

SCHEDULE 14 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO14**.

112-124 & 126-142 Trenerry Crescent, Abbotsford

Site Description

This schedule applies to land generally known as:

- 112-124 Trenerry Crescent, Abbotsford
- 126-142 Trenerry Crescent, Abbotsford

1.0 Requirement before a permit is granted

A permit may be granted before a development plan has been approved for the following:

- To use an existing building where the use does not prejudice the future development of the land.
- Minor buildings and works to existing buildings provided these do not prejudice the preparation and approval of the Development Plan and the long term vision for the overlay area.
- Subdivision of land, provided that the subdivision is the result of a consolidation of all or parts of the site or the re-subdivision of the land and the number of lots is not increased.
- Removal or creation of easements or restrictions.
- Buildings or works associated with the remediation of the land in accordance with or for the purpose of obtaining a Certificate or Statement of Environmental Audit under the Environment Protection Act 1970.

Before any planning permit is granted the responsible authority must be satisfied that the permit will not prejudice the future use and development of the land in an integrated manner and will contribute to the vision of the site.

2.0 Conditions and Requirements for Permits

Except for a permit issued as provided for under Clause 1.0, a permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

3.0 Application Requirements

An application must be accompanied by the following information:

- The proposed uses of each building and estimated floor area for each use.
- The number of proposed dwellings, where relevant, including the mix of residential development densities and dwelling types.
- A design response that describes how the development responds to the Vision for the site and the design guidelines in the approved development plan.
- A visual impact assessment that provides the following:
 - A 3D model of the development and its surrounds in conformity with the Department of Environment, Land, Water and Planning Technical Advisory Note – 3D Digital Modelling. Where substantial modifications are made to the proposed building envelope, a revised 3D digital model must be submitted to the Responsible Authority;
 - Site line analysis and 3D modelling of the proposed development from key view points (such as the river corridor and Dights Falls) in the public realm to enable an

assessment of the visual impact of the development on the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent; and

- Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor (including Yarra Bend Park, Capital City Trail and Dights Falls) to the specifications of the responsible authority.
- A Heritage Impact Statement prepared by a suitably qualified heritage consultant, which outlines how the proposed development has regard to heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent, as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place, along with relevant citations and studies.
- A plan showing provision for a publicly accessible shared pedestrian and cycle link, connecting from Trenerry Crescent to the Capital City Trail through the site in the general location shown on the *Indicative Framework Plan*.
- A car parking and traffic impact assessment that considers the provision of car parking, circulation and layout of car parking and the impact of any additional traffic on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, and how any necessary mitigation measures and/or financial contributions to works to mitigate the impact of development are to be addressed, to the satisfaction of the responsible authority and VicRoads.
- A Green Travel Plan that promotes sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities.
- A Landscape Master Plan.
- An acoustic report (with a particular focus on the interface with the freeway) prepared by a suitably qualified acoustic engineer assessing, as appropriate, how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2, sleep disturbance criteria and relevant Australian Standards will be met and must prescribe the form of acoustic treatment taking into consideration the agent of change principle.

4.0 Requirements for development plan

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The development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1 to the satisfaction of the responsible authority.

The development plan may be prepared in stages if the responsible authority is satisfied this will not prejudice the preparation of the development plan.

The development plan must be consistent with the following vision for the site:

Vision

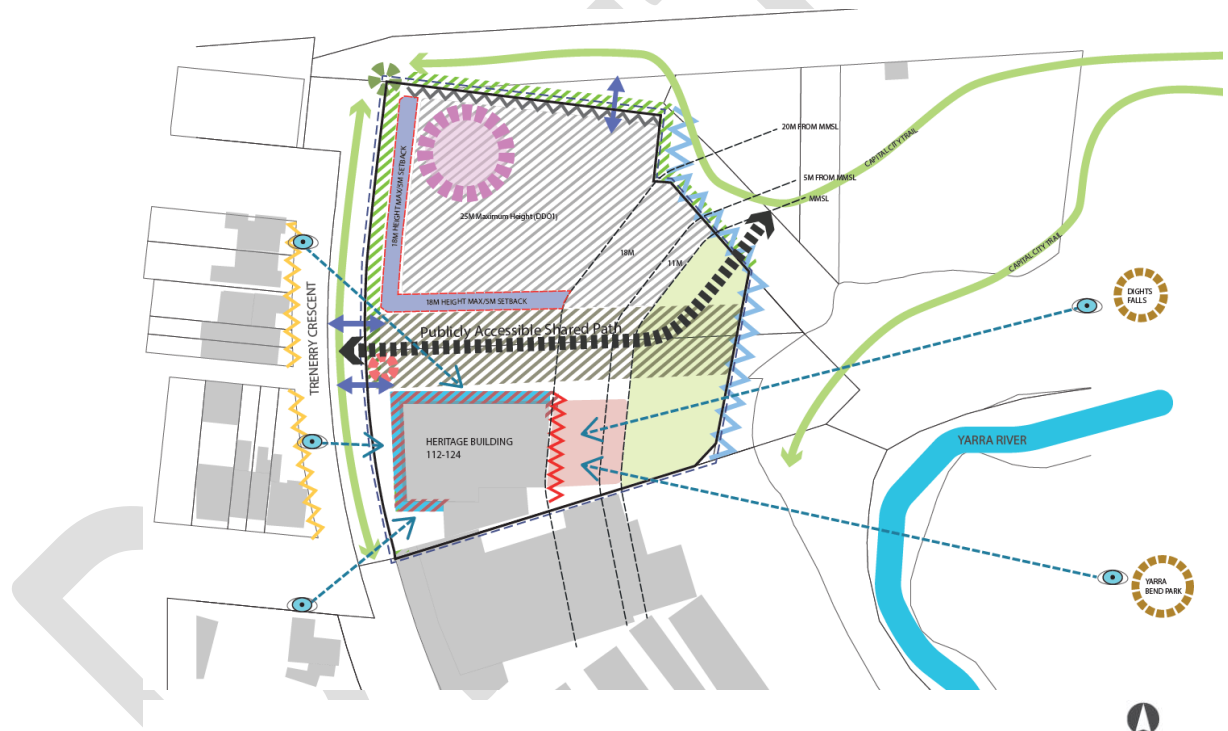
The Development will:

- support employment generating land uses whilst permitting residential uses and encouraging mixed use activities reflective of the character of the area
- provide a high quality architectural design, built form and landscaping response which acknowledges the sites prominent location adjoining the Yarra River and the Eastern Freeway, and minimise the visual impact of new buildings when viewed from the Yarra River and adjacent public open space, bicycle and shared paths and bridge crossings
- ensure building elevations are presented at a variety of heights, avoid visual bulk and are stepped back from the frontage of the Yarra River and adjacent public open space
- locate taller built form towards the north-western corner of the site
- include separation between buildings at the ground and/or upper levels to avoid continuous facades and break up the building mass, maintain the built form rhythm of

the Trenerry Crescent streetscape, and provide suitable amenity within the development, both internally and externally

- utilise materials that are respectful of the natural characteristics of the river corridor and respond to the former industrial character of Trenerry Crescent
- sensitively adapt and reuse the former Austral Silk and Cotton Mills warehouse and factory complex and substation at 114-124 Trenerry Crescent to maintain its heritage value, robust industrial character and relationship to the Yarra River
- not dominate views to the heritage building from the Yarra River corridor
- maintain key views to Yarra River corridor and to the façades of the heritage building when viewed from Trenerry Crescent
- facilitate a safe and attractive publicly accessible pedestrian and cycling link connecting Trenerry Crescent to the existing Capital City Trail at the eastern edge of the site, whilst also improving the safety of pedestrian and cyclist movement at the north western corner of the site, through improvements to the public realm and corner treatment.

Figure 1 - Indicative Framework Plan



LEGEND:

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|---|--|
| SITE AREA | EASTERN FREEWAY INTERFACE (ARTICULATE FACADE / BREAK UP BUILDING MASS) |
| EXISTING PEDESTRIAN / BICYCLE LINKS | LANDSCAPE TREATMENT INTERFACE (PROVIDE 5M SETBACK FROM WESTERN BOUNDARY) |
| PUBLICLY ACCESSIBLE SHARED LINK OPPORTUNITY | OPPORTUNITY TO IMPROVE CORNER FOR PEDESTRIANS AND CYCLISTS |
| VEHICULAR ACCESS OPPORTUNITY | MAINTAIN SEPARATION BETWEEN BUILDINGS (MIN. 20M) |
| LANDSCAPED SETBACK AREA | HERITAGE SUBSTATION |
| SENSITIVE RIVER INTERFACE | WELL DESIGNED AND ARTICULATED FUTURE BUILT FORM (NEW DEVELOPMENT IN ACCORDANCE WITH THE VISION AND DESIGN GUIDELINES FOR THE SITE) |
| MAINTAIN VIEWS TO HERITAGE BUILDING FACADES | PREFERRED LOCATION FOR TALLER BUILT FORM ON SITE |
| TRENERRY CRESCENT INTERFACE | |
| KEY VIEWS TO HERITAGE BUILDING | |
| 8M PREFERRED HEIGHT LIMIT / MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FACADE | |
| 18 STREET WALL HEIGHT / 5M SETBACK TO UPPER LEVELS | |

Components

The development plan must include the following to the satisfaction of the responsible authority:

Existing Conditions Analysis

- A site context analysis that identifies the key attributes of the land, including:
 - topography
 - existing vegetation
 - location of existing buildings and significant trees and vegetation
 - existing or proposed uses and buildings on adjoining land.
 - the contextual relationship of the site and proposed built form to the Yarra River Corridor, the Eastern Freeway and surrounding road network walking and cycling connections, and public transport.
 - key view-lines to the site from the Yarra River corridor (including Capital City Trail, Dights Falls and Yarra Bend Park) and the Eastern Freeway;
 - views through the site from Trenerry Crescent to the Yarra River Corridor; and
 - key views to the former Austral Silk and Cotton Mills warehouse and factory complex and substation at 114-124 Trenerry Crescent from Trenerry Crescent
- Details of any known contamination (a certificate or statement of environmental audit for the land covered by the Environmental Audit Overlay will be required to be prepared by a suitably qualified environmental auditor before any construction associated with a sensitive use can commence).
- An arboricultural assessment of any significant vegetation on the land, including advice on the long term health and retention value of such vegetation.

Plans

- A site plan(s) which shows:
 - the existing heritage building with any extensions and alterations;
 - the indicative siting and orientation of other proposed building(s) on the site and the relationship to buildings on adjoining land;
 - the separation between buildings;
 - the location and alignment of a publically accessible pedestrian/cyclist link that connects Trenerry Crescent with the existing Capital City Trail through the site in the general location shown in the *Indicative Framework Plan*;
 - the indicative location of car and bicycle parking areas;
 - the vehicle and pedestrian access locations;
 - the location of any areas of public open space and indicative location of communal open space; and
 - the anticipated uses of each building.
- Plans showing:
 - Indicative building envelopes and massing diagrams for new buildings including street wall heights, maximum building heights, the separation distances between buildings, the setback from the street frontage, and how the development addresses the street;
 - The principles for the proposed built form interface to – the Yarra River Corridor (eastern interface), Trenerry Crescent (western interface), the Eastern Freeway (northern interface) and the interface with a pedestrian/cycle link.
 - Shadow diagrams of the proposed building envelopes shown in the proposed Development Plan between 11:00am and 2:00pm on 22 June.
- A Landscape Master Plan that includes:

- the location of landscape areas on all interfaces as appropriate, including the Yarra River Corridor;
 - guidelines for landscape and fencing treatments with the Yarra River Corridor and how this enhances the bushland character of the river corridor and protects and integrates with existing vegetation and planting;
 - details on the management of landscaped areas, including sustainable irrigation treatments such as water sensitive urban design opportunities;
- Proposed staging plan (if relevant).
 - A concept plan and cross section(s) for building separation and the publicly accessible shared pedestrian/cycle link, which illustrate:
 - the indicative alignment of the shared pedestrian/cycle link and how this encourages pedestrian and cycle movement;
 - the indicative ground floor interfaces and how they are integrated with publicly accessible areas;
 - the dimensions of the link, building separation and the resultant view corridor to the Yarra River Corridor from Trenerry Crescent;
 - the relationship to other vehicles and how conflicts are to be minimised.
 - A conservation management plan or similar comprehensive heritage analysis prepared for the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent by a suitably qualified heritage consultant, that:
 - articulates the significance of the heritage place, its component parts, and its setting (including in relation to the Yarra River Corridor);
 - describes the relationship between the heritage place and any neighbouring or adjacent heritage place/s; and
 - establishes principles for managing the significance of the heritage place and its relationship with its surroundings.
 - A Traffic Management Plan identifying:
 - the likely traffic generation and its impact on the road network, including the intersection of Trenerry Crescent and Johnston Street and how any necessary mitigation measures and/or financial contributions to works to mitigate the impact of development are to be addressed, to the satisfaction of the responsible authority and VicRoads;
 - the safe entry and exit of vehicles and how these minimise conflicts with the pedestrian and cycle link;
 - the means proposed to promote reduced car use and promote sustainable travel including opportunities for the provision of a car share system and Green Travel Plan initiatives;
 - the recommended car parking and bicycle parking rates.

Design Guidelines

- Design guidelines for the entire site, including but not limited to:
 - The treatments of key interface areas that reflect the principles for each interface and respond to key views;
 - Building materials, treatments, including reflectivity details and architectural styles through the site. The design and use of materials must be respectful of the natural characteristics of the Yarra River Corridor, avoiding reflective and/or contrasting materials along interfaces with the Yarra River Corridor and its environs;
 - The location and scale of communal open space;
 - The location of waste storage and collection points;

- The response of the development to the heritage former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent as identified in a conservation management plan or similar comprehensive heritage analysis prepared for the place.

The guidelines should reflect the following requirements:

- The development of the site, including the adaptation, alteration and extension to the heritage building and adjoining new development should not adversely affect the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent and its relationship to the Yarra River Corridor;
- The buildings should distribute access to outlook and sunlight between built forms, provide sunlight to communal open space areas, and manage overlooking between habitable room windows where relevant;
- The building services, including roof top services/elements, should be screened from the public realm;
- Car parking should be located within buildings or to the rear of buildings with the majority of car parking obscured from the public realm.

The Development Plan for any part of the development area or for any stage of development may be amended from time to time to the satisfaction of the responsible authority.

5.0

Decision Guidelines

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Before deciding whether a development plan, or amendment to a development plan, is satisfactory, the responsible authority must consider as appropriate:

- The Vision outlined at Clause 4.0.
- The Yarra River Corridor Strategy, 2015 and Johnston Street Local Area Plan, 2015.
- The retention of view lines to the Yarra River Corridor environs from Trenerry Crescent (as provided for by the requirement for a 20m spacing between built form illustrated on the Indicative Framework Plan).
- The suitability of the provision for a publicly accessible pedestrian cycle link through the site and the measures to improve the movement of pedestrians and cyclists around the north-west corner of the site.
- The protection of the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent identified in the conservation management plan or similar comprehensive heritage analysis prepared for the place, including the protection of key view lines from Trenerry Crescent and from the Yarra River corridor.
- The orderly development of land including management of traffic and car parking.
- The impact of additional traffic from development on the surrounding road network, including the intersection of Trenerry Crescent and Johnston Street, the suitability of any proposed mitigation measures and/or financial contributions to works to mitigate the impact of development whether the views of VicRoads have been considered and addressed.
- The functionality and useability of any publicly accessible areas on the site.
- Whether the proposed scale, form, siting and guidance for new development, including the guidelines for materials, colours and finishes, suitably respond to the landscape setting of the Yarra River Corridor and respond to the built form character of Trenerry Crescent.
- The visual impact of any proposed buildings and works from publicly accessible vantage points such as major roads, paths, bridge crossings and public open space, including Yarra Bend Park, Dight Falls, the Capital City Trail and the Yarra River itself.

6.0

Reference Documents (Policy Reference)

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Johnston Street Local Area Plan – December, 2015

City of Yarra, Yarra River Corridor Strategy, Planisphere, 2015

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