

22 BENDIGO ST RICHMOND

Development Plan

May 2012

DEVELOPER

Lend Lease

PROJECT TEAM

Development Manager	Lend Lease
Masterplan Architect	Hayball
Landscape Architect	Oculus
Planning Consultant	Contour Consultants
Traffic and Civil Engineer	Cardno
Geotechnical / Environmental Engineer	Golder Associates
Heritage Consultant	Bryce Raworth
Sustainability Consultant	Lend Lease Design



/ CONTENTS

1.0/ VISION	2	6.0/ DESIGN RESPONSE	46	12.0/ LANDSCAPE	90
1.1/ Executive Summary	4	6.1/ Concept Analysis	47	12.01/ Existing Open Space	91
1.2/ Project Vision	5	6.2/ Proposed Masterplan, Building Heights + Massing	49	12.02/ Existing Trees	92
<hr/>					
2.0/ STATUTORY PLANNING	8	7.0/ MASTERPLAN	52	12.03/ Landscape Masterplan	93
2.1/ Statutory Planning Context	9	7.1/ Proposed Masterplan	53	12.04/ Circulation and Permeability	94
2.2/ Title Particulars	10	7.2/ Building Heights	54	12.05/ Open Space	95
<hr/>					
3.0/ URBAN CONTEXT	14	7.3/ Sections + Elevations	55	12.06/ Public Spine	96
3.1/ Metropolitan Context	15	7.4/ Street Interface Sections	57	12.07/ Public Square	97
3.2/ Neighbourhood Context	16	7.5/ Shadow Studies	60	12.08/ Public Laneways	98
3.3/ Local Networks	17	8.0/ ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT 64			
3.4/ Built Form	18	8.1/ Sustainability Commitments	65	12.09/ Communal / Courtyard Gardens	99
3.5/ Land Use + Open Space	19	<hr/>			
3.6/ Existing View Study	20	9.0/ HERITAGE & COMMUNITY PRECINCT	68	12.10/ Townhouse Frontages and Existing Streets	100
3.7/ Neighbourhood Character Assessment	21	9.1/ Heritage Conditions + Overlay	69	12.11/ Planting Theme	101
<hr/>					
4.0/ SITE ANALYSIS	24	9.2/ Heritage Assessment	70	13.0/ ACCESS & MOVEMENT 104	
4.1/ Existing Site Conditions + Levels	25	9.3/ Heritage and Community Precinct	71	13.1/ Traffic Movement Analysis	105
4.2/ Existing Buildings	26	9.4/ Heritage and Community Precinct	72	13.2/ Street Profiles	106
4.3/ Existing Traffic Conditions	27	9.5/ Heritage Building Design Guidelines	73	13.3/ Resident and Visitor Parking	107
4.4/ Existing public Transport, Cycling + Pedestrian Networks	28	<hr/>			
4.5/ External Views to Site	29	10.0/ RESIDENTIAL QUALITY & DIVERSITY	76	13.4/ Pedestrians and Bicycles	108
4.6/ Environmental Conditions	31	10.1/ Residential Quality and Diversity - Apartments	77	14.0/ ENGINEERING & INFRASTRUCTURE 110	
4.7/ Existing Vegetation/Open Space	32	10.2/ Residential Quality and Diversity - Townhouses	78	14.1/ Stormwater, WSUD and Sewer	111
4.8/ Existing Infrastructure	33	10.3/ Accessible and Affordable Housing	79	14.2/ Water and Gas	112
<hr/>					
5.0/ URBAN DESIGN ANALYSIS & RESPONSE	36	10.4/ Apartment Building Design Guidelines	80	14.3/ Electrical and Communications	113
5.1/ Integration	37	10.5/ Townhouse Design Guidelines	82	<hr/>	
5.2/ Built Form	39	11.0/ LAND USE 84			
5.3/ Landscape Methodology	41	11.1/ Development Summary	85	15.0/ DEVELOPMENT STAGING 116	
5.4/ Permeability / Connectivity	43	11.2/ Residential Uses	86	15.1/ Development Staging Plan	118
<hr/>					
			11.3/ Roads + Open Space	88	

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YARRA PLANNING SCHEME
 Plan referred to in Permit No: DPO(5)
 relating to use/development of land.

[Signature]

For and on behalf of the Responsible Authority
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1.0/ VISION

10.1
VISION

1.1/ EXECUTIVE SUMMARY

THIS DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY WITHIN THE YARRA PLANNING SCHEME.

- 01/ The Project aims to create a new and distinctive neighbourhood destination within Richmond with an emphasis on exceptional design quality, public open space and landscaped gardens, community amenity and a sensitive response to the site's rich heritage.
- 02/ 22 Bendigo Street has been identified as a strategic redevelopment site. It will raise the benchmark for environmentally responsible development and cultivate a new urban lifestyle that embraces the energy, vibrancy and pace of inner city suburban living while promoting diversity, prosperity and equality amongst its residents and neighbours.
- 03/ The masterplan proposes building heights of 6 storeys or less. Along the boundary edges are mostly 2 storey townhouses with a limited number of 3 story townhouses.
- 04/ Buildings are setback from existing streets to reflect similar setbacks of the existing houses opposite the site. This provides variation and character to the streetscape.
- 05/ The proposal will be predominantly residential. There is a broad mix of residential dwellings to accommodate a diverse population. An emphasis on larger two and three bedroom apartments and townhouses will cater for a larger proportion of owner occupiers and a diverse mix of household types.
- 06/ All homes will be fully visitable and up to 5% of the homes will be either adaptable or fully accessible wheelchair housing
- 07/ A Component of affordable housing is proposed equivalent to 5% of the total residential dwellings, which will be transferred to registered housing provider on completion.
- 08/ The majority of the homes will be dual aspect with favourable orientation, providing improved sunlight and daylight, cross flow ventilation and thermal performance.
- 09/ The development will retain and promote the adaptive reuse of the existing heritage building to facilitate a vibrant heritage precinct and will accommodate a new Community Centre that will cater for a range of community oriented activities.
- 10/ The Community Centre will be visible and directly accessible from Bendigo Street. It will be complimented by a range of adjacent mixed uses.
- 11/ The masterplan provides around 2,500m² of public open space in addition to around 3,000m² of communal open space comprising landscaped gardens, streets and roof scapes.
- 12/ The buildings will benefit from precinct wide environmental technology including low emodied energy, water reduction and watersaving measures, and a range of energy efficiency measures. The project is targeting a 5 Star Green Star Rating under the Green Building Council's Multi-Unit Residential Assessment.
- 13/ The masterplan proposes a new network of streets and laneways to improve permeability and connectivity through the site and broader neighbourhood. It will prioritise pedestrians and cyclists over cars and include direct access for pedestrians and cyclists to Bendigo Street.
- 14/ The proposed street profiles have been designed to meet the requirements of the City of Yarra. The streets will be handed over to Council as the stages of the development are completed. Council will enforce parking restrictions and maintain the roads while the police will enforce speed restrictions.
- 15/ The existing tree canopy is concentrated on the perimeter edges of the site and was originally planted to screen the Channel 9 operations from the street. The trees interfere with existing utility services (including the undergrounding of power lines) and compromise the masterplan and its interface with the street network. The majority of the existing trees will be removed and replaced with a selection of advanced trees across the site.
- 16/ The masterplan provides adequate visitor car parking within the site, including for visitors to the community and retail uses. Additional provision is included for loading zones, drop off points, waste collection and car share facilities.
- 17/ Extensive bicycle parking is provided across the masterplan with 1 cycle space provided for every 2 dwellings.
- 18/ Green travel plans will be developed and introduced as set out in the Integrated Transport Plan.
- 19/ The project will be built in stages so as to minimise disruption to neighbouring properties and existing roads and infrastructures.

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1.2/ PROJECT VISION

LEND LEASE IS COMMITTED TO CREATING A VIBRANT AND SUSTAINABLE PRECINCT WITHIN THE RICHMOND NEIGHBOURHOOD. EMBRACING THE SITE'S RICH HERITAGE, PROVIDING NEW PUBLIC OPEN SPACE AND FLEXIBLE COMMUNITY SPACE, AS WELL AS OFFERING A RANGE OF HOMES THAT WILL MEET THE NEEDS OF A DIVERSE POPULATION.

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01/ VIEW OF PUBLIC SQUARE

ARTIST'S IMPRESSION, FOR ILLUSTRATIVE PURPOSES ONLY

1.2/ PROJECT VISION

THE KEY PRINCIPLES UNDERPINNING THE DEVELOPMENT PLAN ARE AS FOLLOWS:

- 01/ The use of traditional street patterns and strong linkages to adjacent streets and frontages to generate the principle masterplan layout.
- 02/ A safe and secure environment that is well connected, legible and easy to navigate with a strong sense of place, character and identity, and which is founded in the context of Richmond and the site's history.
- 03/ The creation of extensive public realm with a new neighbourhood square that forms the community focus and civic heart of the development coupled with the adaptive re-use of the former Wertheim piano factory as a key focal point of the masterplan.
- 04/ A strong landscape identity across the masterplan which is sympathetic and enhances the existing qualities of the local environment, encourages a range of activities and is brought to life through high quality landscaping and materials, well designed street furniture and public art features.
- 05/ A mix of residential building types placed within a hierarchy of streets and laneways which provide a mixture of dwelling types and sizes, including both apartments and townhouses, all with an emphasis on healthy living through measures including cross ventilation and access to generous communal open space.
- 06/ A range of sustainability measures that will deliver innovative standards in energy and water efficiency, sustainable drainage, waste reduction, renewable and non-polluting materials, and renewable technologies.
- 07/ A sustainable and balanced transport strategy that promotes lower car usage and dependency, prioritises pedestrians and cyclists and improves access to public transport from the site.

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01/ PROPOSED MASTERPLAN

--- SITE BOUNDARY

Scale 1:1250 @ A3
 0 10 20 30 40 50m



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2.0/ STATUTORY PLANNING

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YARRA PLANNING SCHEME
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2.1/ STATUTORY PLANNING CONTEXT

This document has been prepared in accordance with the requirements of Schedule 5 to the Development Plan Overlay within the Yarra Planning Scheme.

A Development Plan provides for a masterplan of the future development of the site. It provides certainty to the land owner/developer, third parties (including surrounding residents) and Council about the proposed site plan, land uses, built form, landscaping, vehicle access and interface treatments. To support the masterplan technical reports have been prepared in relation to the following disciplines:

- Traffic engineering
- Ecologically sustainable design (ESD)
- Heritage
- Infrastructure (including waste management)
- Site contamination/remediation

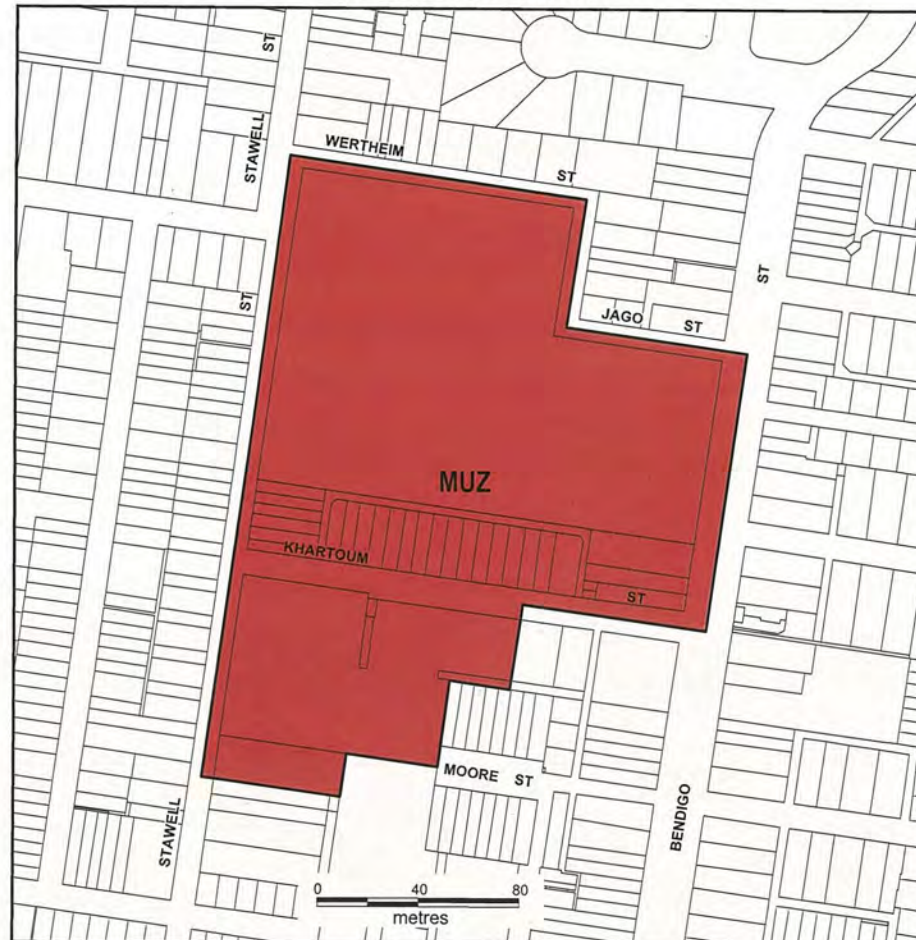
The Development Plan also recognises the strategic importance of the site within the wider metropolitan context, and it being identified as a 'Strategic Redevelopment Site' within Clause 21.08 Neighbourhoods (and more specifically Clause 21.08-10 Central Richmond) within the Yarra Planning Scheme.

It should be noted that planning policy for State and local levels identifies the need for:

- Urban consolidation and the use of existing urban areas for more than half of all new housing
- The siting of new housing within activity centres of large redevelopment sites, or sites with good access to transport and services
- Housing to meet demographic needs including an ageing population and a trend towards smaller household sizes
- Increased affordable housing types and tenure close to jobs, transport and services.

These objectives must be balanced with land use and design principles which ensure that development responds to the site's context, the natural features of the land, heritage and built form considerations. The Development Plan explains how this will be achieved.

YARRA PLANNING SCHEME LOCAL PROVISION

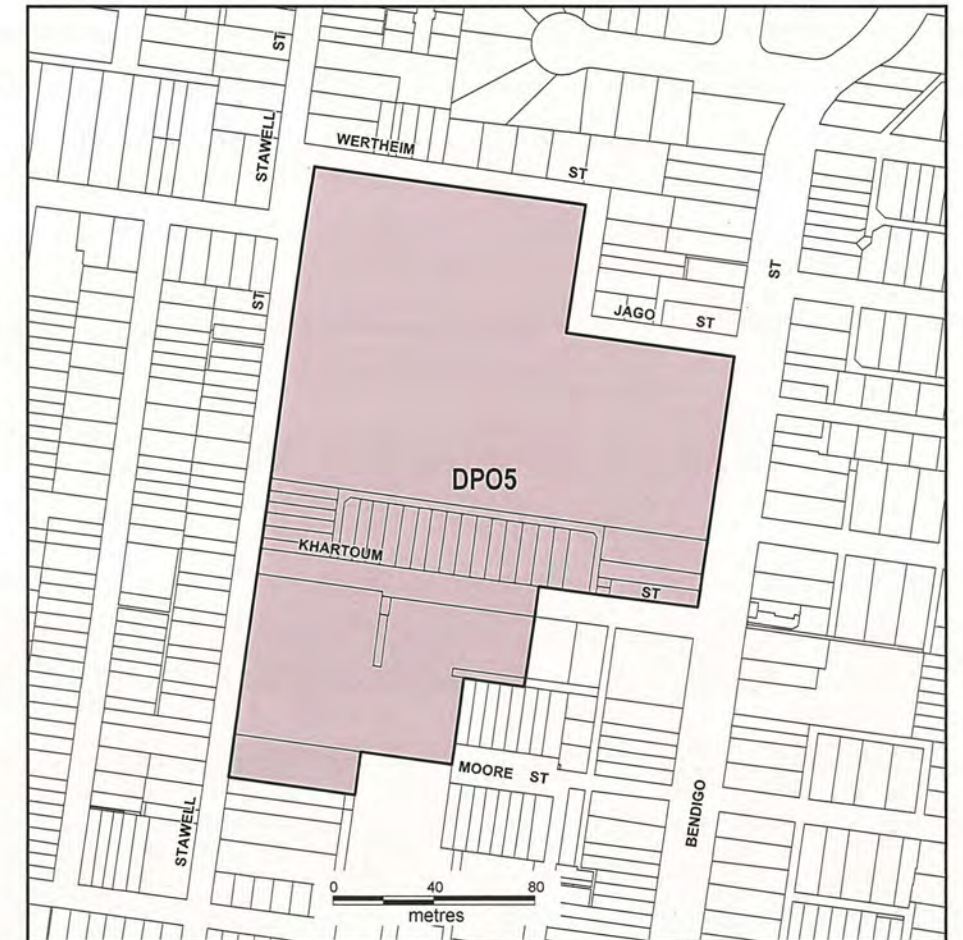


LEGEND
MUZ MIXED USE ZONE

AMENDMENT C104

01/ YARRA PLANNING SCHEME EXCERPT: ZONING

YARRA PLANNING SCHEME LOCAL PROVISION



LEGEND
DPO5 DEVELOPMENT PLAN OVERLAY
- SCHEDULE 5

AMENDMENT C104

02/ YARRA PLANNING SCHEME EXCERPT: DEVELOPMENT PLAN

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2.2/ TITLE PARTICULARS

VOLUME 09322 FOLIO 321

Security no : 124034750207P
Produced 11/08/2010 03:10 pm

LAND DESCRIPTION

Land in Plan of Consolidation 107184.

PARENT TITLES :
 Volume 01790 Folio 990 Volume 03669 Folio 617 Volume 04093 Folio 418
 Volume 04188 Folio 514 Volume 05899 Folio 726 Volume 06532 Folio 249
 Volume 07303 Folio 513 Volume 07412 Folio 366 Volume 08524 Folio 849
 Volume 08946 Folio 037
 Created by instrument CP107184 10/05/1979

REGISTERED PROPRIETOR

Estate Fee Simple
 Sole Proprietor
 GENERAL TELEVISION CORPORATION PTY LTD of 22 BENDIGO ST RICHMOND 3121
 U605051J 23/01/1997

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AE945411B 13/03/2007
 UBS NOMINEES PTY LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE CP107184 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

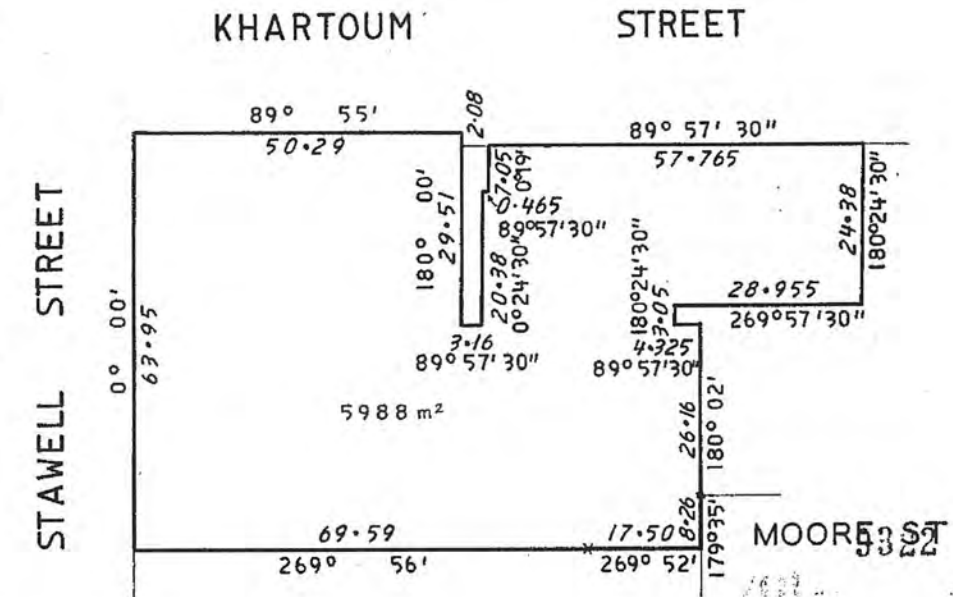
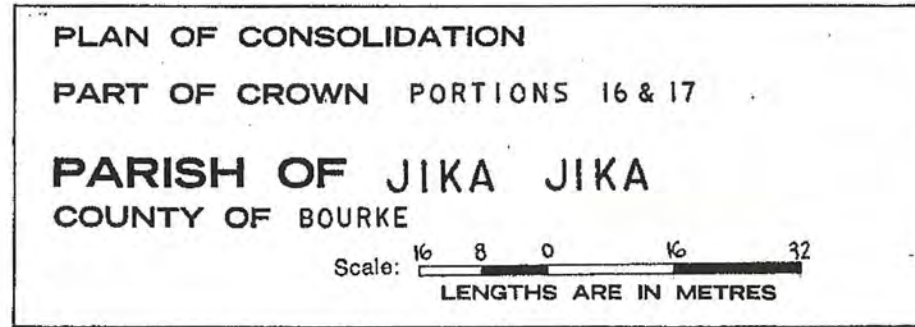
NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 171 STAWELL STREET RICHMOND VIC 3121

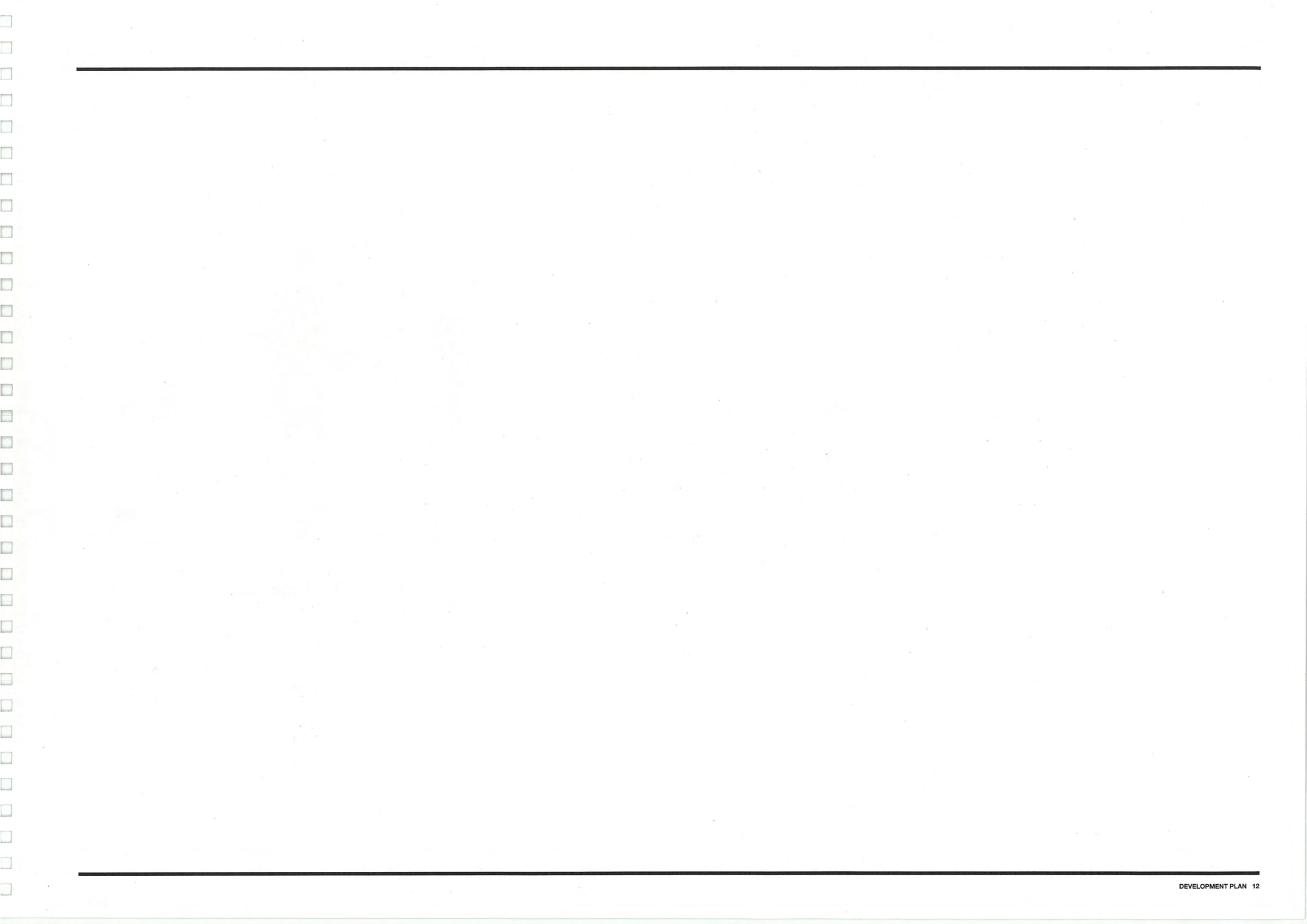
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APPROVED
 C. P. ALLEN
 Registrar of Titles
 Assistant Registrar of Titles
 DATE 12-4-79 TIME 8-55 AM

SEAL & ENDORSEMENT OF MUNICIPALITY	SURVEYORS CERTIFICATION
Sealed Pursuant to the provisions of Sec. 569 A B of the Local Gov. Act	I certify that this plan has been made by me or under my immediate supervision and accords with title. LICENSED SURVEYOR DATED 7/2/79

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3.0/ URBAN CONTEXT

3.1/ METROPOLITAN CONTEXT

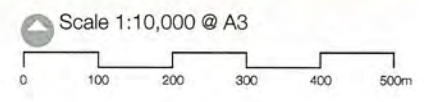
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Richmond Station | Pakenham Trainline | Richmond Town Hall | Victoria Gardens | Burnley Station | Lilydale Trainline



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3.2/ NEIGHBOURHOOD CONTEXT

The size, built form, typology and use on site make this a distinctive and unique opportunity for well considered future development.

The local and wider neighbourhood demonstrates a diversity in terms of housing types, scale, street interface and relationship with abutting coarse grain built forms. Therefore, in a wider context both the distinct nature and features of the GTV9 site, and its relationship to the neighbourhood is not atypical of Richmond.



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Subject Site

Burnley Station

Barkly Gardens



Metzke Bros, Industrial Building Amongst Fine Grain Residential



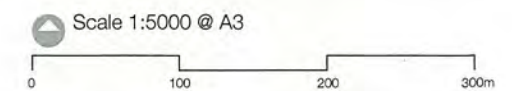
Circa 1940s Office of Public Housing Estate on Tudor Street



New medium density residential housing



Fine Grain Residential Housing



3.3/ LOCAL NETWORKS

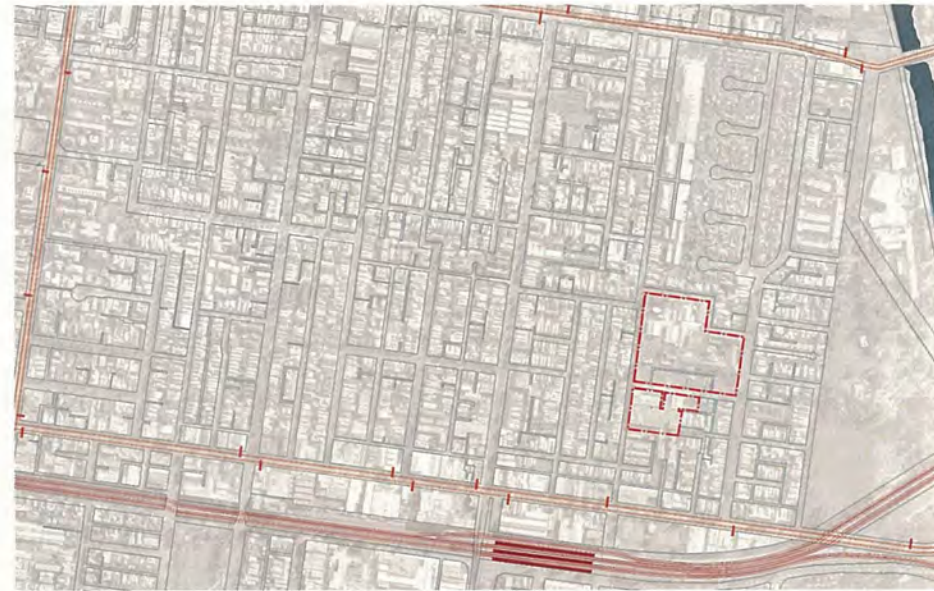
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ROAD NETWORK HIERARCHY
 A relatively uniform network of arterial roads, streets and laneways exists within the site context. This uniform hierarchy does not currently extend into the site

- PRIMARY STREET
- SECONDARY STREET
- TERTIARY STREET
- LANEWAY / DEADENDS

01/ ROAD NETWORK HIERARCHY



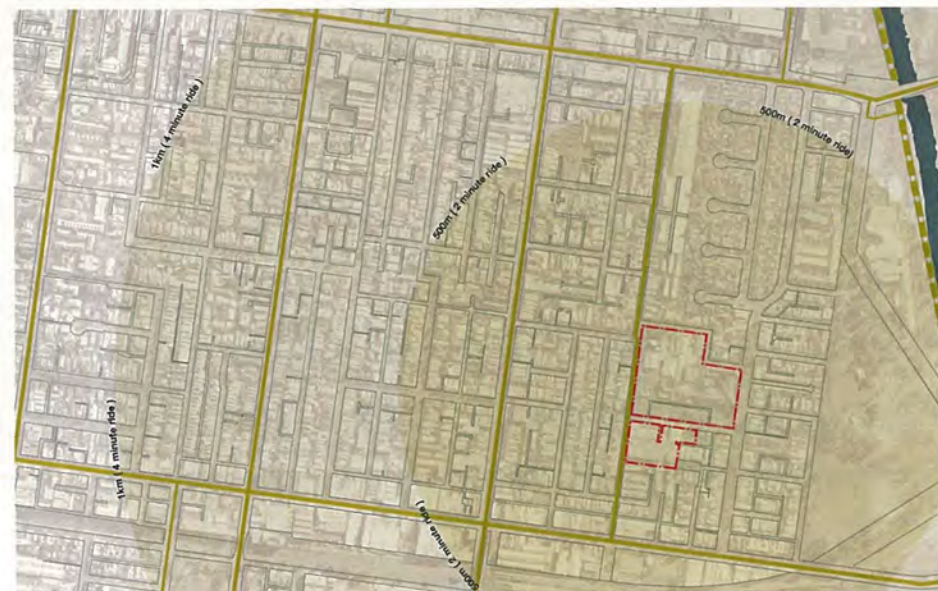
PUBLIC TRANSPORT NETWORK
 The site is well located within walking distance of metropolitan train and tram services and a short trip to central Melbourne for connecting regional train links.

- TRAIN LINE
- TRAIN STATION
- TRAM NETWORK
- TRAM STOP

02/ PUBLIC TRANSPORT NETWORK

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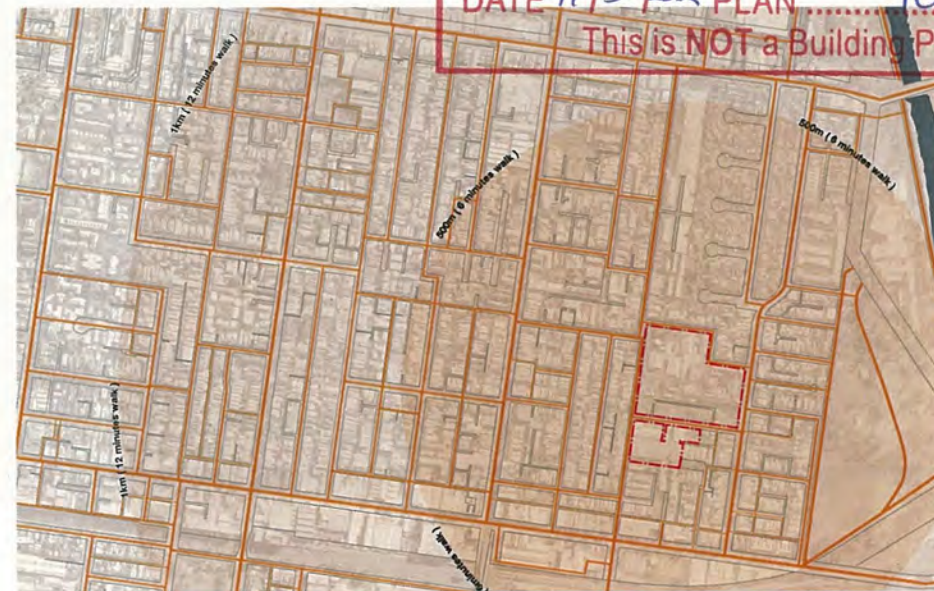
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CYCLING NETWORK
 City cycling routes and linkages to the Capital City Trail are located via north-south connections within relatively short cycle trips from the site. However, the site itself offers the current network limited east-west connectivity

- CYCLING ROUTES
- CAPITAL CITY TRAIL

03/ CYCLING NETWORK



WALKABILITY NETWORK
 The local context offers good walkability opportunities and north-south connections to local shopping precincts. However, the site currently limits east-west walkability from adjacent areas to the Capital City Trail and the Yarra River.

- PEDESTRIAN PATHS

04/ NETWORK

