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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

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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.

In addition to requirements in other provisions of the scheme particularly Schedule 1 to the Design and Development Overlay, Yarra (Burrarung) River Corridor Protection, 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 facades in order to minimise visual impacts when viewed from the river corridor and Yarra Bend Park; and
  - provides safe and efficient pedestrian and vehicle access to the building.
- 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.
- A visual impact assessment, to the specifications of the responsible authority, that provides for 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 (including Capital City Trail, Dights Falls and Yarra Bend Park).
- A car parking and traffic impact assessment that considers:
  - the safe entry and exit of vehicles and how these minimise conflicts with any existing pedestrian and cycle links;
  - 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 that promote sustainable transport options including the provision of on-site bicycle storage and end-of-trip facilities;

- the provision of car parking, circulation and layout of car parking, and the recommended bicycle parking provision rates;
- the impact of any additional traffic on the surrounding road network, and how any necessary mitigation measures should be addressed.

Comment [BE1]: Change 1.

- 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.

## 2.0 Decision guidelines

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In addition to requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay, Yarra (Birrarung) River Corridor Protection, 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 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;
- 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 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 the design of 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.

## 3.0 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 metres or RLs;
  - Heritage features to be retained;
  - Other heritage features/fabric;

- 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.

**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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## 18-62 Trenerry Crescent, Abbotsford (Incorporated 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.

To require new developments to apply the provisions and requirements of Schedule 1 to the Design and Development Overlay, Yarra (Birraring) River Corridor Protection.

### 3.0 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*

- Ensure that built form at the river corridor interface is well designed and articulated in order to break up the building mass and provide suitable setbacks to the Yarra River corridor.
- Locate taller built form towards the Trenerry Crescent interface (away from the river corridor) and set back upper levels from the street wall façade.
- Ensure that the form of development reflects high quality architecture, urban design and landscaping.
- 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.
- Provide separate entries for different land uses.

#### *Landscape principles*

- Improve the streetscape along Trenerry Crescent with footpath upgrades, street furniture and bicycle facilities, where appropriate.
- Improve the streetscape in Turner Street with footpath upgrades, way-finding signage, bicycle facilities and the introduction of Water Sensitive Urban Design initiatives.
- 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.
- Provide for opportunities to either screen or improve the appearance of any retaining wall on the eastern property boundary (facing the river corridor), through discussion with Council and the relevant land owners/managers.

#### *Sustainable Transport Principles*

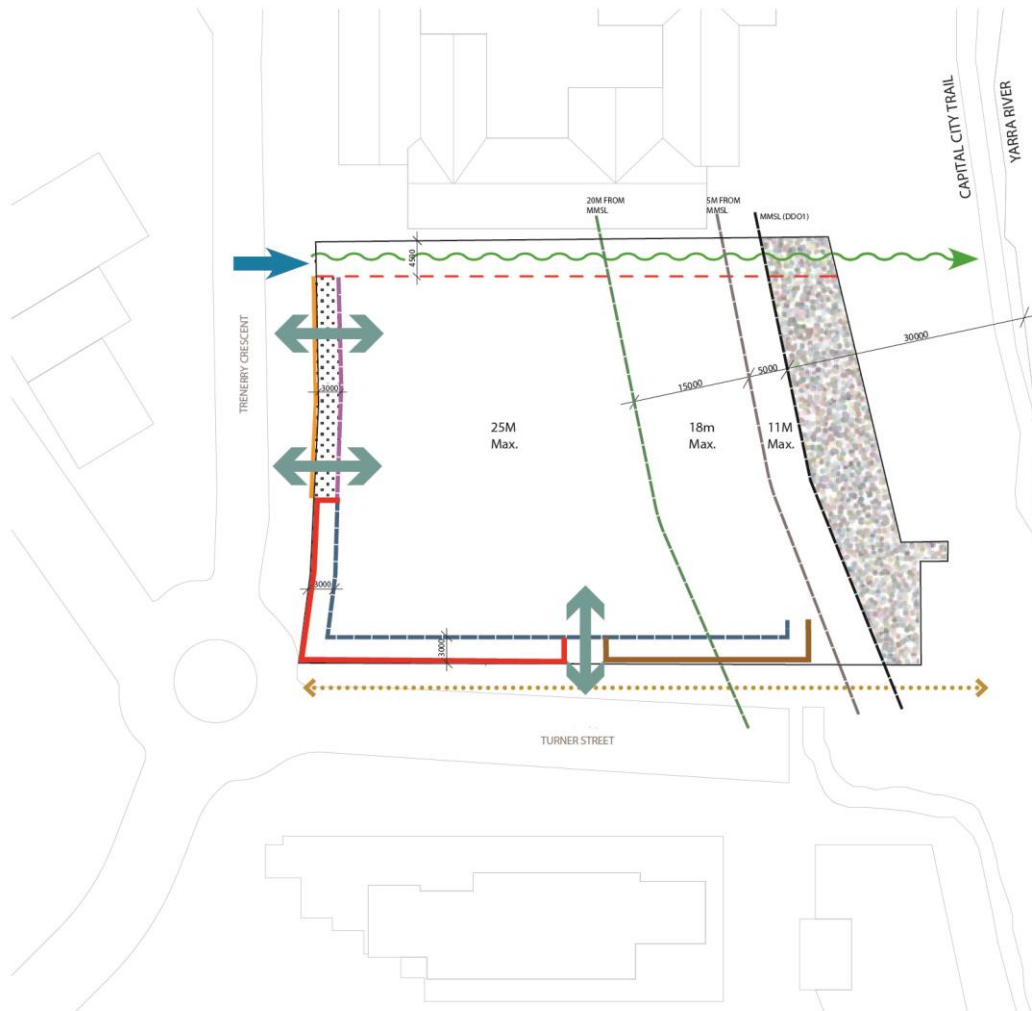
- Provide adequate and convenient on-site parking to cater for the needs of any mixed use development whilst acknowledging the provision of public transport in close proximity to the site and sustainable transport principles.
- Provide adequate bicycle facilities (bicycle storage spaces and end-of-trip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

#### *Heritage principles*

- 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 encourage the retention of ~~where appropriate, 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 and/or transitions 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 and/or transitioned from the retained heritage façades to enable them to be understood as having three dimensional form and appreciated as separate from the new development above and/or behind.
- Provide an appropriate design response to the heritage building on the site in accordance with a Heritage Impact Statement.
- Provide opportunities for incorporation of signage and/or interpretive elements in a publicly accessible location which explain or display the history of the site.

Comment [BE2]: Change 2

## 18-62 TRENERRY CRESCENT - FRAMEWORK PLAN



### LEGEND

-  MANDATORY MINIMUM SETBACK LINE (MMSL)
-  5M SETBACK FROM MMSL (11M MAX. HEIGHT)
-  20M SETBACK FROM MMSL (18M MAX. HEIGHT)
-  REINFORCE STREETSCAPE ALONG TRENERRY CRESCENT BY BUILDING TO PROPERTY BOUNDARY
-  RETAIN 1911 HERITAGE FACADES
-  RETAIN OTHER HERITAGE FABRIC (SUBJECT TO DETAILED HERITAGE & STRUCTURAL ADVICE)
-  3M MINIMUM SETBACK FROM RETAINED HERITAGE FACADES
-  4.5M MINIMUM SETBACK TO SIDE BOUNDARY
-  15M MAXIMUM STREET WALL HEIGHT
-  3M MINIMUM SETBACK FROM STREET-WALL
-  MAINTAIN VISUAL CONNECTIONS TO TREE CANOPIES/RIVER CORRIDOR
-  OPPORTUNITY TO IMPROVE THE EXISTING PHYSICAL LINK TO THE CAPITAL CITY TRAIL
-  LANDSCAPED INTERFACE AREA
-  OPPORTUNITY FOR INCREASED ACTIVATION
-  PREFERRED VEHICLE ACCESS LOCATION

NOTE:  
THE PROVISIONS OF DDO1 & SLO1 APPLY

