, integrated and diverse housing that meets community needs”. The Development Plan is aligned with the strategies of this policy, as it provides increased housing availability and choice on a Site specifically intended for redevelopment.

Policy strategies specific to Metropolitan Melbourne, as outlined at Clause 16.01-1R include (inter alia):

- *‘Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:*
 - *In and around the Central City.*
 - *Urban-renewal precincts and Sites.*
 - *Areas for residential growth.*
 - *Metropolitan activity centres and major activity centres.*
 - *Neighbourhood activity centres - especially those with good public transport connections.*
 - *Areas near existing and proposed railway stations that can support transit-oriented development.*

- *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
- *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*
- *Create mixed-use neighbourhoods at varying densities that offer more choice in housing'.*

Clause 16.01-1L Housing change also provides further guidance on housing policy with general strategies including;

- *Provide a diversity of dwelling types sizes and tenures in Natural and Substantial Change Areas, including affordable housing in larger developments.*
- *Enable medium density developments, in the form of townhouses or units, in Natural Change Areas and higher density developments in Substantial Change Areas that provide a sensitive interface with adjoining streets, buildings and residential areas.*
- *Enable mid-rise, higher density residential development in the Substantial Change Areas along major road corridors shown on the Housing Framework Plan that provides an acceptable built form interface with low-rise residential areas outside the corridor.*

The Site's position within the Nunawading/MegaMile Major Activity Centre encompasses land identified as both a Substantial Change Area and a Natural Change Area, signalling Council's intention to facilitate a broad range of dwelling types, sizes and tenures. The proposed Development Plan placing residential apartments on the upper levels of mixed-use building envelopes above ground-floor retail and commercial tenancies directly responds to the policy imperative for higher dwelling densities and expanded housing choice. This opportunity is amplified by the Site's immediate proximity to Nunawading Railway Station, which offers ready access to employment and services, and by the absence of any significant development constraints. The strategic merit of maximising the Site's potential is further strengthened by the policy directions set out in Plan for Victoria.

Clause 16.01-2S of the Planning Scheme relates to Housing Affordability and seeks to achieve the following objective:

- *"To deliver more affordable housing closer to jobs, transport and services."*

It is strategy to (inter alia):

- *"Improve housing affordability by:*
 - *Ensuring land supply continues to be sufficient to meet demand.*
 - *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.*
 - *Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community".*

The Development Plan anticipates approximately 121 dwellings to be established on the Site in the form of apartments. The scale and orientation of the buildings included within the Development Plan demonstrate an ability for future detailed architectural design plans to provide for a variety of apartment layouts, bedroom options and affordability options to cater for the future needs of all residents within the local area. The Development Plan drawings also demonstrate the provision of detailed landscaping and urban design capable of minimizing negative environmental impacts through sustainable, passive design principles and through more specific measures such as Water Sensitive Urban Design and the inclusion of solar access.

Clause 17.01-1S of the Planning Scheme seeks 'to strengthen and diversify the economy' by improving access to jobs closer to where people live. The mixed use nature of the development enables the establishment of various commercial uses at ground level and level 1 to ultimately increase the diversity of available commercial floor space. The Development Plan offers future residents' direct access to potential employment. The Site being well serviced by various means of public transport ensures sustainable and equitable access to their

place of employment and other services within the immediate area for those not residing within the Site itself.

Clause 17.02-1S includes the following strategies (inter alia):

- *'Locate commercial facilities in existing or planned activity centres.*
- *Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*
- *Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations'.*

As noted throughout the report, the Development Plan provides new commercial opportunities within an existing major activity centre, in convenient and close proximity to both existing and new residential development.

Clause 18.01-1S (Land Use and Transport Integration) of the Planning Scheme includes the following strategies (inter alia):

- *'Develop integrated and accessible transport networks to connect people to jobs and services and goods to market.*
- *Plan urban development to make jobs and services more accessible by:*
 - *Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas'.*

The submission provides for residential and commercial land uses within an accessible location that makes efficient use of existing public transport. The revised submission is supported by an updated Traffic Engineering Assessment (TEA) prepared by *Traffix Group Pty Ltd*, which confirms that the surrounding transport and road network can sufficiently support the increased densification of the Site without resulting in negative impacts on the local area.

Clause 18.02-1S seeks to *'promote the use of sustainable personal transport'*. The convenient location of the Site on adjacent to key public transport routes (notably the Lilydale rail line) will inherently encourage use by future residents. Retail and commercial premises will also include appropriate bicycle and end of trip facilities in accordance with the planning scheme.

The location of the Site within the Nunawading/MegaMile MAC also assists the development in meeting policy strategies specific to Metropolitan Melbourne at Clause 18.02-1R and will enable residents to access daily needs within a 20 minute walk or cycle of the Site.

Clause 18.02.1L (Sustainable Personal Transport) focuses on improving pedestrian and bicycle path connectivity throughout the municipality. The advantageous location of the Site, in proximity to Nunawading Station and other essential services, encourages residents not to rely on cars and promotes walking or cycling to these basic services. This is supported by the available and accessible bicycle facilities within the Site and the safe and scenic streetscapes for pedestrians.

Clause 18.02-2R includes the following strategies relevant to Metropolitan Melbourne, to which the development is aligned (inter alia):

- *'Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect'.*

Clause 18.02-4L has regard for Car Parking and generally seeks to *'ensure an adequate supply of car parking that is appropriately designed and located'*. Noting the containment of parking facilities below ground, the development is aligned with the following strategies:

- *Locate parking areas to the side or rear of buildings to reduce the visual impact of on-site car and truck parking from the street.*

- *Encourage provision and usage of off-street parking areas to minimise on-street parking.*
- *Design landscape buffers between commercial car parking areas and abutting residential properties that can accommodate a range of screening vegetation and upper canopy trees.*
- *Include landscaped traffic islands in large car parks to allow for additional canopy tree and understorey planting.*
- *Plant species in landscaped areas of car parks that allow clear sightlines for freight movements, pedestrians, cyclists and motorists.*
- *Use contouring and landscaping treatments to minimise the visual impact of car parking areas, while maintaining overall safety and sightlines.*

8. Key Considerations

The key considerations for the proposed Development Plan are set out and addressed below. These considerations are based on a comprehensive review of the requirements of DPO7, commentary provided by Council and their urban design consultant, and the relevant planning context.

Framed in light of the decision-maker's role and duty as outlined in Clause 65, the key considerations for the proposed Development Plan include:

- 1) *Is the Development Plan consistent with the requirements of the DPO7?*
- 2) *Is the Built Form response appropriate?*
- 3) *Does the Development Plan appropriately manage adjoining Interfaces?*
- 4) *Does the Development Plan incorporate an appropriate landscaping response?*
- 5) *Does the Development Plan incorporate appropriate environmental performance measures?*
- 6) *Does the Development Plan appropriately manage traffic and parking considerations?*
- 7) *Does the Development Plan incorporate appropriate waste management measures?*
- 8) *Have appropriate Site remediation works occurred?*
- 9) *How has the development responded to the potential for overland flow?*

Each in turn is further considered below and should be understood in context of all of the application material advanced with this application.

8.1. Is the Development Plan consistent with the requirements of DPO7?

Clause 3.0 of the DPO7 outlines the requirements for a Development Plan and states that any application must be 'generally in accordance' with the Concept Plan shown in Figure 1 to the DPO7.

It is submitted that the revised Development Plan prepared by Warren and Mahoney is in accordance with the relevant sections of DPO7, noting:

- The proposed use of the land is consistent with the Concept Plan, being higher density residential, with commercial and retail uses fronting Station Street and Norcal Road
- The design response has appropriately responded to the existing heritage Smokestack located within Stage 1 and provides a significant 20.5 metre setback and terraced building envelope that 'steps down' to a maximum height of three storeys at this sensitive interface. A future area of public open space is proposed between the edge of Building A and the Smokestack to celebrate and actively appreciate this retained form and its historic use; and
- Key view lines of the existing heritage Smokestack are maintained from the north-west entrance to Stage 1, as required by the Concept Plan at Figure 1 to the DPO7 along with views between the proposed buildings, Norcal Road and from within Stage 1 of the Site.

Further, the Concept Plan to DPO7 specifically identifies the Stage 2 area as a location of future 'Higher Density Residential (Commercial uses fronting Station Street)'. Therefore, the future development of the Site for a mixed use development comprising higher density residential dwellings at the upper levels, with ground floor commercial and retail uses to Station Street and Norcal Road, suitably responds to the land use intent of DPO7, whilst providing an alternative housing choice to the medium density townhouses and detached dwellings within Stage 1 to the southwest and the existing low-scale residential dwellings beyond.

As per Section 4.0 of DPO7, a proposed Development Plan must show or provide for the requirements outlined in the table below. A response to each of the requirements, as relevant, including reference to the accompanying Stage 2 Development Plan package or consultant report is provided for Council's reference.

Requirements for Development Plan	Response
<i>A variety of dwelling sizes and layouts.</i>	The indicative floorplates allow for a diverse range of dwelling typologies, including one, two, and three-bedroom dwellings, with a variety of layouts within each typology (refer to page 17 of the revised Development Plan). Final sizes and layouts will be determined during the planning permit application stage. Future planning applications for apartments will be assessed against the relevant requirements of Clause 58, which address the Better Apartment Design Standards. The proposed dwelling mix, when considered alongside the townhouses and detached dwellings provided as part of Stage 1, is considered appropriate and provides a range of living options for future residents.
<i>A mix of uses and/or a commercial use to activate key Site frontage/s.</i>	The Concept Plan at Figure 1 of DPO7 indicates that commercial uses should front Station Street. The Development Plan, as shown on pages 15 and 16, creates a hierarchy of frontages, activation, and desired locations for pedestrian access, vehicle access, and service zones.
<i>The proposed arrangement of uses across the Site, including residential and commercial uses, proposed floor space for the non-residential uses.</i>	The Development Plan illustrates the proposed arrangement of uses across the Site through floorplate plans, sections, and estimated development summaries. Retail/commercial floor space is proposed to be approximately 4,737 square metres, oriented towards Station Street and Norcal Road and located on the ground floor (refer to page 21 of the Development Plan). Residential uses will be located above the ground floor, and car parking for commercial, retail, and residential uses will be provided across three basement levels. These locations are consistent with the Concept Plan at Figure 1 of DPO7, which specifies commercial uses facing Station Street. The final floor space and designation of uses will be determined during the subsequent planning application process with Council.
<i>The location and extent of all building envelopes including height and setbacks and any existing buildings to be retained.</i>	The location and extent of the building envelopes are depicted within the Stage 2 Development Plan, including floorplate plans, sections, and renders. The design response appropriately addresses the existing heritage Smokestack located within Stage 1, providing a significant 20.5 metre setback and a terraced building envelope that 'steps down' to a maximum height of three storeys at this sensitive interface (refer to page 10 of the revised Development Plan). A future area of public open space is proposed between the edge of Building A and the Smokestack for the benefit of future Site users, with the ground floor of Building A oriented to maximise passive surveillance and activation within the public open space.

<i>Conservation of the former brickworks Smokestack and maintenance of views to the Smokestack as required by the relevant Structure Plan.</i>	Both the Stage 1 and Stage 2 Development Plans provide for the maintenance of views to the Smokestack as outlined in the Concept Plan to DPO7 (conservation of the Smokestack is addressed in Stage 1 and is subject to approved planning permit WH/2016/753). While DPO7 does not specifically mandate the provision of views to this heritage feature through the Stage 2 area, page 13 of the revised Development Plan demonstrates that views to the Smokestack are maintained from a variety of vantage points along Station Street. The proposed building envelopes for Stage 2 are specifically designed to minimise built form impacts to the Smokestack. Building A 'steps down' to a maximum height of three storeys and is set back 20.5 metres from the Smokestack to enable sufficient separation between built forms and to provide opportunities for highly desirable public open spaces.
<i>Heights of all buildings to AHD level.</i>	The site floor levels are depicted on page 14 of the Development Plans, demonstrating the respective ground floor levels in the context of the street interfaces. In addition, section plans on pages 24–27 of the revised Development Plan submission provide indicative heights for each of the proposed buildings. Due to the previous use and size of the Site, the existing natural ground level is uneven and varies across the Site. Cut and fill will be required to provide a more uniform level, which will be finalised as part of any future planning permit application(s). The final AHD levels for all buildings will be subject to Council approval as part of any future planning permit application(s).
<i>Indicative cross sections of all buildings including any multi level car parking.</i>	Relevant cross section diagrams of the proposed building envelopes, including the multi level car parks, have been provided on pages 24-27 of the revised Development Plan. As required by DPO7, these cross sections are indicative, and the final detail will be subject to Council approval.
<i>A landscape concept plan for public open space and roads and outdoor communal areas that includes landscape precincts, with indicative themes.</i>	A Landscape Concept Plan has been prepared by Tract Consultants Pty Ltd and should be read in conjunction with pages 11 and 14 – 16 of the Development Plan, with page 12 demonstrating the extensive areas of communal open space accessible to the public as detailed below:

MASTER PLAN FRAMEWORK Public Open Space Hierarchy <i>Provision of a variety of open space experiences suitable for their intended purposes that range from passive/recreational to highly active urban destination that allows for a sense of community that is publicly accessible to greater Nunsawading.</i> 1 CHIMNEY PARK A major focus of community life for social gatherings and a unified public open space with engaging landscape features to highlight the heritage context of site. Designed as an extension of Stage 1 is a seamless landscaped transition, enjoying access to sunlight with minimal overshadowing between 10AM to 5PM. Outdoor hospitality opportunities to be considered to south of Building A to further strengthen activation of open space. 2 GROUND FLOOR FOCUS Key dwelling area directly basked in sunlight midday with a strong ground floor focus, retail activation for a welcoming urban experience. 3 GREEN TRANSITIONARY PROMENADE Central landscaped green axis with passive movement, lawn, small pockets of seating areas and main connector between entry point and activated open spaces. A key transitional space. 4 GREEN EDGE 10m setback along north boundary to allow for an appropriate buffered edge from railway line with activated shopfronts. LEGEND: BUILT FORM PRIMARY PUBLIC THOROUGHFARE 10-14 STATION ST NUNSAWADING (CROSSING) RAILWAY LINE REFER TO LANDSCAPE DOCUMENTATION FOR DETAILED FEATURES LANDSCAPED OUTDOOR APPROVED UNIT OF STAGE 1 WORKS APPROX 1000m² "BATHED IN SUNLIGHT" GREAT SQUARE ACCESS 10AM - 5PM SUNLIGHT AT SEPTEMBER EQUINOX	The Landscape Concept Plan provides an indicative planting scheme for the public and communal open space areas within the development, including indicative themes and planting types.
<i>Landscaping that visually screens adjoining residential areas and softens the appearance of buildings, roads and car parking areas.</i>	Appropriate landscaping buffers are incorporated within the Landscape Concept Plan prepared by <i>Tract Consultants Pty Ltd</i>. This material should be read in conjunction with the proposed 'edge conditions' plan on page 14 of the revised Development Plan. The Stage 2 area does not adjoin any existing residential areas however, appropriate setbacks and landscaping have been included to soften the appearance of the buildings when viewed from the future townhouses within the Stage 1 area to the south. No roads are proposed within Stage 2, and all car parking areas are proposed within basement levels to limit visibility. Appropriate building setbacks from street interfaces (10 metres from Station Street, 5 metres from Norcal Road) and public circulation/open space areas allow for landscaping treatments that will provide above-ground planting, including canopy trees. Final landscaping for the Site will be subject to Council approval as part of any future planning permit application(s).
<i>The location and layout of all internal roads and pedestrian accessways.</i>	As noted, no internal roads are proposed as part of the Stage 2 development. Pages 14 and 16 of the revised Development Plan, together with the TEA prepared by <i>Traffix Group Pty Ltd</i>, identify the location of all

	vehicle and pedestrian access points. Proposed vehicle access will be via Norcal Road, which is generally in accordance with the Concept Plan at Figure 1 of Schedule 7. The final location and layout of vehicular and pedestrian accessways will be subject to Council approval as part of any future planning permit application(s).
<i>Traffic management and traffic control works considered necessary due to the proposed development.</i>	The TEA prepared by <i>Traffix Group Pty Ltd</i> concludes that the traffic predicted to be generated by the proposed development can be accommodated by the surrounding road network and intersections without any adverse impacts, and that mitigation works to the external road network are not required. Where required, specific traffic control measures (e.g. signage and line marking) can be appropriately addressed at the planning permit stage and will be subject to Council approval.
<i>The location and indicative number of car parking spaces.</i>	The proposed Stage 2 Development Plan provides on-site parking within three basement levels, as detailed on page 19 of the Development Plan. While the precise quantum of car parking will ultimately be confirmed at the planning-permit stage, the architectural drawings and Transport Engineering Assessment prepared by <i>Traffix Group Pty Ltd</i> establish that the Site is physically capable of accommodating at least 395 car spaces in accordance with Clause 52.06-5 of the Planning Scheme. Notwithstanding that capacity, the final parking supply must be determined having regard to the State and Local Planning Policy Frameworks that prioritise sustainable transport, including the objectives of Clause 18.02. Given the Site's strategic location within immediate walking distance of Nunawading Railway Station, it is both appropriate and necessary to balance the provision of on-site parking with measures that actively encourage mode shift away from private motor-vehicle use. Accordingly, the forthcoming permit application should rigorously examine opportunities to reduce the overall parking rate through demand-management initiatives such as car-share bays, unbundled parking for residents, enhanced end-of-trip bicycle facilities, and Green Travel Management plans. These initiatives will be assessed in concert with Council to ensure that the development delivers an efficient, sustainable and policy aligned transport outcome while still providing adequate parking for residents, staff and visitors. Although the location and number of car spaces shown at the Development Plan stage are indicative only, they remain broadly consistent with Clause 52.06 requirements. The ultimate configuration, quantum and management of parking together with the above sustainable-transport measures will be resolved through the subsequent planning-permit process and will be subject to Council approval.

<i>The majority of car parking provided at basement level or via a multi deck structure or ground level garages.</i>	The proposed parking provision for Stage 2 is located entirely within three basement levels, as detailed at page 19 of the revised Development Plan.
<i>Bicycle storage.</i>	Provision for bicycle storage and end-of-trip facilities has been made for Site users within Basement Level 1, as detailed on page 19 of the revised Development Plan. While the final location and number of bicycle spaces and end-of-trip facilities will be further resolved during the planning permit stage, the revised Development Plan will accord with the requirements of Clause 52.34, as discussed in the supporting TEA. The final bicycle storage layout, provision, and design will be subject to Council approval as part of any future planning permit application(s).
<i>Waste storage and disposal.</i>	The revised Stage 2 Development Plan includes sufficient space for waste storage, separate to each of the relevant buildings, with collection provided within Basement Level 1, as detailed on page 19 of the revised Development Plan. The updated Waste Management Response (WMR) prepared by <i>Lid Consulting Pty Ltd</i> outlines the principles to be adopted for waste storage and disposal. This includes recommendations for private waste collection, shared bin rooms, and approaches to recycling and green waste. The final waste storage layout, provision, and design will be subject to Council approval as part of any future planning permit application(s).

<i>Details of access connections between the land and the surrounding area including any proposed vehicle access points, traffic management and control methods and bicycle and pedestrian path connections.</i>	Vehicular access to Stage 2 is provided via a dedicated crossover and basement ramp from Norcal Road, as detailed on pages 14 and 16 of the revised Development Plan. The Concept Plan at Figure 1 of DPO7 does not stipulate requirements or suggestions for vehicle access to the higher density residential portion of the Site (Stage 2). It is therefore considered appropriate to provide convenient and safe access to the Site in a manner consistent with good planning principles. As detailed on page 13 of the revised Development Plan, a highly permeable, accessible, and pedestrian-friendly response underpins the delivery of this masterplan. Given the higher intensity of use within the Stage 2 portion of the Site, provision of bicycle pathways through the Site is not considered appropriate, as it could increase the likelihood of pedestrian/bicycle conflicts. Nonetheless, residents, staff, and visitors will be encouraged to cycle to the Site, with space for bicycle storage provided in Basement Level 1 (see page 19 of the revised Development Plan). As noted above, the traffic predicted to be generated by the proposed development is considered in the supporting TEA and can be accommodated by the surrounding road network and intersections without any adverse impacts; therefore, mitigation works to the external road network are not required. The access connections will be developed in consultation with Council and will be subject to final assessment as part of any future planning permit application(s).
<i>The location of any common and public open space provided for in the development.</i>	As detailed in the Landscape Concept Plan prepared by Tract and on page 12 of the updated Development Plan, opportunities for outdoor open space have been maximised in the revised scheme. These areas include large landscaped spaces within the front setback to Station Street, a central green promenade that extends at ground level between Buildings A and B, and the creation of a new public park between the southern edge of Building A and the heritage Smokestack. These areas will serve as a major focus of community life for social gatherings and will provide a unified series of public open spaces with engaging landscape features that highlight the heritage context of the Site. These spaces will also be supported by the new substantive public open space offering being delivered under Stage 1 currently under construction. While this area will technically remain under private ownership, the spaces will be open for public use and are intended to be utilised by ground floor tenants, residents of the buildings, residents of the Stage 1 townhouses, and nearby residents. The final design and layout will be developed during the planning application stage and as required by the commercial tenants. Clause 58 includes requirements for the provision of communal open space, and the Stage 2 Development Plan allows for space in accordance with these requirements. The terraced approach to the building envelopes maximises opportunities for communal open space for residents of the

	upper-level apartments. The final layout and location will be determined during the planning application stage, subject to final approval by Council, and will be informed by the final design of the development.
<i>Any design and development techniques that incorporate environmentally sustainable (ESD) principles</i>	The Stage 2 Development Plan is informed by the updated ESD Response prepared by <i>Lid Consulting Pty Ltd</i> . The updated ESD report seeks to apply various design principles and sustainability initiatives to future land uses and apartments, which will be further resolved through the planning permit stage as part of any future planning permit application. Commitments to reduced greenhouse gas emissions and improved efficiency are provided at Section 7.5 below.
<i>Staging of development, including proposed staged landscaping works concepts.</i>	At this point in time, it is not proposed that the development will be undertaken in stages. This matter will be further resolved at a later date and can be appropriately considered during the planning permit stage.

In addition to the requirements which must be to be shown on the Development Plan, the Development Plan must be supported by the following reports and plans prepared by suitably qualified person(s) as appropriate:

Requirements for Development Plan	Response
Management Plan <i>A management plan which outlines responsibility for maintenance of:</i> • <i>Public open space areas;</i> • <i>Roads and accessways;</i> • <i>Buildings of heritage significance; and</i> • <i>Any pieces of public art.</i>	An updated Management Plan (Rev 1) has been prepared on behalf of the project developer and outlines the relevant responsibilities for construction and maintenance of public open spaces, accessways, and landscaping. While it is acknowledged that the central green promenade will be open for public use, it will remain under private ownership and management. The final design and layout will be developed during the planning application stage and as required by the commercial tenants.
Acoustic Report <i>An Acoustic Report that identifies all potential adverse amenity impacts at all hours from nearby roads, rail and other identifiable uses and how these are to be addressed.</i> <i>If the report identifies that the proposed use and / or development may be adversely affected by noise, specific</i>	An acoustic report that addresses the requirements of DPO7 has been prepared by <i>SLR Consulting Pty Ltd</i>.

<i>recommendations must be provided within the report for appropriate measures to ensure that the proposed use and or development is not adversely affected.</i>	
<i>Traffic Management Report</i> <i>A Traffic Management Report which includes details relating to:</i> • <i>Traffic management and traffic control works considered necessary on the land and affected roads to mitigate the expected traffic impacts of the proposed development.</i> • <i>The stages in the development in which the traffic management and control works internal and external to the land are to be undertaken to mitigate the expected traffic impacts of the proposed development; and</i> • <i>Location of vehicle access points to the Site.</i>	An updated TEA (Rev E) has been prepared by <i>Traffix Group Pty Ltd</i> to respond to the Development Plan and address the requirements of DPO7.
<i>Geotechnical Report</i> <i>A Geotechnical engineering report which confirms that the Site can accommodate buildings and works in accordance with the Development Plan.</i>	A copy of the geotechnical engineering investigations undertaken by <i>Civil Test Pty Ltd</i> is provided in support of this application. These investigations confirm that the Site can accommodate the proposed buildings using the nominated foundation and construction techniques.

8.2. Is the Built Form response appropriate?

As discussed throughout this report, a full assessment of built form and neighbourhood character is not yet possible, as the detailed design of the buildings will not be known until the future planning permit stage. However, it is submitted that the revised Stage 2 Development Plan appropriately responds to the preferred built form outcomes of DPO7 and will establish an appropriate strategic framework for considering future development on the Site. Detailed design will be undertaken during the planning permit process, and the final design will be subject to Council approval as part of any future planning permit application(s).

Notwithstanding the above, the following built form principles were adopted as key considerations during the preparation of the Development Plan:

- Building(s) adjacent to the heritage listed Smokestack are tapered down in height to provide appropriate separation to maintain the heritage significance of the structure
- The approximate 14 metre height of commercial buildings on the northern side of the train line
- Landscaping along boundaries and within the Site, to ensure a highly desirable and appropriate landscaped transition to the emerging town house development within Stage 1
- Incorporation of a central green promenade with a northerly aspect at the ground floor level to create opportunities for social engagement and a highly amenable outdoor environment for future users of the Site
- Transitional building height and appropriate setbacks at the interface with the heritage Smokestack and residential development within Stage 1
- Protection of acceptable solar access to the future residential development within Stage 1
- Appropriate car parking provision with basement parking levels
- Appropriate acoustic treatments noting the surrounding context
- Increasing opportunities for on-site amenity
- Management of off-site amenity impacts
- Incorporation of communal open space opportunities

Noting the above, weight must be given to the desired future character that is sought to be established as part of the future development of the Site, as well as to sound strategic urban consolidation principles. In this context, Stage 2 provides a suitable response, creating a three to eight storey built form environment, with lower building heights and increased setbacks where adjacent to the two-storey townhouse dwellings and heritage Smokestack forming Stage 1.

Building A, adjacent to the Smokestack, is tapered in its form, providing a façade that 'steps back' to a height of three storeys at its southern extent, incorporating setbacks up to 20.5 metres to the Smokestack. The maximum building height in the south of the Site remains less than the remediated height of the Smokestack, allowing the heritage structure to maintain visual prominence both within and external to the Site. The Development Plan also protects key view lines from external locations towards the Smokestack. Indicative render views of the proposed built form in its immediate context are provided on pages 28–31 of the Development Plan.

The proposed building envelopes allow for higher built form in the northeast corner of the Site, where the interfaces are the least sensitive. The light industrial area east of Norcal Road are softened from view by landscaping buffers. To the north, across the train line, is the rear of the bulky goods stores that form part of the 'MegaMile', where buildings are approximately equivalent to four storeys in height.

The tapering form of the development, particularly to the south of the Stage 2 area, is designed to reduce the impacts of shadow on the future dwellings and heritage Smokestack within Stage 1. The indicative shadow plans included on page 11 of the Development Plan demonstrate that the scale of the proposed built form avoids additional shadow over the townhouses being developed to the south.

Accordingly, it is submitted that the design of Stage 2 has appropriately responded to the existing character of the surrounding environment. The framework set by the Development Plan will enable an appropriate built form outcome for the Site and the wider locality. Further detail in relation to the architectural presentation of the development will be resolved during the subsequent planning permit application process, with final dwelling design subject to Council approval and the requirements of the Better Apartment Design Standards at Clause 58 of the Planning Scheme.

8.3. Does the Development Plan appropriately manage adjoining Interfaces?

As detailed at page 7 of the revised Development Plan, the Site's immediate interfaces to the north and east are generally less sensitive in nature because of their commercial or industrial context. Internal to the Site, the interface with the townhouse dwellings, both under construction and as approved, is positively addressed. The tapered building height, lowering to the south ensures no overshadowing to the townhouse dwellings and ensures views to the Smokestack are protected.

As required by the DPO7, the Acoustic Design Response prepared by SLR Consulting Australia Pty Ltd identifies locations of potential noise sources in the surrounding environs, including the train line and commercial loading areas to the north, and identifies the measures that could reasonably be anticipated within a development of this nature in order to provide sufficient protection to future Site users sets out reasonable mitigation measures to protect future Site users and the amenity external to the Site. The development within Stage 2 is significantly setback set back from the nearest residential dwelling within Stage 1 and is separated by the internal road reserve and the Chimney Park reserve.

The indicative shadow plans included at page 11 of the Development Plan demonstrate that there is no additional shadow will be cast over the townhouse dwellings currently under construction within Stage 1 or their SPOS. This ensures solar access is protected and preserves the amenity of future residents.

8.4. Does the Development Plan incorporate an appropriate landscaping response?

A detailed Landscape Concept Plan prepared by Tract, provides conceptual landscaping intent for future areas of communal open space and publicly accessible areas throughout the Development Plan. The intent of the landscaping concept is to provide visual screening to adjoining residential areas, soften the appearance of the built form at street interfaces and to improve amenity of publicly accessible areas within the Site.

At ground level, the setback of the development from title boundaries in conjunction with the central green promenade, leading towards Chimney Park, provides appropriate opportunities to establish high-amenity outdoor environments designed with raised planters and sheltered opportunities for outdoor retail seating. These outdoor spaces also facilitate informal gathering for local residents use.

At the upper residential levels, the Development Plan proposes a series of outdoor terraces with raised planters and built-in seating. Further amenities are incorporated, including communal BBQ facilities and tables, as well as timber decking, sun lounges, and rooftop planting.

To Norcal Road, the landscaping concept have accommodated the existing overhead power line infrastructure, incorporating planting at intervals along the frontage to provide a transitional buffer between the built form and footpath and increase the amenity of the pedestrian experience.

The Norcal Road frontage will require some raised barriers due to existing kerb and footpath levels and their relationship to the development site. These have been set back from the boundary into the Site to allow for perimeter planting along the footpath. Building setbacks along Station Street allow raised levels to be achieved in planted mounds and ramps, removing the requirement for overt flood barriers.

To the south and west, the Development Plan respectfully addresses its interface with the Stage 1 residential area, providing screening/buffer planting along boundaries, designed to tie in with the new public park beyond West Drive and future Chimney Park surrounding the Smokestack.

These landscaping details will be further developed during the planning permit process, with final landscape design subject to Council approval as part of any future planning permit application(s).

8.5. Does the Development Plan incorporate appropriate environmental performance measures?

The Development Plan shows that the building envelopes have been positioned and oriented to ensure an appropriate level of solar access and cross ventilation, thereby reducing future reliance on mechanical heating and cooling methods.

The application is accompanied by an updated ESD Response, prepared by *Lid Consulting Pty Ltd*, which outlines the range of ESD targets and WSUD initiatives that will be developed for the project.

The ESD report states that the development is capable of achieving an average 7-star energy rating through a number of initiatives, such as the adoption of low volatile organic compound materials for all interiors, a large reduction in greenhouse gas emissions, re-use of rainwater on Site, and Water Sensitive Urban Design initiatives.

The building orientation promotes natural ventilation and can maximise daylight to future habitable rooms and circulation areas. This passive solar design is intended to limit reliance on mechanical heating and cooling throughout the year. High-performance glazing on windows are also able to be incorporated to ensure a reduction in thermal loads.

Energy efficiency will also be promoted through the use of robust construction materials and ESD measures. Combined, the abovementioned design features will result in a building with a high level of ESD performance, intended as a key feature of the completed development. These measures will enhance user comfort and reduce living costs over the building's lifetime.

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

8.6. Does the Development Plan appropriately manage traffic and parking considerations?

Consistent with the Concept Plan at Figure 1 of DPO7, the Stage 2 Development Plan proposes vehicular access to basement parking levels and loading areas via Norcal Road, ensuring that the generated traffic will not unreasonably impact the new residential road network within Stage 1.

Pedestrian thoroughfares are incorporated throughout the development, linking the Site with the dwellings within Stage 1 as well as the new public park. A separate pedestrian access point is also located on Norcal Road, adjacent to the existing heritage Smokestack that is which is under construction as part of Stage 1, providing a unique placemaking element in the form of Chimney Park.

The application is accompanied by an updated TEA prepared by *Traffix Group Pty Ltd*, which concludes that the traffic predicted to be generated by the proposed development will result in a suitable road network environment post development.

Traffix Group Pty Ltd is of the opinion that any traffic impacts from the proposed development and associated requirement for remedial works will be minor and can therefore be suitably addressed during the subsequent planning application stage, as per the similar conditions included within the planning permit for the Stage 1 Development (WH/2017/758 – Conditions 16-20).

8.7. Does the Development Plan incorporate appropriate waste management measures?

The Development Plan is supported by a WMP prepared by *Lid Consulting Pty Ltd*, which details the anticipated waste management requirements in accordance with the DPO7.

The Development Plan demonstrates that ample space to accommodate the garbage, recycling, green and hard waste is provided with basement level 1. The development will be serviced via private waste collection that will cater to all proposed uses including retail, commercial and residential.

Bin collection will be subject to EPA and Council requirements and will be undertaken at times of least inconvenience to local amenity and traffic operation.

Final waste management arrangements including bin location and servicing will be subject to Council approval as part of any future planning permit application(s). Refer to the accompanying WMP for further discussion.

8.8. Have appropriate site remediation works occurred?

Environmental remediation works were completed in late August 2018 for the whole of the Site (encompassing Stage 1 and Stage 2), the associated Statements of Environmental Audit, Executive Summary, and Environmental Audit Report confirm the suitability of the land for sensitive uses were provided to both Council and the EPA by the appointed Environmental Auditor, Ms Sally Bonham, then of VicAudits.

Two Statements of Environmental Audit were issued for separate areas of the site, referred to as Stage 2A (RGZ Land) and Stage 2B (MUZ Land), under reference 'Environmental Audit Report, Stage 2, 58-74 Station Street, Nunawading VIC 3131 - CARMS 72311-2'.

A conditional Statement of Environmental Audit (SoEA) was issued for the Stage 2B area of the property (the same planning unit as this Development Plan application), which included nine statement conditions.

The conditions directly relevant to the proposed conceptual development plans for the site include the following:

Condition 2 - This statement is directly referable to and based upon the layout and construction of the development incorporating three (3) basement levels. Any substantive change(s) (i.e. building footprint(s), changes to basement extent/depth) must be verified by an environmental auditor appointed under Part IXD of the Environment Protection Act 1970, and this verification advised in writing to EPA and the planning authority.

The existing environmental audit for the Site anticipates the construction of a development with three levels of basement within the Stage 2 area of the Site. The revised layout of the basement has been assessed, as detailed within the letter issued by Vic Audit dated 3 October 2023, confirming that the above conditions are complied with as part of the current design response. The development plan is entirely consistent with this anticipated outcome, and accordingly, there are no further obligations to be addressed by the Stage 2 Development Plan under the EAO.

8.9. How has the development responded to the potential for overland flow?

The Site is located in an area liable to overland flow from the upstream catchment to the east in a 1% AEP storm event. Overland flow is associated with extreme levels of rainfall, which only has a one in a hundred chance of being exceeded in any year. This is distinct from flooding associated with the environment and is reflected by the lack of overlays or other flooding requirements applicable to the Site under the Planning Scheme.

During an extreme weather event, water would be channelled along Norcal Road in a westerly direction, utilising the roadway as the overland flow path. This same outcome has been contemplated as part of the development of the land in Stage 1 and is an outcome approved by Council.

Preliminary advice from Reeds Consulting indicates that the natural fall of the Stage 2 topography and the proposed setback of built form from title boundaries provide sufficient opportunities for the incorporation of sophisticated and considered interface treatments that would not result in any unreasonable detriment to surrounding properties.

To Station Street, both buildings adopt an approximate 10-metre setback, which creates space for softscape elements, including grassed mounds, to act as flood barriers and achieve the necessary freeboard. This integrated approach allows for an appropriate response that provides softer treatments to key edges.

To Norcal Road, an approximate 5-metre setback provides the same opportunities for manmade landscaping to act as flood barriers and facilitate ramped access to mitigate different level changes. The final design of Building A itself can also provide for level transitions at particular intervals, as required, to ensure apartments and retail/commercial areas achieve the necessary freeboard and protection from the storm event. Flood protection measures to the basement access will be further investigated through the subsequent planning application process.

This integrated approach is an appropriate response that ensures the development maintains softer treatments

to key edges, while also ensuring the future safety and operation of the development and its users.

9. Conclusion

This report is prepared in support of the proposed Stage 2 Development Plan for the land at 56-74 Station Street, Nunawading. The supporting consultant package has identified the issues relevant to considering and approving the revised Development Plan and has logically addressed the requirements of DPO7.

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

The Site represents a strategic development opportunity, as evidenced by its location within the Nunawading/MegaMile MAC, proximity to transport and services, and strategic policy support. The Development Plan provides a framework for the establishment of an efficient mixed use hub that benefits both future residents and users, as well as the wider Nunawading community.

The use and development of the land for commercial use within lower levels and higher-density housing at upper floors in this location is entirely aligned with the rezoning of the subject land undertaken as part of Amendment C155. The comprehensive form of this Development Plan demonstrates the considered approach to the urban renewal of this unique land parcel and responds to all relevant aspects of the Planning Scheme.

We trust that the information provided will enable Council's favourable consideration and respectfully request that Council approve the relevant documentation as sought.