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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 60 Chandler Highway

July 2020

Prepared by

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B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVEPLA, Architect

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BACKGROUND

60 Chandler Highway Alphington

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. Earlier this year I was introduced to the proposal for 60 Chandler Highway, Alphington.
3. I provided preliminary feedback on their proposal soon thereafter to discuss the arrangement of the proposal and public realm treatments and the amenity of the surrounding areas where I sought amendments to form, articulation, program and resolution.
4. Two further reviews have been undertaken prior to receipt of these plans to undertake a review of the plans amendments were then made prior to submission to council and it is on these now that I have been asked to comment.
5. 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 level basement car park is provided in conjunction with this project for 238 cars. The updated configuration of units now comprises:
 - a) Core A provides for 60 apartments across up to 8 levels.
 - b) Core B comprises 50 apartments across 7 levels.
 - c) Core C is a smaller building with 56 apartments over 6 levels.
 - d) Core D has 47 units over 5 levels including also an expansive Health and Wellness Zone including indoor and outdoor pools at the lower Turbine House interface.
6. 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

7. The site forms a key gateway precinct within the Alphington Mills comprehensive new precinct development and major interface to the reconfigured Chandler Highway interface. Linking the Main entry (Mills Road) to the riverine Boiler House Precinct to the south.
8. The project flanks the western interface with the Paper Trail a key pedestrian spine linking communities to the north with the historic Boiler House Precinct to the south. Importantly the trail also provides the primary street address for buildings to its east and west including the retained Wet Lap Building and the Workshop Precinct. The northern frontage provides an important welcoming role to both the town centre and the Paper Trail whilst to the south an important interface between neighbourhoods and the central recreational hub for the site.
9. The western façade flanks the widened Chandler Highway interface. Regrettably the treatment recently completed by Vic Roads is largely devoid of landscape improvements within the road reserve zone but provides an important shared bicycle and pedestrian link to the Capital City Trail and recreational areas of Yarra Bend via the recently completed high quality Darebin Trail and Capital City Trail networks.
10. The proposed pedestrian focused Outer Circle Mews forms a part of the precinct's primary walking network.
11. The substantial grade separation from north to south of the land enables the car parking and bicycle storage accommodated in Basement Level 1 to be facilitated almost at grade from the east at a mid-point with 99 car spaces and 84 bicycle spaces at this level sleeved by the adjoining warehouse precinct and the Chandler Highway abutments and Mills Boulevard entrances to the east, west and north respectively whilst to the south at the same level is the Health and Wellbeing Hub.

12. A ramp to the lower carpark level accessed by a 1:8 and 1:4 ramp accesses a further 143 cars and 130 bicycles.
13. The buildings are organised with four separate cores providing for a stepped down medium rise development of 8, 7, 6 and 5 levels as they step towards the river providing to a transition in a logical sense from those buildings north of Mills Boulevard to the gateway south building with continued diminishing in scale.
14. 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.
15. The 60 Chandler Highway development provides a new urban edge to this widened 6 lane road interface to the west and the pedestrian focused 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

16. 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.
17. *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.
18. 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
19. **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.
20. **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.
21. **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.
22. **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.
23. 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:

24. **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.
25. **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.*
26. **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.*
27. **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.*
28. **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.*
29. **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.
30. **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.
31. **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.
32. **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.
33. **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.
34. **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.
35. **Clause 18.02-4S “Car parking”** encourages the efficient provision of car parking by consolidating facilitates and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.

36. **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

37. 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

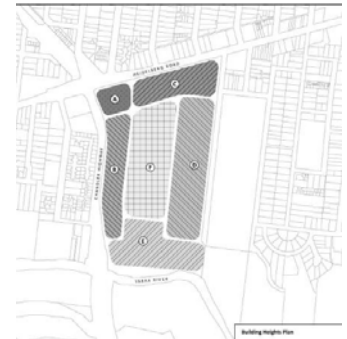
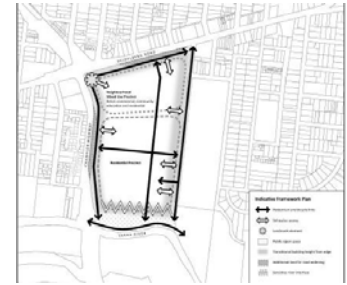
38. The entire site is subject to DPO11.
39. A development plan must be generally in accordance with the Indicative Framework Plan to the satisfaction of the responsible authority.
40. The development plan must be consistent with the following vision for the site:
- > The Amcor site will become a sustainable,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

41. The DPO is supported by a framework Plan that considers principles of site permeability, interface, landmarks, open space and activation.
42. 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

43. Figure 2 describes the preferred heights for the project.
44. The area adjoining the Artisan West Precinct has a preferred height of 14 levels with the approved development some 20-25% greater in height.
45. The project sit within southern two thirds of 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"*
46. 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

47. 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

48. The site is subject to HO70 – 626 Heidelberg Road Alphington – Australian Paper Mills. External paint controls apply to any development on the site.
49. 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

50. The southern part of the Amcor site is affected by an LSIO and SLO1. The subject site is not subject to these overlays.

PARTICULAR PROVISIONS

51. Clause 52.06 Car Parking.
52. Clause 55 Two or more dwellings on a lot.
53. Clause 65 Decision Guidelines.
54. Urban Design Guidelines for Victoria 2019

PROJECT CONCEPT

55. 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 West has similarly been the subject of an application that I have previously reviewed. 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. The Workshop Precinct to the north has developed as 3-4 levels as envisaged in the masterplan.
56. It is to these known attributes of neighbouring development that the subject site has been configured.
57. The design response provides for an orthogonal set of buildings configured to mediate between the pedestrian and major road longitudinal interfaces and the civic northern edge and industrial and riverine southern edge.
58. These eternal edges have been considered in how they might enhance the pedestrian experience through landscape, separation of vehicular and pedestrian movement, activation, easy wayfinding, safety by design and materiality and how the interface might inform the design response.
59. The material palette of primarily, off-form concrete, metals, glass and render have drawn on the industrial language of material traditions for the site and are supported.
60. The underlying project vision seeks to articulate the zone between the land and the river which they speak of as the Riparian Zone. The precedent images of weathered and robust concrete frames, deep eave reveals, and an ambitious landscape program represents in my view an appropriate launching point for the project.
61. The stepping down of built form from north to south is also a logical role for the site in mitigating and bridging between the taller intersection and town centre scale and form and the southern river zone where landscape and the industrial interventions therein are valued and predominant.
62. 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.
63. Equally I have sought from the design team a nuance and shift in design response from north to south to ensure the site responds to the shifts in character through this corridor.

64. Animating the interface to the Chandler Highway frontage and investing this interface with some landscape is also necessary in my view to mitigate the responses undertaken in the road reserve.
65. I am pleased that the revised plans from the Applicant have ensured that all ground floor apartments fronting Chandler Highway will now have direct access to/from Chandler Highway which in my view was an appropriate and humanising outcome in urban design terms.
66. The form of the building whilst stepped also incorporates a break above the podium between the northern two buildings and southern to buildings with the break in form on the axis of the east west eastern street and pedestrian link up onto the paper trail. These are concepts consistent with the masterplan framework for the site.
67. The animation of the eastern frontage is similarly enhanced through the engagement of ground floor units and the primary main entrances of each building to this walk supporting its socialising and activation role.
68. A series of indented spaces ensure the inclusion of specimen trees at three intermediate locations along the walk centred between the four entrances.
69. At the southern end of the paper trail a curvilinear walking network wraps a void down to the lower level outdoor pool and via a bold civic bicycle ram down to the lower ground level of the Boiler House Precinct and Health and Wellbeing Centre.

SUMMARY OF FINDINGS

Building height and built form

70. The proposed height and scale of the four parts of this Outer Circle flanking campus of buildings is effective in my view at both engaging with the new and broadened scale of Chandler Highway and the valued amenity of the Paper Trail as a shared cycle and pedestrian experience.
71. That said, the support for this scale and height is predicated on:
 - a) The successful demarcation between the buildings and their expression to align with the ambition in site policy for diversity in built form expression.
 - b) The successful interface resolution of the unique and differing aspects of the south east west and northern interfaces.
 - c) Design and ESD quality of response.
 - d) The protection of the paper trail from excessive overshadowing.

Northern interface

72. The northern interface has an important gateway function to the paper trail and to the multiple buildings that are dependent on the paper trail for visitation and amenity.
 - a) As I had earlier noted in consultation it is my view that the podium scale south of the Mills Boulevard frontage can be robust in scale and would proportionally be enhanced by the podium being proportionally greater in scale than upper levels. The shift by the architects to provide a 5 level interface to the corner is an appropriate civic response with the upper level expression of the expression of a projecting frame and armature of the building appropriately wraps the corner and invests the building with the sculptural quality warranted by this expression.

Western frontage

- a) Save for this northern gateway building, the remaining street wall and podium expression is typically 4 level in scale stepping down the Chandler Highway frontage.

Southern Edge

- a) At the southern end the setback-built form sets back from the southern podium edge from upper level 4 and above.
- b) I also support the adoption of a concrete frame expression for this lower podium form.

Comments

73. In my view the lushness underpinning the conceptual framework and, in my view, warranted by the site context at its interface to the river and in turn warrants a different expression and footprint to that of the northern end of the site.

Recommendation 1

- > I would recommend the setback of the habitable spaces of the south façade of Building D at levels 1 to 5 by 3m from the perimeter concrete frame and grid of the façade and ensure that this southern interface incorporates multi-level voids large planter and vertical garden zones and a carefully positioned balconies within a vertical garden zone to differentiate this interface from that more civic and urban character which characterises the northern interface.



Eastern Interface

74. The indented zones for the proposed paper trails are strongly supported. The opportunity also exists in this indented zone to disrupt the architectural language to provide relief and pauses in the paper trail interface to enable the expression of the four buildings to have some opportunity for articulation and separation. With the absence of balconies to the hinterland of these trees the opportunity exists to develop a green wall backdrop up these facades to provide an amplification of the green effect and further relief of potential heat island effects. The remaining interfaces have developed well and material palette differentiation described in the Urban Response report is developing well but needs to be cross referenced in the architectural pack with a number of the images and blow up's therein also copied across so they form a clear part of the standards of the endorsed plans.
75. The finishes and materials are infrequently nominated on these elevations.
76. The inclusion of the entrances and enhanced front landscapes to Chandler Highway are supported in principle.

Recommendation 2

- > Update elevations to show clearly all finishes and materials in alignment with the diversity of finishes and materials shown in the Urban Context Report to ensure the diversity sought in the Precinct Urban Design Principles are manifested in the delivered project.
 - > Provide detail studies drawn from the Urban Context Report within the plans for endorsement to demonstrate the material quality and diversity and quality and diversity of articulation and expression and crafting of the facades sought by precinct policy to the satisfaction of the RA.
 - > Reconfigure the façade treatments to the indented three zones of the east façade to provide further support for the landscape character of these courtyards to the satisfaction of the RA.
77. The positioning of taller built form to the western arterial road is logical and well resolved in my view subject to these amendments.
- From the southern gateway along Chandler Highway these lower forms will be seen against the gateway of taller built form on the intersection.
 - From the North-western intersection alignment the built form will in my view form a logically scaled and stepped ensemble transitioning down to the river.
 - The opening up of the arrival from the north into the Paper Trail is supported.
 - The Trail is not impacted by development in terms of overshadowing to any substantive degree until well after 1pm and supports the amplification of form to this edge in my view as has the expanded road interface to the west.

78. The building scales proposed preserve acceptable pedestrian amenity to the east side of the Paper Trail for key times of the day. footpath for key times of the day from 10am to 2pm.
79. The development of the stepped roof-scape areas as complimentary and in some cases shared amenity zones and green zones has the potential to deliver both an enhanced environmental and landscape response and design resolution of the development and also an outcome that enhances the amenity for residents of the development. Presently the opportunities to leverage these spaces has not been optimised in my view. Particular attention is brought to Level 4 where the shared terrace zone has not been leveraged to provide for optimal configuration for north facing units to this terrace with bedrooms rather than living rooms to this interface and with planter zones limited to the flanking east and west edges. The opportunity to get a better amenity and landscape outcome should be explored.
80. Similarly the step down in roofs has not been used to provide enhanced views and external areas for abutting units or occupiers of the development in some instances. The opportunity to explore options at Level 5 to develop a south facing terrace given its potential views of the boiler house Yarra Bend Park and paper trail should be encouraged. Similarly at level 7.
81. Whilst I acknowledge the development has incorporated a great lower ground level health and wellbeing hub the inclusion of generously scaled shared space on one of these step zones is also in my view warranted in association with some shared services at that level.
82. 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.

Recommendation 3

- > Reconfigure the design of units abutting the shared external space between building B & C at Level 4 to:
 - > better utilise the space between units
 - > enhance the amenity of internal living areas
 - > better resolve the interface between units
 - > invest the terrace areas and visual impact with enhanced terrace landscaping scope and ambition consistent with the design vision with the opportunity to have a much more lush backdrop for indented trees below.
- > Reconfigure the southern interface of Building C with Building D at level 5 to provide for a shared rooftop landscaped response for the building and enhanced amenity for abutting units leveraging southern aspects across landscape rather than rooftop areas.
- > Reconfigure the south facing Units of Building A at level 7 to leverage the southern adjoining rooftop and provide for an enhanced aspect for the abutting habitable rooms.
- > Amplify the landscape quality of the southern end of Building D at the upper 5 levels as earlier noted and the southern pergola and proposed roof terrace accessed off Building C.

Planters

83. Details of the planter design demonstrating lush and resilient planting supported by appropriate planter widths and infrastructure should be provided in typical detail plans at street level and upper level balcony areas as well as at the Paper trail level where important trees breaking the built form are indicated.

Recommendation 4

- > Provide details of planters at street interface, paper trail and upper level terrace areas to the satisfaction of the RA.

Ground Level

Entry differentiation

84. Despite the differing materiality of their facades, currently the four entries are conceived with matching footprints and character. I would encourage the architects to reconsider this and seek to invest these addresses with distinctive and differing character and amenity that both reinforces the materiality and character of each and in addition avoids repetition consistent with the ambition of the precinct plan.

Recommendation 5

- > Reconfigure the lobby and entry planning of entries and their materiality and character to give further crafting and differentiation of entries to support the materiality and precedent imagery in the urban context report.
- > Provide details of the proposed paper trail linkages down to the southern and eastern abutting street networks ensuring these interfaces are well resolved in landscape and amenity terms.

At Lower Ground Basement 1 level

Recommendation 6

- > Reconfigure the arrangements of the eastern stair carpark entry and services cupboards to treat this terminating view as an important axis and area for street enhancement. Currently I am concerned the area is treated as a back of house area but its realisation will shape the amenity and character of the street for the residents for whom this is their address. The proposed eastern stair should be of high quality and the termination of this street into the carpark given great care so as to enhance the quality of this street and its appearance so as to not undermine the quality and amenity of the adjoining Workshop and Wet lap abutting residences.
- > Seek to increase the number of bicycle spaces on the upper level as the negotiation of bicycles via a 1:4 exit ramp is problematic with many users needing to egress via a lift which of course would not be desirable.
- > Also consider locations for short term zones for scooter and cyclists for deliveries and visitor bikes within the paper trail and wellness precinct for broader precinct users of these facilities.

Integrated Art

85. Significant effort in the heritage report went into the proposed heritage interpretation and integrated art of the Paper Trail. I am yet to see this manifested in any plans for this element of the project but its realisation is critical in my view in a curated landscape response.

Recommendation 7

- > An integrated art response to the paper trail link in accordance with the Public Art and Heritage Interpretation plan for the site to be provided prior to final endorsement of plans.

Environmental amenity

86. I am keen to ensure that the street level amenity at the abutment of Building A to D on all street and pedestrian walk interfaces is achieved in a manner that supports their respective purposes. The Paper Trail should achieve outcomes suitable for sitting and standing as should the northern interface and lower outdoor pool areas

Recommendation 8

- > Ensure the eastern footpath of Chandler Highway and the south footpath of the Main Street achieves a wind speed amenity for standing with the paper trail achieving lower wind speed conditions suitable for sitting.
- > Create clearer demarcation between public, semi-public and private space at Paper trail interfaces to East and western interfaces with a major focus on maximising the shared space area. And clear wayfinding through the precinct. The suggested use of high bamboo is not supported with the designers encouraged to review the earlier Tract work and the underlying heritage report.

Architecture, layouts and facade treatments

87. Generally speaking the design language and approach is supported.
88. Equally the configuration of the site as a campus of related but materially differentiated buildings that speak to their changing interface conditions is supported. The language of buildings and the materiality is in my view typically well managed.
89. Subject to the acceptance of the recommendations made I am satisfied that a high quality solution can be achieved.
90. The internal arrangements are similarly typically OK
91. The inclusion of residential entrances along the Paper Trail is supported.
92. I have made a number of suggestions for minor amendments as follows:

Lobbies and entries

93. An opportunity exists to enhance the ground floor lobby placemaking, arrival experience and amenity as earlier noted by both lobby treatments and further Paper Trail development.

Roof spaces

94. The roof space should be further leveraged at transitions as earlier noted.

Reverse Amenity and designing for interface attributes

95. I have earlier made the following recommendations

Recommendations

- > Ensure the design of units interfacing with major roads is acoustically designed to ensure high quality internal amenity.
- > Ensure that units abutting the ground floor public space and upper level terrace areas are similarly designed with appropriate buffers and acoustic specification.

Daylighting

96. Check the depth of units is achieving acceptable daylighting to kitchen work areas in all cases
97. At breaks between towers B & C I note both south facing and north facing units are screened. I would recommend only south facing units be screened.

Balconies

98. Size of balconies must be a minimum of 8sqm and larger for larger 3 bedroom units in all instances with wider balconies for 3 bedroom units. Typically I would encourage balcony widths particularly for the Paper trail and south and north units that facilitates outdoor use i.e. > 2.1m

CONCLUSION

Subject to these amendments I am satisfied that the designers can achieve an acceptable outcome

DOCUMENTS FORMING THE BASIS OF THIS REPORT

- > Urban Context Report Elenberg Fraser
- > Plans Elenberg Fraser



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