

## SCHEDULE 14 TO THE DEVELOPMENT PLAN OVERLAY

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

### **112-124 & 126-142 Trenerry Crescent, Abbotsford**

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**

DD/MM/YY  
YY C219

A permit may be granted before a development plan has been approved to allow

- The use of an existing building.
- Minor buildings and works to existing buildings.
- 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**

DD/MM/YY  
YY C219

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.

In addition to any requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay – Yarra (Birrarrung) River Corridor Protection, an application must be accompanied by the following information (as appropriate):

- 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 Infrastructure 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 Yarra 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
  - 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), 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, along with relevant citations and studies;
- 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.
- A Landscape Plan that includes:
  - proposed landscape 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
- 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.

Comment [BE1]: Change 1

Comment [BE2]: Form and content – Change 14

### 3.0 Requirements for Development Plan

DD/MM/YY  
YY C219

The Development Plan must be consistent with the following Vision for the site, and be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1 to the satisfaction of the responsible authority. In addition the Development Plan must be consistent with any requirements in other provisions of the scheme, particularly Schedule 1 to the Design and Development Overlay – Yarra (Birrarrung) River Corridor Protection.

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 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.

#### 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 site's 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;
- 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 and robust industrial character;
- not dominate views to the former Austral Silk and Cotton Mills complex from the Yarra River corridor;
- maintain key views to Yarra River corridor and to the western facade and appropriate views of the upper levels of the former Austral Silk and Cotton Mills complex when viewed from Trenerry Crescent;
- Provide appropriate opportunities for the improvement of the safety of pedestrian and cyclist movements at the north western corner of the site;-
- [Explore the potential for a publicly accessible shared link as identified on the Indicative Framework Plan.](#)

Comment [BE3]: Change 9

## 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.
- An arboricultural assessment of any significant vegetation on the land, including advice on the long term health and retention value of such vegetation.

### Plans and Reports

- 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 indicative location of car and bicycle parking areas;
  - the vehicle and pedestrian access locations;
  - the location of any areas of public 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 existing pedestrian/cycle links (including Capital City Trail);
- Shadow diagrams of the proposed building envelopes shown in the proposed Development Plan between 11:00am and 2:00pm on 22 June.
- A Landscape Plan that includes:
  - the location of landscaped 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 Heritage Impact Assessment 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 Report identifying:
  - the safe entry and exit of vehicles and how these minimise conflicts 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;
  - the recommended car parking and bicycle parking provision rates;
  - other mitigation measures identified through a traffic and car parking report.

Comment [BE4]: Change 1a

#### 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 treatments for communal open space;
  - The response of the development to the heritage values of the former Austral Silk and Cotton Mills building and substation at 112-124 Trenerry Crescent as identified in a heritage impact assessment prepared for the place;
  - The treatment of building services, including roof top services/elements, should be screened from the public realm.

Figure 1 Indicative Framework Plan



LEGEND

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| <ul style="list-style-type: none"> <li> SITE AREA – WELL DESIGNED AND ARTICULATED BUILT FORM (THE PROVISIONS OF DDO1 AND SLO1 RELATING TO HEIGHTS AND SETBACKS APPLY)</li> <li> CAPITAL CITY TRAIL – EXISTING PEDESTRIAN / CYCLING LINKS EXTERNAL TO SITE</li> <li> MAINTAIN VIEWS TO KEY HERITAGE FAÇADES</li> <li> KEY VIEWS TO HERITAGE BUILDINGS</li> <li> PREFERRED 8M HEIGHT LIMIT – MAINTAIN VIEWS TO UPPER LEVELS OF HERITAGE FAÇADE</li> <li> 18M MAXIMUM STREET WALL HEIGHT / 5M MINIMUM SETBACK</li> </ul> | <ul style="list-style-type: none"> <li> ENHANCE INTERFACE WITH PUBLIC REALM</li> <li> IMPROVE CORNER FOR PEDESTRIANS AND CYCLISTS THROUGH DISCUSSIONS WITH COUNCIL</li> <li> HERITAGE SUBSTATION</li> <li> PROVIDE BUILDING SEPERATION TO ACHIEVE THE FOLLOWING:             <ul style="list-style-type: none"> <li>• A VISUAL CONNECTION TO YARRA RIVER CORRIDOR (FROM TRENERRY CRESCENT)</li> <li>• PUBLIC LINK OPPORTUNITY</li> </ul> </li> </ul> |
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