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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT ALPHINGTON PAPER MILL ARTISAN PRECINCT STAGE 2 – ARTISAN WEST

April 2020

Prepared by

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BACKGROUND

Alphington Paper Mill Artisan Precinct – Artisan West Stage 2.

1. In August 2019 I was asked by Glenvill to comment on the proposed development at the Alphington Paper Mill Artisan Precinct – Artisan West Stage 2.
2. I provided preliminary feedback on their proposal soon thereafter where I sought amendments to form, articulation, program and resolution. Further amendments were then made prior to submission to council and it is on these that I have been asked to comment.
3. This application sought approval for construction of 4 buildings in conjunction with placemaking initiatives. The buildings are notated as Core A, B, C and D. A two basement level car park is provided in conjunction with this project for 325 cars. The updated configuration of units now comprises:
 - a) Core A provides for 94 apartments across up to 12 levels. There are 31 x 1 bedroom units, 7x 2 bedroom units with one bathroom, 46 x 2 bedroom units with two bathrooms and 10 x 3 bedroom units.
 - b) Core B comprises 80 units across 9 levels. It is configured with 33 x 1 bedroom units, 8 x 2 bedroom one bathroom units, 35 x 2 bedroom 2 bathroom units and 4 x 3 bedroom dwellings.
 - c) Core C is a smaller building with 27 apartments over 5 levels including 13 x 1 bedroom units, 1 x 2 bedroom one bathroom unit, 12 x 2 bedroom 2 bathroom units and 1 x 3 bedroom dwelling.
 - d) Core D has 72 units over 8 levels including 1 x 1 bedroom unit, 16 x 2 bedroom 1 bathroom units, 51x 2 bedroom 2 bathroom units and 4 x 3 bedroom units.
4. Subsequently further to design updates have been made with this yield following a further meeting and review and requests for information in February 2020 and it is on these that I now finalise my comments in relation to that project.

60 Chandler Highway

5. I have also had a preliminary review in February this year of the proposed project at 60 Chandler Highway.
6. I again met with architects in early April to discuss the revised plans and it is on these that I now wish to comment.
7. This project had required more significant changes and I am now in receipt of these amendments and it is on these that I wish to comment.
8. I have been asked to consider the following in my assessment and commentary against State, and local policy and the DPO and Masterplan and guidelines for the site:
 - > Building height and built form
 - > Street wall to the Chandler Highway and Main Road facades
 - > Linkages
 - > Architecture and facade treatments.

SITE CONTEXT

9. The site forms a key gateway precinct within the Alphington Mills comprehensive new precinct development and major interface to the reconfigured Chandler Highway interface.
10. The two projects comprising the sites frame the primary western gateway to the site and with the adjoin Boiler House precinct also frame the southern heritage precinct gateway to the south.
11. The Artisan West Precinct site itself sits within the major road network encircling the precinct activity centre core. This core is proposed to incorporate local neighbourhood retail services, community facilities, shared public open space.
12. Its island nature with major arterial roads to two sides and the primary main street through the site to the others in turn earmarked this precinct for the area of tallest development sitting as it did also furthest from the river and most proximate to public transport services.

13. To its north west development of up to 14 levels at the interface with the subject site, stepping up to 17 levels at the corner has been approved has been approved under the direction of Caydon Properties.
14. The proposed pedestrian focused Outer Circle Mews, a part of the precinct primary walking network, separates this site from its eastern neighbouring retail core with the ground level flanked by shops.
15. A new arrival forecourt marks the south-eastern abutment of this site with the subject site with this porte cochere providing the primary entry to the building. To the east a previously approved village green and plaza is flanked to the south and west by a mixed use development with ground level retail and upper level accommodation.
16. A new service road to secondary road provides access to basement parking to both the adjoining neighbour and the subject site.
17. This road reserve continues beyond these basement access zones with a lineal park terminating at its northern end with the proposed new community enterprise hub a multilevel business centre for residents of the precinct.
18. Flanking the road to the east are apartments with ground level units enjoying access directly to this pedestrian street.
19. At the northern end and west of the hub the pedestrian walk extension of the Outer Circle Mews extends down steps and into this new street.
20. Across Main Street to the south, medium rise development is proposed of 8, 7, 6 and 5 levels as they step towards the river.
21. Late in the development of the site concepts, Chandler Highway south of Heidelberg Road was further widened with the inclusion of a new river crossing, substantially widening the separation between development west of the road with the subject site.
22. The 60 Chandler Highway development provides a new urban edge to this widened 6 lane road interface to the west and the pedestrian focussed paper trail to the east. At its southern end it manages the transition for pedestrians and cyclists down to natural grade and into the southern river corridor and bridge crossing areas.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

23. Within *Plan Melbourne*, there are a number of outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
24. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
25. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:
 - a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
 - b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
 - c) **Outcome 5:** Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
26. **Direction 1.1** seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly with regard to supporting the central city to become Australia's largest commercial and residential centre by 2050.
 - a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to delivering co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and

around the central city is acknowledged here to play a major role in delivering high-quality, distinct and diverse neighbourhoods that offer a mix of uses.

27. **Direction 4.1** advocates a place-making approach to urban design to create *“more great public places across Melbourne.”*
 - a) **Policy 4.3.1** seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.
28. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. ‘Walkability’, ‘housing diversity’, ‘ability to age in place’ are identified here as key characteristics of 20-minute neighbourhoods.
29. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in close proximity to public transport is a key policy under this direction.
30. Policy guidelines to consider where relevant include:
 - a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
 - b) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).
 - c) *Urban Design Charter* for Victoria (Department of Planning and Community Development 2009).

PLANNING POLICY FRAMEWORK

State and regional planning provisions relevant to this application are set out below:

31. **Clause 11.01-1 “Settlement - Metropolitan Melbourne”** includes the following relevant strategies:
 - a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.
 - b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.
32. **Clause 15.01-1S “Urban design”** seeks to create urban environments that are *“safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.”* Relevant strategies outlined towards achieving this goal include the following:
 - a) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
 - b) *Ensure the interface between the private and public realm protects and enhances personal safety.*
 - c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
 - d) *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
 - e) *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
 - f) *Promote good urban design along and abutting transport corridors.*

33. **Clause 15-01-1R "Urban design – Metropolitan Melbourne"** sets out to create a *"distinctive and liveable city with quality design and amenity"* by undertaking the following relevant strategies:
- a) *Support the creation of well-designed places that are memorable, distinctive and liveable*
 - b) *Integrate placemaking practices into road space management*
 - c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*
34. **Clause 15.01-02S "Building design"** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:
- a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
 - b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
 - c) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
 - d) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
 - e) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
35. **Clause 15.01-4S "Healthy neighbourhoods"** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:
- a) *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
 - b) *Streets with direct, safe and convenient access to destinations.*
 - c) *Conveniently located public spaces for active recreation and leisure.*
36. **Clause 15.02 "Sustainable Development"** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.
37. **Clause 17.01-1 "Economic Development"** acknowledges the role of planning in providing a strong, innovative and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential.
38. **Clause 17.01-1R "Diversified economy – Metropolitan Melbourne"** enshrines a key outcome of *Plan Melbourne* to support the expansion of the Central City to become Australia's largest commercial centre by 2050. A key tenant behind strategies to this end is to plan for redevelopment of urban renewal precincts in and around the Central City to deliver high quality, distinct and diverse neighbourhoods that are genuinely mixed-use and offers attractive commercial floor space that is close to public transport and integrated cycling and walking paths.
39. **Clause 18 "Transport"** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates

economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.

40. **Clause 18.01-1 “Land use and transport planning”** outline strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:
 - a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
 - b) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
41. **Clause 18.02-2S “Public Transport”** seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
42. **Clause 18.02-4S “Car parking”** encourages the efficient provision of car parking by consolidating facilities and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.
43. **Clause 19.02-6R “Open space – Metropolitan Melbourne”** outline the objective to strength the integration of Melbourne’s open space network, strategies relevant to this proposal include the following:
 - a) Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.
 - b) Create continuous open space links and tails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
 - c) Continue the development of the lower Yarra River as a focus for sport, entertainment and leisure.

LOCAL PLANNING POLICY FRAMEWORK

ZONING

44. The subject site is within the Mixed use Zone (MUZ). The purpose of the MUZ is:
 - > To implement the Municipal Planning Strategy and the Planning Policy Framework.
 - > To provide for a range of residential, commercial, industrial and other uses which complement
 - > the mixed-use function of the locality.
 - > To provide for housing at higher densities.
 - > To encourage development that responds to the existing or preferred neighbourhood character of the area.
 - > To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.



OVERLAYS

Schedule 11 to the Development Plan Overlay

45. The entire site is subject to DPO11.
46. A development plan must be generally in accordance with the Indicative Framework Plan to the satisfaction of the responsible authority.
47. The development plan must be consistent with the following vision for the site:
 - > The Amcor site will become a sustainable, predominantly residential community.



- > The Amcor site will be redeveloped to provide a predominantly medium to higher density residential development, providing homes for a diversity of households including affordable housing, supported by convenience retailing services and community facilities, with employment opportunities in offices and showrooms along the Heidelberg Road frontage.
- > The development will provide a transition in the scale of buildings from Heidelberg Road and Chandler Highway stepping down to the Yarra River in the south and Parkview Road as appropriate.
- > The development will demonstrate a high quality architectural response, implement innovative ESD features, provide opportunities for best practice in environmental management, and provide a high standard of internal amenity.
- > The development will protect and enhance the Yarra River environs.
- > The development will create a cohesive community across south Alphington and south Fairfield.
- > The development will retain some links to the site's industrial past.

The Framework Plan

48. The DPO is supported by a framework Plan that considers principles of site permeability, interface, landmarks, open space and activation.
49. The Artisan west Precinct sits within the Neighbourhood Mixed use Precinct whilst the 60 Chandler Highway project sits within the Residential Precinct.



Building Heights Plan

50. Figure 2 describes the preferred heights for the project.



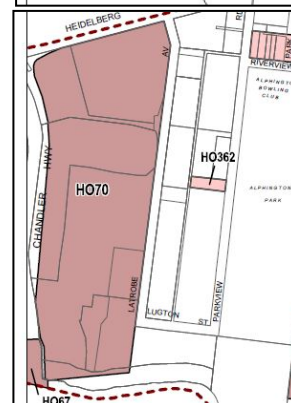
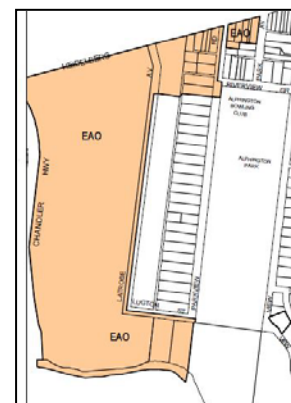
51. The area adjoining the Artisan West Precinct has a preferred height of 14 levels with the approved development some 20-25% greater in height.
52. The two projects sit within Area B where a preferred height of 5 levels is noted with the additional guidance that, "Buildings along major roads to be generally of medium height as appropriate, stepping down to a lower height along the Yarra River interface and Parkview Road"
53. Of relevance to this application it notes the following built form guidance:-
 - a) Built form and articulation should avoid long and continuous facades;

Environmental Audit Overlay

54. The entire site is subject to the EAO. The purpose of the EAO is:
- > To implement the Municipal Planning Strategy and the Planning Policy Framework.
 - > To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Schedule 70 to the Heritage Overlay

55. The site is subject to HO70 – 626 Heidelberg Road Alphington – Australian Paper Mills. External paint controls apply to any development on the site.
56. The purpose of the HO is:
- > To implement the Municipal Planning Strategy and the Planning Policy Framework.
 - > To conserve and enhance heritage places of natural or cultural significance.
 - > To conserve and enhance those elements which contribute to the significance of heritage places.
 - > To ensure that development does not adversely affect the significance of heritage places.
 - > To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.



Other Overlays

57. The southern part of the Amcor site is affected by an LSIO and SLO1. The subject site is not subject to these overlays.
58. Chandler Highway is subject to PAO4.

PARTICULAR PROVISIONS

59. Clause 52.06 Car Parking.
60. Clause 55 Two or more dwellings on a lot.
61. Clause 65 Decision Guidelines.

PROJECT CONCEPT

Alphington Paper Mill Artisan Precinct – Artisan West Stage 2.

62. Much has happened in the context of this site over the past six months with the Artisan East precinct designed and approved and the Site 2A corner gateway sites designed and approved. Artisan Park and surrounds has been developed at 3 and 4 levels against a preferred development outcome of 4 levels whilst as noted earlier the corner site has been developed to between 14 and 17 levels.
63. It is to these known attributes of neighbouring development that the subject site has been configured.
64. The design response provides for a campus of buildings forming a perimeter block around these interfaces creating a central protected landscaped courtyard between the flanking four forms enjoyed by each of the neighbouring buildings as a shared resource. Each of the external edges as well as the traversing courtyard have been considered in how they might enhance the pedestrian experience through activation, easy wayfinding, safety by design and materiality and design.
65. The project consists of 4 buildings that collectively incorporate 273 Apartments of which 78 (27%) are one bedroom, 32 are two bedroom one bathroom and 144 are 2 bedroom two

bathroom (64%) and the balance of 19 (9%) are 3 bedroom. Whilst I would typically seek greater diversity, I note this is in the context where the bulk of the broader site is being developed for detached and attached 2, 3 and 4 bedroom housing and so am comfortable with this level of diversity.

66. The material palette of brickwork, off-form concrete, metals and render have drawn on the industrial language of material traditions for the site and are supported.
67. The courtyard is publically traversable on the diagonal linking the northern footpath arrival to the site from the signalised intersection through to the Outer Circle Mews and the Paper Trail concept established in the masterplan and enhances permeability through the site.
68. Logically given the noise and traffic of the south-western interface with Chandler Highway the western interface forms a continuous built form edge to the street providing a sound buffering interface to the shared public amenity spaces and places of the hinterland areas.
69. Equally logically the scale of built form seeks to mediate between the taller scale to the northern neighbour and 8 level scale south of the street with 12 and 9 level stepped form responding to the adjoin pattern of 14 , 16 and 17 up to the corner intersection and similar proposed stepped form the hinterland activity centre, This is described in the Principles worked up by the project team on TP106.
70. In turn podium treatments have also been developed to the Chandler Highway frontage that reference that of its approved northern neighbour before scaling down around the corner and into the lower hinterland forms characterising the Artisan Park precinct. This is shown on TP418A.
71. East of the courtyard, the building divides into two forms, separated by a substantial visual and landscape break. These are shown in TP419 and in plan on TP107.
72. The northern block is longitudinally configured to frame the street and business hub to the east and courtyard to the west.
73. The service street between Artisan East and Artisan West Precinct has been upgraded with an enhanced Landscape promenade and western footpath linking southern precincts to the NW cnr. gateway via the 24/7 business hub and entry lobby zone to Building D.
74. The walking network and open space is described on TP 107 and enables environments of high urban quality separated from the Chandler Highway traffic noise to be experienced by pedestrians both mid-block and at the projects eastern interface with Artisan East.
75. The south building is configured again logically with its longitudinal axis east-west to mark the gateway to Mills Boulevard to its south and the northern aspect to the northern courtyard.
76. The northern 8 level building steps down to follow the gradient with the southern building 6 levels in height and transitioning well to its eastern hinterland 5 level neighbour.

SUMMARY OF FINDINGS

Building height and built form

77. The proposed height and scale of the four parts of the campus of buildings in my view effectively stitch the adjoining neighbourhoods together in a manner that continues to provide for high quality amenity and continued emphasis on the corner as the tallest point in the development.
78. The organisation around a shared central amenity zone is logical and delivers an enhanced amenity for both residents and visitors to and through the precinct.
79. The development of a program that activates the key arrival zones as showcasing wayfinding and orienting points at the northeast and southwest ends of the development are well resolved and consistent with the placemaking endeavours and principles established in adjoining development.
80. The ensemble of buildings as a typology versus alternative single composite forms is a design response consistent with the principles sought in the DPO and appropriate as a response to the site.

81. The positioning of taller built form to the western arterial road interface and lower form in the view line shadow as a transitioning scale to the eastern park is logical and well resolved.
 - a) From the southern gateway along Chandler Highway these lower forms will be seen against the gateway of taller built form on the intersection.
 - b) From the north and east these built forms will be largely rendered invisible by the 4 storey context of prevailing hinterland scale and taller Heidelberg Road and Town Centre form.
 - c) From the North-western intersection alignment the built form will in my view form a logically scaled and stepped ensemble transitioning down to the midrise scale anticipated for the balance of the Chandler Road frontage and hinterland residential.
82. The scales proposed preserve pedestrian amenity to the south footpath for key times of the day from 11am to 3pm. At 9-10am there is a minor impact on a small area of pavement that is gone soon thereafter with the ability for the body to be in sunlight for this entire period above knee level. I think these outcomes are acceptable when measured against the range of VCAT decisions with which I have been involved and Panel criteria with the south footpath being protected for longer periods than is typically the case.
83. The development of the stepped roof-scape areas as complimentary and in some cases shared amenity zones and green zones delivers both an enhanced environmental response and design resolution of the development but also an outcome that enhances the amenity for residents of the development. The greening of roofs is supported and the additional shared private space offered complimentary to ground level courtyard zones I welcome and responsive to the riverine corridor.
84. The configuration of the built form also results in a substantial extent of the central courtyard being afforded sunlight at the equinox.
85. I also support the arrangement of a configuration of 4 buildings each with their own language over a single uniform permitter block approach. The ensemble is convincing in its arrangement and response to context in its positioning of scale and engagement
86. The arrangement and expression of the ensemble of buildings is logical and well-handled as a contextual response.

Street wall to the Chandler Highway and Main Road facades

87. The street frontages are considered as part of the broader design response to the valued history and identity of the precinct and the new character afforded by their northern neighbour.
88. The southwest gateway building is configured as a masonry building both marking the corner and intersection and framing the entry to the precinct.
89. Upper levels peel back from the southern street edge to the south east to facilitate the transitioning down of form to its eastern neighbour from Highway scale to Village scale. This clever transitioning of scale along with the masonry language of the form is supported as a response to the history and context of the site.
90. Earlier draft plans provided for a double height pedestrian gateway to the courtyard and connecting link from this southwest corner that would be accessible during daylight hours.
 - a) Disappointingly a single level scale through link scale entry was substituted that made the wayfinding and public nature of this link less apparent. I was not supportive of this amendment.
 - b) Pleasingly a two and a half story high gateway has now been reinstated to this important arrival point a scale that speaks to its civic gateway and welcoming role.
 - c) The outcome of this amendment is depicted on TP 417 an image that both describes the gateway pedestrian link and permeability of the corner building and its transitioning of form from Highway to hinterland *Main Street*.
91. In my review of earlier draft plans I had also noted that I felt that the interface of podium units and Chandler Highway in my view required greening initiatives to soften and enhance the pedestrian experience on Chandler Highway and the amenity of lower level units.

- a) To this end I recommended that the applicant include a continuous stepped planter at Ground Level within the interfaces to both the northern laneway and the western Chandler Road interface. The irrigated planter should be a minimum 1m deep and 600mm in width clear of structure to enable an ambitious planting program to be implemented. This should be supplemented with additional street planting in the south west corner nature strip area.
92. The revised plans provide for a series of landscape planters to this interface with greater setbacks at the northern end to provide for a landscaping buffer and enriching edge to the pedestrian interface broken only by a series of secondary entrances to ground level apartments to activate this interface. These planters return around the northern interface with Lot 2A and its associated walk. The amendments are supported.

Ground Level

First and second floor level

93. I had similarly invited the applicant to amend the plans for the northwest and Chandler Highway terraces of A.2.03 to A2.10 and A3.03 to A3.10 to provide for generously scaled planters at these levels to anchor and soften the northern form and provide for the softening of built form to this building. With units 203 to 207 all having either multiple balconies or balconies in excess of minimum requirements I think the opportunity remains to incorporate these measures to these units.

Recommendation

- a) Provide further greening initiatives to the first and second floor balconies of Building A and B to enhance resident and pedestrian amenity and building response to context.

Integrated Art

94. In conjunction with the double height entry to the development to the southwest earlier proposals had incorporated an integrated art strategy flanking the side wall and soffit to the space. I would encourage the proposal to continue to invest the proposal with this additional scope to promote the public wayfinding this entry seeks to deliver as an appropriately publically accessible location for implementation of an element of the Public Art and Heritage interpretation plan.

Recommendation

- a) An integrated art response to the new public gateway link to Building A in accordance with the Public Art and Heritage Interpretation plan for the site to be provided prior to final endorsement of plans.

Environmental amenity

95. I am keen to ensure that the street level amenity at the abutment of Building A and Building B whilst acceptable provide satisfactory wind speed conditions for standing at street level owing to the crossing and pause characteristics of the public realm in this zone and reliance on this interface for balcony areas. This should be the condition at ground level primary entrances and entrances to dwellings. In broader pedestrian zones walking criteria is acceptable. There is no doubt that the disrupted configuration of Building A will assist substantially as will the indented nature of balconies in Building B in conjunction with the suggest and provided plater zones.

Recommendation

- a) Ensure the eastern footpath of Chandler Highway west of Building B and the north footpath of the Main Street east west entry road achieves a wind speed amenity for standing at the primary SW entry and entries to ground level dwellings.

Linkages and community amenity

96. Drawing TP2.03 describes the proposed pathway network through the site. Reference is made to landscape plans that I am at this stage not in receipt of these though I acknowledge that in both the plans and the renderings that considerable progress has clearly been made in

implementing a range of matters on which I had comment including wayfinding and walking networks, planting areas, upper level terraces and common areas and interface resolution with the adjoining eastern precinct.

97. The arrangement anticipates a pathway diagonally configured across the central courtyard with linkages to the entries of the four buildings off its length. A scissor ramp is proposed to link the southwestern signalised intersection to this zone with a series of stepped planters dividing these ramps and linking the two. A copse of trees is provided in the middle of the courtyard incorporating an attractive shaded congregating area with separate suntrap seating locations along the public path network creating a series of meeting points and social spaces.
98. A second north-south path flanks the western side of Building D and north façade of Building C.
99. The Paper Trail path continues from the north along the eastern side the northern apex of Building C and across the south side of the Business Hub linking into the village green to the east.
100. The path halves in width down the eastern side of Buildings D and C. No disability access is provided to link this eastern activity core to this north western link.
101. I had noted in my earlier response that the circulation network and landscape plan further work to better leverage the contribution of the courtyard to the amenity of residents in the building. I proposed a series of small amendments that included the following with the response noted below:-
 - a) Creating clearer demarcation between public, semi-public and private space. (The applicant has reconfigured the courtyard interfaces with a buffering elevated planter zone between the public walks and the private space. I consider this an appropriate response.)
 - b) Provision of disability access along the primary south east to north east perimeter link and improved configuration and alignment of stairs and ramps for the north east to south west courtyard link.

Recommendation

- Indent the NW Level 1 floor plan to provide for a publically accessible disability lift or alternative complying measure connecting the upper level plaza and Paper Trail Link to the lower level Entry lobby plaza to Building D
- c) Enhanced rationalisation of paths to secondary residential unit entries to improve the opportunities for landscape and shared quality space. (The network has been rationalised with a single better pathway flanked north and south by landscape planter zones to private open spaces and habitable rooms. I consider this an appropriate response.)
 - d) Inclusion of a north facing community space for the development to the central courtyard to enhance the utilisation of this shared space through the conversion of 2 x 2 bedroom units to 2 x 1 bedroom units enabling the westernmost unit to become a community space with associated external social space in Building C. A new community space has been incorporated at the northern end of Build D at the junction of the SE and SW paths and adjoining the Business Hub creating a welcoming arrival point to the precinct in conjunction with landscaping. I consider this an appropriate response.)
 - e) Reduction of the number of courtyard paths to enable more space for landscape and green shared amenity. (Achieved refer earlier note)
 - f) Correct depiction of and path edges to planters given the car parking under and need to build up soil depths for areas of tree planting. Achieved with the sections indicating acceptable spoil depths that should be further articulated in landscape plans)
 - g) Suggestion for flanking trees to edges of space to better enable sunlight to the key southern end of the space at the equinox in the middle of the day as modelled in the shadow diagrams. (Achieved)
 - h) Enhanced buffering between the eastern path and adjoining units through minor modifications. (Achieved)

Architecture, layouts and facade treatments

102. Generally speaking the design language and approach is supported.
103. Equally the configuration of the site as a campus of buildings is supported as is the language of buildings and the materiality which is in my view well managed.
104. Subject to the acceptance of the recommendations made I am satisfied that a high quality solution can be achieved.
105. The internal arrangements typically provide for generously scaled common area circulation with natural light and ventilation and are supported.
106. The inclusion of large bicycle provision is strongly supported.
107. The inclusion of residential entrances both along main side and courtyard areas is supported as a measure to encourage site permeability and activation.
108. I have made a number of suggestions for minor amendments as follows:

Lobbies and entries

109. An opportunity exists to enhance the ground floor lobby placemaking, arrival experience and amenity through modest changes to the footprint, positioning of entry doors, and inclusion of weather protecting canopies to enhance wayfinding and shelter and alignment of entries with direction of travel to the units. This has been undertaken by the design team and the improvements are supported,

Roof spaces

110. The roof space at Levels 5 and 10 require resolution and programming as part of a shared amenity strategy for residents of the development.
111. The North east rooftop area of Level 6 Building A has been sleeved with a planter zone to contribute to the landscaping backdrop of the building to the eastern lower scale Town Centre core.
112. I had earlier noted that logically the level 10 roof terrace should incorporate a small internal space with WC and kitchenette facilities in conjunction with a well-developed landscape and social proposition for external areas. I am pleased to see this appears to be now included with further shaded amenity and seating zones in conjunction with an expanded landscape ambition. Subject to the landscape resolution being acceptable I am of the view that this will be an invaluable shared space for residents and will enhance the building response to context from longer views to the southwest.
 - a) Buffer landscapes need to be provided between level 10 south facing units of the northern tower and the link and shared zones. (Achieved)
113. As noted in the earlier reviews, the contribution of rooftop and terrace landscapes to building D and their eastern façade treatment will be critical to the effective integration of Building D into the backdrop of the central village green and surrounding mixed-use heart. To this end I recommended the development of:
 - a) Extensive landscape to the terraces at 7 and 8 of Building D.
 - b) Incorporation of planters at the indented eastern facades of Building D at all levels visible above the perimeter buildings of the central green when viewed from the eastern kerb of Mills Boulevard.
 - c) Incorporation of planters to the northern terraces of Building C at all levels.
114. I note that planter areas are indicated in both plan and renderings at these levels and would encourage the development of this ambition in the landscape plans to the satisfaction of the RA.

Recommendation

- a) I would encourage planters to the indented façade areas of levels 5 to 8 where they sit as part of the skyline ensemble as a foreground to taller intersectional built form.

Reverse Amenity and designing for interface attributes

115. I have earlier made the following recommendations

Recommendations

- a) Ensure the design of units interfacing with major roads is acoustically designed to ensure high quality internal amenity.
- b) Ensure that units abutting the ground floor public space and upper level terrace areas are similarly designed with appropriate buffers and acoustic specification.
- c) Ensure the North eastern units abutting the Business centre are configured at Level 2 and Level 3 (Apts 2.01 and 3.01) with the primary balcony to the north and the eastern interface to balcony and living areas screened to provide lateral views out and avoidance of overlooking between activities.

Privacy between units, amenity and informal surveillance

116. Address privacy between units e.g. B05.08 to A05.03, B3.03 to the adjoining eastern units. (achieved)
117. Size of balconies must be a minimum of 8sqm and larger for larger 3 bedroom units in all instances. (Achieved)

ESD and Landscape Design

118. I assume the design of the development is consistent with the ESD standards underpinning the Site Approved Plan. Ensure stormwater harvesting tanks are incorporated into the plan to enable the resilient provision of high quality landscapes crucial to the design solution in this instance. (Achieved)
119. Ensure the landscapes provided are of exemplary quality and integrated with a community plan for the development. (To be confirmed with the provision of a landscape plan to Council Approval)

CONCLUSION

Subject to these minor amendments I am satisfied that the designers have delivered for the West Artisan Precinct an ensemble of buildings that provides for an attractive gateway neighbourhood to the Alphington Mills Village Centre and an appropriate urban stitching response to its adjoining Town centre and Gateway neighbours and East Artisan precinct and support its approval on Urban Design and Architectural grounds.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

- > Urban Context Report 28.08.2019, Elenberg Fraser
- > Plans 15.11.2019, Elenberg Fraser
- > Artisan West Apartments Town Planning Submission, RFI Updates 21.02.2020, DKO

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