

32-68 MOLLISON STREET INCORPORATED PLAN (March 2020)

THE LAND

The 32-68 Mollison Street Incorporated Plan applies to the land at 32-68 Mollison Street, Abbotsford, described as Lots 1 and 2, and part of Lots 4 and 5, on Plan of Subdivision 208064F; Lot 1 on Title Plan 10831L; Lot 1 on Title Plan 900661X.

32 Mollison Street or ‘**Area A**’ is described as Lot 1 and part of Lots 2, 4 and 5 on Plan of Subdivision 208064F; Lot 1 on Title Plan 10831L; Lot 1 on Title Plan 900661X.

38-68 Mollison Street or ‘**Area B**’ is described as part of Lot 2 on Plan of Subdivision 208064F.

THE PLAN

The 32-68 Mollison Street Incorporated Plan consists of this ordinance and the attached Plan as Map 1.

OBJECTIVES

To ensure that development responds to a mid-rise character along Mollison Street of 5 to 7 storeys behind a lower street wall of 3 to 4 storeys.

To facilitate the use and development of the land for office, commercial and other compatible uses that will stimulate employment opportunities and business activity within the local area.

To encourage development design that promotes pedestrian activity and passive surveillance, contributes to a high-quality public realm, and avoids overshadowing of opposite footpaths on Mollison Street and Victoria Crescent.

To ensure development responds to sensitive use to the south of Mollison Street by requiring that the overall scale and form of development on the Land protects these properties from an unreasonable loss of amenity through visual bulk and overshadowing.

PERFORMANCE MEASURES

Building and works and subdivision

- The provisions of Table 1 will be applied to determine whether a permit application for buildings and works is in accordance with this plan.
- The provisions of Table 2 will be applied to determine whether a permit application for subdivision is generally in accordance with this plan.

Design and appearance

- Provide an upper-level separation of the built form and design treatments to ensure proposed buildings on Area A and Area B do not appear as one building mass.
- Use material definition between the podium and upper levels that is responsive to the local context and character.

TABLE 1: BUILDINGS AND WORKS

BULDINGS AND WORKS	REQUIREMENT
Height	Building height in Area A must not exceed 32 metres and 7 storeys. Building height in Area B must not exceed 23 metres and 5 storeys.
Street wall	Street wall height should transition from 3 storeys at the western end of the site (Area A) to 4 storeys at the eastern end of the site (Area B).
Upper level setback from street wall and northern boundary	Above the street wall and northern boundary wall, upper levels should be setback a minimum of 3 metres from the northern boundary, Mollison Street, Victoria Crescent and Little Nicholson Street.

	Upper level setbacks above the street wall and northern boundary should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) to avoid repetitive stepping of individual levels.
Ground Level Setback	The building must be setback along the western boundary of the property to provide for two-way vehicle access on Little Nicholson Street.
Corner treatment	The corner of the development at the Mollison Street and Victoria Crescent intersection should be chamfered as shown on The Plan. No cantilevering should occur at the upper levels.
Upper Level building separation	Upper level development (4 th storey and above) should be separated by a minimum of 6 metres between Area A and Area B (as shown on Map 1).
Overshadowing	New development must not overshadow the footpath on the southern side of Mollison Street between 10 am and 2 pm on the 22 nd of September.
Active frontages	Active frontages should be provided to a minimum of 80% of the Mollison Street and Victoria Crescent frontage, keeping inactive facades to a minimum.
Material definition (podium / lower level and upper levels)	Façade articulation and composition should achieve cohesive design including material definition between lower and upper levels that is responsive to local context and character. Upper levels should use lighter coloured and visually recessive materials, while lower level materials should be detailed and robust.
Car Parking	Car parking should be concealed from the Victoria Crescent and Mollison Street frontages.
Bicycle Parking	Bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses (e.g. changing facilities).
Vehicular access	Vehicular access must be limited to one vehicle from Little Nicholson Street and one vehicle from Mollison Street as shown on Map 1. No vehicular access is to be provided from Victoria Crescent.
Pedestrian Access	Pedestrian access to buildings should be achieved via Mollison Street and/or Victoria Crescent and primary access from laneways should be avoided. Where pedestrian access from a laneway is appropriate, it should include a pedestrian refuge or landing and include lighting. Pedestrian entrances must be clearly visible, secure and have an identifiable sense of address.
Service cabinets	Service cabinets must be appropriately located and integrated with the design of the building utilising the laneway where possible.

TABLE 2: SUBDIVISION

SUBDIVISION	REQUIREMENT
Widening of Little Nicholson Street	The subdivision of land along Little Nicholson Street to widen the laneway must be in accordance with the Plan as shown on Map 1.

PERMIT APPLICATION REQUIREMENTS

The following application requirements apply to an application for a planning permit, in addition to those specified elsewhere in the planning scheme, and must accompany an application as appropriate to the satisfaction of the responsible authority:

- a site analysis and urban design context report which demonstrates how the proposal achieves the Objectives and Performance Measures of this Plan.

- development proposals for buildings including detailed shadow analysis to demonstrate no overshadowing of the southern footpath along Mollison Street on September 22nd from 10am to 2pm.
- a traffic engineering report prepared by a suitably qualified traffic engineer that demonstrates how the development:
 - minimises impacts on the level of service, safety and amenity of the surrounding road network; and
 - reduces car dependence and promotes sustainable transport modes, and

which includes an assessment of the cumulative impacts of traffic and parking within the development including an assessment of the ongoing functionality of laneway; and

responds to the access requirements above; and

- detailed engineering drawings for the widening of Little Nicholson Street in accordance with the Plan.

If in the opinion of the responsible authority an application requirement listed above is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

Map 1: The Plan

