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C218**SCHEDULE 2 TO THE INCORPORATED PLAN OVERLAY**

Shown on the planning scheme map as **IPO2**.

18-62 Trenerry Crescent, Abbotsford November 2016**1.0 Requirements for permit applications**--/20--
C218

An application to construct a building on the site that includes multiple residential dwellings must allocate a minimum leasable floor area* of 20 % of its net floor area** for office/retail/commercial or other employment generating uses, to the satisfaction of the responsible authority.

***Leasable floor area** - That part of any floor area able to be leased. It does not include public or common tenancy areas, such as malls, verandahs, or public conveniences.

****Net floor area** - The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply or lifts.

2.0 Application Requirements--/20--
C218

An application to construct a building on the site must include a site analysis and design response to the satisfaction of the responsible authority. The application is to contain the following:

- A design response that:
 - describes how the building respects and addresses the interface with Trenerry Crescent, Turner Street and the former industrial interface to the Yarra River Corridor.
 - addresses the sensitive river corridor environs in terms of materials and the suitable design and articulation of façades in order to minimise visual impacts when viewed from the river corridor and Yarra Bend Park.
 - provides safe and efficient pedestrian and vehicle access to the building.
- A conservation management plan or comprehensive heritage analysis prepared for the site by a suitably qualified heritage consultant, that:
 - identify the heritage fabric to be retained;
 - articulate the significance of the heritage place, its component parts, and its setting;
 - describe 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 heritage impact statement prepared by a suitably qualified professional that assesses the impact of the proposed development on the heritage values of the heritage place and nearby heritage places, as identified in the conservation management plan or similar comprehensive heritage analysis prepared for the site, along with relevant heritage studies and citations.
- A visual impact assessment, to the specifications of the responsible authority, that provides the following:
 - A 3D model of the development and its surrounds in conformity with the Department of Environment, Land, Water and Planning Infrastructure 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 in the public realm to enable an assessment of the visual impact of the development on heritage places; and
- Perspectives showing the visual prominence of the development from public vantage points along the Yarra River corridor and Yarra Bend Park.
- 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 towards works to mitigate the impact of the development are to be delivered, 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 scheme that considers the suitability of existing vegetation on the site and measures to protect and enhance vegetation along the banks of the Yarra River (immediately east of the site) including a revegetation program and protection of the existing trees in Trenerry Crescent and Turner Streets

3.0 Decision guidelines

Before deciding on an application the responsible authority must consider, as appropriate:

- How the proposed development responds to the purpose and objectives of the Incorporated Plan and accords with the 18-62 Trenerry Crescent Framework Plan.
- How the proposed development responds to the Yarra River Corridor Strategy which seeks to protect the natural characteristics of the Yarra River corridor.
- How the proposed development responds to the land use and built form guidelines and principles in Part 4 of the Johnston Street Local Area Plan, 2015.
- The impact of the height, bulk, design and appearance of the building or works on the character and amenity of the surrounding area:
- The scale and design of new development and its transition to the single storey heritage façade fronting Trenerry Crescent and the adjoining building at 64 Trenerry Crescent
- The impacts of overshadowing on windows to habitable rooms in the existing building to the south and southern side footpath on Turner Street, caused by upper levels of new development, between 9am and 3pm on September 22 (equinox).

How the proposed development has regard to the heritage significance of the place and the principles for managing the values, as set out in the conservation management plan or similar comprehensive analysis prepared for the site.

- The relationship of any new buildings to the street including entrances that provide opportunities for active or visual engagement and whether new buildings provide an attractive and engaging edge to the street environment through landscaping and/or architectural design features.
- The design of any car park area including how it relates visually to the street environment and the extent of activation of the frontage at street level.
- The impact of 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 towards works to mitigate the impact of the development and whether the views of VicRoads have been considered and addressed.
- The extent to which the design of any building and the materials used, minimises the visual impacts of built form when viewed from the Yarra River corridor and Yarra Bend Park.
- The extent to which sustainable travel options are provided as part of the development, in accordance with a Green Travel Plan.
- The extent to which screening of mechanical plant equipment is achieved.

4.0 Requirements for incorporated plan

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The incorporated plan must include:

- Objectives for the future use and development of the site
- A plan showing:
 - Relevant building heights and setbacks across the site.
 - Building height in storeys and metres or RLs.
 - Heritage features to be retained
 - Vehicle entry and exit points for the site.
 - Visual connections to the Yarra River Corridor
 - Areas of landscaping to minimise the visual intrusion of development in the Yarra River Corridor.

5.0 Reference Documents (Policy Reference)

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Johnston Street Local Area Plan – December, 2015

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

18-62 Trenerry Crescent, Abbotsford Plan

1.0 The Plan

The 18-62 Trenerry Crescent, Abbotsford Plan consists of this ordinance and the 18-62 Trenerry Crescent Framework Plan

2.0 Purpose

To facilitate the use and development of the land at 18-62 Trenerry Crescent for a mixed use development including dwellings, retail premises and office uses that will provide jobs and business activity for the local area.

To encourage new development that respects the sensitive Yarra River corridor interface, the heritage values of the site and former industrial character of Trenerry Crescent.

2.0 Objectives

Use principles

- Encourage and support a mix of retail, office and accommodation uses that complement the location and bring life to the area.
- Retain employment generating land uses on the site, whilst permitting residential uses and encouraging mixed use activities consistent with the character of the area.
- Encourage offices, retail uses such as cafes and restaurants at the lower levels of any development that support local residential and commercial uses on the site and nearby.

Development principles

- Provide for new development to be set back from the Yarra River interface to provide a transition in built form and minimise the visual prominence of development from the Yarra River corridor and Yarra Bend Park.
- Facilitate development that responds to the robust former industrial buildings along the east side of Trenerry Crescent, acknowledging the change that has occurred along Trenerry Crescent and having regard to the built form expectations outlined in the Johnston Street Local Area Plan 2015.
- Retain the identified heritage façades shown on the *18-62 Trenerry Crescent Framework Plan* in Figure 1 and where practicable, other elements of the heritage fabric to provide a contextual link to the historical industrial uses along Trenerry Crescent.
- Maintain a visual connection to the retained heritage elements on the site when viewed from Trenerry Crescent and Turner Street.
- Provide an appropriate separation and/or transition between the street wall façade height of new development and the façade of the existing heritage building, as viewed along Trenerry Crescent.
- Provide appropriate setbacks from Trenerry Crescent and Turner Street at upper levels beyond the street wall height to minimise visual dominance of upper levels in the street, as well as the potential for overshadowing the property to the south.
- Ensure that upper level development is sufficiently setback from the retained heritage façades to enable them to be understood as having three dimensional form and appreciated as separate from the new development behind.
- Ensure that built form at the river corridor interface is well designed and articulated in order to break up the building mass.
- Locate taller built form towards the Trenerry Crescent interface (away from the river corridor) and set back upper levels from the street wall façade.
- Provide an appropriate design response to the heritage building on the site in accordance with a Conservation Management Plan (CMP) or comprehensive heritage analysis.

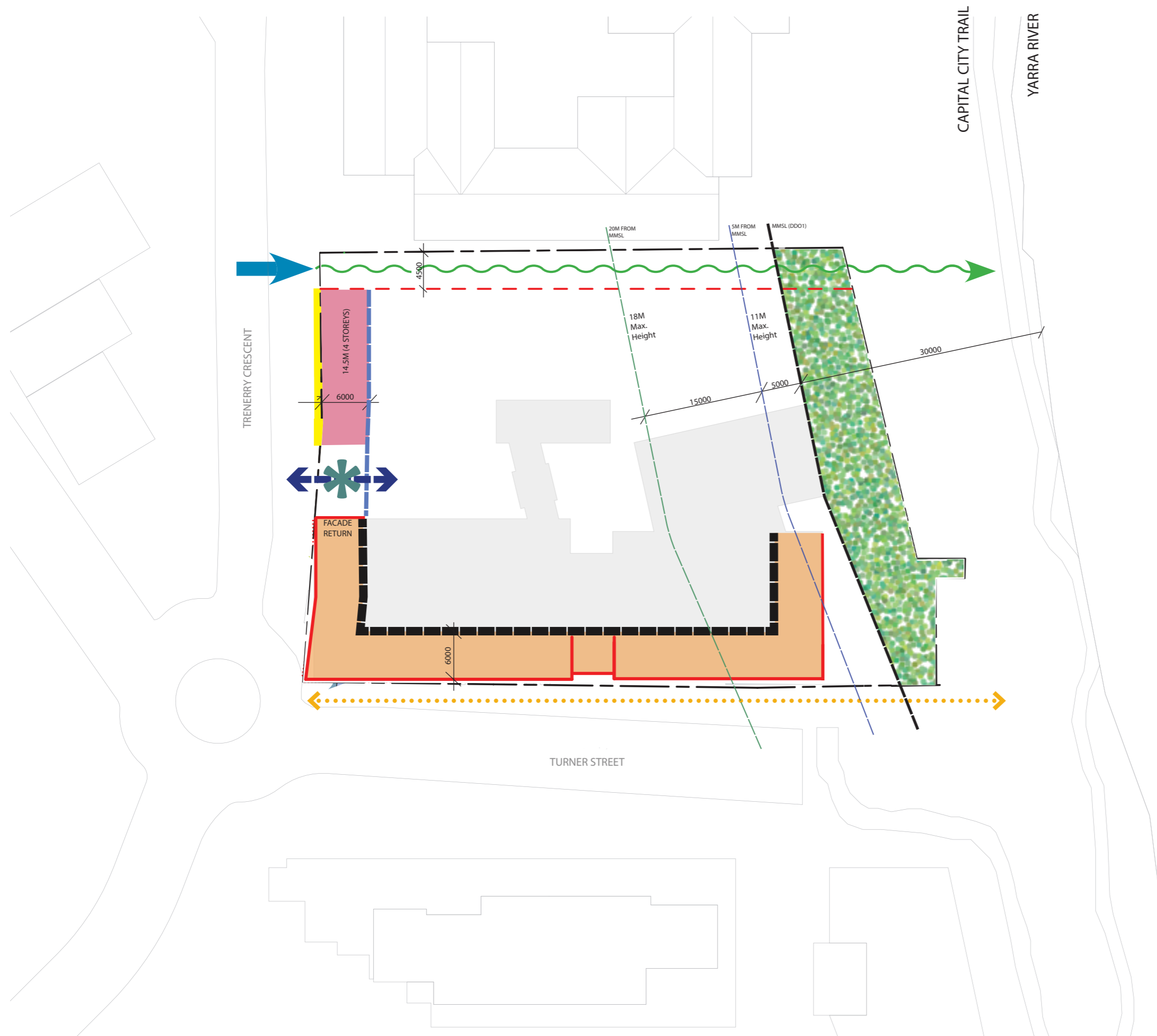
- Ensure that the form of development reflects high quality architecture, urban design and landscaping.
- Ensure that the design and use of materials are respectful of the natural characteristics of the river corridor, responding to the former industrial character, avoiding reflective and/or contrasting materials along the banks of the river.
- Respect and seek to improve the public realm along the Turner Street frontage as a key pedestrian and cycling link to the Yarra River corridor.
- Have regard to views to the Yarra River corridor from the public realm.
- Provide separate entries for different land uses.

Landscape principles

















- Encourage the use of sustainable practices in vegetation selection, stormwater runoff, removal of weeds, vegetation and revegetation of the Yarra River bank (between the title boundary and the Capital City Trail) with local indigenous species.
- Protect the street trees in Trenerry Crescent and Turner Street which provide a distinct landscape character and physically connect the urban environment with the Capital City Trail and the Yarra River.
- Seek to improve the streetscape in Turner Street with footpath upgrades and the introduction of Water Sensitive Urban Design initiatives.
- Ensure any new development incorporates landscape and planting features that integrate with the river environs.

Sustainable Transport Principles

- Provide adequate and convenient on-site parking to cater for the needs of any mixed use development whilst acknowledging the provision of public transport in close proximity to the site and sustainable transport principles.
- Provide adequate bicycle facilities (bicycle storage spaces and end-of-trip facilities) for future residents and workers on the site to reduce the need for car parking spaces and consequently, reliance on motor vehicles.



LEGEND

-  MANDATORY MAXIMUM HEIGHT 14.5M (4 STOREYS)
-  MANDATORY MINIMUM SETBACK LINE (DDO1)
-  MANDATORY MAXIMUM HEIGHT (5M BEYOND MINIMUM SETBACK) 11M (3 STOREYS)
-  MANDATORY MAXIMUM HEIGHT (20M BEYOND MINIMUM SETBACK) 18M (5 STOREYS)
-  REINFORCE STREETScape ALONG TRENNERY CRESCENT BY BUILDING TO STREET EDGE
-  RETAIN HERITAGE FACADES (INCLUDING VIEWS TO HERITAGE FACADES)
-  MINIMUM 6M SETBACK ABOVE HERITAGE FACADE
-  MINIMUM 6M SETBACK ABOVE NEW STREET WALL TO TRENNERY CRESCENT
-  MINIMUM SETBACK TO SIDE BOUNDARY (4.5M) MAXIMISE SOLAR ACCESS & ARTICULATE SIDE-WALL/FACADE
-  PREFERRED VEHICLE ACCESS LOCATION
-  MAINTAIN VISUAL CONNECTIONS
-  OPPORTUNITY TO IMPROVE THE EXISTING PHYSICAL LINK TO THE CAPITAL CITY TRAIL
-  LANDSCAPED INTERFACE AREA
-  PROVIDE SPACING AND/OR TRANSITION FROM THE STREET-WALL HEIGHT TO THE HERITAGE ELEMENT (RETAIN VISUAL CONNECTION TO FACADE RETURN)
-  PREFERRED ENTRY POINT FROM TRENNERY CRESCENT
-  EXISTING HERITAGE BUILDING FOOTPRINT (FOR REFERENCE)

NOTE:

1. Maximum Building heights (not including the street-wall height) must be in accordance with DDO1.
2. The heights on this plan are expressed in metres and the indicative number of storeys (subject to practical floor to floor heights)

