

**626 HEIDELBERG ROAD, ALPHINGTON**  
**ALPHINGTON PAPER MILLS PRECINCT – STAGES 2A AND 2B**  
Urban Design Referral

<b>Date</b>	16 <sup>th</sup> April 2018
<b>Council Reference</b>	PLN17/0703
<b>To</b>	Amy Hodgen
<b>From</b>	David Lock Associates

**INTRODUCTION**

In March 2018, the City of Yarra ('Council') requested that David Lock Associates (Australia) Pty. Ltd. ('DLA') undertake an urban design assessment of a proposed development at 626 Heidelberg Road, Alphington (the subject site). The proposal seeks approval for the construction of a mixed use development precinct predominantly massed within Stages 2A and 2B of the broader Alphington Paper Mills precinct ('Amcors Precinct'), comprised of the following key elements:

- The 'Urban Anchor' (predominantly located within Stage 2A);
- The 'Living Matrix' (Stage 2A);
- The 'Sculptural Building' (split between Stage 2A and Stage 2B); and
- The 'Village Retail Precinct' (Stage 2B).

Refer below.

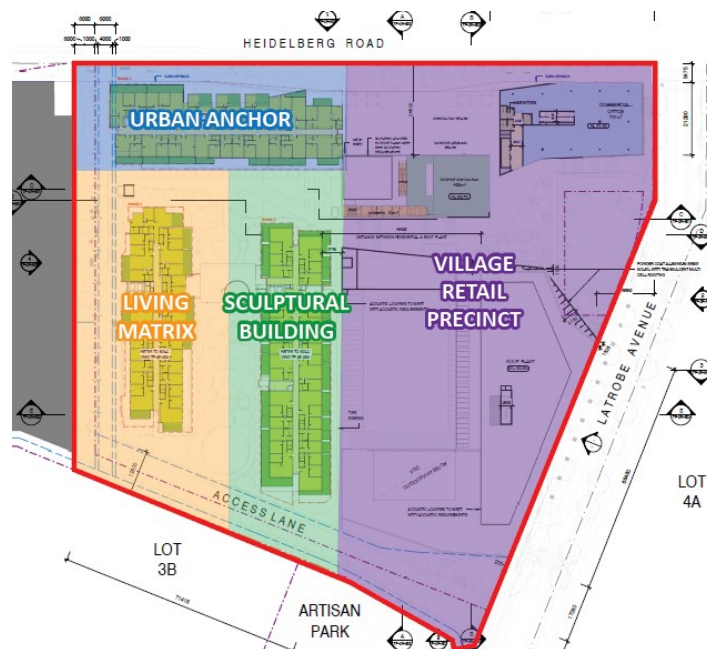


Figure 1 – Subprecinct constituents (Source: Alpha Partners, with emphasis added)

In undertaking this assessment we have had regard to the following:

- The relevant provisions of the Yarra Planning Scheme (the ‘Planning Scheme’) and relevant Reference and Incorporated Documents, including:
  - The ‘*Alphington Paper Mills Development Plan (2016)*’; and
  - The ‘*Victorian Urban Design Guidelines (2017)*’.
- The relevant provisions of the Darebin Planning Scheme (insofar as they apply to the northern side of Heidelberg Road);
- The physical context of the subject site and wider area, including (but not limited to):
  - The width and robustness of Heidelberg Road directly north of the Amcor Precinct, including in-progress road widening works;
  - The existing built form condition of Heidelberg Road, comprised of a mix of low-scale residential dwellings (directly north of the Amcor Precinct, as well as light industrial/commercial uses (east and west of the Amcor Precinct);
  - The existing, vacant condition of the subject site and broader Amcor Precinct;
  - The subject site’s previous built form condition to both Heidelberg Road, comprised of tall, sheer, remnant cream brick industrial built form;
  - The subject site’s proximity to a broad range of services and public transportation options, including Alphington train station (500m north-east) and the Fairfield Village Activity Centre (800m north west); and
  - The subject site’s proximity to the Yarra River Corridor (500m south).
- The emerging scale of approved and proposed development in proximity to the Amcor Precinct, including (but not limited to):
  - Alphington Paper Mill Precinct Stage 2A – 17 storeys (proposed);
  - ‘Parkview Apartments’ (Stage 1 of the Amcor Precinct) – 8 storeys (proposed);
  - 700-718 Heidelberg Road, Alphington - 5 storeys (approved); and
  - 582 Heidelberg Road, Alphington – 13 storeys (proposed).
- The urban context and design report prepared by NH Architecture (dated August 2017);
- The architectural plans prepared for the Urban Anchor, Living Matrix and Sculptural Building (Stages 2A and 2B) prepared by Bird de la Coeur Architects (Revision 03 dated 20<sup>th</sup> February 2018);
- The architectural plans for the Village Precinct (Stage 2B) prepared by NH Architecture (Revision 03 dated 20<sup>th</sup> February 2018)
- The town planning report prepared by Contour Consultants (dated August 2017); and
- The landscape plans prepared by Aspect Studios (dated August 2017).

## ASSESSMENT

Despite the complexity of the proposal from an urban design perspective, it is clear from our review of the above that the key urban design issues pertaining to the proposal are as follows:

- Is the proposal consistent with the future vision for the Amcor Precinct from a **character** perspective?; and
- Is the proposal acceptable with respect to **public realm amenity** impacts?

These are addressed in turn.

## CHARACTER

### *Context*

The Amcor Precinct is a metropolitan-significant urban renewal opportunity located in the inner-northern suburb of Alphington, in a significant 10.6ha (approx.) land parcel generally bounded by Heidelberg Road (to the north), the Chandler Highway (to the west), the Yarra River (to the south) and Latrobe Avenue (to the east). Whilst the Amcor Precinct was previously utilised for the purpose of paper production (and which consequently contained a broad range of robust remnant industrial fabric), the existing condition of the Amcor Precinct is one which has been levelled and remediated and is therefore consequently vacant.

The specific subject site is a large, amalgamated landholding located at 626 Heidelberg Road, Alphington, at the northern periphery of the broader Amcor Precinct. The subject site is located on the southern side of Heidelberg Road at its intersection with Latrobe Avenue, and its existing condition reflects that of the broader Amcor Precinct (vacant, remediated land). A fall of 5m (approx.) runs NE-SE through the subject site.

The vacant condition of the broader Amcor Precinct is a market reaction to the relevant planning context within the Planning Scheme, which specifically identifies the strategic importance of the Amcor Precinct as a metropolitan significant urban renewal opportunity. Whilst the entirety of the Amcor Precinct (including the subject site) is zoned Mixed Use Zone (whose fundamental purpose of relevance is to *'provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality'* as well as *'providing housing at higher densities'*), Council has invested significantly in affirming the strategic direction for the Amcor Precinct by way of Amendment C200 and the application of Development Plan Overlay Schedule 11 (*'DPO11 – Amcor Site, Heidelberg Road, Alphington'*). It is the DPO11 (and consequent 2016-approved Development Plan) that provides the most pertinent character guidance for the subject site and broader Amcor Precinct through the envisioning of a preferred future character comprised of a range of built form densities, uses and high quality urban design outcomes.

Specifically, the DPO11 identifies the subject site as 'split' between Precinct A and Precinct C, the former of which is envisioned to host 'landmark' built form of up to 14 storeys (discretionary) massed behind a 3 storey street wall, and the latter which is envisioned to host future built form of up to 8 storeys (discretionary) massed behind a 6 storey street wall. The development plan nuances this by designating the entirety of the subject site as within the 'Village Precinct', split between 'Precinct 2A' (which is envisioned to *'develop into a mixed use precinct of predominantly residential landmark built form comprised of mid to high rise built form'*) and 'Precinct 2B' (which is envisioned to *'develop into a mixed use precinct with significant retail, commercial and a community focus with residential development at upper levels, with predominantly medium-rise built form'*) (emphasis added).

Specifically, the Development Plan outlines the following specific built form guidance in addition to DPO11 (of most relevance from a character perspective):

Character Element	Precinct 2A	Precinct 2B
<b>Street Wall Height</b>	3 storeys preferred	6 storeys preferred
<b>Overall Height</b>	14 storeys	6-8 storeys
<b>Setbacks</b>	0m to street wall, 'generally recessive' above (2.2m)	
<b>Floor-to-Floor (FTF) Heights</b>	3m (residential) or 4m (commercial)	
<b>Inter-Building Separation</b>	Minimum 12m	

Figure 2 – Summarised built form provisions of the Development Plan for Precinct 2A and 2b

The balance of the Planning Scheme reinforces the suitability of the Amcor Precinct for more intensive forms of urban renewal by way of its designation as a 'Strategic Redevelopment Site' at the western periphery of the 'Alphington Neighbourhood Activity Centre' (Clause 21.03), noting that Clause 22.10 (despite not being technically applicable due to HO70) combines with the 'Victorian Urban Design Guidelines (2017)' to provide high level urban design guidance for large future development sites such as the subject site and broader Amcor Precinct.

Therefore, taken together, the pertinent planning policy framework of relevance to the proposal contemplates more intensive built form in the achievement of a preferred future character for the Amcor Precinct. The DPO11 (and underpinning Development Plan) – combined with the existing physical context of the subject site – provide the most useful urban design guidance as to how best to achieve this.

#### 'Urban Anchor'

The Urban Anchor is a predominantly residential tower located within the north-western periphery of the subject site, at the intersection of Heidelberg Road (existing) and the 'Outer Circle Mews' (proposed). The Urban Anchor is a 14 storey tower form that rises to a maximum total height of 47.9m (approx., plus plant) massed above a three storey podium (approx. 14.5m high), and which adopts a predominantly east-west floorplate axis. The Urban Anchor is predominantly located within Precinct 2A of the Development Plan, but does propose built form within Precinct 2B.

The Urban Anchor's height and massing is the starting point for the consideration of preferred future character response, and – within this context – we note that the Development Plan is clear in its future character aspirations for three storey street walls in Precinct 2A (approximately 10m based on envisioned FTF heights), and six storey street walls in Precinct 2B (approximately 19m based on envisioned FTF heights). All built form above is to 'be recessive', noting that page 110 of the Development Plan quantifies 'recessive' as a minimum of 2.2m to the 'Outer Circle' (and greater than 2.2m in the 'Village Precinct').

At the street wall heights proposed (approximately 14.5m), the Urban Anchor's response to Heidelberg Road and the Outer Circle Mews is in excess of that which is envisioned by the Development Plan, but is generally of limited character consequence given the robustness of Heidelberg Road (22m wide) and limited extent of interface of the Urban Anchor to the Outer Circle Mews (12m wide). Conversely, whilst less than the street wall height envisioned by the Development Plan where within Precinct 2B, the elements of the Urban Anchor's Heidelberg Road street wall within this precinct achieve an

architecturally-integrated response to the proposed condition of the eastern abutting Village Retail Precinct (school).

Above the street wall, the Urban Anchor seeks planning approval for an upper form that predominantly reads as either 'flush' with the proposed street wall (as viewed from Heidelberg Road), or which incrementally cantilevers over the proposed street wall (as viewed from the Outer Circle Mews). The Development Plan is clear in its aspirations for a podium/tower typology within Precinct 2A, and there is no reason why the Urban Anchor should not respond accordingly by way of a tangible upper form setback to both Heidelberg Road and the Outer Circle Mews. The minimum 2.2m aspirations of the Development Plan for the 'Outer Circle' are a minimum (and apply equally to precincts that contemplate lesser building heights, such as Precinct 6), and therefore 3m is considered the minimum upper form setback for the overall heights proposed (street wall edge to balcony edge) within the context of the Development Plan's clear expectations for 'greater than 2.2m' upper form setbacks in the Village Precinct. Any response to the aspirations of the Development Plan for a 'Gateway Built Form' streetwall response at the corner of Heidelberg Road and the Outer Circle Mews (page 110 of the Development Plan) should be achieved through materiality and detailed design rather than a reduction in upper form setbacks.

With respect to overall height, the Urban Anchor seeks planning approval to rise to a height equivalent of close to 16 residential storeys (47.9m divided by the 3m residential FTF height aspirations of the Development Plan), which exceeds the quantitative overall height aspirations of the Development Plan for Precinct 2A of 14 storeys (43m, based on 1 x commercial storey [4m FTF height] plus 13 x residential storeys [3m FTF height]). The Development Plan is clear in its future character aspirations for the tallest within Precinct 2A's height to be massed as a 'landmark' response to the corner of Chandler Highway and Heidelberg Road (14 storeys), and that *'the height of other buildings should generally scale down toward the south and the east'* (page 122 of the Development Plan). Page 124 of the Development Plan is also clear in its aspirations for Precinct 2A of the Village to adopt a clear residential focus (in contrast to the preferred retail and commercial role of Precinct 2B), which is of paramount importance in determining appropriate underpinning FTF heights in translating 14 storeys to metres.

It is therefore not reasonable to interpret 14 storeys as comprised of anything more than predominantly residential land uses in Precinct 2A, and accordingly it is not reasonable to interpret 14 storeys as any taller than 43m. The overall height of the Urban Anchor should therefore be reduced to no more than 43m to assist in reinforcing the envisioned character and urban morphology of the broader Amcor and Village Precinct, noting that any discretion to potentially exceed this metric in Precinct 2A should only be entertained for 'landmark' development at the corner of Chandler Highway and Heidelberg Road. The discretion relied upon by the applicant to justify a street wall of 14.5m in height will result in an approximate two storey (6m) height reduction to the Urban Anchor compared to that which is currently proposed.

Finally, with respect to design detail of the Urban Anchor, it is the Urban Anchors' proposed northern, eastern and western elevations that will be most visible from the public realm once the Amcor Precinct reaches full development capacity, and each is sufficiently resolved architecturally. However, the manner in which the applicant has handled the relationship between podium car parking and the public realm is fundamentally challenging (to the Outer Circle Mews) and could benefit from

wintergarden material revision (to Heidelberg Road), and is discussed further in the 'Public Realm Amenity' section of this statement.

### *'Living Matrix'*

The Living Matrix is located directly south of the Urban Anchor, and again is a predominantly residential tower that rises to a maximum total height of 14 storeys (approximately 49m, owing to the slope of the subject site). The Living Matrix is distinctive by way of its chamfered skyline profile and extensive use of vertical yellow-finished metal applied materiality. The Living Matrix makes use of a podium that rises to a maximum height of approximately 19m (at the tallest point), adopts a linear north-south floorplate axis, and is entirely located within Precinct 2A of the Development Plan.

With respect to the Living Matrix's preferred massing and setbacks, the Development Plan's aspirations for a three storey (10m) street wall with recessive upper form for development in Precinct 2A are again of relevance, and – at the height proposed – the Living Matrix's street wall height response is more akin to that which is envisioned within Precinct 2B to Heidelberg Road. Whilst we are appreciative of the difficulties associated with designing to sloping land, we cannot find any compelling urban design rationale to make such a significant departure from the street wall future character aspirations of the Development Plan - particularly within the context of the proposed street wall's use (car parking), its fundamental design (inactive edges), and the impact of the street wall's height on the character and 'sense of enclosure' of proposed abutting 'at grade' public spaces (such as the Outer Circle Mews). We therefore recommend fundamentally re-designing the height and massing of the Living Matrix's street wall response accordingly, and suspect that a reduction in street wall height to be reflective of that which has been proposed for the Urban Anchor (14.5m) will be sufficient.

Above this, the Living Matrix seeks planning approval to rise to a total height of 49m, which – akin to the Urban Anchor – is a significant departure from the character intent of the Development Plan. Again we recommend a reduction in overall building height to no more than approximately 43m, noting that the reduced yield of the Living Matrix and Urban Anchor tower forms will reduce the necessity for the extent of podium car parking provision to the benefit of a reduced street wall height. The chamfered skyline profile of the Living Matrix should be retained to contribute to skyline variation between the recommended height of the Living Matrix (43m) and the recommended height of the Urban Anchor (43m) in longer range views toward the proposal.

Adopting an increased upper form setback to the Outer Circle Mews (minimum 3m) is also recommended, which is readily achievable through 'shifting' the floorplate slightly eastward at the expense of the existing 19.8m inter-building separation to the Sculptural Building. We appreciate this will require minor amendments to the location of the Living Matrix's primary lift core. Conversely, the 12m proposed inter-building separation between the Living Matrix building and Urban Anchor is the minimum extent of built form separation necessary for a 43m high tower form (as previously recommended for each), and is supported accordingly on this basis.

With respect to design detail and architecture, the design rationale behind the specific vertical yellow metal materiality is also challenging and in-principle is far more suited to the 'landmark' built form location within the Development Plan (corner of Chandler Highway and Heidelberg Road) rather than the more subservient position of the Living Matrix. We therefore recommend inviting the applicant to



explore a more 'subdued' architectural expression for the Living Matrix, as per the aspirations of the Development Plan for a material palette '*drawn from the industrial heritage of the site including natural concretes and render, face brickwork, steel and unfinished timber*' (page 124 of the Development Plan). Similarly, as with the Urban Anchor, the fundamental design approach to the Living Matrix's street wall is also archaic from a public realm amenity perspective and will require a first-principles rethink to achieve more activation to (and surveillance of) the Outer Circle Mews public realm.

### *'Sculptural Building'*

The Sculptural Building is located directly east of the Living Matrix, and seeks approval for a five storey residential complex (approximately 16.3m high, plus plant) massed above a 17.45m high (approx.) street wall to 'Access Lane' to the south. The Sculptural Building adopts a north-south floorplate axis and appears to be 'split' between Precinct 2A and Precinct 2B of the Development Plan. Unlike the Urban Anchor or Living Matrix, the Sculptural Building sits politely within the core of the subject site and will be largely invisible from the public realm owing to the height of the proposed street wall and extent of proposed built form around it.

The starting point for the consideration of the massing approach adopted for the Sculptural Building is the proportionate relationship between the Sculptural Building's street wall in relation to overall height, which – at a total street wall height of 17.45m (approx.) - accounts for over half of the Sculptural Building's overall height. Whilst aspects of the Development Plan support the notion of taller street wall heights in Precinct 2B, the aforementioned height reduction for the Living Matrix's street wall response should also be carried through to the Sculptural Building – particularly given the Access Lane is a far less 'robust' public environment compared to Heidelberg Road and Latrobe Avenue (ie. the balance of street wall interfaces within Precinct 2B of the Development Plan).

Above this, the general design and massing of the Sculptural Building is of limited character consequence when considered within the context of the visibility of the Sculptural Building once the Amcor Precinct reaches full development capacity. The architecture of the Sculptural Building has been ably handled and is generally of a high quality, noting that the Sculptural Building's Access Lane street wall will again require a fundamental re-design for aforementioned reasons (refer to the discussion on Public Realm Amenity).

### *'Village Retail Precinct'*

The Village Retail Precinct forms the balance of the subject site, and is located directly east of the Urban Anchor, Living Matrix and Sculptural Building. It interfaces directly with Heidelberg Road (to the north) and Latrobe Avenue (to the east), and is abutted to the south by the proposed Access Lane. It is the retail heart of the Development Plan and is located entirely within Precinct 2B.

The fundamental massing strategy adopted by the applicant for the Village Retail is one of prevalently five storey commercial built form (approximately 25m high) built sheer to Heidelberg Road and the Access Lane, surrounding a central 'town square' accessible off Latrobe Street. The exception to this is a proposed school use massed toward Heidelberg Road, which presents with a double storey street wall (circa 10m) with all built form set back approximately 26m.

The DPO11 is clear in its future character aspirations for 6-8 storey high built form within Precinct 2B, which equates to approximately 25m based on anticipated FTF heights. Street wall heights of up to 6 storeys are envisioned (19m), and the Development Plan nuances this further by seeking a 4-6 storey massing response to the abutting street network (page 111).

At the overall height proposed, all aspects of the Village Retail Precinct are generally consistent with the future height aspirations of the DPO11 and Development Plan. Importantly, the overall height of the proposed office component (corner of Latrobe Avenue and Heidelberg Road) is directly consistent with the emerging scale of other aspects of the Amcor Precinct (such as the 8 storey proposed Parkhill apartments directly east of the precinct [Precinct 1 of the Development Plan]), which will assist in effecting a tangible easterly built form transition along the Heidelberg Road streetscape from the Amcor Precinct's corner gateway location to external emerging built form conditions.

Whilst the sheer massing of the Village Retail Precinct's height exceeds the Development Plan's street wall aspirations, we note that the departures are of limited character consequence given they have either been positioned toward more 'open' expanses of public realm where greater spatial definition is required (such as the intersection of Heidelberg Road and Latrobe Avenue [including easement], or opposite the envisioned future parkland south of the subject site within Precinct 3B).

The architecture of the Village Retail Precinct is exemplary and contemporary, and has been ably handled to achieve a visually interesting and compelling built form outcome. The broad palette of materials is responsive to the character aspirations of the Development Plan for Precinct 2B (comprised of a mix of 'weathered metal cladding' [corten], dark finished metal sheeting and glazing), and their considered and restrained application contributes to the elegance of the Village Retail Precinct as an architectural composition.

## **PUBLIC REALM AMENITY**

Clauses 15 and 21.05 of the Planning Scheme combine with the Development Plan and Victorian Urban Design Guidelines to set a deservedly high benchmark for public realm amenity within the Amcor Precinct.

In response, the fundamental public realm design approach to the Village Retail Precinct is of an excellent standard, with the general massing and design of the varying intricacies of the proposal ably handled. The general land use program is considered, and will result in a sufficient continuity of active Ground Floor uses (despite the slope of the subject site) that are designed in a way to maximise activation and passive surveillance through appropriate architectural resolution (including use of glazing). Fixed seating and weather protection contributes to the experience of the 'town square' element of the Village Retail Precinct as a static piece of urban realm, and the 'sleeving' of proposed community/educational uses with retail is a logical response that will likely maximise vibrancy.

Design amendments capable of further enhancing the public realm amenity performance of the Village Retail Precinct should be pursued, including:



- Achieving meaningful Ground Floor public realm activation to Heidelberg Road through deletion of the GL05 materiality ('Smoked Reflective Mirror Glazing') and replacement with meaningful fenestration or a secondary supermarket entrance instead;
- Considering CPTED principles with respect to the expanse of Ground Floor corten materiality to Latrobe Avenue, which – in its current form – reads a prime target for graffiti and vandalism; and
- Enhancing permeability through the town square element through rationalisation of the eastern bounding corten retaining wall/landscape element.

In the same vein, there are many proposed aspects of the Urban Anchor/Living Matrix/Sculptural Building component that will result in high quality public realm amenity contributions, such as the intended easement to Heidelberg Road (and commensurate footpath widening), proposed creation of new public open spaces (podium top publicly-accessible open space) and general landscape intent for the Outer Circle Mews (including tactile pavement treating). However, the fundamental public realm design approach of the Urban Anchor/Living Matrix/Sculptural Building component is one in which the amenity of the 'at grade' public realm is largely eschewed in favour of the new 'podium top' public open space – which is elevated significantly above the NGL of the surrounding street network to the height equivalent of more than five residential storeys at some points (particularly as experienced from Access Lane).

Whilst the creation of new pieces of high quality public realm are supported in principle, their creation cannot come at the expense of the reasonable public realm expectations of 'at grade' public realm. The applicant should therefore be invited to fundamentally rethink the following design aspects of the proposal:

- Interfacing car parking directly to the public realm for the full effective height of the street wall to the Outer Circle Mews and Access Lane. The 'Parking and Driveway' aspirations of the Development Plan are clear in their intent for *'car parking in basements [is] preferred, or otherwise sleeved with habitable or active uses'* (page 125 of the Development Plan), which is reinforced by the 2017 Victorian Urban Design Guidelines. Any street wall response should significantly reduce the extent of interface car parking by 'sleeving' it behind active uses (such as dwellings);
- Reducing the scale of the proposed street wall outcome to the Outer Circle Mews and Access Lane to avoid the creation of an overt sense of 'enclosure'. A reduction in street wall height will also allow for greater integration between 'at grade' public realm and the applicant's proposed 'podium top' public realm through reduced stairing; and
- Providing for pockets of weather protection to both Heidelberg Road and the Outer Circle Mews, which can be achieved through canopy provision where outside communal residential entry lobbies.

## OTHER

Please note that this commentary has not undertaken a review of the following:

- Any internal amenity consideration, such as dwelling sizes, daylight sources or corridor design;

- Any detailed land use consideration (above and beyond the nexus between land use and public realm amenity);
- Any Equinox shadow assessment, particularly upon the southern footpath of the Access Lane; and
- The applicant's secondary supporting urban design material, such as wayfinding and signage strategies.

## SUMMARY

The subject site and broader Amcor Precinct are metropolitan-significant urban renewal opportunities whose underpinning planning policy framework invite the creation of a new, preferred future built form character (rather than a continuation of that which exists in the subject site's broader physical context). The provisions of the DPO11 and underpinning Development Plan provide the most useful urban design guidance as to how best to achieve this from a character and public realm amenity perspective.

Within this context, our view is that there are many aspects of the proposal that are to be applauded from an urban design perspective, such as the general design intent of the proposal, aspects of the architectural resolution of the proposal, and the creation of new public open spaces. However, there remain a number of elements that also require further design resolution.

We therefore recommend the following from an urban design perspective:

### 'Urban Anchor'

- **Reduce the overall height of the Urban Anchor to no more than 43m;**
- **Fundamentally redesign the Urban Anchor's proposed street wall to reduce the extent of direct car parking interfaces to the Outer Circle Mews by sleeving podium car parking with 'active' uses (such as dwellings) instead;**
- **Consider a material revision to the Urban Anchor's north-facing podium dwellings to achieve greater activation and engagement with the Heidelberg Road public realm;**
- **Reinforce the Development Plan's preferred podium/tower typology through adoption of a minimum 3m upper form setback to both Heidelberg Road and the Outer Circle Mews. The setback should be measured from the edge of the street wall to the edge of upper level balconies, and any exercise of discretion should be applied to Heidelberg Road only; and**
- **Enhance the public realm amenity of the Outer Circle Mews through increased weather canopy protection.**

### 'Living Matrix'

- **Reduce the overall height of the Living Matrix to no more than 43m. Retain the chamfered skyline element to achieve skyline variation between the recommended Living Matrix height (43m) and recommended Urban Anchor height (43m);**
- **Reduce the street wall height of the Living Matrix to no more than approximately 14.5m, including discretion to be applied in response to the slope of the subject site;**

- Fundamentally redesign the Living Matrix’s proposed street wall to reduce the extent of direct car parking interfaces to the Outer Circle Mews and Access Lane by sleeving podium car parking with ‘active’ uses (such as dwellings) instead;
- Reinforce the Development Plan’s preferred podium/tower typology through adoption of a minimum 3m upper form setback to the Outer Circle Mews. The setback should be measured from the edge of the street wall to the edge of upper level balconies;
- Enhance the public realm amenity of the Outer Circle Mews through increased weather canopy protection; and
- Consider a more muted architectural language for the Living Matrix that is more responsive to the role of the site as subservient to the Development Plan’s preferred landmark location (corner Chandler Highway and Heidelberg Road).

#### ‘Sculptural Building’

- Reduce the street wall height of the Sculptural Building to Access Lane to no more than approximately 14.5m. Discretion should be applied to allow for an ultimate height response that responds to the revised Access Lane street wall height of the Living Matrix; and
- Fundamentally redesign the Sculptural Building’s proposed street wall to reduce the extent of direct car parking interfaces to the Access Lane by sleeving podium car parking with ‘active’ uses (such as dwellings) instead.

#### ‘Village Retail Precinct’

- Enhance the amenity of the public realm through the following design amendments:
  - Achieving meaningful Ground Floor public realm activation to Heidelberg Road through deletion of the proposed GL05 materiality (‘Smoked Reflective Mirror Glazing’) and replacement with meaningful fenestration/secondary supermarket entrance instead;
  - Replacement of the proposed corten material at the Ground Floor interface to Latrobe Avenue with an alternative that is more responsive from a CPTED perspective; and
  - Achieving greater permeability through the town square by way of formalised access through the eastern bounding corten retaining wall.

The applicant should also be invited to clearly distinguish between Precinct 2A and 2B of the Development Plan on all floorplans and elevations.

Please do not hesitate to contact Brodie Blades on (03) 9682 8568 or at [brodieb@dlaaust.com](mailto:brodieb@dlaaust.com) should you have any queries regarding the above.

**DAVID LOCK ASSOCIATES**