

6 Planning Assessment

Overshadowing

The shadow diagrams prepared as part of the architectural package demonstrate that the proposed development will not create any unreasonable overshadowing of the public realm as well as neighbouring residential properties, particularly having regard to their interface with a Commercial 1 Zone.

Overlooking

There are limited opportunities for overlooking having regard to the surrounding context and island like nature of the site however where required, screening has been included into the overall materials palette and design where necessary including to prevent internal views. Overall, the off-site amenity implications of the proposal are adequately managed.

6.5 On-Site Amenity Considerations

The proposal will provide a high level of internal amenity for future occupants of the development. More specifically:

- The proposed dwellings are designed to be functional and efficient, including open plan living spaces, good outlook, proportionate bedrooms and private open space areas.
- The site is well located in relation to a range of services, facilities and public transport options, as detailed previously within this report.
- The apartments have been designed to ensure that all living areas have direct access to natural light and ventilation. All bedrooms have access to daylight.
- Each dwelling (except where constrained by the existing heritage fabric) is provided with an outdoor area commensurate with its size.
- The location of private space areas provides for a good level of surveillance of the public realm whilst ensuring overlooking to private open space is appropriately managed.
- External storage facilities and bicycle stores are provided within the Basement Levels of the building.
- Car parking is conveniently accessible but concealed within the basement.
- Waste and recycling arrangements are implemented into the development, as detailed in the submitted plans. Further detail is provided in the Waste Management Plan prepared by Leigh Design which is enclosed with the application.
- The development comprises a range of Ecological Sustainable Development initiatives, detail of which is provided in the accompanying Sustainability Management Plan prepared by Sustainable Built Environment.

6 Planning Assessment

6.6 Clause 52.27

The application seeks to amend the area in which liquor may be purchased as a result of the revised Supermarket layout and footprint.

There is no change to the type of license or permitted to the hours in which liquor may be sold.

The appropriateness distils to a consideration of the impact of the proposed increase to the red line area of the Bottle Shop against the decision guidelines of Clause 52.27.

The considerations under Clause 52.27 are limited to the impact of the increased area where liquor can be sold within the premises. The additional floor area will not detrimentally impact on the amenity of the surrounding area by virtue of its internal configuration and ability to be managed as an integrated component of the Supermarket.

The proposal is not expected to cause any unreasonable amenity impacts on the surrounding area by virtue of the separation of the site from residential areas, the location within the commercial area of the neighbourhood activity centre and the low risk nature of the licensed premises.

There will be no adverse cumulative impacts given the proposal does not seek to create a new licensed premises or increase the intensity of the use by virtue of maintaining the existing restrictions on operating hours and management.

6.7 Traffic Considerations

Traffic implications associated with the proposal have been assessed by MGA, and their assessment concludes:

- i. *The proposed development generates a statutory parking requirement of 217 spaces.*
- ii. *The site is expected to generate a demand for 146 car parking spaces given consideration of empirical data and existing parking credits. This will be able to be accommodated on-site via the provision of 164 spaces.*
- iii. *The proposed parking layout is consistent with the dimensional requirements as set out in the Yarra Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004).*
- iv. *It is proposed to provide 86 bicycle parking spaces on-site. The provision for bicycle facilities exceeds the requirements of Clause 52.34 of the Yarra Planning Scheme.*
- v. *The provision of loading meets the statutory requirements with a loading bay provided with access to Scotchmer Street.*
- vi. *The site is expected to generate up to 160 vehicle movements in the critical PM peak period.*
- vii. *There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposal, noting that a number of trips within the peak hour periods are considered to be already present on the road network (linked trips).*

7 Conclusion

The proposal represents an appropriate town planning development outcome for the following reasons:

- It is consistent with the type and level of development that is envisaged for the subject site under State and local Planning Policy being a strategic redevelopment site within an activity centre;
- It satisfies the applicable land use policies set out in the Yarra Planning Scheme including the provision of a genuine mix of uses consistent with the purpose of the Commercial 1 Zone;
- It consolidates underutilised land in a strategic location;
- The scale and massing of the proposed development is appropriate having regard to the locational characteristics of the site including its location within an activity centre, along a main road and within the North Fitzroy heritage precinct;
- The proposed development is consistent with the applicable planning controls and policies relating to built form, including Clause 15.01, 21.05, 22.02, 22.03, 22.05, Clause 58 and the Guidelines for Higher Density Residential development;
- The proposed development is visually interesting and will enhance the Best Street and Scotchmer Street streetscapes;
- The proposal does not impose any unreasonable amenity impacts on the public domain or adjoining properties;
- The proposal provides for a high level of amenity for the future occupants of the development; and
- It has been assessed as being acceptable by MGA Traffic Engineers in relation to car parking, bicycle and loading and unloading arrangements



Attachment 1

Clause 58 Assessment

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